



NEW YORK STATE ASSOCIATION OF MPOs FREIGHT WORKING GROUP

April 14, 2022
Webconference
2:00 PM – 3:30 PM

MEETING NOTES

1. Participating

- BMTS – Leigh McCullen
- CDTC – Chris Bauer (Chair), Chaim Simon
- DCTC – Mark Debal, Tara Grogan
- ECTC – Mike Perry
- GBNRTC – Richard Guarino
- GTC – Jody Binnix
- NYMTC – Leslie Fordjour, Yevgeniy Galinski
- OCTC – Lauren Bennett, Zack Coleman
- SMTC – Mike Alexander (Co-Chair)
- WJCTC – Kris Reff
- NYSDOT – David Rosenberg, Jim Davis
- FHWA – John Formosa, Gautam Mani, Maria Hayford
- NYSAMPO Staff Support – Richard Denbow, Christian Higgins (Cambridge Systematics)

2. Roll Call

Bauer opened the meeting and conducted the roll call.

3. Clean Freight Movement in the NYMTC Region

NYMTC completed a clean freight movement plan that was initially recommended in the freight element of NYMTC's Federal Regional Transportation Plan adopted in 2017. Bogacz and Fordjour gave a presentation.

The study is coordinated through the Metropolitan Area Planning (MAP) Forum, which is the ten MPOs and COGs in eastern PA, northern NJ, metropolitan New York, and southwestern/central CT. It is assessing opportunities for the designation and development of Clean Freight Corridors in the MAP region, and includes an inventory of existing regional clean fuel infrastructure, review of current and emerging clean fuel technologies, identification of gaps between existing and future clean fuel infrastructure capacities, analysis of goods movement trends and forecasts, identification of optimal corridors for recommended corridor designations, and potential clean freight infrastructure. Implementation considerations include multi-state coordination, a signage and communication plan, considerations for infrastructure investments, physical dimensions of sites, and utility coordination.

Q: Deshaies – what role will MPOs play in next steps as far as implementation?

A: NYMTC will amend its RTP accordingly to include corridors. This information will be used in future investment decisions. Other MAP Forum members will decide when and whether to include this.

Q: Hayford – Can you discuss partnerships within the region, particularly with NYC, which has a Freight department.

A: NYCDOT is a member. They were involved and are part of the steering committee for the study. They signed off on the final report, provided input throughout, and participated in workshops.

4. Freight Fact Sheet Update

Denbow discussed updating the Freight Fact Sheet. The goal is to develop a fact sheet that would help address common freight and land use issues and conflicts. Potential Content includes: Freight and Land Use Basics; Freight and Land Use Connection; Potential Strategies, such as Zoning, Site Design, Street Design, Curbside Management, Truck Parking, and Resources. He asked for feedback and examples to include. Binnix said site review is important, as decisions are made at this level. Bauer said the fact sheet should be geared toward MPO members as an audience. Alexander suggested using a range of examples covering urban and rural areas.

5. Roundtable Discussion

- a. Current events and the supply chain – What are the short- and long-term implications for freight planning?

Denbow provided background information on broad trends:

- “Normal” supply chain unlikely to happen in 2022, and probably beyond (headline consensus)
- 38% of business executives plan to regionalize the supply chain (McKinsey, 2020)
- Retailers’ usage of pop-up distribution centers will more than double over the next 2-3 years (Businesswire, 2021). Most large businesses are planning to change their business models.
- Limited supply of large warehouse space, especially near large metro areas (NY Times, 2022)
- Increased use of smaller sites close to metro cores that can handle last mile distribution and servicing. Includes repurposing buildings, dormant shopping malls, etc.

He asked if Workgroup members have seen any changes in air cargo operations or at port or rail facilities, and if so, what are the potential impacts on planning?

Some regions have seen air cargo increases and an increase in pop-up distribution centers and/or new distribution centers. In NJ there are a lot of office buildings that are being repurposed. Many of these were empty. This was happening even prior to the pandemic. A lot of it is Class B office space from the 1980s. It’s difficult to track and these facilities often don’t have signage. Some older buildings are being used as small distribution centers and are served by private contractors, some with personal vehicles instead of larger trucks. There seems to be much demand in NJ for either industrial or multifamily use. Some regions are not seeing this as much.

b. Truck parking – what studies exist locally, statewide, or for Interstate corridors in the Northeast? Previous work includes:

- NYMTC Multi-State Truck Stop Inventory and Assessment (2009)
- Impacts of Freight Parking Policies in Urban Areas: The Case of New York City. Rensselaer Polytechnic Institute (2016)
- NJTPA Truck Parking Study (2008)
- Eastern Transportation Coalition (I-95 Corridor Coalition) – numerous studies and initiatives.

Bauer: CDTC will start a regional truck parking study soon. This is a priority for their freight advisory committee.

Guarino: GBNRTC is planning to look at truck parking issues in the Buffalo region in the next UPWP cycle.

Fordjour: NYMTC is working on a truck parking study.

6. Updates

FHWA: Recently released FAF5, which is based on the recent 2017 commodity flow survey of shippers in the U.S. and provides information about the amount and types of goods that moved by land, water, and air between large metro areas, states, and regions. FAF5 data includes truck flow estimates on the NHS network by twelve different commodity groups. It's available at https://ops.fhwa.dot.gov/freight/freight_analysis/faf/index.htm.

National-level maps representing highway commodity corridors are available for download from https://ops.fhwa.dot.gov/freight/freight_analysis/nat_freight_stats/index.htm

NYS DOT: Rosenberg discussed the Passenger Freight Rail Assistance Program (PFRAP), which provides state funding for rail and port projects in NY. NYS DOT announced \$76M in funding for 38 new projects. For the full list see <https://www.governor.ny.gov/news/governor-hochul-announces-764-million-freight-rail-infrastructure-investments>.

Binnix reported that GTC is going to update its regional freight plan in the near future.

Bennett said the three MPOs that make up the Mid-Hudson Valley TMA are going to work together on a regional freight plan and will be purchasing new data. They are looking into Transearch data.

7. New Business

None.

8. Adjourn

Bauer adjourned the meeting.