Meeting was opened by Leah Mosall at 10:40 AM.

National Freight Network – Primary Freight Network Designations

Leah spoke about the draft National Freight Network that USDOT recently released for comment. The network consists of three components, but the discussion focused only on the Primary Freight Network (PFN) because that is all USDOT is currently soliciting comments for. The PFN consists of 27,000 center-line miles of highway deemed necessary to goods movement in the United States. Leah commented that this is a very small (and arbitrary) number of miles set by Congress, not USDOT. The network does not include urban areas and does not look at corridors (Baltimore-NYC for example), but rather at centerline miles. The network is also not multimodal and focuses on highways only. Leah referred everyone to the map included in the meeting materials for an overview of designations in the CDTC region. She mentioned that commenting on the network is difficult, as it is unknown what the significance of the designation
will be in the future, though it may possibly end up tied to money in the next reauthorization bill. She then turned the discussion over to the group.

Maria Chau indicated FHWA has been receiving comments back nationally from other stakeholders that 27,000 miles seems insufficient in designating a Primary Freight Network. Joe Landry then asked for a national map of the PFN and a map of the PFN in NYS so that members can identify what is already included more easily, and what corridors to connect with. David Rosenberg pointed out that the highways that are included are segmented and not complete; parts of I90, I87, I81 are left out. David Rosenberg also mentioned that this is not a truly national system, as New Mexico is not included at all, and there are no continuous West-East coast links. Michael Franchini commented that the Hudson River (M87) and rail corridors are good examples of important freight infrastructure that are not included because this is not an intermodal system. Mike Loftus stated that the Thruway Authority is developing comments internally. Michael Franchini and David Rosenberg said CDTC and DOT are doing the same and decided there is an opportunity to coordinate comments.

Project Funding: Goods Movement Set Aside TIP Applications

Michael Franchini informed members that CDTC is soliciting for TIP project set aside candidates and that Project Justification Package (PJP) is due Jan 31, 2014. The PJP and all necessary information is located on the website. Of note to the Committee is the Goods Movement set-aside of $1.25 million that can be used to fund studies or small improvements. Mike encouraged private entities to develop ideas, but reminded them that a municipality or public agency needs to be the project applicant. He also mentioned that funding in the next TIP cycle will be dependent upon renewal/replacement of MAP-21. He then asked the group for comments or ideas for projects.

Lou Esposito said a specific problem area is the junction of I90 and I88 where there is heavy truck traffic and a lack of truck parking near. He said that the Town of Princetown has turned away development proposals for more distribution facilities due to truck congestion, but thinks Rotterdam may allow them which will only worsen existing conditions. An updated study of the Rt7 Corridor coordinated between Rotterdam and Princetown is needed and NYS DOT needs to be involved. Lou also mentioned that parking for trucks waiting to load or unload at distribution facilities is heavily monitored by the companies and access to the warehouses and parking lots is restricted to very limited time windows. He wondered if there was some way to incentivize cooperation from the private companies to allow trucks to park for longer. David Rosenberg thought making the incentive part of any new development was an idea to consider. Pete Rae pointed out that I90 in East Greenbush is facing a similar issue with trucks parking on the shoulder of state highways. Vehicle storage is a very big issue for all modes. He cited the rail
cars in the area around the Port of Albany as another example. Michael Franchini urged Lou to talk with the municipalities and submit a PJP application.

Pete Rae asked if at grade rail crossings would be eligible for the set aside, as the railroads only take care of the pavement directly in their right of way. Mike Franchini said he believed they would be eligible.

Joe Tario then asked if the Freight Advisory Committee would be involved in reviewing projects submitted for funding. Michael Franchini answered yes, usually the Advisory Committees are asked for their recommendations before the project list goes to the Planning Committee and Policy Committee for approval.

