

I-81 Truck Parking Virtual Seminar and Partner Roundtable

Session 2: Status of Truck Parking Activities

June 23, 2022

Welcome Remarks:

- Caitlin Hughes, FHWA Freight Office Director
- Thomas Nelson, Jr, FHWA VA Administrator
- Lewie Pugh, OOIDA Deputy Executive Director

Invited Guest Speakers:

- JD Schneeberger, Kimley-Horne
- Tom Phelan, Gannett-Fleming Inc

Roundtable Questions: Report out by State –

1. What is the level of conversation on truck parking within your state?
2. Why are truck parking shortages a problem in your state? (Hours of Service challenges, trucks parked on shoulders, drowsy drivers, other concerns)
3. Has anything been done to measure truck parking needs within your state?
4. Has your state given consideration in developing solutions to address truck parking needs?
5. Will the solution in your state be a public, private or combination? (P3) What is the federal government, state roles in truck parking?
6. What would you find most useful to advance the truck parking topic within your state?

Spokespersons by State: Roundtable Discussion

- New York – Kendra Hems, Trucking Association of New York
 - NYSDOT Rep (invited)
- Pennsylvania – Brian Hare, PennDOT; Tom Phelan, Contractor (alt)
- Maryland – Nicole Katsikides, TTI
- West Virginia – Matt Mullenax, HEP MPO
- Virginia – Erik Johnson, VDOT
- Tennessee – Dan Pallme, Director, TDOT Freight & Logistics Division
- Amy Kosanovic, Planning Supervisor, TDOT Freight & Logistics Division (alt)

Wrap Up, Look Ahead and Evaluation

FHWA Staff

1. Tom Kearney
2. Christina Leach
3. Jocelyn Jones
4. Jen Foley
5. Lisa Randall

Federal Participants

1. Anderson, William (FMCSA) was invited to the meeting.
2. Beck, Clint (FHWA) was invited to the meeting.

3. Brickner, Edward (FMCSA) was invited to the meeting.
4. Brown, John CTR (FHWA) was invited to the meeting.
5. Cooper, Jeff (FMCSA) was invited to the meeting.
6. Enko, Frank (NHTSA) was invited to the meeting.
7. Feister, Craig (FMCSA) was invited to the meeting.
8. Formosa, John (FHWA) was invited to the meeting.
9. Hayford, Maria (FHWA) was invited to the meeting.
10. Hughes, Caitlin (FHWA) was invited to the meeting.
11. Mann, Stephanie (FMCSA) was invited to the meeting.
12. Routhier, Brian (FMCSA) was invited to the meeting.
13. Rucker, Ivan (FHWA) was invited to the meeting.

Non Federal Participants

14. Ailor, Blake, AICP (VDOT) and Glenn (Guest) were invited to the meeting.
15. Alexandra Shirk was invited to the meeting.
16. Alison Stinnette was invited to the meeting.
17. Andrew King (OOIDA) (Guest) and 2 others were invited to the meeting.
18. Barbara Nelson was invited to the meeting.
19. Bennie Hopkins - Desoto County, S (Guest) was invited to the meeting.
20. Bert Lahrman was invited to the meeting.
21. Bill (Guest) was invited to the meeting.
22. Clark, Jessica L (PENNDOT) was invited to the meeting.
23. Colleen Rejman (Guest) was invited to the meeting.
24. CPT Brock Vanorsdale (Guest) was invited to the meeting.
25. Debold, Mark was invited to the meeting.
26. Delisle, Rodney (DOT) was invited to the meeting.
27. Derek Reece (Guest) was invited to the meeting.
28. Epling, Matt was invited to the meeting.
29. Freeland, Jeremy M. was invited to the meeting.
30. Goodin, Krista R. was invited to the meeting.
31. Gray, Michael W. (VDOT) was invited to the meeting.
32. Hare, Brian was invited to the meeting.
33. Harris, Mike was invited to the meeting.
34. Hubbard, Jack W was invited to the meeting.
35. Isaac Henry (Guest) was invited to the meeting.
36. Jackson,Sharesse was invited to the meeting.
37. Jason Wang was invited to the meeting.
38. Jeff Wojtowicz (RPI) (Guest) was invited to the meeting.
39. Jessica Edwards was invited to the meeting.
40. John Madera was invited to the meeting.
41. John Thomas was invited to the meeting.
42. John Tompkins was invited to the meeting.
43. Johnson, Darrel S. (VDOT) was invited to the meeting.
44. Kamillah Kelly (Guest) was invited to the meeting.
45. Kevin Sullivan WVDOH (Guest) was invited to the meeting.
46. Lewie Pugh (OOIDA) (Guest) was invited to the meeting.
47. Marty Pollock was invited to the meeting.
48. Mary Liz Donato and Robert Kenney were invited to the meeting.
49. Mason Gragg, MRPDC (Guest) was invited to the meeting.
50. McGowan, Hugh was invited to the meeting.

