



MEETING MINUTES - DRAFT
February 19, 2020, 9:00 AM
CDTC Office, 1 Park Place, Albany, NY
12205

Attendees

Maria Chau	Federal Highway Administration
Derek Cutler	EBP
Jim Davis	New York State Dept. of Transportation
Valerie Deane	New York State Dept. of Transportation Region 1
Louis Esposito	Owner Operator Independent Drivers Association/Town of Princetown
Kendra Hems	Trucking Association of New York
Richard Hendrick	Port of Albany
Jose Holguin-Veras	Rensselaer Polytechnic Institute
Mike Izdebski	Carver Companies
Brian Kirch	New York State Dept. of Transportation Region 1
Andrew Kreshik	City of Troy
Gautam Mani	Federal Highway Administration
Peter Plumeau	EBP
David Rosenberg	New York State Dept. of Transportation
Scott Roth	RLF Realty
Liz Staubach	Town of Bethlehem
Brian Stewart	Cambridge Systematics
Bill Trudeau	City of Albany
Tim Wainwright	New York State Thruway Authority
Jeff Wojtowicz	Rensselaer Polytechnic Institute
Adam Yagelski	Town of East Greenbush
Chris Bauer	Capital District Transportation Committee
Jacob Beeman	Capital District Transportation Committee
Mike Franchini	Capital District Transportation Committee
Glenn Posca	Capital District Transportation Committee



1. Welcome and Introductions

Chris Bauer began the meeting at approximately 9:00 AM with a review of the meeting agenda and attendee introductions.

2. Current New York State Trucking Issues (Kendra Hems, Trucking Association of New York (TANY))

Kendra Hems, President of the Trucking Association of New York (TANY), gave a presentation highlighting some of the biggest current issues facing the trucking industry in New York State.

The following notes summarize the presentation:

1. Transportation Infrastructure and Congestion

- A New York City region location is currently listed as the American Transportation Research Institute's (ATRI) top bottleneck location in the country (I-95 and SR 4 Interchange in Fort Lee, New Jersey) with several other New York City region locations on the Top 100 list. For reference, a copy of ATRI's 2020 Top 100 Bottlenecks brochure is attached to these minutes.
- TANY supports focusing investments in transportation infrastructure in congested locations around the state.
- Freight movement is increasing due to E-Commerce and other factors that will continue to add to congestion if corrective action is not taken.
- TANY supports an increase in fuel tax to pay for infrastructure needs. They realize that this may be only a short-term solution as new technologies could reduce the amount of revenue generated by a fuel tax.
- TANY is opposed to a truck-only vehicle miles traveled (VMT) based financing mechanisms, which are currently being evaluated at the federal level.
- New York State does still has a highway use tax, which is a form of VMT fee for trucks only. TANY is opposed to this tax and regularly advocates for its repeal.
- Congestion pricing mechanisms are coming in the New York City area. TANY is not necessarily opposed to these; however, they feel that the trucking industry may be unfairly subjected to these fees. Trucks often do not have a choice to operate in these congested areas; they are only providing a service for their customers.
- Electronic Tolling is coming for the NYS Thruway which could create issues for long combination vehicles use of tandem lots throughout the state. TANY has had conversations with the NYS Thruway Authority about this issue. The issue is complicated by the need for Federal approvals to use more roadways for long combination trucks.

2. Driver Education / Workforce Development

- The trucking industry continues to have a hard time finding qualified drivers and technicians.
- TANY has been doing work to advocate for jobs in the trucking industry by developing programs in local public schools and technical schools.



- One example is a very successful logistics program at a charter school in Buffalo. The program started as a Logistics Club and gained so much interest that it became an official course at the school.
 - TANY is also working to promote legislation that would allow drivers to get a CDL Class A license at 18 or 19 years old through an apprentice type program.
 - There is a Parkways and low bridges proposal in the governor's budget that would significantly increase fines for drivers caught driving on parkways. A first-time offense would increase the fine from \$350 to \$5,000. TANY feels that this increase is excessive and is advocating against this change.
3. Trusted Traveler Programs
- Residents of New York State will no longer be eligible to apply or renew membership in U.S Customs and Border Protection (CBP) Trusted Traveler Programs (FAST and NEXUS) due to state legislation that restricts CBP's access to certain criminal history maintained by NYS DMV.
 - If drivers have not been able to renew or obtain proper identification methods to cross the border this could negatively impact the trucking industry and increase congestion at border crossings.

