

MARCH 2016



PLAN OVERVIEW

The Capital District Transportation Committee (CDTC) is the designated metropolitan planning organization (MPO) serving the four counties of New York's capital region: Albany, Rensselaer, Saratoga, and Schenectady. As the entity responsible for both near term and long range transportation planning, CDTC chose to undertake this **Freight and Goods Movement Study** to better understand the role and profile of freight transportation throughout the region. This will contribute to making appropriate investments to support the efficiency and safety of goods movement.

Our freight system is crucial to the economy; it will be efficient, automated, and designed to minimize negative impacts on regional communities.

STAKEHOLDER INPUT

CDTC has an effective, cooperative relationship with local governments and key stakeholders throughout the four-county region. An important part of developing this Study was input and review provided by key stakeholders and members of the public. The primary mechanism for public input was the CDTC Freight Advisory Committee (FAC). In addition, the study team conducted a variety of individual interviews and small group meetings with freight stakeholders in the region and participated in field visits to several key freight facilities.

CDTC FREIGHT ADVISORY COMMITTEE

This standing committee meets regularly and includes representatives of the freight and logistics industry and public agencies. This includes infrastructure owners, transportation agencies, railroad companies, ports, airports, carriers, shippers, receivers, land developers, local government agencies, and NYSDOT.

FREIGHT & GOODS MOVEMENT MODES



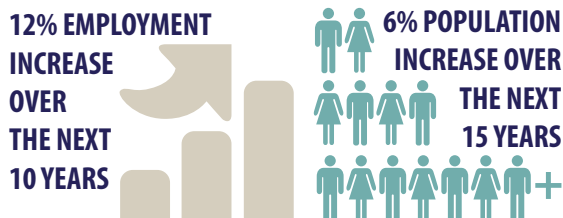
FREIGHT & LAND USE

By categorizing land uses related to freight, planners at the local and regional level can better understand the transportation needs of these sites and plan more effectively for those needs. This Study resulted in five freight-related land use typologies to highlight areas in the Capital Region where major freight activities occur or are likely to occur based on land use patterns and plans.

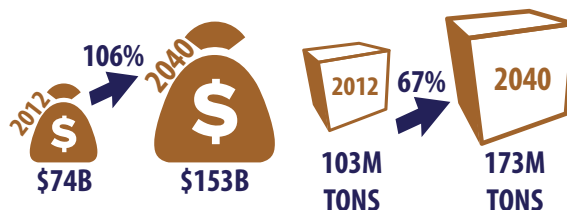
- **Intermodal Center** - Large facilities that handle container goods
- **Regional Distribution Hub** - Large warehouses served by truck and rail
- **Manufacturing Center** - Clusters of manufacturers that generate freight trips
- **Suburban Commercial Center** - Collections of large retail facilities
- **Urban Core** - Central business district locations in dense downtown areas

REGIONAL CONDITIONS

Freight relates directly to the economy. The CDTC region anticipates a 12% increase in employment in the next decade and a 6% increase in population in the next fifteen years. Commodity flow projections to 2040 projections suggest 106% growth in terms of the annual value shipped and 68% in terms of the annual tonnage shipped.



