



## Meeting Minutes

February 15, 2023, 9:00 AM-10:30 AM

### 1) Welcome and Introductions

Kate Maynard, CDRPC  
Pete Bardunias, Capital Region Chamber  
Ted Thompson, citizen  
Bill Trudeau, City of Albany  
Ryan Ripper, Town of Wilton  
John Scavo, Town of Clifton Park  
Mike Fariello, NYS Thruway Authority  
Susan Olsen, NYSDOT Region 1  
Dave Schmitz, Price Chopper  
Erik VandenBerg, GE  
Valerie Deane, NYSDOT Region 1  
Kendra Hems, Trucking Association of NY  
George Penn, Albany County  
John Taylor, Town of Bethlehem  
Catherine Lawson, UAlbany

Chris Wallin, City of Schenectady  
David Rosenberg, NYSDOT  
Penny Vavura, Albany Port District  
Commission  
Gautam Mani, FHWA  
Jeff Wojtowicz, RPI  
Tom Phelan, GF/BHX  
Peter Comenzo, Town of Rotterdam  
Louis Esposito, Town of  
Princeton/OOIDA  
Chris Bauer, CDTC  
Jacob Beeman, CDTC/CDCC  
Chaim Simon, CDTC  
Mohammed Ibrahim, CDTC

### 2) Update – Capital District Clean Communities (Jacob Beeman, CDTC)

CDCC is developing its work plan for FY 2023-24. They can host market development events, workshops, and meetings. They also can provide technical assistance and fleet coaching for fleets interested in alternative fuels. Anyone interested in proposing a freight-oriented project for the CDCC work plan should contact Jacob Beeman.

### 3) Update - Collaborative Approaches to Foster Energy Efficient Logistics in the I-87 Corridor (Jeff Wojtowicz, RPI)

RPI is nearing completion of the Collaborative Approaches to Foster Energy Efficient Logistics in the I-87 Corridor project. The project was funded by the US Dept of Energy (DOE) and CDTC was a partner. The purpose is to deliver policies and a guidebook to increase energy efficient freight movement in both the public and private sector. The draft report and analysis are currently being reviewed by the DOE, and upon approval it will be disseminated.



One of the pilots supporting the project was to look at the process of consolidating freight from NY Harbor up to the CDTC region. Another pilot was researching tandem trailer operations on the Thruway. They have also conducted an analysis with Price Chopper to measure total emissions from different alternative fuel powered trucks.

#### **4) Update – New York State Freight Transportation Plan (David Rosenberg, NYSDOT)**

NYS Freight Plan was completed and approved by FHWA in August of 2019. Under the FAST Act, State Freight Plans are to be updated every 5 years; the NYS Freight Plan update is due in August of 2024. NYSDOT has tentatively designated a consultant team, led by CPCS, to update the State Freight Plan. CPCS has led statewide and regional freight plans in Ohio, Washington State, Kansas, Arizona, Maryland, and North Dakota and supported the development of freight studies in Nevada, Florida, Texas, Utah, and Wisconsin.

#### **5) Update – City of Rensselaer CDTC/CDRPC Tech Assist Project (Chris Bauer, CDTC)**

The project was completed as part of the CDTC/CDRPC Tech Assist Program. The primary purpose of the project was to encourage trucks to use the truck route to access the Port of Rensselaer and surrounding industrial land uses. Despite truck restrictions, some trucks are going through the Crailo neighborhood. Potential solutions include encouragement, enforcement, correcting improper GPS, and Traffic Calming. The full technical memorandum will be available on the CDTC website.

#### **6) Working Session - Regional Truck Parking Study (Tom Phelan, Gannett Fleming/BHX Engineering)**

The project consultant presented a project update including information about data collection, analysis, and recommendations. Three areas of potential concern have been identified: I-90 near the MA border, I-87 in northern Saratoga Co., and NY 7 near I-90/I-88. The analysis found that there aren't large region wide issues yet but with even minimal growth the issue will be exacerbated.

