



Meeting Summary

Task 4.21 Freight Advisory Committee

Date: June 11, 2025

Start – End Time: 9:30 AM- 11:15AM

Location: 1 Park Place, Albany NY 12205

Facilitator: Ethan Townsend

Name	Representing
Stephan Pezdek	Port Authority of New York and New Jersey
Thomas Hulihan	City of Rensselaer
Peter Comenzo	Town of Rotterdam
Valerie Deane	NYSDOT Region 1
Louis Esposito	Town of Princetown/OOIDA
Mike Izdebski	Plug Power
Claudette Pauley	Plug Power
Ted Thompson	Public
Catherine Lawson	University at Albany
Ryan Riper	Town of Wilton
Dave Sawicz	Price Chopper/ Market 32
John Scavo	Town of Clifton Park
Megan Daly	Port of Albany
John Davidson	D.A. Collins
Jamie Maybo	D.A. Collins
Ryan Parslow	D.A. Collins
Jeff Wojtowicz	RPI
Juvena Ng	CHA
Jim Moeschon	Dagen Trucking
Gautam Mani	Federal Highway Association
Ethan Townsend	Capital Region Transportation Council
Parker Morris	Capital Region Transportation Council
Sandy Misiewicz	Capital Region Transportation Council
Leah Rye	Capital Region Transportation Council

Agenda Items:

1) Welcome and Introductions

2) Presentation – Global and Local Freight Movement (Stephan Pezdek, Port Authority of New York and New Jersey)

Stephan Pezdek with the Port Authority of New York and New Jersey presented about the supply chains, intermodal interactions, and challenges involved in global and local freight movements and how the Port of New York and New Jersey is involved. International imports coming from Vietnam and West typically come to East Coast ports, while imports coming

from East of Vietnam typically go to the West Coast ports, with a significant amount of goods traveling through the Suez and/or Panama Canal. The Port of New York and New Jersey is typically a port of first call for many of the ships it handles, meaning they are unloading a high volume of the goods that are bound for the United States. This frees up space on the ships for new containers to be loaded for the remainder of the ship's route. Once container ships arrive in the Port, the goods are transferred to rail and truck to be moved to warehouses and distribution centers. From those distribution centers the goods are moved to local retailers or distributors, where customers can then purchase or order their products.

The presentation then focused on current headwinds facing global freight logistics, both political, economic, and ecological. Instability in the Red Sea is causing many ships to take a longer route to bypass the Suez Canal. Drought in Central America has impacted the daily capacity of the Panama Canal. Rapidly changing tariffs are causing uncertainty about goods' availability, capacity and demand. All these challenges have implications across the economy, impacting costs, labor, and overall economic health. These challenges all need to be addressed as proactively as possible to maintain a consistent logistics network worldwide and in the United States.

Questions were then posed and answered about renewable energy, NYC's Blue Highways program, the Port's rail float, and the current tariff situation.

3) Discussion Items

a) Summary of NYSAMPO Freight Presentations (Ethan Townsend, Transportation Council)

A summary was given of the presentations given at the Freight Session of the recent New York State Association of Metropolitan Planning Organizations conference in May. The first presentation given was from the Port Authority of New York and New Jersey, very similar to the one presented to the Freight Advisory Committee at this meeting. The second presentation was given by Ethan from the Transportation Council, related to the recent efforts in creating an over-dimension truck route from GE Vernova to the Port of Albany. The third and final presentation was given by the New York Metropolitan Transportation Council, about the Regional Waste Movement Study they are wrapping up. They analyzed current expected population growth rates, waste generation, and landfill capacity. This study covers a multi-state region and examines varied scenarios to create recommendations that will allow the region to manage its waste in years to come regardless of how the region grows.

Discussion was had about the Waste Movement presentation; particularly about if recycling was discussed as a part of the study, and whether the Freight Advisory Committee would be interested in a presentation about waste movement. Sandy Misiewicz shared that the Transportation Council partnered with the Capital District Regional Planning Commission to look at waste management in the Capital Region. This is a very relevant topic in our region as our existing landfills are approaching capacity.

b) 2025-2030 TIP (Ethan Townsend, Transportation Council)

A quick review was given of the Transportation Council's recently adopted 2025-2030

