



## MEETING MINUTES

CDTC Freight Advisory Committee Meeting

July 22, 2015, 9:00 AM

CDTC Office, 1 Park Place, Albany, NY

### Item 1: Attendees

Joe Tario	NYSERDA
Sean Maguire	CDRPC/FTZ #121
Kendra Hems	New York State Motor Truck Association
Louis Esposito	Owner Operator Independent Drivers Association/Town of Princetown
Mike Izdebski	GE Power and Water
Joe Landry	Town of Niskayuna
Nicole Matlick	Town of Niskayuna
David Rosenberg	NYSDOT
Vanessa Saari	NYSDOT
Brian Helf	Stone Transport
Alex Carroll	U. of South Florida/Center for Urban Transport Research
Kristine Williams	U. of South Florida/Center for Urban Transport Research
Tom Werner	CDTC Policy Committee/Saratoga Co.
Tom O'Connor	Capital Region Chamber
Joe Moloughney	NYS Thruway Authority
Jeff Gritsave	NYS Canals
John Scavo	Town of Clifton Park
Pete Bardunias	Chamber of Southern Saratoga County
Pete Rea	NYSDOT Region 1
Peter Plumeau	RSG
Steve Gayle	RSG
Rob Holzman	Elan Planning & Design
Christine Sherman	RSG
Chris Bauer	CDTC
Glenn Posca	CDTC
Mike Franchini	CDTC



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## **Item 2: Presentation – Project Progress to Date & Purpose and Goals of Today's Meetings**

Peter Plumeau (RSG) gave a quick overview of the project's progress, and goals of the meeting. Peter reiterated the need for a Freight Study, and reviewed the project's schedule. Peter concluded the presentation by orienting the Advisory Committee members to various maps and graphics posted in the meeting room.

For more information, please see attached PowerPoint presentation.

## **Item 3: FAC Members Review & Discuss Proposals with CDTC Staff & Consultant Team**

Freight Advisory Committee members were given the opportunity to review and comment on various graphics (described below). The graphics were arranged in an open house style format, and members of the consultant team collected comments from the FAC.

1. Proposed CDTC Freight Plan Goals and Objectives - The goals and objectives provide the framework within which the Regional Freight Plan will be developed. Recommendations for projects, plans, and priorities will be developed in a manner that supports and facilitates achievement of one or more of these goals and objectives.
  - Realize that freight movement is complex, involves many different issues
  - Try to understand how freight needs in the Capital District fit into statewide and even national decision making. How does that affect these goals?
2. Infographic – How Freight, Land Use, and Community Planning are Connected - This infographic provides a high-level description of how regional growth affects economic development and the demand for freight and goods movement. It also conveys the relationship between collaborative and cooperative regional transportation and land use planning, efficient and safe freight movement, and residents' quality of life.
3. Infographic – Proposed Freight-supportive Land Use Typologies for the Capital Region - This infographic proposes a set of five types of freight-supportive land uses that local governments could use in planning, economic development, zoning, and capital programming. Applying these land use categories in planning, as well as the suggested zoning and regulatory guidelines, would help mitigate the negative community-level impacts of freight movement and facilitate more efficient, safe, and economical logistics operations.

Comments received during the break-out session included:

  - Still need light, noise, dust, etc. standards for delivering in a residential setting in relevance to the "Suburban Commercial Center" category.
  - Road use agreements may cause problems because trucking industry is already highly taxed.



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- Noted Crossgates Shipping Mall is largest facility with various access points for categorization as “Suburban Commercial Center.”

4. Infographic – Freight Priority Network (FPN) Facility Categories and Designation Criteria - This infographic defines the three proposed categories of highway facilities to be included in the Capital Region Freight Priority Network (FPN) update for 2015. For each category, the designation criteria are also described.
5. Map – Capital Region Freight Priority Network (FPN) (1997 Existing and 2015 Proposed) - The Capital Region Freight Priority Network (FPN), first created in 1997, is intended to help the CDTC and its planning partners identify and prioritize transportation investments related to helping freight and goods move efficiently and safely within, to, and from the region. The proposed 2015 update of the FPN includes the three new categories of FPN facilities (major, minor, connector) and also identifies where major freight-supportive land uses currently exist around the region.

Comments received during the break-out session included:

- Widening of the Rexford Bridge to four lanes and addition of a roundabout may make Route 146 more attractive to truck traffic to and from Mechanicville.
  - The clearance changed on Route 50.
  - Add Momentive Performance Materials to map in Waterford.
  - Acknowledge the industrial corridor from Green Island up to Halfmoon. There is a lot of industrial property along the Canal. RPI is currently conducting a study with the Town of Halfmoon, from a supply chain perspective, to determine if it makes sense to create another water and rail distribution gateway along this corridor.
  - Route 146 used for traffic to/from Mechanicville through Watervliet, which creates problems for the downtown neighborhood.
  - Question of whether Route 22 serves a significant distribution function for the region or simply functions as a through traffic route.
  - Make sure I-90’s classification at the southernmost point of the map is correct.
6. Map – Regional Core: Capital Region FPN (1997 Existing and 2015 Proposed) - This map provides a “zoomed-in” view of the Capital Region’s core area (Albany-Schenectady-Troy) to allow a more detailed view of the existing and proposed FPN facilities.

