CDTC

# Freight Advisory Committee

## MEETING MINUTES - DRAFT
## August 21, 2019, 9:00 AM
## CDTC Office, 1 Park Place, Albany, NY 12205



### 1. Attendees

| | |
|---|---|
| Brian Stewart | Cambridge Systematics |
| John McCreavy | SMS Rail Lines |
| 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 |
| Ned Sullivan | Scenic Hudson |
| Pete Bardunias | Chamber of Southern Saratoga County |
| Scott Roth | New York Commercial Real Estate |
| Tony Vasil | Port of Albany |
| Chris Bauer | Capital District Transportation Committee |
| Glenn Posca | Capital District Transportation Committee |

### 2. New York State Freight Plan (Chris Bauer, CDTC)

Chris Bauer gave a status update on the New York State Freight Plan. The final draft plan was released on August 16, 2019. As of the meeting date, the plan was under review by FHWA. Chris distributed a press release from New York State and mentioned the recommendations would be incorporated into CDTC's New Visions 2050 Update/Freight White Paper to the extent possible. Chris reviewed the projects in the Capital Region in the plan for each funding category; short-term highway projects (funded), illustrative highway projects (i.e. unfunded, i.e. medium to long term), short-term rail freight projects, and illustrative rail projects.

Brian Stewart said the short-term rail project to reconfigure and expand tracks at the Hoosick Junction Interchange was related to a Vermont Agency of Transportation (VTrans) project funded by the US Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) grant program. The funding will support the rehabilitation or replacement of 31 rail bridges along 53 miles of the Vermont Railway.

Tony Vasil said the illustrative rail project for track rehabilitation for heavy lift traffic at the Port of Albany was related to the recent roll-on/roll-off ramp construction, and would further increase heavy lift capabilities at the port.

John McCreavy said the Batten Kill Railroad track rehabilitation project is related to the transportation needs of Cargill location in Greenwich, NY.

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

a. Projects, Programs, Policies, and Studies Recommendations – Chris Bauer gave an overview of the draft a. Projects, Programs, Policies, and Studies Recommendations section of the New Visions Freight White Paper. Projects were displayed in two time frame categories; Early Action and Long Range. The recommendations break out into two general categories: (1) Projects; and (2) Programs, Policies, and Studies. Projects from the New York State Freight Plan will be added to CDTC's list, where applicable. The group agreed on the projects proposed for removal and addition and did not offer any new proposals at the time.

b. Performance Measures - Chris Bauer gave an overview of the Performance Measures section of the New Visions Freight White Paper. CDTC is tracking Truck Travel Time Reliability (TTTR) Index (Federal Requirement), Commercial Vehicle Crashes (Safety), Pavement Condition on the FPN (Infrastructure), and Bridge Condition on the FPN (Infrastructure). The FAC suggested trying to normalize the crash information by also noting truck VMT, if possible.

**4. CDTC Freight Planning Initiatives**

CDTC staff has been developing materials for the New Visions 2050 update, and soliciting for new members of the Freight Advisory Committee.

**5. Member Items Discussion**

Chris Bauer distributed a handout with a funding announcement from MARAD, as information.

Lou Esposito said the Electronic Logging Device (ELD) mandate could lead to more safety issues, as drivers rush near the end of their hours of service.

Brian Stewart said he would share a recent publication from their organization with on-site parking best practices.

Kate Maynard described potential funding through the Opportunity Zones program. More information is attached to these minutes.

**6. Action Items / Next Meeting**

Remaining 2019 Meeting Dates: November 20

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

# CDTC FREIGHT ADVISORY COMMITTEE

August 21, 2019

## Today's Agenda (updated)

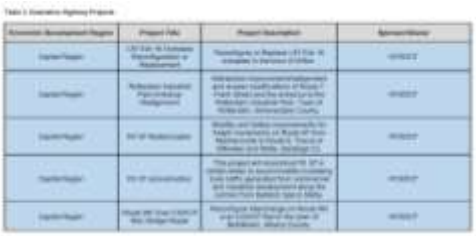
1. Welcome and Introductions
2. ~~*Update* – NYSDOT Freight & Passenger Rail Bureau Current Activities (Mark Landgraf, NYSDOT)~~
3. *Update* – NYS Freight Plan (~~Dave Rosenberg, NYSDOT or rep.~~) – **moved up**
4. *Input Needed* – New Visions 2050 Update; Freight White Paper (Chris Bauer, CDTC)
   a. *Projects, Programs, Policies, and Studies Recommendations*
   b. *Performance Measures*
5. *Discussion* – CDTC Freight Planning Initiatives (Chris Bauer, CDTC)
6. *Discussion* – Member Items
7. Action Items/Next Meeting
   a. Remaining 2019 Meeting Dates: November 20
8. Adjourn

## NY State Freight Plan

- Released on Friday 8/16/2019
- Website: dot.ny.gov/freight-plan/reports
  - Also linked to CDTC website
- Handout – Press Release
- Status: FHWA review
- Recommendations will be incorporated into CDTC Freight White Paper

## Short Term Highway Projects (funded):

## Illustrative Highway Projects (i.e. unfunded, i.e. medium to long term):



## Short Term Rail Freight Projects:

## Illustrative Rail Projects (i.e. unfunded, i.e. medium to long term):

# 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

## NV 2050 Freight White Paper – Outline

I. New Visions Freight Principle
II. Discussion and reaffirmation of Freight Plan (2016)
   a. Supplementing but not replacing
III. Freight Priority Network
   a. Criteria
   b. Network
      i. Graphics (maps)
      ii. Description (table)
IV. Emerging Issues and Trends (Hot Topics)
   a. Survey Results
V. Policies, Plans, and Project Recommendations
   a. Recognition of completed/underway/funded
   b. Early Action Projects
   c. Long Range Projects
   d. Big Ticket Items
VI. Performance Measures
   a. TTTR data
   b. Bottlenecks or other NPMRDS data(?)
   c. Safety/Crash Data (?)
   d. Affirm recommendations will not negatively affect TTTR 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
  - **FAC – August 21**
    - Emerging Issues and Trends (survey released)
    - Policies, Plans, and Recommendations
    - Performance Measures
  - FAC – November 20
    - Final Draft Freight White Paper Review
- December 2019 – Freight White Paper finalized

Comments incorporated; revised versions on website

Please submit comments by September 18

**Table XX: Early Action Project List**

| Project Short Name | Project Description | County | Municipality | Mode(s) | On FPN | Type | Funding | Estimated Implementation Cost | Status |
|---|---|---|---|---|---|---|---|---|---|
| NS Intermodal Facility Access Improvements | Provide turning lanes at NS Intermodal Facility entrance on NY 67 to support safe and efficient truck movements between I-87 Exit 11 in Malta and the facility. | Saratoga | Mechanicville | Highway & Inter-modal | Yes | Capital | F, S, L | $500,000 - $1,000,000 | Anticipated to be funded as part of the New York State Freight Plan (NHFP, status pending) |
| Rotterdam Industrial Park Entrance Realignment | Realign and signalize entrance to Rotterdam Industrial Park at NY 7/ Duanesburg Rd. for safer and more efficient truck movements at a major logistics center and improve traffic and non-motorized safety and mobility. | Schenectady | Rotterdam | Highway | No | Capital | P3 | $500,000 - $2,000,000 | Not started |
| Public Official Training and Model Ordinance Development | Develop a program that educates local public officials, including planning and zoning boards, about freight movement. Create and disseminate model ordinances and regulations for freight-related development. | All | All | All | N/A | Program | F, S, L (UPWP) | TBD | NYSAMPO Freight 101 document developed and disseminated to members. Initiated development of model ordinances, but put on hold due to staff resources; RPI's Initiative Selector Tool for Improving Freight System Performance was presented and made available to members |

