Working Together to Improve Transportation

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Truck Parking Workshop - Executive Summary

May, 2018

I-95 Corridor Coalition

A partnership of transportation agencies to accelerate transportation system improvements

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

Beyond Boundaries
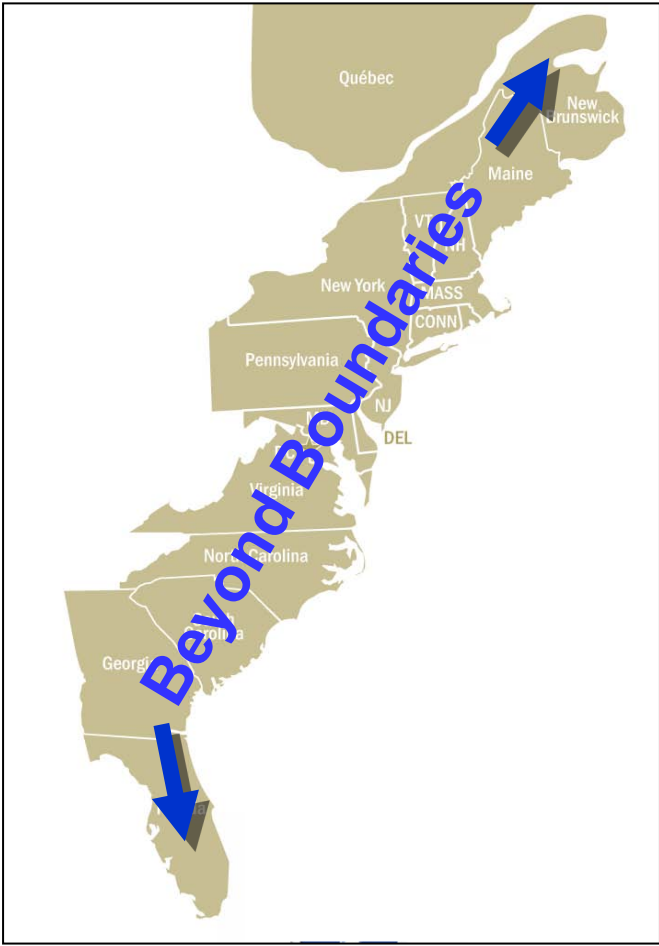
16 states + D.C.

In the Corridor

2nd

Largest Economy in the World

$4.7 Trillion
40% of US GDP

46

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

37%

Of America's population:
110 Million people

Boston, Massachusetts

New York, New York

Philadelphia, Pennsylvania

Washington, D.C.