Comments received during the break-out session included:

- Move SI Group node from the headquarters to the plant west of Schenectady.
- The Amtrak bridge just north of I-890 creates flooding problems.
- Note the growing industrial park areas in Niskayuna.
- Extend I-787 north portion because this is a critical freight corridor. (Add Shelter Enterprise, Stone DC)



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- Move CP Kenwood Yard to correct location (farther south) on map.

**ACTION ITEM:** Please send any questions or comments to Chris Bauer (cbauer@cdtcmpo.org) no later than August 12. For more information, please see attached infographics and maps.

#### **Item 4: Facilitated Group Discussion of Comments and Suggestions on Proposals**

The FAC regrouped and shared their comments and reactions to the materials discussed during Item 3.

Dave Rosenberg (NYSDOT) mentioned it would be helpful to identify the criteria used to define the different land use typologies (e.g., number of employees, square footage of facility, volume of freight moved per day, etc.). Peter stated that more detail will be added to refine the definitions based on the feedback provided by the FAC and based on local knowledge.

Kendra Hems (NYSMTA) stated the trucking industry would be opposed to implementing land use agreements that would result in fees to shippers or carriers. Kendra said the trucking industry is already taxed heavily. New York is one of four states that still imposes a freight roadway tax, and depending on a company's location(s), it might be hit by several different taxes, making business in New York less attractive.

Lou Esposito (OOIDA) stated that truck parking issues and needs were not identified on the graphics and maps. Lou said truck parking needs to be addressed in any regional freight policy. Kendra stated that perhaps this may be the right time to start the conversation about re-opening closed rest areas. Joe Tario mentioned it may be helpful to provide resources to local planners encouraging them to require truck parking at major truck traffic generators. Tom Werner and Rob Holzman (Elan3) mentioned this would be good information to share with local planners and planning boards.

Lou also mentioned that he believes trucks are avoiding the inspection station on I-87 NB in Clifton Park by exiting the highway and using secondary roadways, especially NY Route 9. This is likely due to potential time delay of stopping for the inspection, which can take up to 1-2 hours. The group discussed the local impacts of this type of diversion, and some options for remedying the situation such as increasing the number of inspection personnel, using technology to decrease inspection times, and increased coordination amongst the inspection agencies. Several FAC members also stated that Thruway tolls deter some cost-conscious truckers from using that facility, which results in underutilization of truck parking spaces at Thruway rest areas.

The FAC discussed the prospect of arranging agreements with private facilities to allow for overnight truck parking; however, the general consensus was that most such facilities would be unwilling to take on the security liability that unsupervised trucks present. It was noted that similar programs did not



gain traction in the past despite support from the state. In addition, local neighborhoods often do not support these types of agreements because of perceived and real safety risks. Peter Plumeau noted that there is one private manufacturer in Elmira that allows for trucks serving its facility to park overnight on its grounds if needed.

Rob Holzman asked the FAC whether the land use typologies provided helpful considerations to the FAC members and local planning agencies. The group responded that this type of information was helpful because county planners are often unfamiliar with trucking industry standards, so education for local planning boards and governments will help to proactively address trucking industry issues in regional policies. Peter noted that the final report will include a section titled "Freight 101," which will provide a basis for regional freight planning and its connections/relevancy to local planning and land use. A member of the group said that collaboration of truck planning with local transportation planning opens the doors to utilize funding from sustainability programs (e.g., NYSERDA Cleaner Greener Communities Program) for truck-related purposes.

Tom Werner suggested considering NY 146, west of I-87 (Northway) as part of the FPN. The Rexford Bridge expansion to two lanes in each direction will open this route for increased truck traffic. Mike Izdebski (GE) suggested adding US 9W, near NYS Thruway Exit 23 to the FPN, as there is a high volume of traffic going to and from the Walmart facility. Dave Rosenberg suggested designating NY 67, east of I-87 (Northway) as a Major FPN, due to increased activity at the NS Intermodal terminal. Kendra said it possible that activity may further increase upon completion of the Rexford Bridge project. The group collectively acknowledged the importance of not only basing FPN classification on past truck counts, but also considering future plans, projections, and facilities in the classification process.

Members noted the importance of discussion of ports near the region – like Oswego – and facilities like the new Tappan Zee Bridge and their implications for the plan. Mike Izdebski stated the container-on-barge service to the Port of Albany should be re-evaluated and that a coordinated backhaul of containers could be successful given the prevalence of deadhead return containers to PANYNJ. Kendra mentioned that implementation of an "Uber-style" application could increase coordination among shippers.

#### **Item 5: Next Steps/Member Updates**

Peter stated the next step will be to begin to draft the Freight Study, and that it would take approximately 6-8 weeks.

David Rosenberg (NYSDOT) stated the Statewide Freight Transportation Plan project held its stakeholder kickoff meeting in June.



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Chris Bauer shared two items with the group for information; a flyer discussing the benefits of truck side guards, and a NYSDOT Rail & Ports Grants funding announcement.