ANNUAL GOODS SHIPPED TO/FROM/WITHIN REGION

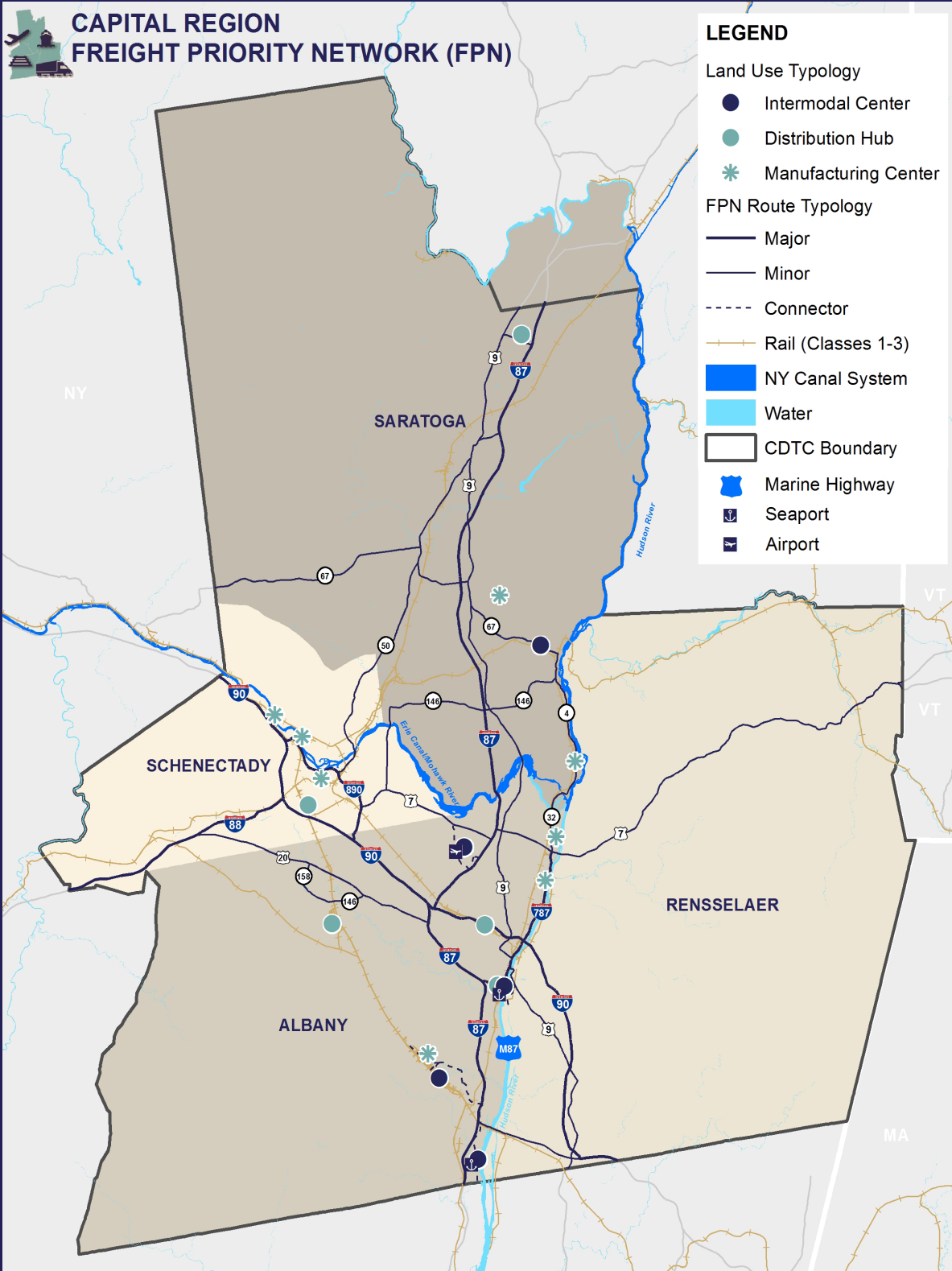


EXECUTIVE SUMMARY

FREIGHT PRIORITY NETWORK (FPN)

The CDTC Freight Priority Network (FPN) provides a logical system of routes that facilitate efficient and safe truck mobility within, to, and from the CDTC region. The primary function of FPN designation is to bring roads that carry critical freight and goods movements to the forefront in freight-related investment decisions. Further, FPN designation is intended to engage local jurisdictions in operating, maintaining, and designing

FPN roads to promote safe and reliable infrastructure and efficient movement. For example, when planning and programming freight-related investments, projects affecting FPN routes will receive acknowledgement for being part of the major freight system. The map below shows the roads on the FPN system and how they connect to the region's freight-related land uses. The table at right describes the criteria for FPN classification.



CLASSIFICATION CRITERIA BY FPN ROUTE TYPE
<p>MAJOR ROUTES</p> <ul style="list-style-type: none"> • Includes Access-Controlled Routes • 4,000+ Average Annual Daily Truck Traffic • Interstates (If No Truck Counts Available) • 15%+ Truck Traffic Percentage
<p>MINOR ROUTES</p> <ul style="list-style-type: none"> • Includes Major Arterials & Minor Arterials • 3,000+ Average Annual Daily Traffic • 1,000+ Average Annual Daily Truck Traffic • 15%+ Truck Traffic Percentage • Connects to: Intermodal Centers, Regional Distribution Hubs, Manufacturing Centers
<p>CONNECTOR ROUTES</p> <ul style="list-style-type: none"> • Includes Minor Arterials & Collector Routes • 100-1,000 Average Annual Daily Truck Traffic • 15%+ Truck Traffic Percentage • Must Connect to: Intermodal Centers

MODAL NETWORK CHARACTERISTICS

HIGHWAY NETWORK



Over 75% of FPN Pavement Rated "Good"

Over 65% of FPN Bridges in Good/Functional Condition



3 At-Grade Rail Crossings on the FPN Network

2 ITS Traffic Management Centers in the CDTC Region



17 Truck Parking Areas In & Near CDTC Region

RAIL NETWORK



3 Class-1 Service Providers
2 Intermodal Rail Centers

WATER NETWORK



2 Major Ports
20% of NY Water Cargo

AIR NETWORK



155+ Cargo-Only Planes/Month
5th Most Air Cargo in NYS

PIPE NETWORK



3 Pipeline Products
2 Major Pipe Termini

GAPS & NEEDS ANALYSIS

The gaps and needs analysis couples the knowledge of existing and forecasted conditions with identified stakeholder and community needs to evaluate where existing facilities, programs and/or policies do not currently meet demand or may not meet future demand. The analysis identified the region's collective strengths, weaknesses, opportunities, and threats pertaining to freight and goods movement.

