



## Web Conference

October 19, 2017

A recording of this meeting is available upon request.

### Presenters:

- Dean Gustafson, Virginia Department of Transportation (VDOT)
- Caitlin Hughes-Rayman, Federal Highway Administration (FHWA)
- Tiffany Julien, FHWA
- Davonna Moore, Kansas Department of Transportation (DOT)
- Matthew Pahs, Washington State DOT (WSDOT)
- Jeff Purdy, FHWA

### Participants:

- There was a maximum of 175 participants in the web room.

### Overview:

Caitlin Hughes-Rayman, Director of the Office of Freight Management and Operations, introduced the webinar. She noted that this meeting is a continuation of the four regional meetings held last year as part of the National Coalition on Truck Parking (NCTP).

Tiffany Julien discussed the agenda.

Jeff Purdy provided an overview of [National Coalition on Truck Parking Activity Report](#). The Report provides a summary of the Coalition's work over the last few years and sets the foundation for moving the Coalition forward. The report came out of the Jason's Law Survey and Comparative Assessment, Section 1401(c) of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act. The report summarizes the regional meetings that took place in 2016, and highlights key suggestions related to:

- Parking Capacity.
- Technology and Data.
- Funding, Finance, and Regulations.
- State, Regional, and Local Government Coordination.

These four suggestions formed the basis of the National Coalition on Truck Parking Working Groups.

## Cross Cutting Truck Parking Initiatives:

### Multi-State TIGER Grant Project - Davonna Moore, Kansas DOT

Davonna Moore discussed Kansas DOT's Truck Parking Information and Management System (TPIMS). TPIMS focuses on key Midwest freight corridors by monitoring 132 public and private parking sites. It collects real-time parking availability, aggregates and analyzes data, communicates parking availability to drivers, and measures impact on truck parking and safety. TPIMS can allow for better, more informed parking decisions by providing real-time information to drivers. Drivers want confirmation that parking is available as they're approaching the off-ramp. They prefer dynamic messaging signs (DMS) to other methods of communication. Drivers would like to see one seamless system between States, but this is hard to achieve due to differing procurement, data collection methods, data collection technology, operations and maintenance, data analytics, and information dissemination between States.

Kansas DOT has completed Phase 1 and 100% design for its TPIMS project. Phase 2 of software integration, construction, and testing, among other items, is underway.

For more information, see the NCTP Web Conference Slides and visit [www.TrucksParkHere.com](http://www.TrucksParkHere.com).

#### Q&A:

*How does this plan apply to new private lots being built?*

The plan does not apply to new private lots being built – if it was not included initially, it will not have the technology. New lots will have to determine whether it is feasible to add the TPIMS technology.

*How did you decide on the signage for this project?*

Signage was based on what Kansas heard from the truckers. They wanted information about 45 to 60 minutes out from the actual exit signs, and to see that information again about five minutes before the sign. The sign displays the next exit and the number of spaces available in the next two exits to help them make the decision about where they want to park.

*Are alternative fuels a consideration for the TPIMS?*

TPIMS did not consider alternative fuels in development. Many of those efforts are on an individual State level. Davonna noted that they will be open to looking at alternative fuel levels moving forward.

### VDOT Statewide Truck Parking Solution - Dean Gustafson, VDOT

The VDOT Truck Parking Study identified gaps in available parking in the State. Virginia State Police and Virginia truckers identified areas of need.

Virginia's Truck Parking Management Goals are to:

- Provide truck drivers access to real-time and accurate information about the availability of safe, legal parking places (public and private).
- Increase utilization of public truck parking spaces.
- Reduce the time truck drivers take searching for available safe, legal parking spaces (public and private).

VDOT monitors spaces by using pan tilt zoom (PTZ) cameras to look space by space. The cameras will use multiple sensors and will also count in- and out-travel. This system will be more accurate than current systems because it will help account for trucks that don't park in the designated spaces.

VDOT developed a prioritized list of facilities based on occupancy and volume. They decided that even though it's more expensive, they want to have space sensor cameras and DMS. Subsequently, they developed an implementation plan and will put together a contract for installation.

Virginia will eventually need to have parking availability at private facilities, not just public. VDOT met with owners from private facilities that were interested in having better data. VDOT is exploring creative ways to incentivize private truck stops.

Virginia's Truck Parking System will provide the following operational and safety benefits:

- Travel time
- Operating cost
- Safety
- Operation and maintenance
- Maximize use of existing infrastructure.

For more information, see the NCTP Web Conference Slides.

#### [Q&A](#)

*Define short-term parking.*

VDOT facilities aren't designed to have trucks parked for 10 to 14 hours; it is supposed to be for an hour or two. Operationally they are a blend; some trucks stay for 5 to 6 hours.