FAC Comments / Questions on the presentation:

- Jose Holguin Veras – How many trucks will be impacted by the upcoming issues with tandem lot access? Kendra noted that there are over 100 companies that enrolled in the tandem program in NYS, but she is unsure of the specific number of trucks that may be impacted. TANY held a meeting last year with the tandem operators about the issue and many were unaware of the upcoming changes to tandem lot access caused by cash-free tolling.
- FAC Member - Are other states in similar situations? Kendra noted that Massachusetts recently transitioned to cash-free tolling and had some issues but very few compared to what NYS is facing.
- Peter Plumeau – Noted a conversation had during CDTC Freight plan development about potentially extending the use of tandems up the Northway to warehousing areas in Saratoga County. Chris Bauer noted that he also remembered this conversation but indicated that there has been no continued discussion on the topic.
- Lou Esposito (LE) – Noted that the Owner-Operators Independent Driver Association (OOIDA) also supports gas tax increase to fund transportation infrastructure improvements.
- LE noted OOIDA also considers driver training and education to be an ongoing issue but does not support 18 year old CDL class A designations.
- LE noted he is in favor of the CDTC Route 7 corridor freight study, he indicated that there is a truck parking issue in the area that needs to be addressed.
- LE noted that he agrees with TANY's recognition of the issues that the cash-free tolling on the thruway will have on tandems.



- LE noted he opposes the thruway raising tolls on out of state trucks that use easy pass and feels it could negatively impact the trucking industry.
 - It was later noted that the proposed toll increase would be for **all vehicles** with an out of state EZ-pass, not necessarily vehicles registered out of state.
- LE noted that increases to fines for drivers' operating on parkways do not address the root of the problem, instead, improved driver education and training would be more appropriate.
- LE noted that Electronic Logging Devices (ELDs) negatively impact the industry and potentially discourage drivers from entering in a trucking career.
- LE noted that truck parking is still a major issue in the trucking industry.
- LE noted that 65 mph truck speed limits proposed by NYS could negatively impact the trucking industry.

3. Update – Federal Highway Administration Freight Planning Topics (Gautam Mani, FHWA New York Division)

Gautam Mani noted that the official comment period for the National Freight Strategic Plan ended February 10, 2020. He noted that CDTC submitted comments based on 9 specific questions prompted by FHWA. If any individual organizations would like to submit comments on the plan they can still submit. There is no specific timeline for finalizing the plan. At this time, it is an ongoing conversation.

Gautam also noted that Infrastructure for Rebuilding America (INFRA) Notice of Funding Opportunity (NOFO) is out and the deadline to submit a project is February 24, 2020. For this round of solicitations, there is an emphasis on rural projects and projects that benefit freight and goods movement. He also noted that the BUILD solicitation is expected to come out soon. Chris Bauer offered assistance to any members developing an application.

4. Discussion – CDTC Freight Initiatives (Chris Bauer, CDTC)

Chris Bauer noted that the Final Draft of CDTC Freight White Paper is now available on the CDTC website and the CDTC New Visions 2050 plan is pending approval to be released for public comment by the CDTC Policy Board in March. He encourages everyone to take a look at the Freight white paper and New Visions Plan, which includes information on all of CDTCs planning areas.

Also pending CDTC Policy Board approval in March is the CDTC Unified Planning Work Program (UPWP) which is the budget document for CDTC. The new UPWP for years 2020 through 2022 includes funding to continue the CDTC freight program as it exists today and also includes funding for the NY Route 7 Freight Land Use Study in Towns of Rotterdam and Princetown. Chris noted that, pending approval, work will begin on this project in 2020.

CDTC has also recently provided support for two NYSEDA grant applications with RPI, one regarding maritime transportation and one regarding home deliveries. Jose Holguin-Veras–noted that as part of the home deliveries project, RPI has developed software that can give an



estimate of the freight trips generated by zip code. He offered to provide that software to municipalities if interested.

5. Discussion – Member Items

Kendra Hems – noted that the proposed Thruway toll increase (mentioned in a previous discussion) would be for vehicles with an out of state EZ-pass, not necessarily vehicles registered out of state.

Valerie Deane (NYSDOT) – Noted that the proposed Thruway toll increase is for all vehicles with an out of state EZ pass, it is not only for trucks.

There were no other member items discussed.

6. Action Items / Next Meeting

Remaining 2020 Freight Advisory Committee Dates: May 20, August 19, November 18

All meetings will begin at 9:00 AM unless otherwise specified.

