

GOODS MOVEMENT PLAN

Introduction

The Capital District Transportation Committee (CDTC) is the designated Metropolitan Planning Organization (MPO) for Albany, Rensselaer, Saratoga, and Schenectady counties. CDTC provides a forum for cooperative decision-making about transportation, dealing with a wide range of highway and transit concerns and their influence on regional economic vitality, environmental health, and quality of life. CDTC is responsible, together with NYSDOT and CDTA, for a long-range regional transportation plan meeting social, environmental, economic, and travel needs of the area. It is also responsible for developing and maintaining a Transportation Improvement Program (TIP) which assigns federal transportation funds for specific projects. The federal government will not entertain projects in the Capital District unless they are consistent with the plan and have been assigned funds through CDTC.

The current federal transportation legislation – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) – encourages MPO's to promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight. MPO's should also foster economic growth and development within and between states and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan transportation planning. The legislation also requires MPO's to plan for supporting economic vitality, protecting and enhancing the environment, promoting energy conservation, enhance inter-modal facilities, and improving mobility, safety, security, etc. All these aspects related to freight movement have been considered and incorporated into the metropolitan planning process in the Capital District as part of a more comprehensive long range regional transportation plan, *New Visions*.

New Visions refers to CDTC's official long-range regional transportation plan for Albany, Rensselaer, Saratoga, and Schenectady counties. Under federal law, CDTC must maintain a 20-year policy vision for the transportation system that reflects the needs of the area. CDTC's *New Visions* plan was adopted in March 1997 and included numerous public policies, principles, actions and a twenty-year transportation budget. The *New Visions* plan established a regional intelligent transportation system (ITS) plan; a regional bike system plan; **a goods movement plan**; a regional transit plan; and other significant elements. The plan has been instrumental in redirecting transportation planning and capital investment in the region.

One overwhelming characteristic of freight movement for public-sector transportation planners is its rapidly and constantly changing nature – led by the private sector. In 1993 CDTC assembled a representative group from the freight community into a Task Force and facilitated discussion by providing background materials and a structured process with milestone products. The task force prioritized issues and areas of data collection.

Efforts of the Task Force resulted in the 1995 document titled: *Goods Movement In The Capital District: A Performance Report*. This task force is an important component in fulfilling the SAFETEA-LU requirements of collaborative consultations with national, state, and local agencies, non-profits, academia, private freight representatives, interest groups, and citizens.

The Task Force remains active. It began meeting quarterly and has moved to an annual workshop format to discuss goods movement issues. The Task Force consists of representatives from the NYS Department of Transportation, the Port of Albany District Commission, the NYS Motor Truck Association, the Albany International Airport, the NYS Thruway, the Albany County Department of Public Works, SUNY Albany, as well as local rail companies, freight carriers, and trucking companies.

CDTC conducted a Regional Goods Movement Symposium on October 5, 2006 in collaboration with the Department of Geography and Planning, State University of New York at Albany (SUNY) and the Rensselaer Polytechnic Institute (RPI) at the Heffner Alumni House on the RPI campus. There were more than 80 participants representing state and local agencies, academia, private companies, and other interested parties. Presentations and discussions concentrated on rail movement, border crossing via all modes, information systems including data collection and information dissemination techniques, new technologies in freight, and regional trade initiatives. Future workshop presentations and other products will be made available on CDTC's website (www.cdtcmpo.org). This workshop, in addition to various other efforts, addressed the SAFETEA-LU requirements of capacity building, consultation/collaboration, best practices dissemination, and partnerships among various freight-related constituents in the CDTC planning area.

As part of the New Visions 2030 update, the changes that have occurred to Goods Movement in the Capital District are highlighted in this Goods Movement Plan prepared by the Goods Movement Task Force with input from the Regional Goods Movement Symposium held in October 2006.