**Item 6: Next Meeting**

The next meeting for the Freight Advisory Committee is tentatively scheduled for October 21, 2015, at 9:00 AM (subject to change).



# CDTC Freight & Goods Movement Study Freight Advisory Committee Meeting

July 22, 2015

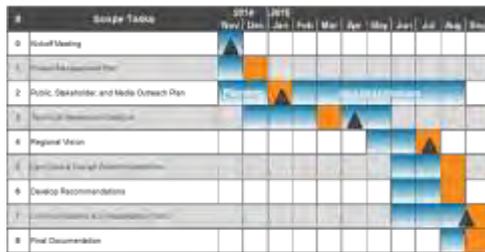


## Why a Freight Plan?

- Understand regional freight and goods movement dynamics and relationship to future economic vitality
- Engage freight and goods movement stakeholders in planning process
- Integrate freight mobility needs into transportation and community plans
- Position Capital Region for federal funds
- Prepare for the future



## Tasks and Schedule



## Today's Goals

- Provide opportunity for in-depth discussion on findings and conceptual recommendations
- Get your feedback on what the data and stakeholders have told us
- Identify any missing issues and opportunities
- Obtain consensus on validity of conceptual recommendations



## Today's Agenda

- ITEM 2:** Project Progress to Date & Purpose and Goals of Today's Meetings (15 min)
- ITEM 3:** FAC Members Review & Discuss Proposals with CDTC Staff & Consultant Team (Open House - 1 hour) (45 min)
  - Goals and Objectives for Capital Region Freight and Goods Movement Plan
  - Updated Capital Region Priority Freight Network (PRN) Designation (Criteria and Maps)
  - Freight-supportive Local Land Use Planning Guidance and Examples
- ITEM 4:** Facilitated Group Discussion of Comments and Suggestions on Proposals (15 min)
- ITEM 5:** Next Steps/Next Meeting (15 min)
- ITEM 6:** Adjourn





# GOALS & STRATEGIC OBJECTIVES

## REGIONAL ECONOMY



Freight contributes to economic prosperity.

Plan and invest in existing and new transportation facilities and services that support the Capital Region's economic competitiveness.



Invest in freight-supportive infrastructure that facilitates the growth of industries identified as high priorities for the Capital Region.

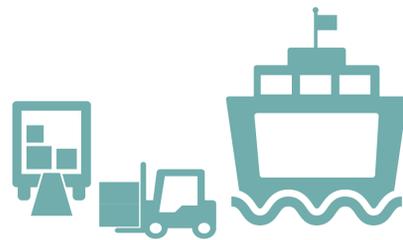


## INTERMODAL INVESTMENT

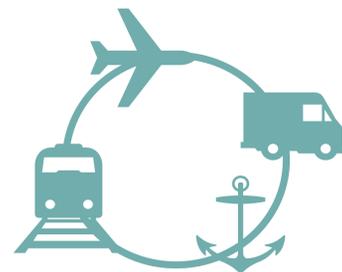


Investment recognizes all freight modes and intermodal transfers.

Plan and identify opportunities for improving and expanding intermodal connectivity in the Capital Region Freight Priority Network (FPN).



Invest in multimodal freight mobility projects and programs that align with the regional FPN and take advantage of underutilized modes.



## SAFE/EFFICIENT MOVEMENT

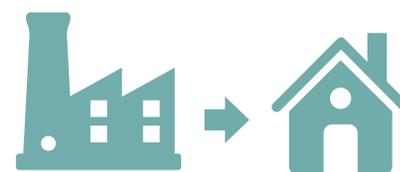


Freight moves safely and efficiently via all modes

Develop and preserve infrastructure, operations, and policies that support efficient and safe movement of freight via multiple modes.



Encourage coordinated and integrated planning of land use and freight infrastructure to enhance both freight mobility and residents' quality of life.



## FINANCIAL PARTNERSHIPS



Financing improvements through public-private partnership opportunities.

Proactively and continuously engage freight stakeholders in freight transportation planning and project prioritization.



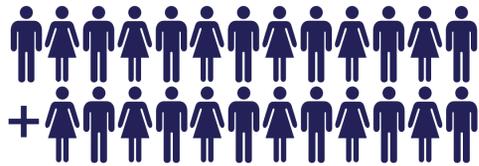
Identify and prioritize projects appropriate for development under public-private partnerships, including candidate projects for federal funding.





