



## MEETING MINUTES

**August 17, 2022**  
**9:00 AM-10:15 AM**

### 1) Welcome and Introductions

Peter Comenzo, Town of Rotterdam  
Melissa Connolly, AAR  
Jack Darrah, SMS Rail Lines  
John Davidson, DA Collins Companies  
Valerie Deane, NYSDOT Region 1  
Louis Esposito, Town of Princetown/OOIDA  
Steve Feeney, Schenectady County  
Gautam Mani FHWA  
Michael Gaynor, GoRail  
Jeff Gritsavage, NYS Canal Corporation  
Maria Hayford, FHWA  
Mike Izdebski, PlugPower  
Mark Landgraf, citizen  
Dr. Catherine Lawson, UAlbany

Reema Loutan, EPA  
Sean Maguire, Town of Colonie  
Thomas Morkan, MARAD  
Susan Olsen, NYSDOT Region 1  
Tom Phelan, Gannett Fleming/BHX Engineering  
David Rosenberg, NYSDOT  
Dave Schmitz, Price Chopper/Market 32  
John Taylor, Town of Bethlehem  
Bill Trudeau, City of Albany  
Eric Vandenberg, General Electric  
Jeff Wojtowicz, RPI  
Chris Bauer, CDTC  
Jacob Beeman, CDTC/CDCC  
Chaim Simon, CDTC

### 2) Rail Funding Opportunities (Michael Gaynor GoRail)

There are several new funding opportunities for freight rail infrastructure. The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), has provided funding to make at-grade crossings safer. Notably, the law provides a significant amount of money for rail projects. \$5.5 billion is available to eliminate grade crossings over the next five years. GoRail.com has a Rail Grant Hub with the details of eligibility for these grants and funds, see <https://gorail.org/rail-grant-news> for more information.

Questions: Who can apply for the culverts funding? Municipalities, states, port authorities and MPOs. The NOFO for the Culvert Removal, Replacement, and Restoration program is not out yet. DOT's website states "summer" for an announcement date.

The Section 130 program changes are in effect and expanded funding is available.

For more information, please see attached PowerPoint presentation.

### 3) Freight Analysis Framework (FAF5) – CDTC Region Data (Chaim Simon, CDTC)



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Freight data is released every five years. Freight movement is expected to grow over the next thirty years. FAF5 estimates that the value of freight moved either in/out of the region will almost double by 2050. The weight of shipments will not grow as fast as the value of goods. The region currently relies heavily on trucks to move freight, and this is expected to grow in the future.

Questions: How do the forecasts consider new manufacturing sites in the region, especially when the companies themselves don't know what their plans will be? There isn't a way for the forecasts to account for those changes aside from general manufacturing growth. Smaller scale projections and forecasts need to be examined at a more local level.

For more information, please see attached PowerPoint presentation.

#### 4) Regional Truck Parking Study Status Update (Tom Phelan, Gannett Fleming/BHX Engineering)

The study consultant has collected and analyzed GPS data for truck parking. There have been three 'hotspots' located, all along the I-90 corridor. They are in Fultonville (just outside the CDTC region), Rotterdam/Duanesburg, and Canaan (near Mass. Border, also just outside the CDTC region). The Fultonville and Rotterdam issues are found near truck stops that don't always have enough capacity for all trucks which wish to use them. The trucks then sometimes park along the sides of the road. The Canaan location is also a truck stop. It may be experiencing capacity issues because it is located close to the Massachusetts border/Mass Tpke, which doesn't have abundant truck parking at its nearest rest stops.

Comments: Municipalities can help alleviate the issues that come with a shortage of truck parking by including parking areas as a requirement for new industrial development.

For more information, please see attached PowerPoint presentation.

#### 5) Clean Cities Update (Jacob Beeman, CDTC)

CDTC and Capital District Clean Communities (CDCC) are coordinating an event for the next freight advisory committee meeting. More details to follow.

#### 6) 2022-2027 Transportation Improvement Program (TIP) Update (Chris Bauer, CDTC)

Chris provided an overview of which projects have been selected to be funded in the Draft TIP, and of those which received freight Merit Points. One of the projects was selected from the CDTC Freight Plan. The project is an interchange improvement and bridge replacement at I-87 Exit 16 in the Town of Wilton. This exit serves several distribution centers.

For more information, please see attached PowerPoint presentation.

#### 7) Member Updates

An I-787 Study has been allocated \$5 million in the current NYS budget. There hasn't been a lot of information released about the project yet. Updates will be provided when they're available.



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The MPOs will be involved in the designation of the Critical Urban Freight Corridors (C.U.F.C.s). NYSDOT is only designating CUFCs where National Highway Freight Program (NHFP) funding will be utilized. NYS has a fragmented NHFN network that does not include major Interstates such as I-88 and I-87 from Albany to Newburgh.

