

I-81 Action Plan Input:

State Report Outs



State	List the top 3 activities or actions best suited to address truck parking problems along I-81 in your state.
New York	<ol style="list-style-type: none"> 1. Continue to measure and monitor TP demand (define the problem); providing a visual 2. Pursue opportunities to expand public and private TP spaces (people do not embrace TP facilities) 3. Partner with private sector (shippers/receivers) to explore opportunities for facilities to allow TP (arrive early/staging)
Pennsylvania	<p>Created internal TP team (What is PennDOT's core role in addressing TP Problem?) Serve as the facilitator to address the challenges. Developing a range of activities to support (Presented TP Action plan; 11 activities)</p> <ol style="list-style-type: none"> 1. Incorporate TP into statewide planning activities – in process of updating State Freight Plan 2. Collaboration and how to promote and educate 3. Assess and pursue opportunities (working with developers, MPOs, P3 partners)
Maryland	<p>Office of Rail and Intermodal Freight</p> <ol style="list-style-type: none"> 1. Measurement and monitoring (tell freight story (thru visualization); benefits: Tools and data) 2. Outreach (to land use decision makers) Partnering on solutions for development review for freight staging areas; curb management; complete streets design 3. Private sector support and engagement (understand how to set up policies and programs as a catalyst for TP) Including property or incentives to include TP; tax credits for parking solutions

I-81 Action Plan Input:

State Report Outs - continued



State	List the top 3 activities or actions best suited to address truck parking problems along I-81 in your state.
West Virginia	<ol style="list-style-type: none">1. Update State freight plan; generate freight specific policies and programs2. TP needs assessment; including demand3. Examine existing state-owned facilities for improvement opportunities at MPO and partner with State to include smart TP opportunities
Virginia	<ol style="list-style-type: none">1. Apply resources to do what the DOT can do; expand rest areas, make weigh stations available and expand TP weigh stations2. Establish a multi-disciplinary task force to develop solutions for private and public for opportunities (look at Commonwealth)3. Establish standards for measuring parking demand and right sizing TP supply
Tennessee	<ol style="list-style-type: none">1. Direct funding for TP Facilities2. Review rest areas to expand footprint and expand TP, including former weigh stations that are closed and redevelop for TP use3. Public/Private partnership money availability (opportunities for expansion on current agreements); \$411K per space

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State	What potential barriers or pitfalls could challenge you in implementing any of your stated priorities?
New York	<p>Opportunity: Monitoring and measuring/ data and opportunities (used State police to obtain TP counts)</p> <ol style="list-style-type: none">1. Expansion; high costs associated for TP spaces2. Public: Not in my backyard3. Private: Allowing trucks to park on available land or facilities; restrooms, noise, funding challenges4. Built more TP spaces vs. car parking spaces at a rest area; difficult for design considerations per AASHTO
Pennsylvania	<ol style="list-style-type: none">1. Funding for capital and operating costs (commitment to start to pursue funding between PennDOT and truck association)2. Competition among interest for projects3. Land use and TP challenges (expensive real estate and distribution, not highest/best use of land)4. Incorporate costs of TP into the business/funding model for delivery of materials
Maryland	<ol style="list-style-type: none">1. Push back / favorable projects for prioritization (outreach engagement)2. Many opportunities at the State level (striping, adding spaces, etc.)3. Challenge: Changing local land use codes4. Time and effort to get the legislative support in place

I-81 Action Plan Input: *State Report Outs - continued*



State	What potential barriers or pitfalls could challenge you in implementing any of your stated priorities?
West Virginia	<ol style="list-style-type: none">1. Need for resources and funding for physical improvements2. Coordination at all levels of government and private sectors3. Time for Traffic Impact Studies (TIS), permits and needs identification
Virginia	<ol style="list-style-type: none">1. Cost of investment for public and private2. Mixed public interest in addressing the problem and who provides the solution (whose responsibility is it?)
Tennessee	<ol style="list-style-type: none">1. 3 – C’s Changing commissioners for consistency (strong leadership and champions)2. Costs3. NIMBY Views4. Unattended Truck Parking (portable weight scales) – warrants some safety concerns; some costs of doing business (e.g. trash, maintenance)

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State	Do you have an active State Freight Advisory Committee (has met in the last 6 months)?	
New York	No	<ul style="list-style-type: none"> • Have Stakeholder working group(s) but no official freight advisory committee
Pennsylvania	Yes	<ul style="list-style-type: none"> • Have a public sector freight work group (2017) w/some private sector participation; has consolidated current advisory committees
Maryland	Yes	<ul style="list-style-type: none"> • Formal state freight advisory committee for 13 years • Active membership from truck stakeholders • Beyond meeting a couple times a year, proactively meeting with organizations to hear successes, opportunities and challenges
West Virginia	No	<ul style="list-style-type: none"> • Looking for a new committee during state freight plan update
Virginia	Yes	<ul style="list-style-type: none"> • Not sure of recent meeting, TP issues are being discussed and stakeholders are engaged
Tennessee	Yes	<ul style="list-style-type: none"> • Meets once a year; and are very active with the TN Trucking Association (monthly)