



Statewide Truck Parking Study

Executive Summary Brochure



January 2020

The Truck Parking Problem

According to the American Transportation Research Institute (ATRI), truck parking is ranked as the second critical issue in the trucking industry by truck drivers in 2018. Several national and state level initiatives have been undertaken in recent years in order to understand the issue and identify potential solutions.

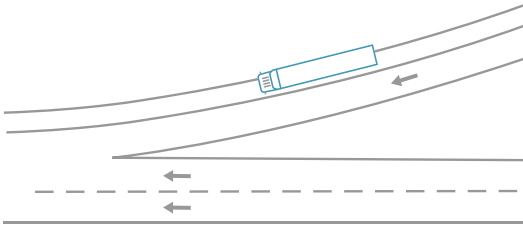


Parking Conditions & Issues

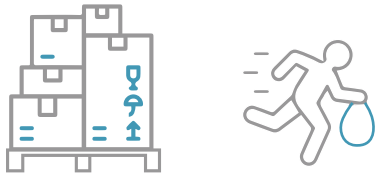
TRUCK STAGING & DRIVING TIMES



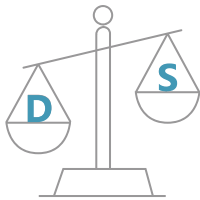
PARKING ON RAMP SHOULDER IS NOT SAFE



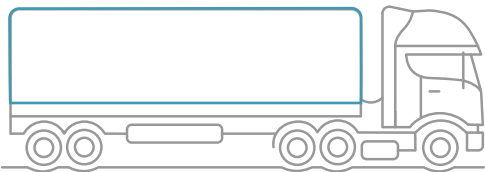
CARGO THEFT



DEMAND EXCEEDS SUPPLY



SHOULDER NOT MADE FOR WEIGHT OF TRUCK



EXCESSIVE TIME SPENT SEARCHING

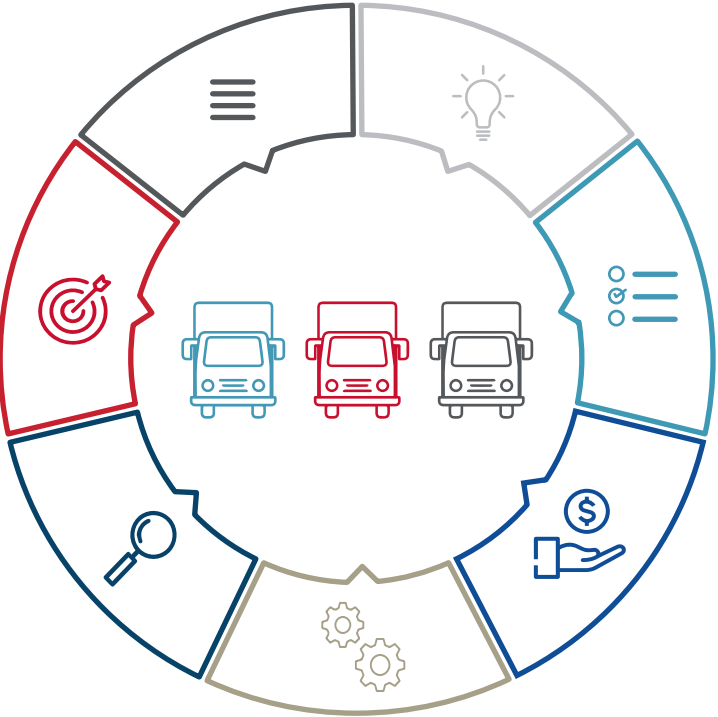
Searching for truck parking = higher cost of consumer goods



Study Purpose

Florida Department of Transportation (FDOT) commissioned the Statewide Truck Parking Study to build upon existing truck parking studies by using new data and approaches to identify, prioritize, and recommend solutions to address the areas in Florida with the greatest truck parking needs.

