**EXECUTIVE SUMMARY**

**PLAN OVERVIEW**

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

**STAKEHOLDER INPUT**

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

**FREIGHT & LAND USE**

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

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

**REGIONAL CONDITIONS**

Freight relates directly to the economy. The CDTC region anticipates a 12% increase in employment in the next decade and a 6% increase in population in the next fifteen years. Commodity flow projections to 2040 suggest 106% growth in terms of the annual value shipped and 68% in terms of the annual tonnage shipped.
The CDTC Freight Priority Network (FPN) provides a logical system of routes that facilitate efficient and safe truck mobility within, to, and from the CDTC region. The primary function of FPN designation is to bring roads that carry critical freight and goods movements to the forefront in freight-related investment decisions. Further, FPN designation is intended to engage local jurisdictions in operating, maintaining, and designing FPN roads to promote safe and reliable infrastructure and efficient movement. For example, when planning and programming freight-related investments, projects affecting FPN routes will receive acknowledgement for being part of the major freight system. The map below shows the roads on the FPN system and how they connect to the region’s freight-related land uses. The table at right describes the criteria for FPN classification.
GAPS & NEEDS ANALYSIS

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

STRENGTHS

- Industrial Parks
- Regional Distribution Hubs
- Generally Healthy Pavements
- Network Connectivity
- Support for Major Industries
- Major Intermodal Centers
- SMS Short Line
- CSXT River Line
- Upward Trends in Rail Shipping
- Growth in Pipeline Movements

WEAKNESSES

- Port of Albany Market Share
- Port of Albany Employment
- Port of Albany Non-Maritime
- Port of Coeymans Growth
- On-Barge Service from PANYNJ
- ALB Location
- ALB Cargo Capacity
- ALB Site Improvements

OPPORTUNITIES

- Northway Exit 16 Overpass
- Route 67 Corridor
- GPS Routing/Roundabouts
- Lack of Available Trucks
- I-87 & I-90 Congestion
- Tandem Truck Lots
- Illicit Activity at Truck Stops
- Inadequate Truck Signage
- Intermodal Center Parking

- Growth at I-87 Exit 16 in Wilton
- Urban Area Truck Designation
- Truck Signage Program
- Oversized Vehicle Toll Pass
- Regional Dispatch Network
- Truck Stop Electrification
- Development Impact Analysis
- Toll Technology Advancement
- Autonomous Truck Technology

THREATS

- Bridge Adequacy
- Port of Albany Market Share
- Port of Albany Employment
- Port of Albany Non-Maritime
- Port of Coeymans Growth
- On-Barge Service from PANYNJ
- ALB Location
- ALB Cargo Capacity
- ALB Site Improvements

- Language Barriers
- Closed Truck Stops
- Bridge Signage
- Inadequate Roadway Lighting
- Crashes on Major Routes
- Tolling Bottlenecks
- Interchange Bottlenecks
- Route 146 Congestion
- Capacity Limitations

- Oil Train Congestion
- Hazardous Materials Transport
- Short Line Funding
- Port Competition
- Security at Port of Coeymans
- ALB Trucking Efficiency
- Pipeline Environmental Safety
- Citizen Opposition to Pipeline
RECOMMENDATIONS
Recommendations fall into two categories: (1) Projects and (2) Programs, Policies, and Studies. Projects involve construction, reconstruction and/or changes to physical transportation infrastructure. This study divides projects into early-action projects and long-range project.

EARLY ACTION PROJECTS
- NS Intermodal Facility Access Improvements
  Mechanicville
- Rotterdam Industrial Park Entrance Realignment
  Rotterdam
- Public Official Training and Model Ordinance Development
  All CDTC Region

LONG RANGE PROJECTS
- NY 67 Modernization
  Malta/Mechanicville
- Livingston Avenue Bridge
  Albany/Rensselaer
- I-87 Exit 16 Overpass Replacement
  Wilton
- I-87 Exit 4 Albany International Airport Access Project
  Colonie
- Freemans Bridge Road Grade Crossing Separation
  Scotia
- Port of Albany Wharf Expansion
  Albany
- Port of Albany Expansion
  Albany
- Port of Albany Cargo Handling Capacity Upgrade
  Albany/Rensselaer
- Port of Coeymans Rail Extension
  Coeymans
- Port of Albany Dredging
  Albany
- Cargo-Supportive Improvements to Canal System
  All CDTC Region
- Urban Area Hazardous Material Rail Transportation Mitigation
  All CDTC Region
- Container on Barge Service
  Albany

PROGRAMS, POLICIES, & STUDIES
- Tandem Trailer Lots Relocation Study
  Regional
- Port Truck Parking Expansion
  Albany
- Truck Stop Restoration
  Schodack/Gansevoort
- FPN Bridge Improvement Prioritization
  All CDTC Region
- Interstate Lighting Program
  All CDTC Region
- I-787 CP Rail Relocation Feasibility Study
  Albany/Mechanicville/Watervliet/Cohoes/Bethlehem
- Capital Reion ITS CVO Enhancement
  Regional
- Local Delivery Optimization
  Regional
- CDTC Freight Data Collection Program
  All CDTC Members

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

INFRASTRUCTURE  Bridge/Pavement Conditions
SAFETY          Fatalities/Serious Injuries in CV Crashes
MOBILITY        Vehicle-Hours of Delay for Truck Percentage
RELIABILITY     Travel Time Index
SHIPPING MODE   Tonnage and Value Shipped by Mode
ENVIRONMENTAL IMPACT  Truck Emissions/Energy Use

To access the full report, please go to http://www.cdtcmpo.org