



**Regional Partners Summit
NJTPA Offices, April 22, 2009, 10:30 – 2:30
Summary—DRAFT**

Attendees

Walker Allen, DVRPC
Pat Anater, Gannett Fleming
Brian Appezato, Warren County
Steve Brown, PANYNJ
Rich Brundage, NJ Turnpike
Keith Chase, Gannett Fleming
Ted Dahlburg, DVRPC
Dave Dawson, NJTPA
Erik Deline, Morris County
Liz DeRuchie, NJTPA
Melinda Dower, NJDEP
Anson Gock, NJTPA
Peg Hanna, NJDEP
John Lane, Hudson County
Tom Kearney, FHWA
Andrew Ludasi, NJDOT
Amy Magnuson, NJTPA
Howie Mann, NYMTC

Ted Matthews, NJTPA
Ed Miller, MDOT
Mary K. Murphy, NJTPA
Peter Palmer, Somerset County
Marygrace Parker, NYSTA / I-95
Alex Pavlovsky, NJEDA
Tom Phelan, Eng-Wong, Taub &
Associates
Ted Ritter, NJTPA
Jakub Rowinski, NJTPA
Fernando L. Rubio, City of Newark
Harry T. Smith, PANYNJ
Cliff Sobel, NJTPA
Britta Stein, FHWA
Paul Truban, NJDOT
Marty Wade, Michael Baker
Jim Yeager, Michael Baker

Welcome and Introductions

Mary K. Murphy, NJTPA Executive Director and Peter Palmer, Freeholder, Somerset County and Chairman, NJTPA Freight Initiatives Committee welcomed the attendees and thanked them for their participation. The attendees include representatives from 16 different organizations with truck parking interests spanning the eastern seaboard. This meeting represents the first in what NJTPA hopes is an ongoing collaborative effort to solving the regional challenges of providing adequate truck parking.

Meeting Purpose and Objectives

NJTPA Director of Freight Planning Ted Matthews thanked the group and provided the purpose and objectives for the meeting which include:

- A briefing of various regional studies and truck parking needs
- A briefing of truck parking perspectives from private truck stop operators





An Assessment of Potential Locations for Truck Rest Areas in Northern New Jersey and the Port District

- Perspectives from group on various challenges and opportunities to address truck parking needs regionally
- Defining the needs of both the public and private sectors regarding the policy, economics, land use, collaboration, environmental, and other considerations for truck parking provision
- Formulation of an action plan for truck parking implementation

Truck Parking Initiatives Discussion

Representatives were provided an overview presentation of the NJTPA truck parking study and asked to provide perspectives/results from their agencies which include a brief roundtable discussion of findings, perspectives, and questions from:

- The New York Metropolitan Transportation Commission (NYMTC)
- The Delaware Valley Regional Planning Commission (DVRPC)
- The New Jersey Turnpike Authority
- The Federal Highway Administration (FHWA)
- The I-95 Corridor Coalition
- Maryland Department of Transportation (MDOT)
- Port Authority of New York and New Jersey (PANYNJ)

Common Themes

Through the discussion, several common themes emerged that lay out the truck parking challenges and provide opportunities for addressing the issue. These include:

- Opposition by the public to establish new or expand truck parking facilities
- Truck idling reduction is an across the board initiative by states and municipalities
- Main goal is to remove trucks from highway shoulders but where to have them park remains an issue
- Need to educate the public on truck parking
- Question remains as to whether it is the duty of the public or private sectors to provide additional parking facilities
- Current initiatives focus on real time parking information to optimize the current truck parking system/inventory
- Existing undesignated truck parking sites provide a potential for increased capacity although not an ideal solution for truck parking capacity.
- Collaboration among public sector agencies and with the private sector is critical.
- Current public funding levels are inadequate to successfully address the problem
- Addressing the demand side could benefit the need in specific areas such as water and airports
- There is a need to quantify the public and private benefits of truck parking in order to inform decision makers and the general public.





An Assessment of Potential Locations for Truck Rest Areas in Northern New Jersey and the Port District

- When assessing the potential for specific facilities it is important to identify the market a facility will serve.

