CDTC

Freight Advisory Committee

MEETING MINUTES
May 30, 2018 9:00 AM
CDTC Office, 1 Park Place, Albany, NY 12205

1. Attendees

Brian Stewart	Cambridge Systematics, Inc. (via phone)
Cara Wang	Rensselaer Polytechnic Institute
Dave Schmitz	Price Chopper
Erik VandenBerg	General Electric (via phone)
Jeff Gritsavage	New York State Canal Corporation
Jeff Wojtowicz	Rensselaer Polytechnic Institute
John Davidson	DA Collins (via phone)
John Scavo	Town of Clifton Park
Joseph Stahl	NYS Thruway Authority
Liz Staubach	Town of Bethlehem
Louis Esposito	Owner Operator Independent Drivers Association/Town of Princetown
Maria Chau	FHWA – NY
Mike Izdebski	General Electric
Pete Bardunias	The Chamber of Southern Saratoga County
Rob Goldman	NYS Marine
Scott Roth	RLF Industrial Real Estate
Sean Maguire	Capital District Regional Planning Commission
Tom Werner	Saratoga Co./CDTC Policy Board
Tony Vasil	Port of Albany
Wilfredo Yushimito	Rensselaer Polytechnic Institute
Jacob Beeman	Capital District Transportation Committee
Michael Franchini	Capital District Transportation Committee
Chris Bauer	Capital District Transportation Committee

2. Presentation – NYS Marine Highway

Rob Goldman, Owner of NYS Marine Highway, gave a presentation about the NYS Marine Highway and their operations. Rob began the presentation by demonstrating how the Great Lakes connect with the East Coast Ocean Ports via the New York State Canal System. Rob gave

an overview of different tug and barge operations, including the various types of tugboats and barges, and their common uses.

Rob displayed how utilizing the NY canal system to connect to the Great Lakes is superior to the routes that utilize the St. Lawrence Seaway, however, there are dimensional and season issues that are a limitation. Rob highlighted all of the planning that goes into moving cargo on the canal system. NYS Marine's operations are very flexible, and have moved project cargo to and from locations that could not be accessed using other modes.

The committee had a lengthy discussion after Rob's presentation that included topics such as infrastructure challenges, and initiatives to increase commercial use of the canal system. A longer shipping season, maintaining adequate depth, accurate cartology, and better navigational aids were identified as potential improvements that would benefit commercial canal shippers and increase the economic potential of canal utilization.

For more information about the NYS Marine Highway, please see the attached presentation and visit https://nysmarinehighway.com/.

3. Federal Requirement – Freight Reliability Performance Measure Recommendation

Chris Bauer gave a brief update on the upcoming freight system performance measures, Truck Travel Time Reliability (TTTR), a new federal requirement. Chris reminded the committee of some key dates for MPO adoption of the performance measure targets:

1. May 20, 2018: State DOTs must establish 2-and 4-year targets (start of MPO 180 days)
2. May 30, 2018: CDTC Freight Advisory Committee (rescheduled to accommodate target setting dates)
3. June 6 or August 1, 2018: CDTC Planning Committee
4. November 8, 2018: CDTC Policy Board September
5. November 16, 2018: CDTC must either support the State target or establish own quantifiable 4-year targets

Chris said the measure only applied to the Interstate System only, and distributed the recently developed NYSDOT targets. CDTC Staff is currently analyzing NYSDOT targets and preparing recommendations for the Planning Committee and Policy Board. Chris said the proposed targets will be shared with the Freight Advisory Committee (FAC) via email for review and comments. FAC comments will be shared with the Planning Committee and Policy Board. Chris said CDTC is likely to recommend adopting the NYSDOT targets during this reporting period.

For more information, please see the attached PowerPoint presentation and handout.

4. Update - NYS Freight Plan

There were no NYSDOT representatives at the meeting; therefore, there was no update on the status of the NYS Freight Plan.

5. Discussion - CDTC Freight Planning Initiatives

Chris Bauer said the DRAFT S. Pearl St. /NY 32 Heavy Vehicle Study was recently completed and available for review and comment. The study was presented to Ezra Prentice Homes' residents on Thursday, May 31.

Chris said, since the last FAC meeting, the 2018-2020 CDTC UPWP - NY 7 Corridor Freight-Land Use Study. The study area is roughly NY 7, approximately from US 20 to Five Corners in the Town of Rotterdam, Town of Princetown, and Town of Duanesburg. Chris said CDTC hopes to begin scope development later this calendar year.

Chris mentioned two CDTC initiatives involving Rensselaer Polytechnic Institute (RPI); 1) the Energy Efficient Logistics – Living Lab Project a Dept. of Energy funded project, and 2) the 2018 VREF Advanced Studies Institute on Sustainable Urban Freight Systems, to be held on August 4th - 11th, at RPI.

Chris said CDTC was hoping to have a tour for the August FAC Meeting, but that no tour location have been identified, yet. He urged members of the FAC to share any possible tour locations.

6. Discussion – Member Items

Cara Wang (Rensselaer Polytechnic Institute) mentioned the current NYSDOT solicitation for 2018 Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program projects. Cara said RPI was hoping to connect with potential project sponsors. CDTC is not an eligible recipient. Cara distributed a handout from NYSDOT describing the programs, attached to these minutes. Interested parties should contact Cara at wangx18@rpi.edu.

