



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

September 29, 2022

Mr. Chris Spear
President & CEO
American Trucking Associations
80 M Street SE
Washington, DC 20003

Dear Mr. Spear:

Thank you for your letter regarding the shortage of truck parking. The U.S. Department of Transportation (DOT) shares your view that truck parking shortages are a national concern affecting the safety and well-being of truck drivers and other roadway users, as well as air quality, energy use, and the efficiency of U.S. supply chains.

The Department is focusing on improving truck parking as part of the Bipartisan Infrastructure Law (BIL), the Administration's Trucking Action Plan, and our continued collaboration with the trucking industry. The Trucking Action Plan, as updated on April 4, 2022, acknowledges the impacts of inefficient use of a driver's time on our economy and driver productivity, earnings, and retention. The Administration is particularly concerned about the effect that truck parking shortages have on driver safety, health, and well-being, and the overall impact on the safety of our nation's roadways.

The Department is coordinating with other federal agencies, state departments of transportation, and other stakeholders to address the growing truck parking shortage. We will be reconvening the National Coalition on Truck Parking (Coalition) on September 30 to discuss funding eligibility for truck parking under BIL. Based on one of the Coalition recommendations, the Federal Highway Administration (FHWA) will release a Truck Parking Development Handbook with tools to help state, regional, and local governments plan for and implement truck parking.

As part of the Infrastructure for Rebuilding America (INFRA) 2022 awards announcement, which received increased funding under BIL, there are two multi-million dollar projects that feature truck parking expansion in Tennessee and Florida. This marks the first time DOT has invested to expand truck parking capacity on the interstate highway system through the INFRA program. In addition, on September 20, 2022, FHWA released updated guidance centralizing the Department's funding resources available for truck parking projects, including new programs authorized under BIL. States have many options to fund construction of truck parking facilities, including but not limited to the National Highway Freight Program, National Highway Performance Program, Surface Transportation Block Grant Program, and Highway Safety Improvement Program, as well as several discretionary grant programs, including the Federal Motor Carrier Safety Administration's High Priority Innovative Technology Deployment

program. Because truck parking is eligible under most federal-aid highway apportionment programs, recently released guidance for both the National Highway Performance Program and Surface Transportation Block Grant programs makes it clear that truck parking is eligible and specifically identifies it as a priority to address safety and supply chain concerns.

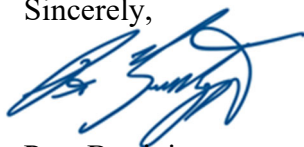
We will use every opportunity to educate state and local partners about the eligibility of federal funding for truck parking and recommend states work with private sector truck stop operators and the trucking community in the siting and development of truck parking projects.

The BIL has given us other resources to make progress on this issue. While many states were already undertaking truck parking efforts, BIL added the requirement that states analyze truck parking needs in their state freight plans. We expect this to lead to increased collaboration with the trucking industry and investment in truck parking. We are recommending that states use a collaborative process for conducting an assessment of commercial motor vehicle parking facilities. States also are encouraged to offer opportunities for input from truck drivers and truck stop operators through their State Freight Advisory Committees.

To fulfill the BIL requirement that states analyze truck parking needs and include this information in their state freight plans, states are using results from the prior two Jason's Law surveys, new public and private data, and input from workshops facilitated by FHWA. We expect this analysis to lead to increased investment in the coming years. The Department will continue to offer technical assistance and forums to bring together public and private stakeholders to tackle this vital issue.

Thank you for your letter and your continued support in addressing this important subject. If I can provide further information or assistance, please feel free to reach out or contact Caitlin Hughes, Director of the Office of Freight Management and Operations at 202-493-0457 or by email at caitlin.hughes@dot.gov. A similar letter has been sent to Mr. Todd Spencer, President & CEO of the Owner-Operator Independent Drivers Association, Inc.

Sincerely,



Pete Buttigieg