# FREIGHT, LAND USE, AND LOCAL COMMUNITIES

## SOCIOECONOMIC CHANGES



AFFECT LOCAL MARKETS & ECONOMIC GROWTH



INCREASES DEMAND FOR GOODS & SERVICES

GROWS DEMAND ON THE REGIONAL FREIGHT NETWORK TO ACCESS MANUFACTURERS, PRODUCERS, RETAILERS, & CONSUMERS



THE FREIGHT ADVISORY COMMITTEE ALLOWS LOCAL AGENCIES & STAKEHOLDERS TO COLLABORATE ON FREIGHT-RELATED OPPORTUNITIES ON A REGIONAL SCALE

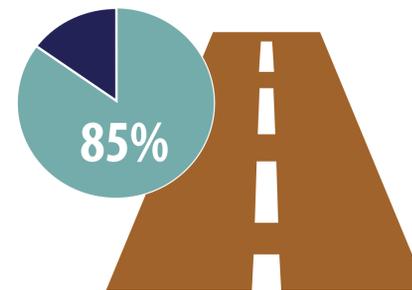


LOCAL AGENCIES ALSO REGULATE LAND USE



LOCAL GOALS MAY DIFFER MARKEDLY

85% OF ROADS IN NEW YORK STATE ARE OWNED & OPERATED BY LOCAL AGENCIES

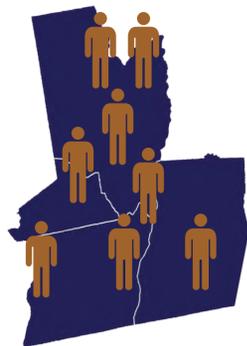


WHICH INCREASES REGIONAL FREIGHT VOLUMES



WHEN LOCAL AGENCIES AND STAKEHOLDERS PARTNER ON A REGIONAL SCALE TO COORDINATE FREIGHT-RELATED

## TRANSPORTATION & LAND USE,



THEY CREATE MUTUALLY BENEFICIAL RELATIONSHIPS THROUGH WHICH GOODS CAN MOVE TO, FROM, WITHIN, & THROUGH COMMUNITIES WITHOUT DISRUPTING THE LOCAL TRANSPORTATION SYSTEM OR LAND USES, ENCOURAGING CONTINUED ECONOMIC & QUALITY OF LIFE ENHANCEMENT.



# FREIGHT-SUPPORTIVE LAND USE TYPOLOGIES

## TYPOLGY

## CHARACTERISTICS

## MODEL LAND USE POLICIES & STRATEGIES

## EXAMPLE

### Regional Gateway

Large freight-handling facilities.  
Handle national and international cargo.  
Ready access to major freight networks.

Develop Industrial Zoning Overlays/buffer zones; Establish lighting & noise standards; Establish special tax districts around defined gateway areas to attract new activity

### Port of Albany/Rensselaer



### Regional Distribution Hub

Large warehouses/logistics facilities.  
Served by truck and/or rail at all hours.  
Ready access to major freight routes.

Require truck traffic generation analysis in review process; Establish noise & light standards; Establish road use agreements in which users pay for the damages attributable to their use

### Ace/Target Distribution Centers (Wilton)



### Manufacturing Center

Major manufacturer/manufacturing cluster.  
Significant freight movement, often specialized.  
Ready access to suppliers/shippers.

Establish light, noise/dust/vibration standards; Develop appropriate zoning districts and standards; Establish and enforce logical truck routes between major freight network and facility

### General Electric (Schenectady)



### Suburban Commercial Center

Clusters of small-scale consumer retailers.  
May include large retailers/consumer services.  
Adjacent to high volume roadways.

Zone as commercial; Require traffic impact studies; Consider separate truck delivery entrances; Encourage high quality public transit amenities to reduce car trips; Require interconnected parking lots

### Clifton Park Center (Clifton Park)



### Urban Core

Multiple shippers/receivers in compact area.  
Interface of logistics with bikes/peds.  
In dense central city areas w/ minimal parking.

Establish designated delivery unloading areas; Incentivize off-peak delivery; Work with a central retail management group (i.e. BID) to understand needs; Establish remote delivery consolidation areas