A matrix of proposed Truck Parking Toolkit elements was distributed for feedback. Participants were asked to complete the worksheet and return it to Chris Bauer or Tom Phelan. For more information see attached presentation and instructions.

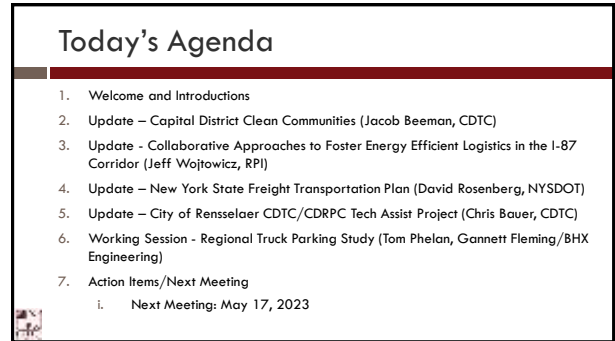
#### **7) Action Items/Next Meeting**

- i. Complete the Truck Parking Toolkit assessment worksheet
- ii. Next Meeting: May 17, 2023

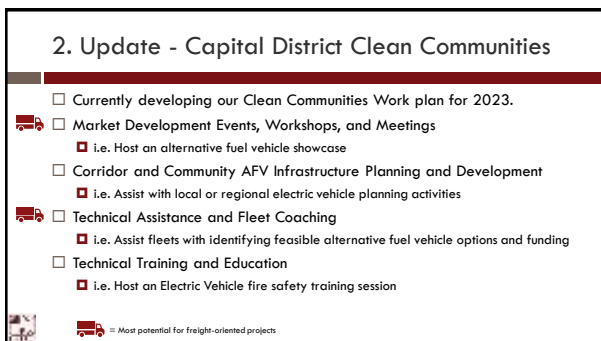




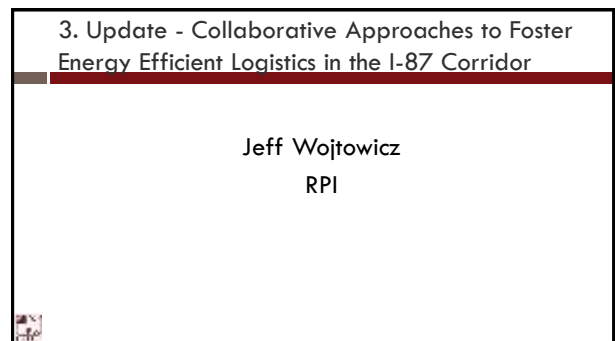
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#### 4. Update – New York State Freight Transportation Plan

David Rosenberg  
NYSDOT



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#### 5. City of Rensselaer CDTC/CDRPC Tech Assist Project

- CDTC/CDRPC Tech Assist Program
- Encourage trucks to use truck route to access the Port of Rensselaer and surrounding industrial land uses
  - ▣ Some trucks going through Crailo neighborhood (trucks restricted)
- Potential solutions include:
  - ▣ Encouragement
  - ▣ Enforcement
  - ▣ Correct improper GPS
  - ▣ Traffic Calming



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#### 6. Working Session

Regional Truck Parking Study  
Tom Phelan  
Gannett Fleming/BHX Engineering



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#### 7. Next Meeting

- May 17, 2023, at 9:00 AM
- Hybrid (Zoom and in-person)



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**Thank you for attending!**

Christian P. Bauer, AICP  
 Director of Transportation Planning  
 Capital District Transportation Committee  
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 cbauer@cdtcmo.org



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## CDTC Freight Advisory Committee

- Meets quarterly on the 3<sup>rd</sup> 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

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# Freight Advisory Committee Meeting



