



National Coalition on Truck Parking Meeting Proceedings

Tuesday, December 5, 2023 | 2 to 4 p.m. Eastern Time

Sponsored by the U.S. Department of Transportation Federal Highway Administration

A recording of this meeting is available upon request.

Overview

On December 5, 2023, the Federal Highway Administration (FHWA) hosted a virtual meeting of the National Coalition on Truck Parking (Coalition). About 302 participants attended the meeting, which comprised 158 State and local agency representatives, 86 private sector representatives, 45 Federal agency representatives, and 13 representatives from academia. Participants heard from leaders from FHWA, the Federal Motor Carrier Safety Administration (FMCSA), and Maritime Administration (MARAD); select State agencies, and core Coalition members on the status of truck parking needs, research, planning, and project development. Presentations and discussion centered on implementation of new truck parking requirements and projects funded as part of the Bipartisan Infrastructure Law (BIL) (also known as the Infrastructure Investment and Jobs Act, Pub. L. 117-58).

This document provides a summary of this meeting. The Coalition brings together stakeholders from the public sector, transportation organizations, the freight industry, and other groups to advance safe truck parking. The Coalition collaborates nationally and among regions to identify opportunities and solutions for truck parking needs, shares information on data and new analyses that stakeholders have developed to understand needs and trends in truck parking, encourages collaboration among stakeholders to implement solutions, and identifies opportunities to use existing and new programs to support truck parking implementation.

Summary of Proceedings

Welcome Remarks

Amber Reimnitz, Transportation Specialist, FHWA Office of Freight Management and Operations, welcomed attendees to the meeting and provided a brief overview of webroom logistics and the meeting agenda. Ms. Reimnitz then introduced Martin Knopp, FHWA Associate Administrator for the Office of Operations, to facilitate the first session.

Mr. Knopp, FHWA Associate Administrator for the Office of Operations, welcomed attendees and highlighted the importance of safety for truck parking. Safety continues to be a driving factor in the transportation industry. Mr. Knopp noted today's speakers work in organizations whose strategic plans support reducing transportation-related fatalities and injuries. The U.S. Department of Transportation (USDOT) continues to support initiatives that aim to improve the trucking industry; some are technology based, such as connected and autonomous vehicles, which could lead to breakthroughs in transportation safety and efficiencies. He indicated others in the Department support initiatives that are related to infrastructure and materials, while others support initiatives that improve operations. Mr. Knopp also



mentioned that as e-commerce has grown and demand on the Nation's supply chain have risen, the department needs to continue its focus on safe movement of freight on our transportation system.

Mr. Knopp added that the webinar will include leadership remarks from FHWA, FMCSA, MARAD, and Coalition members representing both public and private sector organizations on the importance of truck parking and safety to the Nation's freight system. He indicated the webinar discussions highlight relevant research initiatives across USDOT as a result of the BIL and other policies, presentations from Kentucky and Louisiana on their recent discretionary grant awards, and a State Department of Transportation (DOT) panel with California, Georgia, and Texas discussing their freight plan assessments, strategies, and projects they are undertaking to advance truck parking.

Overview of Agenda

- Welcome Remarks
- USDOT Modal Updates
- Feedback Questions
- Truck Parking Grant Project Presentations
- State Freight Plan Panel
- Stakeholder Updates
- Closing Remarks

Mr. Knopp introduced the following USDOT leaders and then turned it over to each to provide welcome remarks.

Shailen Bhatt, FHWA Administrator, highlighted the importance of truck parking and the ongoing development of truck parking projects across the United States and mentioned that the shortage of truck parking is a national safety concern. The trucking industry is vital to the U.S. economy, with trucks moving more than 73 percent of the Nation's goods by value, and more than 67 percent by weight. Mr. Bhatt therefore noted it is a priority that truck drivers have access to safe and secure truck parking. Mr. Bhatt added that in the absence of safe parking, drivers may end up parking in unsafe locations such as highway shoulders, freeway exit and entrance ramps, vacant lots, and even local streets. Trucks parked on the side of the highway create a safety hazard for truckers and other motorists, as well as increasing maintenance costs due to the damage trucks can cause to roadway shoulders that were not designed for heavy-vehicle parking. Mr. Bhatt recently joined Federal, State, and local officials in Laramie, WY, to unveil nearly 200 new truck parking spaces along Interstate 80. He indicated the spaces will improve safety during winter operations and facilitate safe and efficient freight movement along one of the busiest interstates in the United States. While in Wyoming, Mr. Bhatt shared a current multi-State project example, along the I-10 corridor through Arizona, California, and Texas, that will provide real-time information on parking availability, via a new mobile application, so drivers can find safe places to rest. In addition, Secretary Pete Buttigieg was recently in Salem, SD, celebrating a project that is rebuilding I-90 and adding much-needed truck parking, which will allow truckers to find a safe place to sleep. This is a safety and supply chain issue for the Nation. He noted from our perspective one out of every four dollars of the BIL funding is flowing through FHWA.