**Table XX: Long Range Projects**

| Project Short Name | Project Description | County | Municipality | Mode(s) | On FPN? | Type | Funding | Estimated Implementation Cost | Status |
|---|---|---|---|---|---|---|---|---|---|
| NY 67 Modernization | NY 67 improvements to support safe and efficient truck movements between Mechanicville and I-87 Exit 11 in Malta (approx. 5.1 miles)<br>• Signalization at NS Intermodal Facility entrance<br>• Turning lanes on NY 67 at major intersections<br>• Improved trucker guidance signage throughout the corridor<br>• Redesign of roundabouts to facilitate safe and efficient truck movements | Saratoga | Malta, Mechanicville | Highway & Intermodal | Yes | Capital | F, S, L | $10,000,000 | Not started |
| Livingston Avenue Bridge | Replace Livingston Avenue Rail Bridge and Walkway across the Hudson River between Albany and Rensselaer. | Albany, Rensselaer | Albany, Rensselaer | Rail, Water | Yes | Capital | F, S, L | $75,000,000 | Not started |
| I-87 Exit 16 Overpass Replacement | Replace I-87 (Northway) Exit 16 overpass to add capacity in each direction to accommodate growing truck traffic in the vicinity. | Saratoga | Wilton | Highway | Yes | Capital | F, S | $10,000,000 | Not started |
| ~~I-87 Exit 4 Albany International~~ | ~~Build a new ramp off Exit 4 to provide direct access to Albany Shaker Road and airport entrance.~~ | ~~Albany~~ | ~~Colonie~~ | ~~Highway, Air~~ | ~~Yes~~ | ~~Capital~~ | ~~F, S~~ | ~~$33,000,000~~ | Construction underway; staff recommends removing the project |

**Table XX: Long Range Projects**

| Project Short Name | Project Description | County | Municipality | Mode(s) | On FPN? | Type | Funding | Estimated Implementation Cost | Status |
|---|---|---|---|---|---|---|---|---|---|
| Freemans Bridge Road Grade Crossing Separation | Grade-Separate Pan Am (ST) Railway Crossing at Freemans Bridge Road. | Schenectady | Glenville | Highway, Rail | Yes | Capital | F, S, P3 | $10,000,000 | Not started |
| Port of Albany Wharf Expansion | Extend Port of Albany wharf by 2000 feet. | Albany | Albany | Water | Yes | Capital | S | $25,000,000 | Construction underway |
| ~~Port of Albany Expansion~~ | ~~Acquire 80 acres of industrial-zoned waterfront land.~~ | ~~Albany~~ | ~~Bethlehem~~ | ~~Water, Highway~~ | ~~Yes~~ | ~~Capital~~ | ~~S~~ | ~~$10,000,000~~ | Property acquisition complete; staff recommends removing the project from this list |
| ~~Port of Albany Cargo Handling Capacity Upgrade~~ | ~~Construct storage building on Port grounds for heavy lift cargo.~~ | ~~Albany, Rensselaer~~ | ~~Albany, Rensselaer~~ | ~~Water, Highway, Rail~~ | ~~Yes~~ | ~~Capital~~ | ~~S~~ | ~~$8,000,000~~ | Construction complete; staff recommends removing the project from this list |
| Port of Coeymans Rail Extension | Extend rail service to the waterside at Port of Coeymans. | Albany | Coeymans | Rail, water | Yes | Capital | P3, S | $2,000,000 | Status unknown – need FAC input |
| Port of Albany Dredging | Conduct river dredging at the south side of Port of Albany. | Albany | Albany | Water | Yes | Capital | S | $1,000,000 | Status unknown – need FAC input |

**Table XX: Long Range Projects**

| Project Short Name | Project Description | County | Municipality | Mode(s) | On FPN? | Type | Funding | Estimated Implementation Cost | Status |
|---|---|---|---|---|---|---|---|---|---|
| Cargo-Supportive Improvements to Canal System | Identify, prioritize, and fund key investments in NYS Canal System facilities that would support and facilitate cargo movement within, to, from and through the Capital Region, particularly regarding connections with the Great Lakes/Port of Oswego and NY/NJ. | All | Multiple | Water | Yes | Program, Capital | F, S | TBD | Status unknown – need FAC input |
| Urban Area Hazardous Material Rail Transportation Mitigation | Identify, prioritize and fund safety infrastructure and mitigation strategies where trains carrying hazardous materials (HazMat) travel close to residential neighborhoods and areas. | Regional | Regional | Rail | N/A | Program, Capital | TBD | TBD | Not started |
| Container on Barge Service | Provide investments in facilities and operations to support container on barge service between NY/NJ and the Port of Albany. | Albany | Albany | Water | Yes | Operating | F, S, L | TBD | Project currently in planning stages; Port applied for, but was not awarded, TIP funding |

**Table XX: Long Range Projects**

| Project Short Name | Project Description | County | Municipality | Mode(s) | On FPN? | Type | Funding | Estimated Implementation Cost | Status |
|---|---|---|---|---|---|---|---|---|---|
| Maintain a State-of-Good-Repair on FPN Pavement and Bridges | Prioritize the construction/ reconstruction of pavements bridges on the FPN to decrease pavements classified as "poor" and bridges classified as "structurally deficient" | All | All | Highway | Yes | Capital | F, S | Varies | A new project, replaces 'policy' recommendation from Regional Freight Plan (2016) |
| Port of Albany: "Port Route" | Reconstruct S. Port Rd., Normanskill St., Raft St., Smith Blvd. and Boat St. as a Bypass Route for Heavy Vehicles | Albany | Albany | Highway, Water | Yes | Capital | F, S, L | $12,000,000 – $19,000,000 | A new project; was identified in another CDTC study. The functional classification on the roadways was recently changed. The roadways are federal aid eligible. |

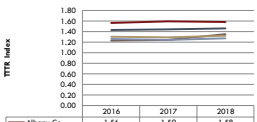
## Freight Performance Measures

- Truck Travel Time Reliability (TTTR) Index – Federal Requirement
- Commercial Vehicle Crashes – Safety
- Pavement Condition on the FPN - Infrastructure
- Bridge Condition on the FPN - Infrastructure

## Truck Travel Time Reliability (TTTR) Index

- NYSDOT Targets:
  - 2018 Baseline: 1.38
  - 2020 Target: 2.00
  - 2022 Target: 2.11
- Anticipated the NYSDOT targets for 2020 and 2022 will be met without issue

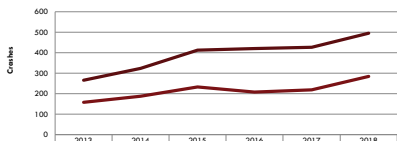
**Figure XX: Truck Travel Time Reliability ( TTTR) Index**




| | 2016 | 2017 | 2018 |
|---|---|---|---|
| Albany Co. | 1.56 | 1.59 | 1.58 |
| Rensselaer Co. | 1.23 | 1.24 | 1.35 |
| Saratoga Co. | 1.30 | 1.29 | 1.32 |
| Schenectady Co. | 1.26 | 1.24 | 1.27 |
| New York State | 1.43 | 1.44 | 1.46 |

## Commercial Vehicle Crashes – Safety

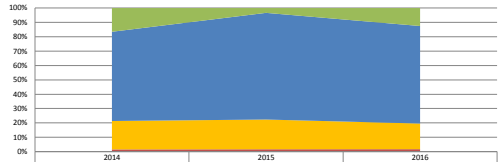
**Figure XX: Commercial Vehicle Crashes in the CDTC Region (2013-2018)**




| | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|---|---|---|---|---|---|
| All Commercial Vehicle Crashes | 265 | 324 | 412 | 421 | 427 | 495 |
| Commercial Vehicle Crashes on the FPN | 157 | 187 | 232 | 208 | 218 | 285 |