## CDTC Regional Truck Parking Study

*February 15, 2023*



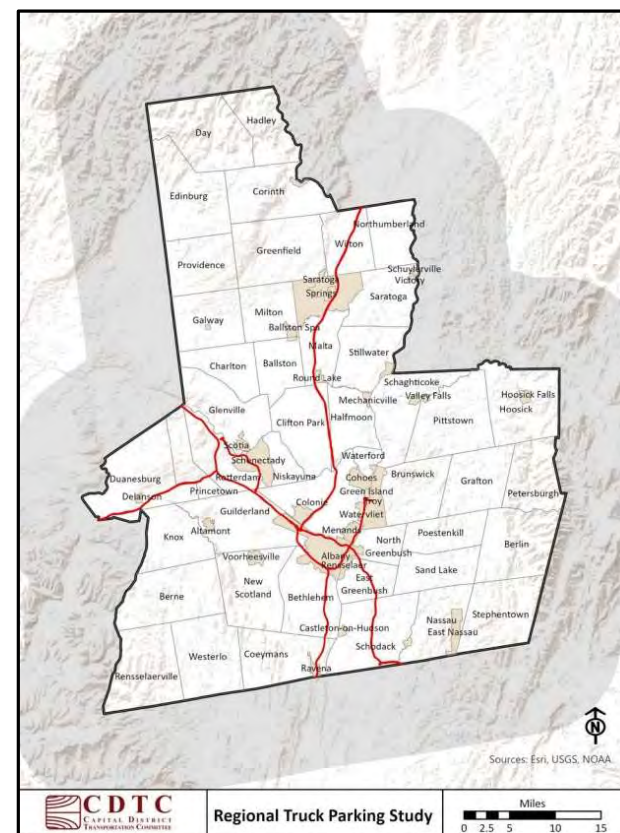


# Meeting Agenda

1. Welcome/Introductions
2. Recap of Key Information Items
3. Problem Areas
4. General Findings
5. Truck Parking Toolkit
6. Freight Stakeholder Input

# Study Area

- Albany, Rensselaer, Saratoga, and Schenectady Counties
- Ten-mile buffer surrounding these counties
- Adjacent NY counties: Columbia, Fulton, Greene, Montgomery, Schoharie, Warren & Washington
- Core highway network includes Interstates 87, 88, 90, 787 and 890
- These roadways comprise the major roadways in the CDTC Freight Priority Network (FPN).







## ***Key Information Items***

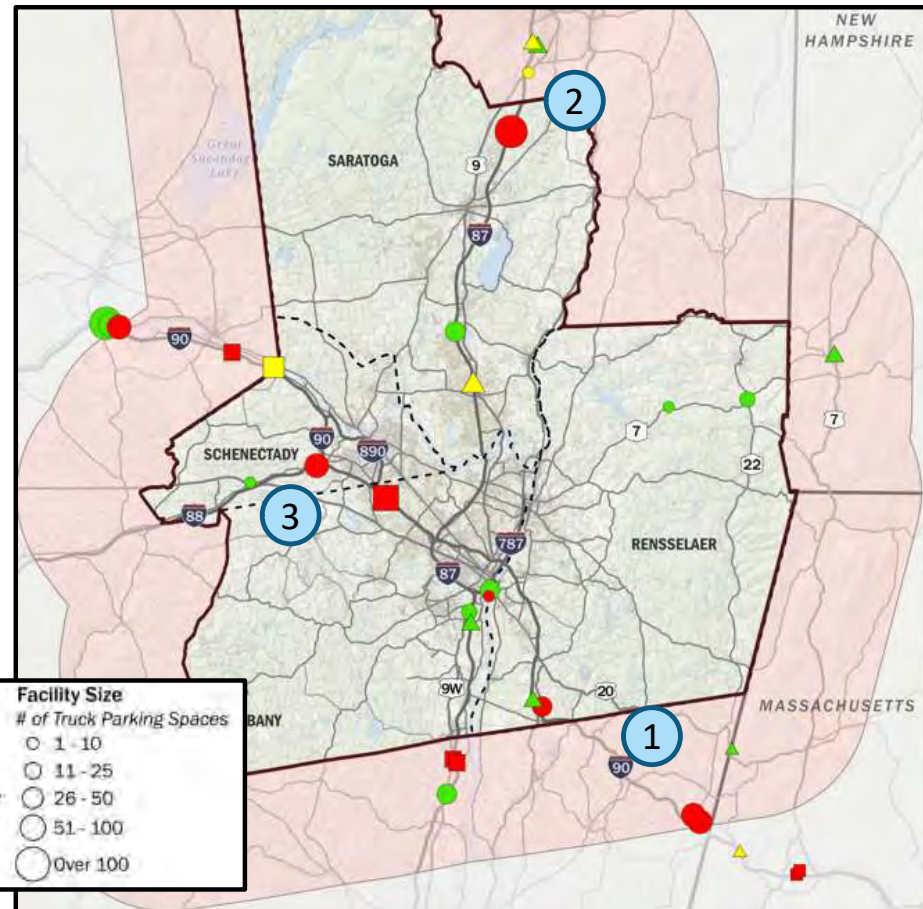
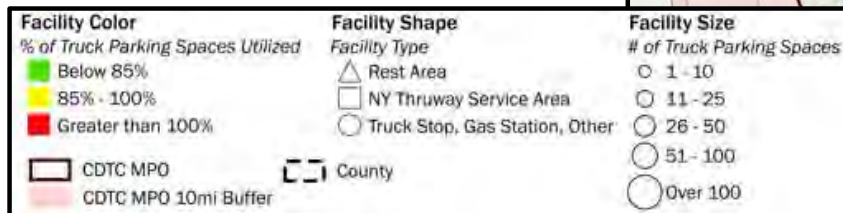
# Parking Facility Utilization