#### 8) Action Items/Next Meeting

The next meeting may be rescheduled from November 16 to November 9 for the Capital District Clean Communities Event. More details to follow.





# CDTC FREIGHT ADVISORY COMMITTEE



August 17, 2022

1

## Today's Agenda

- 1) Welcome and Introductions
- 2) Rail Funding Opportunities (*Emily Traiforos, GoRail*)
- 3) Freight Analysis Framework (FAF5) – CDTC Region Data (*Chaim Simon, CDTC*)
- 4) Regional Truck Parking Study Status Update (*Tom Phelan, Gannett Fleming/BHX Engineering*)
- 5) Clean Cities Update (*Jacob Beeman, CDTC*)
- 6) 2022-2027 Transportation Improvement Program (TIP) Update (*Chris Bauer, CDTC*)
- 7) Member Updates
- 8) Action Items/Next Meeting



▣ Next Meeting: November 16, 2022

2

## 2. Rail Funding Opportunities

Mike Gaynor

GoRail

[gorail.org](http://gorail.org)



3



Capital District Transportation Freight Advisory Committee

*Rail Funding Opportunities*

August 17, 2022

4

## About GoRail

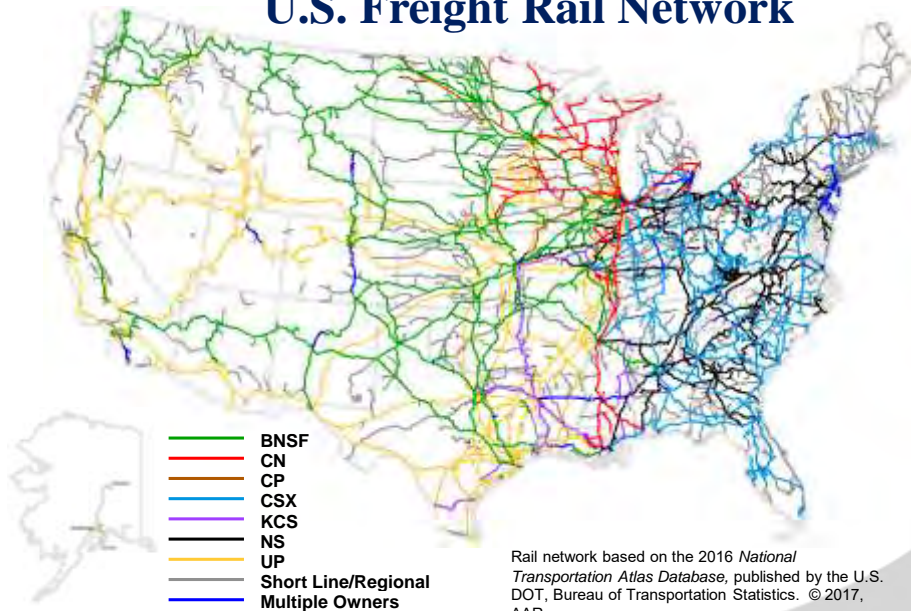


- National non-profit grassroots organization promoting the public benefits of rail
- We are: railroads, rail supply companies and local businesses, government and community leaders
- Supporting legislation to expand rail capacity
- Opposing legislation that would shrink capacity or undercut investment in freight rail



5

## U.S. Freight Rail Network



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7

## Railroads Move Everything 1 Carload Carries:



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## Rail Funding Opportunities

The \$1.2 trillion Bipartisan Infrastructure Law (BIL), signed into law in November 2021, reauthorized the nation's surface transportation programs for five years as well as making record public infrastructure investments. This funding also recognized the potential of rail and its role in building a more resilient and sustainable infrastructure network. Below is an overview of the funding opportunities related to railroads and any updates stemming from the BIL.

### Grade Crossing Safety & Improvement Projects

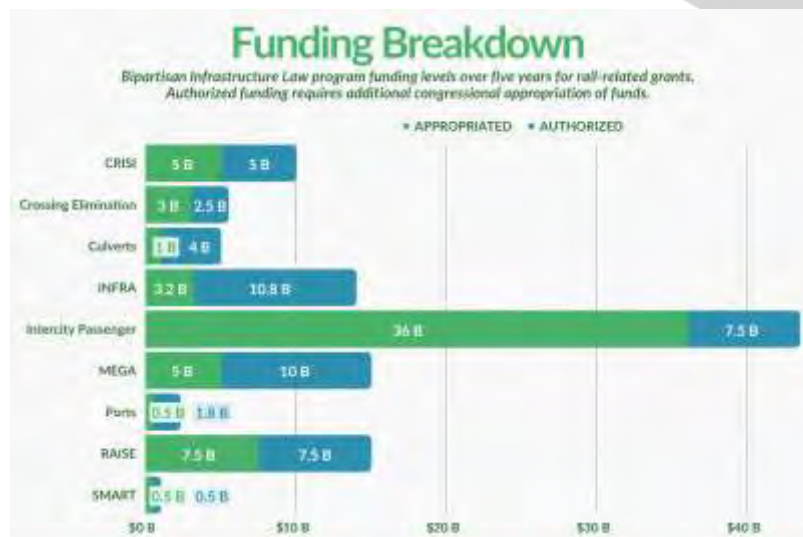
#### Grade Crossing Elimination Program\*

