



**NEW YORK STATE ASSOCIATION OF MPOs
FREIGHT WORKING GROUP
August 30, 2017
Teleconference
10:00 AM – 11:43 AM**

MEETING NOTES

1. Participating

- BMTS – Leigh McCullen
- CDTC – Christian Bauer (Chairman)
- DCTC – Shelby Frangk
- GTC – Jody Binnix
- NYMTC – Gerry Bogacz, Carlos Delpozo
- SMTC – Mike Alexander (Co-Chairman)
- WJCTC – Scott Docteur, Al Ricalton
- NYSDOT-Main Office – David Rosenberg
- SUNY Albany AVAIL – Dr. Catherine Lawson, Alex Muro
- FHWA – John Formosa
- T.Y. Lin International (NYSAMPO Staff Support) – Richard Perrin

1. Roll Call

Bauer opened the meeting and conducted the roll call.

2. Update on NYS Freight Plan

Rosenberg reported that NYSDOT is developing a freight technology white paper that includes associated opportunities and issues that drive private sector decision making. (“a description of how innovative technologies and operational strategies, including freight intelligent transportation systems, that improve the safety and efficiency of the freight movement” is a FAST Act requirement). Technology is a key element to private business as companies are continuously looking to improve operations as a means for increasing slim margins and improving the bottom line.

The plan will have five sections: 1) existing programs and technology at NYSDOT and partners, 2) interviews with key stakeholders such as grocery chains, the Trucking Association of New York, Port Authority of NY/NJ, NYCDOT, binational authorities (Peace Bridge Authority and Thousand Islands Bridge Authority), and Rick McDonough (who, until his recent retirement, oversaw the overweight vehicle and connected vehicle programs for NYSDOT), 3) literature review and summary of emerging practices and those being used in other states, 4) recommendations for NYSDOT and industry partners, and 5) appendices. A webinar will be held for stakeholders to review the process, which incorporates a building block approach.

Bauer asked for questions. Bogacz asked when the draft white paper will be available. Rosenberg responded that it is under internal review. Bauer asked if any input from the MPOs is needed on the white paper. Rosenberg responded that stakeholder input is not needed at this time. The plan should be done at the end of year with a 90-day review by

FHWA, making the FAST Act-compliant freight plan available in early-2018. Bauer thanked Rosenberg for the update.

3. MAP-21/FAST Act Performance Management Requirements *(Presentation Attached)*

Perrin provided background on the how the performance management component of the Federal surface transportation program evolved. He then discussed the difference between performance measurement and management. Perrin described the requirements for MPOs, including setting targets in coordination with the state department of transportation (DOT) and public transportation provider(s) to the maximum extent practicable, and that these targets must be established 180 days after the state DOT and public transportation provider(s) set theirs.

He provided an overview of each of the FHWA performance measures for safety, pavements and bridges, performance of the National Highway System, freight movement on the Interstate system, and the Congestion Mitigation and Air Quality program. Perrin discussed the Percentage of Interstate System Mileage Providing Reliable Truck Travel Time measure in detail.

Bauer requested that the timelines for MPOs to set their targets be included in the notes for this meeting (see below). Bauer asked whether or not MPOs are considered to be in support of the state DOT and public transportation provider(s) targets if they do not set their own. Based on the final Metropolitan Planning Rule, MPOs must establish their own targets by either setting one separate from the state DOT and public transportation provider(s) or supporting those of the state DOT and public transportation provider(s); MPO targets do not default to the state DOT and public transportation provider(s) targets if they do not establish their own.

Performance Area	Final Rule Published	State DOT Targets Due	MPO Targets Due*
Safety	March 16, 2016	August 31, 2017	February 27, 2018
Pavement and Bridge	January 18, 2017	May 20, 2018	November 16, 2018
System Performance (including Freight Reliability)	January 18, 2017	May 20, 2018	November 16, 2018

*MPO targets are due 180 days after the State DOT establishes its targets; dates shown assume the State DOT establishes its targets on the due date.