## CDTC Region

1003 spaces  
953 occupied  
95% utilization

## Areas of Concern

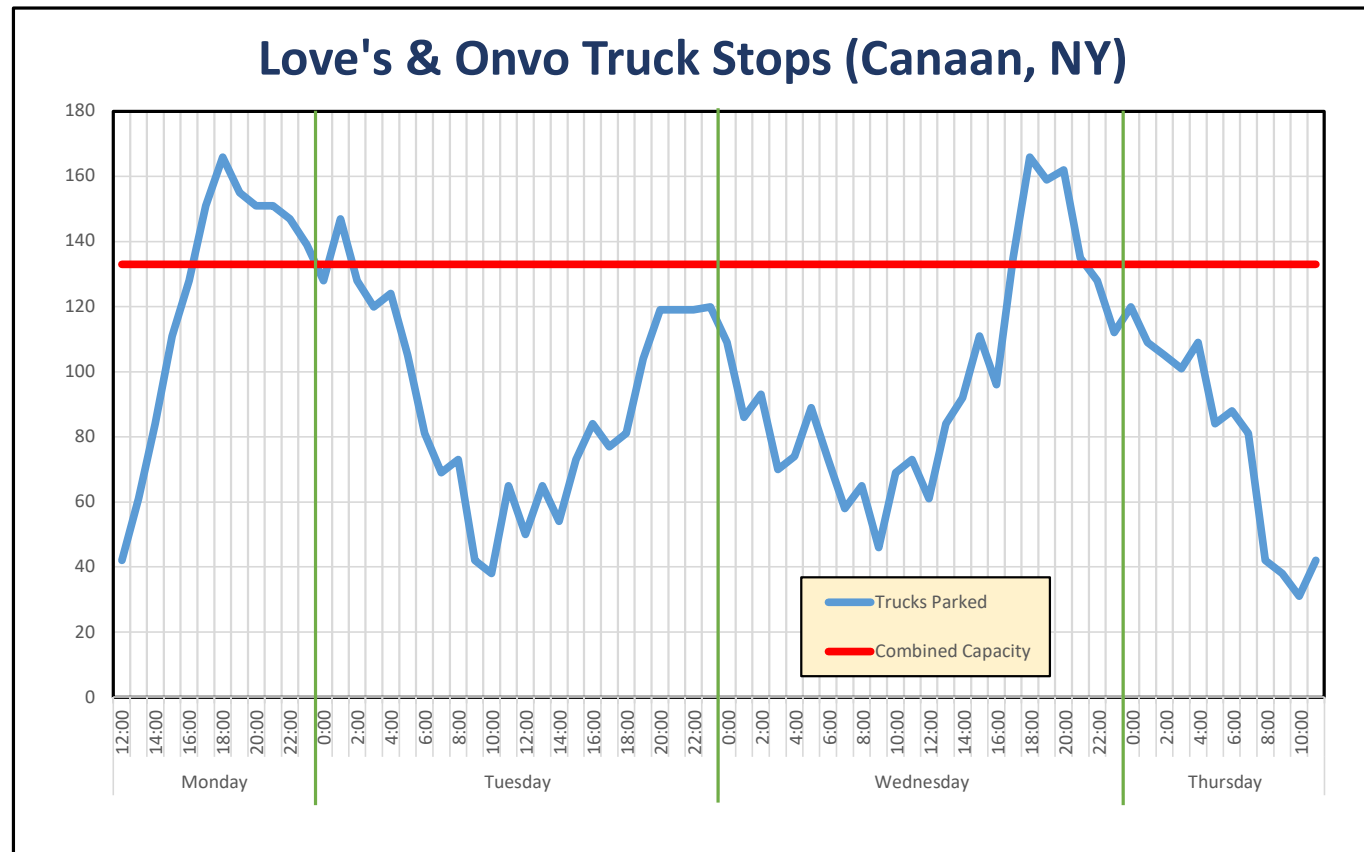
1. Heavy parking utilization at east end of I-90.
2. Limited capacity to the north on I-87
3. Shoulder parking and staging along NY-7 near I-88/I-90 interchange



