



MEETING MINUTES

May 15, 2019, 9:00 AM

CDTC Office, 1 Park Place, Albany, NY
12205**1. Attendees**

Brian Stewart	Cambridge Systematics (via phone)
Dave Schmitz	Price Chopper
Jeff Wojtowicz	Rensselaer Polytechnic Institute
Joseph Stahl	NYS Thruway Authority
Kate Maynard	CDRPC
Kendra Hems	Trucking Association of New York (via phone)
Liz Staubach	Town of Bethlehem (via phone)
Louis Esposito	Owner Operator Independent Drivers Association/Town of Princetown
Mike Izdebski	GE
Pete Bardunias	Chamber of Southern Saratoga County
Peter Lion	Center for Economic Growth (CEG) (via phone)
Scott Roth	Industrial Real Estate
Tom O'Connor	Capital Region Chamber
Tony Vasil	Port of Albany
Chris Bauer	Capital District Transportation Committee
Glenn Posca	Capital District Transportation Committee
Jacob Beeman	Capital District Transportation Committee
Teresa LaSalle	Capital District Transportation Committee

2. Capital Region Multi-Modal Freight Model Concept (Mike Izdebski, GE Global Research)

Mike Izdebski began the meeting with a presentation on “Building a more efficient green Supply Chain in the Capital Region”. The presentation outlined how a Barge Feeder Service could operate out of the Port of Albany. The service would allow for Short Sea Shipping between major ports along the east coast and the Port of Albany using a variety of shipping vessels. The presentation highlighted that the critical barrier to implementation at this stage is identifying exports in the region to be shipped in the containers on the return trips to major ports. If viable, the barge feeder service would shift the transportation of thousands of containers per year from trucks to ships and barges, resulting in reduced congestion and emissions in the Capital Region. For more details on the project please see the attached presentation.



FAC Comments / Questions on the presentation:

Scott Roth – What is short sea shipping? – Mike Izdebski – Short Sea Shipping is when goods are shipped by sea from port to port within the United States, instead of over land.

Pete Bardunias – How long could this take to implement realistically? Mike Izdebski – It could happen as soon as 2 -3 years from now at a small scale using existing barges.

Tony Vasil – The port has been in contact with customers interested in shipping goods to the region via a feeder barge service, the issue is getting customers that are interested in using the containers on return trips.

Thomas O'Connor – Could empty containers be shipped via rail to Buffalo to be utilized at ports in that region? – Dave Schmitz replied that although it sounds logical, more touches of empty containers increase costs and would likely not be profitable.

Dave Schmitz – Noted that most companies do not have control over which port/terminal their goods arrive in the United States because they do not own the product before it is shipped.

Mike Izdebski – Noted that the longer the distance of the short sea shipping, the more profitable the feeder service could become.

Chris Bauer wrapped up the discussion on the Multi-modal freight model concept by noting that CDTC supports this effort and all of the work being done by GE and the Port of Albany on this project.

3 Wrap Up – 2019 – 2024 Transportation Improvement Program Projects (Chris Bauer, CDTC)

Chris Bauer summarized the final project selections for the 2019-2024 CDTC TIP update. He highlighted that there were a total of 52 new projects added to the TIP. Eighteen (18) of the new projects had a positive impact on freight movement, and 35 had a neutral impact. The new projects totaled approximately \$169 million.

Chris noted that the 2019-2024 TIP is currently in the public comment period and will be final, pending CDTC Policy Board approval on June 6th.

4. New Visions 2050 Update Process; Freight White Paper (Chris Bauer, CDTC)

Chris Bauer gave a brief overview of the New Visions 2050 update and noted that it is required by federal regulations. During the last update, the freight section of the plan consisted of the scope of work for the CDTC Freight Plan completed in 2016. During this update process, CDTC staff will be making minor updates to the completed freight plan.

The following are proposed revisions of specific components of the freight plan and the corresponding comments of the FAC.

New Visions Principal – No proposed revisions

FAC Comments – No Comments

Freight Priority Network – Chris Bauer summarized the history of the FPN, and the different classifications and criteria used to define each of them. The following are the proposed revisions:



Everett Road from I-90 to Commerce Ave. – Add to the FPN

FAC Comments – No Comments

NY 155 New Karner Road from NY 20 to Washington Avenue – Add to the FPN

FAC Comments – The committee noted that with the implementation of cashless tolling on the NYS Thruway by the end of 2020 this route may no longer be used by over-dimensional freight haulers. The recommendation to add this segment to the FPN will be tabled until it is clear if the route will continue to be used by over-dimensional freight.

