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Largest provider of accurate real-time truck parking availability information
Discussion

- The National Issue
- TSPS Experience and Capabilities
- Shared Solution Opportunities
- Your State/Local Challenges
- Action Now
Regulated by time, the pressure is on

- Must have a 10hr break between driving, also 30 minute break
- April 1\(^{st}\) electronic logging mandate = strict compliance
- Excessive loading/unloading times out of driver’s control

Regulated by time, but paid by the ____?
Truckers are Increasingly Frustrated

How long does it take to park?

- 1 HOUR OR LONGER: 39%
- Less Than 30 Minutes: 12%
- Less Than 60 Minutes: 5%
- Less Than 15 Minutes: 44%

Does ELD help?

Not enough inventory; not enough information
The Truck Parking Problem

1. Increases truck emissions 10-20%
2. Reduces mobility on the major highway networks 5-15%
3. Contributes to accidents
4. Illegal, unsafe parking reduces driver safety
5. Illegal, unsafe parking impacts cargo security
6. Negatively impacts the cost of goods to consumers in your state
The Truck Parking Problem

1. Increases truck emissions 10-20%
2. Reduces mobility on the major highway networks 5-15%
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4. Illegal, **unsafe parking** reduces driver safety
5. Illegal, **unsafe parking** impacts cargo security
6. Negatively impacts the cost of goods to consumers in your state
Trucker safety

Photo: Fox 2 Detroit
June 27th, 2014
Unauthorized/illegal parking

Iowa rest area. Ohio rest area...

Photo: Rick Fredricksen/Iowa Public Radio
Other locations

- Exit ramp shoulder, secondary street shoulder.
  - Damage $

- Unauthorized parking, retail store lot.
  - Damage to pavement $, truck is “booted”

- Far away from where the load is delivering, picking up.
  - Congested traffic, lost productivity for the next day...
Consequences to the communities

1. Increases truck emissions 10-20%
2. Reduces mobility on the major highway networks 5-15%
3. Contributes to accidents
4. Illegal, unsafe parking reduces driver safety
5. Illegal, unsafe parking impacts cargo security
6. Negatively impacts the cost of goods to consumers in your location—“Truck Parking Tax”
Kriska to Unilever
Kriska to Unilever

Regulated by the hour paid by the ___
Jason’s Law Truck Parking Survey - FHWA

Table of Contents

1. Introduction

Jason’s Law Truck Parking Survey Results and Comparative Analysis

I. Introduction

This report documents the findings of the Jason's Law Truck Parking Survey. This survey is a requirement of the Moving Ahead for Progress in the 21st Century (MAP-21; P.L. 112-141) legislation that became effective on October 1, 2012. “Jason's Law” was established to provide a “national priority on addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System (NHS) to improve the safety of motorized and non-motorized users and for commercial motor vehicle operators.” Specifically, Jason's Law requires the U.S. Department of Transportation (DOT) to conduct a survey and comparative assessment in consultation with relevant State motor carrier representatives:

1. Evaluate the capability of [each] State to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation;
2. Assess the volume of commercial motor vehicle traffic in [each] State; and
3. Develop a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in [each] State.

The DOT is required to make the results of this work publicly available on a website and periodically update the survey. Even without the legislated requirements, the issue of truck parking has long been a priority for the DOT and its operating administrations. Jason’s Law helps to advance a more comprehensive set of programs, efforts, and research to improve truck parking and provide States and Metropolitan Planning Organizations with resources to identify parking needs and to encourage improvements and investments.

Jason’s Law is named in honor of Jason Rivenburg. On March 4, 2009, Jason stopped for a delivery in Virginia and then headed toward a delivery destination in South Carolina. While only 12 miles from the delivery location, he needed to find parking to rest through the night as his arrival location was not yet open to receive deliveries. Jason did not have a safe place to park. Jason had learned from truckers familiar with the area that a nearby abandoned gas station was a safe location to park and proceeded to park there for the night. Tragically, he was attacked and murdered at this location while he slept with his killer taking both his life and just $7.00 that he had in his wallet.

Since his death, Jason’s wife, Hope Rivenburg, has worked diligently to bring attention to the national truck parking shortage problem. Her efforts, along with those of countless family members, friends, and representatives from the trucking industry, helped to push forth legislation to focus national attention on the issue. After several versions of the Jason’s Law legislative language were brought to Congress, the legislative language described above was incorporated into MAP-21.

Truck Parking – A National Challenge

Truck parking shortages are a national safety concern. An inadequate supply of truck parking spaces can result in two negative consequences: first, tired truck drivers may continue to drive because they have difficulty finding a place to park for rest and, second, drivers may choose to park at unsafe locations, such as on the shoulder of the road, exit ramps, or vacant lots, if they are unable to locate official, available parking. Numerous public, private, academic and non-profit studies have been completed on the adequacy of truck parking, and these studies have some common findings, including an expected growth in truck activity, severe shortages of parking for trucks, lack of information on truck parking opportunities, and challenges due to limited delivery windows and specific rest requirements. More detail on these studies is provided below.