Lou Esposito (OOIDA, Town of Princetown) mentioned an emerging technology that uses camera to replace side mirrors on large vehicles.

7. Action Items/Next Meeting

Action items:

Comments on the S. Pearl St. Heavy Vehicle Travel Pattern Study are due by June 30

CDTC is searching for a tour location for the August meeting

Remaining 2018 Freight Advisory Committee Meeting Dates:

- August 15 (Tour, location TBD)

- November 14* (date adjusted to avoid Thanksgiving holiday week)

All meetings will begin at 9:00 AM unless otherwise specified. The meeting was adjourned at approximately 10:30 AM.

CDTC
CAPITAL DISTRICT
TRANSPORTATION COMMITTEE

Capital District Transportation Committee
Freight Advisory Committee Meeting

May 30, 2018

Today's Agenda

1) Welcome and Introductions

2) *Presentation* – NYS Marine Highway (Rob Goldman, Owner, NYS Marine Highway)

3) *Federal Requirement* – Freight Reliability Performance Measure Recommendation (Chris Bauer, CDTC)

4) *Update* – NYS Freight Plan (Dave Rosenberg, NYSDOT or rep.)

5) *Discussion* – CDTC Freight Planning Initiatives (Chris Bauer, CDTC)

6) *Discussion* – Member Items

7) Action Items/Next Meeting

   - 2018 Meeting Dates: August 15 (Tour, location TBD), and November 14*

8) Adjourn

Freight Reliability Performance Measure

- Truck Travel Time Reliability (TTTR)
- Interstate System only
- NYSDOT targets (handout)
- CDTC Staff currently analyzing NYSDOT targets and preparing recommendation for Planning Committee & Policy Board
- Will be communicated to Freight Advisory Committee via email
  - Comments can be sent to me and will be shared with Planning Committee and Policy Board

Freight Reliability Performance Measure (TTTR)

	Year	NYSDOT	CDTC
Historic	2014	1.61	1.46
	2015	1.60	1.46
	2016	1.65	1.47
	2017*	1.38	1.39
Baseline	2018	1.38	**1.39**
Targets	2020	2.00	**2.00**
	2022	2.11	**2.11**

- **Likely to recommend supporting NYSDOT targets**

*Calculated with different data set

Freight Reliability Performance Measure

Key Dates – MPO Adoption (CDTC)

1. May 20, 2018: State DOTs must establish 2-and 4-year targets (start of MPO 180 days)
2. May 30, 2018: CDTC Freight Advisory Committee
   - Revised date to accommodate schedule
3. June 6 or August 1, 2018: CDTC Planning Committee
4. September 6, 2018: CDTC Policy Board September
5. November 16, 2018: CDTC must either support the State target or establish own quantifiable 4-year targets

CDTC Freight Planning Initiatives

1. TTTR Performance Measures
   - will follow-up via email
2. S. Pearl St./NY 32 Heavy Vehicle Study
   - Presentation to Ezra Prentice Homes' residents Thursday 5/31
   - Draft study comments June 1 – June 30; CDTC website
3. 2018-2020 CDTC UPWP - NY 7 Corridor Freight-Land Use Study
   - NY 7, approximately from US 20 to Five Corners (Rotterdam, Princetown, Duanesburg)
   - Begin scope development later this calendar year
4. RPI – *Energy Efficient Logistics – Living Lab Project (Dept. of Energy)* and *2018 VREF Advanced Studies Institute on Sustainable Urban Freight Systems,* August 4th - 11th, at RPI
5. August Freight Advisory Committee Meeting – Need Tour Location

Thanks for Attending!

May 30, 2018


NYS MARINE
HIGHWAY
Connecting the Great Lakes with East Coast Ocean Ports via the New York State Canal System

NYS MARINE HIGHWAY

SHIP BY CANAL

INTRODUCTION TO TUG & BARGE OPERATIONS

- **Tugs – Model Bow & Push – Canal**
- **Barges – LL – Inland – Deck - Hopper**
- **Waterways – TSD - Rivers, Canals, Lakes – Coastal – Oceans - Controlling Dimensions -**
- **Project Cargo & Bulk**
- **Ops – RoRo – FloFlo - Heavy Lift**

NYS MARINE HIGHWAY

SHIP BY CANAL

Connecting the Great Lakes with East Coast Ocean Ports via the New York State Canal System

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SHIP BY CANAL

Connecting the Great Lakes with East Coast Ocean Ports via the New York State Canal System

INTRODUCTION TO TUG & BARGE OPERATIONS

Model Bow Tugboat – Ocean, Coastal, Harbor, Lakes, Bays, Sounds, Rivers & Canals

Model Bow Tugboat

Towing – Alongside

Towing – Push Mode

Towing

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INTRODUCTION TO TUG & BARGE OPERATIONS

Push Tug – Harbor, Lakes, Bays, Sounds, Rivers & Canals

Push Tug

Towing – Push Mode

Fleeting

Shallow Draft

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INTRODUCTION TO TUG & BARGE OPERATIONS