Mr. Bhatt announced some of FHWA's recent accomplishments that included USDOT awarding grants to improve truck parking under the Infrastructure for Rebuilding America (INFRA) program for fiscal years 2022, 2023, and 2024 and the National Infrastructure Project Assistance (Mega) program for fiscal years 2023 and 2024. Currently, these grant programs are funding a truck parking facility in Florida, a truck parking area and bridge replacement in Tennessee, Michigan's "Truck Stop of the Future" initiative, and an advanced commercial truck-travel plaza in Texas. Mr. Bhatt highlighted the ongoing collaboration with public sector and industry partners on the State Freight Plans and truck parking assessments. Lastly, Mr. Bhatt announced that the FHWA National Highway Institute produced an online Truck Parking development training course, which is a free course and was made available September 15, 2023. BIL has allowed for the expansion of truck parking investments by providing additional resources to truck parking capacity and introducing tools that will make roads safer.

Robin Hutcheson, FMCSA Administrator, began her remarks by giving a special thanks to Secretary Buttigieg, Martin Knopp, Caitlin Hughes, and everyone at the National Coalition on Truck Parking for being invited to speak at the webinar. Ms. Hutcheson thanked the truck drivers who joined the webinar from all over the country and mentioned that their well-being, especially their safety, is FMCSA's top concern.

Ms. Hutcheson mentioned that the COVID-19 pandemic allowed the country to acknowledge the supply chain and the process of how deliveries are made. FMCSA's mission is to reduce crash injuries and fatalities involving large trucks and buses. The truck parking shortage is clearly one of the root causes of crashes, as fatigue is a main contributor to truck crashes. In addition to building new facilities to solve truck parking challenges, technology and the effective use of data are crucial elements as well, as are the funds needed to ensure technology and data are applied successfully. Harnessing technology for safety and maximizing the impact of FMCSA grant programs is among the agency's top priorities. In September 2023, Ms. Hutcheson joined Secretary Buttigieg in Salem, SD, to announce more than \$80 million in high-priority grants to be used to increase access to truck parking and to improve safety conditions for truck drivers. During that visit, Ms. Hutcheson engaged with truck drivers who conveyed their appreciation for what the agency is doing with grant funding but mentioned that there is still more work to do. Ms. Hutcheson highlighted the Kentucky DOT's work for the department's Truck Parking Information Management System, a project that was developed in partnership with the University of Kentucky. The Truck Parking Information Management System project showcases the impact of FMCSA grants; high-priority grants announced in September funded the project. FMCSA is dedicated to partnering with the diverse set of stakeholders and sharing resources that BIL provided to help solve truck parking problems.

Tamekia Flack, MARAD Deputy Administrator, began her remarks by acknowledging that the issue of truck parking expands to many USDOT departments and programs as truck drivers play a crucial role in moving cargo to and from port gateways. However, the lack of availability of safe and secure truck parking often limits the efficiency of trucking operations. She noted if trucking challenges are not addressed properly, truck queuing and parking in the vicinity of U.S. ports can result in unsafe situations, traffic congestion, and negative impacts on the quality of life for residents living in nearby neighborhoods. Ms. Flack added that truck parking issues are not limited to coastal port areas; ports along inland waterways are also affected by the lack of truck parking. As several inland ports are in rural



areas, understanding their specific needs continues to be part of MARAD's efforts. Ms. Flack mentioned MARAD's Port Infrastructure Development Program (PIDP) funds' intermodal outreach, research, and analysis for inside-the-gate projects that improve the safety, efficiency, or reliability of the movement of goods into and out of, around, and within a port. This program has funded truck staging components focused on creating or improving areas that enable truckers to park their vehicles while waiting to drop off or pick up cargo. She also noted the PIDP program has also funded improvements to gate facilities to make operations more efficient.

Ms. Flack indicated MARAD supports capital infrastructure projects that improve cargo flow through ports and reduce the time truck drivers spend on unproductive activities. Ms. Flack said that the recently passed BIL legislation provides funding that may be used to improve the flow of trucks to and from ports and marine terminals, which offers an opportunity and support for entities seeking to invest in truck parking spaces. Lastly, she noted, truck parking solutions must address a litany of legal and jurisdictional obstacles, the complexity of port and supply chain cargo movements, the interests of labor, and the appropriate allocation of costs and benefits.

