



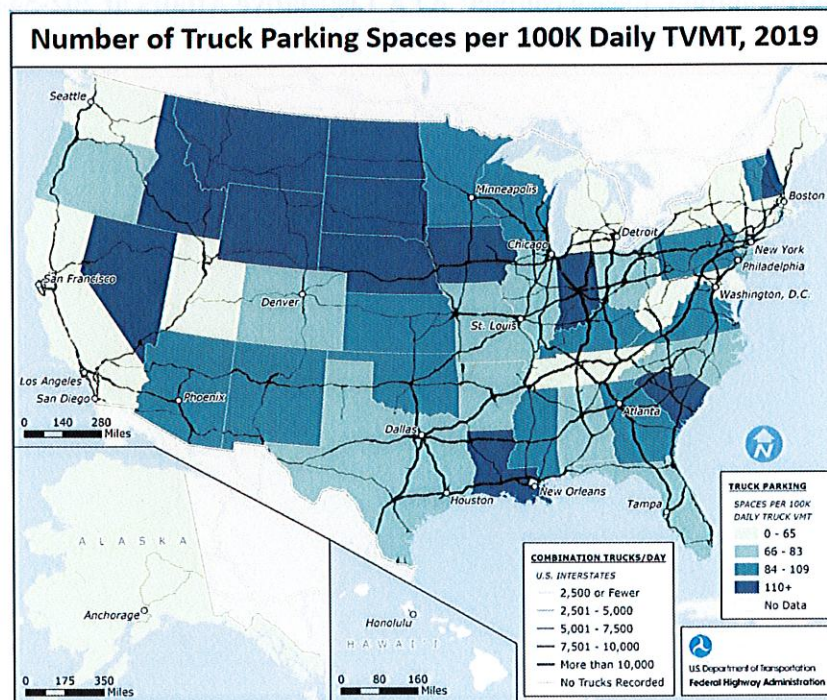
The Truck Parking Shortage is a National Safety Concern

The Truck Parking Safety Improvement Act is the Solution



POSITION: The American Trucking Associations (ATA) supports robust federal investment to address the national truck parking shortage. Specifically, ATA urges Congress to enact the Truck Parking Safety Improvement Act (H.R. 2367, S. 1034), which would dedicate existing highway funding to projects that expand truck parking capacity.

BACKGROUND: The truck parking shortage has been well documented for decades. In 2015, the Federal Highway Administration's (FHWA) Jason's Law report recognized the shortage of truck parking capacity as a serious highway safety concern. The FHWA found that more than 75 percent of truck drivers and almost 66 percent of logistics personnel "regularly [experienced] problems with finding safe parking locations when rest was needed." Due to inaction at the federal, state, and local level, the truck parking shortage has only worsened since 2016. In 2019, the FHWA found that the percentage of drivers who regularly experienced difficulty finding truck parking had skyrocketed from 75 to 98 percent. Ultimately, the pervasive truck parking shortage can be explained with simple math—there are about 3.5 million truck drivers in the United States and approximately 313,000 truck parking spaces nationally; *for every 11 drivers there is one truck parking space*. There is simply not enough truck parking capacity in the right locations, i.e. along key freight corridors and outside metropolitan areas. The graphic below details the number of truck parking spaces per 100 thousand daily truck vehicle miles traveled (TVMT) to demonstrate where the shortages are most pronounced relative to the frequency of truck traffic. Notably, the national average is 83 spaces per 100,000 daily TVMT, and more than half of all 50 states fall well below that threshold.



IMPACT: The lack of available truck parking has a severe impact on the health and wellbeing of drivers, and it has broader safety implications for the traveling public. More than 80% of drivers cite the truck parking shortage as their number one cause of stress at work. FMCSA regulations require drivers to take rest breaks after they have driven for a specified number of hours, and if a driver is unable to find safe, legal parking, he or she is in a lose-lose conundrum, forced to either operate illegally or park in an unsafe or unauthorized location. Unfortunately, this difficult situation is all too common. Approximately 70% of drivers have been forced to violate federal hours

of service (HOS) rules because they were unable to find truck parking. Parking in unauthorized locations like roadway shoulders and highway on and off-ramps is illegal, yet, due to the scarcity of safe, legal places to park, 58% of all drivers admit to parking in unauthorized or undesignated spots at least three times per week. When truck drivers are forced to park illegally, it puts law enforcement in a difficult position. Officers can either send drivers down the road in search of a legal spot, taking a risk that the driver isn't too fatigued to drive and possibly putting them in violation of their HOS, or turn a blind eye and allow the driver to remain parked illegally.

The truck parking shortage is not just a safety and compliance issue; it's also an economic issue for drivers and fleets as well. Time spent looking for available truck parking costs the average driver about \$5,500 in direct lost compensation—or a 12% cut in annual pay. Truck drivers give up an average of 56 minutes of available drive time per day parking early rather than risking not being able to find parking down the road. Additionally, HOS violations can be costly as well. HOS fines range from \$150 to \$16,000, and an accumulation of these can lead to a decrease in a driver's safety history, leading to higher insurance rates and even license suspension.

SOLUTION: Federal investment in the expansion of trucking parking capacity is the key. The Truck Parking Safety Improvement Act (H.R. 2367, S. 1034) would establish a competitive discretionary grant program and dedicate \$755 million over the course of three years for truck parking projects across the country. With a focus on increasing capacity, the bill would provide funding for the construction of new spaces at both public and private facilities, while also helping public entities convert existing facilities—such as weigh stations and closed rest areas—into truck parking locations. ATA urges Congress to enact the Truck Parking Safety Improvement Act to both provide truck drivers with the means to comply with their federal HOS requirements and enhance the safety of our nation's highways.

For more information, please contact: ATA Legislative Affairs at 202-544-6245.