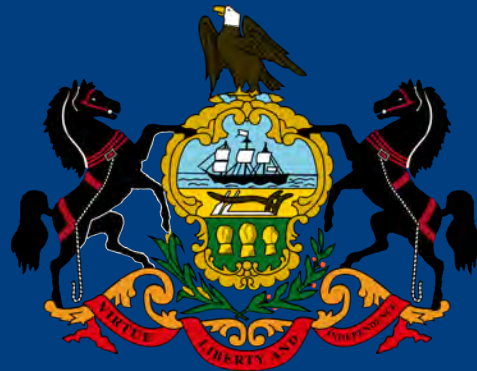


STATE TRANSPORTATION ADVISORY  
COMMITTEE

# TRUCK PARKING STUDY BRIEFING

OCTOBER 18, 2023



# USDOT SAFETY PRIORITIES

- Drowsy drivers and FMCSA hours of service rules
- Trucks parked on highway shoulders and interchange ramps
- Truck driver safety and cargo security—Jason’s Law



# PUBLIC SECTOR ROLE

- Historical context related to the functions of the Interstate Highway System
- PennDOT/DGS is the facility “owner” for roadside rest areas; ideal focus on short-term parking.
- Preference for off-highway facilities for long-term parking; PennDOT can be a facilitator and work with municipal partners and private industry develop new capacity where needed.
- Restrictions on commercialization limit a DOT’s ability to meet driver needs with on-site amenities and services.
- Ongoing reporting of parking metrics (IIJA Section 21104).



# 2045 PA FREIGHT PLAN

**Goal B (Mobility)**, Objective B-3 ... *Pursue opportunities with public and private stakeholders to expand truck parking capacity.*

**Goal A (Land Use)**, Objective A-3 ... *Collaborate with other organizations (DCED, PSATS, PSAB, etc.) to assemble recommended industrial site development standards and ordinances.*



**PENNSYLVANIA**

2045 Freight Movement Plan



pennsylvania  
DEPARTMENT OF TRANSPORTATION  
www.pennDOT.gov



# CORRIDOR ANALYSIS

# TWO-STEP PROCESS

1. Prioritize **highway corridors** of highest demand in Pennsylvania, using tiered approach:
  - **links** (based on PennDOT mapping)
  - **segments** (combinations of links)
  - **corridors** (combinations of segments)
2. Identify **locations** where existing truck parking facilities can be expanded or where new facilities can be developed

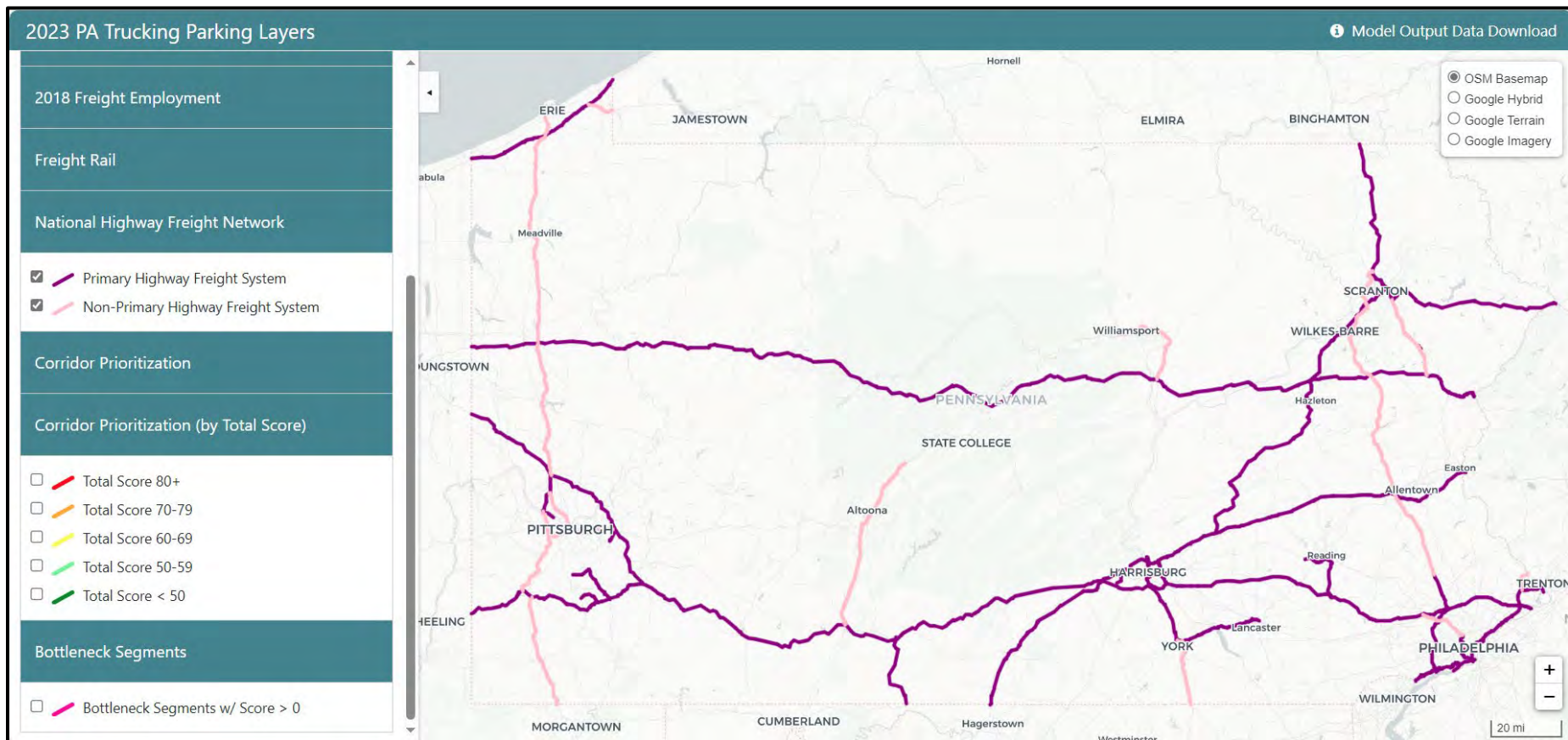


# CORRIDOR/LINK CRITERIA

- Designated Networks (NHFN, NHS)
- ADTT (Traffic)
- Regional Truck Parking Availability
- Demand/Supply Gap
- Proximity to Major Freight Hubs
- Freight-Related Employment
- Shoulder/Ramp Parking Problem Locations
- Truck Crash Rates + Fatigue as Factor (from PCIT)
- Truck Bottlenecks
- Road Closure Time by Segment (from RCRS)