4. AVAIL Presentation on Freight-Related Performance Measures

Muro informed the group that AVAIL is assisting NYSDOT with the Freight Atlas and provided an overview of their work on it including the use of IHS Transearch data. The atlas is available [online](#).

Muro discussed the National Performance Management Research Data Set (NPMRDS) tool, emphasizing that it is very useful for congestion and reliability measures as well as other analyses. AVAIL is working with NYSDOT on top of the NPMRDS. With 22,000 Traffic message Channels (TMCs), the NPMRDS data is difficult to work with in traditional applications such as MS Excel or MS Access. As such, AVAIL created their web tool. Muro provided a demonstration of the web tool. The web tool will calculate FHWA System Performance metrics for New York State as a whole and for all MPO planning areas. In February 2017, the NPMRDS data provider was changed by FHWA from HERE to INRIX. The

initial finding is that the performance on non-Interstates is approximately 30-40 percent better when calculated with the INRIX data compared to the HERE data.

The web tool will also provide additional analytics and reporting capabilities customized by geography and routes. Lawson added that instructions will be made available for creating, manipulating, and preparing custom reports. The bottleneck tools will be updated soon with an improved algorithm, which is being compared to work done by the American Transportation Research Institute and Texas Transportation Institute. Reports can be shared and published (including in PDF) and graphics can be saved as .png files.

Rosenberg asked about the differences between INRIX and HERE. Muro responded that there are differences but less on the Interstates compared to arterials. He added that he feels INRIX is more representative of actual conditions on non-Interstate arterials. Rosenberg asked about the level of confidence in the NPMRDS data. Muro responded INRIX has included confidence data which was not available from HERE. Lawson added that there are issues with conducting comparisons between results generated with the HERE data and those generated with the INRIX data, but that pre-2017 results that were generated with HERE can be compared to each other and 2017 and future years comparisons can be made as they will be based on INRIX data.

5. FASTLANE to INFRA Transition *(Presentation Attached)*

Perrin reviewed the background of the Nationally Significant Freight and Highway Projects program, which was renamed to INFRA from FASTLANE. The first awards were made in September 2016 and included two projects in New York State. The second round of projects were solicited in October 2016 with applications due in December 2016. USDOT is resoliciting applications for the second round (with the exception of the small project set-aside) and soliciting applications for the third round with a due date of November 2, 2017. Perrin discussed the changes to the program's Merit Criteria, noting the additional considerations of Geographic Diversity and Project Readiness have remained the same. Likely directions for the program include leveraging of private funds being a larger factor, the potential for greater consideration of projects in rural areas, and innovation across multiple areas such as delivery methods and technology.

Bogacz noted that INFRA can be used for non-freight projects; Perrin affirmed.

Formosa stated that he feels land use changes hold the greatest value for generating revenue opportunities. Changes to the transportation system need to be done to modernize it regardless of the funding source, and this includes reconverting assets. Perrin asked if this included value capture. Formosa responded that we can change how we fund transportation projects but must seek creativity and further integration with the purposes of land use at various levels. Rosenberg asked for an example of levels. Formosa cited areas in New York City where people are living over transportation corridors and funding is not being captured based on the value that transportation provides. Bogacz stated that it's not always possible to assign a value increase to infrastructure projects in specific areas and that property taxes are paid based on value of the land, which incorporates the benefits of transportation improvements to at least some degree. Formosa reiterated the need to explore other options for paying for transportation improvements, including purposeful debt programs.

Bauer stated that this was a good discussion. He informed the Working Group that Maria Chau asked him to share with the Working Group that Tom Maziarz of the Connecticut DOT has developed a methodology for conducting benefit-cost analysis for INFRA grants and can share with agencies considering an application. Anyone interested should contact Bauer.

6. Newsletter Thoughts & Ideas

Due to time constraints, Bauer suggested tabling this item until the next meeting. The Working Group concurred.

7. Updates from Stakeholders

Bogacz informed the Working Group that NYMTC adopted a new long range plan in June that includes a [new regional freight plan](#).