Previous Truck Parking Studies and Key Findings

The U.S. Department of Transportation

The DOT has completed several studies addressing the Nation’s truck parking needs:

- To evaluate safety issues related to driver rest requirements, the 1996 Commercial Driver Rest and Parking Requirements: Making Space for Safety study investigated the need for truck parking facilities acknowledging the difference between publicly supplied truck parking spaces and spaces available at privately operated facilities.
- To evaluate the amount of parking availability in 2002, the FHWA completed the Study of Adequacy of Truck Parking Facilities, which addressed an array of issues tied to truck parking and determined that the demand for truck parking spaces was underserved by the supply.
Lessons Learned at TSPS

- Technology increases the value of each asset through better utilization
- Users have indicated a willingness to pay (real-time availability, reservations, mobility, security)
- Underutilized real estate is attracting investment for truck parking and storage
Opportunity

PROVIDE BETTER UTILIZATION OF TIME-SENSITIVE PARKING ASSETS THROUGH ACCURATE REAL-TIME INFORMATION MANAGEMENT AND EXPANDED PARKING OPTIONS
Result

PROVIDE BETTER UTILIZATION OF TIME-SENSITIVE PARKING ASSETS THROUGH ACCURATE REAL-TIME INFORMATION MANAGEMENT
TSPS Product Suite

- Real-Time Parking Availability
- Predictive Parking
- Online Reservations
- Dynamic Routing
- Enable Under-Utilized Facilities
- Daily Service Limit Alerts

ASSET UTILIZATION
Socially Sourced Information? Yes, but...

- It’s better than nothing.
- Information is only useful when it’s accurate.
- When was last update?
  - Was the trucker able to see every parking space?
- Policy may have changed
  - No more parking in this shopping center, abandoned lot...
Roadmap: Functional Expansion Using Accurate Data

- Non-traditional truck yard management services (SaaS)
- Border crossing applications (truck wait time)
- Truck parking reservations services (Q3)
- Chain-Up services (Q4)
- Predictive parking (Q1, 2019)
- Support for platooning, CAV parking requirements, ELD integration
- Urban center commercial delivery parking optimization (Smart Cities)
TSPS Today

- **4 states:**
  - 77 facilities under contract to deliver real-time availability (public and private)

- **2 states:**
  - 3 private facilities under partnership contract for secure intermodal truck operational parking and storage

- **4 states:**
  - In discussion to re-open and operate closed rest areas

- **Selected on Smart Cities (Columbus, OH) team**
  - Urban CV parking

~25,000 trucks per day have opportunity to take advantage of the service
Client & Industry Recognition

Truck Smart Parking Services
4190 Central Street
Detroit, Michigan 48210

Attention: Scott McKenna, Director

Re: Truck Smart Parking Services, I-94 corridor

November 30, 2015

To: TSPS Inc.

SPECTRUM
DEPARTMENT OF TRANSPORTATION

SUBJECT: TSPS, Inc. and Smart Truck Parking Services

JTL CARRIERS LLC
9218 WYNDHAM HILLS COURT,
FRANKLIN, WI 53132

Truck Smart Parking Services

PHIBOR PETROLEUM, INC.
1207 Broad Street
St. Joseph, Michigan 49085
(269) 983-7514

2016 North American Commercial Vehicle Smart Parking Services Customer Value Leadership Award

Client & Industry Recognition

Highways are the critical economic arteries of our state economy. How efficiently trucks travel on these highways impacts the health of our state economy and our individual pocketbooks. The cost of moving goods is included in the price of everything we buy.

Part studies have shown that driver fatigue contributed to 15 percent of all fatal crashes involving trucks. To address this issue, Federal Motor Carrier Safety Regulations mandate specific rest periods for drivers; however, drivers face two major issues when seeking safe and convenient places to rest:

- Not enough safe and convenient parking options where needed – many drivers will spend an hour or longer searching for parking
- No reliable real-time source of information identifying truck parking locations and availability

Truckers expending significant time looking for legal and safe parking at the end of a day will eventually increase the cost of goods paid by the consumers. The annual cost nationally of wasted fuel and unproductive working hours searching for parking is estimated at 57 billion dollars.
Project financing options:

1. Client pays installation and O&M
2. Grants cover all or some of installation and O&M
3. Client leases the platform including services
4. P3 service model: TSPS pays and gets revenue stream until all costs are recovered, then client may get share of reservation and other user fees.
5. P3 real-estate model: Facility owner contributes the facility. TSPS contributes the technology. Revenue share after costs recovered.
Discussion

- Our platform exists;
- Install base ~100 by end of year;
- Data feed integration (TMC, 511, etc.);
- Option to install and maintain signs;
- Demand is there for a reservations service to subsidize the costs;
- We are prepared to assist with grant requests
Truck Parking Models

Options:

1. Shipper/receiver provides parking on-site

2. Shipper/receiver partners with provider to operate parking
   – Adjacent land, cooperatively within industrial park...

3. State/municipality partnership
   • Mutually beneficial terms
Your role to ensure safe and efficient transportation

1. Work with shippers/receivers to provide parking options
2. Let shippers/receivers/municipalities know there are partners to provide parking solutions
3. Work with a partner to provide accurate real-time parking information and capacity
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