[U.S. Department of Transportation Modal Updates](#)

Natasha Pavlovich, Team Lead for Port Development & Intermodal Planning, Office of Ports & Waterways at MARAD, shared that a challenge for ports also includes truck parking shortages; short-term, long-term, and truck storage. Truck parking options are limited near port facilities, forcing truck drivers to park on the streets of industrial areas or residential neighborhoods. She noted, however, that MARAD has been reviewing State Freight Plans and awarded applications that incorporate truck parking and staging projects. Ms. Pavlovich mentioned that her agency's goal is to identify truck parking needs at or near port and intermodal facilities. As part of MARAD's outreach efforts, the agency shares grant program opportunities from other Federal agencies with future grant applicants who may have truck parking, staging, and technology-driven eligible projects.

Stephen O'Connor, Chief of Freight Policy and Staff Director Economists, Federal Railroad Administration (FRA) began his update by explaining the connection between truck parking and railroads, as rail plays a critical role in freight mobility. He informed the audience that there are 6 major class I railroads across the country and 600 short-line railroads, where short-lines provide first- and last-mile delivery of freight. Mr. O'Connor mentioned that there are about 140,000 freight rail employees, and about 28,000 rail contractors. Mr. O'Connor added that the Bureau of Transportation Statistics expects freight growth to expand 50 percent through 2050, and railways and highways need to accommodate this growth in the future. He provided an example of how current rail operations are not fully suited to sustain rail traffic, describing the Colonial Pipeline rail crisis in which the refineries were not equipped with the rail infrastructure to dispatch railcars and rather used trucks for outbound service. During the COVID-19 peak, he noted that the rail industry performed well in the transport of goods since rail operations required less social interaction compared with trucking operations. Once COVID-19 risks were lower, the rail industry was impacted with labor shortages, and it was difficult to rehire the rail workforce.

Mr. O'Connor noted that during the Mississippi River drought, the rail industry was able to transport between 5,000 and 8,000 additional/incremental carloads of grain to the Gulf Coast weekly. Additionally, J.B. Hunt and BNSF Railway announced a collaborative intermodal service called Quantum. This service



addresses highway freight needs and promises 95 percent ontime delivery. Mr. O'Connor also stated that a new Kansas City Southern and Canadian Pacific merger is offering a new streamlined service from Monterey, Mexico, to Ontario, Canada.

The FRA's Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program is a discretionary grant program that funds projects to improve the safety, efficiency, and reliability of intercity passenger and freight rail. Truck parking could be included as an accommodation in CRISI-funded grant projects if they benefit intermodal freight projects.

Nicole Katsikides, Senior Transportation Specialist and Truck Parking Coordinator, FMCSA opened her remarks by mentioning that her agency recognizes that the lack of truck parking compromises safety, and truck driver safety is the agency's priority. FMCSA is focused on finding solutions for truck parking through stakeholder engagement, State and local outreach, advancement of technology, and truck parking safety research. Dr. Katsikides mentioned that since 2018, FMCSA has awarded approximately \$11 million for truck parking systems and related technology development or research. Within the last decade, FMCSA has focused on efforts like the SmartPark Truck Parking Information System (TPIS), and since the completion of that work, the agency has been working with States to share information on noteworthy practices and innovations, as well as to fund information systems and support safe parking. Dr. Katsikides added that in addition to technology systems, FMCSA is funding innovative technology research for truck parking mobile applications and other alternatives to use connected truck information to understand parking behavior and safety impacts of parking shortages. FMCSA's research program has been working with crash data to map crashes in relation to parking, which allows for a better understanding of how trucks parked in undesignated spaces like ramps and shoulders may be vulnerable to safety issues like crashes.

This year, FMCSA's grant programs will continue to support TPISs research and development, as well as related technology and safety data research. Entities interested in TPISs, applications, or other related technology may reach out to the agency for technical assistance. FMCSA is assessing existing and planned truck parking information systems to identify best practices and state-of-the-art technology, as well as gaps where the agency needs to focus support on the build-out of systems and improved information flow. FMCSA is also exploring how the private sector is developing various mobile applications that provide parking information or connect drivers with resources and how to help bring stakeholders together to share market data. Dr. Katsikides mentioned that in collaboration with FHWA and other modal partners, FMCSA is working on ways to use data to identify truck parking demand, understand how challenges with shifts in supply chain activities affect parking, and to use this information to understand where to prioritize resources to close information gaps in truck parking.

