



TRB Urban Freight Transportation Committee (AT025) Meeting

Monday, January 8, 2018

1:30 pm – 3:15 pm (Eastern Time)

Marriott Marquis, Chinatown (M3)

Washington, D.C.

(Sorry, no dial-in option available)

MEETING NOTES

Welcome, Introductions, Committee Overview and Agenda Review (Bill Eisele) (10 minutes)

Bill Eisele, the Committee Chairman, welcomed everyone to the meeting, and asked all attendees to briefly introduce themselves.

Bill provided a quick overview of the agenda for the meeting. He noted the committee's business meeting was held in early December, which will allow today's meeting to be shorter than in past years. Bill also explained how the Urban Freight Committee fits within the TRB Freight Systems Group. He noted the committee focuses on first and last mile freight transportation, particularly delivery/shipment issues. He mentioned the various resource topic areas that are focus areas for the committee; Bill added the topic area list is maintained on the committee's website by committee member Miguel Jaller. The various committee board members were identified for the benefit of the attendees. Bill briefly discussed the funded FY 2017 research projects; there are three projects (NCFRP 49, NCHRP 08-106, and NCHRP 15-62). Key dates in 2018 were reviewed, with a particular focus on the research paper announcement and research key dates and the committee's mid-year meeting. Bill noted the committee has a new website (<http://urbanfreight.tti.tamu.edu>), and encouraged members to send him any items that are appropriate to be placed on the website.

TRB Staff Report (Scott Babcock) (10 minutes)

Scott Babcock, the TRB liaison to the Urban Freight Committee, provided a brief TRB staff report. He mentioned that over 14,000 people registered for the meeting, and roughly 13,500 people will likely attend. He stated there are over 250 exhibits in the exhibit hall, including an autonomous truck. Scott noted that James Ray, a high-level official in the USDOT, will be the keynote speaker for the Wednesday Chairman's luncheon. He stated that there have been some changes in the Transportation Research Record management, which should enhance the publication.

Anne Goodchild, the Freight Group chair, made some brief remarks. She noted the Urban Freight Committee has higher interest than most other freight committees. She also thanked the committee for their paper review and session planning efforts. Anne mentioned the TRB 100-year anniversary will take place in 2020. (The 100th meeting will be held in 2021.) She encouraged the committee members to think about the impact the committee's efforts have had on the world outside of TRB. She also asked the committee members to think about the highest research needs for urban freight transportation; those needs could encourage the creation of new research structures.

Recognitions (Erica Wygonik and Bill Eisele) (10 minutes)

Bill announced there are a few individuals the committee wanted to recognize. Joe Bryan, a former committee chair, was recognized as an TRB Urban Freight Committee emeritus.

Erica Wygonik, who leads the research paper reviews, announced the winner of the Best Paper Award. The paper focused on “Testing the ‘Freight Landscape’ Concept for Paris”, and was written by Takanori Sakai, Adrien Beziat, Adeline Heitz, and Laetitia Dablanc. Erica also announced the winner of the Award of Innovation Application of Research, which was titled “Performance Analysis of Crowdshipping in Urban and Suburban Areas”, and was written by Alireza Ermagun, Ali Shamshirpour, and Amanda Stathopoulos.

Bill then recognized Erica and Michael Browne for their efforts in reviewing the papers for the committee, Barb Ivanov and Peter Plumeau for developing the meeting sessions, and Akiko Yamigami, John Tompkins, Chip Millard, and Paula Dowell for their service to the committee. A group photo was also taken of the committee members.

TRB Annual Meeting – AT025 Sessions/Activities (Bill Eisele) (5 minutes)

- **2018 Theme: *Transportation: Moving the Economy of the Future***
- **See Line-up Card!**

Bill briefly discussed the committee sessions and activities during this year’s meeting. He noted a postcard showing those events was produced for the meeting.

(Old) Business – Summary of Dec 1, 2017 Business Meeting (Bill Eisele) (10 minutes)

- **See meeting minutes available on new website (<http://urbanfreight.tti.tamu.edu>)**
- **Problem statement submitted**
- **Partner conferences (I-NUF in Oct 2017 & VREF upcoming in Oct 2018)**
- **Membership rotation**
- **Committee video**
- **Mid-year meeting location**

Bill overviewed the discussion that took place at the early December 2017 business meeting. He stated that the committee created an NCHRP problem statement this year, and it was submitted by Texas DOT to AASHTO for consideration. The statement is entitled, “Tool and Guidebook to Identify Commercial Delivery Parking Needs for Loading and Unloading in Metropolitan Areas.”

Bill noted the committee works with the organizers for two conferences, I-NUF (U.S. based) and VREF (Europe-based), that also focus on urban freight. The I-NUF conference was held in October 2017, and the VREF conference will be held October 17-19, 2018 in Gothenburg, Sweden.

He mentioned a committee video is being developed, and Mike Ruane is leading the committee efforts. Volunteers interested in assisting with the video should reach out to Bill or directly to Mike. Finally, the mid-year committee meeting location and time was announced; it will be held in Washington, DC on June 18th prior to the Marine Transportation System Research and Technology Conference.

