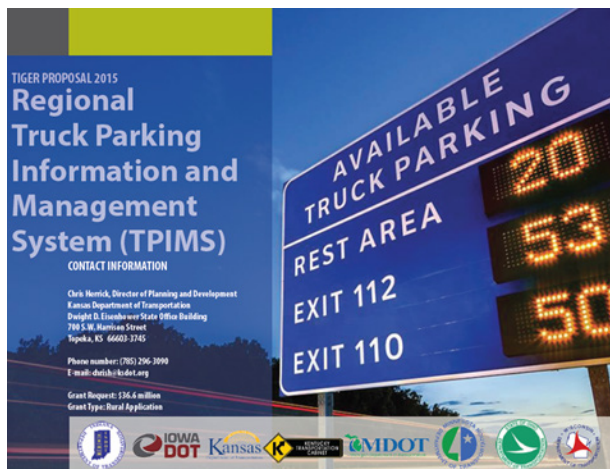




The MAASTO TPIMS Project

MAASTO 2016 CONFERENCE



MAASTO TPIMS Partner States will strengthen America's freight network by helping commercial truckers make safer, more efficient parking decisions through a user-focused information service that consistently provides timely, reliable parking availability information

Safe, convenient parking is essential for long-haul truck drivers, the lifeblood of our freight transportation network. Yet drivers often struggle for up to an hour each day to find areas to safely rest. That's why eight states – Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Ohio and Wisconsin – have joined together in developing a real-time, multi-state Truck Parking Information Management System.

What is TPIMS?

TPIMS will improve the safety and efficiency of American's freight network by providing real-time parking availability information to truck drivers through dynamic message signs, smart phone applications, traveler information websites and other means.

How will it work?

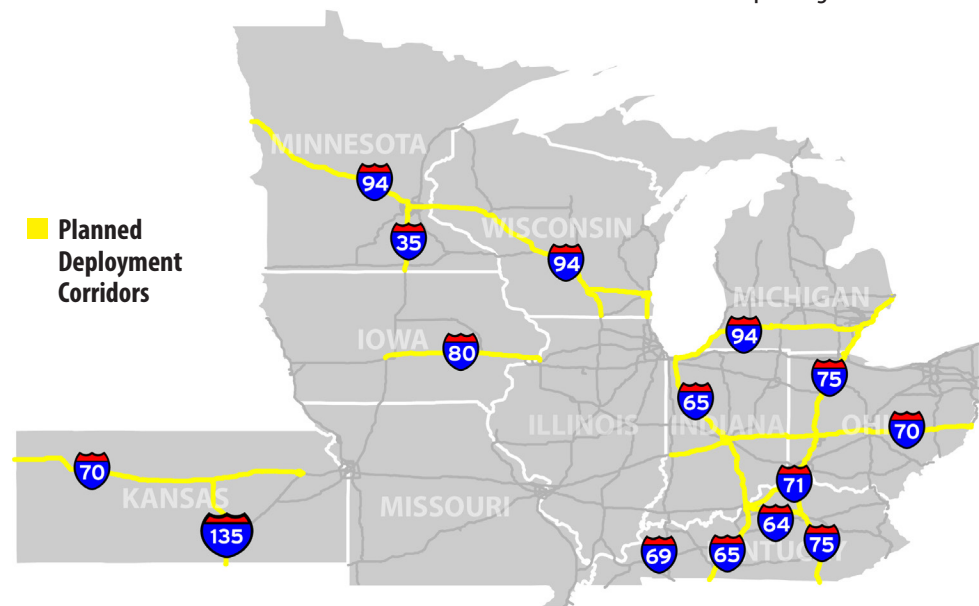
The MAASTO TPIMS initiative will provide a truly regional system. Truck drivers, dispatchers and others will see a consistent, cohesive parking-availability system as they cross state lines. This will be accomplished by consistently gathering, analyzing and distributing parking data through a common application programming interface - or API. However, each state also will have the flexibility to integrate proposed solutions into their existing transportation information systems.

How much will the project cost?

TPIMS will cost \$28.6 million (in 2015 dollars) funded through a \$25 million Federal TIGER grant and state funds. However, it is expected to generate more than \$403 million in benefits. Better parking information will mean fewer non-routine maintenance repairs on highway shoulders and ramps due to unauthorized parking. The system will also provide more efficient movement of goods, less fuel consumption and reduced emissions by reducing time truck drivers spend looking for parking.

How does the project benefit the MAASTO Partner States?

