



MEETING MINUTES

November 20, 2019 9:00 AM

CDTC, 1 Park Place, Albany, NY 12205

Attendees

Brian Stewart	Cambridge Systematics
Chad Grinnell	Norfolk Southern
David Rosenberg	NYSDOT
Gautam Mani	FHWA NY Division
Jeff Wojtowicz	Rensselaer Polytechnic Institute
Jim Davis	NYSDOT
Lee Roohan	YRCW
Louis Esposito	Owner Operator Independent Drivers Association/Town of Princetown
Maria Chau	FHWA NY Division
Mark Landgraf	Citizen (ret. NYSDOT)
Mike Izdebski	Carver Companies
Pete Bardunias	Chamber of Southern Saratoga County
Peter Plumeau	EDR Group
Robyn Marquis	NYSERDA
Scott Roth	NY Industrial Real Estate
Tom O'Connor	Capital Region Chamber
Tony Vasil	Port of Albany
Chris Bauer	Capital District Transportation Committee
Glenn Posca	Capital District Transportation Committee
Jacob Beeman	Capital District Transportation Committee
Mike Franchini	Capital District Transportation Committee

1. Welcome and Introductions

Chris Bauer began the meeting with a review of the meeting agenda and attendee introductions. Since there were several new members at the meeting, Chris highlighted some FAQs about the Freight Advisory Committee (FAC) and explained its role CDTC's planning process. Chris noted the following:

- There is no official appointment to the FAC, the committee is open to anyone with an interest in Freight and Goods Movement



- The FAC does not make decisions but does make recommendations to the CDTC's Planning Committee and Policy Board

2. Truck Parking Studies: Best Practices (Brian Stewart, Cambridge Systematics)

Brian Stewart from Cambridge Systematics gave a presentation on the current issues in truck parking and the best practices of conducting a truck parking study. The following notes summarize the presentation:

- Public sector has a role in truck parking due to Jason's Law which requires the provision of adequate truck parking
- The term "adequate" is undefined in the United States which leaves room for interpretation of the law
- First step in a truck parking study is the inventory
 - An accurate inventory of authorized truck parking is key because small changes in initial inventory can lead to big differences in utilization rates
 - Typically look at both public and private parking
 - Depending on the scope of the project, they may set different thresholds of what will be counted as qualified parking. For example, in Texas, they used a minimum of 10 truck parking spaces, with fueling facilities.
- Second step in a truck parking study is the demand assessment
 - The primary source of data for tracking demand is ATRI GPS data which covers about 1/3rd of all truck traffic
 - Also use intelligent imaging systems (IIS), vendor data "Streetlight", truck parking apps, and also work with OOIDA and CBRE to identify the demand for truck parking in particular locations.
 - 12:00 AM – 5:00 AM is typically the main concern for parking to be over capacity
- Third step in a truck parking study is the gap analysis
 - Since the data is only representative of about 1/3rd of the trucks on the road the data must be expanded using class counts from nearby road segments
 - In some states/areas, there are Truck Parking Information Systems which can help in expanding the data
 - Comparing public and private parking, the private parking facilities are more likely to be over capacity
- Fourth step in a truck parking study is providing recommendations
 - Develop a prioritized list of problems with matched solutions
 - There are a range of solutions that can be applied



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- additional public parking facilities
 - additional private parking facilities
 - “Uber Model” truck parking applications
 - Land Use and zoning requirements for new development
- Final step in a truck parking study is to package and document the results
 - Variety of new technologies and policy changes that could have an impact on the conditions of truck parking
 - Cashless tolling
 - Hours of service changes
 - Connected and automated vehicles

For more information, please see the attached PowerPoint presentation.

FAC Comments/Questions on the presentation:

- Question - Is Recreational Vehicle (RV) parking taken into account in the parking demand and utilization portions of the studies? Answer – No, RVs are not included in the parking demand analysis.
- Experienced drivers may not want to park in tight parking spots where their trucks may get damaged by less experienced drivers, and would rather park on and on/off ramp instead.
- State DOT inspections sometimes set up at rest areas stops, and sometimes take up parking spaces. Many truckers choose not to park in open spots around enforcement activities due to increased noise and activity.
- Except for the New York State Thruway, the public sector cannot sell fuel at public rest stops. Many drivers prefer the private rest areas that sell fuel.
- It should be the private sector’s responsibility to accommodate early arrival trucks. This should be addressed through local planning and zoning ordinances and site plan review
 - Response – Many local planning and zoning board members are not aware of all of the impacts and logistics that may come with the approval of developments.
- Typically the private sector “asks” from the public sector is from the standpoint of ease of permitting and softening public opposition. They are not looking for financial handouts.
- There is an existing truck parking inventory for the Capital District that was completed as part of the CDTC Freight Plan (2016)
- The public sector cannot “build their way out” of the truck parking shortage; the solution must involve the private sector.