- LEVERAGE**
district truck parking efforts
- APPROACH**
- Systematic
 - Programatic
 - Objective
 - Performance based
 - Repeatable
 - Tactical
 - Actionable



- IDENTIFY**
greatest needs and gaps in capacity
- UNDERSTAND**
why and where
- DETERMINE**
most feasible solution
- ALIGN**
opportunity and resources
- IMPLEMENT**
solutions

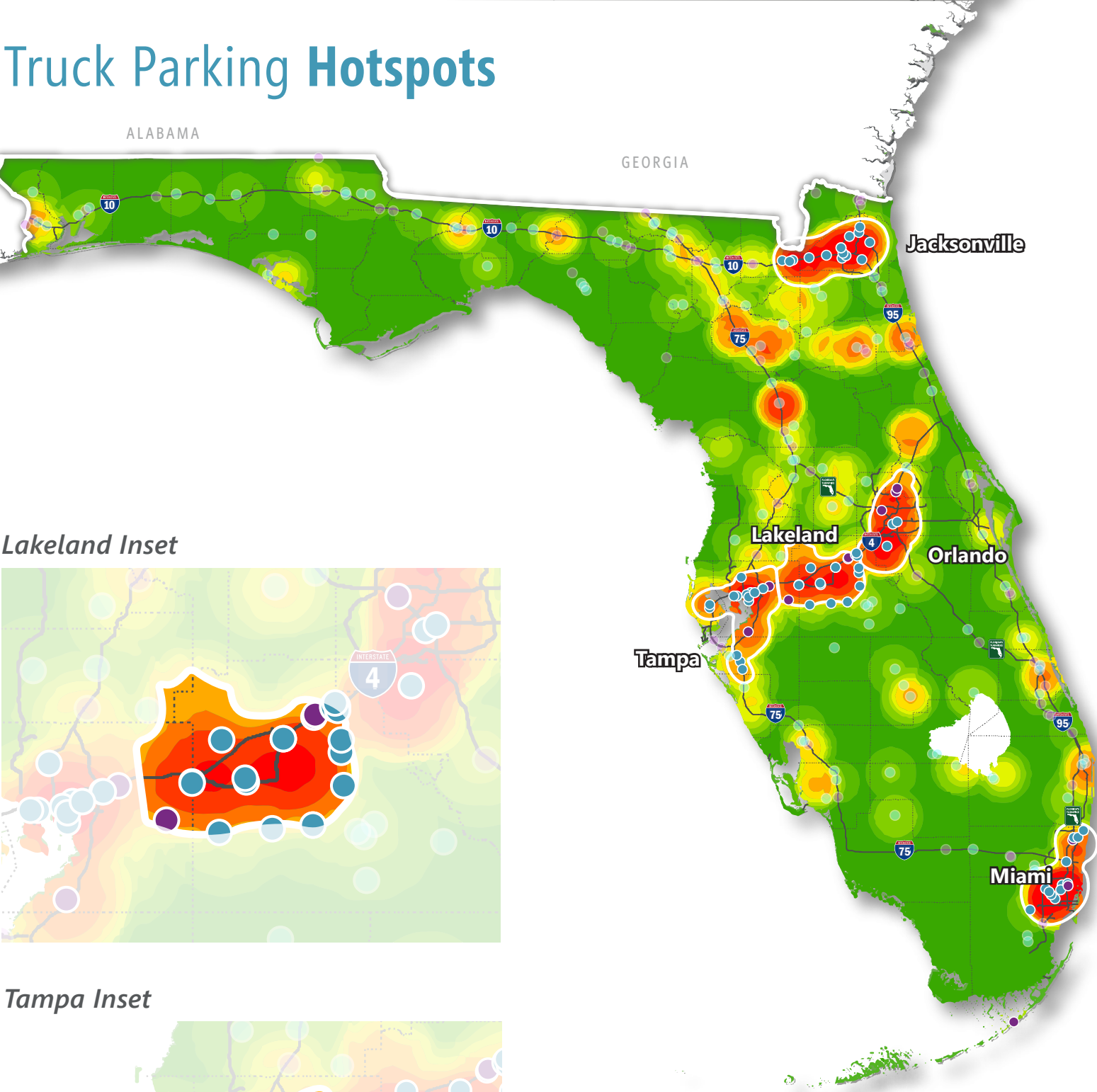
Analysis Methodolgy

COMPILE and validate truck parking needs - Statewide Stakeholder Outreach Data Existing Research	PRIORITIZE and analyze Florida's truck parking needs	IDENTIFY opportunities and match solutions to needs	APPLY constraints	RECOMMEND actionable solutions
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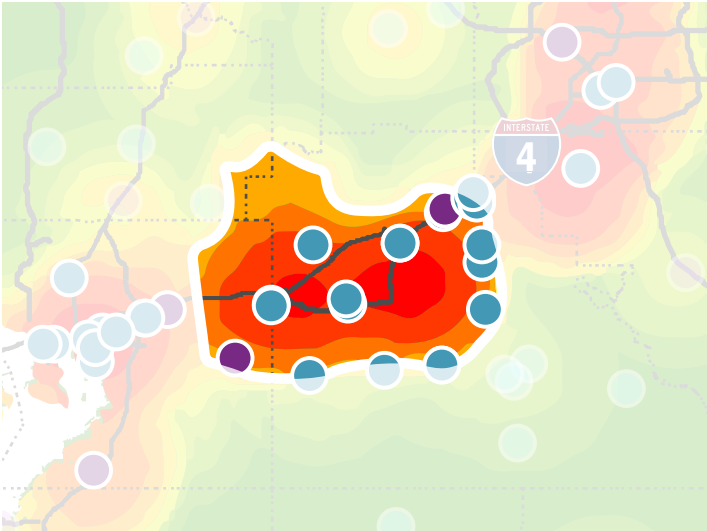