There are several major facilities and agencies that constitute the hub of regional freight transportation planning activities. They include (but are not limited to):

Port of Albany: The Albany Port and the adjacent Kenwood Yard (CP Rail) and Selkirk Yard (CSX) are active economic entities. CP Rail and CSX provide rail service to the port via the Albany Port Railroad Corporation. The Port stresses inland connections that can be reached via its close proximity to the interstate highways and its rail connections. The Hudson River provides year round navigation. The port's American Crawler Crane and Liebherr Mobile Harbor Crane contribute to the efficiency of port operations as does its 300,000 sq. ft. of warehouse space and ample open storage

Albany International Airport: Albany International Airport is the air facility for both passenger and freight activity in the Capital District. The airport provides cargo facilities and intermodal capabilities which are vital to the shipment of mail and other essential

goods in the Capital District. In recent years, the airport has undergone and continues to undergo numerous capital improvements to accommodate more air traffic and facilitate intermodal goods movement. These improvements include a new terminal capable of accommodating 1.5 million enplanements a year, two new jet bridges and runway expansions. The airport benefits from its strategic location at the junction of I-87 and I-90, which allows for the efficient movement of passengers and goods to and from the airport.

New York State Thruway Authority: The Thruway and the interstate highway system are primary arteries for Goods Movement by truck—the mode that moves more than half of all goods in and through the Capital District. Albany is located on the Thruway’s main line which connects New York City to Buffalo. In addition the Thruway operates the New York State Canal system. The 524 mile canal system is made up of the Erie, Champlain, Oswego and Cayuga-Seneca canals. The Thruway operates the portion of Interstate 87 below Albany and the NYSDOT operates the portion above Albany, known as the Northway.

New York State Department of Transportation:

The NYSDOT is responsible for managing the state’s transportation system, including the Interstate system. It assists in the operation and development of transportation facilities and services for highways, railroads and ports. The Department was essential in the development of the I-87 Corridor Study. An objective of this study was to enhance goods movement and intermodal operations along the I-87 Corridor.

The Capital District has experienced significant changes in Goods Movement since the 1995 document was produced. Changes have occurred in several areas, especially with respect to the Port of Albany and the Albany International Airport. The Goods Movement Task Force has identified and analyzed the significant changes in Goods Movement in the Capital District. These changes have been outlined in this Goods Movement Plan.

- The New York State Department of Transportation underwent an organizational “transformation” which placed greater emphasis on the state’s transportation corridors. A proposed trade corridor will address issues of vital importance to the Capital District and to the international goods movement. A main objective of the trade corridor is to link the state’s urban centers to the three areas of international trade. These commercially important international areas of trade are New York City, Montreal and Toronto. The Capital District will play a crucial role in the trade corridor because of its strategic location along I-87, which provides a direct link between New York City and Montreal. The proposed corridor addresses several key issues including, signage, border crossing clearances, payment for transportation services, enhanced permit and licensing services, minimizing delays, and encouragement of the creation of intermodal facilities. In addition, the proposed corridor aims to achieve performance results in the areas of mobility and reliability, economic sustainability, the environment, safety and security.

- The Port of Albany has experienced substantial increases in goods movement. The Port is showing signs of obtaining and ultimately surpassing the vital role it once possessed in the Capital District's economy. The Port of Albany's participation in the Port Inland Distribution Network (PIDN) has resulted in an increased number of containers being handled at the Port. The amount of outbound containers with exports equals and occasionally surpasses the number of containers entering with imports. This is especially noteworthy because this balance does not occur often at American container ports. The products leaving the Port are mostly scrap steel and hardwood logs bound for China. The Liebherr Mobile Harbor Crane has been facilitating the movement of cargo at the Port along with a variety of material handling equipment. The Port's on-dock rail facilities and recently restored storage facilities enhance its ability to handle all types of cargo.



Source: Port of Albany

The Port Authority of New York and New Jersey developed PIDN in response to potential future increases in global trade and regional consumer related container traffic. An objective of the PIDN was to lower inland distribution costs by funneling containers to feeder ports and terminals using barges, rail and trucks. The Port of Albany has a crucial role in the PIDN by serving as a collection point for containers, thus helping to reduce the volume of containers stored at the Port of New York and New Jersey. In addition, the PIDN offers several advantages for carriers, terminal operators and cargo owners. These advantages include improved handling of containers, reduced highway congestion, expansion of barge and rail use, and the creation of storage and distribution opportunities at

feeder ports. As part of the PIDN, the Albany ExpressBarge, a container barge service, began operating in April 2003 between all marine terminals at the Port of New York and New Jersey and the Port of Albany. However, this program has been suspended since April 2006. The PIDN program still has high potential and is being evaluated for future use.

