

# IBTTA Sustainability & Resiliency Task Force

June 14, 2021

## Meeting Summary Notes



### ***Introductory Remarks***

Task Force Co-Chair Pedro Costa (CEO, Northwest Parkway) welcomed participants and thanked IBTTA staff for their support of the task force and meeting. He said the day's session would be an interactive discussion among task force members to thoughts on sustainability and resilience and how to move forward. With many businesses committing to net-zero targets, he cited the importance of understanding the real meaning of those commitments, how they are measured and monitored, and whether customer emissions should be addressed. The statements from many organizations are bold and impressive but they require clear plans and resources to instill confidence in making a difference.

Costa said investors are becoming increasingly attentive to climate risks faced by many businesses and will increasingly make investment decisions based upon sustainability and reliance criteria as part of an organization's business plan. The tolling business is about mobility and communities, which should help frame the discussion for the task force.

Mark Muriello, IBTTA's Director of Policy and Government Affairs, reminded everyone that at the first task force meeting the participants had agreed to brainstorm their areas of interest to lay out the full spectrum of issues the task force might address. He pointed to the breadth of potential topics and encouraged the group to get their "best thinking on the table" to help set priorities and organize task force activities and work plans. The outcomes might require expanding the task force membership and bringing in subject matter experts to support work on specific topics.

### ***Setting the Stage***

Task force members were invited introduce themselves and answer two questions:

- What do you hope to get out of the task force?
- What might your organization be able to contribute to the task force's work?

Emanuela Stocchi - Associazione Italiana Società Concessionarie Autostrade e Trafori (AISCAT), the Association for Italian Toll Road Concessions –

Sustainability is a key focus for the transport sector in Italy and Europe. The commitment includes environmental impact and respect, but extends to address customer interests, road safety, and corporate governance. Sustainability is a means to be accountable to customers, stakeholders, and investors. AISCAT would welcome an exchange of best practices and can offer insights on the experience in Italy and Europe. Italian companies must report on sustainability for the capital markets and associations have followed suit. AISCAT produced sustainability report in 2019, which is currently being updated for 2020. It may serve as a model for IBTTA.

René Moser and Ulli Vielhaber - ASFINAG, the Austrian Turnpike Network –

ASFINAG published its first Austrian sustainability report in 2005, which was one of the first of its kind in Europe. ASFINAG hopes to learn from international best practices and experiences and to share their experiences. Current efforts include a climate protection program, which will conclude this summer. ASFINAG offered to discuss the program's objectives and activities at a future meeting.

Doug Feremenga - Transportation Corridor Agencies (TCA), Orange County, CA –

S&R is a global issue, but much of the progress is being made through local initiatives and progress, which makes information exchange and a repository of best practice critical. TCA is partnering with CalTrans to explore low-carbon fuel standards, electric vehicles, and bio-sequestration.

Jessica Carson - E-470 Public Highway Authority, Colorado –

E-470 established a solar energy program several years ago and is considering how it may be expanded. An EV charging station project deployed charging stations at headquarters and are planning to incorporate an expansion as part of a plaza redevelopment program. E-470 would welcome other ideas and options from operators around the world.

Noémie Frontère, - Association Professionnelle Autoroutes et Ouvrages à Péage (ASFA), French Association of Motorway Companies –

Last year ASFA studied the emissions from the French motorways and how GHG emissions may be reduced. They offered to share the results and next steps on how to reduce them.

Christine Weydig Director, The Port Authority of New York and New Jersey (PANYNJ) –

The PANYNJ can share sustainability benchmarks and would like to learn about benchmarking, international best practices, and policy development to accelerate clean vehicle adoption (e.g., differentiated tolling). The PANYNJ would also be interested in collaborative pilots to share learnings and insights on procurement. Possible PANYNJ contributions include:

- (1) clean construction practices looking at embodied carbon and circularity in construction materials to use low-carbon materials in construction and reuse construction demolition waste. Pilots of low-carbon materials, currently with low-carbon concrete, but be looking to asphalt and other materials as well;
- (2) sustainable infrastructure guidelines for construction practices;
- (3) operations efforts for renewables, siting tools for renewable energy applications (e.g., solar panels on lighter infrastructure), siting of charging infrastructure, use of rights of way for clean energy and fueling.

Bruno de la Fuente - SEOPAN (Asociación de Empresas Constructoras y Concesionarias de Infraestructuras), Spanish Concession Association –

In Spain, toll operators are facing the difficult task of showing that the industry is acting sustainably and on the right pathway towards those goals. EU investors are supporting large investments in other transport modes, so clear plans, actions, and reporting are essential to attracting investments. SEOPAN members have experience in other sectors that may be tapped. SEOPAN is happy to share reports that have been completed with the task force.

Olivier Quoy - ASTLAN - French Roadway Concession –

In France, operators have been undertaking climate change assessments with varied methodologies such as “ROAD App”, looking at roadway adaptation to climate change. While best practice is interesting, he views a common understanding of issues and topics as important. Most emissions from the business are produced by road users, not by road operators. This requires imaginative approaches to influence GHG emissions, which may require work with vehicle manufacturers. CO<sub>2</sub> capture and bio-sequestration might be interesting because they are more in the hands of road operators. An analysis of electric consumption of their 100 km of roadways suggests they would need 150 MW of power to fuel all vehicles in they were all EVs, requiring attentiveness to power generation.

