



## National Coalition on Truck Parking Meeting Notes

September 30, 2022

### Overview

On September 30, 2022, the Federal Highway Administration (FHWA) hosted the 6th meeting of the National Coalition on Truck Parking (Coalition). Participants heard about current truck parking initiatives, including an overview of planning, research, and investment resources. This document summarizes 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 with regional transportation organizations to identify opportunities and solutions for truck parking needs, share information on data and new analyses developed by stakeholders to understand needs and trends in truck parking, encourage partnerships among stakeholders to implement solutions, and identify opportunities to use existing and new programs to support truck parking implementation.

### Presenters

- Pete Buttigieg, Secretary of Transportation, U.S. Department of Transportation (USDOT)
- Stephanie Pollack, Acting Administrator, FHWA
- Robin Hutcheson, Administrator, Federal Motor Carrier Safety Administration (FMCSA)
- Rear Admiral Ann C. Phillips, (retired (ret.)), U.S. Navy, Administrator, Maritime Administration (MARAD)
- Susan Howard, Director of Policy and Government Relations, American Association of State Highway and Transportation Officials (AASHTO)
- Darrin Roth, Vice President for Highway Policy, American Trucking Associations (ATA)
- Adrienne Gildea, Deputy Executive Director, Commercial Vehicle Safety Alliance (CVSA)
- Tiffany Wlazlowski Neuman, Vice President of Public Affairs, National Association of Truck Stop Operators (NATSO)
- Bryce Mongeon, Director of Legislative Affairs, Owner-Operator Independent Drivers Association (OOIDA)
- Martin Knopp, Associate Administrator, FHWA Office of Operations
- Caitlin Hughes, Director, FHWA Office of Freight Management and Operations (HOFM)
- Jeff Purdy, Freight Program Team Leader, FHWA HOFM
- Eric Fredericks, Freight Policy Coordinator, California Department of Transportation (Caltrans)
- Craig Hurst, Manager of the Freight Mobility and Safety Branch, Colorado Department of Transportation (CDOT)
- Marygrace Parker, Freight Program Director, The Eastern Transportation Coalition (TETC)
- Cynthia Maloney, USDOT Volpe Center (Volpe)



## Participants

There were 305 participants in attendance on the virtual meeting, representing public and private sector agencies. The meeting was open to the public.

## Summary of Proceedings

### Welcome and Introduction

Cynthia Maloney of the USDOT Volpe Center welcomed attendees to the meeting. She introduced Martin Knopp, Associate Administrator for Operations at the FHWA, for welcoming remarks.

Mr. Knopp first acknowledged those recovering from recent storm events. He then welcomed everyone to the event and emphasized the importance of safety in our Nation's freight system and acknowledged the work that all stakeholders are doing to reduce fatalities. He also spoke of improvements in technology, operations, and materials, which all serve to advance truck parking. Mr. Knopp thanked those who are part of the Coalition.

### Overview of Agenda

Mr. Knopp provided an overview of the agenda for the meeting:

- Welcome and Introduction
- Secretary's Remarks
- U.S. Department of Transportation Leadership Remarks
- Truck Parking Activities Update
- Truck Parking Initiatives
- Stakeholder Updates
- Closing Remarks

### Secretary's Remarks

**Pete Buttigieg, Secretary, USDOT**, also offered his thoughts for those affected by recent storms and acknowledged the work that partners are doing to help those affected. Secretary Buttigieg then described a recent experience speaking with a truckdriver about their experience on the job and emphasized the importance of trucking being a safe job. He acknowledged the lack of safe places for truckers to pull off highways and highlighted how female drivers in particular feel that they cannot find a safe place to pull off, making them more hesitant to join the industry. He highlighted how Jason's Law, also known as section 1401 of Moving Ahead for Progress in the 21st Century (Pub. L. No. 112-141), led USDOT to conduct and publish two surveys on truck parking, and he described a few issues related to truck parking: that highway shoulders are not designed to handle truckers and weight for hours, trucker fatigue is a systemic issue, and truckers find the shortage of parking weakens the supply chain. He also highlighted how the Bipartisan Infrastructure Law (BIL; enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58) is deploying money with eligibility to bring safe truck parking. Secretary Buttigieg also highlighted a



new *Truck Parking Development Handbook* ([Handbook](#)) that USDOT published. He noted all the products we enjoy in our everyday lives are things we have truckers to thank for and that everyone is better off when truckers can do their job. In closing, he welcomed everyone to the event and reiterated that truck parking is a high priority.