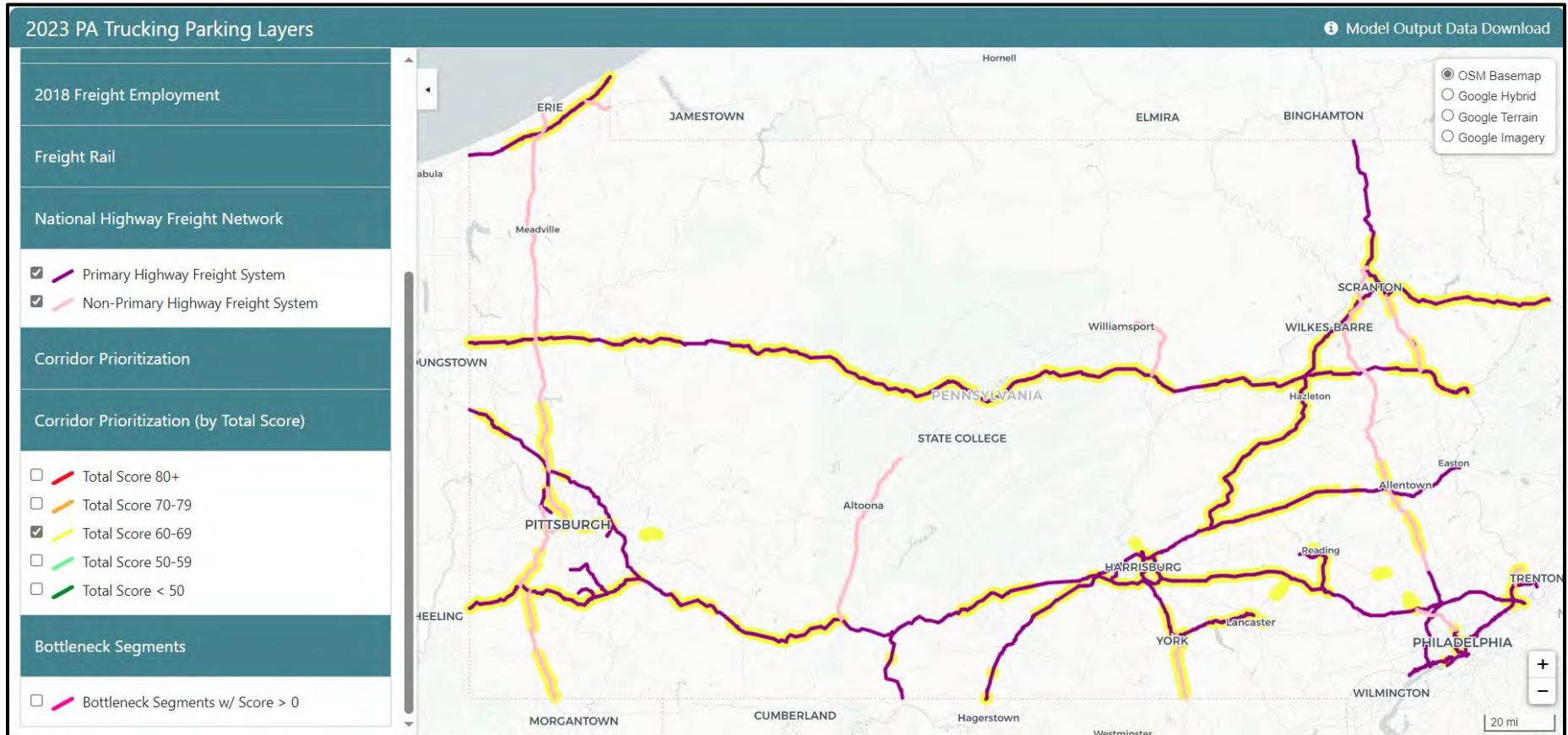


# NHS LAYERS

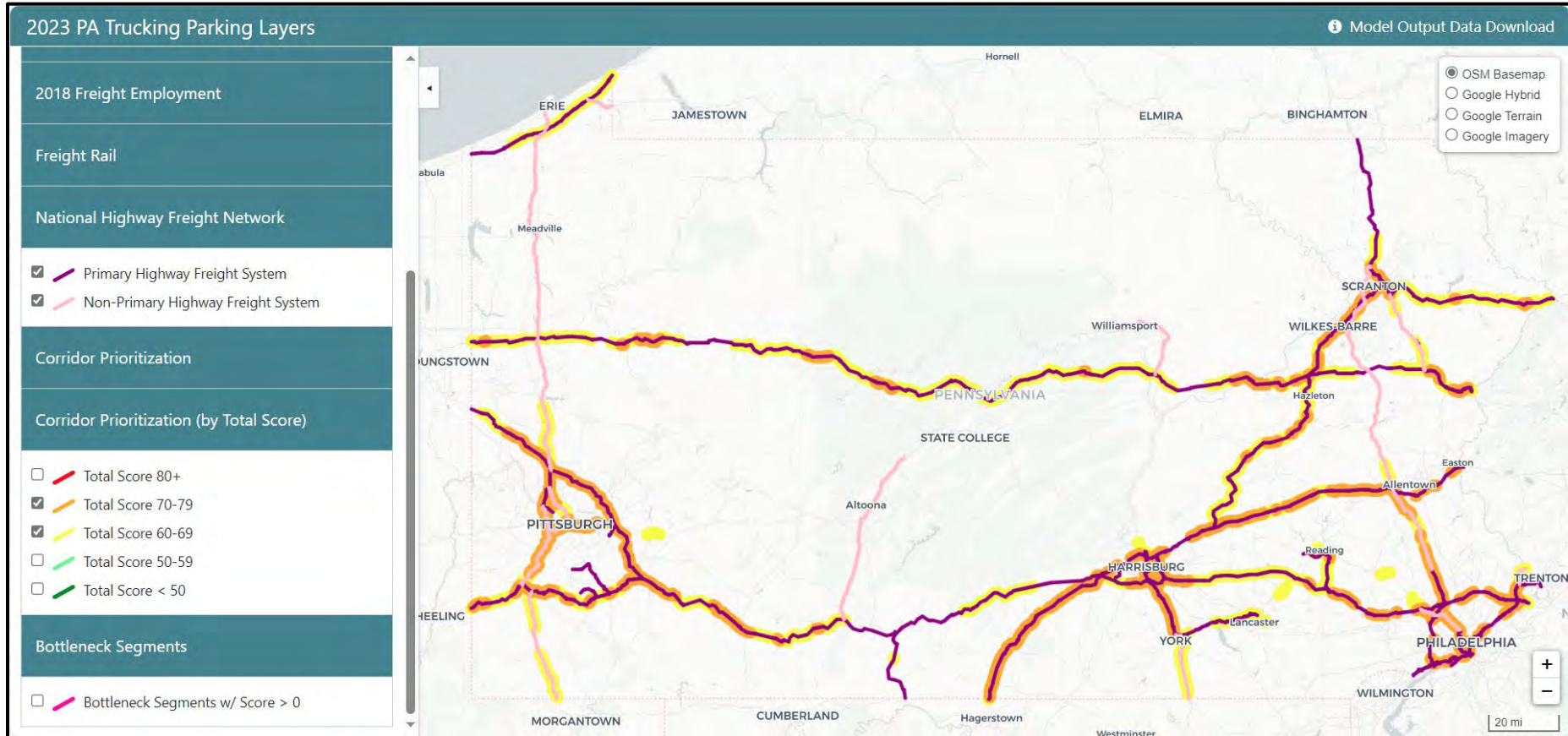




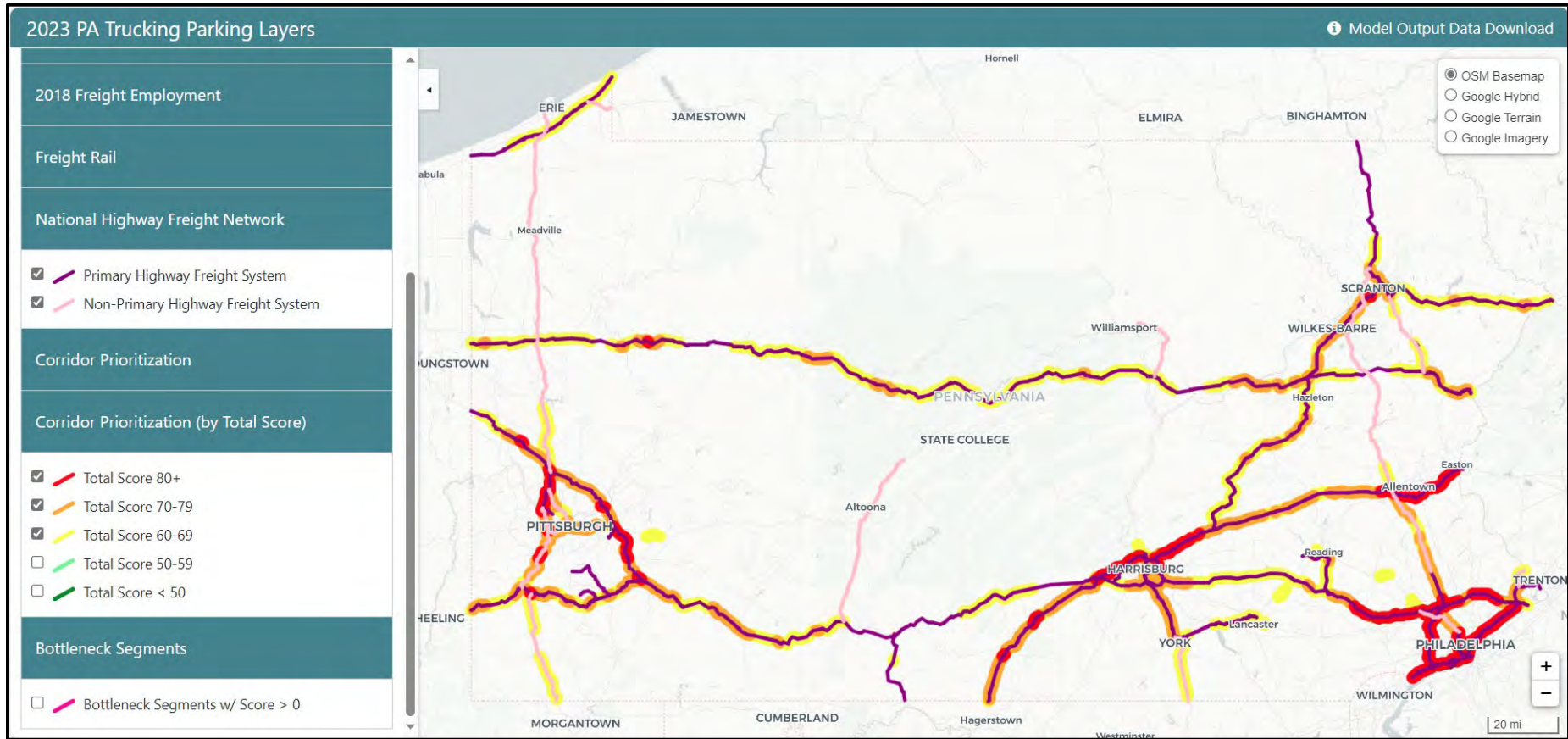
# LINKS: SCORE 60-69



# ADD LAYER: SCORE 70-79



# ADD LAYER: SCORE 80+



# TIER I CORRIDORS

- I-76 from US-1 to I-95 in Philadelphia
- I-78 from Exit 49 (PA-100) to PA-NJ State Line
- I-79 from Ohio River to Exit 76 (PA Turnpike)
- I-81 from Carlisle to Susquehanna River
- I-81 from I-83 to I-78
- I-83 from US-322 to I-81
- I-95 in Philadelphia Area
- PA Turnpike (I-76) from Exit 57 (US-22) to Exit 75 (I-70)
- PA Tpk (I-76) from Exit 298 (I-176) to Norristown (I-476)
- PA Turnpike (I-276) from Valley Forge (I-76) to I-95



# TIER II CORRIDORS (1/2)

- I-70 sections between I-79 and PA Turnpike (I-76)
- I-76 from PA Turnpike (Valley Forge) to Exit 340 (US-1)
- I-78 from I-81 to Exit 49 (PA-100)
- I-79 from Exit 49 (PA-576) to Ohio River
- I-80 in Emlenton and Bloomsburg areas
- I-81 from PA-MD State Line to Carlisle (PA Turnpike)
- I-81 from Susquehanna River to I-83
- I-81 from Exit 164 (Sugar Notch) to Exit 194 (I-476)
- I-83 from York (US-30) to US-322
- I-84 from I-81 (Dunmore) to I-380



# TIER II CORRIDORS (2/2)

- I-376 from Exit 64 (I-79) to Exit 80 (US-22)
- I-476 from I-76 (Conshohocken) to I-276 (Norristown)
- PA Turnpike (I-76) from Exit 13 (Homewood) to Exit 57 (US-22/Pittsburgh)
- PA Turnpike (I-70/I-76) from Exit 75 (New Stanton) to Somerset North/South Service Plazas
- PA Turnpike NE Extension (I-476) from I-276 (Norristown) to I-78 (Lehigh Valley)



# LOCATION IDENTIFICATION

# LOCATION CRITERIA

- Available Land/Site
- Compatible Land Use
- Distance from Residential Areas
- Economic Development Opportunity Areas
- Proximity to Travel Routes
- Proximity to Existing Facilities
- Public Land Availability
- Extension of Existing Facilities
- Proximity to Industrial Parks with Vacant Space
- Brownfield and Opportunity Zone Locations
- Availability of Amenities