NY7 from I-88 to Rotterdam Industrial Park – Add to the FPN

FAC Comments – Lou Esposito noted that the Town of Princetown has experienced unwanted truck traffic on some local roads due to GPS routing and trucks looking for parking.

Chris Bauer noted that designating this portion of road as FPN could bolster the support for any potential freight improvements in the area

South Pearl St. Downtown Albany – Remove from the FPN and add alternate route through Corning Hill Road and NY 9W.

FAC Comments – The committee noted that the new proposed FPN route has a steep grade and may not be the best route for trucks. Chris Bauer explained the environmental justice issues surrounding the housing along S. Pearl Street and the reasoning for the new designation. The consensus of the committee was to include:

- Removal of the portion of S. Pearl St./NY 32 from I-787, and
- Addition of S. Port Rd, Normanskill St, Raft St., and Smith Blvd. (the public roads inside the Port)

However, Corning Hill Rd/NY 32 and US 9W were discussed and it was decided to not add those now, but to monitor the situation for potential addition in the next New Visions update.

Emerging Trends and Issues

Chris Bauer noted that this section of the document is a discussion of trends and issues without necessarily trying to solve the problems. He outlined the issues anticipated to be discussed in the report.

FAC Comments – Tom O'Connor noted that the airport should be discussed to highlight the amount of cargo that is shipped through the airport.

Scott Roth noted that a discussion of congestion in the region and how to improve it would be welcomed.

Chris Bauer asked the committee to submit any comments on the Freight White Paper sections by COB Friday May 24.

5. NYS Freight Plan Update

There was no one present from NYSDOT at the meeting. Chris Bauer noted that he has heard that the plan is under Executive Review by NYSDOT.



6. CDTC Freight Planning Initiatives

CDTC staff has been busy coordinating events for the NYSAMPO conference in Syracuse, preparing for the New Visions 2050 update, and soliciting for new members of the Freight Advisory Committee

7. Member Items Discussion

Tony Vasil noted that Port Industry day will be held June 13th at the Port of Albany. The event will include a tour of the ports facilities and a cruise on the Dutch Apple.

Pete Bardunias noted that Canal Festival will be happening this weekend in Waterford. The event will include a fishing contest for kids and rides on a local 100% solar-powered barge.

Dave Schmitz noted that everyone needs to keep an eye out for the impacts that cashless tolling is going to have on traffic flow in the region.

8. Action Items / Next Meeting

Remaining 2019 Meeting Dates: August 21 (Tour), November 20

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

The meeting was adjourned at approximately 10:35 AM.



Building A More Efficient “Green Supply Chain” for Upstate New York:

Michael J. Izdebski
5/15/2019

If **China** can build deep-water container ports in the middle of ocean!!!



WE CAN DO THIS!!! 🇺🇸

Current Studies in Progress:

- Port's Container on Barge application to CDTC and NYSDOT
- Collaborative Approaches to Energy-Efficient Logistics in the Albany - New York City Corridor (DOE - RPI)
 - US Department of Energy Community-based Advanced Transportation Projects Living Labs funding to test new ideas, collect data, and inform research on energy efficient transportation technologies and systems.
- VREF Center of Excellence for Urban Freight Systems
 - Albany Express Barge Study
<https://coe-sufs.org/wordpress/ncfrp44/44-freight-mode-shifts-case-studies/44-selected-case-studies/44-albany-express-barge/>

12 Point Consortium Value Proposition:

1. Meets Sustainability Equation = 3 P's (People, Planet, Profit)
2. Shows "How" to Address Climate Change & Bring Value
3. Reduces Carbon Impact on Environment
4. Contributes to New York being a "Sustainability" Leader
5. Creates "Local" Capital District Jobs
6. Addresses Driver Shortage
7. Capital District Overnight Facility for Truckers
8. Increases New York State's Competitiveness
9. Increases Competitiveness/Attractiveness of Capital District
10. Promotes Public – Private – Academic Collaboration
11. Leverages Network Contacts & Access to Data
12. Reduces Cost, Improves Reliability = Customer Value