Paul Baumer, Deputy Director, Office of Multimodal Freight Infrastructure and Policy, announced the creation of the USDOT Office of Multimodal Freight Infrastructure and Policy. Mr. Baumer shared that the purpose of the newly established office is to carry out national multimodal freight policy. He noted the office will also develop and manage the National Freight Strategic Plan and the National Multimodal Freight Network and will also administer and oversee certain multimodal freight grant programs. Deputy Assistant Secretary Allison Dane Camden attended the American Association of State Highway and Transportation Officials (AASHTO) annual meeting recently to meet with State DOT representatives and discuss truck parking issues and other freight sector topics.



Ryan Endorf, Economist, Office of the Secretary (OST) Office of Transportation Policy, also provided an update that the new office, in addition to grant programs, will assist in the development of research on improving multimodal freight mobility and oversee freight research within the department.

Amber Reimnitz, FHWA Office of Freight Management and Operations, shared that FHWA recently released two visualization tools; Freight Analysis Framework (FAF), and Vehicle Inventory and Use Survey (VIUS). FAF provides information on commodity flows and helping project future truck travel demand, which can be used to gauge an increase in parking demand. VIUS can help users understand the types of trucks on their system and can be used for designing facilities. Both data visualization tools help users understand complex freight flow patterns.

Ms. Reimnitz shared that with the FAF tool the FHWA team initiated a new research project, Methods To Disaggregate Freight Analysis Framework Flows. Disaggregated freight flows can be helpful for understanding regional and local economic conditions and freight transportation demand. FHWA has also recently initiated a new research effort to continue the dialogue from the *Truck Parking Development Handbook*. The Methodologies for Improving Safety and Environmental Efficiencies in Truck Parking project will look at the safety impacts from unauthorized parking and how the lack of available truck parking can lead to inefficiencies in freight movement, contributing to wasted time, fuel, and increased emissions. Ms. Reimnitz also shared that FHWA has kicked off a comprehensive evaluation of the I-35 corridor in Texas. This freight corridor study will include traveler information for truck parking, freight travel and congestion in major urban areas (Dallas/Fort Worth, Austin), border crossing considerations, staging for an inland port and the effects of those on truck parking demand.

As for truck parking, Ms. Reimnitz mentioned that FHWA is developing a clearinghouse of publicly available truck parking resources. This clearinghouse will include links to State-produced reports, national research publications, university transportation centers, and academic research. It is expected that this repository will be available online in spring 2024. In support of the Truck Parking Assessments required by law as part of the State Freight Plans, FHWA will be preparing a synthesis from those assessments and consider how it might impact the next update of Jason's Law, also known as section 1401 of Moving Ahead for Progress in the 21st Century (Pub. L. No. 112-141). This synthesis would also identify noteworthy practices. Ms. Reimnitz added that an *FHWA Freight and Land Use Handbook* update is also underway, and truck parking will be a part of this update. There will be a focus on incorporating freight into complete streets, the importance of freight in local economic development, and mitigating traffic impacts on local communities. Ms. Reimnitz concluded her update by mentioning that FHWA is researching options for public-private partnerships with truck parking projects. This initiative is intended to provide information to States on potential viable options for using public-private partnerships for truck parking.

Feedback Questions

Ms. Reimnitz conducted a participant feedback questionnaire to help the Coalition understand the industry's interest in the following proposed research topics:

- Research Topic 1: What is the cost of converting existing offsite facilities into truck parking sites?
 - Potential product: Research product and estimator toolkit



- Potential project completed under the National Cooperative Highway Research Program (NCHRP)
- Research Topic 2: What are the safety implications of using the rest area ramps for additional truck parking capacity?
 - Focus on the safety considerations and inventory of potential spaces nationwide.
 - Potential product: Research product and brochure
- Research Topic 3: What are considerations for allowing other companies' trucks to park in a commercial freight or transfer yard?
 - Focus on understanding legal and operating implications
 - Potential product: White paper

Truck Parking Grant Project Presentations

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 2023 grant program: Louisiana Ouachita River and LA Hwy 165 Multimodal Connectivity and Safety Project

Greg Richardson, Port Director, Columbia Port Commission in Louisiana, provided an overview of the RAISE 2023-funded Louisiana Ouachita River and Louisiana (LA) Highway Multimodal Connectivity and Safety project. Mr. Richardson began his overview presentation by mentioning that this Louisiana project validates that rural communities, such as this one in Caldwell Parish, LA, can compete for Federal funding opportunities. The project is located along the Ouachita River in rural north-central Louisiana, near Columbia in Caldwell Parish, with an historically economically depressed population of fewer than 10,000. The project emerged from the identified infrastructure needs due to a nearby groundbreaking biofuel zone, which includes a biomass power plant, a biofuel gasification facility, and a carbon sequestration well. The port leading this project is a rural public port that supports the agricultural community and is collaborating with Louisiana Green Fuels on their new \$2.8 billion biofuel facility that is expected to provide 1,200 construction jobs, 150 direct jobs, and more than 400 indirect jobs. Mr. Richardson stated that this project allows for transportation challenges in the area, such as increased truck traffic at the port, to be addressed.