*Can smart phone apps be used instead of DMS?*

Virginia is planning to use their 501-smartphone app that provides real-time traffic information and is available for iPhone and Android products to display the parking information. VDOT will also make all parking data available to third party developers via the <https://smarterroads.org/> portal.

*What ways are you incentivizing private facilities to provide truck parking?*

VDOT is still looking into this. They have discussed the potential for a grant. VDOT is open to ideas.

*Have you looked at making "freight villages" (facilities with hotels, restaurants, etc. for truckers)?*

I'm not sure about that.

#### [2016 Truck Parking Study - Matthew Pahs, WSDOT](#)

Jason's Law ranked Washington low on several measures. As a result, WSDOT developed a truck parking survey looking at supply and demand for truck parking, previous WSDOT activities on truck parking, updated issues and trends, and identified opportunities. The survey looked at all types of truck parking and truck parking economic corridors. The survey received 1118 responses, 84% of which were from truck drivers.

In addition to the survey, WSDOT held roundtable discussions with stakeholders, and conducted interviews and a ride-along. The interviews and survey found that there is a disconnect between

preferred parking areas and the actual place that drivers park. WSDOT has identified opportunities in the categories of infrastructure, institutional, and financial categories for improvements. WSDOT also developed a truck parking map that highlights weigh stations, safety rest areas, and private truck stops.

The next steps are to address supply constraints, continue communication and coordination with the trucking industry, and conduct additional research.

For more information, refer to the NCTP Web Conference Slides.

#### Q&A

*The shipper/receiver location was the third highest parking location preference from drivers on the survey. Will you be pursuing parking opportunities in partnership with shippers and receivers in a collaborative approach?*

WSDOT does not have any explicit plans right now to take a lead on this. WSDOT will be encouraging partners to pursue these opportunities and include the DOT when appropriate. This will mostly be a private sector led initiative.

## Federal-Aid Funding

Jeff Purdy discussed that \$32 million in Federal-Aid Highway Funding assistance was provided to State DOTs for truck parking or user information projects under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 1305. He also discussed the Federal Aid Highway Formula Funding received by States that are eligible for truck parking.

## Working Groups Topic Discussion

Tiffany Julien discussed the four working group topic areas:

- Parking Capacity.
- Technology and Data.
- Funding, Finance, and Regulation.
- State, Regional, and Local Government Coordination.

Tiffany discussed priorities for each working group taken from the National Coalition on Truck Parking Activity Report. In addition to the topics identified in the presentation, members should focus on examples of implementation and best practices that can be shared more broadly.

For next steps, the U.S. Department of Transportation Volpe Center will send out email with a link to a form asking participants to identify which working group they're interested in participating on.

#### Q&A

*Can people participate in more than one subcommittee?*

Yes

*What is a champion?*

The person who will motivate the working group members, be passionately involved, etc.

*What are some ways to overcome the barrier of getting through to the Metropolitan Planning Offices (MPOs)?*

There has been outreach to them in the past about truck parking, but they didn't ultimately include the truck parking issues in their plans. This effort should fall under the State, Regional, and Local Government Coordination group.

*Has anyone thought to use non-profit organizations to manage truck parking, or coordinate between public and private organizations?*

No, we haven't. FHWA has looked at options of developing cooperatives between industries in an area.

### Priorities Discussion

One participant suggested that the Funding and Finance group look at carbon credits.

Another suggestion was that the Technology committee develop a new way to assess truck parking demand using data.

The good neighbor concept – how to make truck parking more palatable, such as by building in electric infrastructure, could belong to several different working groups: State, Regional, and Local Government Coordination, Parking Capacity, or Technology and Data.

### Core Partners Update

Caitlin Rayman thanked those partners that have been involved in the National Coalition on Truck Parking since the Jason's Law survey in 2014 and in sharing ideas in roundtables. She requested Core Partners to provide updates to the group.

Caroline Boris provided an update on behalf of the American Transportation Research Institute (ATRI), noting that they are presently involved in or have recently completed seven truck parking studies this year. Five studies were for State DOTs, and two for MPOs. In addition, ATRI conducts an annual survey to assess what the major issues in the trucking industry are for both drivers and executives. In 2015, the truck drivers ranked truck parking as the number two issue, and in 2016 it dropped to third place. Caroline noted that the 2017 issues report would be released next week. The report is available at: <http://atri-online.org/wp-content/uploads/2017/10/ATRI-Top-Industry-Issues-2017.pdf>

### Conclusion

Caitlin Rayman thanked participants and presenters and encouraged participation in the Working Groups.