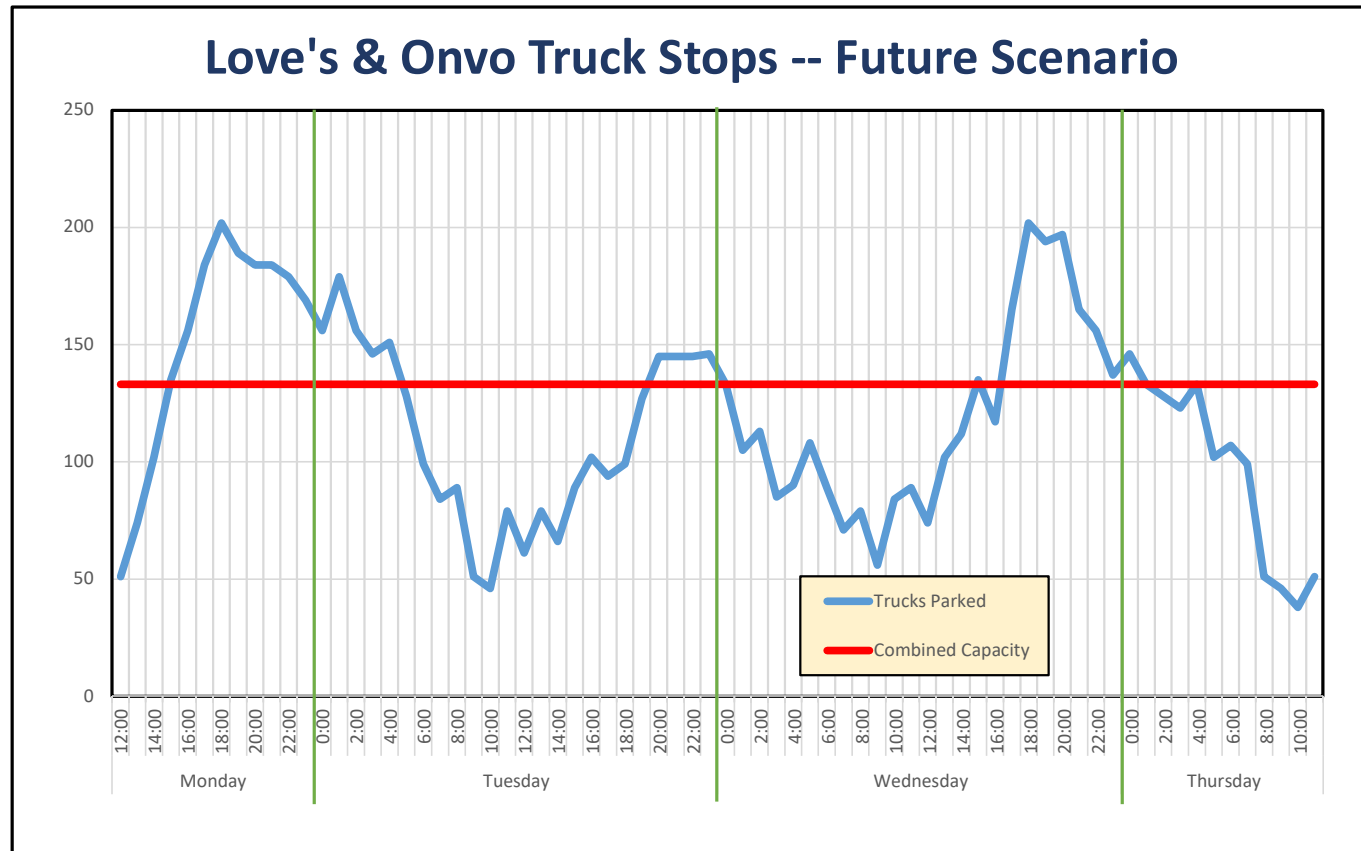
# Area 1: I-90 Truck Stops (Canaan)



