



Draft Meeting Notes February 17, 2021, 9:00 AM Virtual - Zoom Meeting

Attendees

Pete Bardunias, Capital Region Chamber
Peter Comenzo, Town of Rotterdam
Derek Cutler, EBP
John Davidson, DA Collins Companies
Valerie Deane, NYSDOT
Steve Feeney, Schenectady County
Hannah Greenberg, EPA
Jeffrey Gritsavage, NYS Canal Corporation
Jose Holguin-Veras, RPI
Martin Hull, WSP
Mike Izdebski, Plug Power
Reema Loutan, EPA
Sean Maguire, Town of Colonie
Gautam Mani, FHWA
Robyn Marquis, NYSERDA
Kate Maynard, CDRPC
John McCreavy, SMS Rail Lines
Steve Ribet, Distribution Unlimited
David Rosenberg, NYSDOT

John Scavo, Town of Clifton Park
Dave Schmitz, Price Chopper
Josh Tocci, CDRPC
Bill Trudeau, City of Albany
Eric Vandenberg, General Electric
Tony Vasil, Port of Albany
Chris Wallin, City of Schenectady
Jeff Wojtowicz, RPI
Adam Yagelski, Town of East Greenbush
Chris Bauer, Capital District Transportation
Committee
Jacob Beeman, Capital District Transportation
Committee
Mike Franchini, Capital District Transportation
Committee
Glenn Posca, Capital District Transportation
Committee
Andrew Tracy, Capital District Transportation
Committee

1. Welcome and Introductions

Chris Bauer began the meeting at 9:00 AM with a review of the meeting agenda and a brief overview of ground rules for the virtual meeting and functionality of Zoom Meetings. Chris noted that the meeting was being recorded to take notes, including all comments entered into the chatbox.



2. Diesel Emissions Reduction Act (DERA) Funding Opportunity (Hannah Greenberg, EPA)

Hannah Greenberg gave a presentation on the current DERA funding opportunity through US EPA.

The following notes summarize the presentation:

- EPA currently has about \$46 Million available through the DERA
- Applications for DERA national grants are now available and request for applications is open until March 16th
- Eligible applicants include - state, local, and tribal governments, non-profits, and private entities are eligible if partnered with an eligible government entity
- Project Website <https://www.epa.gov/dera/national>

Please see the attached presentation for more details.

FAC Comments / Questions on the presentation:

- Chris Bauer (CB) – Do vehicles need to be operated in an EPA-designated non-attainment area to be eligible for funding?
 - Hannah Greenberg (HG) – No, the funding is not limited to Non-Attainment areas, but projects in those areas to receive more points during the evaluation process. Projects with vehicles that operate in designated Environmental Justice Areas also receive more points during evaluation.
- Jacob Beeman (JB) – Does the funding include charging infrastructure for electric projects?
 - Reema Loutan (RL) – Yes, for electric projects the funding includes a 45% cost-share for necessary charging infrastructure.

3. COVID-19 Regional Travel Impacts Update (Andrew Tracy, CDTC)

Andrew Tracy from CDTC gave a presentation on the impacts that the COVID-19 pandemic has had on the local transportation system to date.

The following notes summarize the presentation:

- Transportation Research Board Annual Conference took place virtually this year and included 60 presentations regarding COVID-19 and transportation impacts
- There was a rapid rise in E-Commerce in 2020, which peaked in April 2020 at a 34% market share of all retail sales



- Slight decline in long haul trucking as of April 2020, however, by November 2020 truck travel had increased by about 5% year over year since 2019
- Rail volume was also down as of April 2020, however, recovered and volume was also up by about 5% by the end of 2020
- In December 2020, air passenger travel was down 57% from 2019
- Air cargo increased in 2020 and reached an all-time high in Q3 2020
- Overall transit ridership is down
- Albany Parking Authority has noted on-street parking is down 49% and garage parking is down 73% through 2020
- Traffic volumes on US 9 in Latham and on I-87 in Saratoga Springs have recovered to their pre-pandemic levels
- Wolf Road traffic volumes have still not recovered to pre-pandemic levels (as of October 2020), likely due to the abundance of business and commercial land use along the corridor

For more information, please see attached presentation.

4. 2021 Freight Planning Project Survey Results (Chris Bauer, CDTC)

Chris Bauer summarized the results of the CDTC Freight Planning Project Survey.

The following notes summarize the update:

- CDTC has funding available for a new freight planning project
- CDTC developed a survey to gather input and gauge interest in six regional freight projects
- The survey had twenty (20) responses and seven (7) Study Advisory Committee volunteers
- Chris presented the results of the survey which ranked the six projects as follows
 - Regional Truck Parking Study (4.15)
 - Local Delivery Optimization (4.00)
 - New York State Thruway Long Combination Vehicle (LCV)/Tandem Assembly Area Circulation Impact Study (3.60)
 - Public Official Training and Model Ordinance Development (3.45)
 - Regional Rail Weight Capacity Study (2.95)
 - Develop Capital Region Freight Finder (2.85)



- The survey results were used as the basis of discussion for the Freight Advisory Committee to recommend one (or two) for Planning Committee consideration/approval

FAC Comments / Discussion:

- Jose Holguin-Veras (JHV) – The projects are all different and beneficial; could the FAC pick 2 instead of just 1?
 - CB – All of these projects are considered priorities. However, CDTC only has the funding to pursue one project. If more resources become available in the future this list of projects would be consulted first.
- Adam Yagelski (AY) – The tandem lot impacts from the Thruway’s cashless tolling project is more of a statewide/Thruway-wide issue. Maybe there is an opportunity to coordinate with other MPOs on this if selected?
 - CB – This has been discussed with the NYSAMPO Freight Working Group. Some of the other MPOs feel that it is a priority and others, with less Thruway presence, do not. That being said, there still may be an opportunity to coordinate since this project has impacts that extend outside the CDTC region.
- Dave Schmitz (DS) – Drivers have already noted the impacts of the elimination of LCV lots on truck parking. Some drivers utilized those lots as a parking area. There are elements of the Thruway study that overlap with the Regional Truck Parking Study. Dave also noted that the issues related to the Thruway tandem lots may need to be handled at the State or Federal level.
- After a lengthy discussion, CB proposed that the Regional Truck Parking Study and the Local Delivery Optimization project will be presented to the CDTC Planning Committee for their consideration.
- John Scavo (JS) – Noted that he feels either project would be beneficial and he would like to be more involved in the development of scope and deliverables once the final project has been selected.
- JHV – Noted there could be an opportunity for coordination between the Local Delivery Optimization project and an ongoing RPI DOE-funded Energy Efficient Logistics project.

5. TRANSEARCH Data – Rensselaer County (Chris Bauer, CDTC)

Chris Bauer gave a brief presentation on the analysis of the TRANSEARCH 2018 freight dataset for Rensselaer County.

The following notes summarize the update:



- The Town of East Greenbush requested an analysis of the data to help support their Town's Comprehensive Plan update.
- Rensselaer County is a net producer of goods, in that it "exports" more goods than it "imports".
- Rensselaer County makes up an estimated 15% of the CDTC Region's Freight in Tons and Value
- Truck is the primary mode by Tons and Value
- The County's top inbound freight commodity measured by volume is "Petroleum Refining Products"
- The County's top outbound freight commodity measure by ton is "Gravel or Sand"
- Chris noted that the CDTC staff intends to develop a similar freight summary for each Capital Region County and formalize it into a Freight data pamphlet.
- JHV said some recent development from their NCFRP and NCHRP projects could help augment the TRANSEARCH data, including more information about local deliveries

FAC Comments / Questions on the presentations:

- JHV – It would be interesting to cross-reference employment data and the TRANSEARCH freight commodity data sets
- JHV said some recent development from their NCFRP and NCHRP projects could help augment the TRANSEARCH data, including more information about local deliveries
- AY – Noted thanks to CDTC staff for the data analysis.

6. Discussion – Member Updates

- Marine
 - Tony Vasil, Port of Albany, gave an update on the Port's recently announced off-shore wind project
 - 2 off-shore wind farms will be built off of Long Island Sound, known as Beacon Wind and Empire Wind. Wind towers will be assembled at the Port of Albany and placed horizontally on barges to be shipped to the farm locations off Long Island Sound.
 - The Port will begin development of the 83-acre site on Beacon Island this year and expect to be completed in 2024.
- Rail
 - John McCreavy, SMS Rail Lines, noted electrification should be included in the scope of the potential Truck Parking Study if funded.



- John also noted a new funding opportunity for Ports and the Rail industry – 2021 Rail and Port Grants Solicitation - \$87 million in state and federal funding for rail and port projects – more info <https://www.dot.ny.gov/railgrants>
- John shared a graphic from AAR comparing rail carloads from January 2020 and January 2021. Shipments of grain were up 42% from the previous year. Total carloads were down 7.2%, however, intermodal shipments were up by 11.1%.
- John highlighted an upcoming conference, North East Association of Rail Shippers (NEARS) Spring 2021 conference will be held April 27th – 29th.
- Institutional/Government/Non-profit
 - Jacob Beeman, Capital District Clean Communities Coalition, gave a brief overview of CDCC and an update on recent and upcoming events hosted by CDCC.
 - Electrifying Medium & Heavy Duty Vehicles in NYS held on December 9, 2020. All webinar recordings and presentations can be found here https://www.cdtcmpo.org/index.php?option=com_content&view=article&id=482
 - Upcoming Autogas Answers Propane Webinar in coordination with Propane Education Research Council (PERC) tentatively scheduled for March 23rd, 2021.

7. Next Meeting

The remaining 2021 Freight Advisory Committee Meeting Dates are May 19th, August 18th, November 17th.

All meetings will begin at 9:00 AM unless otherwise specified.

8. Adjourn

The meeting was adjourned at approximately 10:31 AM.





CDTC FREIGHT ADVISORY COMMITTEE



February 17, 2021

Today's Agenda

- | | |
|--|--|
| 1. Welcome | 6. Member Updates |
| 2. Diesel Emissions Reduction Act (DERA) Funding Opportunity | i. Airport |
| 3. COVID-19 Regional Travel Impacts Update | ii. Marine |
| 4. 2021 Freight Planning Project Survey Results | iii. Rail |
| 5. TRANSEARCH Data – Rensselaer County | iv. Trucking |
| | v. Other Private Industry (manufacturing, distribution, warehousing, etc.) |
| | vi. Institutional/Government/Non-profit |



2021 Diesel Emission Reduction Act (DERA) National Grants

Request for Applications Information Session

Hannah Greenberg
EPA Region 2



1

Basic Information

- DERA National Grants
 - Estimated 2021 funding - **\$46 million**
 - RFA available at:
www.epa.gov/dera/national#rfa
- Applications due Tuesday, March 16, 2021



2



Who can apply?

- Regional, state, local, tribal or port agency with jurisdiction over transportation or air quality; and
- Nonprofit organization or institution which
 - Represents or provides pollution reduction or educational services to persons or organizations that operate diesel fleets; or
 - Has, as its principle purpose, the promotion of transportation or air quality
- Public and private fleets can benefit through partnerships with eligible entities

3



Application Submission Limit

- Each application may only request funding from one EPA regional office as defined in Section IV.A. of the RFA
- The amount of federal funding requested per application must not exceed the amount specified for each Region as defined in Section II.A. of the RFA
 - Region 2's maximum federal funding request per application is \$2,500,000 and the total anticipated funding for Region 2 is \$4,500,000
- **Applicants cannot submit more than ten applications nationally**
- Applicants cannot submit more than three applications per EPA Region
- A single application may target multiple fleets, fleet types and/or types of upgrades. An applicant cannot submit two applications that request funding for the same project (i.e. the same target fleet or group of fleets).