Canal Tugs – Telescopic Wheelhouse

Stationary Wheelhouse Offers Limited Visibility

Model Bow Canal Tug – House Up

Push Tug with Wheelhouse Elevated

Model Bow Canal Tug – House Down

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INTRODUCTION TO TUG & BARGE OPERATIONS

Barges

Barges – Inland Deck & Hopper

- Protected Waters Only – Rivers, Canals, Bays, Inland Lakes and Limited Coastal inshore of the "Line of Demarcation"

Inland Car Float – 40'w x 10'h x 265'l

Inland Deck Barge – 40'w x 8'h x 165'l

Inland Standard Hopper Barge – 35'w x 12'/13'h x 195'/200'l

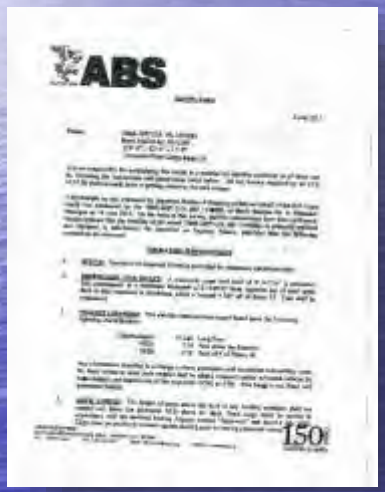
Inland DoS Hopper Barge – 37'w x 12'-9"h x 150'l

INTRODUCTION TO TUG & BARGE OPERATIONS

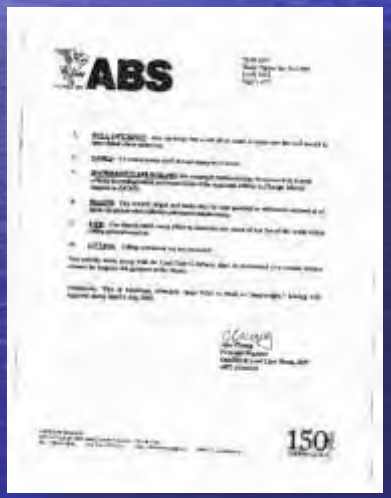
Barges – Inspected

Barges – Load Line – Certificate of Inspection (COI)

- Required for Barges > 79'LOA or >150GT's
  - Limited Exceptions – "Change in Employment"
- Required to Transit Coastal beyond the "Line of Demarcation" all Oceans or on the Great Lakes & St Lawrence Seaway



ABS Stability Letter



VCG vs. Draft

LL Certificate

INTRODUCTION TO TUG & BARGE OPERATIONS

Barges – Load Line Deck Barge

40’w x 10’h x 200’l LL Deck Barge

40’w x 8’h x 150’l LL Deck Barge

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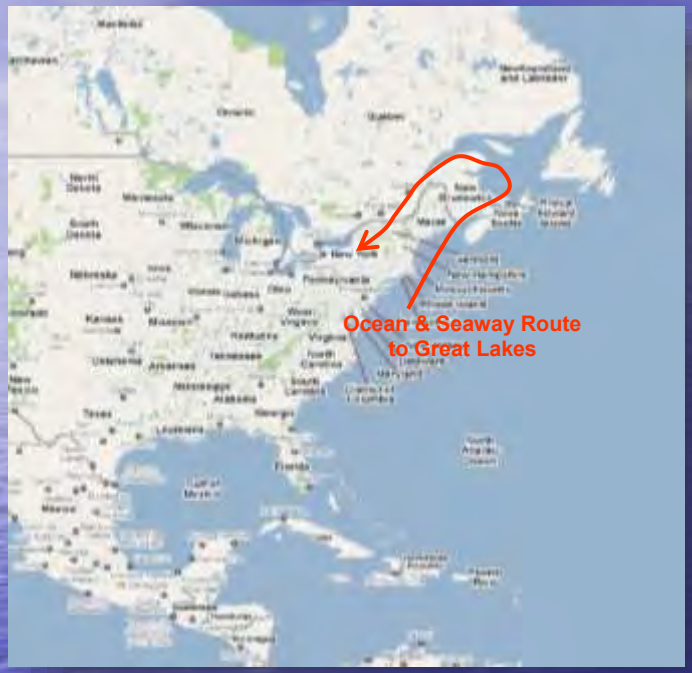
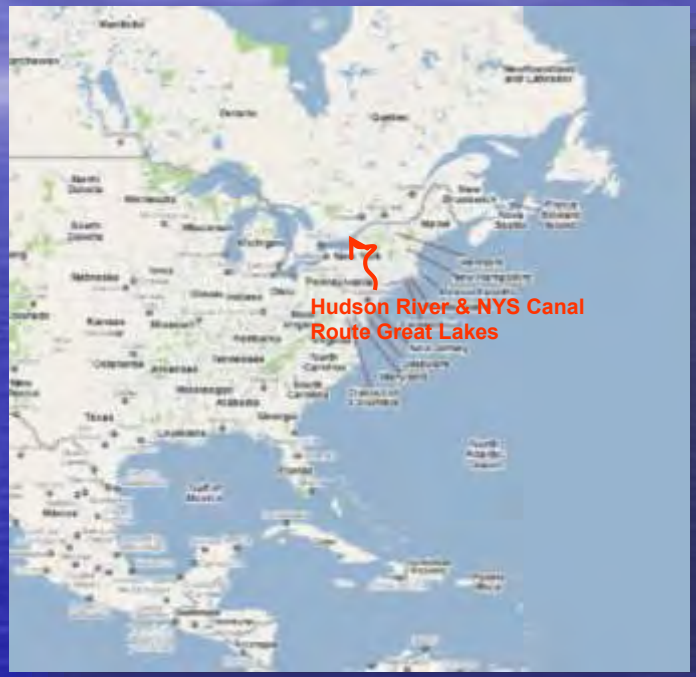
INTRODUCTION TO TUG & BARGE OPERATIONS