Industry Perspectives

Attendees were given a presentation of industry perspectives from the National Association of Truck Stop Operators (NATSO). This presentation provided the attendees with an overview of the industry and its various impacts. Highlights of the presentation included:

- The average travel plaza or truck stop has annual sales of about \$7.8 million (median \$6.6 million).
- In 2002, trucks stops and travel plazas had over \$171 billion in sales.
- The typical location in this industry employs 75-95 individuals.
- Nationally, trucks tops and travel plazas employ over 144,700.
- Travel plazas and truck stops sell over 75% of all diesel fuel sold at retail in the United States.
- Nationally, truck stops and travel plazas directly contribute over \$31 billion in federal, state and local tax revenue.
- Typical Needs of Travel Center Retail Model
 - Heavy long-distance truck traffic volumes
 - Highway exposure
 - Highway access (indirect)
 - Complementary local land uses
 - Additional revenue streams such as tractor and/or trailer storage, terminal support services, and parking fees
- Private Industry Challenges
 - Land Acquisition Costs
 - Competition from Public Facilities
 - “NIMBY” Concerns (Pilot experience in Clinton Township and Mahwah, NJ)
 - Potential Extensive Permitting Process
 - Competition for Labor
 - Non-Traditional Customer Base

Formulation of an Action Agenda

The consulting team facilitated discussion about the next steps for truck parking capacity implementation. Representatives were asked to provide input on actions for multiple categories, given that truck parking is a long term problem and the actions may have to be done in parallel or in sequence in order to provide a lasting solution. Each was also asked to identify what they felt would be the most important. The actions that were identified by the group are shown in the table below.





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Category	Action	Priority
Policy and Legislative	Federal legislation mandating truck parking need to be enacted. Laws exist to limit truck driver drive times and now laws need to be enacted to give them a place to rest.	✘
	Educate federal representatives and USDOT on truck parking concerns and recommendations prior to transportation reauthorization.	
	Create legislation that requires the development of a truck parking plan as they approve new terminal, warehouses, etc.	
Public/Private Collaboration	Need to involve all parts of supply chain starting with who owns containers/goods and allocating costs of "solutions".	✘
	Shared parking during off peak times (ex: malls, ITC, sports stadiums).	
	Meet with big-box retailers to see what it would take for them to allow trucks to park during nighttime hours.	✘
	Make it easier for private sector to build rest stops by providing public sector funding for land acquisitions, cleanup, zoning, and permitting costs. Investigate opportunities to develop truck parking at warehouse and distribution center hubs.	
Funding and Finance	Conduct a complete review of available state funding sources including brownfields, low interest loans, reimbursement tax credits to facilitate development of truck stops.	✘
	Complete market studies to understand the desire of truck drivers to pay for parking and related services. This revenue source can used provide a gap analysis to begin to see the level of public funding required to make a project viable under a private/public partnership.	
	Make incentive funding available to encourage Brownfield use for truck stops.	
	Homeland Security should be considered as a potential funding source because truck parking can be used to maintain cargo security.	
	Sell permits for long and short term parking to fund facilities.	
	Make federal money available for non-truck parking uses that support truck parking (e.g. auto parking structure at Vince Lombard).	
Economics & Development	Investigate financial model of "landfill tipping fees" to benefit host community.	✘
	Educate municipal officials and the public on the economic benefit of truck parking, as well as how they operate and how safety will be incorporated.	
	Create financial incentives for municipalities to provide a portion of revenue back.	
	Develop truck rest stops that can serve not only the trucking community but also the local community. (multi-use centers; freight villages; retail and commercial development)	
	If centered in NJ industrial areas, truck stops can serve other activities by providing their drivers with required amenities such as meals, tire sales, drug stores, etc.	
	State or counties must mandate that for each given area of warehouse development, an area be set aside for truck parking.	
	Turn truck stops into job generators...area has large employment base.	
	Study the regional aspects of truck parking and which states/regions are getting benefits from new or expanded facilities. Molly Pitcher – split parking benefits both turnpike traffic and local warehouse development.	