### Downtown Saratoga Springs





# FREIGHT PRIORITY NETWORK CRITERIA

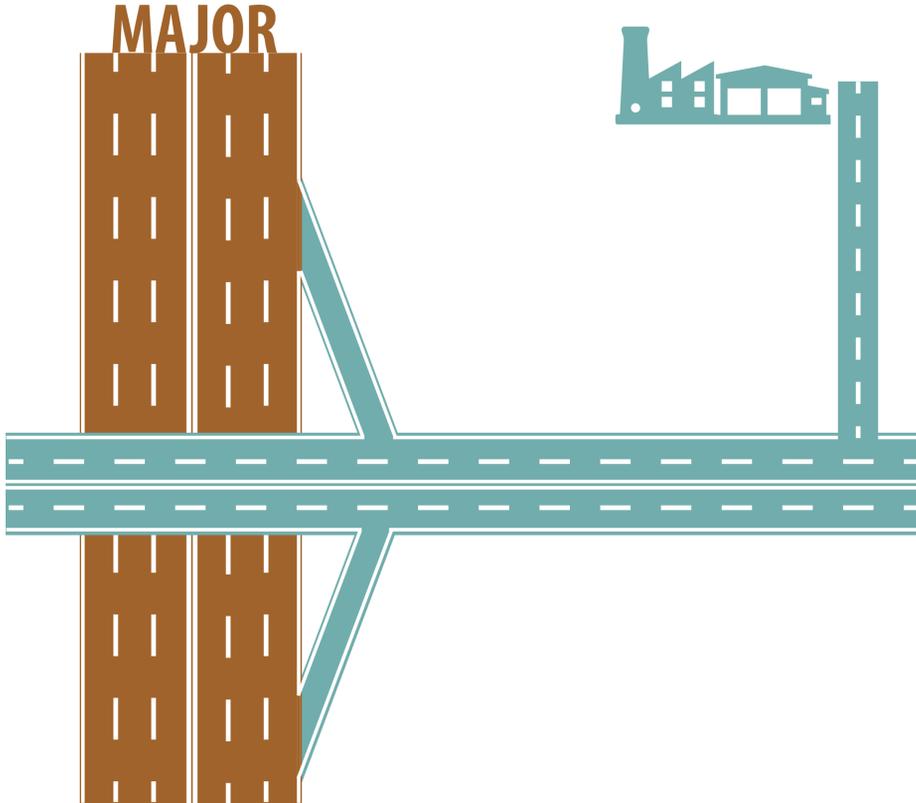
## MAJOR ROUTE

Access Controlled Highways and Major Arterials (Mainly Interstate and National Highway System Facilities)

Connects the Capital Region to Other Regions and States

Operated by NYSDOT or Another State-Level Agency

High Truck Volumes: 4,000+ Per Day



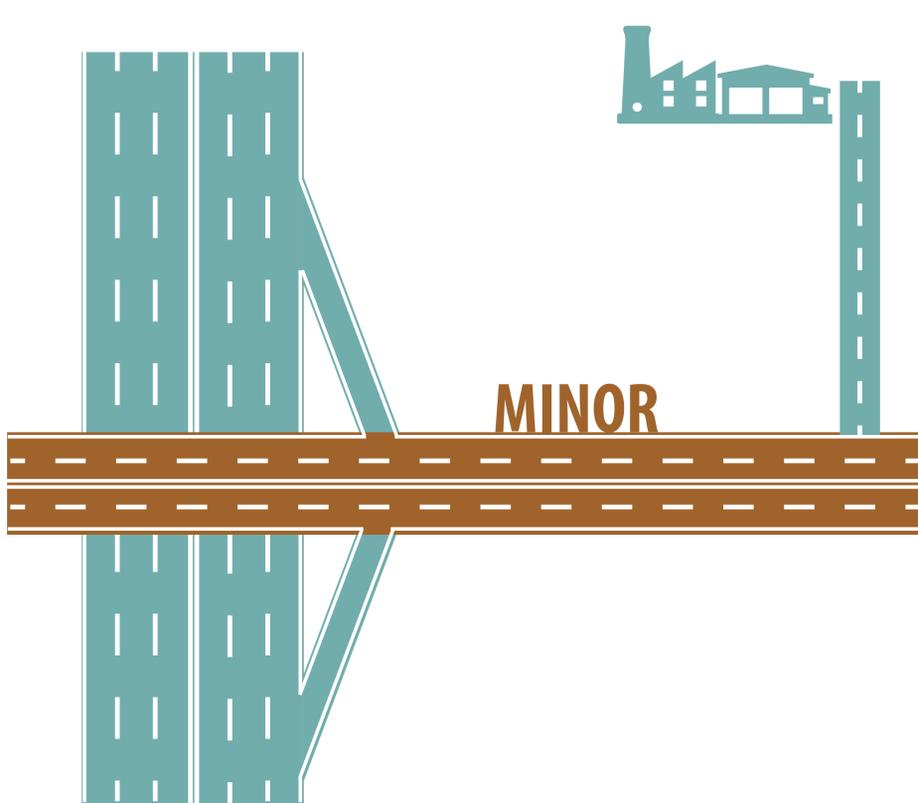
## MINOR ROUTE

Highways and Major/Minor Arterials (May Include National Highway System Facilities)