95

Raleigh, North Carolina

Charleston, South Carolina

Savannah, Georgia

Orlando, Florida

Miami, Florida

What we do…

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

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

I-95 Coalition Structure
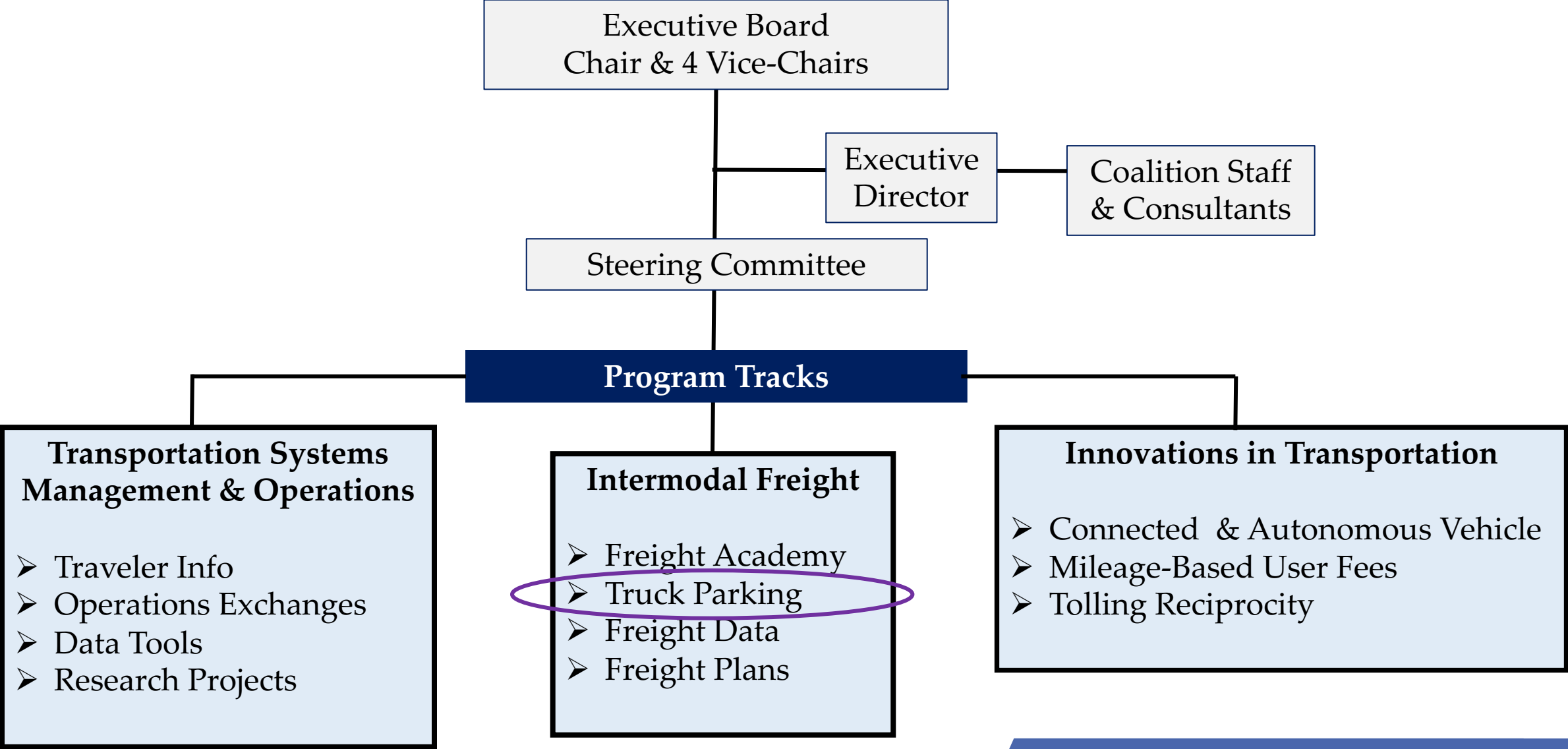
Truck Parking

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
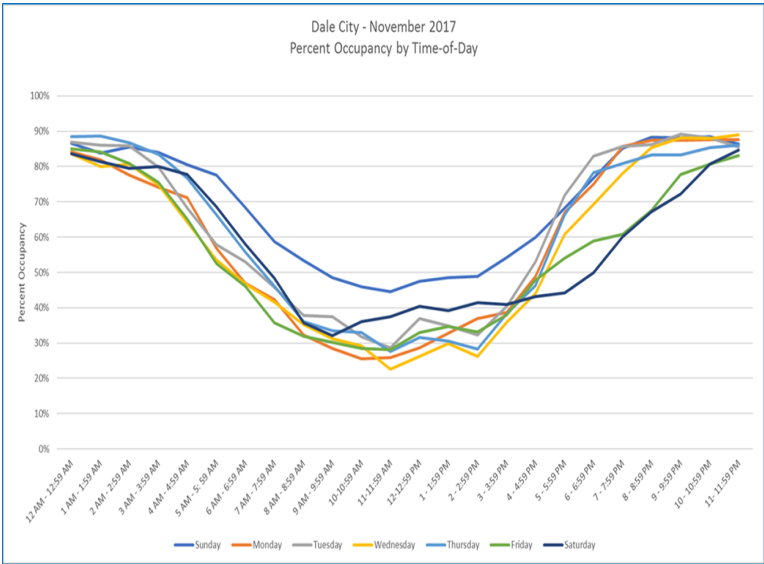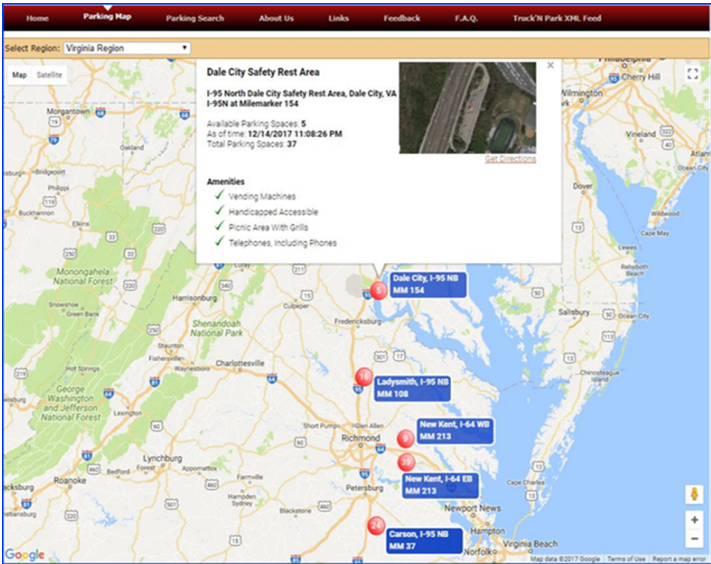
I-95 Coalition Truck Parking Workshop