7. Adjourn

The meeting was adjourned at approximately 10:20 AM.



New York

TRUCKING FAST FACTS

TRUCKING DRIVES THE ECONOMY

CAREERS

286,500

Trucking industry jobs
in New York (2017)



That's **1 in 28** jobs in the state

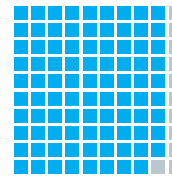


SMALL BUSINESS EMPHASIS



Trucking companies located in
New York (2017). Primarily small,
locally owned businesses, these
companies are served by a wide range
of supporting businesses.

TRANSPORTING THE ESSENTIALS



89.2%

of New York communi-
ties depend exclusively
on trucks to move their
goods.



Percent of total
manufactured tonnage
transported by trucks
in the state. **That's
397,480 tons per day.**
(2012)

COMPETITIVE WAGES

- Total trucking industry wages paid in New York in 2017 exceeded **\$15.0 billion**, with an average annual trucking industry salary of **\$52,470**.
- Heavy and tractor-trailer truck drivers held **58,870** jobs with an average annual salary of **\$48,460**
(U.S. Bureau of Labor Statistics, May 2018).

SAFETY MATTERS

SAFETY FIRST

Trucking Association of New York members put safety first through:

- ✓ Improved driver training
- ✓ Investment in advanced safety technologies
- ✓ Active participation in industry safety initiatives at the local, state and national levels

CONTINUALLY IMPROVING

2016 fatal crash rate per
100 million Vehicle Miles
Traveled (VMT):

NY **1.23**

USA **1.34**

71% The amount by which the U.S.
large truck fatal crash rate has
dropped between 1975 and 2016.

COMMITMENT TO SHARING THE ROAD



The **Share the Road** program sends a team of professional truck drivers to communities around the country to teach car drivers about truck blind spots, stopping distances and how to merge safely around large trucks, all designed to reduce the number of car-truck accidents.



New York

TRUCKING FAST FACTS

\$ TRUCKING PAYS THE FREIGHT

THE INDUSTRY

\$1.2 billion

Amount the trucking industry in New York paid approximately in federal and state roadway taxes (2016).

The industry paid **35%** of all taxes owed by New York motorists ...

... despite trucks representing only **7%** of vehicle miles traveled in the state.

INDIVIDUAL COMPANIES

As of April 2018, a typical five-axle tractor-semitrailer combination in New York paid:

\$11,793 + **\$8,906**
state highway user fees and taxes federal highway user fees and taxes

These taxes were over and above the typical taxes paid by businesses in New York.



ROADWAY USE

113,499

Miles of public roads in New York (2016).



8.0 billion

Miles driven by trucks on public roads

122.9 billion

Miles driven by all motorists on public roads

TRUCKS DELIVER A CLEANER TOMORROW

EMISSIONS

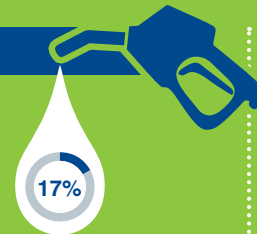
Through advancements in engine technology and fuel refinements:

- ✓ New diesel truck engines produce **98%** fewer particulate matter (PM) and nitrogen oxides (NOx) emissions than a similar engine manufactured prior to 1990.
- ✓ Sulfur emissions from diesel engines have also been reduced by **97%** since 1999.

FUEL CONSUMPTION

The trucking industry continues to improve energy and environmental efficiency even while increasing the number of miles driven. In 2016:

- Trucks accounted for just **17%** of the total highway transportation fuel consumed.
- Trucks consumed **100 billion** fewer gallons of fuel than passenger vehicles in the U.S.



PARTNERSHIPS

As a Smartway Affiliate, the Trucking Association of New York and the trucking industry are working in tandem with government and businesses to quantify greenhouse gas emissions and take steps to reduce them



When Trucks Stop:

Within 24 Hours:



Within 2-3 Days:



Within One Week:



When Trucks Stop, Everything Stops

Commercial truck traffic is vital to our economy. Every year, trucks deliver 10.49 billion tons of goods nationwide, representing virtually every commodity consumed or used in the United States. Trucks are responsible for transporting over 70 percent of all freight in the country, accounting for \$726.4 billion worth of goods. That figure jumps to over \$1.11 trillion dollars, when trade with Canada and Mexico are factored in. Any disruption in truck traffic would lead to rapid economic instability.

