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
  o An accurate inventory of authorized truck parking is key because small changes in initial inventory can lead to big differences in utilization rates
  o Typically look at both public and private parking
  o 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
  o The primary source of data for tracking demand is ATRI GPS data which covers about 1/3rd of all truck traffic
  o 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.
  o 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
  o 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
  o In some states/areas, there are Truck Parking Information Systems which can help in expanding the data
  o 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
  o Develop a prioritized list of problems with matched solutions
  o There are a range of solutions that can be applied
- 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

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
3. Update – NYS Freight Plan (Dave Rosenberg, NYSDOT or rep.)
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
8. 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))

Truck Parking entering/exiting the CDTC Region (from CDTC Freight Plan (2016))
NEW VISIONS 2050 UPDATE: FREIGHT WHITE PAPER

Background
- New Visions = CDTC’s Long Range Transportation Plan (federal requirement)
- 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

Please submit comments by December 5

CDTC Freight Planning Initiatives
- New Visions 2050 Freight White Paper Draft
- RPI: NYSERDA 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
Exit 23 Concept – from NYSTA RFP (4/1/2019)

Exit 24 Concept – from NYSTA RFP (4/1/2019)

Exit 25A Concept – from NYSTA RFP (4/1/2019)

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!

Christian P. Bauer, AICP
Senior Transportation Planner
Capital District Transportation Committee
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Truck Parking – Best Practices and Lessons Learned

presented to
Capital District Transportation Committee – Freight Advisory Committee

presented by
Brian Stewart

Core Service Areas
Transportation Planning, Policy and Operations

Why Trucks Park

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

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

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 Truck”:
- Four levels of security
  - Assessed by external 3rd party audit
  - Minimum amenities
    - Toilets, showers, washing machines, water, waste
    - Snacks, internet connection, electricity connection
Why Does the Public Sector Need to be Involved (continued)?

80% of all NYS freight movements in 2012 by truck

Safety
Infrastructure
Economic
Competitiveness

Process

Inventory

Get the inventory right

- What counts as an authorized truck parking location?
- Size/amenity minimums?
- Small differences in inventory can lead to large differences in utilization %

Stakeholder outreach throughout

Gap

Recommendations

Demand

Data Sources

- ATRI
- IIS/Drivewayze
- Streetlight
- Parking apps

Additional Sources

- CBRE – identify growing warehouse/industrial uses that drive demand
- OOIDA – owner/operator parking

Zone Approach

Site Specific

- Ward County RA (I-20 Texas)

Utilization Graph (Time of Day)
**Gap Analysis**

- Difference between Inventory and Demand
- Not all inventory is equal…
- Demand in authorized areas
  - Need expansion factors for ATRI, RIS/Drivewyze, Streetlight?
- How to identify parking in ROW or unauthorized areas?
  - Limitation with crowdsourced data
- Future forecasting

**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

**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?

**Next Steps?**

**Truck Curbside Management Efforts**

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

Local data/context matters

Outreach – early and often

- EDA/IDA
- Trucking Association
- Shippers/Receivers
- Enforcement
- MPOs/Municipalities
- Internal
  - District engineers
  - O&M
  - Other departments

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

Questions?

Thank you!

Brian Stewart

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