The Port has also undergone significant administrative changes that affect the Goods Movement in the Capital Region. The Port Master Plan was updated in 2000. Federal Marine Terminals (FMT) acquired the stevedoring (the loading and unloading of ships) operation at the Port. The Port now has access to the FMT network, enhancing the port's ability to make partnerships with other ports along the East Coast and the Great Lakes. These partnerships can be used to better serve Port customers.

Kenwood Yard, adjacent to the Port, is a well equipped inter-modal facility in the Capital District. The rail yard has two cranes to facilitate the loading and unloading of containers onto flatcars. These cranes along with Port's American Crawler Crane and Liebherr Mobile Harbor Crane, are instrumental to inter-modal goods movement in the Capital District. Both the Port and Kenwood Yard benefit from a newly renovated major access road. The access to and from I-787 is indirect with a steep slope leading to the NYS Thruway Interchange 23, making it difficult for loaded tractor trailers to exit the Port to the Thruway.

- A Foreign-Trade Zone (FTZ) is a site within the United States, in or near a U.S. Customs Port of Entry, where foreign and domestic merchandise is generally considered to be in international commerce (i.e., outside of U.S. Customs territory). The purpose of Foreign-Trade Zones and Subzones is to stimulate international trade and create jobs and investment in the United States rather than abroad. Companies receive many financial benefits by locating in designated FTZs. Foreign or domestic merchandise may enter a Foreign-Trade Zone without a formal Customs entry or the payment of Customs duties or government excise taxes if the final product is exported. If the final product is imported into the United States, Customs duties and excise taxes are due only at the time of transfer from the FTZ. The duties paid are the lower of those applicable to the final product itself or its component parts (inverted tariff option). Foreign-Trade Subzones may be established to extend FTZ benefits to individual manufacturing firms at their existing plant locations.

In 1985, the Foreign-Trade Zones Board of the U.S. Department of Commerce has granted the Capital District Regional Planning Commission (CDRPC) the authority to establish Foreign-Trade Zones in the Capital District. CDRPC has contracted to Capital District Trade Strategies (CDTS) to serve as the Zone Administrator. The Capital District contains three sites designated as General Purpose Foreign-Trade Zones. The Capital District's FTZs include an active site at the Northeastern Industrial Park, an active site at the Rotterdam Industrial Park and a currently inactive site at the Port of Albany. In addition, the Capital District

also has two Foreign-Trade Subzones. Both subzones are in the City of Rensselaer. One is currently active and operated by Organichem Inc. The second is currently inactive but at one time was operated by the BASF Corporation. Activation of a third subzone site in Waterford by Momentive, Inc. is expected during 2007. In addition, the Commission will be submitting an application for a major expansion of the Zone boundaries to the Foreign Trade Zone Board in 2007.

- Albany International Airport provides state-of-the-art inter-modal air freight facilities with ongoing capital improvements including a new 5,500 square foot air-freight building for the US Postal Service that opened in 2004. A 53,000 square foot air cargo terminal and 15 acre ramp was opened in August 1998 housing FedEx, Wiggins, UPS and DHL/Airborne Express. In 2004, Mobile Air Transport, a freight forwarding company joined the cargo exclusive tenants of this terminal. New air cargo access improvements between this new air cargo terminal and the National Highway System at State Route 7 and Interstates 87 and 90 have been proposed.

The Airport is also enhancing its airside runway and ramp facilities to provide optimal loading and aeronautical operating efficiency for all passenger and freight operations. A 1,200 foot extension, from 6,000 to 7,200 linear feet was completed to the Airport's cross-wind (east-west) runway in 2003. Construction of a 1,300 linear foot extension, from 7,200 to 8,500 linear feet, for the Airport's Primary Runway was also completed. These extensions enable the Airport to support current and future aircraft and provide an additional margin of safety. Most significantly, the extension increases the efficiency of all commercial carriers by eliminating occasional weight restrictions during adverse weather conditions such as summer heat and winter icing.