Consider a common occurrence: A forecasted winter storm. Within hours, basic essentials at grocery stores and supermarkets are depleted. It takes retailers up to three days to fully restock these supplies, and that's without significant truck delays or stoppages.

In the event of significant truck delays or stoppages, the ramifications on financial institutions would be grave. Regular bank functions would cease almost instantly. Bank branches utilize daily truck services to transfer paper documents for every transaction to a central location for processing. Unable to conduct transactions at a central location, banks would be unable to process deposits, checks, and other standard bank transactions, bringing the American banking system to a halt. Without truck deliveries, most ATMs would run out of cash within hours.

Truck delays or stoppages would also significantly impact other forms of transportation. The nation's busiest fuel stations require multiple deliveries of fuel each day, while an average service station requires truck delivery every 2 days. Without truck deliveries, many stations would run dry within hours, leaving people unable to travel to the store, school or work.

Within recent memory, the nation has felt the trickle-down effect of a major disruption in truck travel. Immediately following the 9/11 terrorist attacks, truck delays of 12 to 36 hours at the Canadian border crossings caused shutdowns in operations at assembly plants in the United States operated by Ford, General Motors, DaimlerChrysler AG, Toyota Motor Sales and American Honda Motor Company. The estimated cost of these shutdowns: \$1.5 million per hour.

The unimpeded flow of trucks is also critical to the safety and well-being of all Americans and plays a significant role during national or regional emergencies.

It was widely reported that following Hurricane Katrina, trucks loaded with emergency goods were rerouted, creating lengthy delays in delivering urgently needed supplies to the stricken areas.

Without truck transportation, patient care within the truck stoppage zone is immediately jeopardized. Many hospitals order essential basic supplies, such as syringes and catheters, only once supplies are depleted. This means that these facilities depend on trucks to deliver needed supplies within hours of order placement. Internal redistribution of supplies in hospitals could forestall a crisis for a short time; however, in a matter of hours, hospitals would be unable to supply critical patient care.

Without truck transportation, hospitals and nursing homes would exhaust food supplies in as little as 24 hours. Largely due to a lack of significant warehousing capabilities, hospitals and nursing homes receive daily truck deliveries of food for patients. A truck stoppage will result in food shortages within 24 to 48 hours, particularly among perishable items.

The trucking industry is an integral part of the United States economy, delivering over a trillion dollars worth of goods to manufacturers, retailers and consumers every year. Truck stoppages or delays can have a significant trickle-down effect, impacting virtually every person in the country.

When trucks stop, eventually, everything stops.

Congestion Costs the Economy

ATRI research findings:



\$74.5 billion

Annual cost to the trucking industry as a result of congestion on the nation's highways



1.2 billion

Lost hours of trucking industry productivity due to congestion



425,533

Equivalent number of truck drivers sitting idle for an entire year



Congestion Getting Worse

ATRI's analysis, which utilized data from 2019, found that the number of locations experiencing significant congestion – with average daily speeds of 45 MPH or less – has increased 92 percent in just five years, far outpacing the 10 percent growth in traffic congestion for that same time period.