Data Analysis Highlights

Gathered 300+ locations of truck parking supply data	Investigated 38Million records from thirteen TPAS sites	Over 3Billion truck GPS records analyzed	Approximately 2.7Million records of hourly counts from 300+ TTMS sites	Over 500k stopped trucks observed	Nearly 55Million records passing through TTMS sites	Approximately 10Million parcels identified in study
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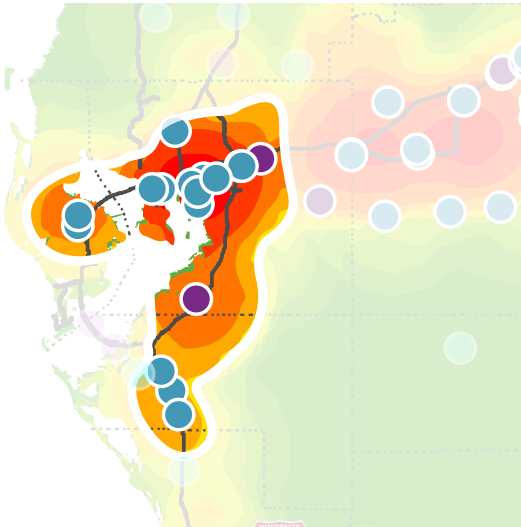
Truck Parking Hotspots



Lakeland Inset



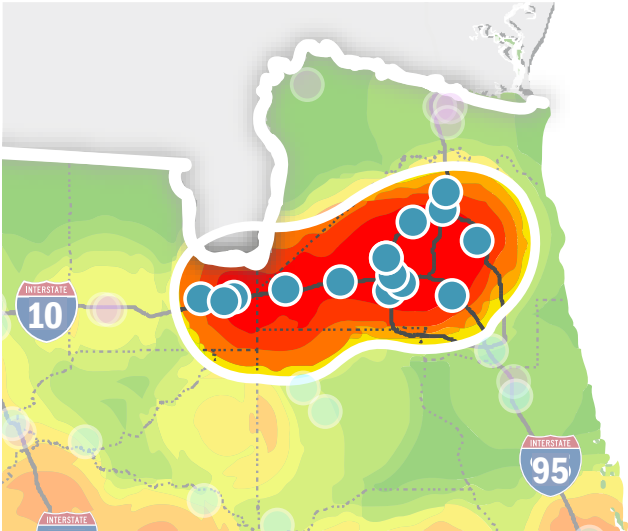
Tampa Inset



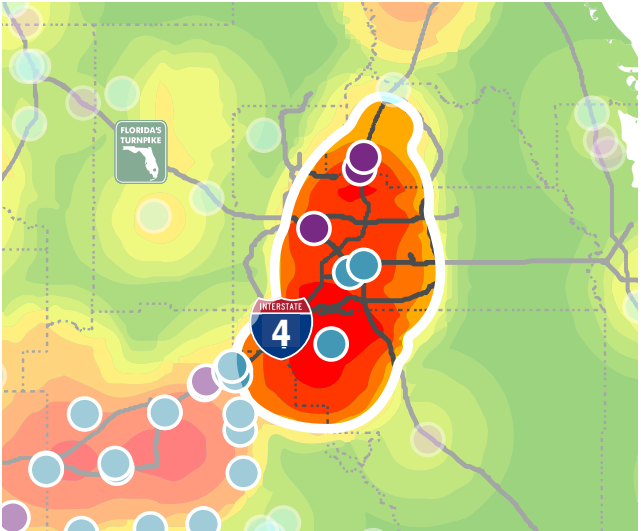
LEGEND

- Public Truck Parking
- Private Truck Parking
- High Utilization
- Low Utilization

