

**Meeting Minutes****June 1, 2022, 9:00 AM-10:25 AM****In-person: 1 Park Place, Colonie, NY 12205****Online: Zoom****1) Attendance**

Susan Barden, City of Saratoga Springs
Jody Binnix, Genesee Transportation Council
Peter Comenzo, Town of Rotterdam
Jack Darrah, SMS Rail Lines
Valerie Dean, NYSDOT Region 1
Louis Esposito, Town of Princetown/OOIDA
Jeff Gritsavage, New York State Canal Corporation
Kendra Hems, Trucking Association of New York
Steve Iachetta, Albany County Airport Authority
Mike Izdebski, PlugPower
Gideon Jenkins, CSX
Kelley Kircher, NYSDOT Region 1
Mark Landgraf, Citizen
Catherine Lawson, UAlbany
Reema Loutan, EPA
Sean Maguire, Town of Colonie

Gautam Mani, FHWA
Kate Maynard, CDRPC
Sam Morreale, City of Albany
Scott Older, NYSDOT Region 1
Susan Olsen, NYSDOT Region 1
George Penn, Albany County
Tom Phelan, Gannett Fleming/BHX Engineering
Dave Rosenberg, NYSDOT
John Scavo, Town of Clifton Park
John Taylor, Town of Bethlehem
Bill Trudeau, City of Albany
Erik Vandenberg, GE
Jeff Wojtowicz, RPI
Adam Yagelski, Town of East Greenbush
Chris Bauer, CDTC
Jacob Beeman, CDTC/CDCC
Chaim Simon, CDTC

2) Foreign Trade Zone #121 (Kate Maynard, CDRPC) kate.maynard@cdrpc.org

Overview of Foreign Trade Zones (FTZ):

(<https://www.youtube.com/watch?v=MoKCfhtu810&list=TLGG1iwXuGNQiKAwMTA2MjAyMg>)

CDRPC administers FTZ-121, which encompasses ten (10) counties including the CDTC region. The FTZ is an important economic development tool for industries that import/export goods. Goods are not tariffed until they leave the FTZ. In 2017, \$913 million of total output, a measure of economic activity, was generated by companies using the FTZ.

i. Questions:



- Does the internal movement within the FTZ have to be between certified facilities? Yes, the FTZ requires certified locations, but it is easy to have a site approved anywhere in the ten counties.
- Is there a breakdown of FTZ by commodity? Yes.
- Is the value proposition for a FTZ to be profitable still around \$100,000? It is unique to each situation. Companies like that they do not have to pay fees until the products leave their facility (FTZ) which is especially helpful today where companies are keeping more products “just in case”.
- Is there an ability to coordinate truck electrification? Yes, they could be complimentary.

For more information, please see attached presentation.

3) Glenridge Road (NY 914V) Westbound Truck Turnaround & Overview of Overheight Vehicle Detection System (Scott Older, NYSDOT)

The project is intended to reduce bridge strikes at the railroad bridge on Glenridge Rd (NY 914V). The project includes a Westbound Truck Turnaround and an Overheight Detection System. There is no viable location for trucks traveling westbound to turnaround, even if they recognize the need to stop before striking the bridge. The truck turnaround is located as close to the bridge as possible. The Overheight Detection System has a local warning and triggers an alarm at the traffic management center. The project will be completed by NYSDOT in 2022-2023.

i. Questions/comments:

- Has there been thought to make an alternative truck route for the state route? Since the route is inter-municipal, it would require coordination between them which can be complicated.
- It might be helpful for there to be a mirror in the truck turnaround. The drivers will be able to see both east and westbound from the turn.
- Has this problem become worse over time? Yes, Before the road was reconstructed it was less accommodating and there is a higher prevalence of private GPS usage.
- Did you look at the benefit/cost of moving the turnaround closer to the bridge? That is, presuming making it as close as possible is desirable from a driver behavior standpoint. Yes, that is why they chose the current placement because it is as close as they can get to the bridge. The road becomes raised as it gets close to the bridge crossing the creek.
- Did you consider talking to Rand McNally and telling them there is a low bridge here? Yes, NYSDOT has been talking to mapmakers. The issue is specifically with private GPS because the truck GPS knows the bridge height.

For more information, please see attached presentation.



4) Passenger Freight Rail Assistance Program (PFRAP) Projects in the Capital District (Chris Bauer, CDTC)

PFRAP projects were announced by NYSDOT in February. The purpose of the program is to renew and modernize New York's freight rail infrastructure. Five (5) projects were funded in Capital Region totaling approximately \$17 million. Projects were awarded to the Albany Port District Commission, Albany Port Railroad Corp., Norfolk Southern Railway, and Pan Am Southern. For more information, please see: <https://www.governor.ny.gov/news/governor-hochul-announces-764-million-freight-rail-infrastructure-investments#:~:text=Governor%20Kathy%20Hochul%20today%20announced,by%20the%20freight%20rail%20industry>

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

Tom Phelan provided a brief status update for the Regional Truck Parking Study. The project is underway, and existing conditions are being collected and analyzed. When sufficient parking is not provided, trucks are sometimes forced to park wherever they can. Truck parking availability is not a widespread issue in the CDTC region, however, there are some local issues, and it could get worse with increases in truck traffic. The project website is currently in development.

6) Clean District Clean Communities (CDCC) Update (Jacob Beeman, CDTC)

CDCC works to help fleets transition to alternative fuels such as propane, electric, and CNG. One of those programs is helping fleets access Truck Voucher Incentive Program (TVIP) funding. CDCC will be hosting a session for multimodal alternative fuels and will be more focused on the use of vehicles that are powered by CNG, electric, and hydrogen.

Jacob also discussed eNow, a company that builds zero-emission refrigeration units. They claim their units have longer life spans and are cheaper to operate. For more information, please contact Jacob Beeman.

7) 2022-2027 Transportation Improvement Program (TIP) Update (Chris Bauer, CDTC)

The draft TIP will likely be released after the June 23 Policy Board meeting, with a public review period to follow. For more information please see: <https://www.cdtcmpo.org/transportation-plans/transportation-improvement-program/2022-2027-tip-solicitation>

8) Member Updates

- i. The draft Livingston Avenue Bridge Environmental Assessment and Section 106 Memorandum of Agreement have been released for public review. There are two (2) public meetings scheduled for May 31, 2022, and June 1, 2022. For more information and to provide comments please see: <https://www.dot.ny.gov/livingstonavebridge>
- ii. RPI will be releasing an updated version of the Freight Efficient Land Use NCHRP report.
- iii. RPI is in the final stages of the Energy Efficient Logistics: Behavior-Based Policymaking at NYC-Albany Corridor projects, which will include several pilot projects.
- iv. FHWA is hosting an I-81 Truck Parking Roundtable; FAC members are encouraged to register. For more information please see: <https://www.i-81coalition.org/truck-roundtable.html>.



9) Action Items/Next Meeting

The next meeting is scheduled for August 17, 2022, at 9:00 AM. The meeting was adjourned at 10:25 AM.