The project is located at the port, which is adjacent to Louisiana Highway 165 connecting Monroe (I-20) and Alexandria (I-49). Although the highway spans 100 miles through the region's rural communities, this critical 4-lane highway lacked fundamental amenities such as parking facilities, truck stops, and electric vehicle (EV) charging stations. Regarding the project's impacts, Mr. Richardson stated that the truck parking facility (TPF) serves as a force for economic growth enhancing the transportation system and elevating the port's profile as a multimodal industrial complex, which aligns with USDOT's initiatives including Jason's Law for highway safety. In addition to addressing safety requirements, the project also contributes to local job creation, increased tax revenue, and a resilient transportation system. The project aims to enhance travel time, reliability, improving the movement of goods, and transportation resiliency during emergencies.

Mr. Richardson noted this project is a \$15.29 million investment: \$10.5 million in RAISE grant funds, \$4.3 million in Louisiana Department of Transportation and Development (LaDOTD) Port Priority Program (PPP) funds, and \$0.5 million in Department of Homeland Security (DHS) Port Security Grant Program (PSGP) funds. The components of the project include:



- TPF: capacity for 50 trucks and 100 cars
- EV charging stations: 12 stations supporting electric vehicles
- Land purchase
- Security and fencing
- Utilities
- Amenities building: Rest and recovery area with restrooms, showers, vending and dining space, walking trail, green space for pets, recreational vehicle dump station, and a food truck courtyard

Mr. Richardson added that the port's environmental commitment is evident in the development of the TPF's role in reducing emissions and promoting green practices contributing to the overall goal of carbon neutrality. Key stakeholders MARAD, LaDOTD Office of Multimodal Commerce, Port Association of Louisiana, Louisiana Motor Trucking Association, the Board Association of Louisiana, and other regional economic development groups supported the project application. The collaboration among these stakeholders validated the project's merit and highlighted the network of assistance needed to ensure the success of the project's application.

Mr. Richardson concluded his presentation by mentioning that their RAISE application was a testament to securing and leveraging both State and Federal funding. The port leveraged grants from LaDOTD PPP, DHS PSGP, Delta Regional Authority (DRA), U.S. Department of Agriculture (USDA) Rural Development, Community Program Funding (CPF) earmark, and U.S. Economic Development Administration (EDA) Disaster Supplemental, which totaled \$38.2 million. The application for this project can be accessed at www.portcolumbia.com under "Documents." Mr. Richardson emphasized that access to the application for this project can serve as a reference for other agencies due to the limited availability of awarded grant applications.

High Priority Innovative Technology Deployment (HP-ITD) 2023: Executive Office of the Commonwealth of Kentucky

Tom McDaniel, Director, Kentucky Transportation Cabinet Division of Motor Carriers, began his presentation by providing an overview of Kentucky's Innovative Technology Deployment (ITD) team, which comprises a diverse group of agencies including the Kentucky Transportation Cabinet; Kentucky Justice and Public Safety Cabinet (Kentucky State Police); motor carrier industry (Kentucky Trucking Association, M&M Cartage); FMCSA's Kentucky Division; and the Kentucky Transportation Center, University of Kentucky. Kentucky has been a longtime participant in FMCSA's ITD program, which empowers States to use technology to improve commercial vehicle operations. Mr. McDaniel mentioned that one of the Kentucky ITD team's primary goals is enhancing the safety of commercial vehicle operations. Kentucky's ITD team was formed in 1996 and is still active today, with approximately 25–30 members.

Mr. McDaniel stated that in 2018, during the Kentucky ITD team's annual strategic planning meetings, the truck parking shortage issues began to surface. To address truck parking shortages, Kentucky decided to seek out funding from the HP-ITD program to pursue a technology-based solution for some of its truck parking issues. FMCSA awards HP-ITD funds to support innovative and impactful projects that advance its mission to reduce crashes, injuries, and fatalities involving large trucks and buses. Mr. McDaniel



added that the objective of the HP-ITD program is to advance the technological capability and promote the deployment of its applications for commercial motor vehicle operations.

FMCSA awarded Kentucky grants for both fiscal year 2022 and fiscal year 2023 projects. In 2022, FMCSA awarded Kentucky \$300,000 for the State's Enhancement of Truck Parking Information Management System (TPIMS) project, which was a research component that allows Kentucky stakeholders to better understand the issues with the current system. The research also seeks to identify technological enhancements, to improve accuracy, and to reduce or eliminate the need for regular verification of the data. The initial project involves testing technologies in a pilot setting and identifying enhancements that can be rolled out to all sites.