New Visions 2040 Presentation and Brainstorming

Leah Mosall presented on CDTC’s update to the Long Range Transportation Plan (New Visions 2040) that is currently underway. She provided an overview of why freight is so important in transportation planning, what has previously been accomplished, and what still needs work. Leah mentioned that CDTC will be hiring a consultant to develop a Freight Plan that will have some overlap with the New Visions plan. Mike Loftus asked what the scope of the “freight” is, and Michael Franchini answered that anything dealing with the movement of commercial goods is within the scope—rail, barge, truck, air, etc. Leah Mosall then asked the group to brainstorm issues that they see in the Capital District

Tony Vasil mentioned that the Port is aware of the issues surrounding the increase in rail cars bearing oil from the Bakken Sands. He did mention that most of the movement is going to CP/Global Terminal, which is privately held and is not operated by the Port. He also stated that the Port is looking at restarting the barge connection to the Port of NY/NJ that ran from 2003-2006 using CMAQ funding. The program will focus on heavy-weight, bulk cargo that is not reliant on just-in-time supply chains. On May 1st the Port will be hosting a Port Industry Day to support this. Michael Franchini pointed out the possibility of inland ports growing again as a way to relieve congestion/lack of space in NY/NJ, especially if the new Panamax vessels arrive as expected. Joe Tario added that USDOT highlighted the shipping of food south on the Hudson River as one of six big ideas nationally to pursue. Tony Vasil remarked that the usual split for goods at the port is 80% inbound and 20% outbound whereas with the barge program it was 60% inbound and 40% outbound. The issue of backhauling was brought up as a financial constraint. David Rosenberg cautioned the last time the barge service was pursued it was not successful and that ultimately the barge service is competing with trucks, which have a proven track record of being fast and reliable. Tony Vasil replied that the Port will need to focus on overweight/bulk/non-time sensitive goods. Joe Tario also mentioned that there had been a study commissioned to look at moving bridge sections from Buffalo to NYC via the Barge Canal and
River. Tony Vasil also stated scrap metal and GE are two big users of the Port and that GE next year will be moving turbines as part of its deal with Algeria. He also said that grain and wood pulp are important products and that the Port has a very short dwell time (time trucks spend waiting) as compared with NY/NJ, which helps make them competitive.

Peter Rae pointed stated that better connections are needed to intermodal facilities such as the new ramp at Mechanicville. He also mentioned rail crossings need attention, pointing out that most rail crossing projects are tied to safety. Michael Franchini stated that paving/grade issues could possibly be funded through the Goods Movement Set-Aside as long as there is a municipality to sponsor the project.

Mike Loftus said that the Thruway Authority has tried to get a tandem lot allowed at the Port of Albany to help alleviate the traffic at the exit 23 lot, but DOT has not allowed this to happen because of grade concerns on 787. The lot at exit 25 will be fully reopened soon. The thruway will also open a new truck stop WB on I90 at MP 187.

Jeff Gritsavage asked that the Erie Canal be kept in mind. It operates from May 1- November 15 and is entering its 189th year. Use is increasing but there is still capacity to handle more.

Regional Freight Plan

Leah Mosall quickly pointed out the draft scope of services for the freight plan that was included in everyone’s packets and asked the committee to review and comment on the content. She noted that the update to the local Priority Network discussed in the last committee meeting will be part of the freight plan tasks.

Member Updates

- Joe Tario reminded the group that NYSERDA has money available for many different projects and demonstrations involving clean fuels/technologies.
- Lou Esposito asked about the roundabout that is planned for the intersection just south of the Rexford Bridge and mentioned that trucks may have issues with the turning radius there. It is a major truck route serving a number of companies. He also asked if the design was going to accommodate the expected increase in trailer size. David Rosenberg said that DOT is designing it to handle the current trailers and will not plan for future increases in allowable length that may or may not happen. He also said that Lou should bring his concerns to the attention of the DOT at the next public meeting. Joe Landry mentioned that the project is in the early stages and that there are two public meetings coming up where people can voice concerns.
Upcoming Meetings

- April 16th at 10:30: Freight Advisory Committee
- February 5th at 9:30: Planning Committee
- March 6th at 3:00: Policy Board
- April 2nd at 9:30: Planning Committee
- May 1st at the Port of Albany: Port Industry Day

The meeting was adjourned at 12:15pm
National Freight Network: Draft Primary Freight Network Designations

Context: Under MAP-21, Congress directed USDOT to establish a National Freight Network (NFN) to assist States in strategically directing resources toward improved system performance for the efficient movement of freight on highways.

