



**NEW YORK STATE ASSOCIATION OF MPOs  
FREIGHT WORKING GROUP  
January 7, 2019  
Teleconference  
2:30 PM – 4:00 PM**

**MEETING NOTES**

**1. Participating**

- BMTS – Leigh McCullen
- CDTC – Christian Bauer (Chairman)
- DCTC – Mark Debald, Dylan Tuttle
- ECTC – Nicolette Wagoner
- GTC – Jody Binnix
- NYMTC – Gerry Bogacz
- OCTC – Ashlee Long
- SMTC – Mike Alexander (Co-Chairman)
- WJCTC – Scott Docteur, Al Ricalton, Kristopher Reff
- FHWA – Gautam Mani, Maria Chau, John Formosa
- TANY – Kendra Hems
- Cambridge Systematics (NYSAMPO Staff Support) – Brian Stewart
- T.Y. Lin International (NYSAMPO Staff Support) – Richard Perrin

**1. Roll Call**

Bauer opened the meeting and conducted the roll call.

**2. Freight Organization Overview Q&A – [Trucking Association of New York \(TANY\)](#)**

Bauer introduced TANY President Kendra Hems, complimenting their work and the value it brings to freight planning based on CDTC's experience in the Capital Region. Hems provided an overview of the organization and their role as the exclusive New York affiliate of the American Trucking Associations, representing motor carriers with fleets ranging from one truck to hundreds of trucks and associated industry service providers (e.g., insurance companies, mechanics, fleet dealerships, electronic logging device companies, etc.). Safety education and training along with lobbying in the Capitol and working with communities are priorities.

Hems stated that TANY recognizes the need for infrastructure investment to go beyond state of good repair. Smart investments in the right corridors and the right locations are necessary to promote economic development. There is also a need to ensure that trucks are being considered as policies and regulations are being developed to minimize unintended consequences. Since the electronic logging device mandate took effect, the need for

additional truck parking has become more pressing. While often overlooked, insufficient truck parking in metropolitan areas impacts economic development. TANY is working with NYCDOT on identifying locations for overnight parking.

Hems went on to discuss the issue of vehicle dimensions. The overall goal of the trucking industry is to increase efficiency and productivity while reducing costs. Vehicle dimensions play a role in this and TANY would like the vast majority of the roadway network in New York State opened to 53-foot trailers as opposed to the current 48-foot limit. All electronic tolling will also impact tandem lots, creating potential safety concerns. Hems concluded by asking the MPOs to strongly consider how current investments will serve future needs (e.g., allowing larger dimensions, autonomous truck platooning, etc.). She asked if there were any questions?

Bauer thanked Hems and asked how to best get input from the industry. Hems responded that TANY has a Board of Directors that includes designated regional co-chairman. She can serve as a liaison to the TANY Board. In addition, TANY publishes a weekly newsletter for members that includes the latest insights on state and national items of interest.

Debald asked if the shortage of operators with Commercial Driver Licenses will result in truck volumes plateauing. Hems responded that the shortage is multifaceted (e.g., current operators are aging out and not being replaced, the image of the occupation needs to be improved to reach a wider range of potential applicants, etc.) but that it is not likely to impact the projected increases in the amount of freight being moved by truck. She cited increasing intermodal transfers between truck and rail and regional networks that cut down on long haul trips. With that said, the industry does recognize that attraction and retention of operators is its top issue and are investigating incentives to attract younger workers.

Stewart asked if TANY is seeing an increase in shippers/receivers that allow overnight parking on their property. Hems responded that there are discussions taking place, but liability concerns are the main barrier to increased overnight parking at points of origin and destination.

### **3. Update on NYS State Freight Plan**

A representative from NYSDOT was not present to provide an update.

### **4. INFRA Funding Opportunity**

Mani reviewed the most recent [INFRA Grant](#) solicitation. Applications are due March 4, 2019. If MPOs or their member agencies are considering submitting an application, FHWA New York Division requests that they be informed of such as they may receive questions from USDOT.

### **5. 2019-2020 Work Plan**

Perrin reviewed the schedule for updating the work plans, noting that drafts are due from the Working Group Chairs and Co-Chairs on Wednesday, January 30, 2019. Drafts of the consolidated work program that includes all the individual work plans will be submitted for review by the NYSAMPO Executive Committee and Directors Group prior to the latter approving the full work program.

Perrin facilitated discussion by the members on proposed items to be added, removed or revised in the update. The result of this discussion is the *2019-2020 NYSAMPO Freight*

*Working Group Work Program – Version 1*, which is attached to these meeting notes and was distributed the evening of January 7, 2019 for any additional comments.

## **6. Updates from Stakeholders**

Bauer reported that CDTC has been heavily involved in [evaluating TIP applications](#) and preparing them for review by the Freight Advisory Committee.

Alexander reported that SMTC will be reengaging in stakeholder outreach on freight issues at the local level and conduct a route sign inventory and mapping update.

Bogacz reported that that the clean freight corridors planning study for the multi-state planning area is beginning in earnest. This is a recommendation of the [Regional Freight Plan 2018-2045](#)

## **7. New Business**

Bauer stated that meetings for FY 2019-2020 will be moved to April, July, October, and January to limit conflicts with other working groups that meet on the more traditional June, September, December, and March cycle.

