

Results of MAASTO Planning Committee Review of the MAFC Research Agenda February 20, 2015

On February 20, 2015 the MAASTO Planning Committee convened their monthly teleconference and invited MAFC staff to join the meeting to discuss the MAFC state freight research agenda. This document briefly reviews the research development process, and then provides an updated research agenda that supports the needs and interests of the MAASTO states. Attachment A provides a draft scope of work to address the Committee's expressed interest in a rapid turnaround synthesis of truck parking efforts across the region.

Summary of the Research Development Process

In late 2014 MAFC state technical representatives were contacted and a meeting or teleconference was arranged to discuss state perspectives on freight research and development activities that support both state and regional freight interests. Thirty-eight representatives from the ten MAFC states participated in developing research ideas that would support the states and the region. Eleven research abstracts were generated from these conversations, which were then returned to the state technical contacts for review, comment, and prioritization. The research abstracts and the results of the prioritization process were then reviewed with the MAASTO Planning Committee on February 20, 2015 and the following research agenda was recommended.

MAASTO Planning Committee Recommendations

The Planning Committee requested a freight research agenda that includes the following projects:

- 1) Truck Parking: A Synthesis of Approaches and Implementation Models.

The committee requested a rapid-response synthesis of truck parking efforts across the MAASTO region that includes documentation of truck parking monitoring, management, and communications and focuses on multistate efforts across the MAASTO region. This research abstract has been refined based on comments from the Planning Committee and is attached as Attachment A. We are prepared to immediately begin working with project champions to refine this project's scope of work and begin this effort.

- 2) From the Ground Up: Aligning State Freight Plans to Enhance State Collaboration and Establish Regional and National Harmonization of Freight Priorities.

Review MAFC state freight plans and current planning efforts to identify where states share aligned goals, common priority corridors across borders, similar project goals, and freight development efforts that can leverage a regional approach. As plans and initiatives are reviewed, the project team will also identify and share state best practices in the areas of freight performance management, freight network designation, multimodal program development, freight funding, freight project prioritization, and other topics as defined by the project team.

3) Assessing Cross-Modal Benefits of Multimodal Freight Transportation Investments.

This project will be combined with proposed research examining corridor resiliency for agricultural products. In addition to the assessment of the benefit of multimodal transportation investment to other modes, this research will address the feasibility, benefits, and the cost of failure of the dominant agricultural export modes. This approach expands the understanding of corridor resilience by integrating agricultural commodity and logistics models to refine the understanding of the consequences and benefits of a multimodal systems approach to freight movement.

4) Assessment and Recommendations for the Freight Initiatives in the 2015 Transportation Reauthorization.

MAP-21 freight initiatives brought a range of new analysis, data, and partnership approaches to freight policy and program development. At the request of the states, MAFC staff spent considerable time working to understand and communicate the significance and consequence of such policy and program directives as freight plans, freight advisory committees, a national freight network, and critical rural corridors. MAP-21 was the first pass at freight policy and program development. With the anticipated 2015 reauthorization, Congress will again work to develop a freight framework that will likely impact state DOTs. Analysis will be needed to assess the validity and significance of the proposed initiatives in terms of state status and program benefits, as well as in terms of how the authorization supports a regional approach to freight and economic systems.

Launching the Projects

Upon direction from the Planning Committee, the following project ideas will be further developed with support from the state technical and planning representatives, contracted through the pooled fund process, and work will begin.

It is anticipated that further development of the Truck Parking synthesis, including identification of a project advisory team, will commence immediately to match the planning committee’s schedule.

Estimated Time Line for Proposed Projects

Project	Start Date	End Date	Comments
Truck Parking Synthesis	March 10, 2015	*June 30, 2015	*Due date and scope of work TBD with Planning Committee.
Aligning State Freight Plans	May 1, 2015	May 30, 2016	
Cross Modal Benefits	June 1, 2015	December 31, 2016	
Freight Policy: Grow America and WRDA	March 30, 2015	Dec 31, 2016	

Attachment A: Truck Parking - A Synthesis of Approaches and Implementation Models

Project Objectives

This project will provide a review and synthesis of recent research and corridor initiatives geared towards monitoring, managing, and communicating real-time information on available truck parking on freight corridors. The synthesis will focus on the technologies, strategies, and agreements deployed or proposed for truck parking efforts in the MAASTO region and also draw from published materials and established efforts representing work across the United States. For the MAASTO region, this project will provide:

- A catalogue of truck parking efforts, technologies, strategies, and agreements.
- Relevant variables and metrics for truck parking management and operations.
- Identification of trends and best practices that support a common architecture for parking space identification and management.
- An assessment of the protocols and landscape for communication with customers.

Project Deliverables

- Review and synthesize research and implementation on truck parking approaches including parking spot identification, management, and communication with customers.
- Review and synthesize the process and results of truck parking projects focusing on multistate efforts within the MAASTO region.
- Develop a continuum of implementation to reflect the range of efforts that are all directed towards a common architecture and serving the same stakeholders.
- Identify potential performance metrics that support harmonizing service level outcomes for truck parking efforts.

Research Process and Activities

- 1) Assemble a MAASTO advisory team to finalize the scope of work, and provide project input and access to state data resources. The advisory team will also act as project champions and support the implementation of relevant project findings.
- 2) Review literature to create a baseline understanding of truck parking models.
- 3) Interview state DOT representatives to develop a baseline understanding of multistate truck parking efforts including identification of projects and initiatives, access to truck parking data, system investment information, project agreements, data and policies, and program assessments and customer surveys.
- 4) Develop a synthesis and continuum of truck parking technologies, strategies, and agreements that include:
 - a. Facility and corridor statistics such as total miles, public and private parking facilities, truck traffic counts, parking counts, and relevant corridor information.
 - b. Participants of the efforts including local, state, federal, and private sector representatives.
 - c. Type of effort (study, implementation, monitoring, communications, multi-state, etc.).
 - d. A review of internal or external program evaluations of truck parking efforts.
- 5) Characterize and assess truck parking initiatives.
 - a. Assessment of truck parking monitoring and management.

- i. Scale and cost of project.
 - ii. Agreements.
 - iii. ITS use.
 - iv. Participants in the effort.
 - v. Findings of any reviews.
 - vi. Identify or create performance metrics relevant to identification and monitoring.
 - vii. Interview public and private sector project participants regarding implementation and effectiveness.
 - b. Assessment of communication of truck parking information.
 - i. Scale and cost of project.
 - ii. ITS use.
 - iii. Media types for communication and success rates.
 - iv. Participants in the effort
 - v. Findings of any reviews or customer surveys.
 - vi. Identify or create performance metrics relevant to identification and monitoring of parking and use of information by customers.
 - vii. Interview public and private sector project participants regarding implementation and effectiveness.
 - c. Gather and assess available customer perceptions and feedback.
 - i. Accuracy and reliability.
 - ii. Ease of communication.
 - iii. Addresses a real problem.
- 6) Create a synthesis report of freight corridor truck parking efforts in the MASSTO region that details the technologies, strategies, and agreements along with all relevant variables and metrics for truck parking management and communications. Develop an evolutionary timeline of truck parking initiatives in MAASTO region.
- 7) Identify benefit–cost analytics to evaluate initiatives and recommend factors for project evaluations.
- 8) Provide presentations and support materials to advance multistate truck parking in the MAASTO region.

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