Transportation Improvement Program, the capital plan for distributing federal funds. Only two projects received significant freight scores, both of which were bridges. One project was not funded as it was not a high priority bridge for NYSDOT, but the Saratoga County bridge with a high freight score was funded (CR33 Over Snook Kill Bridge). Numerous projects received small freight scores, some of which were funded. No significant freight projects were applied for despite one project category being "Congestion, Freight, and Air Quality".

c) In Motion: 2050 (Sandy Misiewicz, Transportation Council)

An update was provided on the status of the Transportation Council's long range Metropolitan Transportation Plan update called "In Motion: The Plan to 2050". The plan is nearing completion and is anticipated to soon be released for public review, with adoption anticipated in September. A list of major fiscally constrained and illustrative projects was shared, and discussion was had about the projects. There are seven categories of strategies and actions identified in the plan, with freight planning efforts included across the categories. These freight related topics include promoting freight efficient land uses, maintaining infrastructure import to freight movement, planning for resilience and redundancy in the system, and increasing adoption of beneficial technology.

d) Over-dimension Truck Routing (Ethan Townsend, Transportation Council)

Ethan provided a quick update on the status of the over-dimension truck routing project the Transportation Council has been working on to help route trucks carrying wind turbines from GE Vernova in Schenectady to the Port of Albany. The project stalled following the departure of Chris Bauer, but we are currently putting together a stakeholder meeting to get attention back on the project and work on finding a solution.

e) Capital District Clean Communities (Adam McCarvill, Transportation Council)

In place of Adam McCarvill, Ethan provided an update on the recent efforts undertaken at the Transportation Council as a part of the Capital District Clean Communities program. Recently staff were given a tour of New York Independent System Operator (NYISO) site in Rensselaer County. NYISO showed the interconnections in the power grid region wide and explained how they are forecasting and preparing for the expected increase in electric vehicles in coming years. Transportation Council staff also recently tabled at the NYS Electric Fleet Event in May, where a variety of alternative fuel vehicles were on display to highlight options for differing fleet types organizations may need. For more information about these or any other Capital District Clean Communities efforts, please reach out to Adam McCarvill.

f) I-87 Exit 16 Bridge Replacement (Valerie Deane, NYSDOT)

Valerie Deane with NYSDOT Region 1 Planning shared an update about the I-87 Bridge Replacement project NYSDOT is initiating. One alternative currently being considered is a series of roundabouts, like the ones at I-87 Exit 12 in Malta. Given this bridge's proximity to major freight facilities, NYSDOT is especially interested in hearing feedback from the freight community. Significant discussion occurred about the proposed roundabout alternative. Participants associated with the trucking industry expressed concerns about the ability of trucks to navigate these roundabouts safely and in a way that is not damaging to the trucks. Landscaped and hardscaped roundabouts present a significant barrier to truck movements,

particularly to left turns, which would be a major number of the movements, particularly for trucks exiting the northbound highway. If roundabouts are pursued, participants suggested NYSDOT consider the European models, which can have gates or retractable bollards to facilitate truck movements. It was also suggested that NYSDOT consider both Single Point Urban Interchange (SPUI), and Diverging Diamond interchange designs as potential alternatives. Dagen trucking also shared that if roundabouts are selected, the bridge itself should be raised to ensure over-dimension vehicles can pass under the bridge, as the roundabouts are even more difficult for over-dimension vehicles to navigate.

4) Member Updates

The Port of Albany shared recent activity at their location. The Port was recently awarded a NYSDOT PFRAP grant to proceed with planning, design, and construction of an on-dock heavy rail facility. The Port applied for another PFRAP grant to obtain more equipment including another mobile harbor crane, and zero-emission equipment. The Port has been engaging in a national security drill, to ensure operations continue as smoothly as possible in the event of an emergency. GE Vernova onshore wind turbines are beginning to arrive at the Port to be eventually shipped to Australia. The Port's RFEI for the Beacon Island site is still open, with applications due at the end of June. There has been a lot of interest in the site, and the Port has done several tours for prospective applicants. The final update is that the Port has a pending NYSERDA grant for construction of a new wharf with a heavy lift capacity.

5) Upcoming Meetings

The remaining FAC meeting dates for 2025 are August 20 and November 19. Ethan proposed moving the meetings back from the current scheduled 9:00 to 9:30, to allow Transportation Council staff more time to prepare for the meeting and allow participants not to have to arrive so early. There was some support and no opposition, so the future meetings will be moved to 9:30. If anyone has any freight-related topics they would be interested in hearing a presentation on now or in the future, please let Ethan know and he will try to facilitate a presentation on the topic.