## Pavement Condition on the FPN

**Figure XX: Pavement Condition on the Freight Priority Network**




| | 2014 | 2015 | 2016 |
|---|---|---|---|
| Excellent | 17% | 3% | 13% |
| Good | 62% | 74% | 68% |
| Fair | 20% | 21% | 18% |
| Poor | 2% | 2% | 2% |

## Bridge Condition on the FPN

**Table XX: FPN Bridges Structurally Deficient**

| | 2013 | | 2015 | | 2016 | |
|---|---|---|---|---|---|---|
| | Deck Area | % | Deck Area | % | Deck Area | % |
| Structurally Deficient | 417,341 | 7.37% | 505,558 | 8.85% | 509,275 | 8.96% |
| Total | 5,681,620 | | 5,681,620 | | 5,681,620 | |

## Emerging Issues and Trends Survey

- Online survey is open until October 18
- Please feel free to share with others
- https://www.surveymonkey.com/r/CDTCfreightsurvey
- Results will be complied for at 11/20 Freight Advisory Committee meeting

## CDTC Freight Planning Initiatives

- New Visions 2050 Update – Freight White Paper
  - Revised *Emerging Trends and Issues* and *Freight Priority Network* Section of the Freight White Paper – posted online
  - Projects, Programs, Policies, and Studies Recommendations
  - Freight Performance Measures
  - Emerging Trends and Issues Survey
  - For next meeting:
    - First complete draft of Freight White Paper
- Freight Advisory Committee membership outreach

## Member Items

- MARAD projects - handout
- Other member items?

# Thank you for attending!

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Capital District Transportation Committee
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cbauer@cdtcmpo.org

**AUGUST 2, 2019** Albany, NY

# Governor Cuomo Announces $206 Million in New Freight-Related Projects Statewide

## Complements $1.5 Billion in Highway Freight-Related Enhancement Projects Previously Announced

## Investments will Enhance System Safety, Reliability and the Economic Competitiveness of Every Region of the State

Governor Andrew M. Cuomo today announced $206 million in new State and federal funding to strategically enhance the safety and optimization of freight goods movement across New York. This funding, provided in support of the 1,200 highway miles in New York State designated as part of the National Highway Freight Network, is targeted toward infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, decrease the cost of freight transportation, improve reliability and increase productivity. The investments are also intended to facilitate the projected 50 percent growth in freight tonnage carried within the State by 2040.

"The efficient movement of commerce is critical to the economic competitiveness of our state," Governor Cuomo said. "By investing in these critical projects, we are continuing to support more than three million freight-related jobs and the global shipment of goods produced and manufactured in every region of the State."

"We are investing in infrastructure initiatives and projects across the state to improve transportation, reduce congestion and decrease costs of travel," said Lieutenant Governor Kathy Hochul. "This funding will enhance the movement and safety of freight goods and strengthen our overall economic competitiveness. These projects will advance long-term growth and strengthen the economy of New York State."

This funding complements more than $1.5 billion in highway freight-related enhancement projects previously announced across the State, including $873 million for the replacement of both spans of the Kosciuszko Bridge in the New York City Region; $50 million for the construction of the new Albany Airport Connector Road/Exit 3 off of Interstate 87/Adirondack Northway in the Capital Region; $55.8 million for geometrics improvements along Route 112 from Interstate 495 to Granny Road in the Long Island Region; and $63.1 million for reconstruction of the interchange at Interstate 390/490 in the Finger Lakes Region.

These highway freight projects were identified through the development of New York State's first comprehensive Statewide Freight Plan. The Statewide Freight Plan, prepared by the New York State Department of Transportation, included extensive consultation with a wide range of public and private subject matter experts in the areas of operations and logistics; warehousing and distribution; shipping and receiving; and infrastructure owners. The Statewide Freight Plan is intended to provide a framework to address current and near-term state of good repair improvements for freight infrastructure, as well as a plan for mid-term needs and efficient long-term growth in the freight system. The goal-driven plan also identifies operational and policy issues to be addressed to ensure optimization of the State's essential highway freight network. The projects identified through this process will help alleviate idling; mitigate the emission of greenhouse gases; and complement the Governor's efforts to electrify truck fleets.

A complete list of National Highway Freight Program projects is available here.

**Department of Transportation Commissioner Marie Therese Dominguez said,** "Through these unprecedented investments in enhancing the freight network, Governor Cuomo is reaffirming his commitment to ensuring the economic viability of New York and improving the competitiveness of businesses statewide. The projects announced today will also enhance safety and support New York's leadership in deploying strategies that mitigate congestion and reduce greenhouse gas emissions."

**Senator Tim Kennedy, Chair of the Senate's Transportation Committee, said,** "Today's funding announcement demonstrates that New York remains committed to strengthening our infrastructure, and as a result, our economic opportunity and prosperity. I thank Governor Cuomo for prioritizing this important investment, and look forward to seeing these improvements enhance freight transportation statewide."

**Assembly Member William Magnarelli, Chair of the Assembly's Transportation Committee, said,** "This investment to strategically enhance the safety and optimization of freight goods movement is a positive for all of New York State. Reducing congestion, increasing safety and decreasing the cost of freight transportation is critical to the continued growth of our state's economy. The efforts will result in saving time and money, reducing emissions and increasing safety on the roads."

## Contact the Governor's Press Office


**Contact us by phone:** Albany: (518) 474 - 8418
New York City: (212) 681 - 4640

**Contact us by email:** Press.Office@exec.ny.gov

# U.S. Department of Transportation Announces Nine New Marine Highway Project Designations

**U.S. Department of Transportation Announces Nine Marine Highway Project Designations**

WASHINGTON, DC – The U.S. Department of Transportation's Maritime Administration (MARAD) today announced the designation of nine Marine Highway Projects and a Marine Highway Route that will benefit Connecticut, Florida, Michigan, New York, Oregon, Texas, Virginia, Washington State and American Samoa. Marine highways are navigable waterways that can be used as alternate options to traditional shipping methods.

"The designation of marine highways by Congress will help move cargo and people to help grow the economy and shift freight off of congested highways," said Transportation Secretary Elaine L. Chao.

"Marine highways are an efficient and cost-effective option for moving freight and passengers in America," said Maritime Administrator Mark H. Buzby.

The America's Marine Highway Program (AMHP) authorizes the designation of Marine Highway Routes and Marine Highway Projects. A Marine Highway Project is a planned service, or expansion of an existing service, on a designated Marine Highway Route. Designation makes projects and highway routes eligible to apply for federal funding. Congress appropriated $7 million for AMHP in Fiscal Year 2019.

The new designations and route include:

**Bridgeport to Port Jefferson Ferry Service:** The Bridgeport to Port Jefferson ferry service currently removes over 440,000 passenger vehicles and nearly 9,000 trucks from the road annually and relieves landside congestion on Long Island, the bridge crossings and along the I-95 corridor in New York and Connecticut. The Ferry Service Expansion includes the development of a new state-of-the-art ferry terminal (Barnum Landing) for the Bridgeport & Port Jefferson Steamboat Company in Bridgeport, CT.

**Port of NY to CT Ports Trailer on Barge:** By connecting Brooklyn, NY, Newark, NJ, Bridgeport, CT and other New England ports along the existing M-95 Marine Highway, this barge service is designed to reduce congestion in the NY/NJ port area and on the highways, bridges, and tunnels that connect to Interstate 95 into New England.

**M-95 Fernandina Beach to Charleston Barge Service:** A new barge service will help the Port of Fernandina in Nassau County, the northernmost county on the Atlantic coast in Florida, service all coastal seaports on the Atlantic, including Charleston, SC, and contribute to the reduction of truck traffic on I-95.