Bayonne Bridge Raising Opens NY/NJ Ports to World's Largest Vessels:



= “Big Box” Inbound to Port of NY & NJ:

Establish Albany High Volume Feeder Service:



Problems to Eliminate:

1. Carbon Pollution
2. Costs to Customers
3. Driver Shortage
4. Road Congestion & Wear
5. Truck Waiting Port
6. DH Empty Containers
7. Cycle Time... Reliability & Cost

The North American Short Sea Shipping Market:



Source: https://transportgeography.org/?page_id=2263

Top 100 Importers to the United States

THE TOP 100 IMPORTERS

Rank	Company	Value (\$B)	Value (\$M)	Value (\$B)	Value (\$M)
1	Walmart Inc.	1,100.0	1,100,000.0	1,100.0	1,100,000.0
2	Amazon.com Inc.	550.0	550,000.0	550.0	550,000.0
3	Target Brands Inc.	400.0	400,000.0	400.0	400,000.0
4	Costco Wholesale Corp.	350.0	350,000.0	350.0	350,000.0
5	Home Depot Inc.	300.0	300,000.0	300.0	300,000.0

“Think Big Box”

Walmart Import Feeder Service

Walmart Import Distribution Center Network in the United States

Walmart currently operates 19 import distribution center buildings in 10 states around the United States totaling 10.5 million square feet. These are also planning to add 1 new import center of 2.5 million square feet. These import facilities are designed to receive cargo from overseas and store it until it can be shipped to retail locations. The import facilities are designed to receive cargo from overseas and store it until it can be shipped to retail locations. The import facilities are designed to receive cargo from overseas and store it until it can be shipped to retail locations.



For most of these facilities, Walmart's strategy has been to outsource these operations to third-party logistics providers that are staffing, operating, and maintaining the facilities. This approach is not unique to Walmart, as this approach is typically used to maintain an asset-light relationship with the retail firms. Consequently, the shared pressure to drive operating expenses down often places the third-party logistics provider in a difficult position where they have no choice but to drive increasing demands on the labor force to obtain increased productivity at a reduced operating expense. Utilizing this pressure can result in lower productivity and lower quality, which can result in lower productivity and lower quality, which can result in lower productivity and lower quality.

Import Distribution Center	Location	Capacity (sq ft)	Year Opened	Description of Operation
Walmart Inc.	Walmart Inc.	10,500,000	2010-2012	Walmart Inc. is a multinational retail corporation that operates a range of mass merchandising and retail stores. It is the world's largest company by revenue and a major employer globally.

Target Import Feeder Service

Portsmouth Marine Terminal

Target ranks as the second-largest U.S. importer of containerized freight.

The East Coast import distribution center in Suffolk will likely mean increased volume for the four general cargo terminals that make up the Port of Virginia: the Newport News Marine Terminal, the Norfolk International Terminals, the Portsmouth Marine Terminal (pictured) and the Virginia Inland Port in Front Royal.



The Home Depot Import Feeder Service

In the United States, Home Depot operates over 60 distribution centers across the country. Of that, 27 are bulk locations supplying lumber and building supplies, 12 are stocking distribution centers (import product) and 18 are Rapid Deployment Centers (RDCs). Home Depot To Spend \$1.2B On 170 Distribution Facilities By 2023

<https://www.inddist.com/news/2019/06/home-depot-spend-12b-170-distribution-facilities-2023>



Top 100 Exporters from the United States



“The Critical Puzzle Piece”

“What Does the World Need That NY Has/Can Get?”

- Trees/Lumber
 - Supplier Considering Log Yard in Albany
- Apples, Beef, Flour, Grain
- Cars (Think Tesla/China?)
- GF, Momentive, Plug, Sabic...
- Recycling
- Rock & Stone
- Water (Bottled)
- Wine (China Demand)

“Think Export Cargo – Fully Loaded Round Trip”

