



**NEW YORK STATE ASSOCIATION OF MPOs  
FREIGHT WORKING GROUP  
October 31, 2018  
Teleconference  
1:30 PM – 3:00 PM**

**MEETING NOTES**

**1. Participating**

- BMTS – Leigh McCullen
- CDTC – Christian Bauer (Chairman)
- DCTC – Mark Debald, Dylan Tuttle
- GTC – Jody Binnix
- NYMTC – Gerry Bogacz
- SMTC – Mike Alexander (Co-Chairman)
- WJCTC – Scott Docteur, Al Ricalton
- NYSDOT-Main Office – David Rosenberg, Jim Davis
- FHWA – Maria Chau, Gautam Mani
- 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. Update on NYS State Freight Plan**

Rosenberg reported that since the last update to the group, there are two items left to complete. The first item is Technical Memorandum 7, which will present the projects and strategies to address identified needs and deficiencies. The needs and deficiencies incorporated stakeholder input (including from the July 17, 2018 meeting and webinar), and are documented in Technical Memorandum 6. Projects to be programmed with National Highway Freight Program (NHFP) funding are included as are illustrative projects in the mid- and long-terms. Rosenberg stated that regulatory, operational, and policy initiatives (collectively, strategies) are important components and were a point of emphasis by private sector stakeholders. The document is currently under review by NYSDOT executive management and expected to be shared with stakeholders in November.

The second item is the plan document. All chapters have been assembled with maps, pictures, and other graphics being added to ensure that key concepts are comprehensible to individuals without an extensive freight background. The document will be a FAST Act-compliant State Freight Plan that is expected to be provided for NYSDOT executive management review in November.

Chau asked how long NYSDOT executive management review typically takes. Davis responded that they have already seen and been briefed on the primary elements but a timeline for the completion of their review has not been established.

Chau asked if the plan document would be considered draft or final following NYSDOT executive management review. Rosenberg responded that the plan document would be considered draft upon incorporation of NYSDOT executive management comments at which point it would be provided to FHWA for determination of compliance with FAST Act requirements while simultaneously being made available for review by stakeholders. Chau noted that FHWA NY Division would prefer a minimum 30-day period for review and determination of compliance with FAST Act requirements.

Debald asked about the desired completion date for the plan document. Davis responded that NYSDOT has put significant effort into its development, including outreach throughout the state to all sectors and did not recommend programming all of the NHFP funds to a single project, as one state did. He added that the remaining elements (Technical Memorandum 7 and the plan document) are very close and the end of the calendar year is ideal, but completion is dependent on the amount and depth of comments that need to be addressed for each.

Bauer and Chau thanked Rosenberg and Davis for the update.

### **3. FHWA Freight Funding Opportunity**

Chau reported that there are indications there will be a new round of the INFRA grant program. While the exact timeline is not known, there can be a quick turnaround from the announcement of the solicitation to the deadline for applications. FHWA NY is informing the group so that members can begin thinking now about potential applications.

Bauer concurred that CDTC members feel there is a quick turnaround and asked that when the solicitation is released that it be shared with the group as quickly as possible. Chau responded that FHWA NY Division will distribute the announcement as quickly as possible once it's released. She added that FHWA NY Division is willing to discuss potential projects with sponsors in advance of the solicitation. The USDOT INFRA office will ask FHWA Divisions about projects that are submitted from agencies within their state, federal district (District of Columbia), or U.S. territory (Puerto Rico).

Bogacz noted that [a bill was proposed in the Senate earlier in October that would allow for more rail projects to be awarded INFRA funds.](#)

### **4. Truck Parking Needs**

Rosenberg stated that NYSDOT has worked on a variety of items related to truck parking over the past 10-plus years and that providing a sufficient amount to meet demand is expected to be a challenge for the foreseeable future. [Section 1305 of SAFETEA-LU established the Truck Parking Facilities program](#), which was a discretionary pilot program totaling \$25 million over four years (\$6.25 million annually). NYSDOT submitted applications in each year and also worked with the Thruway Authority on an application for the Ramapo travel plaza, but was unsuccessful in being awarded funds. The program was not reauthorized in MAP-21. Other initiatives discussed by Rosenberg included:

- NYSDOT worked with New York City to assess the viability of public private partnerships for expanding the amount of truck parking.

- NYMTC did a multi-state parking demand study as did the North Jersey Transportation Planning Authority (NJTPA).
- NYS DOT partnered with the New York State Police to conduct truck parking counts from which directional patterns were able to be determined.
- The Port Authority of New York/New Jersey constructed truck parking at JFK airport.
- NYS DOT implemented a pilot ITS project in Kanona on I-86 to let truckers know spots were available at privately-operated truck stops when the state-owned one was full.