**Port of Oswego Great Lakes Container Service:** The designation will support the Port's goal of expanding its reach into national containerized cargo movement, which should help to reduce on-road truck trips and ease congestion at two international border crossings (Buffalo and Detroit/Windsor).

**Port of Morrow Barge Service Extension:** The expansion of existing service will support the rural economy and increase the economic competitiveness of the region by reducing transportation costs and rail and highway congestion through new opportunities for barge shipping to and from the Port along M-84.

**Wallops Island M95 Intermodal Barge Service:** The creation of a new barge service will expand short sea shipping near Virginia Space's Mid-Atlantic Regional Spaceport (MARS) at NASA's Wallops Flight Facility on the Eastern Shore of Virginia. This project will grow existing site capabilities at Wallops Island, enhance STEM research opportunities, and spur high-tech/high-paying jobs in a predominately rural area.

**Seattle – Bainbridge Island Ferry Service:** This service offers a faster, more reliable, and safer alternative to the circuitous road connections where freight and passenger vehicles would otherwise travel along Interstate 5 (I-5) and State Route (SR) 16, as well as SR 3 and SR 305.

**Houston Gateway & Gulf Container-On-Barge Central Node:** As proposed the project would reduce landside congestion through the creation of dedicated centralized Container on Barge facilities serving the M-69, M-146, and M-10 marine highways.

**American Samoa Inter-Island Ferry Service:** As a newly designated Marine Highway route and designated project, the Port of Pago Pago will enhance both intra-island and inter-island transportation to the outer islands, including the movement of freight, to ultimately promote the development and growth of these relatively isolated areas.

###

Updated: Tuesday, July 30, 2019

## Contact Us

**Marine Highway Program**
1200 New Jersey Avenue, SE
Washington, DC 20590
United States
mh@dot.gov

Phone: 202-366-1123

Business Hours:
9:00am-5:00pm ET, M-F

## Share

**New Visions 2050**

**Draft Projects, Programs, Policies, and Studies Recommendations**

**For review by CDTC Freight Advisory Committee**

## Projects, Programs, Policies, and Studies Recommendations

The following section provides a recommended set of projects as well as regional programs, policies and studies that will facilitate more reliable, safe, and efficient freight and goods movement through the Capital Region over the next 10-20 years. The data, information, and forecasts provided in the Regional Freight Plan (2016), and stakeholder input, are the foundation of these recommendations.

The recommendations break out into two general categories: (1) Projects; and (2) Programs, Policies, and Studies:

- **Projects** involve construction, reconstruction and/or changes to physical transportation infrastructure. Typically, the State of New York and/or a county or municipality will be the lead for project development and implementation.
- **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. Such initiatives may encompass operations (e.g., speed limits, signal timing), engineering and construction (e.g., intersection geometry, truck route standards), and/or land use and design (e.g., buffer vegetation requirements for residential developers). All levels of government may have some role in each of these, although land use and design is usually controlled at the municipal level.

## Projects

### Early Action Projects

The following includes a subset of projects that are appropriate for "early action" by CDTC and its members. An Early Action Project typically has an estimated implementation cost of $1-2 million or less and faces only minimal permitting or right-of-way requirements, meaning the project sponsor should be able to advance the project within 2-5 years from programming in the CDTC Transportation Improvement Program (TIP). Table XX summarizes these early-action projects.

| Table XX1: Early Action Project List | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Short Name** | **Project Description** | **County** | **Municipality** | **Mode(s)** | **On FPN** | **Type** | **Funding** | **Estimated Implementation Cost** | **Justification** | **Status** |
| NS Intermodal Facility Access Improvements | Provide turning lanes at NS Intermodal Facility entrance on NY 67 to support safe and efficient truck movements between I-87 Exit 11 in Malta and the facility. | Saratoga | Mechanicville | Highway & Inter-modal | Yes | Capital | F, S, L | $500,000 - $1,000,000 | NY 67 provides an important connection between the NS Intermodal Facility in Mechanicville and I-87 Exit 11 in Malta and is on the CDTC Freight Priority Network. Projected increased truck volumes along the corridor as a result of recent investments in the intermodal facility make it important to pursue cost-effective improvements in the corridor that facilitate freight mobility as well as general traffic safety and efficiency. | Anticipated to be funded as part of the New York State Freight Plan (status pending) |
| Rotterdam Industrial Park Entrance Realignment | Realign and signalize entrance to Rotterdam Industrial Park at NY 7/ Duanesburg Rd. for safer and more efficient truck movements at a major logistics center and improve traffic and non-motorized safety and mobility. | Schenectady | Rotterdam | Highway | No | Capital | P3 | $500,000 - $2,000,000 | The industrial park's entrance alignment requires trucks leaving and entering the facility to make awkward and potentially unsafe turning movements to and from NY 7. Realigning the entrance with Frank Road and adding appropriate signalization would improve safety, freight mobility, and overall traffic operations in that vicinity. | Not started |

| Table XX1: Early Action Project List | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Short Name** | **Project Description** | **County** | **Municipality** | **Mode(s)** | **On FPN** | **Type** | **Funding** | **Estimated Implementation Cost** | **Justification** | **Status** |
| Public Official Training and Model Ordinance Development | Develop a program that educates local public officials, including planning and zoning boards, about freight movement. Create and disseminate model ordinances and regulations for freight-related development. | All | All | All | N/A | Program | F, S, L (UPWP) | TBD | Create a program to educate local planning and zoning boards about the Freight Priority Network, freight typologies, and considerations for efficient and effective regional freight movement. Include development of model ordinances and land use design techniques to protect surrounding non-freight land uses and foster a safe, convenient and efficient freight network; and planning tools like incorporating truck movement in site traffic impact studies. | NYSAMPO Freight 101 document developed and disseminated to members; initiated development of model ordinances, but put on hold due to staff resources; RPI's *Initiative Selector Tool for Improving Freight System Performance* was presented and made available to members |

**Long-Range Projects**

The remaining projects will generally require more than five years to implement due to planning, engineering and design, right-of-way and/or permitting requirements. Several of these Long-Range projects also require collaboration among multiple jurisdictions and/or levels of government, which may also require substantial time to achieve. Table XX includes a summary of these long-range projects.

**Table XX: Long Range Projects**

| Project Short Name | Project Description | County | Municipality | Mode(s) | On FPN? | Type | Funding | Estimated Implementation Cost | Justification | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| NY 67 Modernization | NY 67 improvements to support safe and efficient truck movements between Mechanicville and I-87 Exit 11 in Malta (approx. 5.1 miles)<br>• Signalization at NS Intermodal Facility entrance<br>• Turning lanes on NY 67 at major intersections<br>• Improved trucker guidance signage throughout the corridor<br>• Redesign of roundabouts to facilitate safe and efficient truck movements | Saratoga | Malta, Mechanicville | Highway & Intermodal | Yes | Capital | F, S, L | $10,000,000 | NY 67 provides an important connection between the NS Intermodal Facility in Mechanicville and I-87 Exit 11 in Malta and is on the CDTC Freight Priority Network. Projected increased truck volumes along the corridor as a result of recent investments in the intermodal facility make it important to pursue cost-effective improvements in the corridor that facilitate freight mobility as well as general traffic safety and efficiency. | Not started |