- Trucking deregulation had impacted the goods movement in the Capital District. Deregulation involves the reduction and simplification of regulations in the trucking industry. An analysis on the impact of deregulation is still pending (more research is underway).
- The presence of several well established railroads in the Capital District strengthens its role as a transportation hub and offers potential for increased intermodal activities to facilitate goods movement. The Capital District is currently served by the CSX, Norfolk Southern, Canadian Pacific Railway and the Boston/Maine freight railroads.
- Commercial traffic safety on the NYS Thruway is a primary concern in the Capital District. A current safety issue involves tandem tractor trailers crossing toll booth travel lanes to reach the tandem trailer lots at Exits 23 and 24. Although progress has been made in improving conditions for commercial traffic at these exits, the concern posed by tandem trailer access remains an issue. Improvement for single trailer access was achieved with the introduction of a

single lane road and the use of Washington Avenue Extension near Exit 24. Recommendations developed as part of the Albany Corridor Study should be considered as next steps.

- The U.S. Department of Energy's (DOE) Clean Cities program is a voluntary, locally based government/industry partnership. It is designed to mobilize local stakeholders in the effort to expand the use of alternatives to gasoline and diesel fuel by accelerating the deployment of alternative fuel vehicles (AFV's) and building a local AFV refueling infrastructure. The Clean Cities program expanded its program mission to “advance the national, economic and energy security of the United States by supporting local decisions to reduce use of petroleum fuels in vehicles.” Clean Cities carries out this mission through a network of more than 80 volunteer coalitions, which develop public/private partnerships to promote alternative fuels and vehicles, fuel blends, fuel economy, hybrid vehicles, and idle reduction.

Local efforts to participate in the federal Clean Cities program were undertaken by Schenectady County in early 1996 after it received funding through the New York State Energy Research and Development Authority (NYSERDA) for the installation of a compressed natural gas fuel station and vehicle conversion project. The county recognized the importance of this program and began to build a coalition of public agencies and private businesses. Schenectady County formed a partnership with thirty-nine organizations, including Niagara Mohawk, NYSERDA, the New York State Thruway Authority, CDTC, Shenendehowa Central Schools, the Environmental Business Association, Environmental Advocates and others. This partnership became known as the Capital District Clean Communities. This group met regularly and, with Schenectady County and Niagara Mohawk taking the lead, they submitted a Clean Cities program plan to the U.S. Department of Energy on behalf of the Capital District Clean Communities. DOE accepted the program plan and the Capital District Clean Communities coalition became a designated member of Clean Cities in April 1999.

The Capital District Clean Communities (CDCC) formed primarily to take advantage of the environmental, public health, energy, and economic benefits that the Clean Cities program offers. Specifically, alternate fuels can benefit the Capital District by creating commercial opportunities and jobs in the sale, conversion, and maintenance of AFV's and in the installation and service of associated infrastructure. In addition, benefits come from the research and development of new technologies and products through the reduced dependence on imported fuel.

The Capital District provides substantial opportunities for the expansion of the alternative fuel marketplace, particularly with the large state vehicle fleet that operates in the area. Stakeholders in CDCC recognize the need to provide greater

fuel choices in the Capital District and to reduce its dependence on imported oil. The alternative fuels currently in use in the Capital District are compressed natural gas, propane, bio-diesel, ethanol and electricity. The state also owns and operates a growing fleet of hybrid-electric vehicles.

The Capital District Clean Communities coalition group meets quarterly to work on the program plan and to implement the national Clean Cities goals. Currently, the Capital District Clean Communities Coalition has over 30 Stakeholders, representing:

Adirondack/Glens Falls Transportation Council
Albany County Airport Authority
BAF Technologies
Brown Coach
Capital District Regional Planning Commission
Capital District Transportation Authority
Capital District Transportation Committee
Clean Energy Fuels
City of Gloversville Transit System
City of Oneonta
Cummins Northeast
Delta Air Lines
Environmental Business Association of NYS
Gorman Terminals LLC
Hudson Valley Community College
Mohonasen School District
New York State Department of Environmental Conservation
New York State Department of Transportation
New York State Energy Research and Development Authority
New York State Office of General Services
New York State Office of Parks, Recreation and Historic Preservation
New York State Thruway Authority
New York Power Authority
Niagara Mohawk
NPB Computers
Ravena-Coeyman's-Selkirk Central School District
Saratoga Bridges
Shenendehowa Central School District
Schwan's
Siemen's Building Technologies
Sprague Energy Corporation
SLA Transport Inc.
SUNY at Cobleskill
Upstate Tours
World Energy