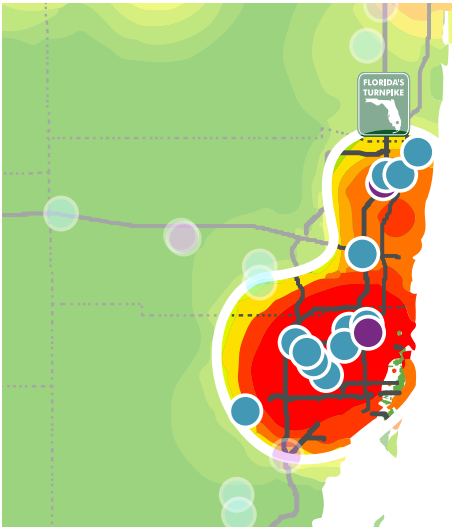
Jacksonville Inset



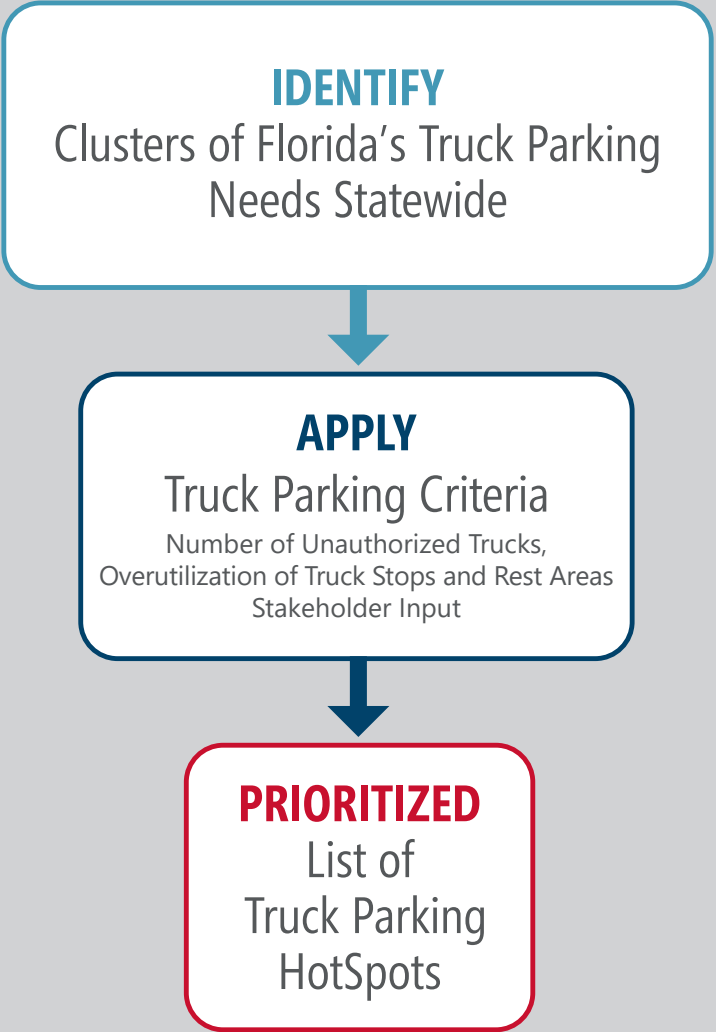
Orlando Inset



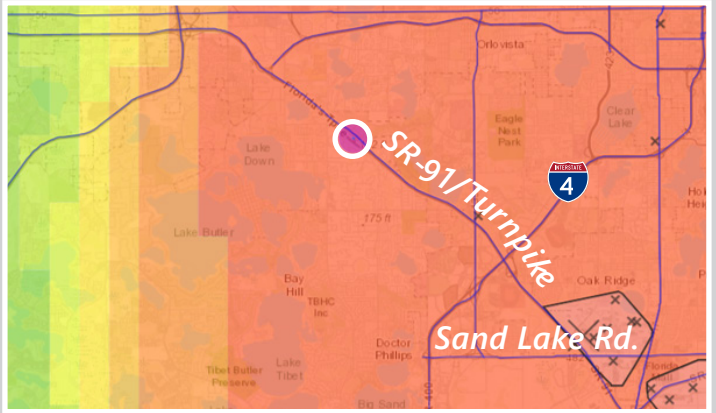
Miami Inset



Prioritization of Needs



Example Analysis



DWELL TIME
10.3 HOURS

120% over-utilized and used for HOS compliance/overnight parking.