| Table XX: Long Range Projects | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Short Name** | **Project Description** | **County** | **Municipality** | **Mode(s)** | **On FPN?** | **Type** | **Funding** | **Estimated Implementation Cost** | **Justification** | **Status** |
| Livingston Avenue Bridge | Replace Livingston Avenue Rail Bridge and Walkway across the Hudson River between Albany and Rensselaer. | Albany, Rensselaer | Albany, Rensselaer | Rail, Water | Yes | Capital | F, S, L | $75,000,000 | The Livingston Avenue Bridge is a critical link in New York's Empire Corridor passenger rail line that could not easily be replaced by a crossing at a different location. The Bridge is at the end of its service life and does not meet current rail or river navigation needs or standards. Restoration of the original pedestrian walkway is also needed. | Not started |
| I-87 Exit 16 Overpass Replacement | Replace I-87 (Northway) Exit 16 overpass to add capacity in each direction to accommodate growing truck traffic in the vicinity. | Saratoga | Wilton | Highway | Yes | Capital | F, S | $10,000,000 | Exit 16 provides the primary access connections to both the Ace and Target Distribution Centers. The bridge, constructed in 1962, is one lane in each direction and now has significantly higher traffic volumes given the neighboring Distribution Center activities and several new residential developments. The current Bridge Condition Rating is 5.156. | Not started |

| Table XX: Long Range Projects | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Short Name** | **Project Description** | **County** | **Municipality** | **Mode(s)** | **On FPN?** | **Type** | **Funding** | **Estimated Implementation Cost** | **Justification** | **Status** |
| ~~I-87 Exit 4 Albany International Airport Access Project~~ | ~~Build a new ramp off Exit 4 to provide direct access to Albany Shaker Road and airport entrance.~~ | ~~Albany~~ | ~~Colonie~~ | ~~Highway, Air~~ | ~~Yes~~ | ~~Capital~~ | ~~F, S~~ | ~~$33,000,000~~ | ~~With the significant growth in activity at Albany International Airport in recent years, as well as growing commercial activity associated with the Airport, there is an established need to improve access from I-87 to the Airport. The EIS for the overall Exit 4 Access Improvement project, approved by the federal government in 2014, includes improved airport access as a key part of the project's purpose and need statement.~~ | Construction underway; ; staff recommends removing the project from this list |

| Table XX: Long Range Projects | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Short Name** | **Project Description** | **County** | **Municipality** | **Mode(s)** | **On FPN?** | **Type** | **Funding** | **Estimated Implementation Cost** | **Justification** | **Status** |
| Freemans Bridge Road Grade Crossing Separation | Grade-Separate Pan Am (ST) Railway Crossing at Freemans Bridge Road. | Schenectady | Glenville | Highway, Rail | Yes | Capital | F, S, P3 | $10,000,000 | This grade crossing is on a CDTC Freight Priority Network roadway and is part of NYSDOT's Schenectady County Track Rationalization and Grade Crossing Elimination Project. The crossing needs to facilitate safe and efficient freight mobility. 2011 data shows a total AADT of 11,889, of which 17.4% or 2,066 were trucks. This important and heavily traveled rail line serves Pan Am Railway freight traffic between the CSX interchange at Rotterdam Junction and both the CP line north to Montreal and the NS line east to Mechanicville. Grade-separated intersections substantially increase capacity by eliminating delay caused by the previous intersection or railroad. Further, elevating one portion of a street or rail crossing improves safety by eliminating vehicle, train, and pedestrian conflicts. | Not started |
| Port of Albany Wharf Expansion | Extend Port of Albany wharf by 2000 feet. | Albany | Albany | Water | Yes | Capital | S | $25,000,000 | Need to extend and improve the wharf to provide the Port with additional reliever port space. This project would extend the wharf by 2,000 feet (37%). | Construction underway |

| Table XX: Long Range Projects | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Short Name** | **Project Description** | **County** | **Municipality** | **Mode(s)** | **On FPN?** | **Type** | **Funding** | **Estimated Implementation Cost** | **Justification** | **Status** |
| ~~Port of Albany Expansion~~ | ~~Acquire 80 acres of industrial-zoned waterfront land.~~ | ~~Albany~~ | ~~Bethlehem~~ | ~~Water, Highway~~ | ~~Yes~~ | ~~Capital~~ | ~~S~~ | ~~$10,000,000~~ | ~~Existing tenants would be able to expand their businesses. Prospective tenants that would benefit from enhanced container trade would benefit from the location. Such businesses include manufacturing, construction and cold chain logistics (refrigerated warehousing).~~ | Property acquisition complete; staff recommends removing the project from this list |
| ~~Port of Albany Cargo Handling Capacity Upgrade~~ | ~~Construct storage building on Port grounds for heavy lift cargo.~~ | ~~Albany, Rensselaer~~ | ~~Albany, Rensselaer~~ | ~~Water, Highway, Rail~~ | ~~Yes~~ | ~~Capital~~ | ~~S~~ | ~~$8,000,000~~ | ~~The building would be about 56,000 square feet and leased to private companies. The building would be located alongside rail lines near the wharf on the Hudson River. The storage building would protect heavy lift cargo, like generators, from the elements prior to transfer to ships.~~ | Construction complete; staff recommends removing the project from this list |
| Port of Coeymans Rail Extension | Extend rail service to the waterside at Port of Coeymans. | Albany | Coeymans | Rail, water | Yes | Capital | P3, S | $2,000,000 | The rail would extend 10,000 feet from the CSX junction at LaFarge cement (easement received). The rail will service port and industrial park and is expected to provide a 25% increase in productivity. | Status unknown – need FAC input |
| Port of Albany Dredging | Conduct river dredging at the south side of Port of Albany. | Albany | Albany | Water | Yes | Capital | S | $1,000,000 | Following the upgrades to the wharf, the Port of Albany/Rensselaer will need to dredge the south side of the port for larger vessels and traffic. | Status unknown – need FAC input |

| Table XX: Long Range Projects | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Short Name** | **Project Description** | **County** | **Municipality** | **Mode(s)** | **On FPN?** | **Type** | **Funding** | **Estimated Implementation Cost** | **Justification** | **Status** |
| Cargo-Supportive Improvements to Canal System | Identify, prioritize, and fund key investments in NYS Canal System facilities that would support and facilitate cargo movement within, to, from and through the Capital Region, particularly regarding connections with the Great Lakes/Port of Oswego and NY/NJ. | All | Multiple | Water | Yes | Program, Capital | F, S | TBD | The NYS Canal System, particularly the Erie Canal/Mohawk River, is receiving increasing interest in being used for moving various types of cargo, particularly large over-dimension/over-height items and bulk commodities. To support and grow its use for shipping, key facilities such as locks and operating machinery need upgrading to perform reliably, efficiently, and safely. | Status unknown – need FAC input |
| Urban Area Hazardous Material Rail Transportation Mitigation | Identify, prioritize and fund safety infrastructure and mitigation strategies where trains carrying hazardous materials (HazMat) travel close to residential neighborhoods and areas. | Regional | Regional | Rail | N/A | Program, Capital | TBD | TBD | Railroads in the Capital Region carry a significant amount of hazardous materials, including crude oil destined for the Port of Albany. Because several of the rail lines that carry these trains run adjacent to residential neighborhoods, some of which contain primarily economically disadvantaged populations, there is a need to identify and install safety devices, such as physical barriers, that help mitigate potential negative impacts to these neighborhoods. | Not started |

| Table XX: Long Range Projects | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Short Name** | **Project Description** | **County** | **Municipality** | **Mode(s)** | **On FPN?** | **Type** | **Funding** | **Estimated Implementation Cost** | **Justification** | **Status** |
| Container on Barge Service | Provide investments in facilities and operations to support container on barge service between NY/NJ and the Port of Albany. | Albany | Albany | Water | Yes | Operating | F, S, L | TBD | Projected containerized freight volume increases at Port of NY/NJ resulting from Panama Canal expansion strengthen the case for re-starting container on barge service between NY/NJ and Port of Albany. It is important to ensure the Port of Albany can efficiently and cost-effectively accommodate this new traffic. This service would use the federally designated M-87 Marine Highway Connector. | Project currently in planning stages; Port applied for, but was not awarded, TIP funding |
| Maintain a State-of-Good-Repair on FPN Pavement and Bridges | Prioritize the construction/ reconstruction of pavements bridges on the FPN to decrease pavements classified as “poor” and bridges classified as "structurally deficient” | All | All | Highway | Yes | Capital | F, S | Varies | About 2% FPN pavements are classified as poor, causing unnecessary delays and vehicle wear and tear. About 9% of bridges on the FPN bridges are structurally deficient, indicating that these facilities may not be suitable for freight vehicles. | A new project, replaces ‘policy’ recommendation from Regional Freight Plan (2016) |

