



— THE EASTERN
TRANSPORTATION
COALITION

CONNECTING FOR SOLUTIONS



TETC Truck Parking Working Group Meeting

August 1, 2024

Welcome

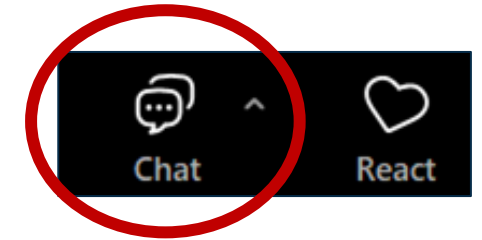
- We are using **Zoom Meeting**
- **VIDEO:** You are welcome to turn on your camera by pressing the camera icon in the bottom left corner of your screen
- **AUDIO:** You should be connecting to the meeting audio either through your computer or phone.
- Please keep your line muted when you are not speaking.
- **This meeting is being recorded**
- **Questions** with the audio or web? Please contact Marygrace directly via the chat box or (mgparker@tetcoalition.org or text: 518-852-4083) or contact Justin Ferri (jferri@kmjinc.com or text: 484-557-7009)



Asking Questions in Zoom Meeting

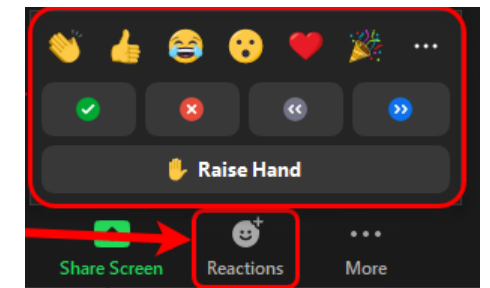
- **IN THE CHAT BOX**

- You may pose your questions using the Chat Box. Click on the chat icon at the bottom of your screen.
- The questions in the Chat Box will be monitored and answered during the meeting, as appropriate.



- **VERBALLY**

- Please “raise your hand” to be recognized.
- On a computer - click on the reactions button at the bottom of the screen then select the “Raise Hand” button
- Please give your name and agency before asking your question
- **Please mute yourself when you are finished speaking**



Welcome and Introductions

- Alabama DOT
- Baltimore Metro Council
- Chattanooga-Hamilton County/North Georgia TPO
- Connecticut DOT
- Delaware DOT
- DVRPC
- Florida DOT
- Georgia DOT
- Kentucky Transportation Cabinet
- Lehigh Valley Planning Commission
- Maine DOT
- Massachusetts DOT
- New Hampshire DOT
- New Jersey DOT
- North Carolina DOT
- Pennsylvania DOT
- Rhode island Statewide Planning
- Southwestern PA Commission
- Tennessee DOT
- Virginia DOT
- West Virginia DOT
- WILMAPCO



Today's Agenda



| Topic | Speaker |
|--|---|
| Welcome from the Coalition, Introductions | Marygrace Parker, The Eastern Transportation Coalition |
| Opening remarks/Setting the Stage | Marygrace Parker Erik Johnson, Freight Planning Specialist, Virginia DOT, TPWG Chair |
| Spotlight Presentation: FHWA Truck Parking Update: Funding, Resources & Jason's Law | Walt Satterfield, Transportation Specialist, FHWA |
| Spotlight Presentation: Emergency Truck Parking – Being Prepared for Demand Surge | Nicole Katsikides Senior Transportation Specialist, FMCSA |
| Survey Results / Agency Roundtable: Planning for Emergency Truck Parking | Facilitated by Marygrace Parker |
| Upcoming Activities <ul style="list-style-type: none">TETC TPWG Next MeetingOther TETC Activities | Marygrace Parker |
| Wrap Up & Closing Remarks | Marygrace Parker Erik Johnson |





Francis Scott Key Bridge - Maryland

At the request of MDOT, TETC staff support included:

- Mapping/Navigation support
- Coordination of custom in-cab alerts
- Extensive outreach to trucking industry
- Surveying TDM vendors for relevant freight data
- Data from TDM being utilized by RITIS to provide additional support
- **Outreach webinar to states on emergency truck parking plans with FMCSA**

"I want to thank you all again for your help yesterday. I am reminded yet again about how special this community is and how grateful I am to be a part of it together with you."