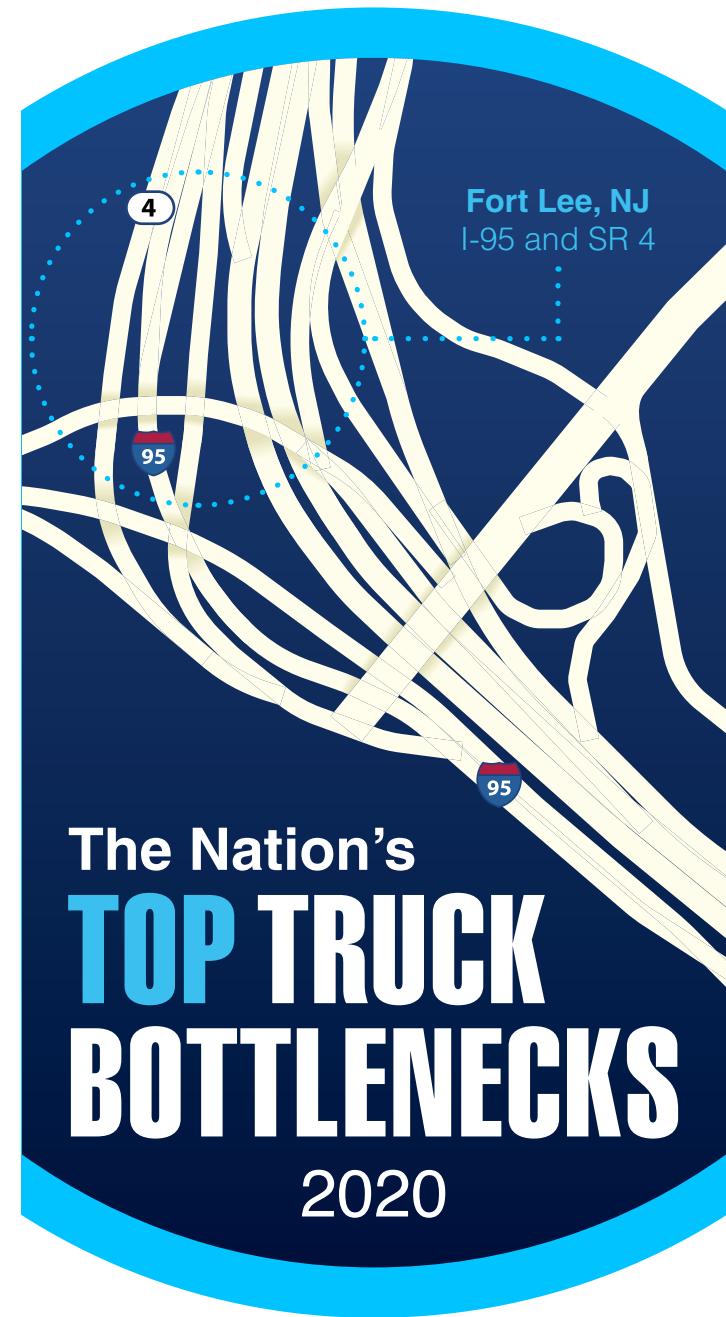
States with Most Bottlenecks

Texas.....	11	Pennsylvania.....	6
California.....	7	Tennessee.....	6
Georgia.....	7	Washington.....	6
New York.....	7	Minnesota.....	5



To view the top 100 list of truck bottlenecks along with detailed profiles for each location, please visit ATRI's website:

TruckingResearch.org



WHAT:

Since 2002, the American Transportation Research Institute (ATRI) has collected and processed truck GPS data in support of numerous U.S. DOT freight mobility initiatives. Using truck GPS data from more than 1 million trucks, ATRI develops and monitors a series of key performance measures on the nation's freight transportation system. Among many GPS analyses, ATRI now converts its truck GPS dataset into an ongoing analysis that is used to quantify the impact of traffic congestion on truck-borne freight at 300 specific locations.

WHY:

ATRI's annual truck bottleneck analysis empowers policy and investment decision-making in the private and public sectors by providing stakeholders with a better understanding of the severity of congestion and mobility constraints on the U.S. highway transportation system. The bottleneck analysis can also be used to determine how a new federal infrastructure program can best be implemented.

APPROACH:

This bottleneck analysis incorporates and synthesizes several unique components, including a massive database of truck GPS data, a sophisticated IT processing system, and algorithms that quantify the impact of congestion on truck-borne freight.

OUTCOMES:

The redesign and rebuild of the Jane Byrne Interchange in Chicago was driven by its ranking as the nation's #1 bottleneck for three consecutive years. The Illinois Department of Transportation estimates that the \$713 million project will be completed in 2022. According to estimates from the Chicago Metropolitan Agency for Planning (CMAP), 36 percent of freight truck traffic in the Chicago region passes through this area.



For more information on ATRI's truck bottleneck analysis methodology and detailed location profiles, visit ATRI's website: [TruckingResearch.org](https://www.TruckingResearch.org)