Comparison of Inland Vs. Ocean Route from NY Port NY/NJ to the Great Lakes

Ocean Route to Great Lakes Ports
Atlantic Ocean & St. Lawrence Seaway



Inland Route to Great Lakes Ports
Hudson River & NYS Canal System



PORT OF ORIGIN/DESTINATION	OCEAN ROUTE		INLAND ROUTE	
	Distance SM	Duration Days	Distance SM	Duration Days
NY to Montreal	1765 SM	9 Days	573 SM	5 Days
NY to Toronto	2107 SM	11 Days	486 SM	5 Days
NY to Oswego	1997 SM	10 Days	341 SM	4 Days
NY to Chicago	3011SM	16 Days	1386 SM	10 Days

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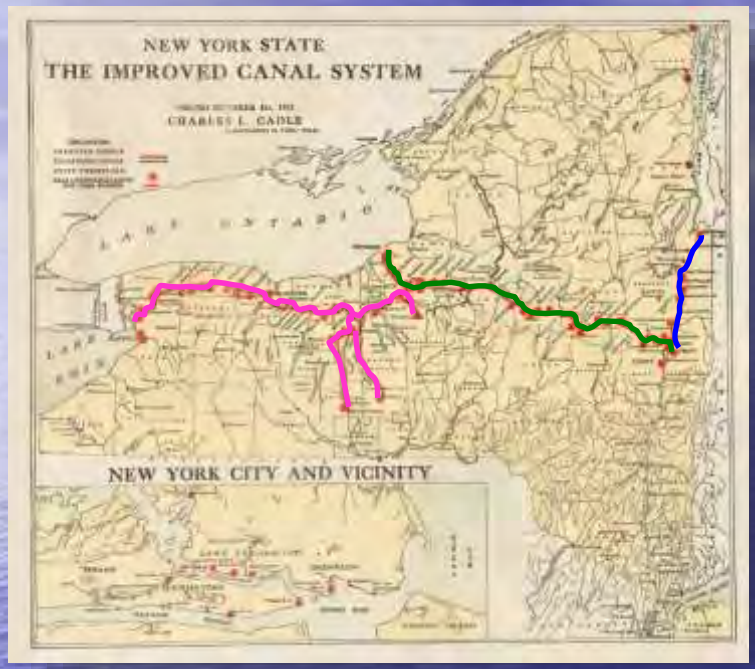
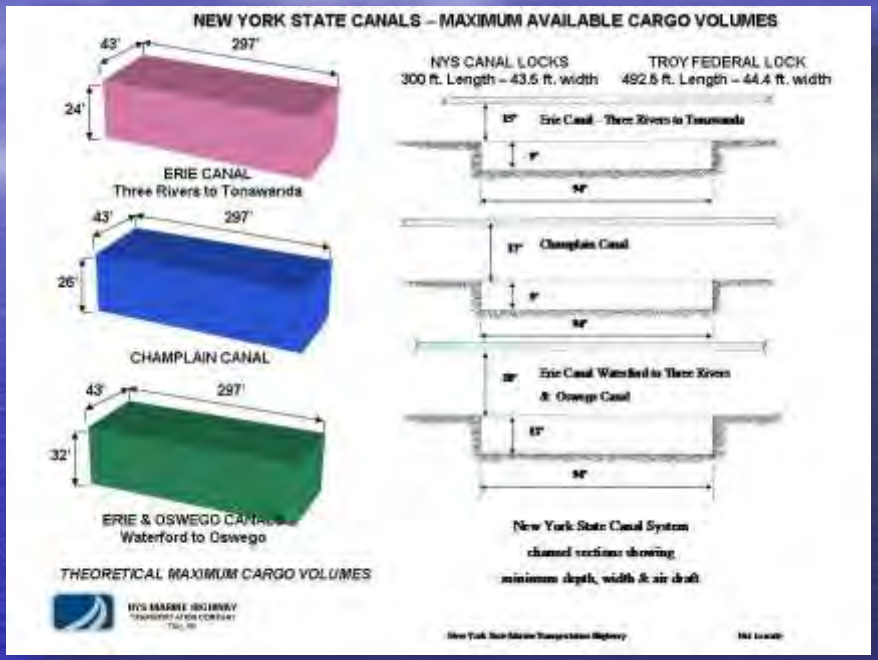
INTRODUCTION TO TUG & BARGE OPERATIONS