Connects Major Facilities Within and Throughout the Capital Region

Operated by a State-, Regional-, or Local-Level Agency

Medium Truck Volumes: 1,000+ Per Day



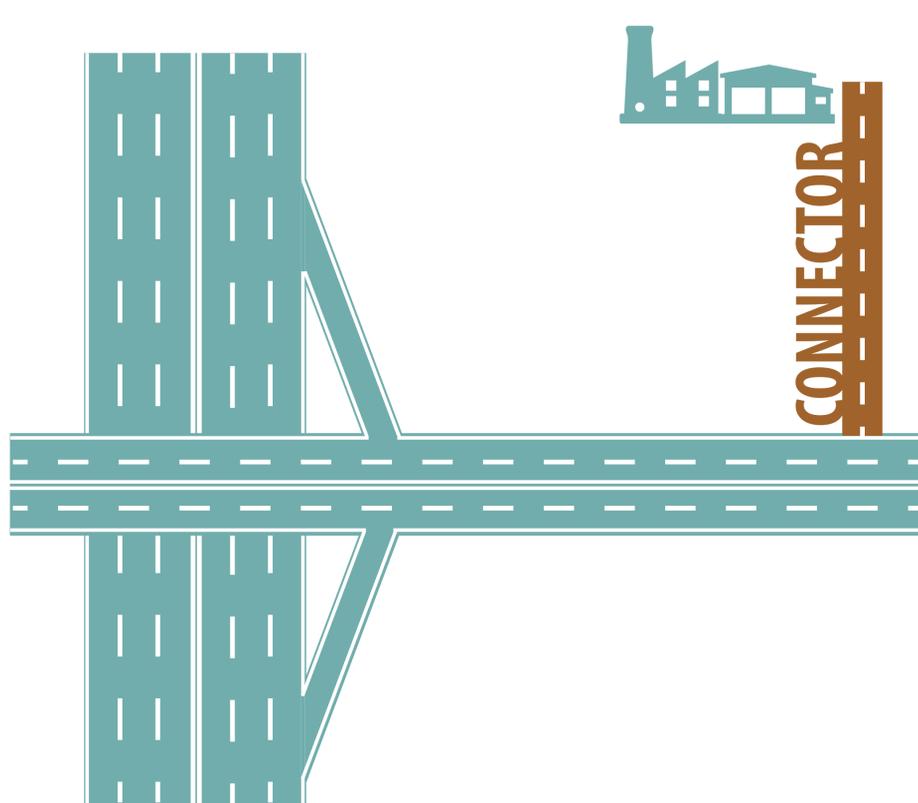
## CONNECTOR ROUTE

Minor Arterials or Collector Roadways (Generally will not Include National Highway System Facilities)