STRENGTHS

- | | |
|--------------------------------|------------------------------|
| Industrial Parks | Port of Albany Market Share |
| Regional Distribution Hubs | Port of Albany Employment |
| Generally Healthy Pavements | Port of Albany Non-Maritime |
| Network Connectivity | Port of Coeymans Growth |
| Support for Major Industries | On-Barge Service from PANYNJ |
| Major Intermodal Centers | ALB Location |
| SMS Short Line | ALB Cargo Capacity |
| CSXT River Line | ALB Site Improvements |
| Upward Trends in Rail Shipping | Growth in Pipeline Movements |

- | | |
|---------------------------------|-------------------------------|
| Northway Exit 16 Overpass | Bridge Adequacy |
| Route 67 Corridor | Access at Rotterdam Park |
| GPS Routing/Roundabouts | Passenger/Freight Shared Rail |
| Lack of Available Trucks | Selkirk Rail Yard Tracking |
| I-87 & I-90 Congestion | At-Grade Crossings |
| Tandem Truck Lots | Dredging at Port of Albany |
| Illicit Activity at Truck Stops | Waterway Location |
| Inadequate Truck Signage | No Local Oil Pipeline |
| Intermodal Center Parking | |

WEAKNESSES

OPPORTUNITIES

- | | |
|----------------------------------|-------------------------------|
| Growth at I-87 Exit 16 in Wilton | Saratoga-North Creek Railroad |
| Urban Area Truck Designation | Sunbury-Schenectady Rail |
| Truck Signage Program | Halfmoon Rail Corridor |
| Oversized Vehicle Toll Pass | Lease Opportunities at ALB |
| Regional Dispatch Network | Growing Tech Industry |
| Truck Stop Electrification | Promote Waterborne Cargo |
| Development Impact Analysis | Container On-Barge Service |
| Toll Technology Advancement | Pipeline Proposals |
| Autonomous Truck Technology | |

- | | |
|-----------------------------|--------------------------------|
| Language Barriers | Oil Train Congestion |
| Closed Truck Stops | Hazardous Materials Transport |
| Bridge Signage | Short Line Funding |
| Inadequate Roadway Lighting | Port Competition |
| Crashes on Major Routes | Security at Port of Coeymans |
| Tolling Bottlenecks | ALB Trucking Efficiency |
| Interchange Bottlenecks | Pipeline Environmental Safety |
| Route 146 Congestion | Citizen Opposition to Pipeline |
| Capacity Limitations | |

THREATS

RECOMMENDATIONS

Recommendations fall into two categories: (1) Projects and (2) Programs, Policies, and Studies. Projects involve construction, reconstruction and/or changes to physical transportation infrastructure. This study divides projects into early-action projects and long-range project.

Programs, Policies, and Studies are non-capital initiatives that seek to employ regulatory, guidance and/or planning tools to facilitate more cost-effective and efficient use of existing and planned transportation infrastructure.

EARLY ACTION PROJECTS

NS Intermodal Facility Access Improvements

Mechanicville

Rotterdam Industrial Park Entrance Realignment

Rotterdam

Public Official Training and Model Ordinance Development

All CDTC Region

LONG RANGE PROJECTS

NY 67 Modernization

Malta/Mechanicville

Livingston Avenue Bridge

Albany/Rensselaer

I-87 Exit 16 Overpass Replacement

Wilton

I-87 Exit 4 Albany International Airport Access Project

Colonie

Freemans Bridge Road Grade Crossing Separation

Scotia

Port of Albany Wharf Expansion

Albany

Port of Albany Expansion

Albany

Port of Albany Cargo Handling Capacity Upgrade

Albany/Rensselaer

Port of Coeymans Rail Extension

Coeymans

Port of Albany Dredging

Albany

Cargo-Supportive Improvements to Canal System

All CDTC Region

Urban Area Hazardous Material Rail Transportation Mitigation

All CDTC Region

Container on Barge Service

Albany

PROGRAMS, POLICIES, & STUDIES

Tandem Trailer Lots Relocation Study

Regional

Port Truck Parking Expansion

Albany

Truck Stop Restoration

Schodack/Gansevoort

FPN Bridge Improvement Prioritization

All CDTC Region

Interstate Lighting Program

All CDTC Region

I-787 CP Rail Relocation Feasibility Study

Albany/Mechanicville/Watervliet/Cohoes/Bethlehem

Capital Reion ITS CVO Enhancement

Regional

Local Delivery Optimization

Regional

CDTC Freight Data Collection Program

All CDTC Members

PERFORMANCE MEASURES

Most of the freight-related performance measures will link to the condition and performance of the highway portion of the FPN, since that is where CDTC can directly invest. Recommended performance measures for continued freight assessment include:

INFRASTRUCTURE Bridge/Pavement Conditions

SAFETY Fatalities/Serious Injuries in CV Crashes

MOBILITY Vehicle-Hours of Delay for Truck Percentage

RELIABILITY Travel Time Index

SHIPPING MODE Tonnage and Value Shipped by Mode

ENVIRONMENTAL IMPACT Truck Emissions/Energy Use

To access the full report, please go to <http://www.cdtcmo.org>

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