4



Eligible Vehicles, Engines & Equipment

- May include, but are not limited to:
 - Buses;
 - Class 5 – Class 8 heavy-duty highway vehicles;
 - Marine engines;
 - Locomotive engines; and
 - Non-road engines, equipment or vehicles used in:
 - Construction; Handling of cargo (including at a port or airport); Agriculture; Mining; or Energy production (including stationary generators and pumps)

5



Ownership, Usage, and Remaining Life

- The existing vehicle must be fully operational.
- The participating fleet owner must have owned and operated the vehicle during the **2 years prior** to upgrade.
- The existing vehicle must have at least **3 years of remaining life** at the time of upgrade. Remaining life is the fleet owner's estimate of the number of years until the unit would have been retired from service if the unit were not being upgraded or scrapped because of the grant funding.
- Highway Usage: 7,000 miles/year during 2 years prior to upgrade.
 - **School Buses may use mileage from 2019.**
- Nonroad, Locomotive and Marine Usage:
 - Agricultural Pumps: 250 hours/year during 2 years prior to upgrade.
 - All Other Nonroad Engines: 500 hours/year during 2 years prior to upgrade.
 - Locomotive and Marine Usage: 1,000 hours/year during 2 years prior to upgrade.

6

Funding Restrictions



- DERA funds cannot be used for the following activities, as defined in Section III.D. of the RFA
 - Federal matching funds
 - Expenses incurred prior to the project period
 - Emissions testing
 - Fueling infrastructure
 - Federally mandated measures
 - Leasing
 - Fleet Expansion (i.e. scrappage is required)
 - Replacement retrofit technologies
- Some eligible and ineligible project costs are further defined in Section I.B.5. of the RFA.

7

Where do I start?



1. Visit the 2021 DERA National Grants webpage: www.epa.gov/dera/national
2. Download, Save, and Read the following documents:
 - Request for Applications #EPA-OAR-OTAQ-21-02 (pdf)
 - Sample Project Narrative (word)
 - Sample Applicant Fleet Description (excel)
3. Other Supporting Information found on this page:
 - Priority Area List
 - Sample Drayage Operating Guidelines
 - TRU Factsheet
 - Sample Scrappage Statement
 - Sample Eligibility Statement
 - Questions and Answers

8

Potential Pitfalls



- Grants.gov issues
 - CREATE AN ACCOUNT NOW
 - the registration process requires that your organization have a DUNS number and a current registration with the System for Award Management (www.SAM.gov).
 - Grants.gov now requires users to sign up for and use their “Workspace” feature when applying for opportunities.
 - SUBMIT EARLY – late applications will not be accepted.
 - Minor problems with application submittal are NOT uncommon. Grants.gov offers 24-hour support, however some issues may take a few days to resolve.
 - See Appendix A for full grants.gov instructions

9

DERA School Bus Rebates Program



- While school bus replacement is one of many eligible activities under the DERA National Grant program (this RFA), the DERA School Bus Rebates program is a separate funding opportunity which provides funding only for school bus replacement.
- Typically, the DERA School Bus Rebates program application period opens annually in the fall, requires a one-page application form, rebate recipients are selected through a lottery process, and requires that school bus replacements are completed in less than one year.
- Information on EPA’s School Bus Rebates program can be found at www.epa.gov/cleandiesel/school-bus-rebates-diesel-emissions-reduction-act-dera.

10

Thank You!

2021 DERA National Grants Request for Applications Information Session

Questions?

If we are unable to answer your question at this time, we will list all questions and answers in the document available at:

<https://www.epa.gov/dera/national>

Copies of the full presentation are available at:

<https://www.epa.gov/dera/national> [Presentation Materials \(PDF\)](#)

Hannah Greenberg: greenberg.hannah@epa.gov

Reema Loutan: loutan.reema@epa.gov



2. Diesel Emissions Reduction Act (DERA) Funding Opportunity

- ❑ EPA program
- ❑ 2021 Request for Applications – Deadline March 16
- ❑ Cleaner diesel and alternative fuel technology for locomotives, ships, trucks, cargo handling equipment, etc.
- ❑ See <https://www.epa.gov/dera/national>



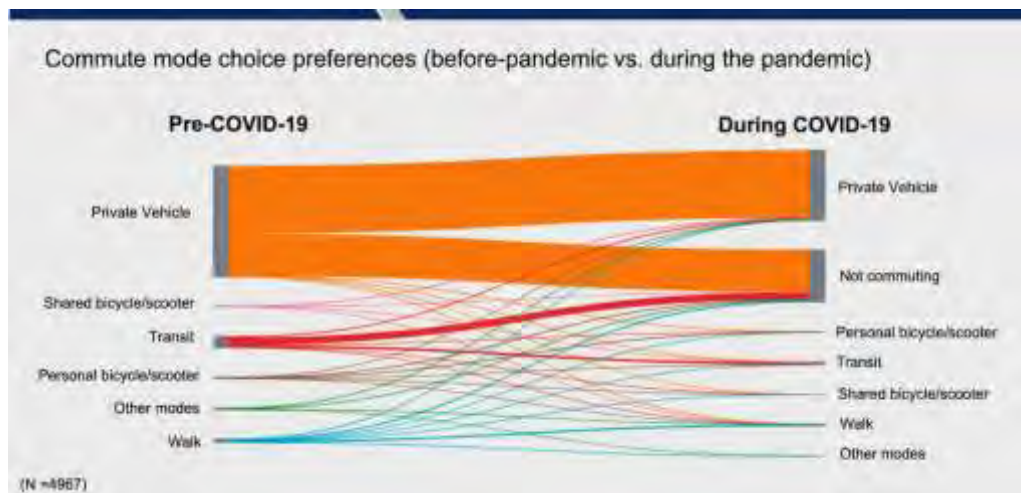
Impact of COVID-19 on Transportation in the Capital District

