Working Together to Improve Transportation

Patricia Hendren, Executive Director, I-95 Corridor Coalition

Truck Parking Workshop - Executive Summary

May, 2018
The I-95 Corridor Coalition is...

Multi-modal ● Multi-jurisdictional ● Multi-disciplinary

Formed in 1993, the I-95 Corridor Coalition is a partnership of multi-state, multi-modal public agencies working together to create a seamless and efficient transportation system.
More than I-95….

• **Multi-Jurisdictional**
  - 16 States, the District of Columbia
  - 2 Canadian Provinces (Quebec, New Brunswick)

• **Multi-Modal**
  - All Modes – Rail, Marine, Air, Highway – with a focus on passenger travel and freight movement

• **Multi-Disciplinary**
  - 100+ Transportation Agencies (federal, state, MPO, local), Toll Authorities, DMV’s, Port Authorities, Transit Agencies, Railroads, Trucking, Public Safety/Law Enforcement
16 states + D.C.

In the Corridor

2nd Largest Economy in the World

$4.7 Trillion
40% of US GDP

37% Of America’s population: 110 Million people

46 Major Seaports

$172 Billion Imports
34% of U.S. total

Boston, Massachusetts
New York, New York
Philadelphia, Pennsylvania
Washington, D.C.
Raleigh, North Carolina
Charleston, South Carolina
Savannah, Georgia
Orlando, Florida
Miami, Florida

www.i95coalition.org
What we do...

PEOPLE
- Create a forum for public agencies to address transportation issues of common interest
- Establish a key network of transportation professionals
- Provide training (e.g., Freight Academy)

TOOLS & DATA: Support data acquisition and tool development

RESOURCES
- Compete for grants
- Extension of agency staff
- Partner with FHWA to explore policy implementation

In short, the I-95CC helps agencies tackle the sticky issues and get solutions across the finish line.
I-95 Coalition Structure

Executive Board
Chair & 4 Vice-Chairs

Executive Director
Coalition Staff
& Consultants

Steering Committee

Program Tracks

Transportation Systems
Management & Operations
- Traveler Info
- Operations Exchanges
- Data Tools
- Research Projects

Intermodal Freight
- Freight Academy
- Truck Parking
- Freight Data
- Freight Plans

Innovations in Transportation
- Connected & Autonomous Vehicle
- Mileage-Based User Fees
- Tolling Reciprocity
Truck Parking
The Truck Parking Challenge

• Too many trucks, not enough parking spaces

• Long-haul vs. staging vs. short-term parking – different needs

• Lack of *reliable, real-time* information on where to find available parking

• Public need (safety, infrastructure) vs. perception of private solution (~80-90% of parking capacity is private)

• 40% ↑ in freight movement in next 30 years

• Cost of land / real estate

• “NIMBY” effect

• Electronic logging devices (ELD) enforcement as of April 1, 2018
Advancing Real Time Truck Parking Information

I-95 Corridor Coalition awarded Truck Parking Grant from FHWA

- Conducted a “Proof of Concept“ Test and Deployment of Real-Time Truck Parking System
- System deployed in five rest areas in Virginia – currently fully operational
- Coalition project system has been Integrated into Virginia DOT’s Statewide Advanced Transportation Management System (ATMS)
- Virginia DOT now has oversight and continued operation and maintenance for system
I-95 Coalition Truck Parking Workshop
May 2018

• Share recent truck parking activity – who is doing what and is it working?

• Develop list of key truck parking attributes

• Identify opportunities, barriers, challenges and solutions of various approaches

• Discuss how changes in regulations and technology could change future needs

• Brainstorm ideas and stakeholders for future Symposium

• Build on National Truck Parking Coalition Work

Over 40 participants from member DOTs, FHWA/FMCSA, select MPOs, and other key stakeholder
Insights from Recent Activity

- Get out and TALK TO DRIVERS
  - Speak their language – “package car” not “delivery van”

- Be knowledgeable about industry & changes
  - Impact of e-Commerce

- Need for a “champion” across multiple stakeholder groups and within an agency

- View truck parking (and approach the need for more) as an economic development concern
  - Speak with local Economic Development Agencies / Industrial Development Agencies (EDAs / IDAs)

- Land use component – some municipalities are starting to require truck parking as part of new industrial/warehousing development
  - Outside direct DOT control, but DOT can provide input and guidance
Insights from Recent Activity (cont’d)

- **Find “easy” wins**
  - Increase time limits at public rest areas
  - Convert welcome centers/weigh stations
  - Reduce zoning hurdles
  - Underused commercial parking lots or urban brownfield sites

- **Best technology for parking detection/information distribution depends on …… A LOT of variables**
  - Ex: Roadside sign placement – more complicated than initially thought

- **Continually look for innovation**
  - Ex– US Army Corps of Engineers Pavement?