This multi-state collaboration will provide cost efficiencies and innovations in design, procurement and deployment across the MAASTO region. This will produce a safer, more efficient freight network as the trucking community is empowered to make better, more informed parking decisions.



TPIMS Deployment Corridors

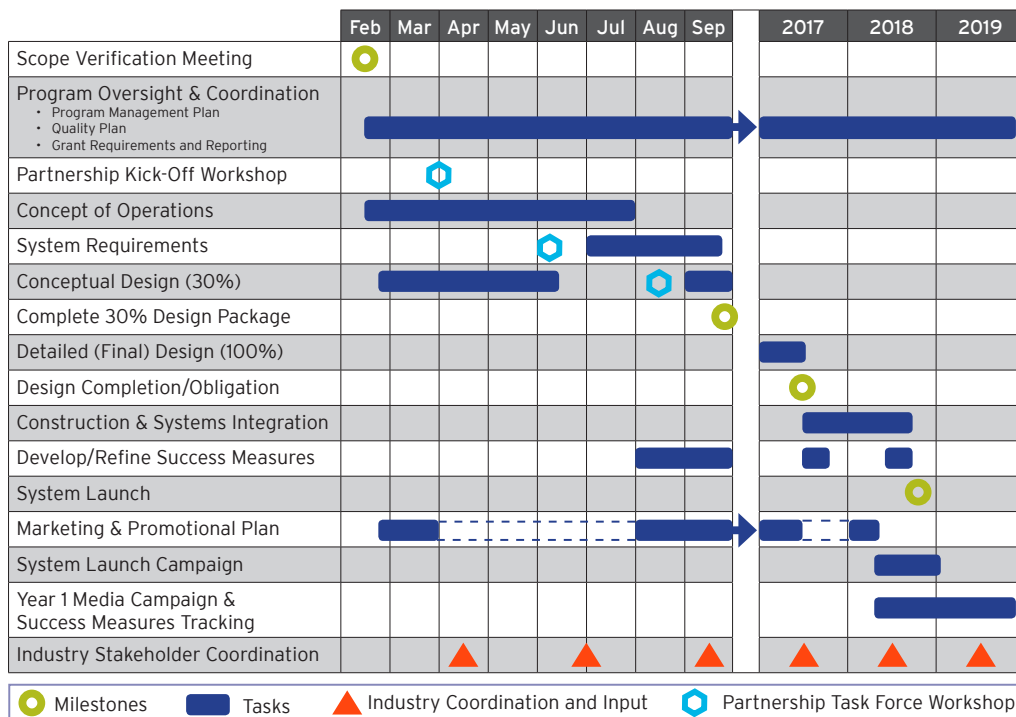
When completed, TPIMS will cover more than 150 monitored parking sites on nine high-volume freight corridors: I-35; I-64; I-65; I-70; I-71; I-75; I-80; I-94; and I-135.

Project Schedule

The federal TIGER grant — the major funding for the Regional TPIMS — has an aggressive implementation schedule:

- Sept. 30, 2016 – Preliminary design
- Summer 2017 – Final design plans
- Fall 2017 – Construction
- Fall 2018 – TPIMS deployment

Preliminary design will involve developing the concept of operations, system/design requirements, design standards and 30-percent design plans. This will have been accomplished through extensive technical analysis and trucking industry input gathered through workshops, surveys, face-to-face consultations and other means.



Measuring TPIMS Success

The success of TPIMS will be measured in ways that are meaningful to truck drivers, motorists, policy makers and other important stakeholders. Improvements to the safety and efficiency of American's freight network will be tracked according to:

Parking Utilization

- Are drivers utilizing TPIMS to inform their parking decisions?
- Have parking shortages declined?

Safety and Security

- Is truck parking more safe and secure?
- Is illegal or informal parking reduced?
- Have fatigue-related crashes declined?

System Reliability

- Can drivers rely on the accuracy of the parking information?
- Is the parking information they want available at all times?

When TPIMS is fully and successfully deployed, freight network users and supporters will experience a system that is:

Regionally Consistent

- Seamless regional look and feel
- Behind-the-scenes flexibility for state-specific concepts

Safer and More Productive

- Safer truck operations benefitting drivers and other motorists
- More efficient, profitable operations for drivers & carriers
- New economic opportunities attracted to regional corridors

A Model for National Deployment

- Proven, consistent concepts, messaging and technologies
- Easily expanded concept for use with other NHS corridors, states

For More Information

Davonna C. Moore
 MAASTO TPIMS Project Manager
 Kansas Dept. of Transportation
 (785) 296-0346
 davonna@ksdot.org

www.trucksparkhere.com