The second project, Enhance and Expand TPIMS, was awarded \$1,270,400 in 2023 and builds on the findings of the first project. Technologies that resulted in greater accuracy will be rolled out to existing sites as well as to new sites, allowing Kentucky to have comprehensive information on truck parking availability for commercial motor vehicles. Mr. McDaniel added that radar systems count the trucks that enter and exit the parking areas, personnel use closed circuit television (CCTV) to verify the data, and they make updates to the availability information at least once per day. Currently the system includes 12 public sites and 1 private site. The current system analyzed data for the 12 public sites only, and Kentucky was overreporting truck parking availability by 25 percent. Large variations in accuracy are occurring at the various sites. The reasons for inaccuracies include radar sensor obstruction and radar reflection issues due to bad weather.

Mr. McDaniel stated that Kentucky is currently seeking technological enhancements to improve accuracy and reduce the need for human verification and intervention. They anticipate having that information summarized by February 2024. Other milestones that Kentucky seeks to achieve include identification of pilot locations and technologies by October 2024, rollout of enhanced TPIMS to additional sites in 2025–2026, and the expansion of TPIMS to additional sites by 2025–2026.

State Freight Plan Panel

Ms. Reimnitz facilitated a panel representing multiple State DOTs to discuss how they incorporated truck parking into their State Freight Plans.

Panelists: Alison Nealon, Acting Southern California Freight Planning Program Manager, California DOT (Caltrans); Merishia Coleman, Assistant Office Head for Strategic Planning, Georgia DOT; Tyler Graham, Senior Freight Planning Project Manager, Texas DOT

- What are the main truck parking challenges your State is trying to overcome, and how did you incorporate that into your State Freight Plan?
 - Alison Nealon (Caltrans) replied that the biggest challenges for Caltrans include not having enough available truck parking and a general lack of awareness about freight and goods movement. She added that California land costs have also challenged efforts to acquire more land for truck parking.
 - Tyler Graham (Texas DOT) echoed Alison's statement. Because of Texas' size, there are challenges to spanning urban and rural geographies, considering international border crossings, and other special issues.



- Merishia Coleman (Georgia DOT) added that Georgia has the same issues with capacity and space available. Funding has been another barrier to expansion. Interacting with communities that are adjacent to potential expansion sites has also been a challenge for the agency. Ms. Coleman shared that Georgia DOT is working toward more local and private involvement in the truck parking issue across the State.
- Can you share examples of how your State has successfully addressed truck parking challenges?
 - Tyler Graham (Texas DOT) answered that the Texas Transportation Commission has been receptive to the State's needs around the truck parking issue. Texas DOT has had a lot of success with dedicating funding for truck parking, deploying innovative technology that maximizes the spaces they have, and introducing more real-time spot tracking.
 - Merishia Coleman (Georgia DOT) added that Georgia has done additional scoping during its freight plan process to identify sites where they can maximize spaces. A major victory and outcome of the preliminary study was allowing overnight parking at rest stations in 2022.
 - Alison Nealon (Caltrans) reiterated that California has a lot of freight facilities, including major ports and rail. The State completed its most recent truck parking study in February 2022. Caltrans is working with neighboring States to expand a truck parking availability system (TPAS) across the I-5 and I-10 corridors. There is also an ongoing effort to reopen some previously closed safety roadside rest areas and convert them into rest areas with potential zero-emissions infrastructure in the future.
- What are some of the safety considerations DOTs and industry leaders should be discussing as they look to expand the availability of truck parking?
 - Merishia Coleman (Georgia DOT) discussed the importance of site accessibility, police or private security oversight of day-to-day operations, and emergency vehicles being able to reach truck parking spots for the health and safety of drivers. Ms. Coleman shared that risk mitigation, private agencies taking on liability for truck parking, and safety overall have been key components of discussions with the trucking committee about expanding the availability of parking statewide.
 - Alison Nealon (Caltrans) added that many do not realize that providing proper restroom facilities is a major safety concern. Having clean and safe restrooms supports workers and minimizes hazardous cleanups. Ms. Nealon went on to share that between 2014 and 2018, California had over 1,600 crashes involving parked trucks alone. Raising more awareness about how a lack of truck parking makes the roads less safe for all users is a key part of Caltrans' approach to the issue.
 - Tyler Graham (Texas DOT) agreed and added that many local stakeholders and members of the public are unaware of why Jason's Law exists, Jason's Law itself, and how important safe truck parking regulations are to keeping goods moving across the county. Texas DOT has a unique opportunity to forge conversations and bring more attention and investment that emphasizes how vital truck parking is to