*Jason Dicembre
Maryland State Highway Administration*

Setting the Stage

- FSK highlighted: What are truck parking needs during disruptions versus day-to-day?
- Continued discussions with FMCSA and brought in FHWA to conversation
 - FMCSA collected data from states during immediate aftermath of FSK event
 - TPWG identified as a forum to continue dialogue on this topic
- TETC developed and distributed survey to members to assess state of practice related to truck parking during disruption
- Today's goal: Share information, identify action items



Truck Parking Working Group



Erik Johnson

Freight Planning Specialist

Transportation & Mobility Planning Division

Virginia Department of Transportation



Spotlight Presentations

FHWA Truck Parking Update: Funding, Resources & Jason's Law

Walt Satterfield

Transportation Specialist

Federal Highway Administration (FHWA)

Emergency Truck Parking: Being Prepared for Demand Surge

Nicole Katsikides

Senior Transportation Specialist

Federal Motor Carrier Safety Administration (FMCSA)





Spotlight Presentations: Resiliency Planning for Multimodal Freight



U.S. Department of Transportation
Federal Highway Administration

**Office of Freight Management
and Operations**

Office of Operations

1200 New Jersey Avenue, SE
Washington, DC 20590

<https://ops.fhwa.dot.gov/freight>

202-366-9210

TETC: Truck Parking Working Group Meeting

Truck Parking Update

August 1, 2024



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Truck Parking Funding



Truck Parking Funding Eligibility – Federal-Aid Formula

States may use the following Federal-aid highway funding programs for truck parking projects as described under section 1401(b) of MAP-21 (Jason's Law):

- Surface Transportation Block Grant Program (STBG)
- National Highway Freight Program (NHFP)
- Highway Safety Improvement Program (HSIP)
- National Highway Performance Program (NHPP)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)
- Carbon Reduction Program (CRP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)



Truck Parking Funding Eligibility – Federal-Aid Discretionary

States and other eligible public entities can also apply for discretionary grants:

- Infrastructure for Rebuilding America (INFRA) Grants
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants
- Rural Surface Transportation Grants
- National Infrastructure Project Assistance (Mega) Grants
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) to make resilience improvements at truck parking facilities
- Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Grants for truck parking information and management systems
- Federal Motor Carrier Safety Administration High Priority Innovative Technology Deployment (HP-ITD) Grants for truck parking information and management systems
- Reduction of Truck Emissions at Port Facilities Grants for advanced truck stop electrification systems
- Maritime Administration Port Infrastructure Development Program



Truck Parking Studies and Resources



2022 Federal Highway Administration *Truck Parking Development Handbook*



Source: Federal Highway Administration.

- Provides recommendations for local planners and officials on integrating truck parking with freight land uses
- Provides tools for estimating truck parking generation and needs for freight land uses
- Identifies benefits of truck parking and benefit–cost analysis (BCA) and economic impact analysis
- Discusses factors for identifying sites and designing truck parking facilities, along with mitigating community impacts
- Provides case studies of successful truck parking developments



Federal Highway Administration

Methodologies for Improved Safety and Environmental Efficiencies in Truck Parking

- Builds on the 2022 Handbook by describing a wide range of methodologies for estimating the impacts of truck parking:
 - » Datasets and metrics
 - » Models and analyses
 - » Extensive references and examples
- Assists agencies in planning for truck parking facilities along the highway system for improved traffic safety and freight efficiencies
- **Focuses on overnight and long-haul truck parking on highways:** Considers daytime, short-haul, and staging parking



Source: FHWA.



Truck Parking Impacts and Methodologies Covered

Truck Parking Availability

Demand Estimation

Supply–Demand Balance

Forecasting

Truck Parking Safety Impacts

Drive When Fatigued or Beyond Hour of Service

- » Crashes involving fatigued drivers
- » Crashes involving parked trucks
- » Cargo theft and driver safety

Park in Undesignated Location

Source: stock.adobe.com.

Truck Parking Efficiency Impacts

Unused Drive Time

- » Increased trucking costs
- » Decreased trucking speeds/reliability
- » Increased congestion and emissions
- » Infrastructure deterioration

Detour To Find Parking

Source: stock.adobe.com.