51. Megan Cronise, Roanoke County (Guest) was invited to the meeting.
52. Michail Gkolias (mgkolias) was invited to the meeting.
53. Michelle A Christian was invited to the meeting.
54. Nicholas Abshire was invited to the meeting.
55. Norita (Guest) was invited to the meeting.
56. O'Connor, Jhomo R. (DOT) was invited to the meeting.
57. Penn, Elwood C and 2 others were invited to the meeting.
58. Rebecca Oyler was invited to the meeting.
59. Robert McElmurray left the chat.
60. Sam Belfield was invited to the meeting.
61. Schneeberger, JD was invited to the meeting.
62. Scott Grenierth (Guest) was invited to the meeting.
63. Scott T. (Guest) was invited to the meeting.
64. Scott, Noell was invited to the meeting.
65. Seedah, Dan was invited to the meeting.
66. Sholto Millar (Guest) was invited to the meeting.
67. Steven Stapleton was invited to the meeting.
68. Szekeres, Dan and 3 others were invited to the meeting.
69. Tiffany Wlazlowski was invited to the meeting.
70. Tom Smith was invited to the meeting.
71. Toria Lassiter was invited to the meeting.
72. Ty F. (Guest) was invited to the meeting.
73. Unknown user was invited to the meeting.
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89. Unknown user was invited to the meeting.
90. VSP Div 3 HQ (Guest) was invited to the meeting.
91. Warner, Jeff was invited to the meeting.

Comments

- [6/23 9:37 AM] Kearney, Tom (FHWA) Please turn off your mic and video unless you are presenting.
- [6/23 9:44 AM] Jones, Jocelyn (FHWA) FHWA freight office truck parking website [Truck Parking - FHWA Freight Management and Operations \(dot.gov\)](#)
- [6/23 9:59 AM] Tyler Hinkle Couldn't this all be solved if investments are made to divert truck traffic to commercial freight, providing the same or greater subsidies to rail as the federal government has provided to highways and truck traffic since the 1960s?
 - 6/23 10:05 AM] Kearney, Tom (FHWA) Tyler, it takes effective balance between rail and trucking to move the nation's freight. Air and waterborne are key components as well. The reach to the final destination will

always involve a truck movement. All modes operating optimally is the key to supporting a vibrant, successful national economy.