Alexander informed the Working Group that SMTC has completed a [freight transportation profile](#).

8. Other Business

a. Freight 101 Fact Sheet

Bauer requested a change to the Air section in the Modes element of the fact sheet based on a comment from a CDTC Planning Committee member. The section would be revised to remove "Landing locations are limited by the runway type and size of plane" as there are physical constraints that limit all modes of good movement, not just air. Bauer asked that the Working Group consider this change and that they will be asked to respond if they have an issue with doing so when the notes of this meeting are distributed.

b. Port of Oswego Tour

Alexander has been in contact with the Port and they are amenable to the Working Group touring their facilities. Alexander feels that a date in spring/summer 2018 would be best with the meeting starting mid-morning to allow for travel. The port has a conference room that can accommodate 20-22 people so a Working Group meeting can be held that day as well at the same site. Rosenberg asked if it would be possible to coordinate with a shipment/vessel coming in. Alexander responded that it will depend on schedules. Rosenberg requested that the meeting not be on a Monday. Subsequent to the Working Group meeting, Alexander has identified the following dates for members to consider:

- | | |
|---------------------------|----------------------------|
| > Tuesday May 22, 2018 | > Wednesday, June 13, 2018 |
| > Wednesday, May 23, 2018 | > Tuesday, June 19, 2018 |
| > Thursday, May 24, 2018 | > Wednesday, June 20, 2018 |
| > Tuesday, June 12, 2018 | > Thursday, June 21, 2018 |

Bauer thanked Alexander for his efforts on the tour as he has found the past ones informative.

9. Adjourn

Bauer adjourned the meeting at 11:43 a.m.



MAP-21/FAST Act Performance Management Requirements

NYSAMPO Freight Working Group

Richard Perrin, AICP

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August 30, 2017

Background

- ▶ Multiple factors for inclusion in MAP-21 and FAST Act
 - ▶ ARRA (“Economic Stimulus” of 2009) required reporting at a greater level than was in place at time for Federal surface transportation funds
 - ▶ Activity-based
 - ▶ “Reduction” in anticipated Federal surface transportation revenues after SAFETEA-LU (i.e., less growth than in previous authorizations)
 - ▶ Greater emphasis on major highways and bridges
 - ▶ National discussion about improved transparency and accountability
 - ▶ Earmarks banned based on number and questionable merit in SAFETEA-LU

Management versus Measurement

- ▶ More than selecting metrics
- ▶ More than selecting metrics and monitoring change
- ▶ More than selecting metrics, monitoring change, and reporting
- ▶ Management about effecting change based on performance in key areas
 - ▶ Outcome-based
 - ▶ Anticipated results must be incorporated and considered in long range statewide and metropolitan transportation plans and STIPs/TIPs

Requirements for MPOs

- ▶ Support seven national goals by setting *targets* for established *measures* and *tracking progress* in critical outcomes via *management*
- ▶ Coordinate with State DOT(s) and public transportation provider(s) to the maximum extent *practicable*
- ▶ Set targets within 180 days of State DOT and public transportation providers setting theirs
 - ▶ Agree to contribute to State DOT target or set separate one for metro area
- ▶ Integrate goals, objectives, measures, and targets from essentially all other plans and processes

National Performance Measures

- ▶ Safety (via the Highway Safety Improvement Program)
 - ▶ Number of Fatalities
 - ▶ Number of Serious Injuries
 - ▶ Rate of Fatalities per 100 million VMT
 - ▶ Rate of Serious Injuries per 100 million VMT
 - ▶ Number of Non-motorized Fatalities and Non-motorized Serious Injuries

National Performance Measures

- ▶ Pavements & Bridges (via the National Highway Performance Program)
 - ▶ Percent of Pavements on the Interstate System in Good Condition
 - ▶ Percent of Pavements on the NHS (excluding Interstate System) in Good Condition
 - ▶ Percent of Pavements on the Interstate System in Poor Condition
 - ▶ Percent of Pavements on the NHS (excluding Interstate System) in Poor Condition
 - ▶ NHS Bridges Classified as in good condition
 - ▶ NHS Bridges Classified as in poor condition