### U.S. Department of Transportation Leadership Remarks

**Stephanie Pollack, Acting Administrator, FHWA**, began by thanking attendees for engaging on truck parking and safety concerns. She thanked the FHWA team members who work on truck parking and safety. Ms. Pollack reiterated that safety is the administration's top priority—that it is not just about safety for truckers, but for everyone. She highlighted that truckers are on ramps and shoulders, which poses a danger for them and others. She also mentioned that funding under BIL gives the agency opportunities to work with States and industry partners. She encouraged States to use formula funding for truck parking and noted the agency recently released [a memo](#) with additional information about truck parking eligibility under the various formula programs. Acting Administrator Pollack also highlighted several discretionary grants and said that the public sector is properly positioned to make more truck parking a reality because of these new grants and other existing funding sources. She also noted that States must now include a commercial truck parking assessment as part of their State's freight plan. Ms. Pollack also mentioned that FHWA has released a product called the *Truck Parking Development Handbook*, which can help with planning for and developing truck parking, as well as fundamental issues and demand to integrate truck parking. She concluded her statements by reiterating the need to continue working together to address this important issue.

**Robin Hutcheson, Administrator, FMCSA**, started by thanking Secretary Buttigieg for his focus on the issue. She also thanked colleagues at FHWA for helping to convene this meeting, Administrator Phillips, and all those in attendance. Ms. Hutcheson noted attention on truck drivers has increased and explained that rest for truck drivers is fundamental for road safety. She noted that ensuring trucking jobs are good jobs is critical for a strong, stable workforce. She mentioned that BIL has directed DOT to form a [Women of Trucking Advisory Board](#). The infrastructure law also created grants to help agencies implement real-time data for truck parking availability information for truckers. She said that FMCSA will continue to prioritize truck parking projects in fiscal year 2023. She closed by saying that the Biden Administration is ready to continue the work and thanking the Coalition for its commitment to roadway safety.

**Rear Admiral Ann C. Phillips (ret., U.S. Navy), Administrator, MARAD**, thanked Mr. Knopp and the Coalition. She also thanked Secretary Buttigieg and fellow administrators and said MARAD is committed to the safety of truck drivers at or near ports and marine terminals. She explained that truck drivers are the "first and last mile," essential to the supply chain, and often must perform their duties under extraordinary circumstances. Ms. Phillips described a need for additional truck parking facilities near ports and marine terminals. She also mentioned discretionary grant programs, such as the [Port Infrastructure Development Program \(PIDP\)](#), which includes eligibility for projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port. Truck parking facilities in or near ports can factor into these types of



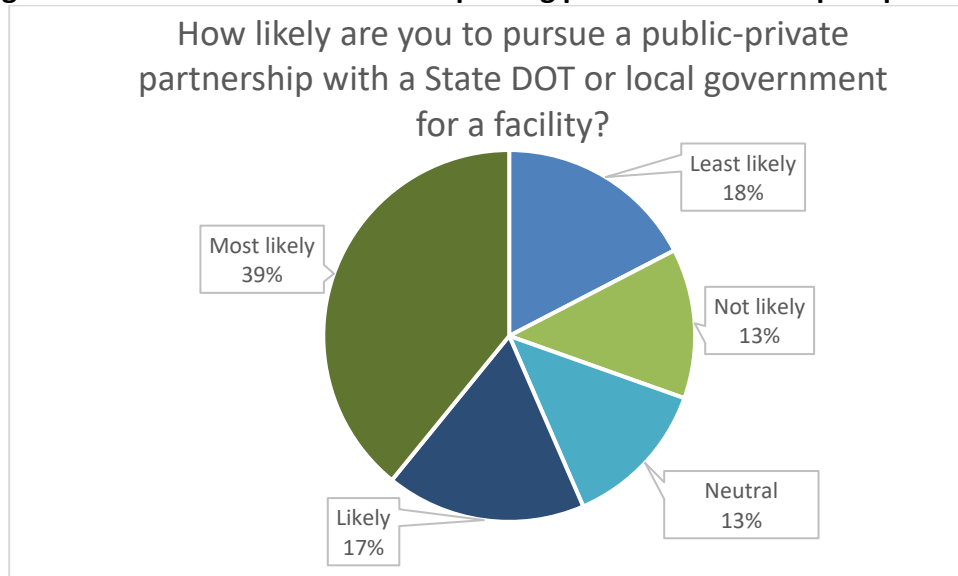
projects in several ways, including new or expanded intermodal facilities, intelligent transportation systems, and digital infrastructure. In closing, Ms. Phillips expressed her desire to work with public and industry partners and thanked the Coalition for its work.

## Audience Poll Questions

Attendees were polled about their truck parking needs and interests. Results of these polls are described in the following section:

**Question 1:** For private sector truck parking providers interested in expanding: On a scale of 1 to 5 (with 1 being least likely and 5 being most likely), how likely are you to pursue a public-private partnership (P3) with a State department of transportation (DOT) or local government for a facility?