- [6/23 10:19 AM] Hughes, Caitlin (FHWA) Tyler Hinkle Thanks for the creative idea. In addition to considering Tom Kearney's response above, I encourage you to look at Freight Facts and Figures, a data report produced by the US DOT Bureau of Transportation Statistics, which provides freight information including rail and truck volumes. <https://www.bts.gov/product/freight-facts-and-figures> There, you will see the significant difference in the size and scope of trucking in comparison to rail volumes. The location of rail lines, rail speed, scheduling, and available capacity cannot be a 1:1 replacement for the diversity of service provided by trucking. Furthermore, trucking is the last and first mile of most freight. And thanks to the extensive network of roadways, trucking offers reliability and flexibility that enables goods to continue to move during periods of natural disasters, road construction, and other impacts to the freight network.
- [6/23 10:41 AM] Tyler Hinkle Hughes, Caitlin (FHWA) Certainly! But the numbers for rail volumes compared to truck are going to be skewed due to decades of subsidies in truck and highway improvements. If the I-81 corridor specifically needs parking and has high truck volumes, then that speaks to the need for a rail line running the length of the corridor to divert the traffic traveling the same path and then local trucks delivering from the railroad to the final destination. Yes, trucks will always need to be used, but they do not need to be the primary method of delivery on an interstate system. If rail isn't invested in then we will be back in a situation like this in 30-50 years as commercial traffic will increase and so will the need for truck parking if we continue to use trucks as the primary method of delivery.
- 6/23 9:47 AM] Matthew Junak There's also an NCHRP project for a Truck Parking Guidebook that is kicking off this year (NCHRP 08-140)
- [6/23 10:06 AM] Sam Belfield Are the slide presentations available for download for each day?
 - [6/23 10:09 AM] Kearney, Tom (FHWA) Sam, we'll coordinate with Andy (I-81 CC) to make them available on the I-81 CC website with presenter's permission.
- [6/23 10:08 AM] Katsikides, Nicole Speaking from our experiences in Maryland, there is a lot of discussion about states prioritizing funding to truck parking, which is something many are trying to do, but it is not always quick or easy for states when trying to balance paying to reduce bottlenecks versus parking capacity in addition to pushback from local communities when they hear of investments in parking. So, technology is a bit easier to invest in for states while capacity projects take longer to maneuver. However, we see a lot of need to work with local governments to solve for parking related to trucks serving our businesses, regardless of their O/D. I'm not hearing as much of a focus on local agencies and how to help them be part of the discussion in these policy solutions or efforts to plan for truck parking, include it in their development plans, etc. How can some of these policy efforts also work to reach local governments? They are even more pressed to do more with less than states, so it is difficult to add to their plates, but they really need to be part of the solution - not just states. When we get to solutions, we need to talk more about how to get some of these major policy solutions to fold in local opportunities and solutions to help with planning, economic development, and existing industry development of parking. Financial incentives to include parking, recipes for business incentives, etc.
 - [6/23 10:09 AM] Phelan, Thomas Good comment, Nicole. We will see some information about local coordination in the next presentation! :-)
 - [6/23 10:14 AM] Kearney, Tom (FHWA) Nicole, the Truck Parking Guidebook Caitlin mentioned was designed for local officials. At each of the over twenty Truck Parking Seminars and Roundtables that our Resource center has delivered over the past four years have always involved local officials through MPO outreach or Freight Advisory Committee outreach. Locals are not being left behind in our efforts.
 - [6/23 10:17 AM] Katsikides, Nicole Yes, I am aware that there have been efforts to include them and work from my team looking at freight generators and the local impact was included in the most recent guidebook for demand factors. What I am referring to is comments and policy initiatives focused on getting states to prioritize funding. We need to talk more about local options on this Roundtable and these major efforts at the national level also need recipes and or financing options targeted for local governments as well.
 - [6/23 11:49 AM] Mullenax, Matt Example from MD of one example of the local land use issues Nicole mentioned: <https://www.heraldmillmedia.com/story/news/2022/06/07/zoning-board-hear-bowman-group-and-sheetz-truck-stop-plan-washington-county-maryland/7475221001/>