Create Capital District Water, Rail, & Ground Hub

1. Divert Freight to NY from Import Ports = NY Revenue + Jobs
 - Environmental Benefits (Less Carbon, Fuel)
 - Cost Benefits (Less \$'s, Time, Handling, Time, Loss, Theft, Damages)
 - Driver Shortage Shift to Water/Local Jobs
2. Leverage "Big Box" Ports With Feeder Service
3. Intermodal Transfer Point @ Albany, NY
 - Reduces Waiting at Ports (Less Carbon)
 - Eliminate DH Empty Containers Back
 - Intermodal to Western, NY/PA/Ohio
 - Electric Day Cabs – 250 Mile Radius
4. Major Distribution Centers "NYCD"
 - Walmart/Target - Now
 - Home Depot/Lowe's @ Port?
 - Raymour & Flanigan 12K
 - Amazon... Price Chopper... Hunts P
5. Export Opportunities
 - Natural Resources



Previous Barge Service

"Sustainable" Port & Equipment Improvements:

- Inbound Offshore Wind Tower Raw Materials via Rail/Water
- Empty Container Drop Off Consolidation Center
- Attract Export Manufacturer (Tesla Cars – Selkirk Rail)
- Container Stuffing Operation (Example Logs/Lumber – China)
- Direct Truck Lane/Access to Exit 23 Interchange (Volume)
- Erie Canal to Walmart (Marcy) & Target (Wilton)
- Energy Efficient Warehousing in Port Industrial Properties
 - ENERGY STAR®, LEED®, and Green Globes™
- Electrify Port Equipment/Fork Trucks (Plug Power?)
- Renewable Energy Projects @ Ports
- LED Lights
- Electric ATB's..



Offshore Wind



Port Optimizer

Optimizing Equipment For Direct Feeder Service:



Feeder Services (900-1250) FEU's



Tug Barges – 250 FEU's



Distribution Centers



Port Transfer & Automation



Intermodal Rail



Dedicated

Truck Stop NYS Thruway South of Albany



Powered by Renewable Energy Solar Farm



Energy Storage

Tesla Semi receives order of 30 more electric trucks from Walmart/100,000 Tesla Semi Sales \$18 Billion In Revenue



Truck Stop Electrification, 87 Corridor

1. Create Electric Truck Stop (Service 250 Mile Radius)
2. Eliminate Carbon Consumption
3. Close Proximity Barge Service (Transfer Point - Water/Rail)
4. Capital District Oversight Facility for Trucks

Exit 22
Exit 22A???
Exit 23 - Direct Access

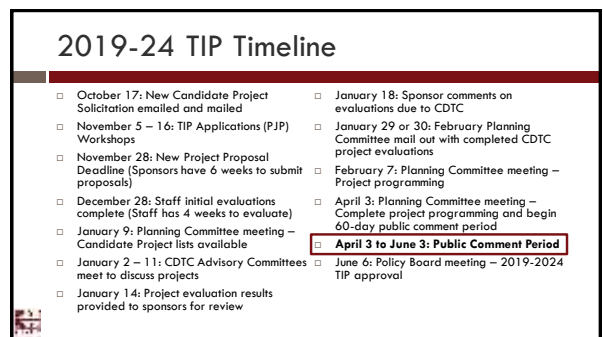
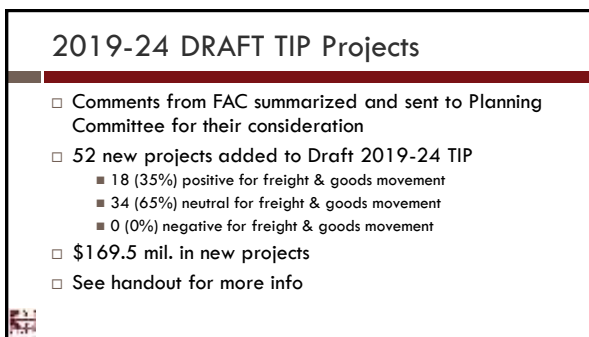
Potential Stakeholders/Contributors:

- Governor of NY, Senate, Congress, Local, Constituents, Lobbyists
- Federal DOT (FAST Act Program)
- Transportation Research Board (TRB)
- NY State DOT
- NYSEERDA (Energy Storage Program)
- Port Authority of NY & NJ
- Port of Albany (Barge Hub, Warehousing)
- Port of Coeymans (Port, Warehousing, & Electric Truckstop)
- Chamber of Commerce & Economic Development Entities
- GE (Research & Applied Technology)
- RPI (Research – Already Working on DOE & Volvo Funded Projects)
- Price Chopper & Supermarkets
- Big Box Stores (Walmart, Target, Home Depot, Lowe's, Amazon)
- Shipping Lines/Manufacturers/Logger Companies/Agricultural Products
- Trucking Companies/Dedicated Carriers
- Tesla & Amazon (Electric Trucks)
- Trucker's Association (Better Jobs/Conditions)