- the freight system. Mr. Graham discussed public outreach and education as a key part of the approach to helping people understand how truck parking is a crucial safety benefit for all road users.
- States have had success giving drivers access to real-time information about the availability of parking through signage and mobile applications; how might we effectively share and use this data to inform decisionmaking?
 - Alison Nealon (Caltrans) shared that California is still in the infancy of its TPIS and has been working with neighboring States to develop its system. Nealon discussed a desire to see more best practices on TPIS and other truck parking information from all State DOTs compiled into a single platform.
 - Tyler Graham (Texas DOT) pointed to the I-45 corridor in Walker County, where Texas DOT has implemented a pilot project for truck parking availability that has produced useful data about how the facilities are used. The agency has passed these data on to executive leadership and stakeholders such as metropolitan planning organizations (MPOs), which use it for decisionmaking.
 - Merishia Coleman (Georgia DOT) described Georgia's TPIS system development as being in its early stages. Ms. Coleman added that the State is looking for best practices and best technologies available.

Stakeholder Updates

Caitlin Hughes, Director, FHWA's Office of Freight Management and Operations, invited Coalition core partners to give updates. Core partners have been a part of the Coalition since it formed in 2015 and include AASHTO, the American Trucking Associations (ATA), the Commercial Vehicle Safety Alliance (CVSA), the National Association of Truck Stop Operators (NATSO), and the Owner-Operator Independent Drivers Association (OOIDA).

Daniel Wanke, Program Manager for Freight, AASHTO, thanked the Coalition for the opportunity to provide an update on AASHTO's behalf. AASHTO covers truck parking from a variety of perspectives including public policy, project bidding, and transportation operations. Mr. Wanke works on the public policy front in collaboration with AASHTO's freight planning and operations staff. He noted the team is monitoring truck parking inventory, legislation, and funding opportunities in Congress, and grant awards that are being used for truck parking projects. AASHTO's special committee on freight took the initiative to create a truck parking subcommittee with the specific goal of examining and discussing solutions around this critical issue. AASHTO is actively recruiting more members to be a part of the group. Mr. Wanke indicated State DOT representatives on AASHTO's Special Committee on Freight continue to collaborate with multimodal freight industry partners and recently had Darrin Roth from ATA share perspectives on truck parking and other industry priorities. He also noted the committee also welcomed Allison Dane Camden, Deputy Assistant Secretary for Multimodal Freight Infrastructure and Policy at USDOT, who gave updates on the formation of her new office in OST and the agency's engagement with truck parking and other freight issues.

Darrin Roth, Vice President of Highway Policy, ATA, started his updates recalling the early days of the Coalition almost a decade ago and reflecting on how much this group and interest in the truck parking



issue has grown since then. ATA has been focused on spreading the word about new opportunities for funding and investment. Mr. Roth said the Association has been using USDOT's grant database to identify how much Federal money is going toward truck parking capacity expansion. He noted Federal grants are being issued for new truck parking spaces and other important capital improvements, but only a handful of projects have been approved. ATA is interested in learning about how those projects may have been more competitive to help future applicants. Mr. Roth said nearly all Federal aid highway money can be used for truck parking expansion now, but only a small number of projects have been funded this way, and ATA is interested in understanding what may be preventing States from using these resources. He continued that in conversations with Secretary Buttigieg, ATA has learned that many States are still not aware that their Federal aid money can be used for truck parking purposes. As a result, ATA has taken the lead on outreach efforts that promote awareness of truck parking funding resources and legislative priorities like the Truck Parking Safety Improvement Act. ATA is interested in understanding how the industry can remove barriers to private sector investments in parking expansion and is excited about DOT's forthcoming guidance on private-public partnerships for providing truck parking. Mr. Roth said ATA is looking toward the future; they are interested in conversations about how the shift to zero-emission vehicles may impact truck parking patterns and capacity. Mr. Roth concluded his updates, thanking the Coalition for making truck parking a priority and for the opportunity to share and collaborate.

Adrienne Gildea, Deputy Executive Director, CVSA, started by thanking the group for an opportunity to give an update about CVSA's work. Ms. Gildea oversees CVSA's policy and advocacy efforts, and a big part of that is addressing the Nation's truck parking challenges. She noted a lack of adequate truck parking creates unsafe conditions for the drivers and a no-win situation for inspectors who are tasked with truck parking enforcement. Ms. Gildea said to support legislative efforts directed at addressing truck parking, CVSA has signed letters, gone to Capitol Hill, and collaborated with other organizations focused on this issue. CVSA's North American fatigue management program is a comprehensive approach to helping motor carriers, drivers, and people in the industry understand the role of fatigue and how to combat it. She continued that the program has modules directed at shippers and receivers that emphasize the importance of adequate parking and help more of the freight industry understand the conditions drivers are facing nationwide. CVSA is looking forward to continuing to find new ways to support those who are doing the work to address the Nation's truck parking shortages.