There are 3 components of the National Freight Network
1. Primary Freight Network (27,000 miles with the potential to add 3,000 more)
2. The Remainder of the Interstate System (17,000 – 47,000 miles)
3. Critical Rural Freight Corridors (unlimited miles)

Network: Primary Freight Network (PFN): USDOT’s goal is to designate a highway PFN that will improve system performance, maximize freight efficiency, and be effectively integrated with the entire freight transportation system, including non-highway modes of freight transport. However, the statutory language in MAP-21 limits the designation to highways only. Therefore, this network is not multi-modal.

Criteria and Data Used for Considering Designation:
• Origins and destinations of freight movement in the United States;
• Total freight tonnage and value of freight moved by highways;
• Percentage of annual average daily truck traffic in the annual average daily traffic on principal arterials;
• Annual average daily truck traffic on principal arterials;
• Land and maritime ports of entry;
• Access to energy exploration, development, installation, or production areas;
• Population centers;
• Network connectivity.

Possible Objectives and Applications of the PFN:
• National Strategic Freight Plan
• North American Corridors
• Intercity routes
• Areas with high levels of congestion
• Connectivity
• Performance Measures
• Funding
Comments: CDTC has made the following comments on the PFN thus far:

- There needs to be more of a focus on the connectivity of the network, because without the additional 41k miles it is very sporadic.
- We highly suggest switching from a centerline approach to a multimodal corridor approach. Another option is to create an additional fourth element of the NFN that would be comprised of multimodal corridors, which would allow for more flexibility and would also help connect the PFN to non-highway freight modes. We feel strongly that freight networks need to be multimodal.
- We support the idea of different levels of priority networks, i.e. federal PFN, state PFN, and local PFN. The Federal Government cannot be expected to know what local freight highways are important. Federal PFN roads would be given higher funding priority, State PFN roads, a little lower priority, and local PFN roads, lower.
- Additional monies should be made available for facilities that are part of the National Freight Network.
- An urban-area route designation process should make a distinction between important through routes, and those that have intra-city importance. Intra-city routes should factor in commercial and retail land use areas, as these are often the largest freight traffic generators in urban settings and the ability of businesses to reliably receive deliveries is vital to economic success.
Draft Primary Freight Network (PFN)

Designations in CDTC counties

<table>
<thead>
<tr>
<th>County</th>
<th>27K Network</th>
<th>41K Network</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany</td>
<td>190, I87</td>
<td>190, I87, 787, NY73P (Church St, Warehouse Pl, Smith Blvd), NY74R (Maple Ave, 9W, Jericho Rd, Elm Ave, Old School Rd, S. Albany Rd)</td>
</tr>
<tr>
<td>Rensselaer</td>
<td>190</td>
<td>190</td>
</tr>
<tr>
<td>Saratoga</td>
<td>I87</td>
<td>I87</td>
</tr>
<tr>
<td>Schenectady</td>
<td>None</td>
<td>190</td>
</tr>
</tbody>
</table>

PFN Data Source: FHWA Office of Operations
December 2013

Legend

- **27K PFN**
- **41K PFN**
- **Freight Facility**
- **CDTC Freight Priority Network**
Updating the New Visions Plan

Capital District Transportation Committee
New Visions 2035
CDTC’s existing long range regional transportation plan for the Capital District

Strong livability agenda

• Land use planning
• Urban reinvestment
• Transportation choices
• Community values
• Infrastructure investment
**New Visions 2040**

- CDTC is conducting a two year process to update the Plan to New Visions 2040
- Emphasis on land use planning and multi-modal transportation that supports livability
- Emphasis on public participation
Nine subcommittees:

• Quality Region Task Force
• Freight Advisory Committee
• Regional Operations and Safety Advisory Committee
• Infrastructure Task Force
• Bicycle and Pedestrian Task Force
• Complete Streets Working Group
• Regional Transportation Coordinating Committee
• Transit Task Force
• Environment and Technology Task Force
Why is New Visions important for the Freight Community?