The newly established Grade Crossing Elimination Program will provide \$5.5 billion over five years, \$600 million annually, to state and local applicants for grade crossing projects that improve the safety and mobility of people and goods. Eligible projects include grade crossing elimination or separation, track relocation, improvement or installation of protective devices, or other means to improve safety. The program also includes a 3% set-aside for planning projects and a 0.25% set-aside for crossing safety and education programs.

#### Railways-Highway Crossings (Section 130 Program)

Provides \$245 million per fiscal year for formula grants for grade crossing projects. Additional reforms from the BIL include: increasing the federal share for projects to 100%; increasing incentive payments for crossing closures from \$7,500 to \$100,000; enabling replacement of functionally obsolete warning devices; and permitting states to utilize funding to reduce trespassing fatalities and injuries.

## Rail-Related Funding Programs





[www.GoRail.org](http://www.GoRail.org)  
click on Grant Hub

The screenshot shows the GoRail.org Grant Hub interface. At the top, there are four tabs: GRANT NEWS, GRANT BREAKDOWN, SURVEY, and RESOURCES. The main content area displays two grant programs:

- 02. Grade Crossing Elimination Program\***  
PROGRAM TOTAL: \$5.9 BILLION  
Statutory Authority: 49 U.S.C. 20909  
Type of Grant: Discretionary  
Managing Agency: Federal Railroad Administration  
Application Announcement: NOFO issued June 2022  
Application Deadline: October 4, 2022
- 03. National Culvert Removal, Replacement, & Restoration Grant\***  
PROGRAM TOTAL: \$5.8 BILLION  
Statutory Authority: 49 U.S.C. 6703  
Type of Grant: Discretionary  
Managing Agency: Office of the Secretary  
Application Announcement: NOFO released Summer 2022

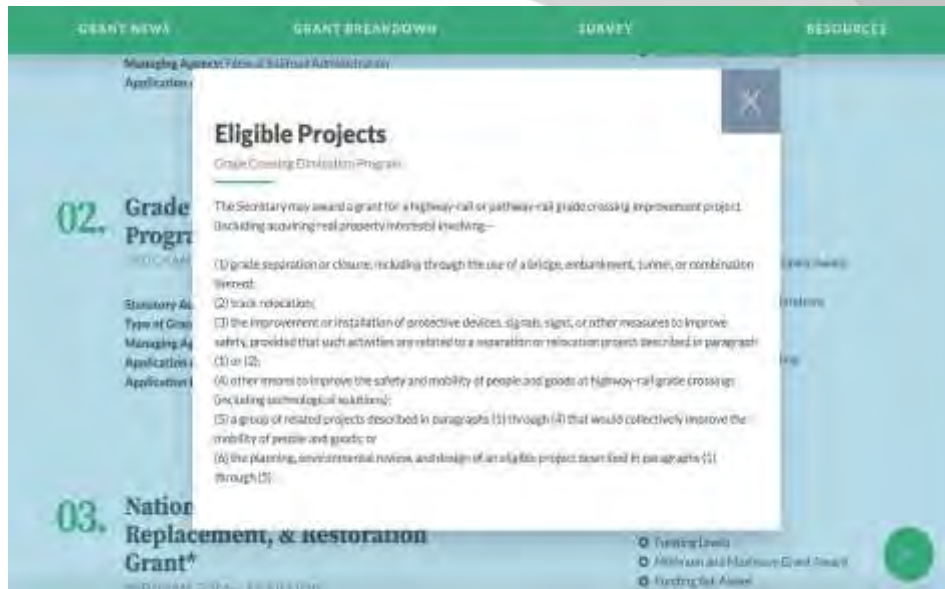
On the right side of each program, there is a list of links: Eligible Grantees, Eligible Projects, Funding Levels, Minimum and Maximum Grant Award, Funding Set-Asides, Prioritization and Consideration, Additional Notes, Federal Share, and Use of Non-Federal Funding.