Stuart Carney - Indiana Toll Road Concession Company (ITRCC) –

ITRCC has begun shifting its fleet to electric vehicles and is interested in efficient means of producing renewable electricity. He hopes to learn how other agencies are managing the transition from a cost and operational perspective.

Anna Quinones - Tampa Hillsborough Expressway Authority (THEA) –

THEA has many innovation initiatives underway but is new to sustainability efforts. THEA had previously explored synergies between tolling and transit and is now moving toward electrification. THEA is interested in learning from other agencies' experiences.

Mark Compton - The Pennsylvania Turnpike Commission (PTC) –

A constant incoming stream of sustainability ideas is often difficult to take in. PTC would welcome some "truth testing" and data points to help operators set priorities. He suggested IBTTA's *TollMiner*<sup>TM</sup> tool as a repository for the best practices the group identifies. PTC is already electrifying its service plazas and shifting its construction practices and was looking forward to sharing experiences and learning from others.

**Breakout Group Discussions and Reports**

Two breakout discussions were facilitated. One group focused on problem solving with attention to highlighting priority problems faced by toll operators and identification of problem areas that would benefit from agency collaboration. A second breakout group focused on partnerships with attention to identifying organizations that may provide the task force with information, expertise, and resources, as well as organizations that may be open to cooperative efforts to address sustainability and reliance.

**Group #1 Report: Problem-Solving**

Challenges for Consideration: by the Task Force:

- Toll Operator Challenges with Fleet Electrification and Transition
  - Coordination with vehicle manufacturers to ensure fleet vehicle safety and operational efficiency.
  - Planning with manufacturers to develop the types of vehicles that road operators will require, such as larger-scale diesel replacements. The PANYNJ is releasing an RFI to communicate requirements with the automotive industry, which is a good example of information and resources that may be shared.
- Alternative Fueling and Charging for Customers
  - Clean charging for customers with alternatively fueled vehicles, including hydrogen or fast battery charging for heavy vehicles.

Working with Others on Problems:

- Options for collaboration to address Scope 3 emissions (i.e., from assets not owned or controlled by the reporting organization), as well as Scope 1 (i.e., from sources controlled or owned by an organization) and Scope 2 (i.e., indirect emissions from the purchase of electricity, steam, heat, or cooling).
  - Use of procurement processes to create incentives and shape supply chain practices.
- Develop a charter to establish the issues that task force members hope to solve together.
  - Potential to address resources for joint efforts (e.g., access to subject-matter experts, financial contributions, etc.)?

**Group #2: Partnerships**

Potential Organizational Partnerships:

- The MOU between ASECAP (European Association of Operators of Toll Road Infrastructure) and IBTTA may be a resource for other global partnerships.

- There may be the potential to look toward other such arrangements, like with International Road Federation (IRF).
  - The Global Reporting Initiative (GRI) is another resource aimed at helping organizations take responsibility for their impacts, providing a common global language for communication and standards for sustainability reporting.
  - The UN Global Compact is a voluntary initiative based on CEO commitments to implement universal sustainability principles and to support UN goals.
- At the U.S. federal level, the Environmental Protection Agency (EPA) may be one a resource, with its wealth of guidance documents and toolkits for sustainability and resilience forming a foundation for added outreach.
  - Greenroads International advances sustainability education and initiatives for transportation infrastructure and provides certifications and ratings for design and construction.
  - Bond rating agencies and other entities that rate projects and organizations in terms of environment, social, and governance (ESG) responsibilities.
- Academia and research organizations were cited as a resource.
  - Italy and Austria have used their national universities in the S&R field for research and data collection.
  - UC Berkeley and USC were mentioned as U.S. universities with active research programs and business partnerships.
  - Use academia for data and information regarding bio-sequestration, landscaping, other practices that build resilience for effects of significant weather events (floods, storms, wildfires, etc.).
- Vendors advancing electrification are targets for partnerships.
  - At a future IBTTA meeting, invite companies working on electrification of vehicles and infrastructure as exhibitors.

## **Next Steps**

Several participants suggested that the task force begin by identifying the specific issues and priorities it can address within the broad sustainability and resilience space. A roadmap from these issues could serve as a starting point for outreach, including vendors, service providers, other institutions and with other IBTTA members.

The high level of interest in webinars and information exchange expressed in the task force survey suggests that the group may use some of its meeting time for a series of informal presentations, leading up to a webinar series for the wider IBTTA membership. Emanuela Stocchi said that approach had given ASECAP task force members a mechanism to identify their top priorities for action. Mark Muriello said IBTTA would set up a mechanism for sharing documents and resources among task force members.

The group discussed whether to meet in person at IBTTA's Annual meeting in Anaheim, CA from October 10-12, 2021. Several participants indicated they plan on attending and that an in-person meeting could be a good opportunity to use Exhibit Hall invitations to signal the marketplace that toll operators are interested in alternative products, materials, and methods.