Truck Parking Solutions Toolbox

Type	No.	Potential Solutions	1-2 Years	3-5 Years	5+ Years	FDOT's Role in Project
Capacity	C-1	Optimize existing pavement at rest areas and other public truck parking facilities. (Site Redesign)	✓			★ ★ ★
	C-2	Develop new truck parking capacity at existing rest areas and other public truck parking facilities. (Additional ROW and/or new pavement)	✓			★ ★ ★
	C-3	Encourage the use of underutilized truck parking spaces at Motor Carrier Size and Weight (MCSAW) weigh stations, including designating "Safe Zones" with FHP.	✓			★ ★ ★
	C-4	Develop new public truck parking facilities near high demand private truck parking facilities.	✓			★ ★ ★
	C-5	Collocate overnight truck parking with commuter park-and-ride lots in high demand areas; e.g., urban development. (Site redesign may be necessary.)		✓		★ ★ ★
	C-6	Convert existing FDOT Right-of-Way (ROW) near interchanges in high demand areas to truck parking. (Access points at/near ramps will be a major consideration.)		✓		★ ★
	C-7	Leverage existing Florida P3 legislation to develop new truck parking facilities.		✓		★ ★
	C-8	Partner with local governments to develop municipal truck-only parking facilities in critical areas.			✓	★
Technology / Communications	T-1	Ensure joint exchange via an application programming interface (API) of Truck Parking Availability System (TPAS) data with private truck parking information providers and interoperability with other public entities; e.g., State DOTs, MPOs, etc.	✓			★ ★ ★
	T-2	Develop, initiate and maintain an awareness campaign to inform truck drivers of available overnight truck parking statewide.	✓			★ ★ ★
	T-3	Monitor Automated, Connected, Electric and Shared-Use (ACES) technology adoption and respective impacts on truck parking.	✓			★ ★ ★
	T-4	Provide truck electrification (on-board power infrastructure) at public truck parking facilities.			✓	★ ★

Type	No.	Potential Solutions	1-2 Years	3-5 Years	5+ Years	FDOT's Role in Project
Partnership	PA-1	Establish collaborative program with freight generating facilities to help guarantee truck parking; i.e., a "Friendly Truck Parking Network."	✓			★ ★
	PA-2	Establish grant program with FL DEO to provide private truck stop owners resources to develop new truck parking spaces in high-demand areas (FDOT to establish eligibility criteria with FL DEO).	✓			★ ★
	PA-3	Collaborate with the private sector to leverage large venue (stadiums, arenas, regional malls, etc.) parking lots for overnight truck parking.	✓			★
Policy	PO-1	Update FDOT Strategic Intermodal System (SIS) and other capacity improvement programs to include truck parking as eligible project types or criteria.	✓			★ ★ ★
	PO-2	Advocate with other states to USDOT to allow greater flexibility for third-party vendor operations at public rest areas; e.g., leveraging AASHTO.*		✓		★ ★ ★
	PO-3	Leverage federal grant and technical programs (i.e., the National Highway Freight Program) to fund and develop truck parking solutions, with the support (advocacy) of private industry.	✓			★ ★
	PO-4	Provide guidance to Metropolitan Planning Organizations (MPOs) and local municipalities to improve curbside management strategies and offer greater flexibility for freight parking options.	✓			★
	PO-5	Work with MPOs and local municipalities to incorporate secure truck parking requirements at new freight generating facilities (i.e., land use ordinances).	✓			★

- ★ = Low FDOT involvement (little influence, recommendation to another state agency)
- ★ ★ = Medium FDOT involvement (public-private partnership)
- ★ ★ ★ = FDOT policy and/or programming update

Public Outreach Quotes

“

This is a **really terrific** and **impressive** study!