- Question – Are there security cameras at public truck parking facilities? Answer – Yes, there are cameras at some facilities and New York State Police monitor public rest areas/parking facilities as part of their regular patrols.

Chris Bauer wrapped up the truck parking discussion and noted that it is an important topic that will be continued to be discussed at future meetings.

3. Update – NY Statewide Freight Plan (Dave Rosenberg, NYSDOT)

NYSDOT submitted the New York Statewide Freight Plan (NYSFP) to FHWA in August 2019 and the plan was approved by FHWA. The plan is available to read on the NYSDOT website and there is a link to the plan on the CDTC Freight webpage. Dave Rosenberg noted that NYSDOT coordinated extensively with stakeholders during the development of the plan. Some stakeholders include NYS MPOs, Owner Operators, the Trucking Association of New York (TANY), and the Rail of New York (RONY), among many others.

Chris Bauer noted that at the last FAC meeting there was a review of the projects included in the NYSFP that were in the CDTC planning area and that if anyone had any follow-up questions they could contact him or Dave Rosenberg.

Direct Link to NY Statewide Freight Plan: <https://dot.ny.gov/freight-plan>

4. Review – new Visions 2050 Draft Freight White Paper (Chris Bauer, CDTC)

Chris Bauer provided some background information on the CDTC Freight White Paper including a review of the process and timeline. The Freight White Paper is essentially an update of the CDTC Freight Plan's (2016) key elements. For this effort, the Freight Plan was considered mostly still relevant. Chris provided several hard copies of the white paper to the FAC and requested any final comments be made by Friday, December 5. The final draft of the paper will be submitted to the CDTC Planning Committee for review in January.

Peter Plumeau suggested the document should contain more information about the potential effects of autonomous truck technologies. The potential for truck automation and platooning in freight transportation has emerged and is growing rapidly. This technology could have huge impacts on how freight is moved and the location of warehouses and distribution centers in the future. With the scale of the potential impacts that automation and truck platooning could have he believes there should be some discussion of the topic in the CDTC Freight White paper.

Chris Bauer acknowledged the potential impacts that could come from automation and truck platooning and requested further information on the topic.

For more information, please see the attached PowerPoint presentation.

5. Discussion – CDTC Freight Planning Initiatives (Chris Bauer, CDTC)

Chris Bauer noted that CDTCs current freight planning initiatives include the New Visions 2050 Freight White Paper and a joint grant funding application with RPI submitted for a NYSERDA Improving the Efficiency of New York's Transportation System funding. CDTC is also sharing more information with the Council of Supply Chain Management Professionals (CSCMP) New York Chapter.



6. Discussion – Member Items

Due to time constraints, this agenda item was skipped.

7. Action Items/Next Meeting

The 2020 Freight Advisory Committee dates are February 19, May 20, August 19, and November 18. All meetings will begin at 9:00 AM unless otherwise specified.

8. Adjourn

The meeting was adjourned at approximately 10:40 AM.





CDTC FREIGHT ADVISORY COMMITTEE

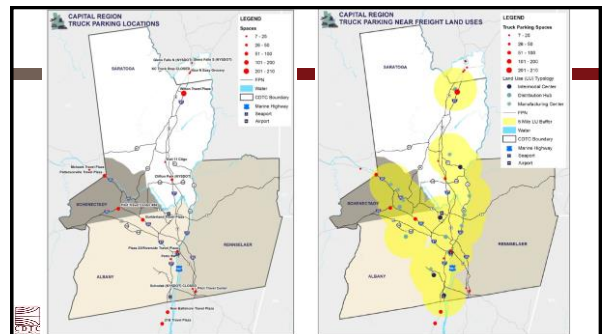
November 20, 2019

Today's Agenda

- 1) **Welcome and Introductions**
- 2) **Presentation – Truck Parking Studies: Best Practices** (Brian Stewart, Cambridge Systematics)
- 3) **Update – NYS Freight Plan** (Dave Rosenberg, NYSDOT or rep.)
- 4) **For Review – New Visions 2050 Draft Freight White Paper** (Chris Bauer, CDTC)
- 5) **Discussion – CDTC Freight Planning Initiatives** (Chris Bauer, CDTC)
- 6) **Discussion – Member Items**
- 7) **Action Items/Next Meeting**
 - 2020 Freight Advisory Committee Dates: February 19, May 20, August 19, November 18
- Adjourn