11

This screenshot shows the same GoRail.org Grant Hub page as above, but with a pop-up window titled "Eligible Grantees" for the Grade Crossing Elimination Program. The pop-up lists the following eligible entities:

- (1) A State, including the District of Columbia, Puerto Rico, and other United States territories and possessions;
- (2) A political subdivision of a State;
- (3) A federally recognized Indian Tribe;
- (4) A unit of local government or a group of local governments;
- (5) A public port authority;
- (6) A metropolitan planning organization;
- (7) A group of entities described in paragraphs (1) through (6).

12



13

## Grant Readiness Checklist

Here's a checklist, provided by the Federal Railroad Administration, of the requirements that generally must be satisfied for the agency to issue a grant award. Not all requirements will apply to all projects.

### Prerequisites

- ☐ Engineering Documentation: Conceptual engineering, preliminary engineering, final design
- ☐ Environmental Documentation: Service NEPA (P-EIS, P-EA) and/or Project NEPA (EIS, EA, CE)
- ☐ State Rail Plan: Long-term vision for rail services in state, as prescribed in PRIIA (if applicable)
- ☐ Service Development Plan: Proposed service characteristics for corridor

### Definition (Statement of Work)

- ☐ Scope: Objectives, rationale, benefits, description of work to be performed
- ☐ Schedule: Timing of steps and milestones
- ☐ Budget: Budgets by project milestone and cost category, with documented assumptions (See FRA Budget Tool)
- ☐ Special Conditions: Specific requirements applicable to this project (e.g. milestones, FRA approvals, reporting requirements, etc.)

### Financials

- ☐ Operating Financials: Ridership and revenue projections; operating and maintenance costs

14



15

### 3. Freight Analysis Framework (FAF5) – CDTC Region Data

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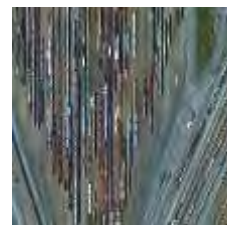
Chaim Simon  
Transportation Planner  
CDTC



16

## Freight Analysis Framework Version 5 (FAF5)

- Produced through a partnership between the Bureau of Transportation Statistics and Federal Highway Administration
- Integrates data from various sources to create a comprehensive picture of freight movement among states and major metropolitan areas by all modes of transportation
- 2017 Commodity Flow Survey (CFS) and international trade data serve as the backbone of FAF, and are integrated with data sources that capture goods movement in agriculture, resource extraction, utility, construction, retail, services, and other sectors
- FAF5 provides estimates for tonnage, value, ton-miles by origin-destination pair of FAF regions, commodity type, and mode
- Future projections for five-year intervals until 2050 are based on the above data from 2017
- Economic forecasts are the main factor used to calculate freight forecasts

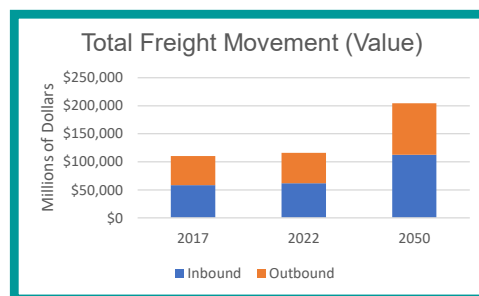
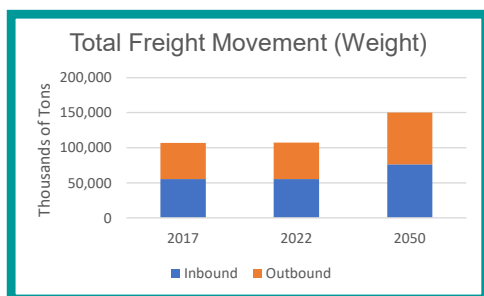


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## Total Freight Movement

- Our region is going to see an increase in freight movement over the next 30 years
- Total weight of freight grows at a slower rate than the value of freight
  - 108 million tons to 150 million tons, a 40% increase and \$116 billion to \$204 billion, a 76% increase
- The following slides will examine inbound and outbound flows in more detail

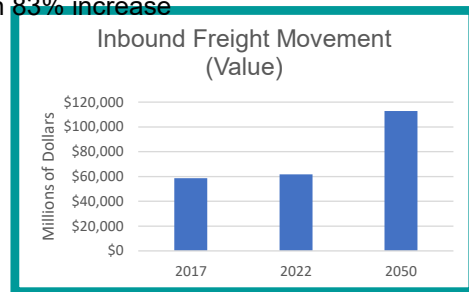
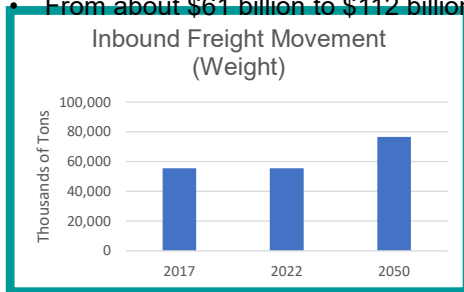