Alexandra Shirk, Research Associate, American Transportation Research Institute (ATRI), began by sharing ATRI's top industry issues report, which has been surveying motor carrier executives and truck drivers for more than a decade. In 2023, the survey ranked truck parking as the No. 2 issue across all industry and stakeholder groups, its highest position ever on the overall survey. Ms. Shirk noted that ATRI tracks operating costs annually, and this year the cost to operate a truck has skyrocketed. She indicated when ATRI first published its Truck Driver Parking Diaries Report about 5 years ago, it determined that drivers spend an average of 56 nonrevenue minutes a day looking for truck parking. At the time of this study, she said truck drivers were losing more than \$4,600 a year in lost wages. Now, using 2023 data, she noted they can estimate that drivers are losing more than \$5,900 a year looking for parking. ATRI is on an NCHRP study team working on a report on TPISs. Ms. Shirk said an expected outcome of this report are recommendations on ways to standardize State and regional corridor truck parking information management (TPIM) systems to increase reliability and availability. In addition, she



indicated a joint research effort with NCHRP is looking at truck parking issues among local jurisdictions that oversee important zoning and regulatory functions that can be barriers to efforts to expand truck parking. Ms. Shirk finished her updates by sharing a map of current State, local, and truck parking studies and thanking the Coalition for the chance to speak.

Tiffany Wlazlowski Neuman, Vice President of Public Affairs, NATSO, shared that NATSO has been a Coalition member since its inception and appreciates the annual opportunity to meet and discuss this area of concern. NATSO represents truck stops, travel centers, and transportation energy providers. She highlighted that NATSO's membership included national and regional chains as well as independently owned, small businesses. In addition to more traditional truck stops and travel centers, Ms. Wlazlowski Neuman indicated that NATSO has a growing body of regional chains from the convenience sector that are beginning to serve commercial drivers more often. She noted that private industry provides 90 percent of the Nation's truck parking, so NATSO is a key partner working to address truck parking concerns at all levels. She highlighted that in 2023, NATSO supported the Truck Parking Safety Improvement Act that would encourage grant recipients to partner with the private sector to maximize limited Federal dollars. Partnering with private industry, she said, allows new truck parking to be placed near locations where drivers already have access to all the amenities that a truck stop or travel center provides. NATSO continues to work with State freight advisory committees and States that are putting forward their State truck parking plans to help identify locations where it may be suitable to partner with a private enterprise. Forging the right connections is important, especially in local communities. In conclusion, Ms. Wlazlowski Neuman noted there are many examples of strong citizen opposition to truck parking and many opportunities for the trucking industry to help more people understand how freight operates, why truck parking is important, and the ways it can contribute to a local economy.

Bryce Mongeon, Director of Legislative Affairs, OOIDA, stated that the national truck parking shortage consistently ranks as one of the top concerns of its members. He said OOIDA would like to focus on the Truck Parking Safety Improvement Act, one of its key legislative objectives. Mr. Mongeon noted that the bill is bipartisan legislation that would provide dedicated Federal funding for the expansion of truck parking capacity. With dedicated funding, he indicated OOIDA believes there will be stronger interest in States using Federal resources for truck parking. Although funds can currently be used on truck parking initiatives, he said they must compete with other safety priorities. Mr. Mongeon cautioned that without strong public awareness about the safety implications associated with truck parking, the issue tends to be overlooked. He noted the Truck Parking Safety Improvement Act would provide \$755 million to eligible entities for adding truck parking capacity and establish a competitive grant program to expand capacity and encourage private-public partnerships. There has been a lot of bipartisan support: Mr. Mongeon highlighted back in May the House Transportation and Infrastructure committee approval of the legislation with a 60-4 vote and recently the Senate's Environment, Public Works, Transportation, and Infrastructure subcommittee held a hearing on highway safety issues that focused on the bill. OOIDA hopes this hearing and momentum will help get the bill over the finish line and deliver progress for the industry and its membership.

Closing Remarks

Caitlin Hughes thanked the stakeholder representatives for sharing updates on their efforts to improve truck parking nationwide and all attendees for being part of today's event. Ms. Hughes encouraged



everyone to continue to look for new opportunities and angles to address truck parking needs going forward. With the agenda for the meeting completed, she welcomed attendees to visit the FHWA Truck Parking website for more information: http://ops.fhwa.dot.gov/freight/infrastructure/truck_parking.

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