- Ken Armstrong,
Florida Trucking
Association President

”

“

Your **ideas are excellent**. Please put them into play. It'll improve public safety. Thanks for your efforts. **It means a lot!**

- Survey Response

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“

We need lots of parking in your state. From all of us CDL drivers we thank you for doing your part so we have safe parking. **Thank you State of Florida!**

- Survey Response

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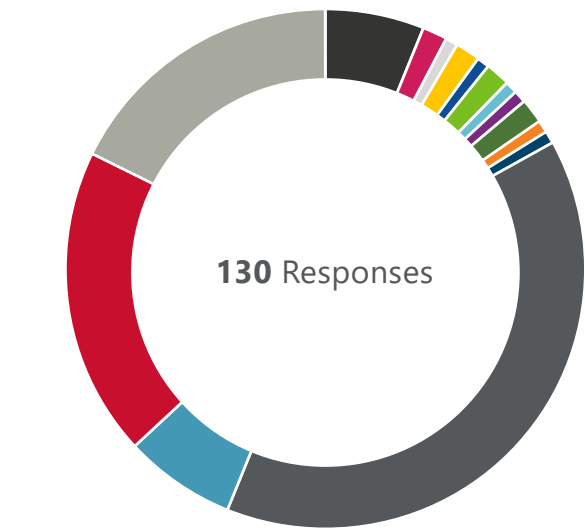
The progress of the Statewide truck parking study is **very encouraging!**

- Jim Wolfe,
FDOT District 6
Secretary

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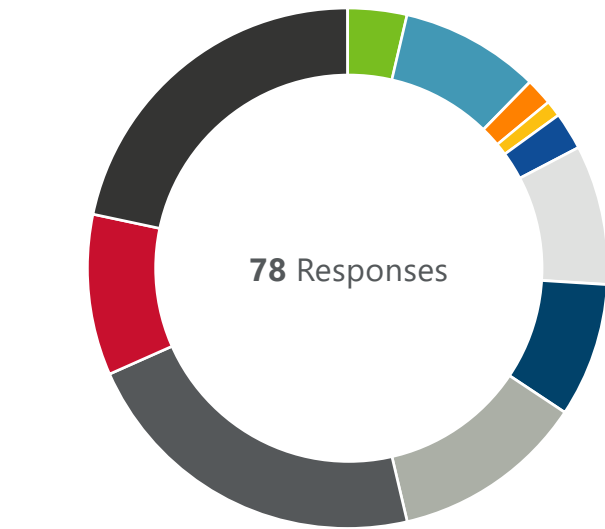
Survey Respondants

Types of Organizations



Other	8	Shipper	2
Law Enforcement	2	Receiver	1
Non Profits	1	Distribution Center	1
State Agency	2	Independant Operator	51
Local Government	1	Fleet Operator	9
MPO	2	Carrier	25
Private Industry Assoc.	1	Transporter	23
Airport	1		

Types of Facilities Used for Parking



Other	11	Big Box Stores (that allow parking)	25
Vacant Lot	26	Shipper/Receiving Location	36
Hotel/Motel	5	Private Truck Stop	66
Right-of-Way	3	Public Weigh Station	30
Roadside	7	Public Rest Area	65
Highway On/Off Ramp	26		

NOTE:
Dataset based on survey respondents "checking all that apply."

Truck Parking Funding Options

Primary Programs (<i>can fund projects</i>)	State Funding
• Strategic Intermodal System, SIS (FDOT) • Economic Development Transportation Fund (Enterprise FL) • National Highway Freight Program, NHFP (USDOT/FHWA) • Surface Transportation Block Grant, STBG (USDOT/FHWA)	• Nationally Significant Freight and Highway Projects, INFRA (USDOT/FHWA) • Advanced Transportation & Congestion Management Technology Deployment, ATCMTD (USDOT/FHWA) • FY 2019 National Infrastructure Investments, BUILD (USDOT/OST)
Secondary Programs (<i>may fund projects</i>)	State Funding
• Intermodal Development Program (FDOT) • Transportation Regional Incentive Program (FDOT) • State Infrastructure Bank (FDOT) • Strategic Port Initiative Investment Program (FDOT) • Public-Private Partnerships (FDOT) • Florida Seaport Transportation & Economic Development Funding Program (FDOT) • Intermodal Logistics Center Infrastructure Support Program (FDOT) • Port Security Grant Program (DHS/FEMA) • Clean Diesel National Grants (EPA) • Commercial Trucks and Off-Road Applications FOA: Natural Gas, Hydrogen, Biopower, and Electrification Technologies (USDOE)	• Congestion Mitigation & Air Quality Improvement Program (USDOT/FHWA) • National Highway Performance Program (USDOT/FHWA) • Emergency Relief Program (USDOT/FHWA) • Highway Safety Improvement Program (USDOT/FHWA) • Accelerated Innovation Deployment Demonstration (USDOT/FHWA) • Innovative Technology Deployment, formerly CVISN (USDOT/FMCSA) • Grant Anticipation Revenue Vehicles (USDOT/OIDP) • Railroad Rehabilitation & Improvement Financing (USDOT/FRA) • Port Infrastructure Development Program (USDOT/MARAD) • Motor Carrier Safety Assistance Program (USDOT/FMCSA) • Transportation Infrastructure Finance and Innovation Act Credit Assistance (USDOT/OIDP) • Private Activity Bonds (USDOT/OIDP) • Value Capture (USDOT/OIDP) • Section 129 Loans (USDOT/OIDP)

