



New York State Association of Metropolitan Planning Organizations **WORKING GROUP MINUTES**

WORKING GROUP: Freight

MEETING DATE/TIME: Friday, January 29, 2016, 1:00PM to 2:30PM

MEETING LOCATION: Conference Call

LIST OF ATTENDEES BY ORGANIZATION:

Adirondack/Glens Falls Transportation Council – A/GFTC: Not present
Binghamton Metropolitan Transportation Study – BMTS: Not present
Capital District Transportation Committee – CDTC: Chris Bauer
Elmira-Chemung Transportation Council – ECTC: Jerre Cress; Jim Arey
Genesee Transportation Council – GTC: Jody Binnix
Greater Buffalo-Niagara Regional Transportation Council – GBNRTC: Not present
Herkimer-Oneida Counties Transportation Study – HOCTS: Not present
Ithaca-Tompkins County Transportation Council – ITCTC: Not present
New York Metropolitan Transportation Council – NYMTC: Geoff Rick
Orange County Transportation Council – OCTC: Ashley Long
Poughkeepsie-Dutchess County Transportation Council – PDCTC: Mark Debald
Syracuse Metropolitan Transportation Council – SMTC: Mario Colone; Mike Alexander
Ulster County Transportation Council – UCTC: Not present
Watertown Jefferson – WJCATC: Not present
New York State Department of Transportation – NYSDOT: Dave Rosenberg

MINUTES:

1. Introductions (All)

2. 2016 Working Group Plan Review (Sherman)

- a. Site Visit Organization – Ideas: Port of Albany. Others that have been discussed previously were intermodal yard in Syracuse and UPS or Fedex sorting facility.
 - Colone and Alexander volunteered Syracuse as a central cite and will think about a potential location.
 - Other suggestions previously mentioned included: Port Albany; Norfolk Southern RR Mechanicville Intermodal Terminal; Port of Oswego
- b. Quarterly Newsletter Development
 - Develop about six weeks after last FWG meeting.
 - The audience will be the working group and website visitors.
 - Gayle mentioned that it would also be useful to the MPO Directors.
- c. Website Content
 - Check out the current website to make sure agency information and links are up to date. Scan for any additions that you MPO would like to see on the webpage.
 - Rick asked about freight plan updates. Sherman responded that MPOs should send freight plan updates for linkage on the website.
- d. Other
 - Gayle mentioned that during the MPO Director call Friday, January 22, the MPO directors accepted all plans. The final NYSAMPO 2016-2017 Working Group Work Program will be sent out to the Work Groups shortly.



New York State Association of Metropolitan Planning Organizations **WORKING GROUP MINUTES**

3. FAST Act and Performance Measurement Briefing (Gayle) (Attachments 1 & 2)

Gayle presented on the implications of the new FAST Act transportation bill. The following bullet points summarize the basis of the briefing. See Attachment 1 and Attachment 2 for full details on the FAST Act.

- There was expectation that Congress would pay more attention to freight in the FAST Act. MAP-21 laid the groundwork with initial elevation of the freight world with the creation of the National Freight Advisory Committee and Freight Strategic Plan to support freight movement and economic vitality. This included improvement of the national freight network, and drawing attention to the fact that freight is related to the economy. This also helped to bring attention to not only urban but rural freight, as well.
- There are two funding programs: one formula and one discretionary. NY receives \$266 million over the five years of the act. This is new money and something on the order of \$50+ million per year to be spent on the primary freight network, including critical urban and rural freight corridors. (Primarily looking at the NHS subset.)
- It is possible that up to 10% may be allocated to intermodal freight projects. There are also eligibility statements outlining that projects must address congestion, reliability, and safety. Legislation also set aside 10% for smaller projects.

4. TRB Conference Briefings (Bauer/All) (Attachment 3)

Bauer presented on the 2016 TRB Annual conference.