Andrew Tracy, CDTC

Freight Advisory Committee
February 17th, 2020

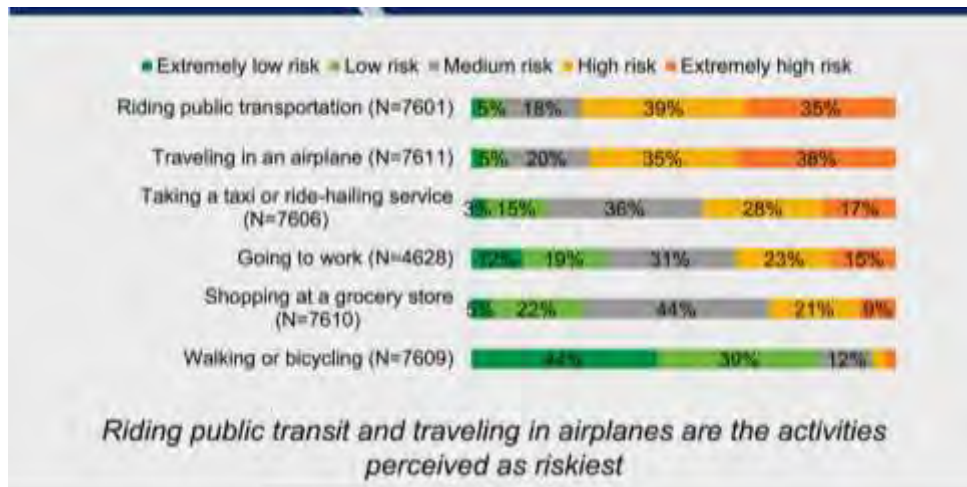


- Insights from Transportation Research Board Annual Meeting
- 60 sessions relating to impact of COVID on transportation
- Sessions covered all modes



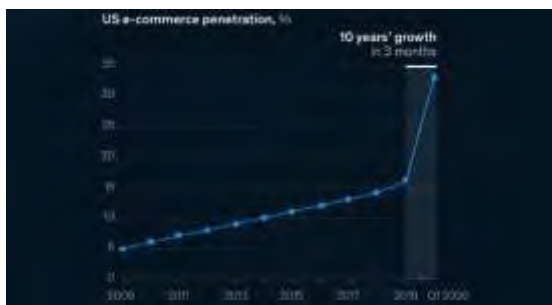
Source: University of Illinois Chicago (National survey)

Perception of risk among survey respondents:

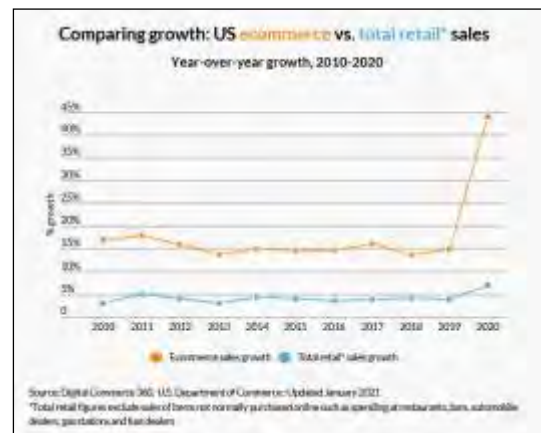


Source: University of Illinois Chicago (National survey)

Rise in e-commerce:




- E-commerce share of total retail sales peaked in April 2020 at 34%
- Over entire year of 2020, e-commerce share was 21%, far higher than any prior year
- 2019: \$598 billion; 2020: \$839 billion (up 40%)
- Amazon's share of e-commerce fell from 49.4% in 2019 to 31.4% in 2020



Truck travel declined in April, but recovered through November 2020:

Goods Movement - Truck Travel

- Changes from 2019
 - Long haul truck traffic
 - April 4, 2020 Nationwide: -10%
 - Nov. Interstate Truck VMT: +5%
 - Metro area fleets
 - April 4, 2020 Nationwide: -25%
 - Back to 2019 levels by August
- Hours of service exemptions
- Food and rest area issues



Credit: Flickr

The National Academies of
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TRANSPORTATION RESEARCH BOARD

Freight rail was down in April, but recovered by year's end:

Goods Movements - Freight Rail

- U.S. Rail Freight v. 2019 for week ended

	4/18/20	12/12/20
– Total carloads:	-27.5%	-2.2%
– Intermodal Units:	-19.1%	+11.1%
– Total rail traffic:	-23.3%	+4.9%

 - Strong rebound from low point
- Largest changes by product
 - Grain: +36.6%
 - Petroleum: -16.4%
 - Source: Association of American Railroads