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**Costs**

*Initial Conversion - $1m*
- Demolition
- RemEDIATE Septic System
- Site Preparation

*Continuing Costs - $2k/month*
- Safety Lighting
- Mowing
- Snow Removal
- Trash Removal/pickup
- Vault cleanout

*Savings - $16k/month*
- Water
- General Electricity
- Maintenance
- Cleaning Costs

Missouri DOT: cost and cost savings from decommissioning a rest area/welcome center and changing it to truck parking only.
Breakout Groups

1) Expanding Parking Capacity
2) Design Options
3) Information Distribution
4) Data Decisions
5) Outreach and Education

1) Expanding Parking Capacity
* Pro / con of Public vs Private
* Need for early and sustained outreach
  – NIMBY issues
* Issues – land use cost / “higher and best use” and speed of business vs. speed of DOT
  – Particular concern in densely populated I-95 corridor

2) Design Options
* Minimal amenities will work (vault toilet, vending machine, trash can)
  – Who will maintain these?
* Need for standards: how to measure capacity? Are private/public spaces striped at same dimensions?
* Speak with drivers & companies: what do they need at a particular location?
  – Reliable information
Breakout Groups (cont’d)

3) Information Distribution
* Preference among drivers for roadside signs at the “right” location and the “right” info
* Private systems still need to share data with DOTs (MOUs etc.)
* Need more partnership with shipping companies and distribution centers

4) Data Decisions
* Good data out there but need more (e.g., parking duration, reason, private sites)
* Need common measures (e.g., capacity)
* Explore new data sources (e.g., probe data)
* Data-sharing agreements? Who owns the data?

5) Outreach and Education
* Clarify and articulate DOT role
* Develop an “elevator pitch”
* Tell the story – what happens when there isn’t enough parking?
* Bring in stakeholders early
* Interstate coordination required due to geography of region
Bringing it Back and Next Steps

- Need for a “Truck Parking Elevator Pitch” - Why should a public agency care about a “private sector” problem?
  - Safety, infrastructure protection, economic development

- Working group
  - Internal and External – anyone who touches on truck parking
  - Include Regions/Districts in discussions

- Expand engagement with key stakeholders:
  - Reach out to shippers/receivers, drivers, state Trucking Association
  - Council of Supply Chain Management Professionals (CSCMP)
  - MPOs (Coordination) and municipalities (land use control)
  - EDA / IDA

- Performance Measures – how do we know we are helping? Would this help projects compete for funding?

“Without trucks, you would be homeless, hungry, and naked.”

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<tr>
<th>Stakeholders to Invite</th>
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<td>Shippers/receivers - possibly a keynote speaker: Amazon or other large, e-commerce company;</td>
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<td>Traditional manufacturing / industrial / warehousing;</td>
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<td>U.S. Dept. of Commerce Council on Supply Chain Competitiveness representative;</td>
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<td>Drivers / dispatchers – people who are actually on the road;</td>
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<td>Those with land-use control – local municipal leaders from areas that are growing quickly (or could be next); and</td>
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<td>Academia / research groups.</td>
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<th>Topics to Consider</th>
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<td>Specific examples of where land use requirements had a positive outcome on parking supply. Model ordinances if available;</td>
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<td>More data on public / private partnerships (successful or not);</td>
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<td>Better data on the negative impacts of unauthorized parking. To build a convincing case for the public or leadership, more information on crashes / injuries / deaths, lost productivity, cost to consumers, etc. is needed;</td>
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<td>How best to include the key needs / opportunities of truck parking in larger planning documents (Freight Plans, Long-Range Transportation Plans, etc.); and</td>
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<td>Freight-specific CAV technology. What is coming, what changes will it make to the existing freight / supply chain environment?</td>
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Recent Projects and Studies Impacting Corridor

- **Adding truck parking capacity:**
  - Pennsylvania Turnpike (~1,150 spaces)
  - Seabrook Welcome Center, NH (fall 2017)

- **Adding technology (detection/information dissemination):**
  - Florida DOT
  - Virginia DOT

- **Studies:**
  - NJTPA Truck Parking Supply – Freight Activity Locator
  - FDOT District 5 Truck Parking Study
  - Atlanta Regional Commission – Truck Parking Assessment Study
  - North Carolina – Truck Parking Study Phase II (starting fall 2018)