# DOWN THE ROAD

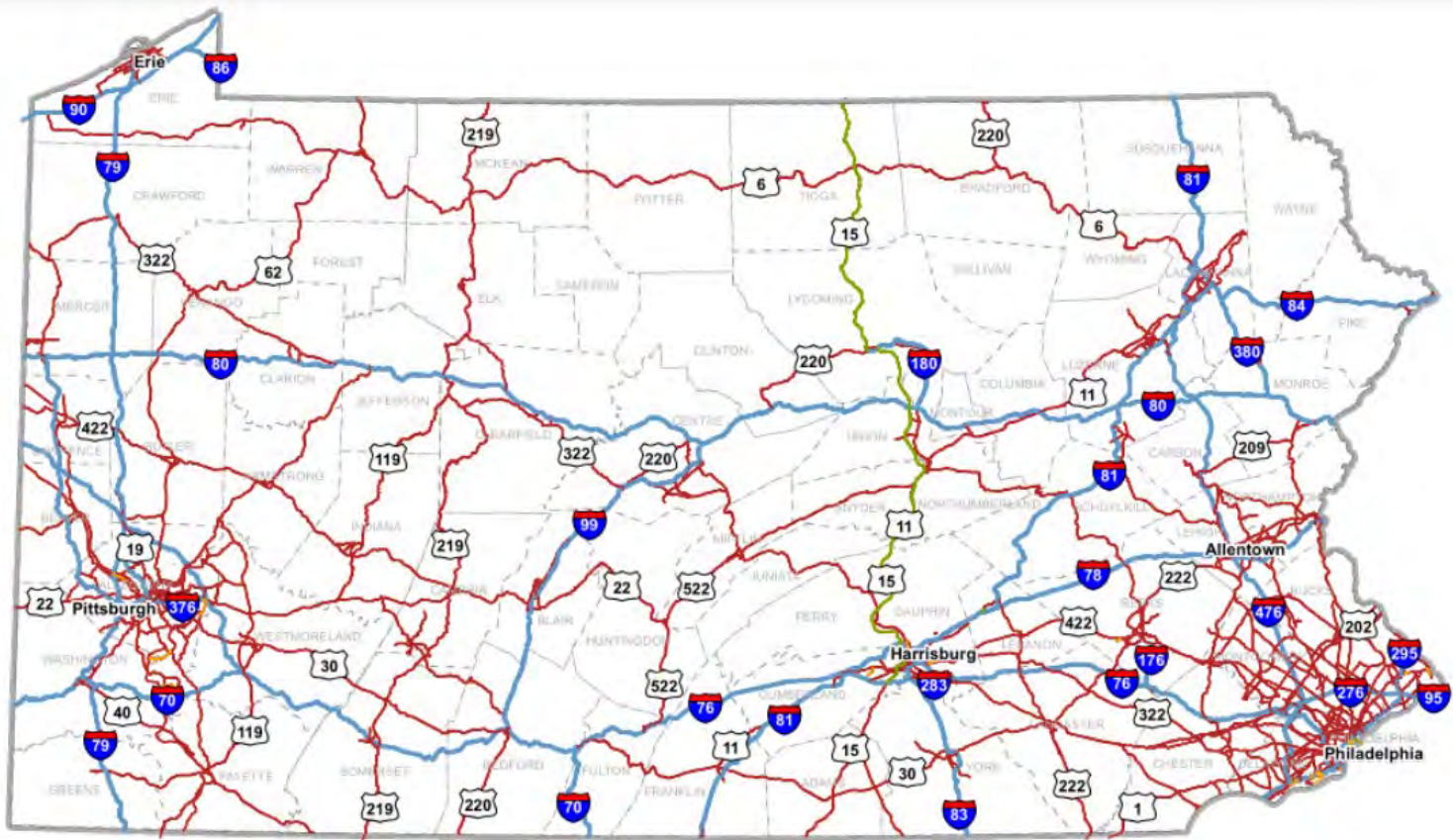
- Truck parking capacity area/site selection
- Report drafting
- Report finalization (Oct./Nov.)
- TAC presentation (Dec. 6)
- STC presentation (Dec.13)



# DISCUSSION...



# EXAMPLE 1: NHS

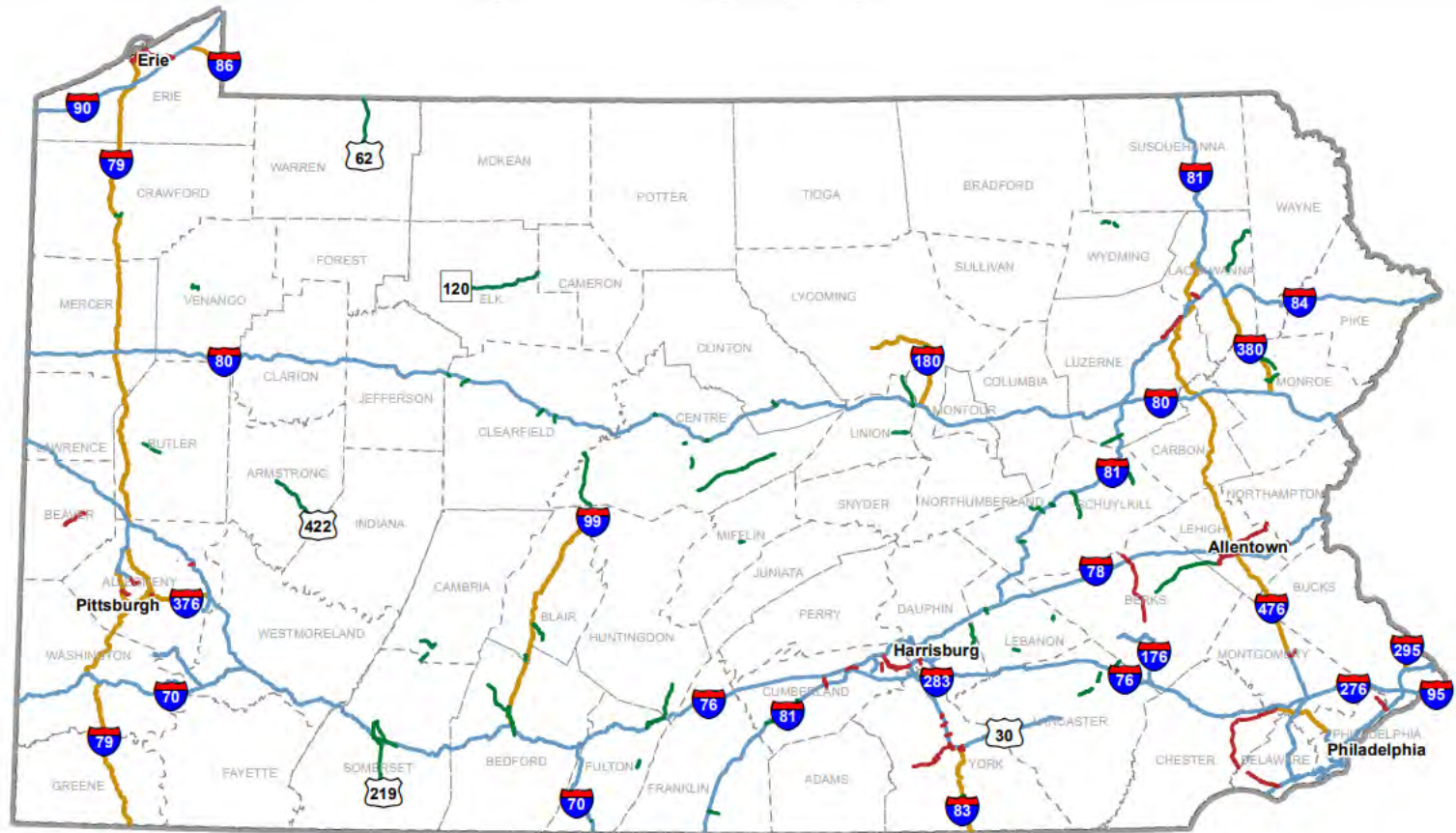









-  Interstates
-  US Routes
-  Other NHS Routes
-  Intermodal Connectors
-  STRAHNET
-  County Boundary