Canal Logistics – Analysis of Available Water Depth & Air-Draft

Dimensions & Clearances Erie, Champlain, Oswego & Cayuga/Seneca Canals





MAXIMUM OPERATIONAL WATER & AIR DRAFT @ NORMAL POOL			
	ERIE CANAL – THREE RIVERS TO TONAWONDA & CAYUGA/SENECA CANALS	CHAMPLAIN CANAL – WATERFORD TO WHITEHALL	ERIE CANAL – WATERFORD TO THREE RIVERS & OSWEGO CANAL
TUG	10′ Draft	10′ Draft	12′ Draft
LOADED BARGE	9′ Draft – 15.5′ Air Draft	8′ Draft – 17.5′ Air Draft	10′ Draft – 21′ Air Draft
Max Cargo Tonnage Single Lock	1800 Short Tons	1600 Short Tons	2100 Short Tons
Max Cargo Tonnage Dbl Lock	2700 Short Tons	2400 Short Tons	3100 Short Tons

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INTRODUCTION TO TUG & BARGE OPERATIONS

Canal Logistics – Route Survey & Solutions

Canal Operations – Local Knowledge, Draft & Pool Level Analysis & Ballast

Visual Confirmation of Bridge Elevation

Optical Surveys of Structures

Real-Time Analysis of Pool Level and Bridge Clearance

Moveable Ballast
Precast Concrete & Water Blivets

Sweep Boat Survey to Confirm
Actual Water Draft

Water Ballast to Reduce Air-Draft

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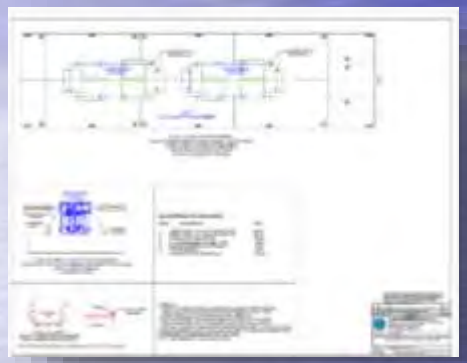
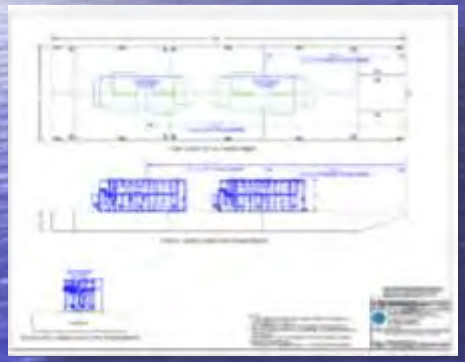
INTRODUCTION TO TUG & BARGE OPERATIONS

Logistics – Cargo Operations – Deck & Hopper Barges

Ballast, Loading & Lashing Plans





Loading & Lashing Plans – Deck Barge

Loading Plan – Hopper Barge

Ballast Plan to Achieve Desired Air-Draft

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INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – Heavy Lift

Cargo Loading – Floating Heavy Lift Crane

GE Steam Turbine Rotors Manufactured in Schenectady, NY. Railed to the Port of Albany, Trans-loaded by Floating Heavy Lift Crane onto a Barge for RoRo Discharge in Bruce Ontario.

INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – Roll on Roll Off (RoRo)

Cargo Discharge – RoRo Facilitated by Gantry & Prime Mover

GE Steam Turbine Rotors
Discharged by RoRo at the Port of
Oswego enroute to Nine Mile PP

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INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – RoRo with limited Infrastructure

Cargo Discharge – RoRo

Two of Four Natural Gas Storage Tanks Transported from Maryland to Fulton, NY.

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INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – RoRo with Limited Infrastructure

Cargo Discharge – RoRo using Self-Propelled Modular Transporter SPMT

Transformers loaded from "Ships Hook" in the Port of NY/NJ and Discharged RoRo at Lock #30, Macedon, NY.

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INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – RoRo with Harbor Infrastructure

Cargo Loaded by Floating Heavy Lift Crane & Discharged – RoRo

GE Turbine Rotors loaded from Rail Cars in the Port of Albany, NY and Discharged RoRo in Beauconcour, Quebec

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INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – RoRo with Harbor Infrastructure

Cargo Loaded by Harbor Crane & Discharged – RoRo

Sieman's Transformer Loaded in Norfolk, VA and Discharged in Duluth, MN

INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – Limited Infrastructure

Cargo Discharge – Mobile Crane

Harbor Crane Loaded in Norfolk, VA, Towed up East Coast, NYS Canals and Great Lakes to Ashtabula, OH.
Discharged by Mobile Crane

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INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – Limited Infrastructure

Cargo Loading – Mobile Crane

Natural Gas Fired Generator Loaded onto Barge with Mobile 500MT Crane on Onondaga Lake for Transit to the Port of Albany and Trans-loaded to ship for Ocean Transit to Pakistan

INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – Limited Infrastructure

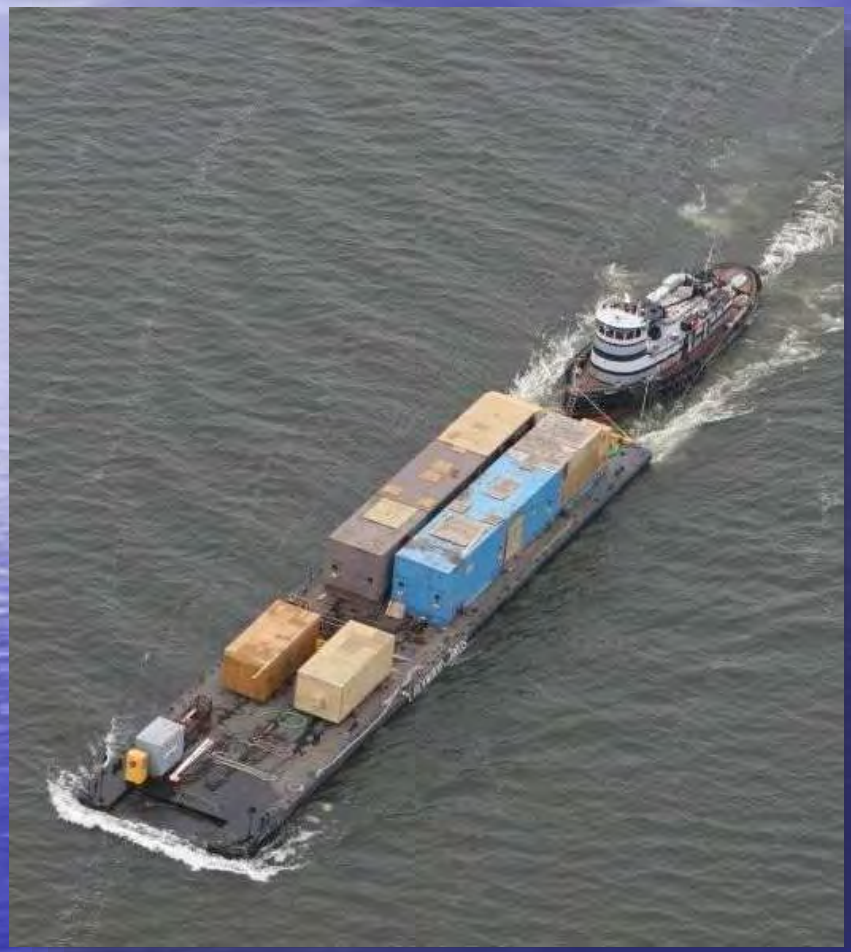
Cargo Loading – Mobile Crane

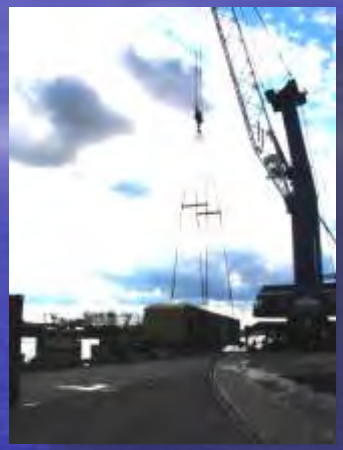
Natural Gas Fired Generators Removed from the Solvay Power Plant in Syracuse

INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – Ports & Harbors

Cargo Discharge – Harbor Crane





Natural Gas Fired Generators Removed from Power Plants in Syracuse and Fulton, NY. Discharged by Harbor Crane in the Port of Albany for Shipment to Pakistan by Ocean Carrier

INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – Limited Infrastructure

Cargo Discharge – Mobile Crane

Yankee Dryer Manufactured in Gothenburg, Sweden, Received Direct Discharge from Ocean Carrier in the Port of NY/NJ. Discharged by Mobile 500MT Crane in Fort Edward, NY

INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – Ports & Harbors

Cargo Loading – Harbor Crane

Transformers loaded from Rail Car in the Port of Albany, NY by Harbor Crane for Shipment by Barge to Massena, NY Power Generation Plant.

INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – Direct Discharge

Project Cargo

TAD Roller loaded from Ship's Hook in the Port of NY/NJ bound for Oshawa, Ontario

INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – Limited Infrastructure

Cargo Loading – Floating Heavy Lift & Shore-Side Crane

Casting loaded at Port NY/NJ with Floating Crane and Discharged at Erie Lock #8 by Shore-Side Crane. Barge reloaded with Generators bound for Norfolk, VA.

INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – Military Consignment

Cargo Trans-Loaded from LL Deck Barge to Inland Hopper Barge

Navy Sonar Array – Loaded at Newport News Shipyard on an Ocean Barge for Coastal transit. Trans- Loaded into an Inland Hopper for Canal transit to Seneca Lake.

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INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – Float-On Float-Off (FloFlo)

Cargo Loaded & Unloaded – "Flo-Flo" & "Straddle Lift"

Submersible Flo Flo Barge with
20 Hopper Barges

Entering the Port of New York

Escorted by the "Sarah D"

Flo Flo Ops underway Betty D &
Edna A tending Float-Off

Hopper Barges unloaded and under
tow to "unstacking" location

Unstacking utilizing Mobile
Straddle Lift

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INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – Bulk

Virgin Materials Down-Bound & Recycle Backhaul

Granite Delivery Logistic location

Stone - Ports of Origin & Destination

INTRODUCTION TO TUG & BARGE OPERATIONS

Cargo Ops – Bulk

Aggregates Down-Bound & Recycle Backhaul

Fort Ann Loading Facility

Catskill Loading Facility

Virgin Aggregates Enroute to Port NY

Recycled Asphalt (RAP) & Empty Barges Returning North

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INTRODUCTION TO TUG & BARGE OPERATIONS