- The amount of information/presentations on freight grew since prior Annual Conferences.
- Some of NY's MPOs are looking to use HERE data. Other areas are grappling with using this data, too. AVAIL is working to aggregate the data so it is useful to the state's agencies.
- There is a shift to thinking about fully-automated vehicles and what specifically planners should focus on in terms of implementing the technology.
- Philly FreightFinder is an easy-to-use, open source program. The fact that it's open source allows other areas to create similar interfaces for their region. For example, Wilmington, Delaware, used DVRPC's code to create something similar.
- RPI described a tool for freight planning – working on NAICS code disparities for trucking and warehousing portions of industry codes.
- The intersection of public health and freight issues was well-represented. For example, Vision Zero work in NYC and London showed side guard requirements. Check out Volpe site for great resources.
- Gayle noted that automated technology is mostly related to passenger vehicles, but in testing stages for freight vehicles and platoons in some states.

5. MPO Freight Plan Updates (All)

- a. CDTC (Bauer) – The draft Freight Plan was released last November. CDTC is working through process of giving presentations to the Planning Committee, Freight Advisory Committee, and the Policy Committee. There are several concurrent comment periods, which remain ongoing, including the public comment period. After March, the next Policy Committee meeting will be the official adoption of the plan.
- b. NYMTC (Rick) – NYMTC is developing a new regional freight plan. The Regional Freight Plan will be a component of NYMTC's next Regional Transportation Plan, entitled Plan 2045, which is currently in development. Current work includes the draft outreach plan. Outreach includes informing stakeholders about the future of freight transportation and using outreach methodologies in conjunction with the 2045 Regional Transportation Plan. NYMTC is coordinating with NYSDOT on the coordination of stakeholder interviews between the regional and statewide plans. NYMTC is moving into the needs assessment,



New York State Association of Metropolitan Planning Organizations **WORKING GROUP MINUTES**

which involves profiling the region's key industries. The agency just held a Freight Transportation Working Group meeting, which is a group of private and public stakeholders and gave a presentation about the plan. Rick will send the presentation to Sherman for distribution to the group. Rosenberg asked about sharing datasets with the statewide plan. Rick responded that they used the same Infogroup and Transearch data. Rick will organize a coordination call with NYSDOT to further discuss the stakeholders and data sharing items.

6. NYS Freight Transportation Plan (NYSFTP) Updates (Sherman/Rosenberg)

- Sherman requested that each MPO identify one or two major private sector contacts in their region for consideration in the stakeholder interviews for the NYSFTP. FWG members should send suggestions and contact information to christine.sherman@rsginc.com and David.Rosenberg@dot.ny.gov.
- Sherman requested that FWG members look at the NYSFTP website and comment on the draft Goals and Objectives and/or the Freight Atlas <https://www.dot.ny.gov/freight-plan>. NYSDOT recently added rail weight limits and vertical clearance information to the Atlas. There is a document discussing the development of the draft Goals/Objectives.
- Rosenberg noted that the Web Atlas had statewide rail clearance and weight, so the state is looking to QAQC the information. The GIS layer came from the NYSDOT rail group, which obtained the information the railroads. The Freight Atlas is undergoing review from the operators, which will add an extra layer of QAQC. FWG members should look in their area in case anything is misrepresented.
- Rosenberg updated the FWG on the NYSFTP. The team is in the data processing/analysis phase. Regional meetings will take place in March or in the spring.
- Noted that www.regionalgoodsmovement.org contains the finished product of on bi-state regional goods movement and captures the action items as far as synergies between the three states. Rosenberg mentioned that the website to GMAP information is included on the NYSFTP site under "Additional Links."

7. FHWA Updates (Sherman)

On behalf of Maria Chau: FHWA has no major updates for the group. FHWA is awaiting guidance on the new Freight Program from FHWA HQ. HQs has not yet provided a date on the release.

