

<p style="text-align: center;"><b>New Visions 2030</b> Goods Movement Plan A Product of the Goods Movement Task Force</p>
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## Background

*The Task Force deals with issues that incorporate goods movement into the regional planning process. The members may provide technical guidance on Community and Transportation Linkage Planning Program projects and other goods movement related projects throughout the region. Task Force members also provide guidance and recommendations to CDTC's Planning Committee.*

## Issues Explored

- **Status--** The status of major goods movement activities in the Capital District since original New Visions document was explored and documented.
- **Forward Thinking--** The idea of thinking ahead of transportation improvement projects that will be needed in the future in the Capital District was suggested by the Task Force. This would allow the planning process for these vital improvements to begin now.
- **New York in the World Economy--**The importance of New York's strategic location related to world goods movement was evaluated.
- **Candidate Actions--**The Goods Movement Task Force recommends several Candidate Actions that will move towards implementing identified future projects (see attached).

## Summary of Findings

- Private sector carriers need to be better integrated into the regional planning process.
- There needs to be more consideration given to the timing of future freight related projects in order to integrate the lengthy timeframe that comes with receiving public funds and the short-term actions needed by the freight community.
- The Task Force and Annual Workshops should continue to ensure current goods movement strategies are incorporated into plans and processes.

## Performance Measurement (relevance to existing performance measures or proposed new performance measures (if applicable))

- The attached Candidate Actions will help meet the regional goal of reducing freight main line grade crossings as stated in CDTC's adopted Supplemental Performance Measures.

- Performance will also be measured by the success of implementing the Candidate Actions and by feedback from the Task Force.

**Policy/Budget Implications and/or Recommendations**

- See attached Candidate Actions
- The proposed Spot Improvement Program for goods movement related projects would appear to fit within the New Visions 2030 budget prepared by the Finance Task Force.

## 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 encourage private truck stops to install electrification technology.**

*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.*

**Explore the options for developing a Spot Improvement Program for goods movement issues.**

*Coordinate through the Planning Committee the possibilities of using CDTC funds for small scale goods movement related projects. This would be similar to the bicycle and pedestrian Spot Improvement Program.*