National Performance Measures

- ▶ Performance of NHS, Freight Movement on Interstates, and CMAQ Program
 - ▶ Percent of Reliable Person-Miles Traveled on the Interstate System
 - ▶ Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS
 - ▶ Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)
 - ▶ Total Emissions Reductions by Applicable Pollutants under CMAQ Program
 - ▶ Annual Hours of Peak Hour Excessive Delay Per Capita
 - ▶ Percent of Non-Single Occupancy Vehicle Travel (including travel avoided by telecommuting)

National Performance Measures

- ▶ Percentage of Interstate System Mileage Providing Reliable Truck Travel Time
 - ▶ Intended to consider use during all hours of the day as most intense use of system (regardless of time of day) can negatively impact goods movement
 - ▶ Truck Travel Time Reliability Index
 - ▶ Five periods – 1) M-F Morning Peak, 2) M-F Midday, 3) M-F Afternoon Peak, 4) Weekend 6 a.m.-8 p.m., 5) All Days 8 p.m.-6 a.m.
 - ▶ Ratio of 95th percentile time divided by 50th percentile (normal time) for each segment
 - ▶ Each segment's largest ratio of the five periods multiplied by its length then the sum of all length-weighted segments divided by the total length
 - ▶ Good graphical overview on slides 25-29 of the FHWA's Final Rule webinar of June 1, 2017 at <https://www.fhwa.dot.gov/tpm/rule/170601pm3.pdf>



§ 490.613 Calculating Freight Reliability Measure (Example)

$$\text{TTTR Index} = \frac{\sum \text{All segment length weighted TTTR}}{\sum \text{All segment lengths}}$$

Segment length (mi.)	0.500	0.500	1.000	1.000	5.000
	x	x	x	x	x
MaxTTTR	1.49	1.59	1.50	1.41	1.36
	=	=	=	=	=
Length-weighted TTTR	0.75	0.80	1.50	1.41	6.80