# 72-Hour Parking Profile (Base)



# 2% Growth for 10 Years



# Next Stop for Parked Trucks

## All Areas Combined

Geographic Area	Pct.
Study Area Counties	9.8%
Study Area Border Counties	13.6%
Other New York Counties	23.0%
New England	21.0%
New Jersey / Pennsylvania	13.2%
Canada	7.4%
Other	12.0%

## Area 1: I-90 East

Geographic Area	Pct.
Study Area Counties	6.5%
Study Area Border Counties	8.4%
Other New York Counties	23.4%
New England	35.3%
New Jersey / Pennsylvania	9.0%
Canada	4.6%
Other	12.8%



# General Findings

- Truck parking facilities in CDTC region are heavily used in general.
- Excessive utilization concentrated in several areas:
  - *East end of I-90 into MA*
  - *Wilton Travel Plaza along I-87 corridor*
  - *Local parking on NY-7 in Rotterdam*
- Even minimal growth of truck parking demand over time will exacerbate existing challenges and generate new ones.
- Most parking activity is associated with long-haul truck trips. About 1 in 4 trucks parked in facilities across the region makes a next stop within the CDTC region and surrounding counties.
- Growing national interest in parking related to industrial land uses.

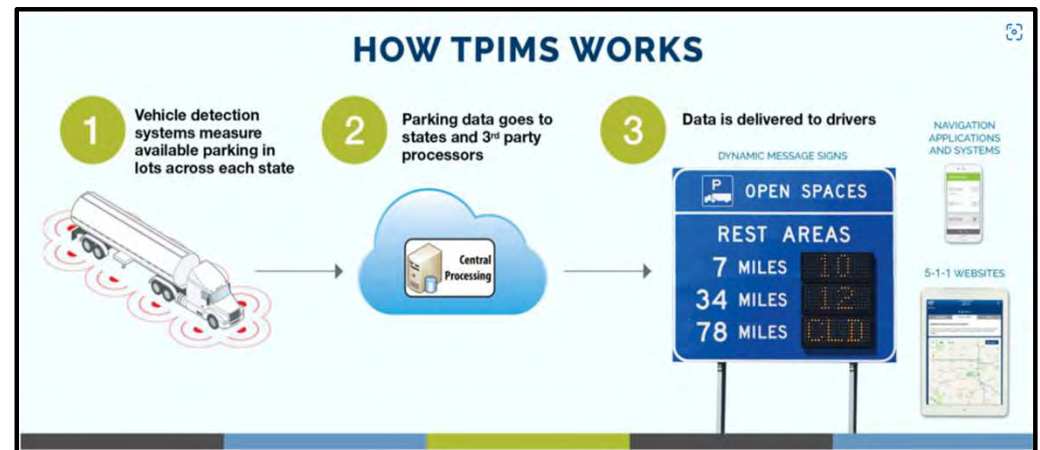


# ***Truck Parking Toolkit***



# 1 – Truck Parking Information Management System (TPIMS)

- Addresses areas where truck parking facilities are heavily used while available capacity exists in nearby facilities.
- Current implementation focus has been on public facilities.
- No clear need for CDTC region.



## 2 – Address Truck Staging Needs in Zoning for Industrial Sites



***FAC Meeting – 2/15/2023***



# Elements of Zoning Solutions

**2A** – Incorporate parking/staging studies for trucks in traffic impact assessments for industrial land uses.

**2B** – In conjunction with 2A, implement zoning requirements for on-site or pooled truck parking spaces in industrial areas.

**2C** – In conjunction with 2A and 2B, include requirements for on-site driver amenities in zoning code provision.

**2D** – Zoning requirements for industrial properties to allow long-term parking for FMCSA hours of service regulations.



## **3 – Emergency Operations Plans for Truck Parking**

- Addresses heavy surges of truck parking demand during emergencies, weather-related disruptions, etc.