Source: PASDA



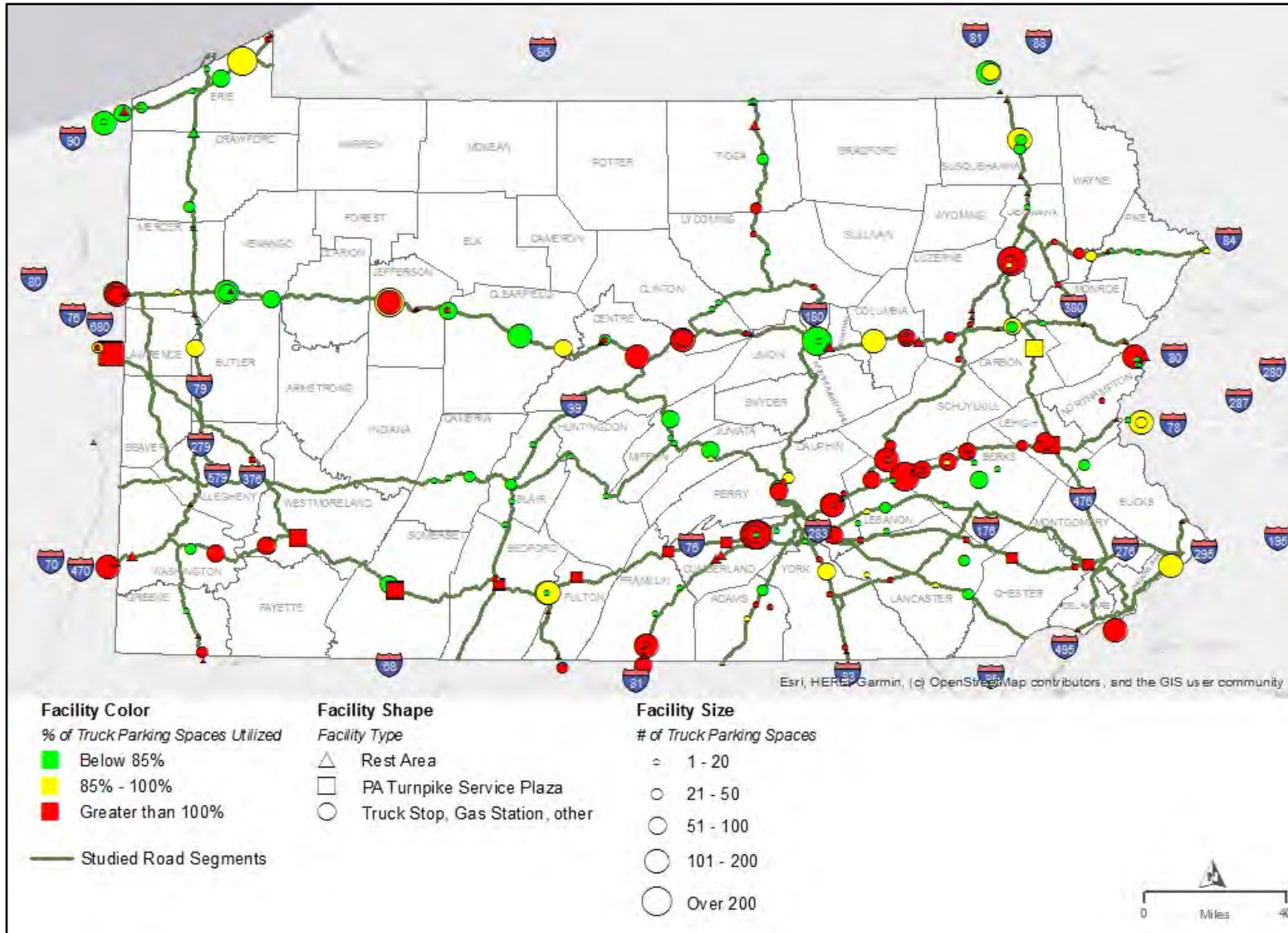
# EXAMPLE 2: NHFN



-  Interstate
-  US Route
-  PA Route
-  Primary Highway Freight System
-  Non-Primary Highway Freight System
-  Critical Rural Freight Corridor
-  Critical Urban Freight Corridor



# 2020 PARKING FACILITIES



# 2020 RAMPS/SHOULDERS



TRANSPORTATION ADVISORY COMMITTEE  
**LOCAL MATCH  
CHALLENGES STUDY**

OCTOBER 18, 2023



# STUDY OVERVIEW

- **Opportunity**

- Expanded federal competitive grants through IIJA/BIL
- State transportation grant programs

- **Obstacles**

- Many municipalities are competitively disadvantaged for pursuing grants
- Local funding match requirements and limited municipal capacity

- **Objectives**

- Identify constraints limiting flexibility in waiving/reducing match
- Determine the impact of tax-exempt real estate and other factors impacting local match and capacity
- Identify national best practices
- Develop recommendations

*LOCAL MATCH - A cash or in-kind contribution a grant applicant is typically required to contribute toward a project funded by a state or federal grant.*