8. Roundtable Discussion (All)

Gayle mentioned that a labor action occurred today (Feb 29, 2016) in which 1,000 long shoremen at various terminals walked off the job and started a strike. Inbound and outbound traffic is suspended at Fort Newark

NEXT MEETING/ACTIONS:

Mid-March – Newsletter
Late April – Next Meeting
Mid-June – Newsletter
Late August – Meeting
Mid-October – Newsletter
Late November – Meeting

The FAST Act: Freight Provisions

The FAST Act includes a number of provisions focused on ensuring the safe, efficient, and reliable movement of freight. Specifically, the FAST Act:

- *Establishes a National Multimodal Freight Policy that includes national goals to guide decision-making.*
- *Requires the Development of a National Freight Strategic Plan to implement the goals of the new National Multimodal Freight Policy.* The National Freight Strategic Plan will address the conditions and performance of the multimodal freight system, identify strategies and best practices to improve intermodal connectivity and performance of the national freight system, and mitigate the impacts of freight movement on communities.
- *Creates a new discretionary freight-focused grant program that will invest \$4.5 billion over 5 years.* This new program allows States, Metropolitan Planning Organizations (MPOs), local governments, tribal governments, special purpose districts and public authorities (including port authorities), and other parties to apply for funding to complete projects that improve safety and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- *Establishes a National Highway Freight Program.* The Act provides \$6.3 billion in formula funds over five years for States to invest in freight projects on the National Highway Freight Network. Up to 10 percent of these funds may be used for intermodal projects.
- *Includes new authorities and requirements to improve project delivery and facilitate innovative finance.* The FAST Act includes provisions intended to reduce the time it takes to break ground on new freight transportation projects, including by promoting best contracting practices and innovating financing and funding opportunities and by reducing uncertainty and delays with respect to environmental reviews and permitting.
- *Collects performance measures for leading U.S. maritime ports.* The FAST Act requires the Bureau of Transportation Statistics (BTS) to collect and annually report performance measures for the nation's top 25 ports, as measured by three methods (total tonnage, containers, and dry bulk tonnage).

Section Title VIII Multimodal Freight Transportation

Section 70202. State Freight Plans (Page 798)

A state freight plan is required for the state to receive funding under section 167, title 23. This is the formula freight funding program.

The FAST Act requires the following for each state freight plan:

1. An identification of significant freight system trends, needs, and issues with respect to the state;
2. A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State;
3. When applicable, a listing of:
 - a. Multimodal critical rural freight facilities and corridors designated with the State under section 70103. This is the section that defines the National Multimodal Freight Network.
 - b. Critical rural and urban freight corridors designated with the State under section 167 of title 23. This is the section that defines the National Highway Freight Network.
4. A description of how the plan will improve the ability of the State to meet the national multimodal freight policy goals described in section 70101(b) and the national highway freight program goals described in section 167 of title 23.
5. A description of how innovative technologies and operational strategies, including freight intelligent transportation systems, that improve the safety and efficiency of freight movement, were considered;
6. In the case of roadways on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of the roadways, a description of improvements that may be required to reduce or impede the deterioration;
7. An inventory of facilities with freight mobility issues, such as bottlenecks, within the State, and for those facilities that are State owned or operated, a description of the strategies the State is employing to address the freight mobility issues;
8. Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay;
9. A freight investment plan that includes a list of priority projects and describes how funds made available to carry out section 167 of title 23 would be invested and matched. The freight investment plan component of a freight plan shall include a project, or an identified phase of a project, only if funding for completion of the project can reasonably be anticipated to be available for the project within the time period

identified in the freight investment plan. The freight investment plan may be updated at the discretion of the state and may be updated more frequently than the State Freight Plan as a whole.

A State Freight Plan must be updated at least once every five year.

A State Freight Plan may be developed separately from or incorporated into the statewide strategic long-range transportation plan required by section 135 of title 23.

A State Freight Plan shall address a 5-year forecast period.