$$\text{TTTR Index} = \frac{11.25}{8.000 \text{ mi}} = \mathbf{1.41}$$

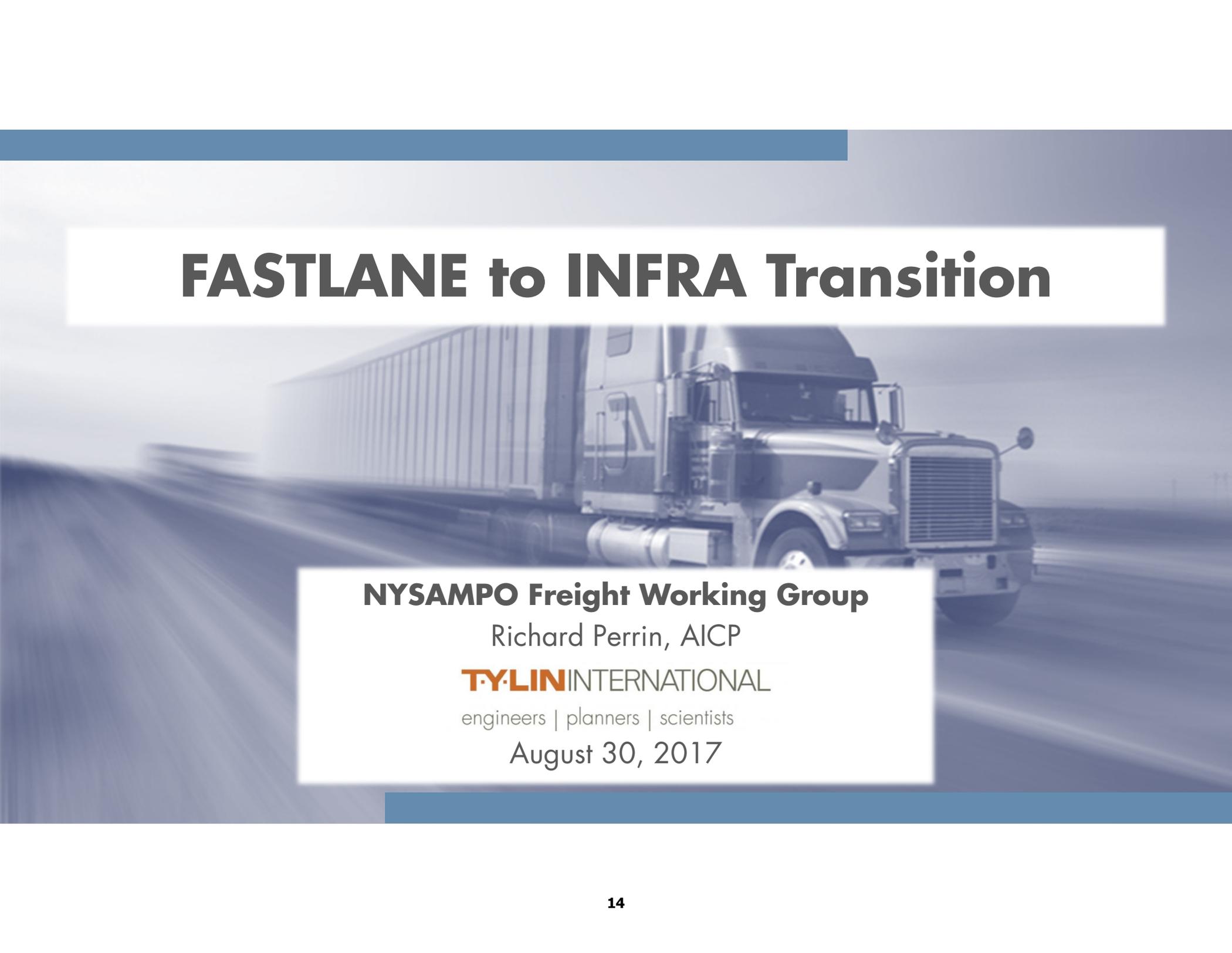
Measure: TTTR Index, full extent of the Interstate system



U.S. Department of Transportation
Federal Highway Administration

29

FASTLANE to INFRA Transition



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Background

- ▶ Authorized in FAST Act as Nationally Significant Freight and Highway Projects program
- ▶ First FASTLANE awards made in September 2016 (\$759.2 million)
 - ▶ I-390/I-490/Route 31 Interchange, Lyell Avenue Corridor (NYSDOT \$32M)
 - ▶ Cross Harbor Freight Program (PANY/NJ - \$10.7M)
- ▶ Second round of projects solicited in October 2016
 - ▶ Applications were due December 15, 2016
- ▶ Second round re-solicited and third round solicited in August 2017
 - ▶ Applications due November 2, 2017
 - ▶ Exception is \$79 million “small project set-aside” for second round

Revised Criteria

FASTLANE	INFRA
Merit Criteria	
Economic Outcomes	National & Regional Economic Vitality
Mobility Outcomes	Potential for Innovation
Safety Outcomes	<i>Safety</i>
Community & Environmental Outcomes	<i>Environmental Review & Permitting</i>
Other Criteria	<i>Project Delivery Approach</i>
Cost Share	Leveraging of Federal Funding
Partnerships & Innovation	Performance & Accountability
Additional Considerations	
Geographic Diversity	Geographic Diversity
Project Readiness	Project Readiness

What It Means

- ▶ Leveraging of Federal Funding (previously Cost Share) now a Major Criteria
- ▶ Minimum of 25 percent reserved for rural projects, could be more
- ▶ Leveraging and Rural/Urban a combined factor
 - ▶ Areas of lesser means can “meet a lower standard for leverage”
- ▶ Innovation across multiple areas
 - ▶ Include liaisons from other federal departments/agencies to assist reviews
 - ▶ Alternative delivery methods
 - ▶ Dynamic signaling/pricing, V2I/V2V/V2E