Goals of the CDCC include:

- Increase Local Alternative Fuel Vehicle Counts
- Help New York State Implement the Mandated AFV Acquisition Plans
- Create Partnerships for AFV Refueling Infrastructure

- Encourage Private Sector Stakeholders to Take Advantage of the NYS Tax Incentives for AFV and Infrastructure Acquisition
 - Assist in the Creation of a "Clean Corridor" From Albany to Buffalo and From NYC to the Canadian Border Making it Possible to Link Clean Cities within the State
 - Expand use of Blends (e.g. B20, E85, HCNG)
 - Accelerate Sales of Hybrids
 - Promote Informed Consumer Choice on Fuel Economy
 - Encourage Use of Idle Reduction Technologies
 - Increase use of Alternative Fuels
- Most goods in the Capital District are shipped by truck, so trucking related issues will continue to greatly affect goods movement, especially as commercial traffic increases in the Capital Region. Existing truck stops are operating at near capacity. Outreach should be conducted to trucking companies as they are the ones whose perceptions will determine capacity. The region is fortunate to have a new truckstop open on I-88 in Rotterdam. However, the region also lost a truckstop at I-87's Exit 11.

Goods movement in the Capital District is impacted by a growing concern at national, state and local levels for reducing truck idling. These concerns are aimed at reducing air and noise pollution. The availability of electrical power for commercial drivers at truck stops helps to reduce engine idling. Truck drivers in the Capital District can gain access to electrical outlets at a privately owned truck stop on I-87's Exit 16. The NYS Thruway conducted a truck stop electrification pilot project at two travel plazas. The truck stop electrification units were located at the DeWitt Travel Plaza near Syracuse and at the Chittenango Travel Plaza between Exits 34 and 34A westbound. These facilities are currently in operation.

Truck Stop Electrification at
Chittenango

Source: NYSERDA



Commercial driving provides an active source of jobs in the Capital District. Long distance drivers are in particularly high demand. Federal driving regulations limit the number of hours per day a commercial driver can drive. These drivers live in the cabs of their trucks during rest periods. The drivers idle their engines to power appliances, heat their cabs in cold weather and cool their cabs in warm weather thus consuming more diesel fuel.

Truck stop electrification provides a solution to engine idling by providing drivers with electricity to power their appliances and by providing them with a variety of modern cab amenities. Truck drivers can take advantage of this technology for a fee at specially equipped truck stops. The services are accessed by attaching an easy to install module to the window of a truck's cab. The electrification technologies being used throughout the country not only provide electrical outlets but are also capable of providing telephone, internet, and satellite cable services. This technology has many benefits beyond those directly experienced by the truck drivers. The reduction of idling is accompanied by a reduction in air and noise pollution. The technology has a great impact on fuel consumption and has the potential to create financial gains for the trucking companies. A reduction in idling creates savings in engine maintenance and enables trucks to get more miles to the gallon because they have more fuel in their tanks. Truck stop electrification increases highway safety by providing the amenities and luxuries that help to insure that drivers get adequate rest during rest periods on long trips. Utility companies benefit from supplying the electricity because this technology creates a new source of revenue for them. The benefits of reduced fuel consumption, air and noise pollution not only impact the goods movement and residents of the Capital District, but have global impacts as well.