| Table XX: Long Range Projects | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Short Name** | **Project Description** | **County** | **Municipality** | **Mode(s)** | **On FPN?** | **Type** | **Funding** | **Estimated Implementation Cost** | **Justification** | **Status** |
| Port of Albany: "Port Route" | Reconstruct S. Port Rd., Normanskill St., Raft St., Smith Blvd. and Boat St. as a Bypass Route for Heavy Vehicles | Albany | Albany | Highway, Water | Yes | Capital | F, S, L | $12,000,000 - $19,000,000 | Project was identified in City of Albany: S. Pearl St. Heavy Vehicle Travel Pattern Study to address an Environmental Justice issue along S. Pearl St. Currently, there is a street network connecting through the Port of Albany area, via S. Port Rd., Normanskill St., Raft St., Smith Blvd. and Boat St. ("Port Route"). However, it is in a poor state of repair. The project would reconstruct the Port Route to a higher construction standard, to accommodate through heavy vehicle traffic. | A new project; was identified in another CDTC study. The functional classification on the roadways was recently changed. The roadways are federal aid eligible. |

**Programs, Policies, and Studies**

The following set of recommendations includes several programs, policies and planning studies that CDTC and/or its member jurisdictions should implement to facilitate and support more efficient, cost-effective and safe freight and goods movement throughout the Capital Region. Table XX summarizes the programs, projects, and studies list.

| Table XX: Programs, Projects, and Studies List | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Short Name** | **Project Description** | **County** | **Municipality** | **Mode(s)** | **On FPN?** | **Type** | **Funding** | **Estimated Implementation Cost** | **Justification** | **Status** |
| Tandem Trailer Lots Relocation and Circulation Monitoring | Research and identify any issues associated with new tandem trailer lot locations at Thruway interchanges | Albany, Rensselaer, Schenectady | Multiple | Highway | Yes | Study, Capital | UPWP | $200,000 | The locations of existing tandem trailer lots, and circulation to/from the lots, are going to be revised as part of barrier-free tolling at Thruway interchanges. | Revised to reflect current NYSTA plans |

| Table XX: Programs, Projects, and Studies List | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Short Name** | **Project Description** | **County** | **Municipality** | **Mode(s)** | **On FPN?** | **Type** | **Funding** | **Estimated Implementation Cost** | **Justification** | **Status** |
| | | | | | | | | | Circulation patterns were redesigned as the Thruway transitions to new technologies that allow high-speed passage through toll plazas; however, there was little stakeholder input. As barrier-free tolling is implemented, operational issues will need to be identified an analyzed on an as-needed basis. | |
| Port Truck Parking Expansion | Identify and implement opportunities to improve truck parking adjacent to Port of Albany. | Albany | Albany | Highway, Water | Yes | Study, Capital | UPWP (P3?) | TBD | Multiple stakeholders state that the Port's truck parking is unsafe and insufficient. The Plaza 23 Truck Stop specifically has a poor reputation among truck drivers. Security improvements at this station could help increase parking demand. | Not started |
| Truck Stop Restoration | Conduct planning to reopen closed truck stops on I-87 and I-90 corridors that would provide relief to truck parking demand in Capital Region. | Rensselaer, Saratoga | Schodack, Gansevoort | Highway | Yes | Study, Capital | F, S (UPWP) | TBD | Inadequate safe overnight truck parking was documented in both the parking spatial analysis and through stakeholder input. The Schodack Rest Area (I-90W between Exits 11 & 12) has been closed by NYSDOT except for CVO inspections. There may also be private truck stop facilities that are closed but still have viable parking spaces. | Several rest areas have been (or are being) reopened by NYSDOT; Stakeholders still note the lack of available truck parking |

| Table XX: Programs, Projects, and Studies List | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Short Name** | **Project Description** | **County** | **Municipality** | **Mode(s)** | **On FPN?** | **Type** | **Funding** | **Estimated Implementation Cost** | **Justification** | **Status** |
| ~~FPN Bridge Improvement Prioritization~~ | ~~Prioritize the reconstruction of bridges on the FPN to decrease those classified as "functionally obsolete" or "structurally deficient" in the CDTC Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).~~ | ~~All~~ | ~~Various~~ | ~~Highway~~ | ~~Yes~~ | ~~Policy~~ | ~~F, S~~ | ~~TBD~~ | ~~About 27% of bridges on the FPN are functionally obsolete, indicating that these facilities may not be suitable for freight vehicles given clearance, weight, and dimensional issues. Another 7% of the FPN bridges are structurally deficient, leaving only 66% of bridges fully equipped for significant truck traffic.~~ | CDTC has integrated FPN status into TIP evaluations; Staff recommends including this as part of capital projects |
| Interstate Lighting Program | Add lighting infrastructure on I-90, I-87, I-88, and I-787 based on an objective assessment of needs | All | Various | Highway | Yes | Study | F, S (UPWP) | <$1,000,000 | Serious truck-involved crashes have occurred on unlighted FPN roadways. The FHWA Lighting Handbook suggests a Crash Modification Factor of greater than 25% reduction when lighting is installed, especially to achieve uniform conditions. The Handbook also indicates the importance of an engineering study. | Not started |
| ~~I 787 Rail Relocation Feasibility Study~~ | ~~Coordinate with existing I-787 study to consider removing the existing CP Rail track in downtown Albany that serves the Port of Albany~~ | ~~Albany~~ | ~~Albany, Mechanicville, Watervliet, Cohoes, Bethlehem~~ | ~~Rail~~ | ~~Yes~~ | ~~Study~~ | ~~F, S, L (UPWP)~~ | ~~TBD~~ | ~~Explore the feasibility of removing CP Rail tracks from Mechanicville to the Port of Albany by re-routing trains to the existing tracks or building a second track from Mechanicville to Schenectady to the CSXT Selkirk Yard to the Port of~~ | Not started; some stakeholders have indicated this is not a feasible option; staff recommends consideration |

| Table XX: Programs, Projects, and Studies List | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Short Name** | **Project Description** | **County** | **Municipality** | **Mode(s)** | **On FPN?** | **Type** | **Funding** | **Estimated Implementation Cost** | **Justification** | **Status** |
| | | | | | | | | | ~~Albany. Coordinate with CDTC I-787 study recommendations. At minimum, the goal of this strategy would be to remove railroad tracks from Downtown Albany to improve both safety and access to the waterfront.~~ | for removing this project |
| Capital Region ITS CVO Enhancement | Build on existing Intelligent Transportation System (ITS) infrastructure on I-90 and I-87 Corridors to improve truck driver information and reduce non-recurring and recurring congestion on the FPN | All | Various | Highway | Yes | Program | F, S (UPWP) | TBD | Truck-based freight movement requires both efficiency and reliability to avoid costly delay, meet delivery schedules and conform to driver hours-of-service (HOS) requirements. While the Capital Region has an established ITS infrastructure, freight operations in the area would benefit from enhanced Commercial Vehicle Operation (CVO) applications. These include additional weigh-in-motion (WIM) stations and electronic credentialing (there is currently one WIM testbed site and e-screening location in the Capital Region at Schodack). Incident management protocols should ensure that pre-planned detours can accommodate trucks. Truck drivers rely on both GPS and static signage for directions. | Not started, however, several aspects included in various similar efforts currently underway as part of other efforts |