# STAKEHOLDER ENGAGEMENT

National  
Research

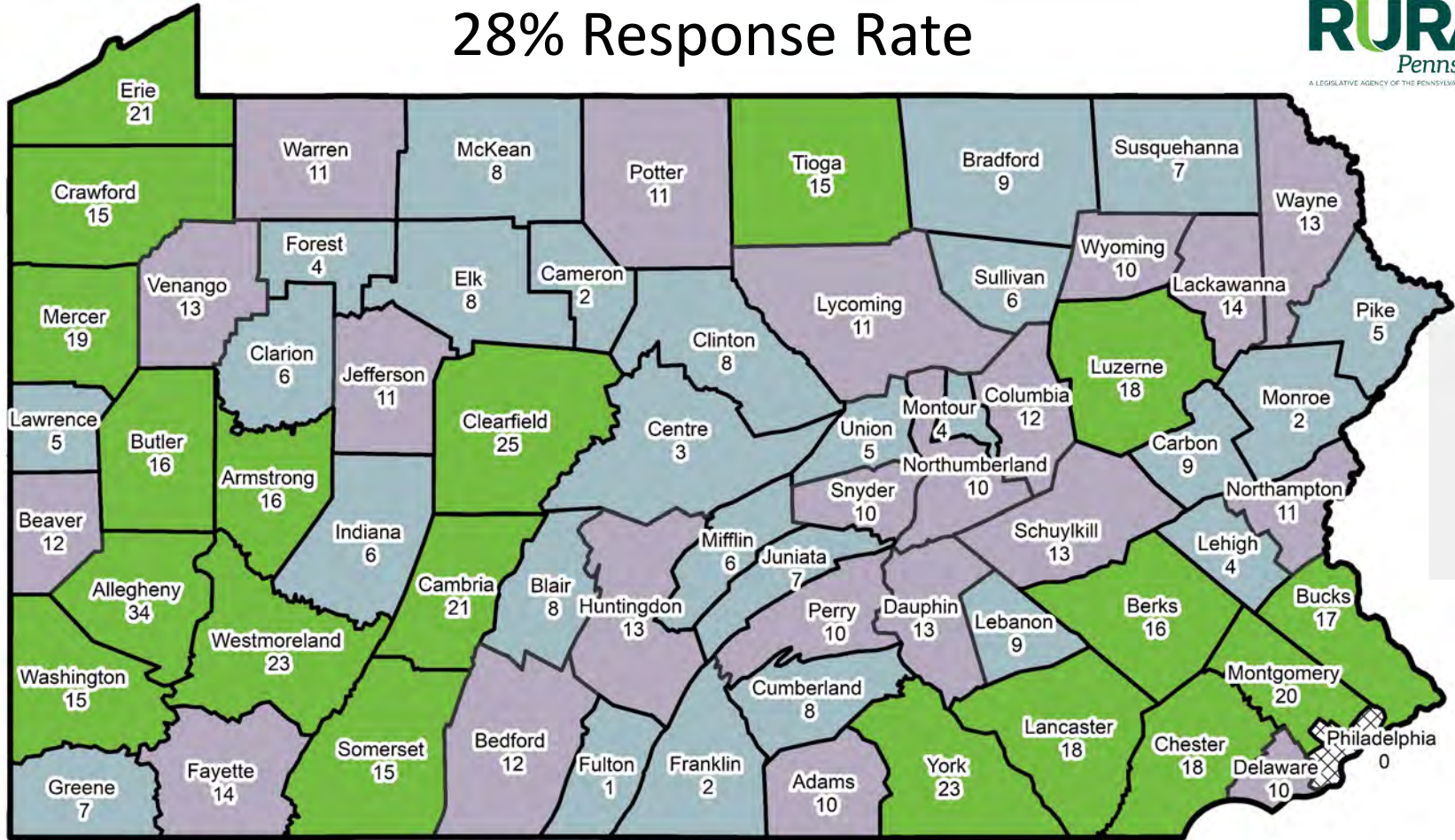
Stakeholder  
Interviews

Local  
Government  
Input

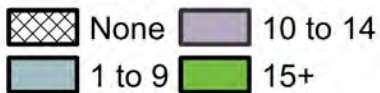


# STATEWIDE SURVEY

## 28% Response Rate



Final Number of Responses = 758



### Notes:

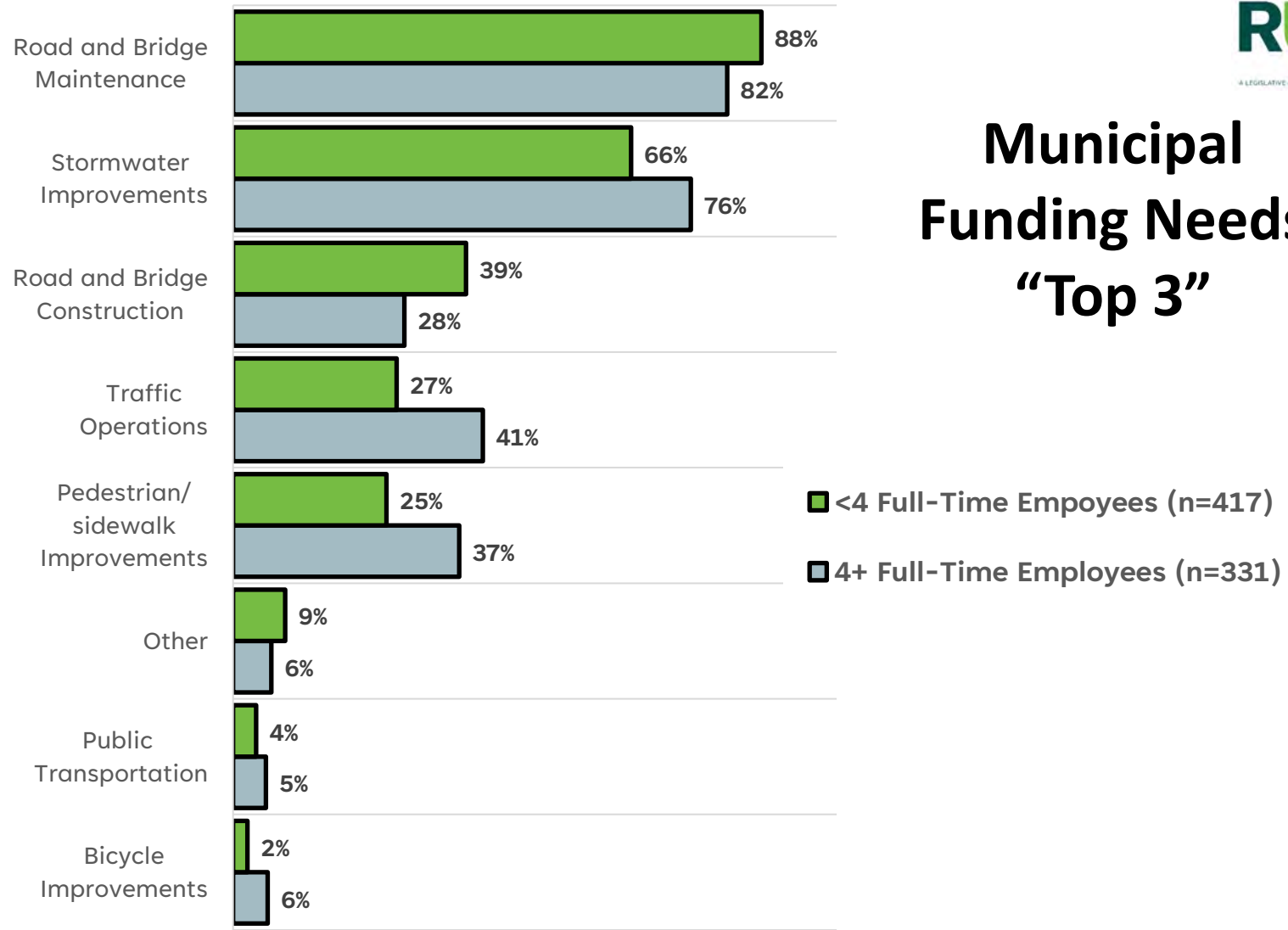
- Total number of completed responses: 718
- Municipalities identified for interviews did not receive the statewide survey: 25