18

18

## Inbound Freight Movement

- Data is measured by both weight and value
- The total weight is expected to grow slower than the value
  - From slightly more than 55 million tons to about 75 million tons, a 38% increase
- The value of inbound freight is expected to increase more through 2050
  - From about \$61 billion to \$112 billion, an 83% increase

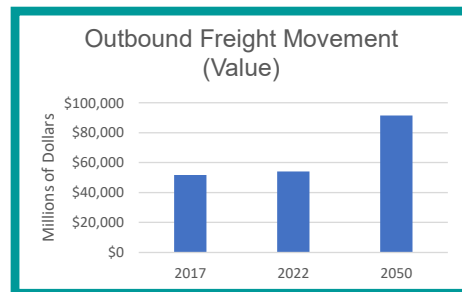
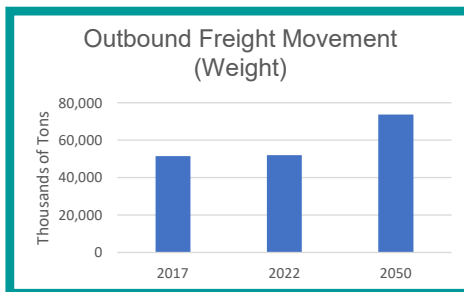


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## Outbound Freight Movement

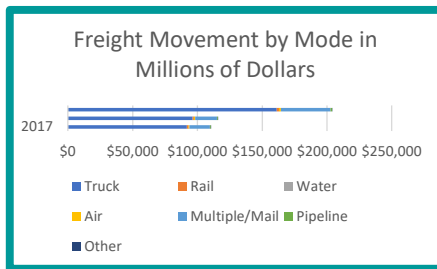
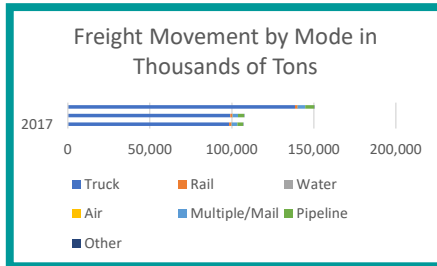
- Outbound freight movement matches inbound movement
- About 2/3 of all freight movement begins and ends within the region
- Steady growth in weight and value of outbound freight
- Value is growing faster than weight of freight
  - 52 million tons in 2022 to 73 million tons (42% increase), and \$54 billion to \$91 billion (69% increase)



20

20

## Freight Movement by Mode



- More than 90% of freight movement in the region uses trucks.
- In 2050, that percentage is expected to rise slightly to 92%.
- This is equal to an increase of nearly 40,000,000 tons of freight.
- When measuring freight movement by value, only 83% of the value of freight is moved by trucks.
- In 2050, that is expected to drop under 79%



21

21

Thank you!

Questions/Comments?

Chaim Simon  
[csimon@cdtcmpo.org](mailto:csimon@cdtcmpo.org)