| Table XX: Programs, Projects, and Studies List | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Short Name** | **Project Description** | **County** | **Municipality** | **Mode(s)** | **On FPN?** | **Type** | **Funding** | **Estimated Implementation Cost** | **Justification** | **Status** |
| | | | | | | | | | GPS for truck routing must be kept up to date with deficient vertical clearance, load postings, and urban truck prohibitions. Static signs to key freight destinations should be reviewed for accuracy. | |
| Local Delivery Optimization | Research and identify policies, procedures and actions municipalities can employ to support and facilitate safe and efficient goods deliveries in dense urban zones. | All | Various | Highway | Some | Study, Program | UPWP, Linkage Program | $150,000 | Past CDTC Linkage Studies have identified goods movement, especially local package and goods deliveries, as a growing challenge in congested urban areas of the Capital Region. This issue will become more challenging as the region's urban centers attract more infill and mixed-use development and people. This project would develop a toolkit of policy, programmatic and capital improvement options municipalities can employ to help better harmonize urban goods movement with overall traffic, pedestrian and bike activity, and general quality of life needs. | Not started; RPI's *Initiative Selector Tool for Improving Freight System Performance* was presented and made available to members |

| Table XX: Programs, Projects, and Studies List | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Short Name** | **Project Description** | **County** | **Municipality** | **Mode(s)** | **On FPN?** | **Type** | **Funding** | **Estimated Implementation Cost** | **Justification** | **Status** |
| CDTC Freight Data Collection Program | Build on existing regional traffic and transportation data collection systems and procedures to include more detailed and multimodal freight data, including data from state facilities (e.g., WIM stations) | All | All | All | Yes | Program | UPWP | TBD | There is a need for CDTC to move toward more systematic and robust collection of data on freight transportation in the region in order to support ongoing planning, investment decision-making, and performance monitoring. With the development of a new statewide freight plan by NYSDOT, CDTC has an opportunity to collaborate with the state to improve and expand its ability to collect and employ freight data across all modes. | CDTC has been collecting all publicly available freight data, for example, NPMRDS, classification counts, etc., as it becomes available |
| NY 7 Freight & Land Use Study (new) | Examine freight movement and operations to, from, and through the corridor, and land use implications. | Schenectady | Duanesburg, Princetown, Rotterdam | Highway | Yes | Study | UPWP | $150,000 | NY 7 is an important route for regional freight movement with major facilities, such as the Price Hopper/Market 32 Warehouse and the Rotterdam Industrial Park, located nearby. The corridor is currently experiencing development pressure from freight-intensive land uses. The study will evaluate current and future land use policies and freight circulation along NY 7 from I-88 to the Rotterdam Industrial Park, including the interchanges with I-88 and the New York State Thruway. | New study; was included in CDTC 2018-20 UPWP; initiated but put on hold due to budget concerns |

**New Visions 2050**

**Freight Performance Measures**

**For review by CDTC Freight Advisory Committee**

## Performance Measures

The federal Moving Ahead for Progress in the 21st Century legislation (MAP-21, 2012) introduced the requirement that MPOs and states use a method known as performance-based planning and programming (PBPP). The PBPP intends to have the agencies that invest public monies in transportation improvements continuously evaluate the outcome of those investments. This provides transparency to the public and decision-makers about the efficacy of investments. CDTC understands and appreciates the relationship of freight and goods movement to the overall performance of the region's transportation system, and particularly that of the Freight Priority Network (FPN).

MAP-21 includes seven National Goals that form the basis of PBPP. These include safety, infrastructure, mobility, reliability, and freight and economic development. The freight-related measure is known as the Truck Travel Time Reliability (TTTR) Index, a measurement of travel time reliability on the Interstate System, described further below.

Also, CDTC monitors several other regional freight-related performance measures. Most of the performance measures are linked to the condition and performance of the highway portion of the FPN since that is where CDTC's members can directly invest. These measures are Commercial Vehicle Crashes (Safety), Pavement Condition on the Freight Priority Network (Infrastructure), and Bridge Condition on the Freight Priority Network (Infrastructure).

### Truck Travel Time Reliability (TTTR) Index

CDTC is required by federal law[1] to report the Truck Travel Time Reliability (TTTR) Index for the CDTC region. Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including freight movement on the Interstate. The measure considers factors that are unique to this industry, such as the use of the system during all hours of the day and the need to consider more extreme impacts on the system in planning for on-time arrivals.

TTTR reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio is generated by dividing the 95$^{th}$ percentile time by the normal time (50$^{th}$ percentile) for each segment. The TTTR Index is generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

[1] Federal Register [82 FR 5970 (January 18, 2017)]

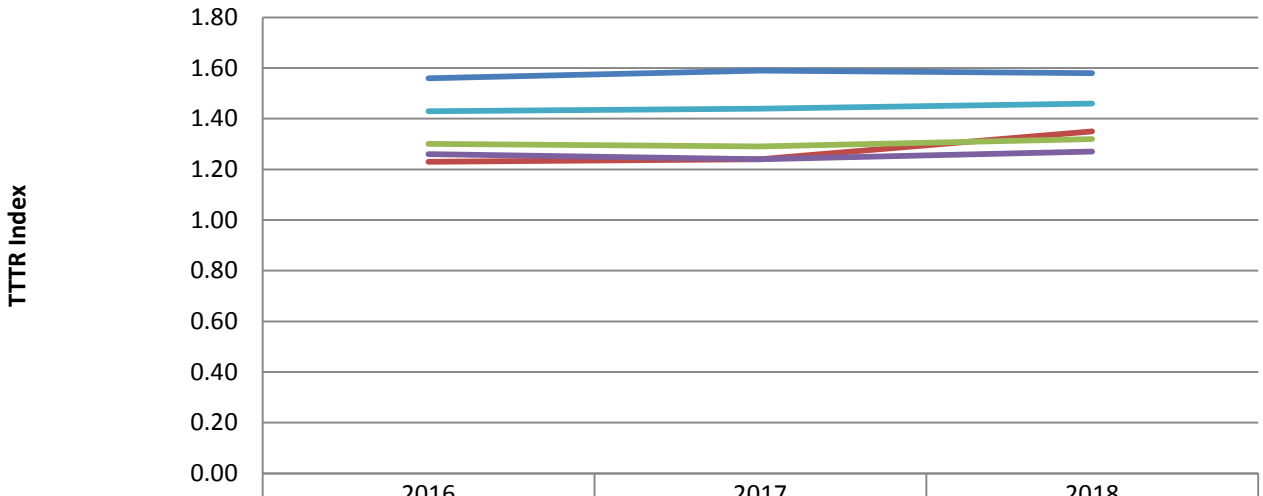
NYSDOT and CDTC utilize the data from FHWA's National Performance Management Research Data Set (NPMRDS) as the data set includes truck travel times for the full Interstate System.

NYSDOT, with consultation from the MPOs, established 2-and 4-year targets in 2018. NYSDOT has the option to adjust 4-year targets in their mid-performance period progress report, due October 1, 2020. CDTC's members decided to support the NYSDOT target. The NYSDOT TTTR baseline and targets are:

- 2018 Baseline: 1.38
- 2020 Target: 2.00
- 2022 Target: 2.11

Figure XX, below shows TTTR in the CDTC region from 2016 to 2018, regionally (data pending), by county, and statewide. TTTR in the CDTC region is relatively flat. It is anticipated the NYSDOT targets for 2020 and 2022 will be met without issue.