- Include truck parking in locations that can accommodate large numbers of trucks on those occasions when needed.
- Possible options could include:
  - Sports venues
  - Shopping malls
  - Park & ride lots
  - Surplus municipal or county properties
  - Military facilities with available space outside security checkpoints

## 4 - Idle Reduction Technology

- Particularly important in non-attainment areas under Clean Air Act Amendments of 1970
- Issue is generally separate from supply and demand
- Capital cost considerations
- Potential reduction in truck parking capacity due to space requirements for some technologies.



***FAC Meeting – 2/15/2023***



## 5 – Redesign Facilities to Improve Safety & Circulation

- Two design considerations:
  - back-in vs. pull-through spaces
  - angled vs. perpendicular alignment
- Angled pull-through spaces ideal for safety and circulation
- Back-in spaces typical for private truck stops
- Perpendicular alignment more space efficient



# 6A – New/Expanded Capacity (Public Rest Area)



FAC Meeting – 2/15/2023



## 6B – New/Expanded Capacity (Private Facility or P3)



***FAC Meeting – 2/15/2023***





# Parking Expansion Considerations


- Public facilities on Interstate Highway System ideally suited for short-term rest.
- Federal statute restricting commercialization of highway rest areas (23 U.S. Code 111) ... NYS Thruway facilities grandfathered.
- In current funding environment, highway rest area funding competes with bridges, pavement and other top priorities.
- Private/P3 facilities with commercial services are best suited for long-term parking for FMCSA hours-of-service compliance.
- “Free” parking at off-highway truck stops may limit commercial viability of new/expanded truck parking. What are options for competing land uses?

# Fee-Based Truck Parking

Show Results:

Within


☒ 200 mi ☐ 400 mi ☐ 600 mi




**Pilot** #494 2.9 MILES AWAY

I-88, Exit 25  
Rotterdam, NY 12306

SPACE AVAILABILITY


  
SEMI  
21 Spaces Left  
\$17/NIGHT\*

  
BOBTAIL  
5 Spaces Left  
\$7/NIGHT\*

**Pilot** #1317 22.4 MILES AWAY

Fultonville, NY 12072

SPACE AVAILABILITY

  
SEMI  
13 Spaces Left  
\$15/NIGHT\*



## ***FAC Input on Toolkit Elements***

# Freight Advisory Committee Meeting



## CDTC Regional Truck Parking Study

*February 15, 2023*