**Figure 1. Chart. Private sector truck parking providers: focused poll question.**



**Question 2:** For State DOT representatives: What is the biggest data challenge you face for understanding and planning to address truck parking needs?

*Responses included:* working with locals and not-in-my-backyard (NIMBY) nondevelopment proponents; lack of access to affordable, high-quality data; inventory of existing parking locations; real-time arrival and departure times data collection; limited staffing; and data quality control.

**Question 3:** For the State DOT representatives: What is the biggest impediment your State needs to overcome to construct more truck parking?

**Table 1. State Department of Transportation-identified truck parking needs.**

Response	Number of Respondents
Operation and maintenance costs	21
Other needed highway asset improvements	17
Opposition from nearby communities	8
Higher priority freight capacity improvements	6
State law restrictions on P3s with truck stops	6
Other	5
Other high-priority safety needs	3

Those who responded “other” typed more specific answers in the virtual chatroom and included: available land or right-of-way, mismatch of available land and areas where truck parking needs are the greatest, senior leadership support for truck parking as a priority, and safety and maintenance of parking areas.

**Question 4:** For everyone: What new initiatives or resources would you like to see from the National Coalition on Truck Parking?

*Responses included:* dedicated funding for truck parking, safety for female drivers at all parking facilities, identified best practices of successfully implemented truck parking initiatives from across the country, inventory of parking shortages by metropolitan planning organization (MPO) region, reducing emissions from parking, incab notification of truck parking availability, greater public engagement, better media promotion of activities, how to handle community opposition to new truck parking areas, less regulation, collaboration with seaports, free data sources, and Coalition action to develop and enlarge parking areas.

## Truck Parking Activities Update

**Jeff Purdy, Freight Program Team Leader, FHWA HOFM,** began by thanking those for participating in the poll as they will inform the office and future development. He explained that BIL added a commercial motor vehicle parking facilities assessment requirement to State Freight Plans, which some States have done historically as a separate effort from their plans. Mr. Purdy said that adding this assessment creates a common framework for these plans and will aid future analysis on the national level. He also explained that FHWA recently provided updated guidance on the eligibility of truck parking expenses under major Federal funding sources. The four main Federal aid highway formula programs ([Surface Transportation Block Grants Programs \(STBG\)](#), [National Highway Freight Program \(NHFP\)](#), [Highway Safety Improvement Program \(HSIP\)](#), and the [National Highway Performance Program \(NHPP\)](#)) are used to build additional truck parking facilities. BIL created new funding programs including [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\)](#), which can be used for resiliency at existing truck parking



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facilities; the [Carbon Reduction Program \(CRP\)](#), which can be used for advanced truck stop electrification systems; and [Congestion Mitigation and Air Quality Improvement \(CMAQ\)](#) funds, which can be used for electrification. Mr. Purdy noted that States and other eligible public entities can apply for discretionary grants and that two Infrastructure for Rebuilding America (INFRA) grants went to truck parking this year to create 125 spaces in Tennessee and another 120 spaces in Florida. He also spoke about the new *Truck Parking Development Handbook*, which presents strategies for integrating truck parking with freight land uses, as well as tools for estimating truck parking generation and need. The Handbook identifies the benefits of truck parking and benefit/cost and economic impact analysis, as well as discussing factors for identifying sites and designing truck parking. Finally, the Handbook examines attributes for improving truck parking safety and provides examples for case studies of successful truck parking developments.

## Truck Parking Initiatives

**Craig Hurst, Manager of the Freight Mobility and Safety Branch, CDOT**, explained that in 2019, CDOT's freight team conducted the first phase of a truck parking study with a consultant to understand inventory and needs. CDOT worked closely with its partners and stakeholders to identify challenges and opportunities. One main concern is continued growth without building solutions for truck parking. From the truck parking assessment, CDOT began work with planning partners and looks to develop a P3 in areas that the State identified as high need. On September 28, 2022, CDOT broke ground on a P3 partnership between the State and Bennett, CO. CDOT signed a memorandum to pay for the design on the bridge, and the town is making intersection improvements to add 114 spaces at the Love's facility, located directly off of I-70. Mr. Hurst concluded by reiterating CDOT's desire to work together with all parties to develop truck parking.

**Marygrace Parker, Freight Program Director, TETC**, provided a quick overview of TETC and its structure. She highlighted the TETC Truck Parking Working Group (TPWG) and TETC member States' various truck parking activities, including:

- Georgia Statewide Truck Parking Study, which used a unique approach for filtering crash data to identify potential unauthorized truck parking locations.
- Kentucky Transportation Cabinet [Truck Parking Assessment and Action Plan](#), which used an innovative approach for collecting driver and stakeholder input using a Web-based, interactive demand map. The State installed signs with quick response (QR) codes at rest areas and welcome centers to collect this data.
- Rhode Island Statewide Planning's Freight and Land Use Training Series, a hybrid training program for public agencies drawing connections between truck parking and local freight planning and land use concepts.
- Delaware [Statewide Truck Parking Study](#), which was a multifaceted data analysis effort to identify undesignated truck parking location access if the primary issue was staging or hours of service (HOS).