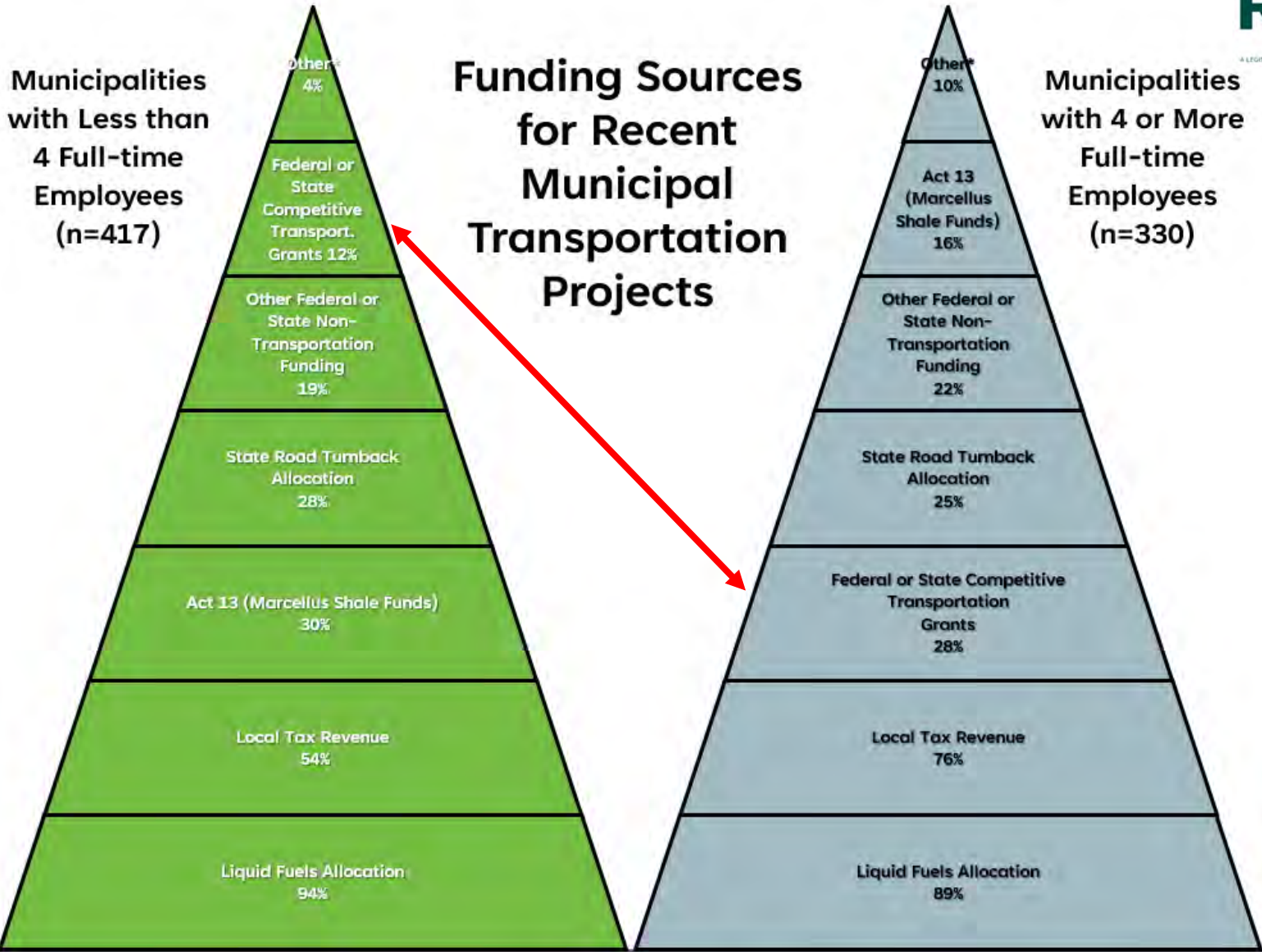
# STATEWIDE SURVEY



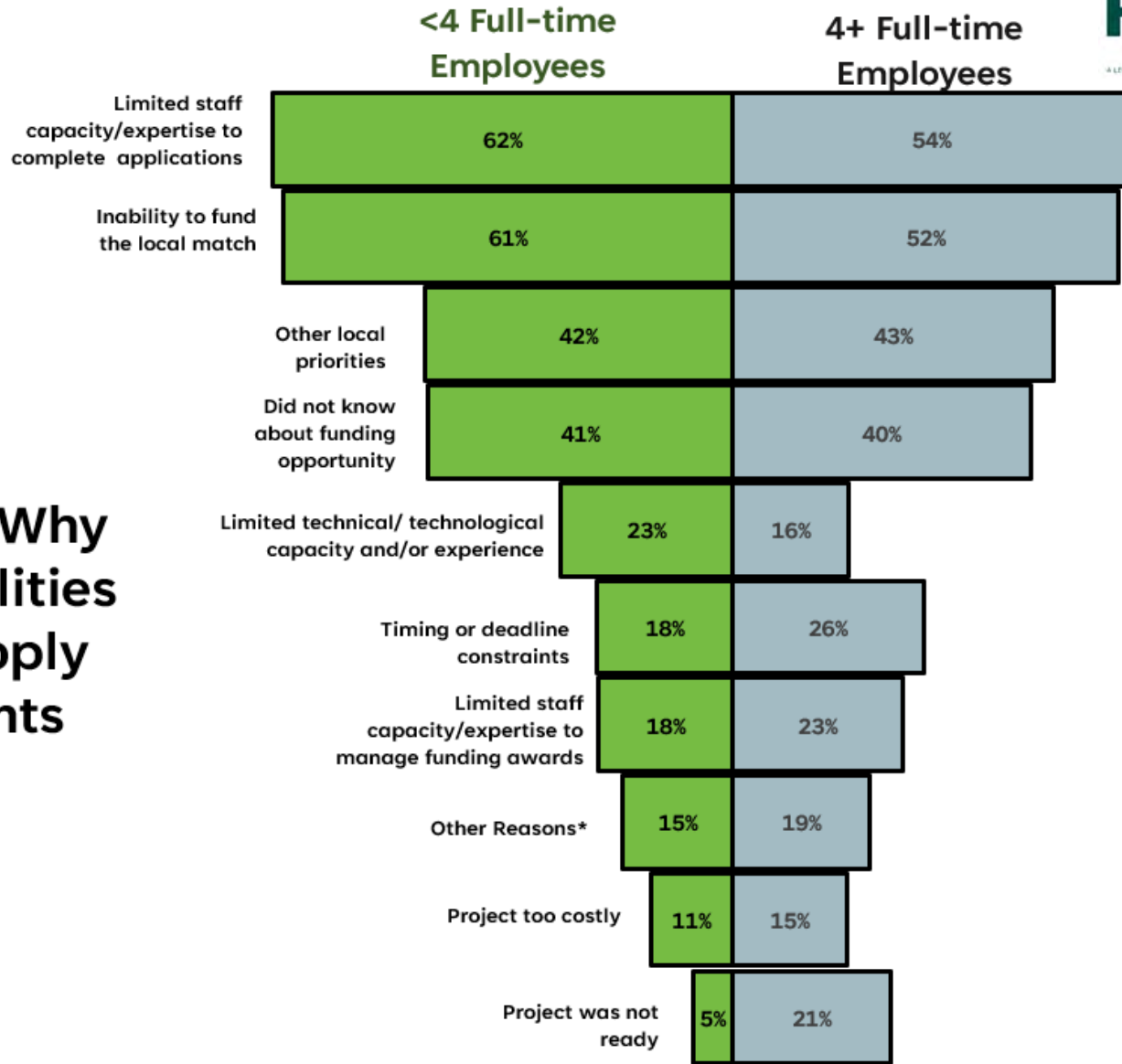
## Municipal Funding Needs "Top 3"