22

22



## 4. Regional Truck Parking Study Status Update

Tom Phelan

Gannett Fleming/BHX Engineering



23

## 5. Capital District Clean Communities - Update

Jacob Beeman

Senior Transportation Planner

CDTC/CDCC



24

# Freight Advisory Committee Briefing



## CDTC Regional Truck Parking Study

*August 17, 2022*



**Gannett Fleming**

*Excellence Delivered **As Promised***



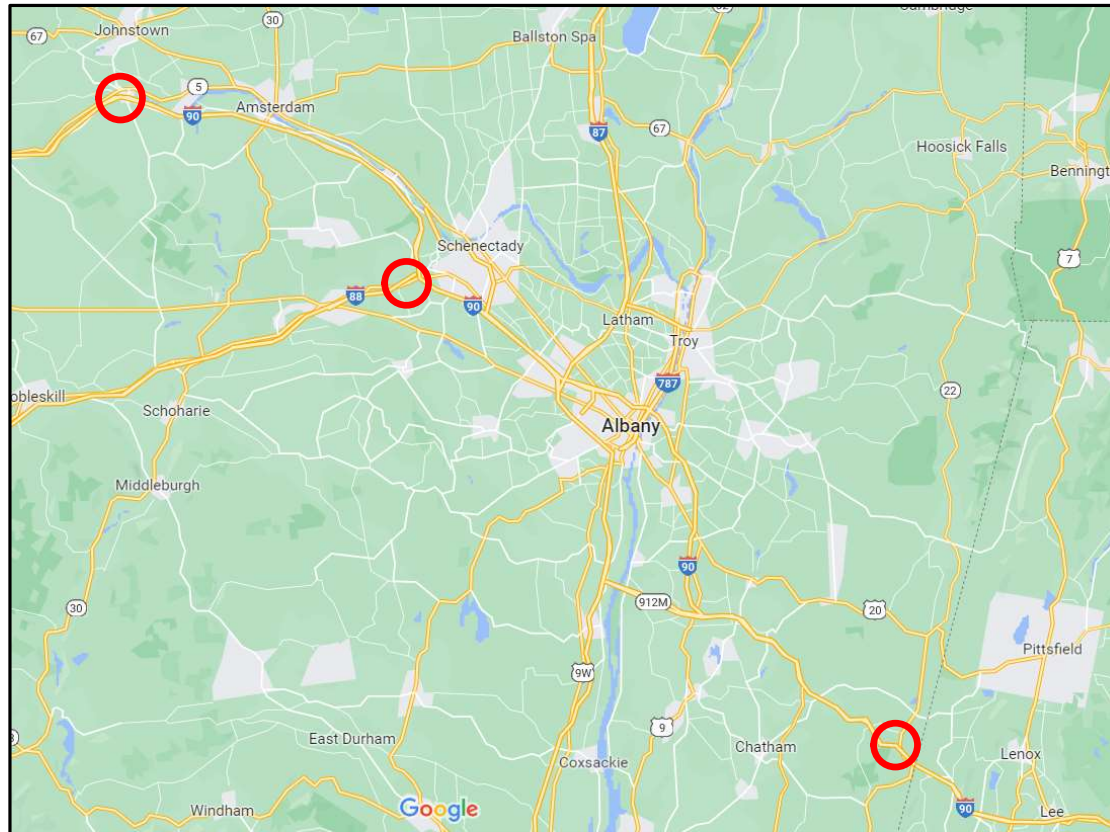
**ROCKLAND**  
PLANNING



# Project Status Update

- Research scan of published reports completed; summary report nearing completion.
- Field data collection completed: 30+ facilities identified and documented; overnight peak period utilization at all facilities, plus week-long profiles at nine sample locations.
- Shoulder parking documented along limited-access roadways and key arterials. **Not a major concern on key roads in the CDTC region; localized issues identified.**
- Three key areas of heavy truck parking activity identified: Fultonville area along I-90, Route NY-7 in Rotterdam/Duanesburg area, and Route NY-22 in Canaan.

# Key Areas of Interest



**FAC Briefing – 8/17/2022**



## Key Areas of Interest

- Fultonville: Typical long-haul parking activity along major interstate corridor; new truck stop development.
- Rotterdam/Duanesburg: Limited parking capacity along I-88; key interchange of I-90/I-88; staging for industrial sites to the north in Rotterdam; shoulder parking along Route NY-7.
- Canaan: Similar to Fultonville, with added challenge of limited parking capacity to the east along Massachusetts Turnpike.