**Figure XX: Truck Travel Time Reliability ( TTTR) Index**



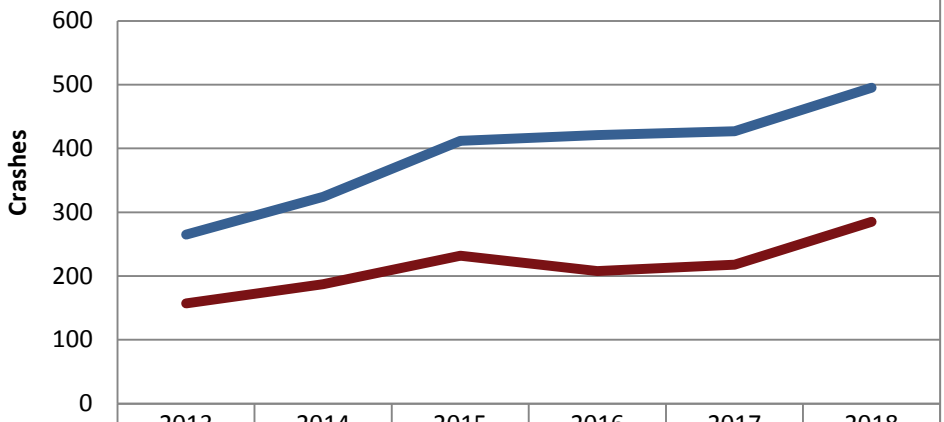

| | 2016 | 2017 | 2018 |
|---|---|---|---|
| Albany Co. | 1.56 | 1.59 | 1.58 |
| Rensselaer Co. | 1.23 | 1.24 | 1.35 |
| Saratoga Co. | 1.30 | 1.29 | 1.32 |
| Schenectady Co. | 1.26 | 1.24 | 1.27 |
| New York State | 1.43 | 1.44 | 1.46 |

## Commercial Vehicle Crashes

Commercial vehicle crashes are an indicator of safety conditions. Commercial vehicle crash data was collected for the entire CDTC region and the Freight Priority Network. Crash histories are analyzed over a multiyear period to overcome the potential for statistical anomalies, in this case, 2013-2018. Crash data was extracted from the NYS Department of Transportation's Accident Location Information System (ALIS).

Figure XX below shows commercial vehicle crashes over the past five years. The data indicates that many of the crashes occurred on Interstates, specifically I-787, I-87, I-88, and I-90. Commercial vehicle crashes on the FPN account for 49-59% of all commercial vehicle crashes in the region. There is a slight upward trend in the number of crashes from 2013-2018.

**Figure XX: Commercial Vehicle Crashes in the CDTC Region (2013-2018)**

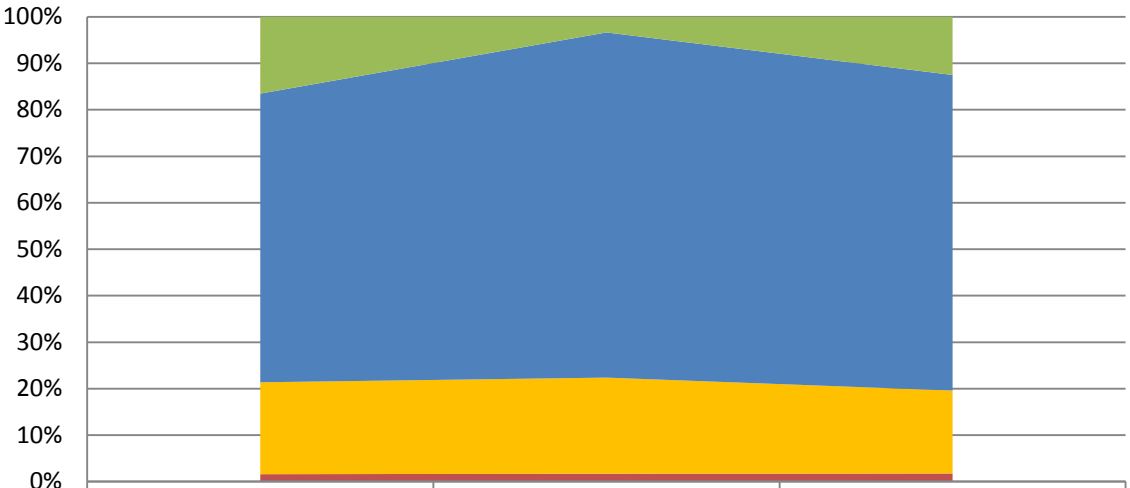



| | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|---|---|---|---|---|---|
| All Commercial Vehicle Crashes | 265 | 324 | 412 | 421 | 427 | 495 |
| Commercial Vehicle Crashes on the FPN | 157 | 187 | 232 | 208 | 218 | 285 |

**Pavement Condition on the Freight Priority Network**

NYSDOT and CDTC measure and evaluate pavement conditions including surface condition and ride-ability. The scale for rating pavement surface conditions ranges between 1 and 10, in which "1" is the worst pavement condition and "10" is the best. As of 2016, 81% of the CDTC's pavement centerline miles on the FPN have a rating of "Good" to "Excellent" (greater than or equal to "7" meaning distress symptoms are absent or beginning to show). Only 2% of roads on the FPN fell under the categorization of "Poor." Figure XX below summarizes pavement condition surface scores on the FPN roadways from 2014-2016, the latest available data.

## Figure XX: Pavement Condition on the Freight Priority Network




| | 2014 | 2015 | 2016 |
|---|---|---|---|
| Excellent | 17% | 3% | 13% |
| Good | 62% | 74% | 68% |
| Fair | 20% | 21% | 18% |
| Poor | 2% | 2% | 2% |

**Bridge Condition on the Freight Priority Network**

There are several different classification methods for bridge condition. Using data from the National Bridge Inventory database, shown in Table XX below, the majority of bridges on the FPN (~92%) are in fair or good condition, and about 7.4% had a poor rating, as of 2016.

**Table XX: FPN Bridges Federal Measures (NBI Database)**

| | 2013 | | 2015 | | 2016 | |
|---|---|---|---|---|---|---|
| **Lowest Bridge Condition Rating** | **Deck Area** | **% of Total** | **Deck Area** | **% of Total** | **Deck Area** | **% of Total** |
| Good Rating >=7 | 995,446 | 19.2% | 1,186,387 | 22.7% | 1,145,414 | 22.0% |
| Fair Rating= 5,6 | 3,804,548 | 73.5% | 3,521,529 | 67.4% | 3,675,731 | 70.6% |
| Poor Rating <=4 | 379,099 | 7.3% | 518,308 | 9.9% | 384,532 | 7.4% |
| **Total** | **5,179,093** | **100%** | **5,226,224** | **100%** | **5,205,677** | **100%** |

Using NYSDOT's structurally deficient measures, shown in Table XX, below, about 9% of the FPN's bridges are "structurally deficient" as of 2016. The NYSDOT notes: "a 'structurally deficient' bridge, when left open to traffic, typically requires significant maintenance and repair to remain in service and eventual rehabilitation or replacement to address deficiencies. In order to remain in service, structurally deficient bridges are often posted with weight limits."

| Table XX: FPN Bridges Structurally Deficient | | | | | | |
|---|---|---|---|---|---|---|
| | 2013 | | 2015 | | 2016 | |
| | Deck Area | % | Deck Area | % | Deck Area | % |
| Structurally Deficient | 417,341 | 7.37% | 505,558 | 8.85% | 509,275 | 8.96% |
| **Total** | **5,681,620** | | **5,681,620** | | **5,681,620** | |

Federal law requires that all bridges be inspected biennially. Bridge inspection includes a thorough review of numerous structural elements of the substructure, superstructure, and deck. Underwater inspection of bridges over waterways is required every five years to detect scour conditions. The inspection also documents geometric conditions including lane width, approach width and radii, presence of bicycle lanes or sidewalks, and signalization.

Because each bridge is unique in terms of design, construction, materials, age, and maintenance history, caution is recommended in looking at gross bridge statistics. CDTC routinely looks at bridge needs; FPN classification will assist in focusing on truck requirements on the FPN.