# STATEWIDE SURVEY



# STATEWIDE SURVEY



## Reasons Why Municipalities Don't Apply for Grants



# KEY FINDINGS

- Large amount of real estate tax exempt or tax discounted properties
- Short grant application windows
- Complex grant application processes
- Leveraging grants and economic development opportunities
- Lack of in-house technical capacity



# KEY FINDINGS

- Stringent match requirements
- Significant budgetary constraints
- Outdated county assessments
- Socioeconomic conditions/fiscal distress
- Lack of capital improvement plans



# DRAFT RECOMMENDATIONS

- Flexible match with guiding policy
- Waive local match (as justified)
- Build local capacity
- Promote/incentivize multi-municipal cooperation
- Advance property tax modifications (select)
  - PILT
  - Clean and Green



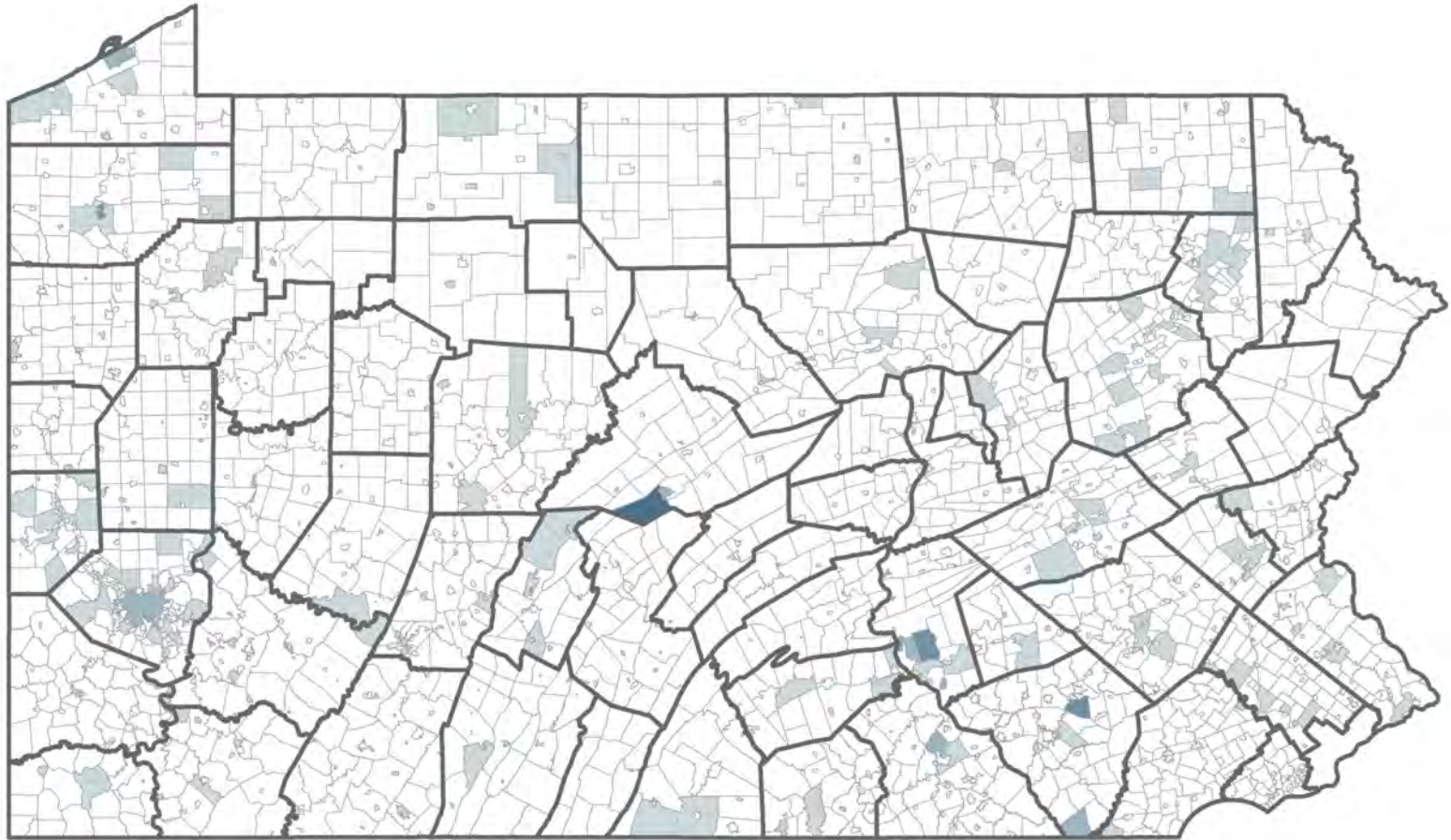


# DRAFT RECOMMENDATIONS

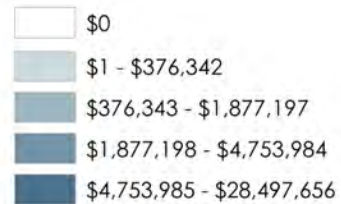
- State program to match Federal funds
- Local match revolving loan fund
- Seek private/non-profit support
- Encourage county transportation funding initiatives
- Adopt additional municipal taxes/fees (e.g., local PILOT)



# LOCAL PILOTS (2021)



Local PILOT by Municipality (2021)



# NEXT STEPS & DISCUSSION

Task Force  
Review

November TBD

TAC  
Approval

December 6

STC  
Adoption

December 13



TRANSPORTATION ADVISORY COMMITTEE  
**LOCAL MATCH**  
**CHALLENGES STUDY**

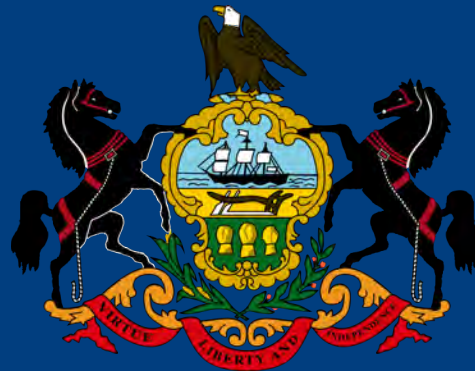
OCTOBER 18, 2023



Transportation Advisory Committee

# 2024 TAC STUDY TOPIC IDENTIFICATION PROCESS

OCTOBER 18, 2023



# TAC STUDY TOPIC SELECTION PROCESS

*Topic Form due back to project team by November 17*

Presentation  
December 6

- Open discussion on study topics

Online Survey  
Released  
> December 6

- Responses due December 20

Vetting and  
Review  
thru Jan 30

- Coordinate with TAC leadership and CPDM on priorities
- Work begins on scope(s)

Study(ies)  
Selection  
February 5,  
2024

- Results presented for discussion
- Kickoff top selected study(ies)



# QUESTIONS / DISCUSSION

