



U.S. Department of Transportation
Federal Highway Administration

**Office of Freight Management
and Operations**

Office of Operations

1200 New Jersey Avenue, SE

Washington, DC 20590

<https://ops.fhwa.dot.gov/freight>

202-366-9210

FHWA Office of Freight Management and Operations

MCSAC Truck Parking Update

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Truck Parking and FHWA's Mission

FHWA's mission is to deliver world-class highway and street programs that advance safe, efficient, equitable, and sustainable mobility choices for all while strengthening the Nation's economy.

- FHWA leads the Jason's Law Truck Parking Survey and Assessment.
- FHWA leads the National Coalition on Truck Parking, partnering with stakeholder organizations representing trucking, commercial vehicle safety officials, State departments of transportation, and the truck stop industry.
- FHWA has facilitated multiple Truck Parking Workshops with States across the country that bring together truck parking stakeholders to collaborate on solutions.
- FHWA issued guidance on truck parking funding eligibility, stating that truck parking may qualify for 100 percent Federal share as a safety improvement.
- FHWA encourages communication and partnership with private sector truck stop operators and the trucking industry in the siting and development of projects.



Why Is Truck Parking Important?

Just as the trucking industry is critical to the Nation's economic success and way of life, **SAFE, ACCESSIBLE TRUCK PARKING** is critical to truck drivers.



Long-haul

Long-haul drivers are on the road days, and sometimes weeks, at a time traveling across the country.



Staging

Truck drivers picking up and delivering freight at manufacturing plants, warehouses, and distributions centers need a place to park to await their appointment time.



30-minute break

As part of the federally mandated 30-minute break, the driver must be off duty, meaning they are no longer working and will not have to move the truck for any reason.



Emergency

Drivers may be impacted by an incident that has either closed or severely congested the roadway and they need a place to park.



Time off

Independent drivers do not have a company facility to provide parking during time off. They are done with their work week and need a place to park their truck while off-duty.

Key Truck Parking Focus Areas



Parking Capacity

- Creative and innovative means to provide parking capacity



Technology and Data

- Use of technology and data to understand parking demands and maximize utilization of parking



Funding, Finance and Regulations

- Innovative funding and finance to develop, operate and maintain parking facilities



State, Regional, and Local Government Coordination

- State/regional/local government coordination

Truck Parking Funding



Truck Parking Funding Eligibility – Federal-Aid Formula

States may use the following Federal-aid highway funding programs for truck parking projects as described under section 1401(b) of MAP-21 (Jason's Law):

- Surface Transportation Block Grant Program (STBG)
- National Highway Freight Program (NHFP)
- Highway Safety Improvement Program (HSIP)
- National Highway Performance Program (NHPP)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)
- Carbon Reduction Program (CRP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)



Truck Parking Funding Eligibility – Federal-Aid Discretionary

States and other eligible public entities can also apply for discretionary grants:

- Infrastructure for Rebuilding America (INFRA) Grants
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants
- Rural Surface Transportation Grants
- National Infrastructure Project Assistance (Mega) Grants
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) to make resilience improvements at truck parking facilities
- Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Grants for truck parking information and management systems
- Federal Motor Carrier Safety Administration High Priority Innovative Technology Deployment (HP-ITD) Grants for truck parking information and management systems
- Reduction of Truck Emissions at Port Facilities Grants for advanced truck stop electrification systems
- Maritime Administration Port Infrastructure Development Program

Truck Parking Studies and Resources



2022 Federal Highway Administration *Truck Parking Development Handbook*



Source: Federal Highway Administration.

- Provides recommendations for local planners and officials on integrating truck parking with freight land uses
- Provides tools for estimating truck parking generation and needs for freight land uses
- Identifies benefits of truck parking and benefit–cost analysis (BCA) and economic impact analysis
- Discusses factors for identifying sites and designing truck parking facilities, along with mitigating community impacts
- Provides case studies of successful truck parking developments

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Methodologies for Improved Safety and Environmental Efficiencies in Truck Parking

- Builds on the 2022 Handbook by describing a wide range of methodologies for estimating the impacts of truck parking:
 - » Datasets and metrics
 - » Models and analyses
 - » Extensive references and examples
- Assists agencies in planning for truck parking facilities along the highway system for improved traffic safety and freight efficiencies
- **Focuses on overnight and long-haul truck parking on highways:** Considers daytime, short-haul, and staging parking



Source: FHWA.



Difficulties Finding Parking Create Safety Risks

- **Undesignated parking:** Often on highway ramps or other unsecured, undesignated areas not designed for large trucks:
 - » Increases shoulder crash risk
 - » Potentially disrupts mainline traffic
 - » Blocks lines of sight
 - » Creates security risks for driver and cargo
- **Driving when fatigued or beyond hours of service:** Driver is forced to drive instead of resting: Increased roadway crash risk



Source: FHWA.

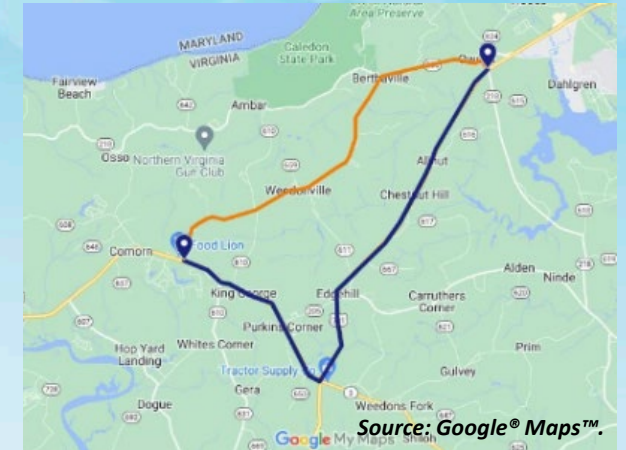


Source: thetrucker.com.