Ms. Parker also described the TETC Truck Parking Resource Matrix for sharing information related to truck parking. The matrix is intended to enhance stakeholder knowledge and enable agencies to share related resources, such as truck parking studies, requests for information (RFIs), requests for proposals (RFPs), concepts of operations (ConOps), and memoranda of understanding (MOU).

**Eric Fredericks, Freight Policy Coordinator, Caltrans**, described how the State's Freight Plan requires truck parking needs to be studied in California to determine how best to catalyze new truck parking. One major challenge identified in the State is a lack of actionable data related to truck parking. In response, California is considering changes in the way Global Positioning System (GPS) data can be accessed to allow access to anonymized GPS data to determine where the demand for parking is unmet. The truck parking study is also working to determine a statewide method to prioritize truck parking needs across the State. Mr. Fredericks highlighted two specific tasks of the [California Statewide Truck Parking Study](#). Task 6 was the development of a feasibility guide, which looked at California-focused research to develop methodology and planning criteria for evaluating potential truck parking sites. Task 7 was about leveraging the California Truck Parking Technical Advisory Committee (TAC) to conduct stakeholder engagement about truck parking. The TAC includes more than 110 members representing a range of stakeholder groups, from government agencies to ports to private companies and advocacy organizations. Some activities of the Committee included interviews and surveys with drivers, equity-focused workshops in affected communities, and outreach to numerous agencies and organizations.

## Stakeholder Updates

**Caitlin Hughes, Director, FHWA HOFM**, expressed thanks to the stakeholders for taking the time to provide updates. She then introduced the five stakeholders.

**Susan Howard, Director of Policy and Government Relations, AASHTO**, highlighted AASHTO's Special Committee on Freight as the organization's dedicated group for multimodal freight and truck parking. The organization also has a Committee on Transportation Systems Operations focused on emergency permitting. Ms. Howard also discussed AASHTO's ability to fund research and highlighted current examples: Project 08-141, A Guidebook For Local Truck Parking Development, which has an open RFP that has yet to be selected; Project 08-140, A Guide For Truck Parking Information Management Systems, is under development and expected to be completed in late 2023 or early 2024.

**Darrin Roth, Vice President for Highway Policy, ATA**, highlighted addressing the truck parking shortage as one of the organization's highest priorities, noting that it consistently ranks as a top issue in driver surveys. The shortage affects freight capacity, the supply chain, and the broader society. The Association also wants to focus on having a place that is welcoming of women. They are focused on making sure States and local agencies are aware of the problem and available guidance. The Association has a law enforcement advisory board primarily designed for safety. The board plans to send letters to all 50 governors and State DOTs highlighting truck parking facilities' eligibility across BIL formula funding and discretionary grants. They will also be highlighting examples of truck parking grants funded, such as in Tennessee and Florida, in communications with State leaders. ATA will widely distribute the Handbook on truck parking and support H.R. 2187, the [Truck Parking Safety Improvement Act](#). Mr. Roth concluded by expressing a desire for dedicated funding streams for truck parking.



**Adrienne Gildea, Deputy Executive Director, CVSA**, explained that the Alliance represents the people who must decide whether to wake a driver. The alliance has cosigned the [Truck Parking Safety Improvement Act](#) with ATA.

**Tiffany Wlazlowski Neuman, Vice President of Public Affairs, NATSO**, represents national, regional, and local locations. The Association appreciates USDOT support and thinks partnering with private partners is the best use of Federal dollars. Ms. Wlazlowski noted truck parking can be expanded in many ways, including lowering private partners' development costs through tax incentive or land acquisition. She concluded her remarks by noting NATSO's position that truck stop operators should negotiate fuel contracts with diesel operators to incorporate truck parking.

**Bryce Mongeon, Director of Legislative Affairs, OOIDA**, said that the organization has more than 150,000 members, and the lack of truck parking is one of their top concerns. Mr. Mongeon also described OOIDA's advocacy for truck parking with Congress. OOIDA has built support for legislative solutions such as the Truck Parking Safety Improvement Act, which the House Transportation Committee unanimously approved in July 2022. The bill would provide \$755 million from the General Fund over 4 years through a newly established competitive grant program. The legislation would encourage P3. Mr. Mongeon said that the Association is hopeful the Senate will move on the legislation.

### [Closing Remarks](#)

**Martin Knopp, Associate Administrator, FHWA**, closed by thanking all participants and presenters.