# Route NY-7 in Duanesburg Area



***FAC Briefing – 8/17/2022***

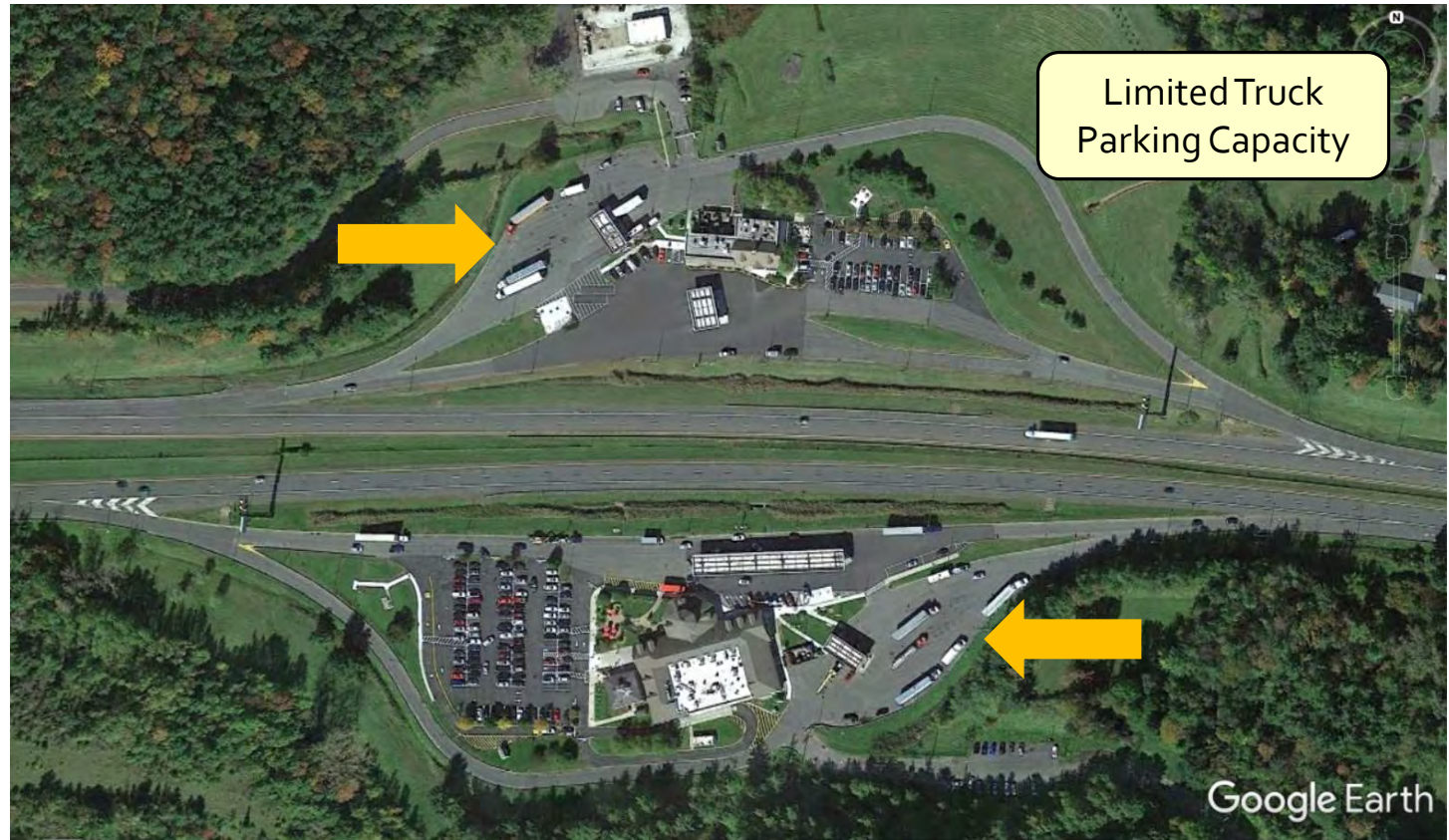


# Route NY-22 in Canaan



***FAC Briefing – 8/17/2022***

# Mass. Tpk. Lee Service Plazas



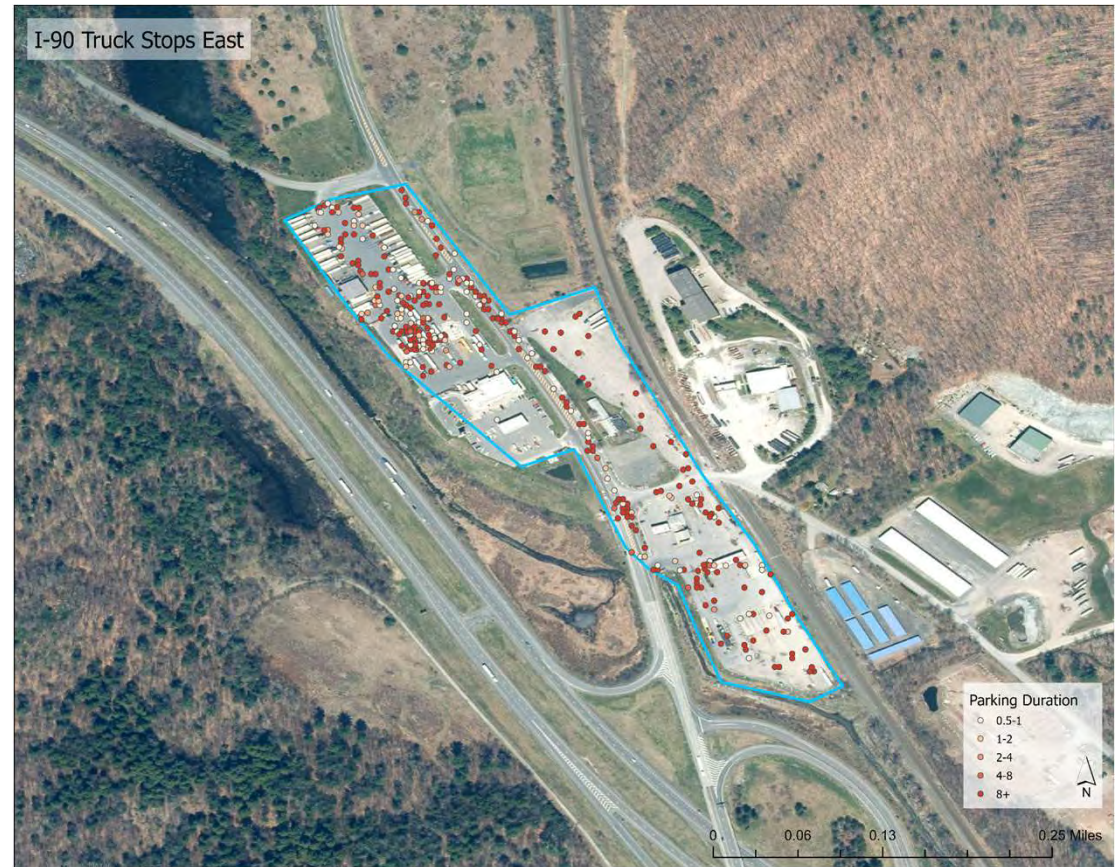
***FAC Briefing – 8/17/2022***



# GPS Data: Canaan Facilities

Unique Trucks Per Hour				
Hour	18-Oct	19-Oct	20-Oct	21-Oct
0	-	37	31	31
1	-	37	26	30
2	-	34	26	28
3	-	35	24	30
4	-	36	24	31
5	-	29	28	29
6	-	26	21	28
7	-	24	16	30
8	-	27	22	17
9	-	15	20	18
10	-	19	21	16
11	-	25	28	18
12	20	21	22	-
13	20	23	33	-
14	29	25	31	-
15	41	28	37	-
16	38	30	37	-
17	44	26	41	-
18	45	22	46	-
19	44	28	46	-
20	42	32	45	-
21	42	38	37	-
22	39	36	37	-
23	35	31	32	-

Duration (Hour)	October 18-21	Monday	Tuesday	Wednesday	Thursday
		21	27	36	13
0.5-1					
1-2		9	10	10	4
2-3		2	4	1	2
3-7		1	4	4	2
7-10		4	1	4	3
10+		85	85	66	10
Sum		122	131	121	34



# GPS Data: New Baltimore (2021)



***FAC Briefing – 8/17/2022***



# GPS Data: New Baltimore (2019)



***FAC Briefing – 8/17/2022***

# Freight Advisory Committee Briefing



## CDTC Regional Truck Parking Study

*August 17, 2022*





## 6. 2022-2027 Transportation Improvement Program (TIP) Update

- Transportation Improvement Program (TIP) – a fiscally constrained list of the next 5 years of transportation projects
- July/August: Public Comment Period on the Draft TIP and Air Quality Conformity
- August 3, 2022: Planning Committee recommended approval of the 2022-2027 TIP and Air Quality Conformity Document
- September 1, 2022: CDTC Policy Board meets to approve the Final 2022-2027 TIP and Air Quality Conformity Document



25