- [6/23 12:25 PM] Foley, Jennifer (FHWA) Matthew Junak There's also an NCHRP project for a Truck Parking Guidebook that is kicking off this year (NCHRP 08-140) Additionally there is another reference to an NCHRP project
- [6/23 12:27 PM] Hughes, Caitlin (FHWA) NCHRP 08-141: Guidance for Local Truck parking Regulations -- This panel kicked off on November 19, 2021. The objectives of this project are to (1) examine how and why local municipality, county, and metropolitan planning organizations' (MPOs) truck staging and/or long-term and short-term parking policy decisions are made; (2) identify gaps and opportunities in truck parking and staging rules and regulations; (3) showcase model local truck parking and staging ordinances; and (4) develop a resource(s) that includes a range of model truck parking ordinances that local municipalities would be willing to adopt. This work will complement the Truck Parking Development Handbook by providing additional model truck parking ordinance examples and details on the how and why truck staging and/or long-term and short-term parking policy decisions are made at the local levels.
- [6/23 10:15 AM] Scott Grenierth (Guest) Thank you to VDOT for opening your weigh stations for parking!!!During my over-the-road trucking career I utilized the Kentucky Transportation Cabinet weigh stations for parking on a **very** regular basis.
- [6/23 10:17 AM] McCabe, Shane (VDOT) Why not convert all the empty space from Cloverleaf, Partial Cloverleaf, and other entrance/exit ramps into parking specifically for trucking. Maybe put in low maintenance bathrooms and rest stops. Construction equipment is often stored on entrances and exits in the dirt/grass/gravel already. As long as the land is capable of holding the weight of these trucks without causing environmental harm, it could be a win-win
 - [6/23 10:22 AM] Kearney, Tom (FHWA) Shane, that idea was discussed by the National Coalition's Capacity Work Group. Safely having trucks exit a high speed facility onto a ramp and break that ramp with access to a parking facility must be thoughtfully and carefully done. The idea lives on.
- [6/23 10:20 AM] O'Kane, Nathan, P.E. (VDOT) Schneeberger, JD Do you have a link for the confluence site?
 - [6/23 10:22 AM] Schneeberger, JD We do, although it is currently limited to I-81 Truck Parking Task Force Members
- [6/23 10:23 AM] Jones, Jocelyn (FHWA) Lots of great discussion in the chat! What other questions do you have for these speakers (JD, Tom, Marcus)?
- [6/23 10:25 AM] Beck, Clint (FHWA) still seeing first slide, are they advancing?
 - [6/23 10:25 AM] O'Connor, Jhomo R. (DOT) Please expand powerpoint window
 - [6/23 10:25 AM] Rich, Jessica (FHWA) The slides are not advancing
 - [6/23 10:25 AM] Rucker, Ivan (FHWA) Still on 1st slide.
- [6/23 10:31 AM] Andy Alden Phelan, Thomas (Guest) can you share your thoughts on why some TP facilities are over 100% utilization while some nearby by may be below 85% usage? Is it perhaps related to driver preference or more related to a lack of communication about available space, or something else?
 - [6/23 10:47 AM] Phelan, Thomas Andy: In our experience, the scenario you describe for overloaded facilities with under-utilized nearby can be attributed to three things: (1) many truck drivers prefer to park in a highway rest area instead of an off-highway facility because it is easier to enter and exit the facility quickly; (2) some of the under-utilized facilities may charge fees for truck parking or restrict the use to regular customers on a permit-only basis (which presumably comes with a fee, too); and (3) driver who are not familiar with an area may not be aware of available parking spaces at off-highway truck stops located some distance away from a highway interchange.
 - [6/23 10:54 AM] Scott Grenierth (Guest) Andy Alden A lot of the issue with some TP facilities being underutilized would be related to fleets directing drivers to fuel at very specific facilities (almost always the 3 major truckstop brands) which leaves some independent truckstops underutilized, this is due to truckers wanting to get their free shower they are granted from fueling 50 gallons or more. This was alleviated some with the TPIMS system MI DOT implemented. Pri Mar Petroleum in Benton Harbor, MI went from being very underutilized before TPIMS, to much closer to filled up once truckers could see the real-time availability of spaces at their location, which many truckers did not even realize existed because of their dependence upon fuel at the big 3 chains.

- [6/23 10:40 AM] Andy Alden For Speakers: When these statewide TP studies are being done, is the location of available spaces with respect to the point of demand being considered/quantified? E.g., an abundance of spaces in western PA may not address the needs of eastern PA.
 - [6/23 10:41 AM] Johnson, Erik L. (VDOT) Not specifically. That would be an appropriate follow-up by a statewide taskforce like I-81.
 - [6/23 10:51 AM] Phelan, Thomas Andy: You also raised a good point about statewide parking availability and demand. Since I began working in this area back in the mid-2000s, I have always recommended that truck parking capacity and demand can be summarized and reported at various scales (national, state, multi-state, MPO region, etc.), but effective solutions require an examination at a more refined scale such as highway corridors and county/local regions with a lot of truck-oriented industrial activity.
- [6/23 10:42 AM] Mike Alexander Could you please restate the name of the community you referenced as the model zoning ordinance? Thank you.
 - [6/23 10:42 AM] Phelan, Thomas Mike: The community I referenced is Upper Macungie Township in Berks County, PA.
 - [6/23 10:43 AM] Mike Alexander Great, thank you so much! Appreciate it.
 - [6/23 10:45 AM] Jones, Jocelyn (FHWA) Mike Alexander I think you are referring to Will County, IL . check out the whole site. yesterday's example is Appendix I [Will County Community Friendly Freight Mobility Plan \(willcountyfreight.org\)](http://willcountyfreight.org)
 - [6/23 10:46 AM] Mike Alexander I will take a look - thank you Jocelyn - appreciate the link.
- [6/23 10:43 AM] Lewie Pugh (OOIDA) (Guest) Thank you for the kind words.
- [6/23 10:52 AM] Andy Alden I got to drive one of those - pretty cool!
- [6/23 10:54 AM] Bert Lahrman Add some alternators to the wheels and it could self charge giving longer range
- [6/23 10:57 AM] Routhier, Brian (FMCSA) Will we see all these presentations available after the meeting? thx!
 - [6/23 10:59 AM] Jones, Jocelyn (FHWA) We'll coordinate with Andy (I-81 CC) to make them available on the I-81 CC website with presenter's permission.
- [6/23 10:59 AM] Woolston, Jared Volvo - Electric trucks would improve air quality near residential developments / downtowns. Presume cost to convert fleets and range anxiety is a concern for the industry. How does EV charging factor into state/regional parking plans? 10, 20, 50 years out?
 - [6/23 11:00 AM] Tyler Hinkle Rail would improve air quality across the board, no PM particulates from tires either.
- [6/23 11:05 AM] Hanrahan, Ellwood (FHWA) Does the trucks driver assist prevent bridge hits?
- [6/23 11:08 AM] Tyler Hinkle Could the Federal Government limit the number of trucks on a federal highway (such as I-81) per day in order to encourage more efficient use of trucks and/or the use of rail?
- [6/23 11:09 AM] Glenn (Guest) Haha
- [6/23 11:09 AM] Hayford, Maria (FHWA) Thank you for the great presentations!
- [6/23 11:09 AM] Jones, Jocelyn (FHWA) thank you panelists! taking a 10 minute break
- [6/23 11:10 AM] Leach, Christina (FHWA) Please return at 11:20 Eastern
- [6/23 11:11 AM] Alexandra Shirk MAASTO region has a TPIMS system with 8 of the states in the region using electronic message signs (this was mentioned yesterday). From driver surveys regarding this system, electric road signs are one of the top 3 tools used to find truck parking. These surveys have also indicated that drivers in this region found the system to be reasonably accurate.
- [6/23 11:33 AM] Scott Grenierth (Guest) Angled pull-through parking is safest. Backing up an articulated vehicle has inherent safety concerns.
 - [6/23 11:43 AM] Daniel Pallme Scott - Also we try to always put trucks on one side of rest areas and truckers on the other for protection and safety of both users
- [6/23 12:03 PM] Jones, Jocelyn (FHWA) Erik mentioned Cathy McGhee. This highlights the importance of having champions/leadership. She was involved in discussions about revising Virginia's freight advisory committee, so that involvement helps continue the champion's understanding of other freight issues like truck parking
- [6/23 12:07 PM] Scott Grenierth (Guest) It's great to hear of efforts such as the 10 - 15 new spaces added. Each of those independently is small, but they keep adding up. I'd encourage any entity to go for those smaller projects. Any