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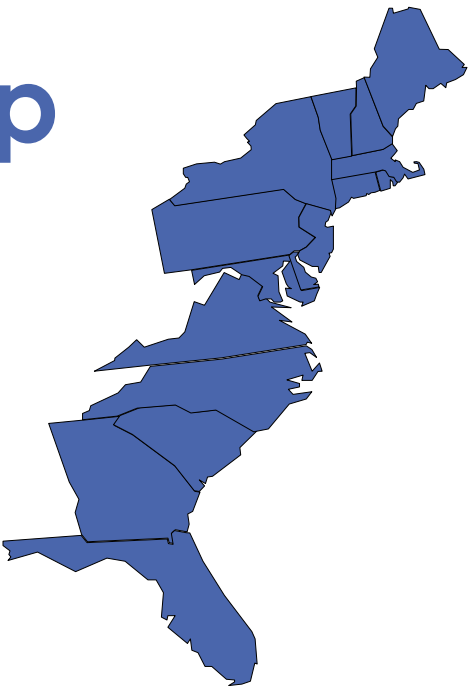
Over 40 participants from member DOTs, FHWA/FMCSA, select MPOs, and other key stakeholder

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

OCCUPANCY COST
AVERAGE RENT, COST OF LABOR, DRAYAGE AND TAX ADANTAGES

CENTRAL, PA
Rent: $4.75 PSF
Labor: $15.01/HR
Drayage: $1,075
RETaxes: $0.50-$1.00 PSF

LEHIGH VALLEY
Rent: $5.00 PSF
Labor: $15.19/HR
Drayage: $650
RETaxes: $0.75-$1.25 PSF

MEADOWLANDS
Rent: $9.50 PSF
Labor: $18.67/HR
Drayage: $350
RETaxes: $2.00-$2.50 PSF

EXIT 8A
Rent: $5.50 PSF
Labor: $16.50
Drayage: $500
RETaxes: $0.90-$1.15 PSF

EXIT 7A
Rent: $5.25 PSF
Labor: $16.48/HR
Drayage: $550
RETaxes: $1.00-$1.25 PSF

NJ PORTS
Rent: $8.00 PSF
Labor: $17.46/HR
Drayage: $350
RETaxes: $1.50-$1.75 PSF

EXIT 10/EDISON
Rent: $7.00 PSF
Labor: N/A
Drayage: $375
RETaxes: $1.00-$1.25 PSF

CBRE

Insights from Recent Activity (cont'd)

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.

- 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?