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Land Use/Municipal	Privately run warehouse and distribution businesses need to pick up “fair share” of overnight parking generated by facility.	
	Use warehouses or big box stores for truck parking during off-peak times. (thereby minimizing need for new expanded sites)	
	Model ordinance should be developed for municipalities to detail permitted use requirements including specs for fencing, lighting, security, idling.	
	Introduce public to the benefits of the truck stop facility early in the development process.	
	Engage the local/regional economic development agencies to identify conflicts with local/regional development plans.	
	Educate public to cause/effect of lack of parking (i.e. injuries/death)...that the problem is caused by the lack of allow building of space and not drivers.	
	Create databases on a corridor basis of Brownfields and industrial re-development area that may be viable for a truck parking facility.	
	Site planning better addressed by reaching out to warehouse/DC developer to start integrating parking rather than each municipality. Could potentially use counties as facilitator to municipalities, but requires their buy-in.	
	Extended hours at warehouses can impact demand.	
	Look at establishing staging lots within the port area and other areas that are underutilized during overnight periods for truck parking.	
	Encourage public agencies (e.g., state DOTS, turnpike authorities) to identify land holdings that could be used for new truck parking facilities).	✘
	Require major industrial/commercial uses to provide a off-hour pick-up/delivery opportunity (on-site or close-by).	
	Competitively bid siting of attractive truck parking facility package to NJ municipalities (change the dynamic).	✘
Inter-regional/Inter-agency Collaboration	Explore the possibility of allowing highway lanes to be used for truck parking in unique areas (e.g. Turnpike truck lanes).	✘
	Determine if a change in truck requirements near the GWB due to oversized/overweight time of day access rules in NJ vs. NYC would provide lower truck parking demand.	
	Break down artificial barriers on political boundaries.	
	Trucks travel in corridors and/or across agency lines. Must have consistency in information systems, logical placement of sites to serve flow of truck. This requires agency collaboration.	
	Get municipal and regional industrial development agencies involved with truck parking efforts.	
	Coordinate all MPO’s throughout the country to advocate this issue and others during transportation funding reauthorization.	
	Develop a draft MOU for MPOs regarding truck parking.	





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Environmental/Impact Mitigation	Coordinated with NJDEP to provide health risk assessment from proposed truck stops/rest areas to identify any impacts.	✘
	Show progress of idle restrictions and encourage 'green' truck parking to generate public support.	
	Model air quality at sites where diesel mobile sources congregate shows high cancer risks in an effort to minimize.	
	Enforce the use of truck stop electrification and idle reduction technology.	
	Determine if idle bans eliminate air quality concerns and if they negate the need for idle-air and other technologies.	
Project Development/Mainstreaming Truck Parking	Include truck parking in highway maintenance and expansion process.	
ITS/Information Technology & Communication	Determine if parking availability/ITS efforts being completed by the I-95 Corridor Coalition can be synchronized with an appointment system.	
	Encourage a system to help truckers locate facilities along their route and a real-time report on available parking.	
	Determine an on-going source of ITS/parking availability operating funds.	
Education and Public Information	Create a public education program explaining the role and personal perspectives of truck drivers. Model after truckers' safety program.	✘
	Present truck parking issues to county development councils.	
	Define truck origins and destinations so that public can understand what portion of the trucks they see are related to local markets.	
	Define and present the safety aspects of truck parking.	
	Leverage the History Channel show on truck stops.	
	Publicize the security issues related to the lack of truck parking (i.e. stolen trucks especially Haz-mats).	
	Prepare a case study of truck drivers/facility utilization/local delivery that includes a truck parking aspect.	
Create educational material for local jurisdictions highlighting freight in general and trucking needs specifically.		
Other	Identify measures/strategies in include other freight modes in addressing the truck parking problem (i.e. reserved port arrivals, short sea shipping, additional railroad capacity, etc.)	
	Reduce demand for truck parking by identifying and resourcing system inefficiencies that result in need to park (i.e. closed gates at commercial destination)	
	Provide freight transfer and consolidation at parking facilities to serve local market.	

Action Items

The consulting team, in conjunction with NJTPA, will formulate an Action Plan that takes into consideration the extensive input from participants to set a course for truck parking implementation.