Research Subcommittee Update (Erica Wygonik) (10 minutes)

- **Paper review process**

Erica identified the “Best Reviewer Pool” members. Amelia Regan was the first person to complete a review this past year, and five people completed bonus reviews for the committee. Erica noted the number of reviews has more than doubled in the time she served on the committee, and she would appreciate any members who would volunteer to review papers and/or review more than two papers during the cycle. She also mentioned that due to the increased number of papers, a new subcommittee to lead the paper reviews has been formed. The key period to review papers is from mid-August to October 1st.

Freight Office Update and Research Coordination Opportunities (10 minutes)

Ms. Katelyn Dwyer, Program Manager for Freight, AASHTO

Katelyn Dwyer, the AASHTO Freight Program Manager, briefly discussed AASHTO’s recent revised committees structure. She stated the first-ever Freight Committee meeting will take place in July in Spokane, WA. Katelyn said AASHTO is in the process of creating a funding allocation for short-term research, which will allow freight to compete for the funding.

Innovation and Industry Challenges: the UPS Perspective (~15-min presentation / ~25-min discussion)

Mr. Tom Madrecki, Director of Urban Innovation and Mobility, United Parcel Service

Tom Madrecki, the Director of Urban Innovation and Mobility with UPS, discussed UPS’ perspective on urban freight delivery challenges and opportunities. He noted the world will continue to urbanize, and understanding and addressing e-commerce needs will be critical for improving quality of life in those urban areas. He stated it will be highly important for municipalities and companies to work together to find mutually beneficial solutions. Various technology developments and big data will also need to be incorporated into the future solutions. However, Tom noted that the challenges also provide solution opportunities. As an example, UPS is examining ways to synthetically increase delivery density to reduce costs and environmental impacts. UPS has also developed electronic tricycles with cargo boxes attached on the back as a means to make cargo deliveries in high density areas, and is studying implementation opportunities in both Europe and the United States. Finally, UPS has implemented its Orion route navigation to optimize delivery routes. Tom noted UPS does not believe there is a single solution to addressing urban freight delivery needs, but instead a suite of approaches need to be used. He mentioned UPS is eager to work with researchers to identify good solutions to urban freight delivery issues.

Tom then answered the committee members’ questions:

- Bill asked how researchers can better understand how they can work with the private-sector (e.g., UPS), noting that it can be difficult for researchers to establish synergistic relationships with industry. Tom responded that the solutions need to be beneficial to the companies being solicited, and, if they are, UPS becomes much more willing to work with researchers. He also noted that if the entities requesting assistance, such as cities, need to avoid being adversarial with UPS in other areas of UPS’ business.
- A member asked if UPS can have a role in encouraging congestion pricing. Tom replied UPS would love to be able to work with cities in developing policies, rather than reacting to policies after they are announced.
- Leslie McCarthy at Villanova University noted e-commerce deliveries are made by smaller trucks, which have less impacts on pavements.
- Akiko wanted to learn more about how UPS simulates density, and if those simulations create real-world impacts on streets. Tom responded that one example of a challenge that is being addressed is in old apartment buildings that don’t have dedicated package delivery areas, and the deliveries need to be made to individual residents. UPS is talking with cities about modifying their zoning codes to encourage higher density residential areas to have dedicated delivery

drop-off locations. Tom also noted there could be opportunities for social linkages if dedicated delivery drop-off areas are created in neighborhoods.

- Chip asked where and when UPS' biggest challenges are within communities. Tom explained a typical day for UPS deliveries. UPS trucks typically leave their facilities at 9 AM. The next day deliveries (via air) and also the high density residential areas are usually delivered first. Business deliveries are done next, and business availability hours need to be addressed. Business pickups are usually done in the late afternoon. Residential deliveries are typically done after business pickups are finished. Logistics for next day deliveries are done overnight, between 6 PM and 9 AM. Rush hours are a major challenge times. Location-wise, mixed-use communities are challenging locations, especially if they were designed before e-commerce became popular. Parking can be a challenge; if dedicated loading/unloading zones are occupied, other issues (e.g., parking in bus stop areas or double-parking) can arise.
- A member questioned if UPS was addressing transportation supply chain logistics issues "upstream" from first and last mile. Tom responded UPS is researching connected and automated vehicle technologies.
- Tamiko Burnell with the FHWA Freight Office noted in Tom's story that a UPS driver's personal relationship with a Whole Foods employee benefiting his delivery efforts could be applied more broadly in other contexts.

Announcements (2 minutes)

Bill asked the attendees to think about how they can assist the committee.

Chip mentioned the January Talking Freight webinar focused on the Final 50 Feet of the Supply Chain will be held on Wednesday, January 17th from 1:00 PM to 2:30 PM ET.

Tamiko stated the FHWA Freight Office will be looking to host a twinning project with the European Commission in June 2018.

Adjourn (by 3:15 pm)

Questions? Want to be more involved? Contact us!

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