- NYSDOT facilitates efficient goods movement in the Capital District by initiating a single permit process which allows a limited increase in Thruway tandem trailer sets operating on the state's roads, which connect industrial parks to Thruway interchanges. These tandem trailer sets consist of two 48 foot trailers.
- Goods movement in the Capital District will likely experience an increase in the movement of high cost, low volume goods due to anticipated growth in the Nanotechnology industry. This industry produces expensive products that require little space for shipping. This industry will most likely have its greatest impact on air freight, which is ideal for facilitating the goods movement of expensive, low volume products. The nanotechnology industry will also likely affect commercial traffic by increasing the amount of expedited courier-type truck deliveries throughout the region. It should be noted that the small size of nanotech products will mean that these goods will likely be transported in light vans as opposed to large trucks.
- The Capital District has been impacted by new developments in ITS. These developments include the monitoring of traffic by the Capital District Transportation Management Center, the expansion of the use of EZ Pass on the

NYS thruway, the presence of fixed Variable Message signs, the availability of real time road condition reports on the NYSDOT website, and the raising of speed limits on arterial streets to 65 mph. All of these developments will help enhance the growing levels of goods movement in the Capital District.

- As part of the Community and Transportation Linkage Planning Program, CDTC funded a project that produced the *Albany County Commercial Transportation Access Study*. The project examined the following three study areas in the county: the Watervliet Arsenal/Colonie Economic Development Zone in the City of Watervliet and Town of Colonie, the Southeastern Village of Menands, adjacent to Broadway and Erie Boulevard, and the Port of Albany/South End Neighborhood, City of Albany. The objective was to help define better access for commercial traffic in these study areas. The full report is available on CDTC's website (www.cdtcmpo.org).
- The NYS Thruway has conducted the *Albany Corridor Study* to formulate a Capital Improvement Plan to identify the improvements that will be required over 20 years on a segment of the Thruway between Albany and Schenectady Counties. The segment examined includes the interchanges between 21A (Berkshire Connector Spur) and 25A (Schenectady I-88). This study is important to the Capital District because it examined several key areas vital to goods movement on the NYS Thruway. The study assessed the capacity along the Thruway's mainline and at Interchange 25. It examined congestion at Interchange 24 and other toll plazas. The study also examined the physical condition of the Thruway's bridges and pavements. CDTC was instrumental in conducting traffic forecasts to aid in the study.
- Goods movement in the Capital District is significantly affected by commercial distribution centers that are located locally and in surrounding areas. These distribution centers generate large amounts of commercial traffic on the Capital District's highways and roads. The Grand Union located at Waterford has closed down. The major distribution centers in the Capital District are K-Mart and Target.

Forward Thinking

The planning of transportation improvement projects affecting goods movement requires forward thinking. The freight industry can quickly identify what improvements in transportation infrastructure are currently needed. However, several years can pass before transportation improvements projects are approved and funded. This long delay makes forward thinking crucial to goods movement. It is necessary to identify what transportation improvement projects in the Capital District will be needed in the future, so that the planning process for these vital improvements can begin now.

- As goods movement in the Capital District steadily increases, the region will experience increased commercial traffic (between New York City and Canada) that will share the region's roads with regional and commuter traffic. As the long distance commercial traffic increases, the Capital District should be prepared to entertain funding projects that could separate the regional traffic from long distance traffic. Consideration should be given as to whether the funding of these projects will be from local, state, federal, or private sources.
- Goods movement in the Capital District has the potential to be affected by the introduction of new industrial parks created by municipalities wishing to generate additional tax revenues. The municipalities of Malta/Stillwater, New Baltimore, Niskayuna, Bethlehem and Coxsackie (adjacent to the Capital District) has implemented or considering implementing new industrial parks. These industrial parks, whether in or adjacent to the Capital District, will increase commercial traffic and place a greater demand on the region's transportation system. Consideration should be given to planning for the accommodation of this new traffic since current access may not be sufficient to meet the future demands.
- It is anticipated that the construction of more modern roundabouts in the Capital District will significantly impact traffic and goods movement. A modern roundabout is an unsignalized circular intersection engineered to maximize safety and minimize traffic delay. Roundabouts improve traffic safety and reduce delays. They are designed so traffic flows through them at slow continuous speeds. Vehicles in a roundabout do not have to yield to vehicles that are entering. Roundabouts are safer than conventional intersections because vehicles enter roundabouts at close to right angles, thus creating less points of potential conflict with vehicles traveling inside of the roundabout. Single lane roundabouts have an apron around their center island to accommodate the tight turning radii of large trucks and tractor trailers. These aprons provide the extra surface area needed by the wheels of tractor trailers, which are vital to goods movement. The aprons also create additional surface area to facilitate the passage of emergency vehicles. Large vehicles in double lane roundabouts can take up both lanes to accommodate their turning radii.
- SAFETEA-LU requires MPO's to incorporate a separate security section in the Regional Transportation Plan. Security is and will continue to be an important concern affecting goods movement in the Capital District. It is a particular concern for the Port of Albany and the Albany International Airport, as they are points of entry for international goods. Security is also a concern affecting the region's highways, which transport all types of goods between the New York Metropolitan Region, the Northeast and Canada.
- The introduction of real time parking availability will greatly impact goods movement in the Capital District, as it will influence which rest stops commercial drivers choose. This technology could inform commercial drivers of the availability of commercial parking spaces in the Capital District before they arrive