Truck Project Development and Prioritization

Opportunity Identification

Modeling of Transportation Impacts

Project Prioritization



Key Takeaways and Timeline

- Quantifying the safety and efficiency impacts of truck parking is integral to planning and investments
- Many methodologies have been used, but gaps exist
- Next steps:
 - » Literature review complete, fall 2024
 - » Draft recommendations report, summer 2025
 - » Webinar on recommendations, winter 2025
 - » Final recommendations report, summer/fall 2026



Jason's Law Survey



Jason's Law Truck Parking Survey and Assessment

- Truck parking shortages are still a major problem in every State and region.
- Major freight corridors and large metro areas have the most acute shortages.
- Shortages exist at all times of the day, week, and year, but most occur overnight and on weekdays.
- Challenges exist in funding and maintaining truck parking for public and private sector.
- Truck stop operators need business models that incorporate parking profitably.
- Local government involvement and citizen awareness are needed for effective discussions and realistic plans for truck parking.



State Freight Plan Commercial Motor Vehicle Parking Facilities Assessments

Section 70202(f) of title 49, United States Code – Commercial Motor Vehicle Parking Facilities Assessments: As part of the development or updating of a State freight plan, each State, in consultation with relevant State motor carrier safety personnel, shall conduct an assessment of:

- The capability of the State, together with the private sector in the State, to provide adequate parking facilities and rest facilities for commercial motor vehicles engaged in interstate transportation;
- The volume of commercial motor vehicle traffic in the State; and
- Whether there exist any areas within the State with a shortage of adequate commercial motor vehicle parking facilities, including an analysis (economic or otherwise, as the State determines to be appropriate) of the underlying causes of such a shortage.



Questions or Comments

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Emergency Truck Parking – Being Prepared for Demand Surge

Nicole Katsikides, Ph.D.

FMCSA Applied Research Division

August 1, 2024

Presentation to the Eastern Transportation Coalition

Agenda

- Safe parking needs during emergencies
- FMCSA's Truck Parking Activities
- Opportunities to improve emergency truck parking



Safe Parking Needs During Emergencies



Francis Scott Key Bridge – Demand Surge

- Bridge collapsed after being hit by the Dali.
- Freight at the port had to be taken to other ports; demand for truck parking surged.
- Trucks were parked around the Port of Baltimore; additional industry activity also needed to be supported.
- MDOT considered alternative locations.
- MDOT/FMCSA tried to get alternative locations.
- Truck Parking Club came through with two locations.
- Long term leases/parking alternatives are needed.

Hurricane Sandy; What Happened?

- Hurricane caused unusual, catastrophic weather on the eastern seaboard.
- In Maryland, temperatures varied, snow and ice formed in higher elevations.
- Trucks stopped in the middle of the highway with no places to go.
- Maryland's Emergency Truck Parking Program was set up to allow trucks to park on Park and Ride lots in emergencies.

Source: Maryland Department of Transportation, 2010.