Proposed Business Model & Project Schedule:

- Project Manager, Sales, & Research Team 3 Years = \$ X Million
 - Could Be Offset With New & Existing Grants/Existing Personnel
 - Port's Container on Barge application to CDTC and NYSDOT
 - DOE – RPI Collaborative Approaches to Energy-Efficient Logistics in the Albany - New York City Corridor
- Albany Port District Commission \$ Study = 16,000 – 24,400 20' TEU's/Year
- 2004 Initial Barge Volume = 4,243 Containers (~82/Week)
- 2020 Required Barge Volume (5X) = 22,812 Containers a Year (~438/Week)
- Optimal Ship Volume (32X) = 138,000 Containers/Year (~2,653/Week R/T)





NEW VISIONS 2050 UPDATE: FREIGHT WHITE PAPER

Background

- New Visions = CDTC's Long Range Transportation Plan
- New Visions 2040 (2015) – Freight Plan White Paper was a scope-of-work for Freight Plan Update
- Regional Freight Plan
 - Developed 2015-2016
 - Adopted March 2016
 - Still mostly relevant
- New Visions 2050 Freight White Paper: update of plan's key major components



Freight Plan (2016) Major Components

- | <u>Review & Update</u> | <u>Do Not Review & Update</u> |
|---|---|
| □ New Visions Principle | □ Existing Conditions, Trends, and Forecasts <ul style="list-style-type: none"> ■ Ex: Regional Freight Profile <ul style="list-style-type: none"> ■ Major effort in terms of staff, time, and funding ■ Data; access and proprietary info ■ Major themes still mostly accurate ■ Moving target(s) |
| □ Freight Priority Network | □ Land Use Typologies <ul style="list-style-type: none"> ■ Little has changed; key facilities update |
| □ Policies, Programs, and Project Recommendations: <ul style="list-style-type: none"> ■ Early Action ■ Long Range | □ SWOT Analysis <ul style="list-style-type: none"> ■ Limited use; moving targets ■ See Emerging Issues & Trends |
| □ Performance Measures <ul style="list-style-type: none"> ■ Add | |
| □ Emerging Issues and Trends | |

NV 2050 Freight White Paper – DRAFT Proposed Outline

- | | |
|--|--|
| <ul style="list-style-type: none"> I. New Visions Freight Principle II. Discussion and reaffirmation of Freight Plan (2016) <ul style="list-style-type: none"> a. Supplementing but not replacing III. Freight Priority Network <ul style="list-style-type: none"> a. Criteria b. Network <ul style="list-style-type: none"> i. Graphics (maps) ii. Description (table) IV. Emerging Issues and Trends (Hot Topics) <ul style="list-style-type: none"> a. Survey Results | <ul style="list-style-type: none"> V. Policies, Plans, and Project Recommendations <ul style="list-style-type: none"> a. Recognition of completed/underway/funded b. Early Action Projects c. Long Range Projects d. Big Ticket Items VI. Performance Measures <ul style="list-style-type: none"> a. TTR data b. Bottlenecks or other NPMRDS data(?) c. Safety/Crash Data (?) d. Affirm recommendations will not negatively affect TTR measure |
|--|--|

Freight White Paper Timeline

- Materials prepared and released in advance of FAC meetings
 - FAC – May 15
 - Review NV process, timeline, and white paper outline
 - New Visions Principle
 - Freight Priority Network
 - Emerging Issues and Trends (release survey)
 - FAC – August 21
 - Emerging Issues and Trends (survey results)
 - Policies, Plans, and Recommendations
 - Performance Measures
 - FAC – November 20
 - Final Draft Freight White Paper Review
- December 2019 – Freight White Paper finalized

Please submit
comments to CDTC
by Friday, May 24

New Visions Principle

- For FAC review
 - CDTC Staff: no revisions proposed

33. Freight – Our freight system is critical to the economic; it will be efficient and automated, and will maintain its impact to communities.