CDTC Freight Advisory Committee

- Meets quarterly on the 3rd Wednesday of February, May, August (tour), November
- Brings together public and private freight interests
- No official appointment – all are welcome
- Makes advisory recommendations to CDTC's Planning Committee and Policy Board (i.e. the decision makers) to inform transportation funding decisions



Truck Parking in CDTC Region (from CDTC Freight Plan (2016))

TABLE 23: ESTIMATE OF DESIGNATED OFF-ROAD TRUCK PARKING CAPACITY IN THE CDTC AREA

Name of Lot	County	Municipality	Route	Description	Hours	Number Spaces
Plaza 231	Albany	Albany	I-87	Off Exit 23 or I-87 Exit 2 - 240 Church St.	24	50"
Riverside Travel Plaza	Albany	Albany	I-87	Off Exit 23, Rt.9W	24	No Space
Petro World Truck Stop	Rensselaer	Castleton-On-Hudson	I-90W	Off Exit 12, 995 U.S. Rte 9	24	35"
Pilot Travel Center	Saratoga	Saratoga	I-87N	Off Exit 14	24	28
Clifton Park	Saratoga	Round Lake	I-87	Off Exit 11, Round Lake Rd.	N/A	No Space
Exit 11 Truck Stop (Cligo)	Saratoga	Wilton	I-87	Off Exit 16, 216 Ballard Rd.	N/A	Markings, 20-30
Wilson Travel Plaza	Schenectady	Pattersonville	I-90W	Milepost 159, Located Westbound between Exit 26 & Exit 27	24	55"
Pattersonville Travel Plaza	Schenectady	Rotterdam	I-88	Off Exit 25, 1128 Duaneburg Rd.	24	67"
Pilot Travel Center No. 494	Schenectady	Schenectady	I-90EW	Milepost 153, Located Eastbound between Exit 25 & Exit 24	24	72"
Guiderland Travel Plaza	Schenectady	Schenectady	I-90W	Between Exits 11 & 12	N/A	13"
Schock	Rensselaer	Schock	I-90W			~580 Spaces

Truck Parking entering/exiting the CDTC Region (from CDTC Freight Plan (2016))

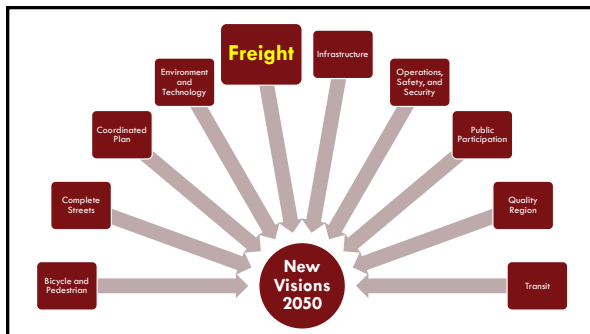
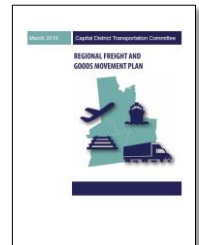
TABLE 24: ESTIMATE OF DESIGNATED OFF-ROAD TRUCK PARKING CAPACITY ON ROUTES ENTERING/EXITING THE CDTC REGION

Name of Lot	County	Municipality	Route	Description	Hours	Number Spaces
218 Travel Plaza	Greene	Coxsackie	I-87	Off Exit 218, 12800 US Route 9W	N/A	64"
New Baltimore Travel Plaza	Greene	Hannacroix	I-87	Milepost 127, Located Northbound & Southbound between Exit 218 & Exit 21A	24	52"
Mohawk Travel Plaza	Montgomery	Amsterdam	I-90E	Milepost 172, Located Eastbound between Exit 27 & Exit 26	24	14"
Nice N Easy Grocery (Mobil)	Saratoga	South Glens Falls	I-87	Off Exit 17, US Rt. 9	N/A	16"
Moreau Xtra Mart (Dunoco)	Saratoga	South Glens Falls	I-87	Off Exit 17, US Rt. 9 - One mile off Interstate	N/A	16"
Glens Falls (N)	Warren	Queensbury	I-87N	Between Exits 17 & 18	24	16
Glens Falls (S)	Warren	Queensbury	I-87S	Between Exits 17 & 18	24	15
K C Truck Stop (Getty)	Saratoga	Ganesevot	I-87	Off Exit 17, US Rt. 9 1311 Saratoga Rd.	N/A	No Space
						Markings, 5-10 ~200 Spaces