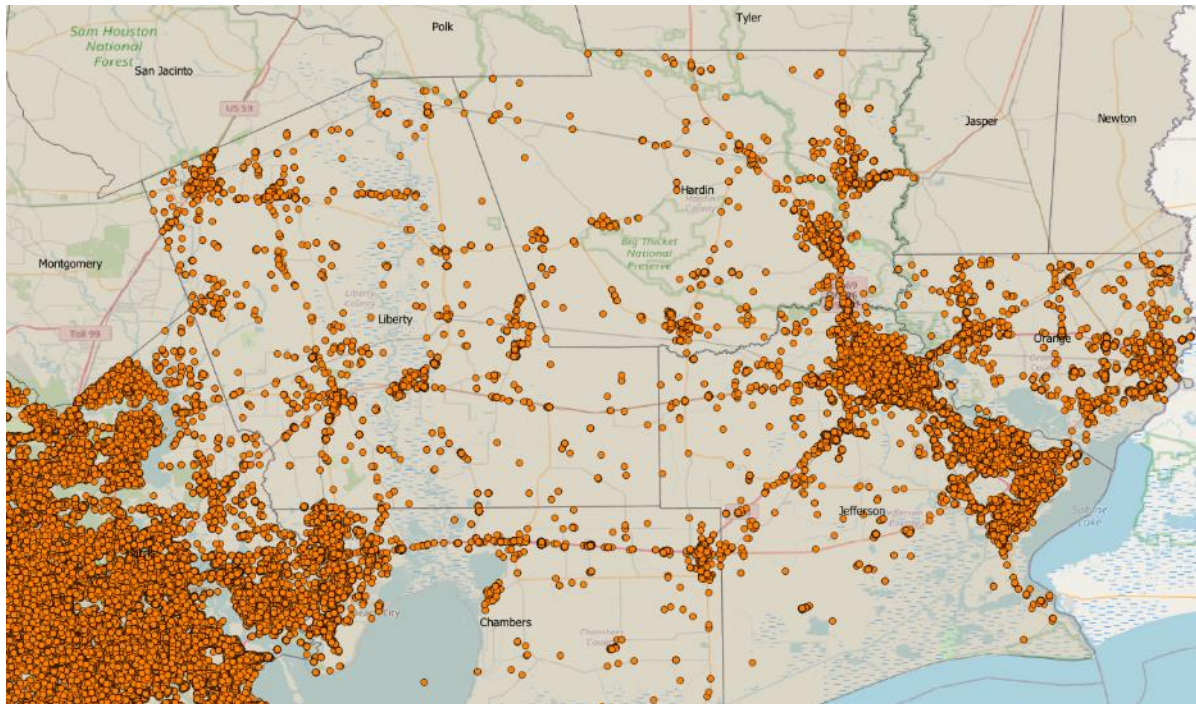


A screenshot of a MetroNews article titled "Interstate 68 Was A Parking Lot". The article is dated October 30, 2012, at 10:19 am. It reports that large trucks were stacked up for much of Tuesday along Interstate 68 in Preston County because of the snow generated by Hurricane Sandy. State Trooper A.R. Leach told WAJR Radio News Tuesday morning they began stopping the trucks late Monday night near the Cooper's Rock exit. "I'd say there's 25 or 30 of them go off the exit there. Then we keep stacking them up along I-68 as safe as we can," the trooper said. It continued to snow Tuesday morning making road clearing efforts more difficult. The trooper said it appeared the closing would last a while. "They're not (going anywhere), they are either going north on (Route) 43 or waiting it out," Leach said. A caller to WAJR news said he had been stuck on I-68 since late Monday night. "I been here since 10 last night about a mile from the state line," the caller said. "It's just flat out nasty. I have about 10 tractor trailers in front of me and I don't know how many behind me, and cars and everything else." The highway reopened at about three o'clock Tuesday afternoon. The article also includes a video player titled "Talkline with Hoppy Kercheval" showing a man in a white coat talking to a woman.

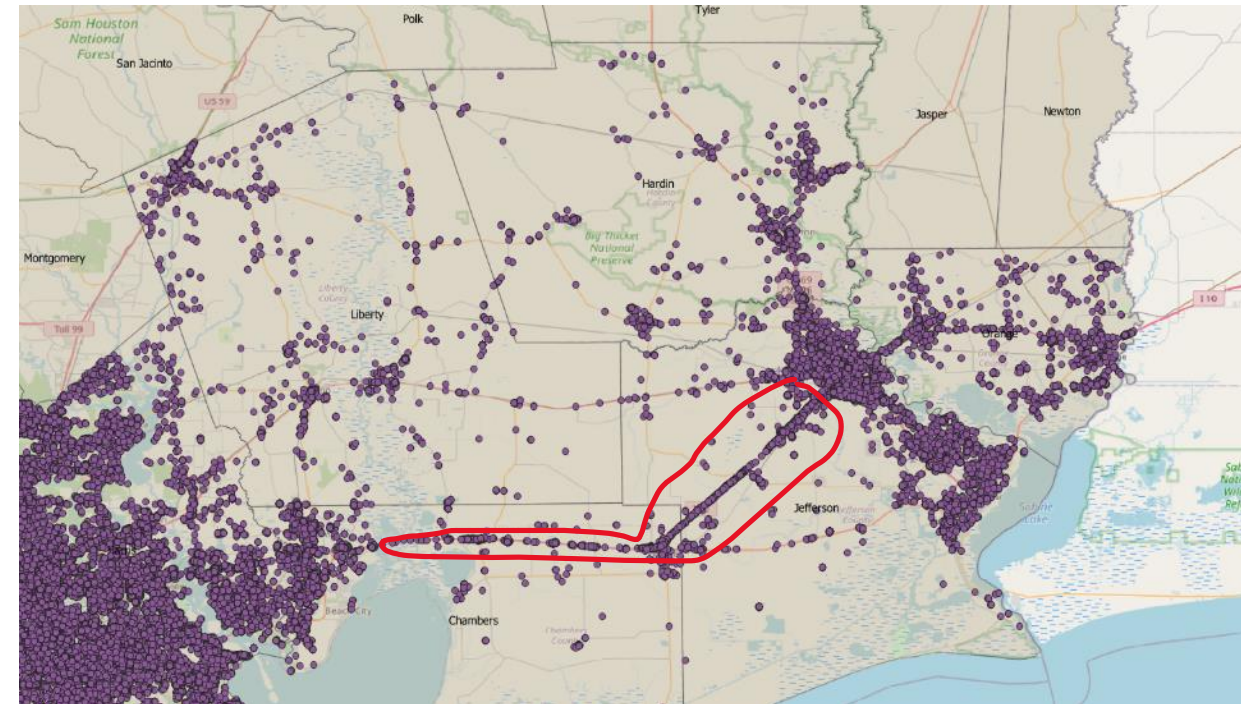
Emergency Truck Parking Analysis Using INRIX, Texas