at them. This technology will enable commercial drivers to efficiently plan their stops and will help to reduce congestion at commercial rest stops.

- The Task Force would like to see a Spot Improvement Program for goods movement be considered. This program would be jointly funded with funds assigned through CDTC and those of municipalities in the Capital District. The funds would be used to pay for small transportation improvements projects which will enhance goods movement in the Capital District.
- Consideration should be given to the conflict between bicycle and pedestrian issues and those of goods movement. Bicycling and walking are widely used modes of transportation, which will increase as the population in the Capital District grows. Bicycles and pedestrians have different needs than those of the goods movement community. Thus careful consideration should be given to achieve a balance of safe and efficient facilities for all modes. Bicycles require bike lanes and shared roadways. Commercial vehicles can take up a lot of space on roads and often need the space used by bicyclists. Pedestrians require sidewalks, traffic medians and cross walks. Commercial vehicles have large turning radii that require large amounts of space to accommodate turning. The large amount of space needed on streets contrasts with the narrow streets that easily accommodate pedestrian street crossings.
- It is vital that the collection of freight data continue in the Capital District in order to determine the current and future needs of goods movement. The data will be instrumental in helping to shape the policies and decisions affecting goods movement in the Capital District.

New York In the World Economy

The Capital District's strategic location not only provides it a crucial link in the international goods movement between the US and Canada, but its proximity to New York City facilitates its function in the world economy. New York City's preeminence in banking and financing make it a leader in world trade. New York City's metropolitan region boasts a vast population and a large consumer market. This metropolitan region is the destination for many imports for its consumer market and for the Northeast. As the national and state economies transition from manufacturing to service based economies, there will be an increasing demand for imported goods. Marine ports and airports will provide the global transportation links to meet this demand. The New York Metropolitan Region contains globally significant ports of entry and delivery for goods including the Port of New York and New Jersey, JFK International and Newark International airports. In addition, the presence of LaGuardia airport in New York City further strengthens the city's role as a transportation hub. The New York City metropolitan region is reliant on the infrastructure (highways and rail networks) of nearby regions to facilitate goods movement into and out of its port and airports. The Capital Region's access to the NYS Thruway, interstate highways, its rail network, along with its port and airport facilitate its role as a regional transportation node, vital to the global goods movement and the New

York City Metropolitan Region. The Capital District's location along the New York State Thruway and other interstate roadways ensures that it plays a vital role in the goods movement between Buffalo and New York City, the state's largest metropolitan areas. The Capital District's strategic location between the commercially vital highways of I-87 (New York City-Montreal) and I-90 (Boston to Buffalo) insure its role in the goods movement from the New York Metropolitan Region to the Northeast and Canada. The Port of Albany's participation in the PIDN allows congestion relief at the Port of New York and New Jersey.

The Capital District's assets not only allow it to support the goods movement of the New York Metropolitan Region, but also facilitate its potential for becoming a direct destination in the global goods movement. The Port of Albany functions as a marine port, facilitating goods movement on ocean going vessels. The intermodal capabilities available at the port allow goods to be transferred to trucks and rail, thereby increasing the port's potential as a transportation hub. However, greater development of railroad infrastructure is required in order for rail service to achieve a greater role in global goods movement in the Capital District. The Albany International Airport is expanding its role in global goods movement. An expanded runway at the Albany International Airport will enable the airport to accommodate larger commercial aircraft. The anticipated growth of the nanotechnology industry in the Capital District will benefit from these assets. The region has the potential and capability for directly exporting nanotechnology products to the rest of the world. The presence of several Foreign-Trade Zones in the Capital District insures its role in international commerce and strengthens its active participation in the global economy.