NEW VISIONS 2050 UPDATE: FREIGHT WHITE PAPER

Background

- New Visions = CDTC's Long Range Transportation Plan (federal requirement)
- New Visions 2040 (2015) – Freight Plan White Paper was a scope-of-work for Freight Plan Update
- Regional Freight Plan
 - ▣ Developed 2015-2016
 - ▣ Adopted March 2016
 - ▣ Still mostly relevant
- New Visions 2050 Freight White Paper: update of plan's key major components



Freight White Paper Timeline

- **Materials prepared and released in advance of FAC meetings**
 - ▣ FAC – May 15
 - Review NV process, timeline, and white paper outline
 - New Visions Principle
 - Freight Priority Network
 - Emerging Issues and Trends
 - ▣ FAC – August 21
 - Policies, Plans, and Recommendations
 - Performance Measures
 - ▣ FAC – November 20
 - Final Draft Freight White Paper Review
- **December 2019 – Freight White Paper finalized**

FAC comments
incorporated into
draft white paper

Please submit
comments by
December 5

NV 2050 Freight White Paper – Outline

- | | |
|-----------------------------------------------------|-------------------------------------------------|
| I. Introduction - CDTC Regional Freight Plan (2016) | VII. New Visions Scenario Planning |
| II. Freight Planning & Investment Principle | VIII. Projects, Programs, Policies, and Studies |
| III. Freight Priority Network | IX. Recommendations |
| IV. Current and Emerging Issues and Trends | X. Freight & Environmental Justice |
| V. Performance Measures | |
| VI. The FAST Act: Freight Provisions | |

CDTC Freight Planning Initiatives

- New Visions 2050 Freight White Paper Draft
- RPI: NYSDA *Improving the Efficiency of New York's Transportation System* funding application
 - ▣ "Fostering Freight Water Transport in New York State: High-Level Assessment"
 - ▣ Port of Albany, NY Council, others
- Sharing info with CSCMP-NY

[illegible][illegible][illegible]

Action Items/2020 Meetings

- ❑ Action Items:
 - ▣ Review Draft Freight White Paper – comments by 12/5
- ❑ 2020 Meeting Dates:
 - ▣ February 19 – next meeting
 - ▣ May 20
 - ▣ August 19 (tour)
 - ▣ November 18

Thank you for attending!

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Truck Parking – Best Practices and Lessons Learned

presented to
Capital District Transportation Committee – Freight Advisory Committee

presented by
Brian Stewart



11-20-2019

Think Forward

Who is Cambridge Systematics (CS)?

Vision

Be the leading provider of innovative transportation planning, analysis, and information technology solutions



Mission

Partner with our clients to address today's most pressing challenges and shape the future of transportation

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Core Service Areas Transportation Planning, Policy and Operations



Recent/On-Going Truck Parking Work:

- *Texas
- *North Carolina
- *Nevada
- *Caltrans District 9
- *Missouri
- *I-95 Corridor Coalition



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Why Trucks Park

Trucks need to park for many different reasons.



"Long-Haul"

Challenge: Drivers want to maximize their HOS, but the private and public sector can't build parking everywhere.



"Staging"

Challenge: Need is in or near urban areas with higher land prices, municipal restrictions, and community opposition. Requires a different business model than long-haul parking (shorter stays means less demand for services).



"Emergency"

Challenge: Unpredictable demand for a very large amount of parking.



"Time Off"

Challenge: Independent drivers don't have a "base" to park at. Municipal restrictions can make parking near home difficult and private long-term parking can be expensive (if available).

- In addition to these, in sample data ~60% of all stops are < 1 hour in duration
 - 30-minute break within first 8 hours of driving
 - Food/Fuel
 - Origin/Destination stops

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Why Does the Public Sector Need to be Involved?

- Jason's Law requires the U.S. Department of Transportation (DOT) to conduct a survey and comparative assessment in consultation with relevant State motor carrier representatives to:
 - Evaluate the capability of [each] State to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation;
 - Assess the volume of commercial motor vehicle traffic in [each] State; and
 - Develop a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in [each] State
- Jason's Law Survey Update – due early 2020

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What Is Meant by "Adequate"?