Rosenberg reiterated that truck parking will continue to be a challenge and the issue is not unique to New York State. The majority of spaces are privately-owned so working with the private sector to assess demand and address it will be key.

Bauer asked if other MPOs were addressing this issue and if so, what they are working on with respect to it. He noted that CDTC hears from its Freight Advisory Committee that truck parking is an issue but typically outside of the region. Some counts were conducted as part of the CDTC freight plan but public comment on the issue is limited. He asked for input from other members of the group.

Bogacz referenced the NYMTC and NJTPA parking studies that Rosenberg mentioned, citing that they were two of three (the other being conducted by the Connecticut DOT) that were part of the 2009 [Multi-State Truck Stop Study – A Regional Summary of Truck Stop & Rest Area Activities](#) report. Peak demand was far exceeding capacity in the New York State portion of the region, creating safety issues. A general set of recommendations are included in the over study but have not been substantially advanced. Bauer asked if the study documentation was available online. Bogacz responded that it may be archived and that he will send to Perrin. Bauer instructed Perrin to distribute to the group with the notes from this meeting.

Stewart stated that there are examples of zoning regulations related to truck parking that may be useful to the group, noting one in the Lehigh Valley. Specifically, Section 207-601 (2) Table 6.1, requiring one off-street truck parking space for each ½ of a required loading space, and Section 27-605 (2G), requiring one off-street loading space per loading dock, in the [2017 amendment to the Township of Upper Macungie Zoning Code](#). Bogacz added that the Lehigh Valley Planning Commission (LVPC) is part of the three-state [Metropolitan Area Planning Forum](#), which includes NYMTC and OCTC in New York State and other MPOs in Pennsylvania and Connecticut. If interested, the Freight Working Group could invite LVPC to present at one of the group’s future meetings.

## **5. Assessing the Impacts of E-Commerce**

Bogacz informed the group that the current NYMTC long-range regional transportation plan – [Plan 2045: Maintaining the Vision for a Sustainable Region \(Plan 2045\)](#) – was adopted in June 2017. One element of it is the [Regional Freight Plan 2018-2045](#) (Appendix 8). NYMTC has commissioned the same consultant that developed the freight plan to conduct supplemental work on the potential implications of e-commerce and other advanced technologies on the NYMTC planning area. He reviewed the eight strategic goals of *Plan 2045*, noting there are 29 related outcomes for freight and four associated categories of improvements and solutions. The following are challenges that will affect goods movement in the NYMTC planning area:

- Regional Growth: Population, employment, and GDP are expected to increase, resulting in more daily trips (by both transit and autos) and greater vehicle miles traveled.
- Growing Goods Movement: Freight tonnage is projected to increase more than 65 percent from 365 million tons per year in 2012 to 610 million tons in 2045.
- Growing Freight Value: In 2012, \$913 billion worth of freight moved into, out of, within, or through the NYMTC planning area, and is projected to increase 141 percent to \$2.2 billion by 2040.
- Modal Constraints: Trucks will continue to move vast majority of tonnage; approximately 90 percent.
- Major Port Facilities: Significant East Coast volumes moving through various locations in New York and New Jersey with the only large-scale rail switching yard located north of the NYMTC planning area in Selkirk.
- Changing Goods Movement: Economic, technological, and regulatory changes will affect the demand for, volume, origins/destinations, routes, and modes of freight transport.

Bogacz reviewed recommended freight improvements from *Plan 2045* and a sampling of upcoming freight planning efforts. He noted that the NYMTC initiative is using existing data (not primary data collection) and there is not a significant body of existing research. Work completed to date includes initial review of trends in e-commerce, less-than-truckload shipping and warehousing, and automated vehicle technology. The initial documentation of this research is expected in the first quarter of 2019, and will be shared with the group.

Perrin asked if the effects of additive manufacturing would be included in this initiative. Bogacz responded that it is discussed in the *Regional Freight Plan 2018-2045* but that NYMTC members want to focus on technologies that are further defined and likely to have more immediate impacts than additive manufacturing.

## **6. Updates from Stakeholders**

Bauer reported that CDTC has issued its solicitation for new TIP projects, and the evaluation of submitted projects includes freight considerations.

## **7. New Business**

Bauer stated that the next meeting is scheduled for December 6, 2018 but that this may be adjusted depending on when the remaining draft State Freight Plan elements are provided for review by the MPOs and FHWA.

## **8. Adjourn**

Bauer adjourned the meeting at 2:33 p.m.