## **8. Adjourn**

Bauer adjourned the meeting at 3:47 p.m.

## FREIGHT WORKING GROUP

### ***Goals***

1. New York State Freight Transportation Plan Support: Assist in the implementation and monitoring of the plan on behalf of the state's metropolitan areas.
2. Knowledge Transfer: Build technical capacity by serving as a forum for dialogue among MPOs, NYSDOT, and others to share freight planning practices, arrange for relevant training courses, and disseminate ideas on effective public communication about the importance of freight.
3. Integration: Assist in the further incorporation of freight into MPO planning practice at all levels from the long range transportation plan to the transportation improvement program.
4. Stakeholder Outreach: Engage other freight-related organizations to determine opportunities to inform them of what MPOs in New York State are advancing and possibly work together in the future.
5. Transformational Technologies: Monitor and assess technical advances (e.g., automated vehicles, additive manufacturing, etc.) that impact the number, type, and mode of trips used to deliver goods to businesses and residences.
6. Data Availability: Catalogue and evaluate the accessibility, quality, and cost of data that can be used to better analyze freight movements at various geographies from a statewide perspective to increase cost-effectiveness and efficiency.
7. Global and National Economies: Track the interrelationships between economic issues, trends, and resulting business models that impact metropolitan economies in New York State.

### ***Tasks***

1. NYS Freight Transportation Plan Support
  - A. Act as a key stakeholder group to share and provide input from the metropolitan area perspective with NYSDOT and affected stakeholders on the implementation of the plan.
  - B. Receive briefings on plan activities and status via NYSDOT participation on Freight Working Group webmeetings, emails, and other means.
  - C. Provide contacts for metropolitan freight stakeholders to ensure all needed viewpoints are considered in the implementation of the plan.

## 2. Knowledge Transfer

- A. Hold quarterly webmeetings, which include a roundtable agenda item so MPOs and other members can share current freight-related planning activities and lessons learned.
- B. Identify and participate in (to the extent practical) web-based, teleconference, and in-person training opportunities of short- and longer-term durations – these include Talking Freight webinars, single-day and multi-day peer exchanges, the I-95 Corridor Coalition’s Freight Academy, and other offerings.
- C. Hold a freight facility site visit with an in-person meeting afterwards on a bi-annual basis. In 2019-2020, strong consideration should be given to holding this site visit/meeting in conjunction with the NYSAMPO conference the week of July 15, 2019.
- D. Coordinate the development of an analysis of the most recent results of the Freight Program Assessment for distribution to members and discussion on a webmeeting (FHWA NY assistance).
- E. Produce an annual review document that summarizes planning initiatives and activities undertaken by members for distribution to interested parties and posting on the NYSAMPO website.

## 3. Integration

- A. Monitor, discuss, and implement/respond to future iterations of federal freight-related rulemakings and requirements including (but not limited to):
  - i. Performance Management with an emphasis on Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index).
  - ii. Additions/re-designations and associated certifications of the National Multimodal Freight Network, National Highway Freight Network, and Critical Urban Freight Corridors inclusive of any updates.
- B. Scan for, identify, and (as appropriate) discuss and track initiatives and projects that have the potential to be of statewide significance such as the impacts of open road/cashless tolling on tandem trailer movements at NYS Thruway Authority interchanges.
- C. Ensure that freight projects in metropolitan areas are fully considered for submission to discretionary funding programs (namely, INFRA), and identify potential support activities that MPOs can provide to their members who may be considering a submission.
- D. Communicate with other Working Groups to determine opportunities for coordinated actions that further integrate freight into other MPO planning activities (e.g.,

automated/connected trucks with TSMO Working Group, cleaner vehicles/fuels with Climate Change Working group, etc.).

#### 4. Stakeholder Outreach

A. Increase awareness among freight-related organizations and associations of the presence and role of the Freight Working Group, and offer them the opportunity to present as part of the quarterly webmeetings. Potential organizations and associations include (but are not limited to):

- i. New York Shipping Association
- ii. I-95 Corridor Coalition
- iii. Railroads of New York
- iv. Trucking Association of New York
- v. Empire State Development/Regional Economic Development Council representatives

*Provide a link to NYSDOT freight network web atlas on the NYSAMPO website. Should be completed by March 31, 2019.*

B. Identify the freight planning initiatives, capabilities, and techniques of state DOTs and MPOs in surrounding states.

#### 5. Data Availability, Transformational Technologies, & Global and National Economies

A. Inventory data sources (outside of Transearch, NPMRDS and FAF), analysis techniques, and modeling applications utilized by other MPOs for distribution to members and discussion on a webmeeting (FHWA NY assistance).

B. Monitor advances in technologies such as automated/connected vehicles and additive manufacturing that impact the amount and type of goods moved, modal options selected, and land use, and communicate the planning implications to members as appropriate.

C. Monitor macro level economic trends such as the further integration of e-commerce with bricks and mortar retail that impact the amount and type of goods moved, modal options selected, and land use, and communicate the planning implications to members as appropriate.