- Congress/FHWA have not defined what "adequate" truck parking means



- European Commission Report "Study on Safe and Secure Parking Places for Trucks":

- Four levels of security
- Assessed by external 3rd party audit
- Minimum amenities
 - Toilets, showers, washing machines, water, waste
 - Snacks, internet connection, electricity connection

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Gap Analysis

➤ Difference between Inventory and Demand

- Demand in authorized areas
 - Need expansion factors for ATRI, IIS/Drivevize, Streetlight?
- How to identify parking in ROW or unauthorized areas?
 - Limitation with crowdsourced data
- Future forecasting

➤ Not all inventory is equal...



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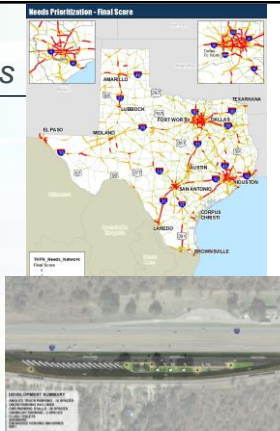
Truck Staging Project

1. NCDOT connecting road from NC 55 to Tilton Avenue, pulling trucks off Mount Olive streets
2. Planned Mt. Olive Staging area for most incoming truck traffic
 - Check-in
 - Queue-up
 - Scales
 - Break area

Range of Solutions

Recommendations

- Prioritized list of problem areas, matched with solutions
- Policy
 - Better communication within DOT and between DOT and other agencies
- Zoning
 - Truck parking minimum or shared staging lot – new industrial/warehouse development
 - Township of Upper Macungie (PA)
- Competitive grant program?
 - Model on industrial/short-line railroads
- Increase enforcement as more parking/better information becomes available



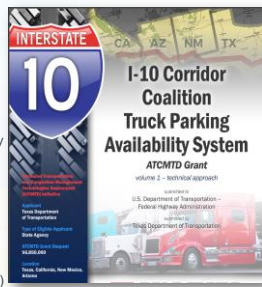
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FULL SERVICE TRUCK STOP WITH 100 PARKING SPACES NEEDED IN BISHOP, CALIFORNIA

Documentation

Funding (infrastructure and technology)

- Formula Funds
 - Highway Safety Improvement Program (HSIP)*
 - Surface Transportation Block Grants (STBG)
 - National Highway Performance Program (NHPP)
 - National Highway Freight Program (NHFP)
 - Congestion Mitigation and Air Quality (CMAQ)*
- Competitive/Grant
 - INFRA/BUILD
 - Innovative Technology Deployment (ITD) Program
 - Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)



➤ O&M funding?

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Next Steps? Truck Curbside Management Efforts

- Truck and Bus Route System
- Loading Zone Inventory
- Interactive Truck and Bus Map
- Loading Zone Allocation Model (LZAM)
- Loading Zone Pricing
- Pay-By-Cell and Parking Violation Data Review



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Lessons Learned

- Get the inventory right
 - What counts as authorized truck parking?
 - Small differences in inventory can lead to large differences in utilization/gap calculations
- Local data/context matters
 - Expansion factors
 - Sample data limitations
- Outreach – early and often
 - EDA/IDA
 - Trucking Association
 - Shippers/Receivers
 - Enforcement
 - MPOs/Municipalities
 - Internal
 - District engineers
 - O&M
 - Other departments
- Think broadly – truck routing, municipal zoning, economic development policies, etc. are all part of the issue/solution
- Staging/urban parking needs are often highest and hardest to tackle

Amazon eyeing Village of Colonie for distribution center



Amazon eyeing Schodack land for distribution center

After months of remaining tight-lipped, representative reveals tenant



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The Future?

- NYS Thruway cashless tolls – tandem lot impact?
- Proposed HOS Changes
 - Increase short-haul exception allowances (to 14 hours, 150 air-miles)
 - Extend by 2 hours the adverse driving condition exception
 - 30-minute break can be "on-duty, not-driving status" rather than off-duty
 - Modify sleeper-berth exception to allow for two shorter breaks instead of one 10-hour break
 - Ability to pause the 14-hour drive window with off-duty break of 30 minutes – 3 hours
- CMV Automation
 - Likely to reduce demand for long-haul overnight parking and may increase need for staging/short-term parking on urban fringe



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Questions?

Thank you!

Brian Stewart

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