## 6. 2022-2027 TIP Update – Freight Summary

- 93 Candidate Projects submitted, of which...
  - ▣ 47 Projects selected by CDTC Planning Committee, of which...
    - 27 Projects received Freight Merit Points
- Breakdown of projects that received Freight Merit Points
 

▣ Pavement Preservation	8
▣ Pavement Beyond Preservation	6
▣ Intersection & Safety	6
▣ Bridge Preservation	4
▣ Bridge Beyond Preservation	3



26

## 6. 2022-2027 TIP Update – Highlight

- ☐ Project: Exit 16 Interchange Improvements and Bridge Replacement
  - TIP# SA338/PIN# 172276
  - Location: Town of Wilton, Saratoga County
  - Sponsor: NYSDOT
  - Cost: \$9.000 M
- ☐ Recommended in CDTC Freight Plan (2016)
- ☐ On Freight Priority Network (I-87 and Ballard Rd)
- ☐ Serves several distribution centers



27

## 7. Member Updates

- ☐ Reimagine I-787
- ☐ Others around the table and online



28

## 8. Next Meeting – August 17, 2022

- Remaining 2022 Freight Advisory Committee Date
  - ~~November 16~~ → Likely November 9
    - Joint meeting with CDCC
- Hybrid meetings



29

## Thank you for attending!

Christian P. Bauer, AICP  
 Director of Transportation Planning  
 Capital District Transportation Committee  
 (518) 458-2161  
[cbauer@cdtcmpo.org](mailto:cbauer@cdtcmpo.org)



30

## CDTC Freight Advisory Committee

- ❑ Meets quarterly on the 3<sup>rd</sup> Wednesday of February, May, August (tour), November
- ❑ Brings together public and private freight interests
- ❑ No official appointment – all are welcome
- ❑ Makes advisory recommendations to CDTC's Planning Committee and Policy Board (i.e. the decision makers) to inform transportation funding decisions