Section 70101. National multimodal freight policy (Page 783)

This section lists the goals of the National Multimodal Freight Policy. These goals are similar to those for the National Highway Freight System, but are in many ways broader. The NMFP goals are:

1. To identify infrastructure improvements, policies, and operational innovations that:
 - a. Strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States;
 - b. Reduce congestion and eliminate bottlenecks on the National Multimodal Freight Network; and
 - c. Increase productivity, particularly for domestic industries and businesses that create high-value jobs;
2. To improve the safety, security, efficiency, and resiliency of multimodal freight transportation;
3. To achieve and maintain a state of good repair on the National Multimodal Freight Network;
4. TO use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Multimodal Freight Network.
5. To improve the economic efficiency and productivity of the National Multimodal Freight Network;
6. To improve the reliability of freight transportation;
7. To improve the short- and long-distance movement of goods that:
 - a. Travel across rural areas between population centers;
 - b. Travel between rural areas and population centers; and
 - c. Travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;

8. To improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity;
9. TO reduce the adverse environmental impacts of freight movement on the National Multimodal Freight Network; and
10. To pursue the goals described in this subsection in a manner that is not burdensome to State and local governments.

The Under Secretary of Transportation for Policy will be responsible for carrying out the Multimodal Freight Policy.

Section 70103. National Multimodal Freight Network (Page 788)

The purpose of the National Multimodal Freight Network (NMFN) is:

1. TO assist States in strategically directing resources toward improved system performance for the efficient movement of freight on the Network;
2. To inform freight transportation planning;
3. To assist in the prioritization of Federal investment; and
4. To assess and support Federal investments to achieve the national multimodal freight policy goals described in Section 70101(b) and the national highway freight program goals described in section 167 of title 23.

The Under Secretary shall establish an interim NMFN within 180 days after the date of enactment.

(Note draft maps are available on-line as part of the National Strategic Freight Plan.)

The Interim NMFN will include:

1. The National Highway Freight Network, as established under section 167 of title 23.
2. The freight rail systems of Class 1 railroads, as designated by the Surface Transportation Board;
3. The public ports of the United States that have total annual foreign and domestic trade of at least 2,000,000 short tons, as identified by the Waterborne Commerce Statistics Center of the Army Corps of Engineers, using the data from the latest year for which such data is available;
4. The inland and intracoastal waterways of the United States, as described in section 206 of the Inland Waterways Revenue Act of 1978 (33 USC 1804);

5. The Great Lakes, the St. Lawrence Seaway, and coastal and ocean routes along which domestic freight is transported;
6. The 50 airports located in the United States with the highest annual landed weight, as identified by the Federal Aviation Administration; and
7. Other strategic freight assets, including strategic intermodal facilities and freight rail lines of Class II and Class III railroads, designated by the Under Secretary as critical to interstate commerce.

The Final Network will be designated by the Under Secretary within 1 year after enactment and after soliciting input from a broad range of stakeholders. The goals of the Final Network are:

1. Improving network and intermodal connectivity; and
2. Using measurable data as part of the assessment of the significance of freight movement, including the consideration of points of origin, destinations, and linking components of domestic and international supply chains.

The Under Secretary needs to consider the following factors in designating/redesignating the NMFN:

1. Origins and destinations of freight movement within, to , and from the United States;
2. Volume, value, tonnage, and the strategic importance of freight;
3. Access to border crossings, airports, seaports, and pipelines;
4. Economic factors, including balance of trade;
5. Access to major areas for manufacturing, agriculture, or natural resources;
6. Access to energy exploration, development, installation, and production areas;
7. Intermodal links and intersections that promote connectivity;
8. Freight choke points and other impediments contributing to significant measureable congestion, delay in freight movement, or inefficient modal connections;
9. Impacts on all freight transportation modes and modes that share significant freight infrastructure;
10. Facilities and transportation corridors identified by a multi-State coalition, a State, a State freight advisory committee, or a metropolitan planning organization, using national or local data, as having critical freight importance to the region;
11. Major distribution centers, inland intermodal facilities, and first- and last-mile facilities; and
12. The significance of goods movement, including consideration of global and domestic supply chains.