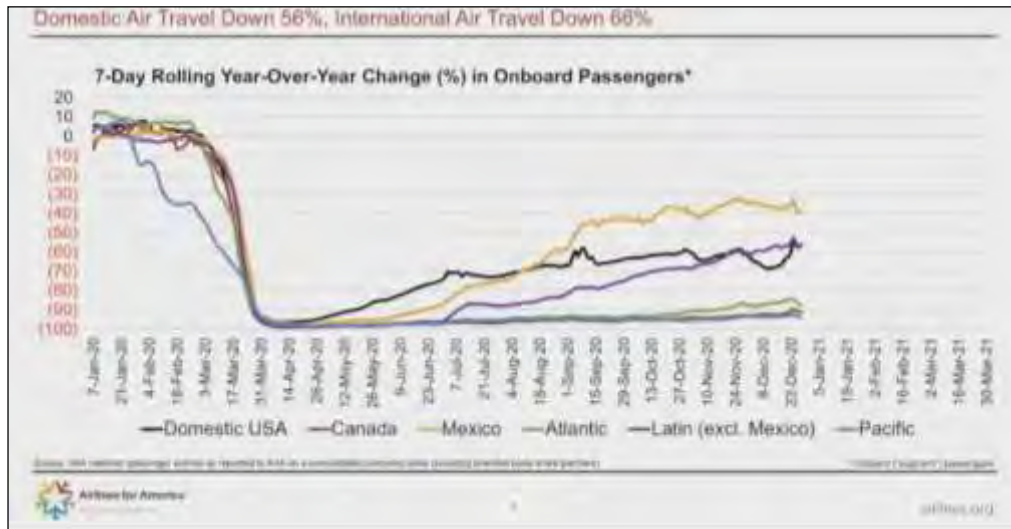


Credit: kpr-pak.com

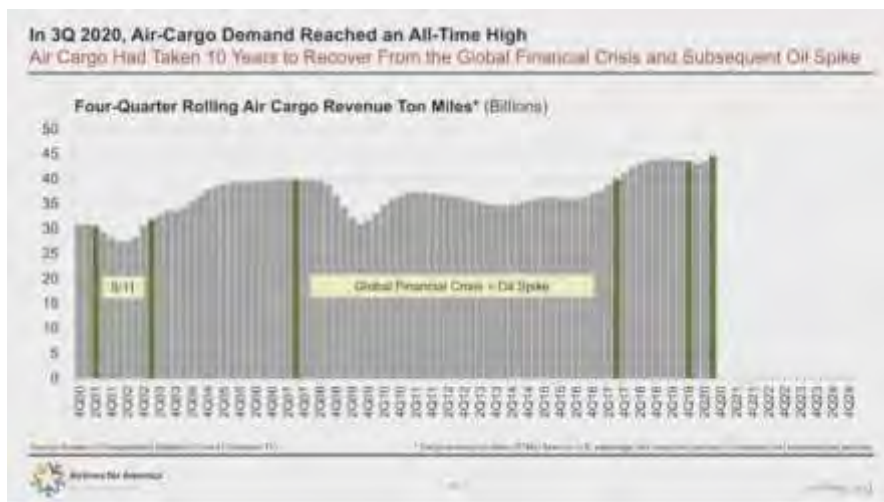
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TRANSPORTATION RESEARCH BOARD

Through end of 2020, US air passenger travel down 57% compared to 2019:



...but air cargo demand increased:



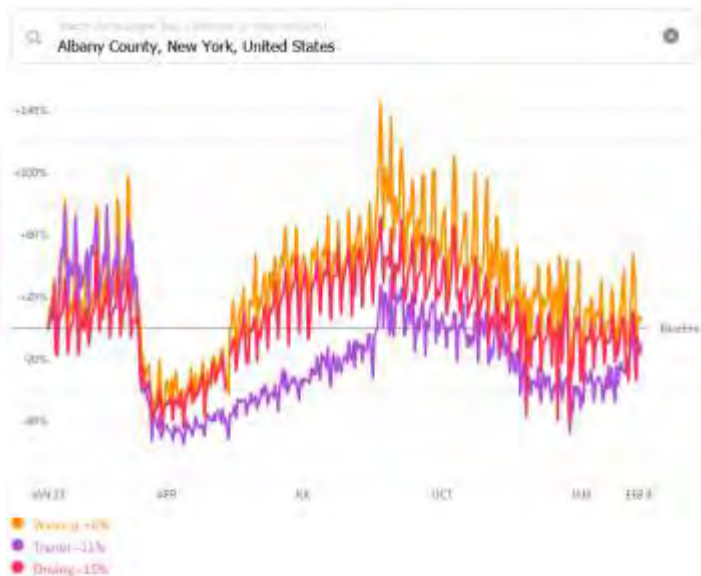


Source: Google Mobility Reports

Apple Maps

Mobility Trends Reports

Learn about COVID-19 mobility trends. Reports are published daily and reflect requests for directions in Apple Maps. Privacy is one of our core values, so Maps doesn't associate your data with your Apple ID, and Apple doesn't keep a history of where you've been.