General Towing – Ship Assist

Assisting a Heavy Lift Ship at Port Albany

Two Tugs Assisting

DE Slater Returns from the Ship Yard

Assisting in the Ice

Clearing Ice from Berth

NYS MARINE HIGHWAY

New York State Marine Highway Transportation LLC

Connecting the Great Lakes with East Coast Ocean Ports via the New York State Canal System

- Connecting the Great Lakes with East Coast Ocean Ports via the New York State Canal System

NYS TARGET SETTING METHODS FOR FREIGHT PERFORMANCE ON THE INTERSTATE SYSTEM

NYS Department of Transportation (NYSDOT) May 2018

Overview

The measure for Freight Performance on the Interstate System is found in 23 CFR Part 490, Subpart F. This section defines the Truck Travel Time Reliability (TTTR) Index. The measure applies only to truck travel on the Interstate system.

This measure compares the longer truck travel time (95th percentile) to the average truck travel time (50th percentile) for each reporting segment on the interstate highway system. Segments are weighted by mileage. The highest value during the year in each defined time period is used for each segment.

Mileage weighted segments are summed and divided by the total interstate centerline miles.

No threshold is established.

Date Sources

Speed Data: National Performance Management Research Data Set (NPMRDS)

Timeline

- ❑ State DOTs establish targets by May 20, 2018.
- ❑ MPOs must agree to support state targets or establish their own within 180 days of the State establishing and reporting Highway Performance and Freight targets.
- ❑ FHWA assesses performance in 2020.
- ❑ If 2020 target is not met, a state must undertake extensive data reporting and analysis on its freight system.
- ❑ 2022 targets may be adjusted in 2020.

NYSDOT's Target Setting Process

1. Establish trend:
   - ❑ Estimate the linear trend for TTTR using data from 2014 to 2016. (Note: 2014 is the first full year of NPMRDS data; in 2017, NPRMDS data was provided by a different vendor with different data specifications.)
2. Determine Baseline:
   - ❑ Calculate LOTTR based on actual 2017 data. This is the 2018 baseline.
3. Consider data challenges, including:
   - ❑ 2017 is the only available full year of data using the new vendor and revised data specifications.
   - ❑ There is no existing framework for forecasting future trends for these measures.
   - ❑ The NPMRDS data, particularly truck data, is improving each year, which could affect future results.
   - ❑ Future guidance on specific calculation methods could affect future results.
   - ❑ It is unclear if the linear trend developed using 2014-2016 NPMRDS data will be representative of future data trends.
   - ❑ Performance is expected to be judged on the data reported in 2020 and 2022.
4. Establish Targets:
   - ❑ Use the 2014-2016 linear trend to determine baseline data for 2020 and 2022.
   - ❑ Adjust trend by decreasing the resulting values by 40%.
   - ❑ Reconsider targets in 2020 based on additional data, guidance, and analysis.

Performance Targets and Supporting Data

Historic Data

Year	TTTR
2014	1.61
2015	1.60
2016	1.65
2017*	1.38

* Data vendor for NPMRDS changed in 2017.

Initial Targets
TTTR (Interstate)

Year	TTTR
2018 (Baseline)	1.38
2020	2.00
2022	2.11

Important Notes on Targets:

- ❑ The increasing targets are **NOT** reflective of an analysis of future performance. The targets have been intentionally set to reflect the unknown and emerging nature of this data as noted in Step 3 above.
- ❑ 2017 is the only available full year of data. Targets are speculative pending a reliable data trend.
- ❑ Targets will be revisited in 2020.

MAY 18, 2018 Albany, NY

Governor Cuomo Announces $100 Million Available to Fund Clean Air and Alternative Transportation Projects

Funds Will Support Efforts of Municipalities to Meet the Requirements of the Clean Air Act and the Americans with Disabilities Act

Applications Are Being Accepted Through August 16, 2018

Governor Andrew M. Cuomo today announced the availability of $100 million in transportation funding to support and enhance community growth and revitalize downtowns. Funding will support a range of projects, including the construction of pedestrian and bicycle facilities, recreational trails, and safe routes to schools, to community improvements such as historic preservation and projects that reduce congestion and gas emissions.

"New York continues to build stronger, safer, and cleaner communities by investing in projects that promote thriving downtowns," **Governor Cuomo said.** "By securing this federal funding and making it available to our local communities, we can help ensure that New York will continue to attract businesses, generate new jobs and encourage economic activity while helping meet our goal of a cleaner, greener and safer Empire State for all."

"As an almost daily bicyclist, I know how important it is to have access to alternative transportation options," **said Lieutenant Governor Kathy Hochul**. "With this significant funding, we can invest in the future of our bicycle and pedestrian infrastructure in communities across the state. We are also focusing on improving accessibility for those with disabilities and reducing emissions to help combat climate change. This transportation funding will go a long way toward creating a brighter future for the state of New York."

Projects will be selected through a competitive solicitation process that rates proposals based on criteria that includes public benefit, air quality improvement, and finance or delivery innovation. Selected projects will also help municipalities meet the requirements of the Clean Air Act and the Americans with a Disabilities Act.