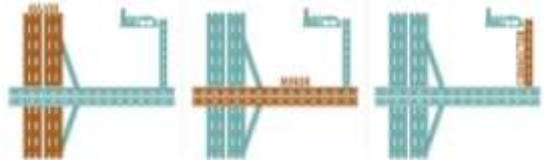
CDTC's freight planning efforts will be comprehensive enough to encompass all modes, including air, water, rail, and highway. Maximizing the health and improving the efficiency of freight facilities in the region through public/private partnerships is a high priority. CDTC's planning efforts will embrace freight's key contributions to regional prosperity, while also trying to mitigate the negative impacts of all modes of freight movement on local communities.

Freight Priority Network

- Originally designated in 2004, revised in 2015 as part of Freight Plan
- Helps prioritize investments and inform land use decisions
- Staff pre-screened and provided recommendations
 - Updated freight base map
- Paper has revised table with metrics and justification data



Freight Priority Network Classification



Freight Priority Network Criteria

Table 1 Summary of FPN Route Classification Types and Criteria

FPN Classification	Criteria	Facility Characteristic Requirement
Major	Greater than 4,000 Trucks/Day Greater than 15% Truck Percentage NHS/Interstate classification	Access-Controlled Highways Major Arterials
Minor	Greater than 3,000 AADT Greater than 1,000 Trucks/Day Greater than 10% Truck Percentage Connects to an Intermodal Center LU, Regional Distribution Hub LU, or Manufacturing Center LU If count data is unavailable, >3,000 AADT and LU connection qualifies.	Major Arterials Minor Arterials
Connector	100-1,000 Trucks/Day Greater than 15% Truck Percentage Connects to an Intermodal Center LU	Minor Arterials Collector Routes Local Roads

Proposed FPN Revisions

Add Connector: Everett Rd (I-90 to Commerce Ave) and Commerce Ave



Proposed FPN Revisions

Add Minor: NY 155/New Karner Rd (US 20 to NY 910D) and Washington Ave Ext./NY 910D (NY 155 to I-90)

Common over-dimension route



Proposed FPN Revisions

Add Connector: NY 7 (I-88 to Rotterdam Industrial Park entrance)



Proposed FPN Revisions

Remove: NY 32/S Pearl St (I-787 to S Port Rd)

Add Connector: US 9W, NY 32/Corning Hill Rd, S Port Rd, Raft St, Normanskill Rd, Smith Blvd

Recommended in City of Albany S Pearl St Heavy Vehicle Travel Pattern Study (CDTC, 2018)



Emerging Issues and Trends

- Brief discussion of issues/trends to monitor
 - ▣ Identify but not necessarily research or "solve"
 - ▣ Not every issue, rather those most common amongst FAC
- Issues –
 - ▣ Short term, long term, by mode(s), new technologies
- Survey –
 - ▣ To be released after meeting
 - ▣ **Please share with your mailing lists and colleagues**
 - ▣ Results aggregated for next FAC meeting

Emerging Issues and Trends

- Trucking – Driver shortage
- Trucking – Driver hours of service restrictions
- Trucking – ELD mandate
- Trucking – Truck Parking
- Trucking – Congestion
- Trucking – Driver distraction
- Maritime – Increased capacity to East Coast ports
- All modes – Automated vehicle technology
- All modes – Transportation Infrastructure Funding
- New technology/trucking – cashless tolling on New York State Thruway System
- New technology – on-demand freight apps (Uber Freight, Convoy, etc.)
- New technology – changes in manufacturing
- New technology – e-commerce and the new retail economy
- **Others?**

NY State Freight Plan

- Update?

CDTC Freight Planning Initiatives

- New Visions 2050 Update – Freight White Paper
 - ▣ Updated Freight Base Map (for review) and GIS layers
 - ▣ Proposed FPN updates
 - ▣ Emerging Trends and Issues, and survey
 - ▣ For next meeting:
 - Policies, Plans, and Project Recommendations
 - Performance Measures
- NYSAMPO Freight Working Group (staff is chair)
 - ▣ Bi-annual meeting and tour
- Freight Advisory Committee membership outreach

Member Items

- Albany Port District Commission
 - ▣ Port Industry Day: June 13, 2019, 12:00 PM, Dagen Trucking and Warehousing @ the Port of Albany
- Other member items?

Thank you for attending!

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