Difficulties Finding Parking Decrease Trucking Efficiency and Generate Community Impacts

- **Detours to find a space:** Driver might need to take a detour away from their route to reach a parking facility with spaces:
 - » Increases trucking costs and time
 - » Increases vehicle miles traveled (VMT) on the roadway network, leading to emissions, congestion, and deterioration
- **Unused drive time:** Driver might need to park earlier than desired to avoid not being able to find spaces later in the day:
 - » Increases trucking costs and travel times
 - » Usually decreases driver compensation, affects driver turnover



Project Site Identification

- Identify specific parcels or sites for parking projects
- Combine results of needs analysis (availability, safety, efficiency, etc.) with other local factors such as:

Project Siting Factors	Uses
Land ownership	Location on ROW or owned by specific agency.
Proximal land uses	Proximity to industrial and commercial activity, and truck trip generation, terminals, or hubs. Avoid residential and incompatible land uses.
Environmental data including land cover	Avoidance of environmentally sensitive sites, including hazardous materials and cultural risks.
Terrain ruggedness and slope	Prioritization of flat land and lower construction cost.
Roadway infrastructure	Proximity and access to highways and truck routes.
Existing parking facilities	Proximity to other truck parking facilities.
Security features and location safety	Availability of fencing, lighting, and security services such as cameras or staff. Crime potential.
Availability of utilities	Availability of electricity, and water, sewage.



Key Takeaways and Timeline

- Quantifying the safety and efficiency impacts of truck parking is integral to planning and investments
- Many methodologies have been used, but gaps exist
- Next steps:
 - » Draft recommendations report, summer 2025
 - » Webinar on recommendations, winter 2025
 - » Final recommendations report, summer/fall 2026



Jason's Law Survey



About Jason's Law

Section 1401 (c) of the Moving Ahead for Progress in the 21st Century (MAP-21) Act, referred to as Jason's Law, directs the United States Department of Transportation (USDOT) to conduct a survey and comparative assessment to:

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 inaugural Jason's Law Final Report was published in 2015 and Section 1401 (c)(3) requires USDOT to periodically update the survey.



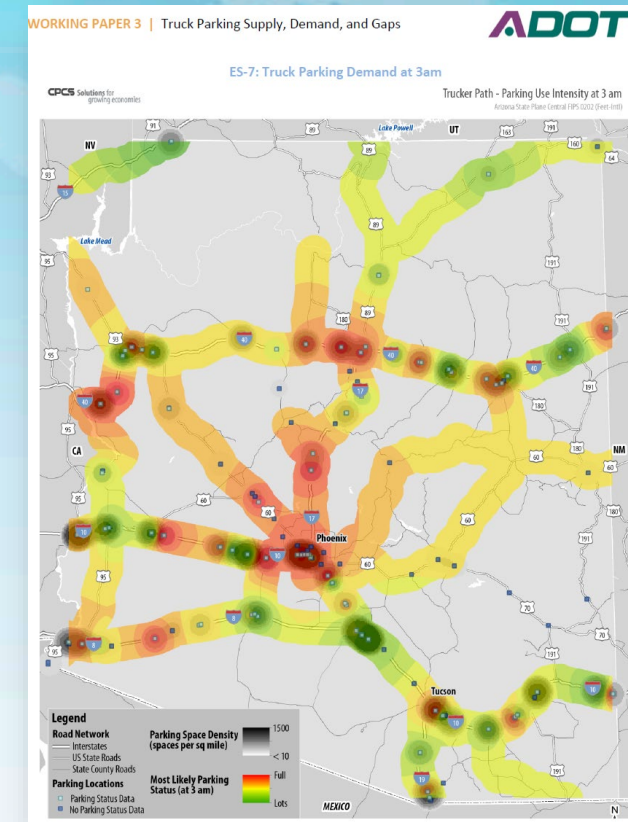
Jason's Law Truck Parking Survey and Assessment

- Truck parking shortages are still a major problem in every State and region.
- Major freight corridors and large metro areas have the most acute shortages.
- Shortages exist at all times of the day, week, and year, but most occur overnight and on weekdays.
- Challenges exist in funding and maintaining truck parking for public and private sector.
- Truck stop operators need business models that incorporate parking profitably.
- Local government involvement and citizen awareness are needed for effective discussions and realistic plans for truck parking.



Review of Truck Parking Plans

- Improved data collection on truck parking, analysis, and modeling and forecasting of parking utilization.
 - » Truck parking deficiencies examined along freight corridors and in the vicinity of freight generators.
 - » Analysis expanding to include ports and freight generators, multi-state and mega-regional needs.
- Truck parking being considered in broader context of economic development opportunities and constraints.
- Stakeholder engagement processes greatly improved.
- Differences in parking capacity and information needs among various segments of the trucking industry examined in more detail.



Source: ADOT

Questions or Comments

Contact:

Walt Satterfield
FHWA Office of Operations
Office of Freight Management and
Operations

Walter.Satterfield@dot.gov

202-941-8954

Jeff Purdy, PTP, AICP
FHWA Office of Operations
Office of Freight Management and
Operations

Jeffrey.Purdy@dot.gov

202-366-6993

