Truck Parking Breakout Topics (Brainstorm a list of options)

Expanding Truck Parking Capacity

a)   Public: brownfield sites, weigh stations, center island ROW, HOT lanes off hours, Park and Rides, Off hour delivery; b)   Private: industrial parks; c) Combo; d) Who needs to be engaged to accomplish these (i.e. what agencies, partners?)

2. When adding / expanding capacity, what are key considerations regarding the location?

3. What regulatory barriers exist (e.g., zoning, permits, land use) and how to we address them?

4. What might be private sector capacity solutions (e.g., Unilever, Nussbaum)

a)   What is the role and responsibility of the private sector in adding capacity or reducing demand on highway network? Does it matter if the capacity is on the right-of-way, off the right-of-way and /or on industry property (shippers, distribution centers, receivers)? ; b) What are the advantages and disadvantages of these approaches?; c) What is necessary to make this a viable option (e.g., commercialization of public right-of-way through legislative change, incentives, requirements built into land use/economic development)?

5. What are funding challenges and opportunities and how do we ensure the long term operating and capital COSTS of the solutions (public and/or private sector?). For example, Jason's Law program funding that allows states to use HTF to buy land adjacent to truck stops to expand parking. FMCSA safety funding—truck parking ITS would qualify.

6. What are other key challenges to and opportunities for expanding capacity?

7. What are opportunities on horizon that could help expand capacity (e.g., commercialization of rest areas)?

Truck Parking Design Options

 Drafting system requirements. What design elements / choices do you need to consider (e.g., pavement sensors vs. cameras or both)? What facility maintenance requirements are necessary and how will they be fulfilled?

2. Systems, Data, Communications/Networks: What considerations do you need to make with regard to data collection, storage, analytics and dissemination?

    a) Data ownership – who owns it? Public, trucker, 3rd party vendor? Do we need agreements to utilize? Is there   value in data to be "mined" for cost-sharing/revenue stream?; b) Who needs to have access to truck parking data? Planning? TMC? Law Enforcement? TMC? Third parties (which ones – information providers only? Others?)

3. How do you bring in the perspectives of the truckers?

4. What approach can integrate your truck parking solution into your TMC / ATMS systems? Is this necessary? Why or why not?

5. What do third party agreements look like? What do they require? Ex: RFP, MOUs, DUAs, cost sharing or paying them to O&M

6. To do 1-5, who are the key stakeholders that need to be at the table during the design process? What considerations are there is you are in a centralized versus a decentralized environment?

7. What funding sources are available to offset design costs? TIGER, other?

8. What are key challenges to getting the right truck parking design specs drafted and implemented?

9. Do you have good examples to share (design docs, data agreements, MOUs, task order work, organization approaches) or know of good examples (e.g., I-95CC, TPIMS via MAASTO)?

Distribution of Information to Truckers.

1. Approach options: roadside signs, direct to cab, using apps, smart phone hands free message, IVR, 511, through company dispatcher, other. What is best? What is worst? Should "all" be the answer? Does their need to be a "product branding" that would be recognizable as the standardized information source for truck parking.

2. What is the role of private sector in providing truck parking availability information (e.g., NATSO ParkMyTruck, TruckersPath and other Apps, Reservation systems)? Do they manage an entire system and it all goes to them not thru DOT, goes thru DOT but then also to 3rd party hub. What are the advantages and disadvantages of these approaches? Does industry involvement make reservation systems more or less viable?

3. What do the truckers want? What communication method(s) do they believe are effective? What information do they most urgently need to make parking decisions? How far in advance (time and distance) is necessary for truckers to receive information?

4. How do we get parking availability out to the private third party vendors like Apps, WAZE, others?

5. What data use agreements and data requirements are needed to ensure information is current and accurate? How is this done when data is coming from 3rd parties? Are there proprietary data concerns? Information should be available regardless of the APP or platform used? Or a single standardized application that pulls from all data sources?

6. What are key challenges to getting the right information safely to the truckers at the right time? Ex: Location of signs so it does not complete with private businesses

7. What are opportunities on the horizon that could help here?

Making Decisions with Truck Parking Data

1. What kind of data do you need to determine truck parking needs?

a) Are existing truck parking locations good sources of data or are there limitations on conclusions you can draw? (e.g., is capacity needs at a specific location "hidden" because there is the nearest/last site to park at?); b) Is overcapacity data good data or do you need more information - i.e. is this staging, HOS, because it is the last/closest lot?; c) Is an analysis needed that compares where capacity exists today (based on old ROW rest areas) versus where current freight flow needs are located?

2. What data do you need for investment decisions (for capacity and real-time truck parking systems)?

3. How important is it for you to understand truck parking demand resulting for Hours of Service limits versus vehicles "staging" to enter distribution/warehouse/retail location/port? How can we get to this information (i.e. looking at truck parking data with other data sources such as O/D data?)

4. Of the data identified in question #1 -#3, what data can be drawn from real time truck parking information systems currently (i.e., length of stay, truck volume/usage of lots, type of truck?)

5. What are key challenges to having a clear understanding of truck parking needs and what types of investments are most effective?

Education, Outreach and Key Stakeholders

1. Discuss the DOT role in truck parking solutions. To what extent should a DOT be involved in truck parking solutions (e.g., only within their right-of-way)? Where should the role of the DOT be restricted (e.g., private property)?

2. Who is the most important stakeholder to work with (e.g., public, elected officials, law enforcement, motor vehicle agencies, neighboring states, private industry)? Why? What is their role in truck parking?

3. What has been the largest barrier to enhancing the understanding of truck parking needs and identifying a champion in your state?

4. How and when should law enforcement be engaged in this discussion?

5. What steps can be taken today to improve partnerships with private industry (shippers, distribution centers, receivers)? Are there opportunities to work more closely with "freight generators" – such as distribution/warehouse/retail industry to mitigate truck parking demand?

6. What are some ideas on how to improve the public's understanding of truck parking needs? Who's role is that? Any examples of how public outreach / education has helped with NIMBY?