- Truck parking changed before and after the hurricane.
- During the hurricane, there was a need for parking along I-10; trucks stopped in place.

Parking events before Imelda tropical storm (Sep16-17)



Parking events during Imelda tropical storm (Sep18-19)



What We Learned

- Emergencies mean trucks need a place to go. Driver safety is imperative.
- Determining where to go, if no options exist, needs to be swift.
- Public education is critical.
- Parking is needed in operations/emergency plans.
 - Safety
 - Supply Chains
- Information and communication is critical. TPIMS can help.
- Visualization on truck parking demand is critical to show the impact and identify priority areas.

FMCSA's Truck Parking Information Activities

Information Systems

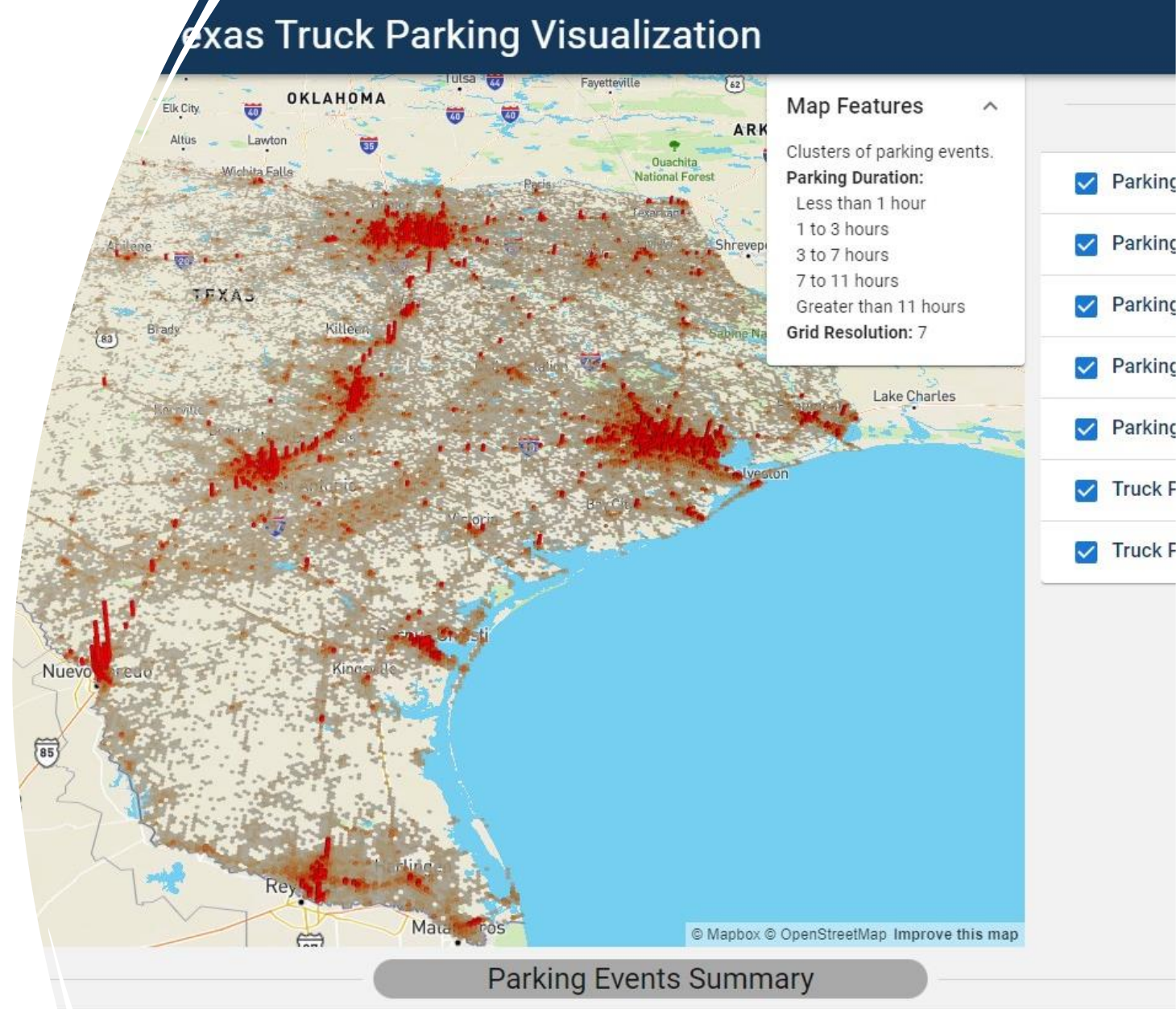
- Camera/sensor information systems
- Probe data experiments
- Apps