Monthly Performance Report

Period: December 2020

Meeting: January 2021



Patronage/Mobility



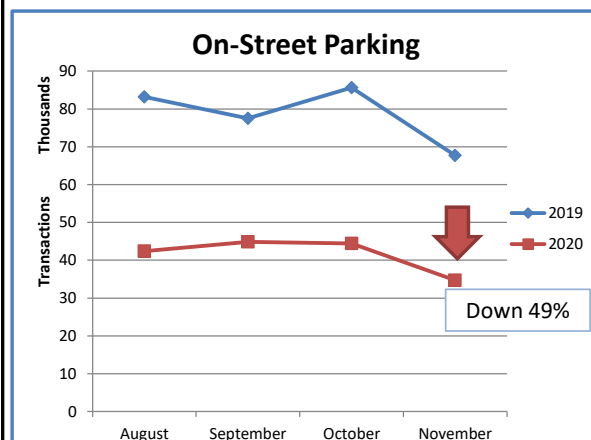
Previous: 1,192,156

Current: 760,750

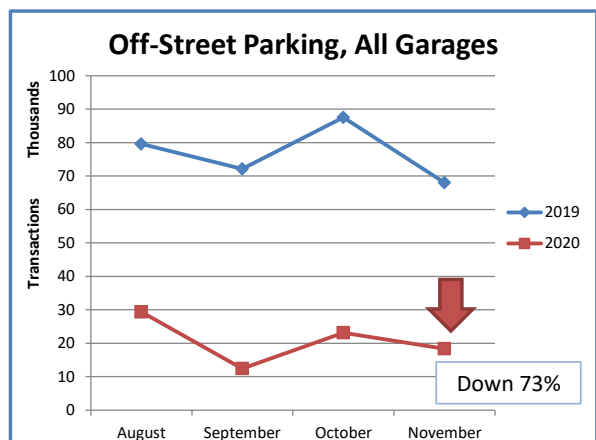


Previous: 1,164,098

Current: 743,876

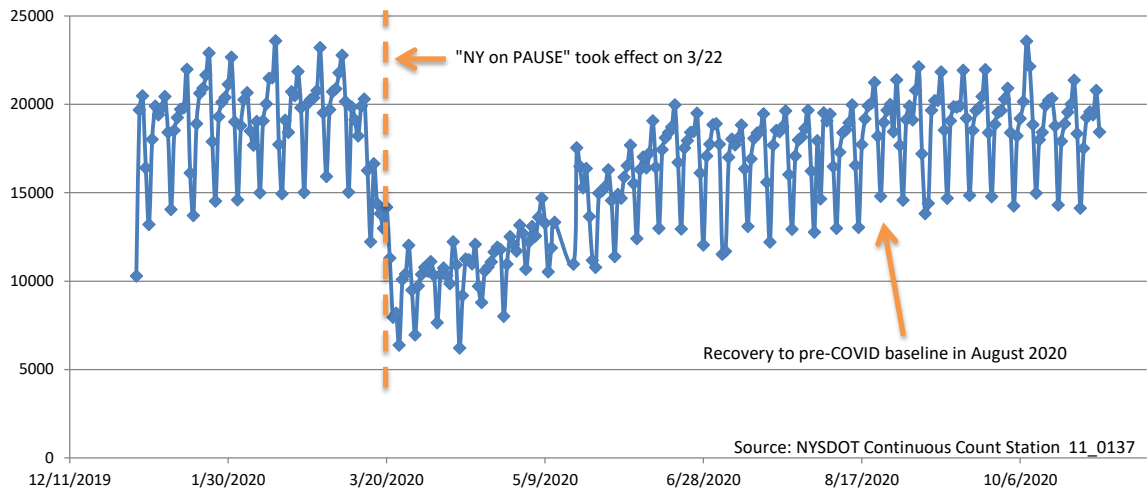
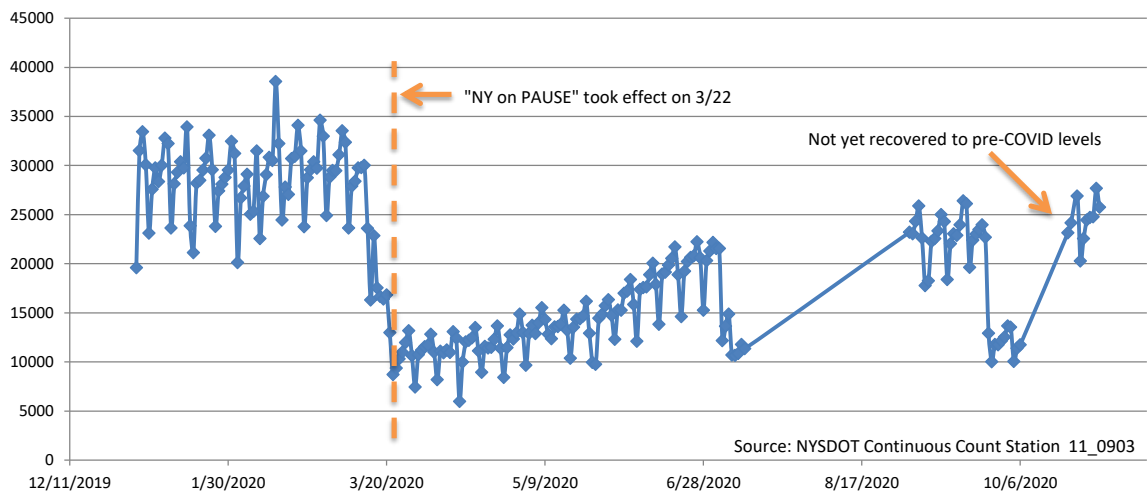


Down 49%

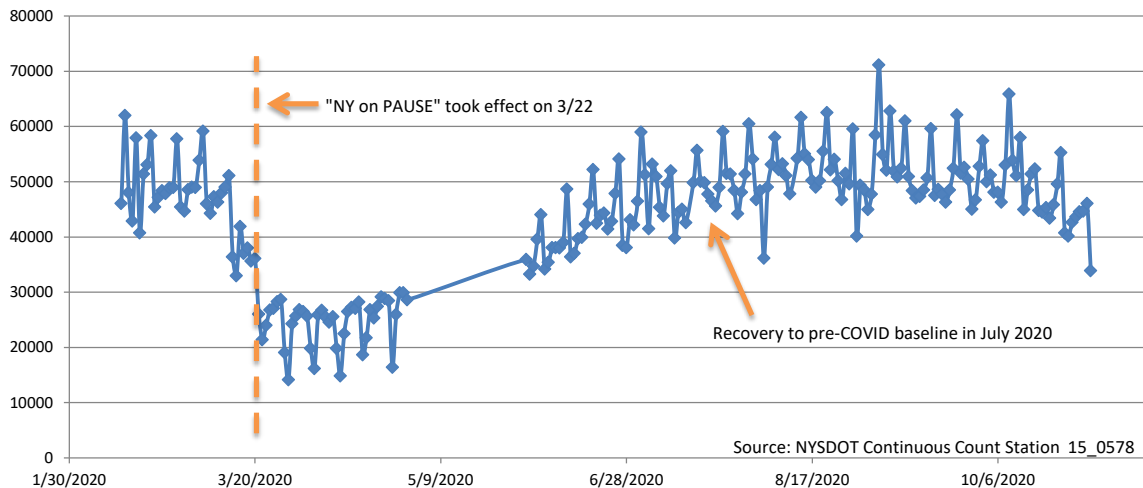


Down 73%

Source: Albany Parking Authority

US-9 in Latham: Two-way Daily Traffic Volume (2020)**Wolf Road in Colonie: Two-way Daily Traffic Volume (2020)**