Breakout Groups

1) Expanding Parking Capacity

2) Design Options

3) Information Distribution

4) Data Decisions

5) Outreach and Education
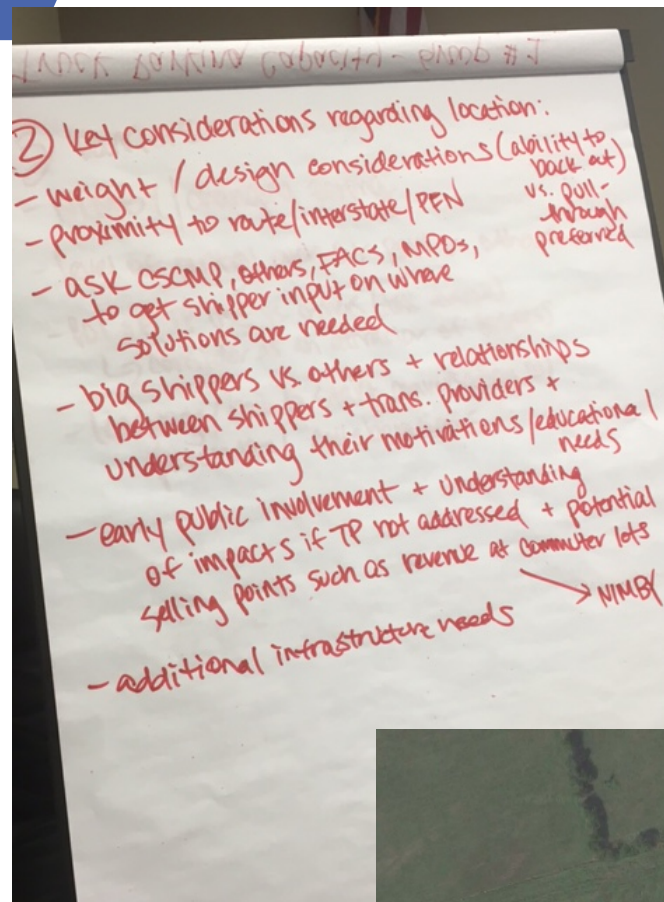
2) Design Options

* 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

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

64 NEW TRUCK SPACES

CONCEPT COST - $4,600,000

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
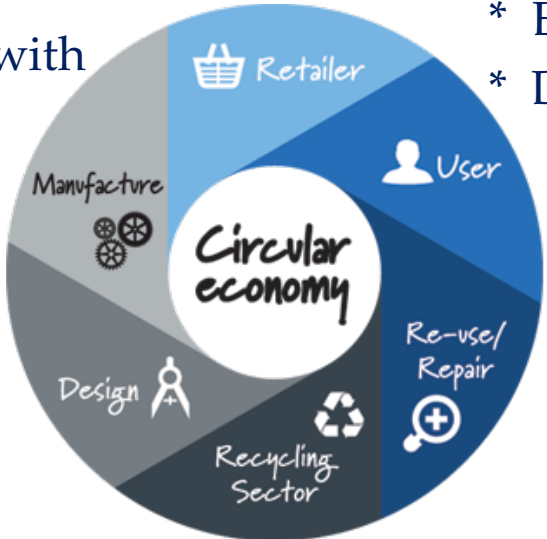
4) Data Decisions

* 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."

Summer 2019 Truck Parking Symposium

Stakeholders to Invite	• Shippers/receivers - possibly a keynote speaker: Amazon or other large, e-commerce company; • Traditional manufacturing / industrial / warehousing; • U.S. Dept. of Commerce Council on Supply Chain Competitiveness representative; • Drivers / dispatchers – people who are actually on the road; • Those with land-use control – local municipal leaders from areas that are growing quickly (or could be next); and • Academia / research groups.
Topics to Consider	• Specific examples of where land use requirements had a positive outcome on parking supply. Model ordinances if available; • More data on public / private partnerships (successful or not); • 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; • How best to include the key needs / opportunities of truck parking in larger planning documents (Freight Plans, Long-Range Transportation Plans, etc.); and • Freight-specific CAV technology. What is coming, what changes will it make to the existing freight / supply chain environment?

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)