Conclusion

The Goods Movement Plan presents the current conditions of freight movement in the Capital District, its potentials, constraints, and future directions. This is part of the more comprehensive *New Visions 2030* long range regional transportation plan and fulfills the requirements of the federal transportation legislation SAFETEA-LU. The CDTC is committed to continue this cooperative process in the future. The Task Force, annual Regional Workshop, and other efforts to collaborate with various stakeholders and exchange information as well as ideas will be continued and intensified. All avenues for outreach, public participation, and information dissemination will be pursued according to the CDTC's adopted Public Participation Policy.

CANDIDATE ACTIONS

The Task Force has developed the following candidate actions for CDTC's consideration.

Collect data needed to ensure that CDTC's traffic modeling reflects a thorough understanding of the magnitude and nature of goods movement within and through the region.

Explore conducting vehicle classification counts at a limited number of external cordon locations. Explore the development of an external-external, external-internal, and internal-external truck trip matrix using Thruway data. Consider collecting truck trip generation information for key generator locations, including the Port of Albany (resulting from PIDN and other intermodal operations and the Albany International Airport). Adjust VISUM trip files and traffic assignment calibration to reflect new data.

Implement truck stop electrification at the New York State Thruway and NYSDOT rest areas.

Update the NYSDOT rest area plan to incorporate electrification; research the benefits of available technologies; explore system-wide electrification on the New York State Thruway.

Relocate or fully redesign tandem truck lots currently at Exits 24 and 23 of the New York State Thruway.

Fully address tandem lot operational and safety concerns in the context of the Thruway's system plans for tandem operations; its system planning for toll collection alternatives; and its follow-up alternatives analysis for the Albany Corridor Study recommendations.

Examine the truck traffic contribution to expressway congestion in the Capital District and identify the component of future congestion related to growth in truck traffic. Determine if investment in rail systems / intermodal systems for long-haul freight would have a noticeable impact on highway congestion in the region.

Identify the local and through truck growth factors and determine if the Capital District is at as great a risk for truck-induced congestion as other areas of the nation. Review I-87 Corridor Study results to determine further actions to encourage efficient freight mode choice and seamless intermodal transactions.

Improve the Canadian Pacific north-south rail corridor from Schenectady north toward the Canadian border to improve operating speed and travel time reliability for both Amtrak and freight movements.

Review I-87 Corridor Study High Speed Rail recommendations for implementation phasing, incorporating the freight benefit of the rail improvements into the evaluation of statewide priorities.

Support implementation of security measures throughout the freight system, as identified by state and federal security agencies. Use technology to the greatest extent possible to minimize the impact on freight movement efficiency; extend the use of the technology to achieve motor safety objectives.

Complete air, rail, port, truck, and intermodal security systems required by the Department of Homeland Security (DHS). Implement advanced electronic customs clearance, vehicle and driver inspections on the I-87 corridor and throughout the region and state.

GLOSSARY OF TERMS

AFV: Alternative Fuel Vehicles

CDCC: Capital District Clean Communities

CDRPC: Capital District Regional Planning Commission

CDTA: Capital District Transportation Authority

CDTC: Capital District Transportation Committee

CDTS: Capital District Trade Strategies

DHS: United States Department of Homeland Security

FMT: Federal Marine Terminals

FTZ: Foreign-Trade Zone

ITS: Intelligent Transportation System

MPO: Metropolitan Planning Organization

NYSDOT: New York State Department of Transportation

NYSERDA: New York State Energy Research and Development Authority

PIDN: Port Inland Distribution Network

RPI: Rensselaer Polytechnic Institute

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act:
A Legacy of Users

SUNY Albany: State University of New York at Albany

TIP: Transportation Improvement Program

USDOE: United States Department of Energy