Short-Term Recommendations

Strategy	Organization	Activities
Continue the Exploration and Development of Existing Truck Parking Projects, Policies, and Planning Initiatives	FDOT District with support from FDOT Central Office	Support on-going truck parking projects • D2 - I-75 and I-95 Rest Areas Expansion Concept • D5 – I-4 Rest Area Expansion at Sanford • D6 – I-95 planned Golden Glades Travel Center • D7 – I-75 Hillsborough Rest Area Redesign and Reconstruction • Turnpike – Canoe Creek Service Plaza, West Palm Beach Service Plaza, and Tandem Staging Lot at Turkey Lake Continue FDOT involvement in District truck parking planning efforts • D1 - Truck Parking Study (2020) Support innovative pilot projects and best practices • D4 - Farmers Market Pilot • D2 - WIM Pilot Project at Yulee WIM Station • Electrification and alternative fuel corridor application
Identify and Implement Opportunities to Expand Capacity and Increase Utilization at Existing State-Owned Truck Parking Locations	FDOT Central Office and Districts	• Update to the FDOT Rest Area Master Plan • Develop projects based on Rest Area Master Plan findings • Transfer findings and best practices Farmers Market and WIM Pilot project to other locations, as warranted • Build on District Truck Parking studies to identify additional opportunities
Provide Support to Local Communities to Improve Truck Parking	Districts	• Conduct outreach with local communities to share the findings and tools developed by the Statewide Truck Parking Study that are relevant to their jurisdiction • Identify what support is needed to overcome the challenges that truck parking policies and projects encounter at a local level
Continue the Development of TPAS	FDOT Central Office	• Promote the use of TPAS information in private sector applications • Discuss integration of private truck stop data into TPAS • Coordinate expansion into neighboring states and system interoperability

Strategy	Organization	Activities
Designate a Truck Parking Champion	FDOT Central Office	• Develop a communication plan that includes a website, brochures, and resource documents to communicate the findings and tools developed in this study • The communication plan should include an awareness campaign to promote under-utilized truck parking locations • Advocate and advance policy recommendations within FDOT while the truck parking program is established • Formalize FDOT’s existing truck parking efforts into a defined program that is focused on truck parking with defined funding
Establish a Truck Parking Improvement Program (TPIP)	FDOT Central Office with support from Districts	• Pre TPIP Development: Establish the goals and objectives of the TPIP and identify metrics to assess the progress of the TPIP • Pre TPIP Development: Leverage the Statewide Truck Parking Study data, findings, final report, and brochure to request \$10 million in annual funding for truck parking and the formal establishment of the TPIP • Apportion dedicated funding for truck parking projects either through legislative request or by leveraging NHFP funds • Identify Operations and maintenances funding source for truck parking • Develop procedure similar to FDOT Rest Area Program and Park and Ride Program • Pre TPIP Development: Truck parking activities should be documented on the TPIP website and continue their implementation and development while formal funding and TPIP is established • Post-TPIP Development: Inform stakeholders about the TPIP • Post-TPIP Development: Develop and implement an annual call for truck parking projects that establishes a formal process and selection criteria for the District and local governments to submit projects or planning studies for funding
Develop Public-Private Partnerships Models for Rural and Urban Areas	FDOT Central Office	• Explore impediments to P3 agreements for truck parking and the opportunity to partner with DEO to enter into a P3 • Develop P3 models for urban and rural areas



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