Connects Major Facilities to Minor and Major Routes in the Capital Region

Operated by a Regional- or Local-Level Agency

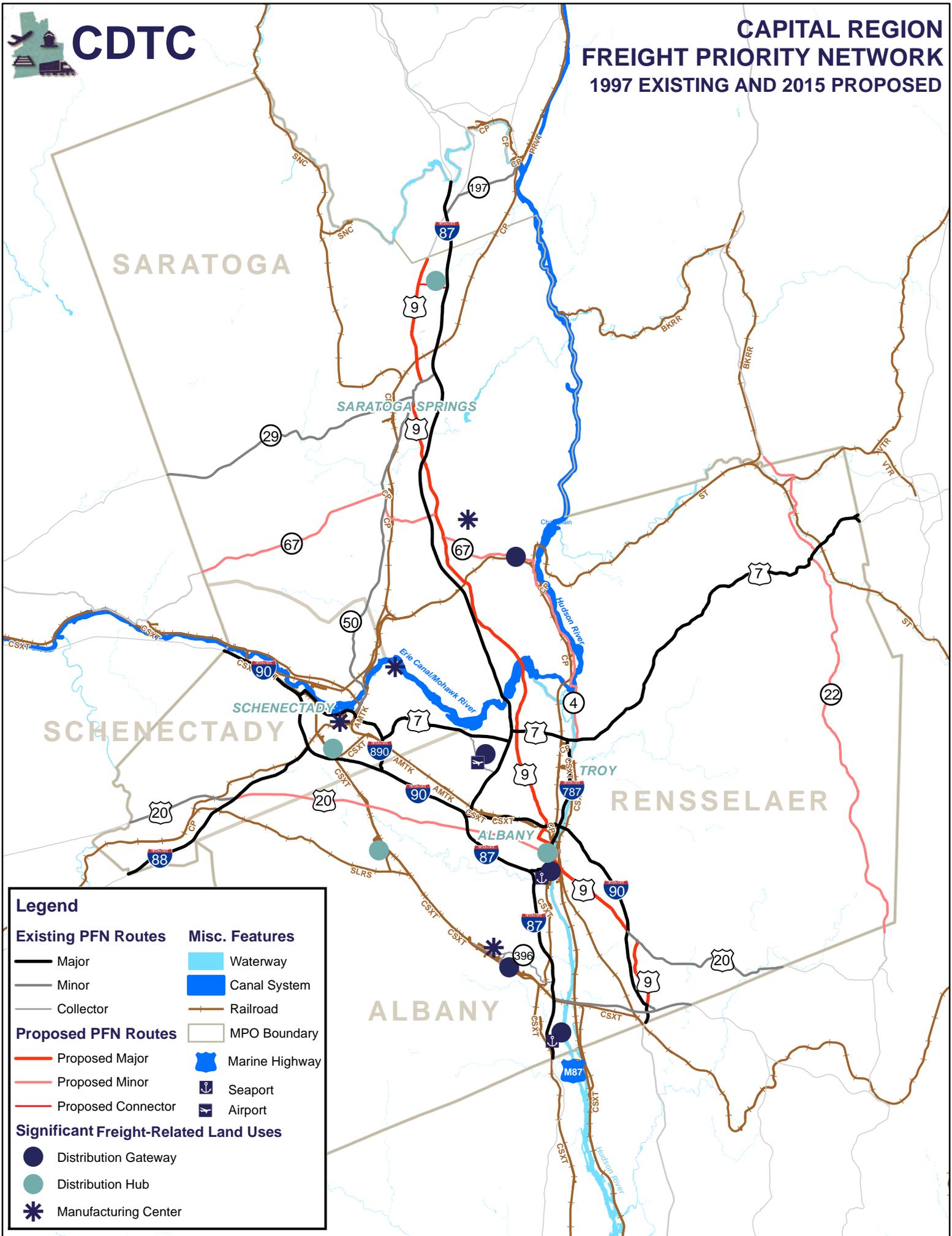
Medium/Low Truck Volumes: 500+ Per Day





# CDTC

## CAPITAL REGION FREIGHT PRIORITY NETWORK 1997 EXISTING AND 2015 PROPOSED



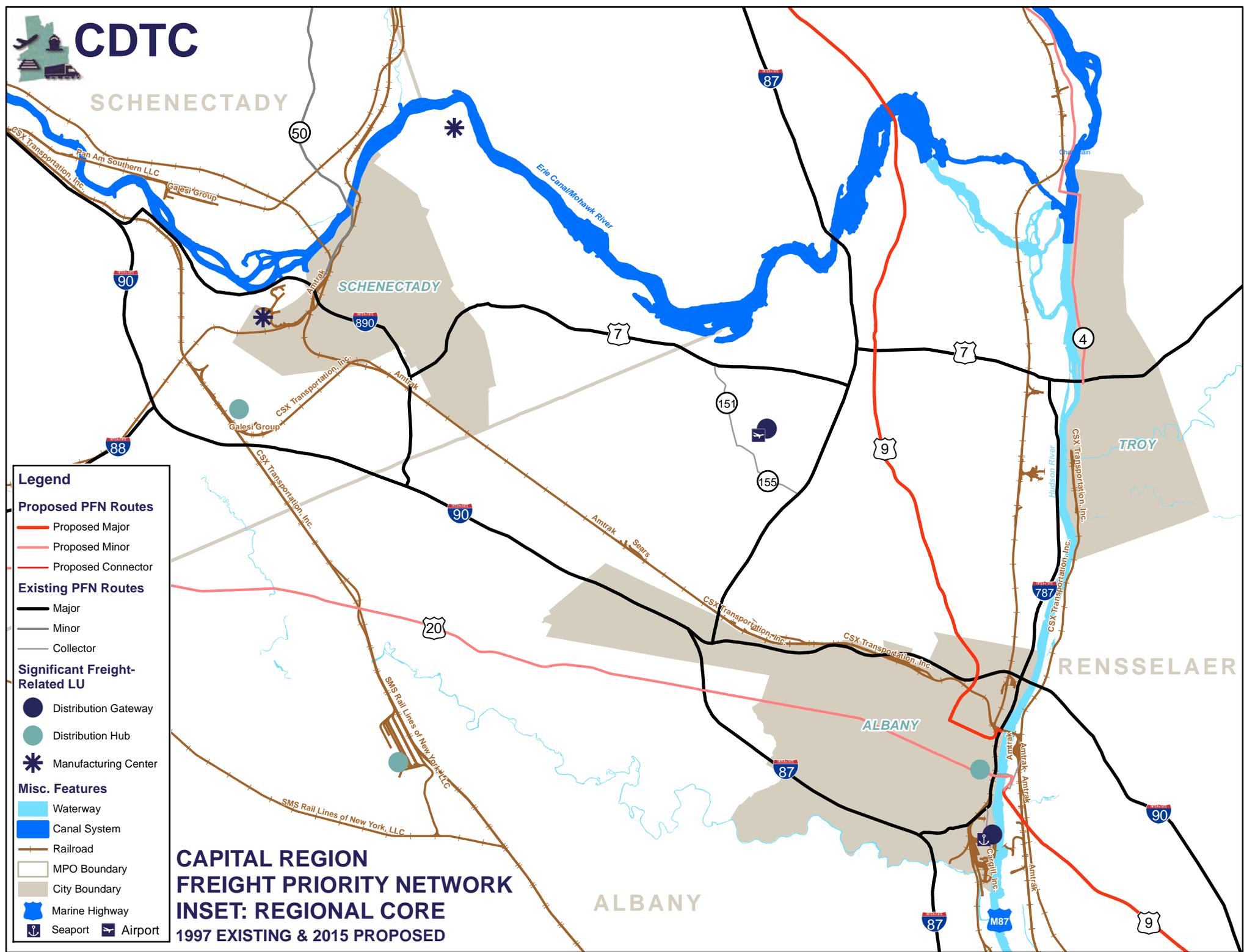
**Legend**

<b>Existing PFN Routes</b>	<b>Misc. Features</b>
— Major	Waterway
— Minor	Canal System
— Collector	Railroad
<b>Proposed PFN Routes</b>	MPO Boundary
— Proposed Major	Marine Highway
— Proposed Minor	Seaport
— Proposed Connector	Airport
<b>Significant Freight-Related Land Uses</b>	
● Distribution Gateway	
● Distribution Hub	
* Manufacturing Center	



# CDTC

## SCHENECTADY



### Legend

#### Proposed PFN Routes

- Proposed Major
- Proposed Minor
- Proposed Connector

#### Existing PFN Routes

- Major
- Minor
- Collector

#### Significant Freight-Related LU

- Distribution Gateway
- Distribution Hub
- Manufacturing Center

#### Misc. Features

- Waterway
- Canal System
- Railroad
- MPO Boundary
- City Boundary
- Marine Highway
- Seaport
- Airport