I-87 North of Saratoga Springs: Two-way Daily Traffic Volume (2020)



Upcoming task: COVID impact traffic monitoring

- Select locations on roadways with pre-COVID count data
- Conduct new counts to determine traffic impact
- Count at roadways serving:
 - Colleges/Universities
 - Office parks
 - Hospitals
 - Recreational facilities
 - 'Essential' businesses
- All-day counts: determine if traditional 'peak-hours' have shifted
- Recurring counts to determine when traffic is 'back to normal'

4. 2021 Freight Planning Project Survey

- January 14 – February 16
- 20 responses
- Rank projects 1-6
- Steering Committee volunteers = 7
- Process
 1. Freight Advisory Committee Recommendation to Planning Committee – 1 or 2
 - Requires stakeholder support
 2. Planning Committee Approval – April (tentative)



4. 2021 Freight Planning Project Survey

- a. **Local Delivery Optimization** - Research and identify policies, procedures and actions municipalities can employ to support and facilitate safe and efficient goods deliveries in dense urban zones
- b. **New York State Thruway Long Combination Vehicle (LCV)/Tandem Assembly Area Circulation Impact Study** - Research and identify any issues associated with circulation to/from the tandem lots as a result of revised access from the Cashless Tolling Project, and quantify and make recommendations to mitigate any negative impacts
- c. **Public Official Training and Model Ordinance Development** - Develop a program that educates local public officials, including planning and zoning boards, about freight movement, and create and disseminate model ordinances and regulations for freight-related development



4. 2021 Freight Planning Project Survey

- d. **Regional Rail Weight Capacity Study** – Inventory regional rail line weight capacity to determine which do not meet the standard 286,000 lb. railcar capacity limit, identify missing links, and make recommendations to develop a regional 286,000 lb. network
- e. **Regional Truck Parking Study** – Inventory public and private truck parking supply and demand in the region, identify major factors and trends affecting overnight truck parking, develop a local truck-parking toolkit, and make recommendations to improve truck parking conditions in the region
- f. **Develop Capital Region Freight Finder** – Using free open source software, some readily available data sources, and a small-scale data collection effort, develop an online regional freight mapping application



4. 2021 Freight Planning Project Survey

Truck Parking

"...In terms of truck parking, I think the focus should be on construction of new capacity and less on high tech solutions and other dimensions; even inventorying and analysis of dynamics should be more background as opposed to a major focus. It should also be developed in close collaboration with industry, state, and regional groups, like the I-95 Corridor Coalition."

Land Use/Model Ordinances

"I think it is crucial to educate city officials on the impacts of land use decision on supply chains. Without such education efforts, they will not know what to do with model ordinances."

"I've responded mainly from our standpoint as a local municipality. Having been involved in comprehensive plan work recently, the model code and education task is particularly relevant..."

Rail Freight Capacity

"The rail freight study is setting the bar too low at 286,000 lbs. It should be more like 315,000. The ability to haul half million pound loads would be more useful. NYSDOT can supply a map of route weights."

Verbal – Rail capacity not a key issue in this region

Capital Region Freight Finder

Verbal – in favor of Capital Region Freight Finder

Tandem Lot Access

General - In favor of tandem lot study (x2)

Other ideas/thoughts

"Offshore Wind impact on traffic patterns, safety, congestion considerations & improvements."

"Identify "paying the tab" and funding sources for Freight Improvements within the region - maybe take a position on the gas tax which hasn't been raised since the 1990s I believe."

"The local delivery optimization and tandem lot study are both timely with the pandemic and the recent conversion of the Thruway to cashless. Truck parking is always an issue, and the freight map sounds interesting."

"Good coverage on the 6 choices."



4. 2021 Freight Planning Project Survey

Initial Ranking (Survey Monkey Score):

1. Regional Truck Parking Study (4.15)
2. Local Delivery Optimization (4.00)
3. New York State Thruway Long Combination Vehicle (LCV)/Tandem Assembly Area Circulation Impact Study (3.60)
4. Public Official Training and Model Ordinance Development (3.45)
5. Regional Rail Weight Capacity Study (2.95)
6. Develop Capital Region Freight Finder (2.85)

Freight Advisory Committee to recommend one (or two) for Planning Committee consideration/approval



4. 2021 Freight Planning Project Survey

Next Steps:

1. Stakeholder Support
2. Planning Committee - April
3. Consultant Selection & Contracting
4. Convene Steering Committee
5. Project Committee



5. TRANSEARCH* 2018 – Rensselaer County

- ❑ IHS Markit TRANSEARCH data purchased by NYSDOT and made available to MPOs
- ❑ 2018 and 2045 projections
- ❑ All modes except pipeline; does not include local deliveries
- ❑ Uses a mix a public and private proprietary data to develop a sample
- ❑ County is smallest geographic unit
- ❑ Regional level data compiled and presented at November 2020 FAC
- ❑ Rensselaer County – per Town of East Greenbush request



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5. TRANSEARCH* 2018 – Rensselaer County

Annually,
In Rensselaer
County *...