(video)
Subcommittee Work Plan:

The FAC will complete an Interim Working Paper by June 2014:

• Take stock of the framework that currently exists:
  • Plans and Studies completed by CDTC
  • Plans and Studies completed by other agencies
  • Existing Regulations
  • Projects that have been completed
• Take stock of issues that need to be addressed
• Establish a scope of work for the Regional Freight Plan
What does New Visions 2035 Currently Say about Freight?

Maintain and improve the efficiency of existing freight facilities

- Support freight security
- Support technology that increases efficiency
- Improve surface access to the Port of Albany and Albany International Airport
- Improve North-South rail corridors
- Improve Tandem Lot operations and safety
- Remove and/or improve at grade crossings
- Support clean vehicles and fuels
What does New Visions 2035 Currently Say about Freight?

Support goods movement through congestion management

- Undertake access management plans for priority corridors and arterials to improve performance
- Use technology and Intelligent Transportation Systems to improve traffic flow and support incident management

Foster economic growth and development

- Encourage the use of existing industrial lands and the clustering of freight intensive industries near existing infrastructure
Some New Visions
Accomplishments for Freight

- Funding Set-Aside established for small scale freight improvements
- Funded Port of Albany improvements, including barge service and wharf and dock repairs
- Participated in research efforts to improve data with the goal of creating a more robust understanding of freight movements at the local level
- Offered assistance through Clean Communities for alternative fuel vehicles and infrastructure
Brainstorming: What still needs work?

- Infrastructure and Operations
  - Bridge and pavement condition
  - Closure of rest areas that provided vital truck parking
  - At-grade crossings
  - Tandem lots at Thruway Exits 23&24
  - Surface Access to Port of Albany
  - Accommodating freight needs into Smart Growth and Complete Streets designs
- Congestion
- Community conflicts
  - Environmental and social impacts
  - Waterfront
- Insufficient data
  - Difficulty modeling freight movements and incorporating accurate numbers in congestion models
1. **Study Purpose (vision)**

To develop planning and investment strategies that will build and maintain an efficient, reliable, and sustainable multi-modal freight transportation system that supports the economic competitiveness and vitality of the Capital Region, now and in the future, while maintaining community quality of life.

2. **Study Area**

The study area encompasses the counties of Albany, Rensselaer, Saratoga, and Schenectady.

3. **Background**

4. **Study Objectives and Work Tasks**

   a. Continue to build public – private partnerships
      i. Develop a stakeholder outreach plan
      ii. Develop a contact database of freight stakeholders in the Capital Region
      iii. Identify ways to support private sector innovation, specifically in advanced technology testing and implementation

   b. Develop an Existing and Future Conditions Inventory
      i. Regional Economic Profile and Forecast
         1. Economic and demographic profile (employment by industry, income, imports/exports, etc)
         2. Establishing and understanding the major supply chains in the region
            a. Characteristics of key industries
            b. Characteristics of key commodities
      ii. Modal Profiles: Existing and Future Conditions
          1. Inventory of Facilities for all modes
          2. For each mode, existing and forecasted volumes by directional flow and commodity, with associated corridors (identify key freight corridors)
      iii. Land Use profile and regulations
          1. For areas along key freight corridors
          2. Note areas of environmental and cultural significance
   c. Needs Assessment and SWOT Analysis
      i. Based on the Inventory (b.), assess the ability of key corridors to currently meet the needs of freight and identify barriers to goods movement. Assess ability of key corridors to accommodate projected volumes and needs
      ii. Perform a SWOT analysis for land use trends, decisions and regulations that affect freight system performance. (i.e. Smart Growth communities)
iii. Assess environmental and community impacts in/along freight corridors
d. Preserve existing key infrastructure and systematically remove barriers and make improvements to freight movement (both infrastructure and policy)
i. Perform a lifecycle analysis of existing infrastructure in key corridors
ii. Develop list of recommended projects and strategies by priority
iii. Develop an implementation plan