Challenges

- Expensive to maintain, expensive to implement
- Technology rapidly changes
- Standards are not set, messaging is not consistent
- Technology sometimes is inaccurate; drivers need accurate information
- Apps may not be what they seem (who is behind the app, what information is being shared).
- Monetization of information and spaces; yet another cost to drivers

What is FMCSA Doing – Advancing the Information Front

- Synthesizing information options (TPIMS)
- Determining a roadmap for FMCSA to help advance information flow for truck parking
 - Data exchange, standards
- App Support
 - Official files; information feeds so apps are accurate
 - Cyber security review
- Sponsoring research
 - Data analytics; probe data (What can real time data tell us?)
- Truck Parking Demand Visualization (What does parking look like, where should we prioritize?)
- Funding TPIMS and research through HP-ITD and HP-CMV Grants
- Partnering with FHWA and other modes in the Truck Parking Working Group



Opportunities to Improve Safety and Supply Chain Efficiency During Emergencies

Options to Improve Truck Parking in Emergencies

Some opportunities for stakeholders to consider:

- Emergency planning; emergency truck parking options – where will you put the trucks?
- Emergency options, emergency truck parking.
 - Use of “easy or easier” property (Park and Rides, big state facility lots)
 - Emergency leases – lease of property when emergencies declared (private sector options)
- Communication
 - Routing
 - Parking options
 - Rally parking options (truck parking clubs, etc.)
 - Messaging, messaging standards, two-way communications
- Improve and advance Information Systems, Information Options, Apps
- Real Time Truck Parking/Truck Parking Demand Visualization

Contact Information

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Truck Parking Working Group

Upcoming Meeting

TPWG: Upcoming Meeting – Save the Date!

- Date: **Friday**, November 1, 2024
- Time: 10:00am - 11:30am, ET
- Topic/Speakers: TBD

- *You should have received “Save the Date” calendar invites from TETCoalition-Freight@kmjinc.com for the following meetings:*
 - *Friday, November 1, 2024 (10:00am-11:30pm, ET)*
 - *Friday, February 7, 2024 (10:00am-11:30pm, ET)*
 - *Friday, May 2, 2025 (10:00am-11:30pm, ET)*

- *Closer to each meeting, you will receive an additional calendar invitation (from mgparker@tetcoalition.org) with more meeting information including the topic/speakers and link.*





TETC Update

Upcoming TETC Activities

- **Freight Data & Planning Working Group Meeting: September 18, 2024**
- **Regional Bridge Strike Working Group Meeting: Fall 2024**
- RITIS User Group Meeting: October 3, 2024
- Charging the Charge: Peer-to-Peer Workshop: October 2024
- Transportation Data Marketplace Leadership Meeting: November 7, 2024
- **Freight Data & Planning Working Group Meeting: December 5, 2024**
- Shortening EV Project Timelines Virtual Exchange: December 2024



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THANK YOU

Marygrace Parker, Freight Program Director

The Eastern Transportation Coalition

mgparker@tetcoalition.org