Inbound
3.8 million tons
\$2.8 billion



Within
105k tons
\$147 million



Outbound
3.7 million tons
\$5.1 billion



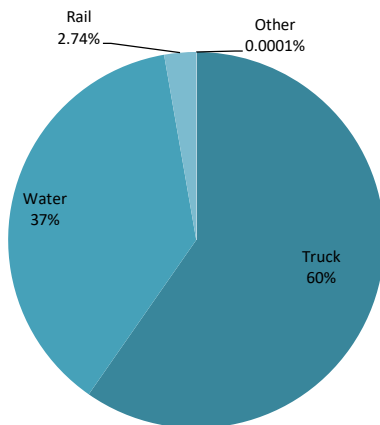
~15% of CDTC Region's Freight in Tons and Value



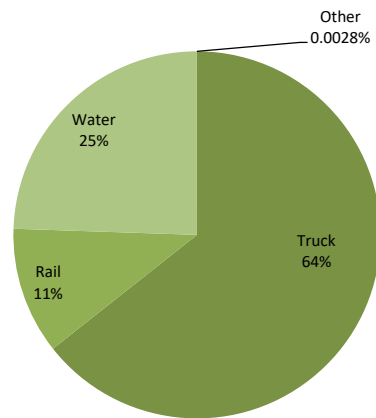
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5. TRANSEARCH* 2018 – Rensselaer County

Mode by Ton (2018)



Mode by Value (2018)



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5. TRANSEARCH* 2018 – Rensselaer County

For inbound freight by value, Rensselaer County's top six commodities are:

1. Petroleum Refining Products (\$78,988,358, 31% of all inbound freight)
2. Drugs (\$409,449,234, 15%)
3. Warehouse & Distribution Center (\$366,840,232, 13%)
4. Motor Vehicles(\$123,130,724, 4%)
5. Dairy Farm Products (\$72,699,300, 3%)
6. Misc. Plastic Products (\$71,408,145, 3%)

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5. TRANSEARCH* 2018 – Rensselaer County

For outbound freight by ton, Rensselaer County's top five commodities are:

1. Gravel or Sand (1,110,181 tons, 30% of all outbound freight)
2. Broken Stone or Riprap (519,925 tons, 14%)
3. Petroleum Refining Products (377,756 tons, 10%)
4. Concrete Products (221,979 tons, 6%)
5. Portland Cement (207,899 tons, 5.6%)



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5. TRANSEARCH* 2018 – Rensselaer County

Full Analysis Includes:

Inbound Freight Flows

- Tons
- Value
- Mode Share
- Top Commodities by Ton and Value
- Top Trading Partners by Ton and Value

Outbound Freight Flows

- Tons
- Value
- Mode Share

- Top Commodities by Ton and Value
- Top Trading Partners by Ton and Value

Within Flows

- Tons
- Value
- Mode Share
- Top Commodities by Ton
- Top Commodities by Value

Top Freight Consuming Industries



6. Member Updates

- i. **Airport**
- ii. Marine
- iii. Rail
- iv. Trucking
- v. Other Private Industry (manufacturing, distribution, warehousing, etc.)
- vi. Institutional/Government/Non-profit



6. Member Updates

- i. Airport
- ii. **Marine**
 - Update - Port of Albany Wind Energy Project (Tony Vasil, Port of Albany)
- iii. Rail
- iv. Trucking
- v. Other Private Industry (manufacturing, distribution, warehousing, etc.)
- vi. Institutional/Government/Non-profit



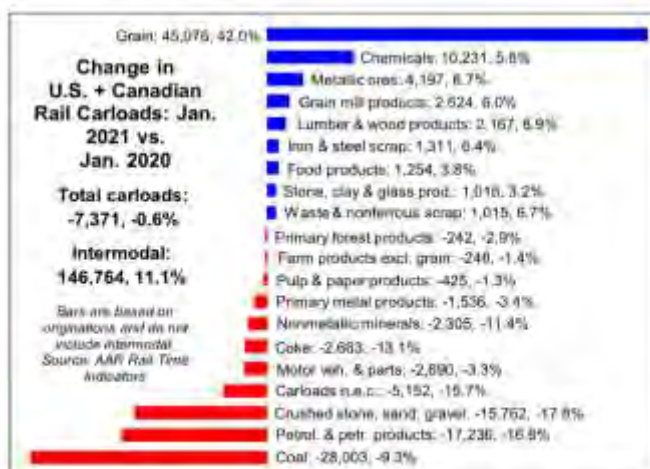
6. Member Updates

- i. Airport
- ii. Marine
- iii. **Rail**
 - **2021 Rail and Port Grants Solicitation - \$87 million in State and federal funding for rail and port projects – more info**
<https://www.dot.ny.gov/railgrants>
 - **NEARS Spring 2021**
- iv. Trucking
- v. Other Private Industry (manufacturing, distribution, warehousing, etc.)
- vi. Institutional/Government/Non-profit



6. Member Updates

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- iii. **Rail**
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6. Member Updates

- i. Airport
- ii. Marine
- iii. Rail
- iv. **Trucking**
- v. Other Private Industry (manufacturing, distribution, warehousing, etc.)
- vi. Institutional/Government/Non-profit



6. Member Updates

- i. Airport
- ii. Marine
- iii. Rail
- iv. Trucking
- v. **Other Private Industry (manufacturing, distribution, warehousing, etc.)**
- vi. Institutional/Government/Non-profit



6. Member Updates

- i. Airport
- ii. Marine
- iii. Rail
- iv. Trucking
- v. Other Private Industry (manufacturing, distribution, warehousing, etc.)
- vi. **Institutional/Government/Non-profit**
 - Clean Cities – Jacob Beeman (CDTC)



7. Next Meeting

- 2021 Freight Advisory Committee Dates
 - May 19, August 18, November 17



Thank you for attending!

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