Projects must be related to the surface transportation system and provide full access to the public. Applications for funding may be developed by any municipality or non-profit incorporated group. Projects must be sponsored either by a municipality, a state agency, or public authority eligible to administer federal transportation funds.

Eligible project activities include:

- The addition of accessible sidewalks;
- Construction of new bicycle and pedestrian facilities;
- Preservation and conversion of abandoned railroad corridors for trail use;
- Enhancement of traffic signals or intersections that improve traffic flow; and
- Establishment of travel demand programs that shift traffic demand to non-peak hours or other transportation modes.

The funds, made available to the state through the Federal Highway Administration and administered by the New York State Department of Transportation, are provided through the Transportation Alternatives Program and the Congestion Mitigation and Air Quality Improvement Program. The programs will provide up to 80 percent of project-related cost, with the remaining 20 percent provided by project sponsors.

The New York State Department of Transportation will be accepting applications for this funding opportunity through August 16, 2018. Applications, program guidance and workshop schedules are available here.

Department of Transportation Acting Commissioner Paul A. Karas said, "Governor Cuomo recognizes that regional economic competitiveness and growing communities revolve around providing strategic and innovative investments in transportation infrastructure. These funds provide invaluable resources for projects that promote healthy living, support recreation and tourism, and improve the air quality in our communities."

Congressman Eliot Engel said, "Modernizing our transportation system is one of the keys to keeping America competitive globally well into the 21st century. Unfortunately, the Trump Administration has done nothing to help promote the type of transportation projects that will create a cleaner planet while also expanding transportation options for every American. Therefore, it is up to the states to act, and I am proud Governor Cuomo is making sure New York continues to lead the way on alternative transportation."

Congresswoman Nita M. Lowey said, "I am pleased Governor Cuomo is making good use of federal funds by supporting clean air and alternative transportation programs. As Ranking Member of the House Appropriations Committee, I will continue to support robust funding for initiatives like the Transportation Alternatives Program and the Congestion Mitigation and Air Quality Improvement Program to enhance New York's infrastructure while protecting the environment."

Congressman José E. Serrano said, "This funding will help New York municipalities expand pedestrian routes and recreational trails, reduce traffic, and improve air quality. As the borough with one of the highest rates of air pollution in New York City, the Bronx has experienced firsthand the negative effects of heavy traffic and lack of access to alternative transportation options for decades. This is why I have always made it a priority working to improve air quality and expand access to green spaces in the Bronx. Today, our air is cleaner, we have more parks and areas like the Bronx River, and Bronxites can enjoy a better quality of life. The funding announced today by Governor Cuomo will help us continue making progress on this issue, in the Bronx and throughout New York City."

Congressman Jerrold Nadler said, "These projects will help New York become more walkable and bicycle friendly, and will help our communities preserve their unique historical sites. I thank the Federal Highway Administration, the New York State Department of Transportation, and Governor Cuomo for helping secure this funding so that residents and visitors alike can have more safe and accessible ways to enjoy New York."

Congresswoman Carolyn B. Maloney said, "Infrastructure is one of the best public investments we can make. This new program not only improves our transportation system to help people get around, but simultaneously cleans up our air and offers greater access to the disabled. This is a smart approach to bettering the lives of all New Yorkers."

Congressman Gregory W. Meeks said, "Providing alternative forms of transportation and expanding our mass transit makes our air cleaner, lessens the load off our congested roads, and ultimately makes New Yorkers healthier. The $100 million provided by the Federal Highway Administration and implemented through NYS DOT is a perfect example of how the federal government can and should work with states to build and improve its core infrastructure. I look forward to working with Governor Cuomo to seeing these projects through to completion."

Congressman Joe Crowley said, "To continue leading the global fight against climate change, our state's leaders must encourage sustainable growth. Governor Cuomo understands that ambitious infrastructure projects and environmental conservation efforts must go hand-in-hand. These funds will help revitalize our communities in an environmentally sustainable manner, which is key to investing in New York's future."

Congressman Brian Higgins said, "This is a great opportunity to access federal and state funds to improve accessibility, re-imagine abandoned rail corridors and create safer, walkable communities."

Congressman Paul Tonko said, "Investing in healthy transportation is good for New York families and communities, improving commutes, strengthening local economies and keeping our air cleaner and our families safer. Local leaders should seize this opportunity to deliver valuable improvements for the communities they serve."

Congressman Sean Patrick Maloney said, "Folks in the Hudson Valley can tell you just how important revitalization efforts are - we've got aging infrastructure that can be put to good use and we've got a growing demand for alternative transportation and recreation opportunities in a lot of New York's small cities. I worked hard on the highway bill to secure the federal funds for these important projects - and I'm thankful for the Governor's leadership on critical infrastructure projects like these."

Congressman Adriano Espaillat said, "I commend Governor Cuomo on today's announcement to invest and modernize New York's infrastructure with clean alternative transportation projects that will benefit communities throughout the state. Innovative strategies that help expand infrastructure through projects such as pedestrian walkways, bike lanes, recreational trails, and safe sidewalks for area schools, as well as lessen congestion and gas emissions throughout our cities, are projects that will continue to promote health and wellness that benefits each of us and our communities, today and for years to come."

Contact the Governor's Press Office

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