of them can save a life such as Jason Rivenburg or Michael Boeglin (Micheal lost his life 8 yrs ago this coming Monday while parked outside a receiver in Detroit).I used to deliver to that exact same facility, that could have been me.

- [6/23 12:07 PM] Katsikides, Nicole same here - we have other answers
- [6/23 12:17 PM] Jones, Jocelyn (FHWA) "truck servicing, truck operations" instead of "truck parking" to reduce the (locals') anxiety
- [6/23 12:27 PM] Andy Alden As FHWA looks towards including more truck parking information in state freight plans I think it would be helpful if any demand/supply assessments that may be required take into consideration both the spatial and temporal aspects of demand.
- [6/23 12:29 PM] Daniel Pallme Best of luck, health and fun in retirement Tom!
- [6/23 12:29 PM] Phelan, Thomas I would be remiss if I didn't extend my thanks to Dan Pallme for his exceptional work in his prior life at the University of Memphis. I was honored to be part of the 2014 cohort for the Freight Transportation Leadership Academy that he managed in that role. I learned more about freight transportation over four weekends in that program than I had learned in several decades before that!
- [6/23 12:30 PM] Daniel Pallme Thanks Tom! Good to see you!!!
- [6/23 12:30 PM] Jones, Jocelyn (FHWA) Please fill out this evaluation! Only 6 people did yesterday <https://forms.office.com/g/MjVK0kiCOV>
- [6/23 12:31 PM] Jones, Jocelyn (FHWA) See you on the 29th!
- [6/23 12:31 PM] Ashley Watson, President, NMWAIT,Inc. Thank you everyone.
- [6/23 12:31 PM] Mani, Gautam (FHWA) Thanks everyone for another great session.
- [6/23 12:32 PM] Walston, Dan (FHWA) Thanks, everyone!
- [6/23 12:34 PM] Phelan, Thomas Excellent session, folks. It was an honor to meet some of you for the first time!
- [6/23 12:43 PM] Colleen Rejman (Guest) Just a comment on the NIMBY. In the Syracuse, NY area, Flying J was not allowed to build, but across the street, a huge Amazon Distribution Center was built which will have hundreds of trucks in and out. There is a small Pilot off I-81 that was already full at night (a majority are unattended trucks that have no terminal to park at.)