



MEETING SUMMARY

**Regional Freight Advisory Committee
North Central Texas Council of Governments
February 5, 2019
12:30 pm-2:00 pm**

The Regional Freight Advisory Committee (RFAC) convened at 12:30 p.m. on February 5, 2019, at NCTCOG Offices.

Attendees

Tom Bamonte, NCTCOG
Rachel Connell, NASCO
Paula Dauell, Cambridge Systematics
Huong Duong, NCTCOG
Jose Grimaldo, NCTCOG
Jeff Hathcock, NCTCOG
Mike Johnson, NCTCOG
Gus Khankarli, UTA
Dan Lamers, NCTCOG
Linda Pavlik, Representing City of Ennis
Sherry Pifer, TxDOT
Mark Rhea, Frozen Food Express
Allan Rutter, TTI
Seyed Mohsen Shahandashti, UTA
Mike Rader, Prime Rail Interests

Meeting Summary Outline

1. Welcome/Previous Meeting Recap
2. Autonomous Vehicles and Freight Transportation Analysis
3. Truck Specialized Parking Services
4. TxDOT Truck Parking and Freight Infrastructure Survey
5. General Discussions/Announcements

1. Welcome/Previous Meeting Recap, Jeff Hathcock, NCTCOG

Jeff Hathcock opened the meeting with a brief recap of the October 2, 2018, meeting highlighting the BUILD Grant applications, noting the Alliance Texas/Haslet Accessibility Improvement Project was awarded in December 2018.

2. Autonomous Vehicles and Freight Transportation Analysis, Mohsen Shahandashti, Ph.D., P.E. and Binaya Pudasaini, Ph.D. Student

The objective of this study is to determine the potential impacts of truck automation on the future of the region's truck industry and the infrastructure needed to support the freight industry. A comprehensive review of current and future autonomous truck technologies, across five levels of automation, ranging from no automation to full automation, where the vehicle is capable of performing all driving functions under all conditions, is being conducted. The first three levels of automation are currently in the testing phase, along with Vehicle to Vehicle and Vehicle to Infrastructure. These communication-based technologies are for conditional and high automation, currently in development. Legislation changes and more advanced technology infrastructure will be needed.

Outlining the impact of automated trucks requires a comprehensive literature review with input from the Federal Highway Administration, State Departments of Transportation, multiple databases and online publications. Critical issues to be examined include the Hours-of-Service

compliance, driver employment, congestion, driver distraction and truck parking. The impact on existing infrastructure may identify the need for specialized/separate facilities. Other infrastructure factors for consideration include managed lanes, road signage, warehousing and dedicated lanes, to name a few.

A survey questionnaire will be developed to gather feedback from trucking companies, commercial truck drivers, and Autonomous Vehicle (AV) developers to help define the risks and opportunities associated with adopting automated trucks, with various levels of automation, into the Dallas-Fort Worth region. Survey data will be analyzed for descriptive statistics with the intent to classify and document the most pressing risks/opportunities of adopting automated trucks in various automation levels, into the region. Mr. Shahandashti and his team will follow up with the survey respondents to share findings and provide recommendations, prior to the final report. Expected key findings will highlight the impact on the trucking industry's critical issues and on freight transportation infrastructure. The report will recommend initiatives for freight planning to prepare for, and accommodate, the use of AV in freight transportation. The target date to complete the final report is Fall 2019.

3. Truck Specialized Parking Services, Scott Grenerth

Truck parking is a national transportation issue as there are not enough truck parking spaces and a shortage of information on how to find truck parking. As a result, many drivers resort to unauthorized/illegal parking, creating a real safety issue both for the truck driver and others on the roadways. Truck Specialized Parking Services (TSPS) provides real-time truck parking availability. The application also allows drivers to make a reservation to ensure space is available upon arrival. TSPS offers advanced technology through dynamic routing, predictive parking, and online reservations along with dynamic sign messaging.

4. TxDOT Truck Parking and Freight, Sherry Pifer, TxDOT

Ms. Pifer presented an overview of the ongoing Truck Parking Study and Survey. The aim is to assess the current truck parking availability, identify specific critical parking needs, and recommend strategies to improve truck parking across the State of Texas. As such, TxDOT has created a Truck Parking Survey designed to collect and analyze data. Stakeholder engagement and participation is critical in this process. Stakeholder workshops, surveys, and interviews are being conducted across the State, seeking input from fleet owners, truck drivers, and others to help assess specific needs for truck parking in Texas. A primary deliverable from the survey is to develop and action plan for truck parking recommendations. Final recommendations are anticipated in late October 2019.

5. General Discussions/Announcements

General discussions included possible truck parking solutions and new truck parking technologies that could help make information about parking facilities available to truck drivers in real time. There was also discussion about the state's truck parking plan and stakeholder meeting schedule.

Staff thanked the Committee for their attendance and participation and noted the next meeting is scheduled for May 7, 2019.

As there was no further discussion, the meeting was adjourned.

More information is available at www.nctcoq.org/rfac.