Top 100 List

1	Fort Lee, NJ	I-95 at SR 4	51	Chattanooga, TN	I-24 at US 27
2	Atlanta, GA	I-285 at I-85 (North)	52	Philadelphia, PA	I-76 at US 1
3	Nashville, TN	I-24/I-40 at I-440 (East)	53	Houston, TX	I-610 at US 290
4	Houston, TX	I-45 at I-69/US 59	54	Kansas City, MO	I-70 at I-670 at US 71
5	Atlanta, GA	I-75 at I-285 (North)	55	Houston, TX	I-10 at I-610 (East)
6	Chicago, IL	I-290 at I-90/I-94	56	Charlotte, NC	I-85 at I-485 (West)
7	Atlanta, GA	I-20 at I-285 (West)	57	Charlotte, NC	I-77 at I-485 (South)
8	Cincinnati, OH	I-71 at I-75	58	Bronx, NY	I-678
9	Los Angeles, CA	SR 60 at SR 57	59	Detroit, MI	I-94 at I-75
10	Los Angeles, CA	I-710 at I-105	60	Auburn, WA	SR 18 at SR 167
11	Hartford, CT	I-84 at I-91	61	Minneapolis - St. Paul, MN	I-35E at I-94
12	San Bernardino, CA	I-10 at I-15	62	McDonough, GA	I-75
13	Rye, NY	I-95 at I-287	63	Los Angeles, CA	I-110 at I-105
14	Houston, TX	I-10 at I-45	64	Boston, MA	I-95 at I-90
15	Denver, CO	I-70 Central Project	65	Philadelphia, PA	I-476 at I-95
16	Austin, TX	I-35	66	Milwaukee, WI	I-94/I-794 at I-43
17	Houston, TX	I-45 at I-610 (North)	67	Cincinnati, OH	I-75 at I-74
18	Dallas, TX	I-45 at I-30	68	Denver, CO	I-25 at I-76
19	Portland, OR	I-5 at I-84	69	Phoenix, AZ	I-10 at US 60
20	Indianapolis, IN	I-65 at I-70 (North)	70	Piscataway, NJ	I-287
21	Denver, CO	I-70 at I-25	71	Atlanta, GA	I-75 at I-85
22	Nashville, TN	I-40 at I-65 (East)	72	Washington, DC	I-95 at I-495 (North)
23	Houston, TX	I-10 at I-610 (West)	73	Houston, TX	I-610 at I-69/US 59 (West)
24	Atlanta, GA	I-20 at I-285 (East)	74	Nashville, TN	I-65 at I-24
25	Greenville, SC	I-85 at I-385	75	Oakland, CA	I-80 at I-580/I-880
26	Chicago, IL	I-90 at I-94 (North)	76	Seattle, WA	I-90 at I-405
27	Baton Rouge, LA	I-10 at I-110	77	Minneapolis - St. Paul, MN	I-35W at I-694
28	Chicago, IL	I-90 at I-94 (South)	78	Pittsburgh, PA	I-70 at I-79 (East)
29	Queens, NY	I-495	79	Elmsford, NY	I-287 at I-87
30	Phoenix, AZ	I-17 at I-10	80	Baltimore, MD	I-95 at I-395
31	Brooklyn, NY	I-278 at Belt Parkway	81	Nyack, NY	I-287
32	Chattanooga, TN	I-75 at I-24	82	Philadelphia, PA	I-76 at I-476
33	St. Louis, MO	I-64/I-55 at I-44	83	Manhasset, NY	I-495 at Shelter Rock Road
34	Vancouver, WA	I-5 at Columbia River	84	Boston, MA	I-95 at I-93 (North)
35	Tacoma, WA	I-5 at I-705/SR 16	85	Minneapolis - St. Paul, MN	I-94 at US 52
36	Oakland, CA	I-880 at I-238	86	Boston, MA	I-93 at SR 3
37	Stamford, CT	I-95	87	Cincinnati, OH	I-75/I-71 at I-275
38	Providence, RI	I-95 at I-195	88	Portland, OR	I-5 at I-205 (South)
39	Federal Way, WA	SR 18 at I-5	89	Baltimore, MD	I-695 at I-83
40	Minneapolis - St. Paul, MN	I-35W at I-494	90	Ft. Worth, TX	I-35W at I-30
41	Corona, CA	I-15 at SR 91	91	Tampa, FL	I-4 at I-275
42	Indianapolis, IN	I-65 at I-70 (South)	92	Charleston, SC	I-26 at I-526
43	Dallas, TX	US 75 at I-635	93	Indianapolis, IN	I-465 at I-69
44	Seattle, WA	I-5 at I-90	94	Nashville, TN	I-65 at I-440
45	Philadelphia, PA	I-76 at I-676	95	Minneapolis - St. Paul, MN	I-35W at I-94
46	Chicago, IL	I-80 at I-94	96	Charlotte, NC	I-77 near Lake Norman
47	Gary, IN	I-65 at I-80	97	Columbus, OH	I-71 at I-70
48	Atlanta, GA	I-20 at I-75/I-85	98	Harrisburg, PA	SR 581 at I-83
49	Norwalk, CT	I-95	99	Washington, DC	I-495 at I-66
50	Baltimore, MD	I-695 at I-70	100	Baltimore, MD	I-95 at I-695 (South)