The Under Secretary will also:

1. Use, to the extent practicable, measurable data to assess the significance of goods movement, including the consideration of points of origin, destinations, and linking components of the United States global and domestic supply chains;
2. Consider any changes in the economy that affect freight transportation network demand.
3. Provide states with an opportunity to submit proposed designations for NMFN routes. In developing proposed designations, states need to:
 - a. Consider nominations for additional designations from MPOs and State Freight advisory committees within the state;
 - b. Consider nominations for additional designations from owners and operators of port, rail, pipeline, and airport facilities; and
 - c. Ensure that additional designations are consistent with the State transportation improvement program or freight plan.
 - d. A State may designate a freight facility or corridor within the borders of the State as a critical rural freight facility or corridor if the facility or corridor:
 - i. Is a rural principal arterial;
 - ii. Provides access or service to energy exploration, development, installation, or production areas;
 - iii. Provides access or service to:
 1. A grain elevator;
 2. An agricultural facility;
 3. A mining facility;
 4. A forestry facility; or
 5. An intermodal facility;
 - iv. Connects to an international port of entry;
 - v. Provides access to a significant air, rail, water, or other freight facility in the State; or
 - vi. Has been determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.

A state may propose additional designations to the NMFN in the State in an amount not more than 20% of the total mileage designated by the Under Secretary in the State.

In submitting designations to the Under Secretary, a State needs to certify that it has considered the designations of others as set forth in a. through c., above and that the designations address the factors discussed above.

The Under Secretary will redesignate the NMFN every five years.

CAPITAL DISTRICT TRANSPORTATION COMMITTEE TRB 2016 Briefing

***NYSAMPO Freight
Working Group
January 29, 2016***



General Observations

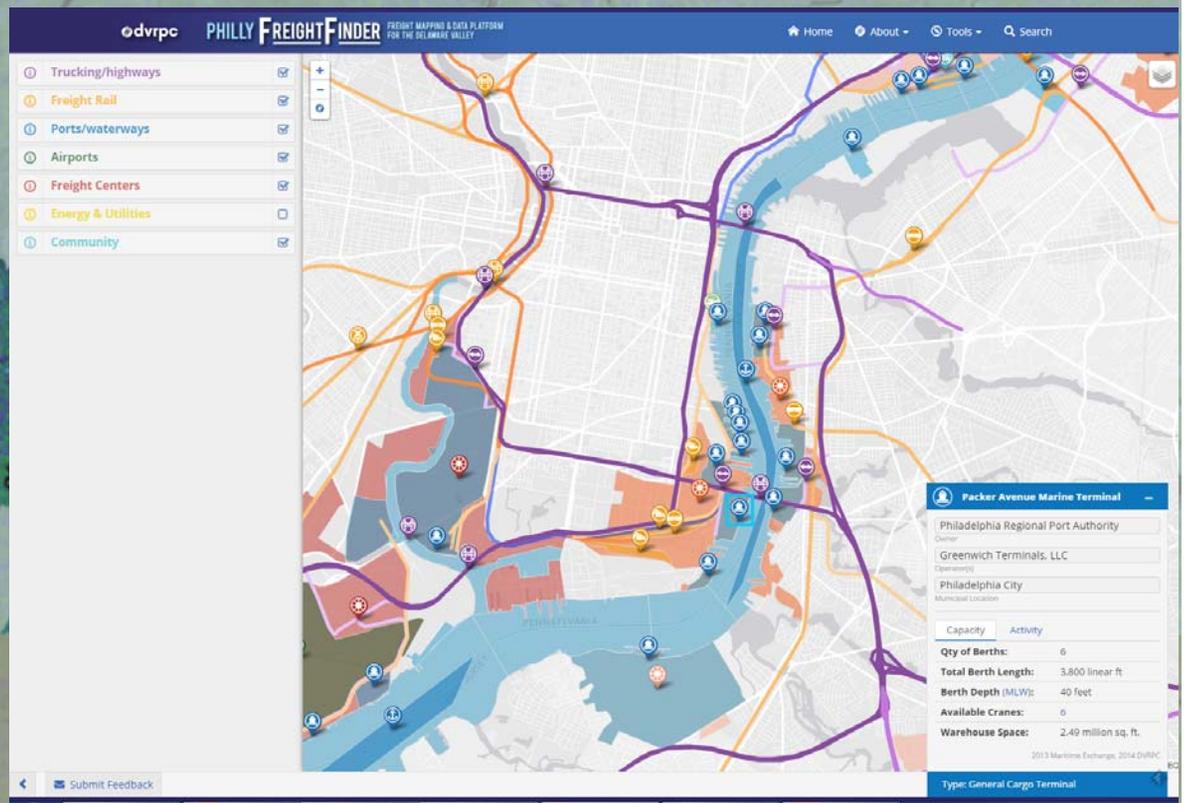
- Freight as a topic has grown significantly
 - Freight in a Complete Streets and Public Health environment is still not fully evolved
- Many State DOTs and MPOs are exploring ways to use the NPMRDS data – in many different ways
- Autonomous vehicle discussion has fully shifted from “if” to “when” and “how”.