**CAPITAL REGION  
FREIGHT PRIORITY NETWORK  
INSET: REGIONAL CORE  
1997 EXISTING & 2015 PROPOSED**

# Truck Side Guard Technical Overview

## Safety and Operational Considerations

April 23, 2015

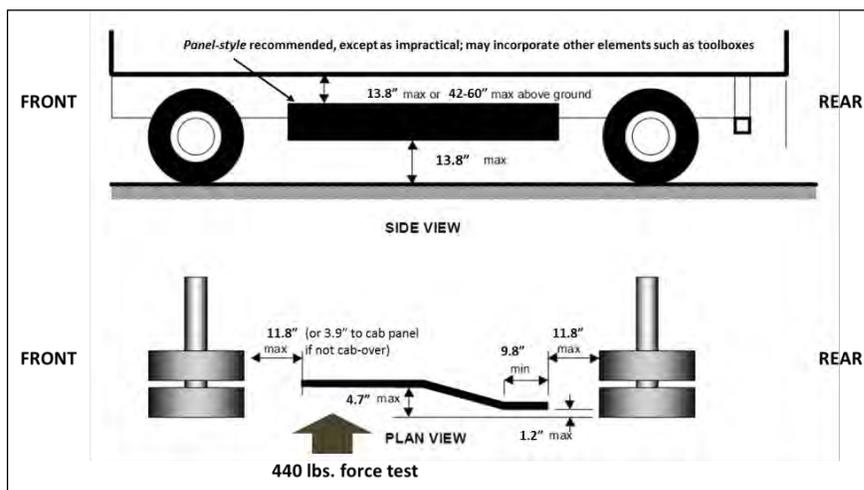
Truck **side guards** are devices designed to keep pedestrians, bicyclists, and motorcyclists—known as vulnerable road users (VRUs)—from being run over by a large truck’s rear wheels in a side-impact collision. This technology works by physically covering the cavity between the front and rear wheels of a truck.

Side guards have been required standard equipment since the 1980s in the European Union and Japan, and more recently in Brazil. Canada conducted research for a national side guard standard from 2009 to 2013 and also began evaluating the viability of using aerodynamic **side skirts** for VRU safety. Reports from that effort and from [Dutch research](#) suggest that certain side skirts may provide comparable protection while also potentially reducing fuel consumption by reducing air drag.

Side collisions with large trucks were associated with 111 pedestrian and bicyclist fatalities annually in the U.S., based on 2005-2009 data on [single-unit trucks](#) and [tractor-trailers](#). **Of the 75 fatal bicyclist crashes per year with large trucks, approximately 50 percent were side impacts.**

Based on studies conducted in the United Kingdom, side guards are an effective technology for reducing the number of VRU fatalities and the severity of injuries, especially for bicyclists.

For example, in the UK, a 61 percent reduction in cyclist fatalities and 20 percent reduction in pedestrian fatalities were [reported](#) in side-impact collisions with trucks following the national side guard mandate.



**Volpe-recommended side guard specifications developed for NYC’s Vision Zero program. ([Volpe/U.S. DOT](#))**





Truck side guards, both rail-style and panel-style, are shown installed on single-unit as well as combination trucks. At top right, an aerodynamic side skirt installed on a trailer. (Top right: [Walmart Flickr](#), ©2010. All others: Alexander Epstein, ©2012-2015.)

Rail-style side guards cost an average of [\\$847](#) and add between [6 and 73 pounds](#) to the weight of the truck. (It is important to differentiate lightweight VRU side guards from the much heavier and stronger guards that would be necessary to protect car occupants, like those explored in a 2014 NHTSA UMTRI study.) VRU side guards could potentially be [built even lighter](#) and still meet the minimum strength requirements of European regulations, which specify a maximum ground clearance of 550 mm (21.7 in) and a minimum 1 kN (220 pounds) impact force that must be resisted.

There has been limited but growing side guard adoption in the United States that includes municipal truck fleets in Portland, OR, and Washington, D.C., and recently Boston and [New York City](#), which partnered with Volpe to develop [recommended specifications](#). Boston's [ordinance](#) is the first to require both city-owned and city-contracted fleets to install side guards.

At the same time, aerodynamic truck side skirts (or **underbody fairings**), which are primarily designed to save fuel for trucks by decreasing air drag but may also protect VRUs in side-impact collisions, have been voluntarily

installed over the last decade on many North American tractor trailers and some [straight trucks](#). This trend is being driven by rapid payback from [fuel savings](#) and by medium- and heavy-duty vehicle fuel efficiency standards. For a long-haul tractor trailer, the fuel savings from installing a rigid skirt can reach \$5,000 per year, or several months to breakeven, depending on mileage and speed. EPA SmartWay verified that side skirts provide [4 to 7 percent](#) fuel economy improvement.



EPA SmartWay has verified that trailer side skirts provide 4-7 percent fuel economy improvement. (Adapted from DOE)

Even for city vehicles, limited fuel economy benefits may still be realized, depending on overall drive cycle. A dual-purpose side guard/skirt may therefore potentially offer both VRU safety and fuel ROI.

[www.volpe.dot.gov](http://www.volpe.dot.gov)