Philly Freight Finder

- Delaware Valley Regional Planning Commission (DVRPC)

– <http://www.dvrpc.org/webmaps/phillyfreightfinder/>

– Open Source



Dr. Jose Holguin-Veras (RPI)

- Initiative Selector Tool for Improving Freight System Performance
- <http://transp.rpi.edu/~InitiativeSelector/assessment.htm>
- NAICS Codes Disparity
- Off-Hours Delivery Pilot in NYC



Rensselaer
CITE
Center for Infrastructure,
Transportation, and the Environment

Initiative Selector Tool for Improving Freight System Performance



VREF CENTER OF EXCELLENCE FOR
SUSTAINABLE URBAN
FREIGHT SYSTEMS

This application has been co-funded by the Transportation Research Board's (TRB) National Cooperative Freight Research Program Project - Improving Freight System Performance in Metropolitan Areas and the VREF Center of Excellence for Sustainable Urban Freight Systems.
Page supports Google Chrome, Internet Explorer 11, Safari, and Mozilla Firefox. [Contact Us with comments, suggestions or ask help!](#)

How to use this application:
Select aspects of the traffic problems you seek solutions to on the left. The results will contain links to all the unique documents describing potential solutions.

Nature of the Problem

Congestion

Inadequate Infrastructure

Pollution

Noise

Safety

Stakeholder Engagement

Land Use

Geographic Scope

Nation

City

Area

Corridor

Point

Problem Source

Through Traffic

All Traffic

Large Trucks

Urban Deliveries

Large Traffic Generators

Unique Solutions: 6

Initiative	Investment ⓘ	Implementation Time ⓘ	Risk of Unintended Consequences ⓘ	Sub-group ⓘ	Group ⓘ
<input type="checkbox"/> Truck routes	Low	Short	High	Access Restrictions	Traffic Management
<input type="checkbox"/> Time access restrictions	Low	Short	High	Time Access Restrictions	Traffic Management
<input type="checkbox"/> Road pricing/ incentives	Moderate	Medium	Low	Pricing	Pricing, Incentives, and Taxation
<input type="checkbox"/> Parking pricing	None / Low	Short / Medium	None / Low	Pricing	Pricing, Incentives, and Taxation
<input type="checkbox"/> Certification programs	None / Low	Medium / Long	None / Low	Incentives	Pricing, Incentives, and Taxation
<input type="checkbox"/> Pick-up/delivery to alternate locations	Low	Short / Medium	None / Low	Last Mile Delivery Practices	Logistical Management



Truck Side Guards

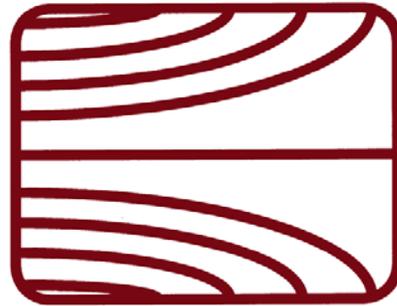
- NYC – Vision Zero, London
- Volpe Resources:
- [http://ntl.bts.gov/lib/54000/54900/54986/Truck Side Guard Technical Overview 2015-04-23.pdf](http://ntl.bts.gov/lib/54000/54900/54986/Truck%20Side%20Guard%20Technical%20Overview%202015-04-23.pdf)



Thank You

Chris Bauer

cbauer@cdtcmpo.org



CDTTC
CAPITAL DISTRICT
TRANSPORTATION COMMITTEE