

## Department of Transportation (DOT)

### Federal Highway Administration (FHWA)

#### Survey and Comparative Assessment of Truck Parking Facilities. (Jason's Law)

OMB Control 2125-0638

#### Part B. Collection of Information Employing Statistical Methods

**1. Describe potential respondent universe and any sampling selection method to be used.**

**Response:** As required under PL 112-141 section 1401(c) of the Moving Ahead for Progress in the 21st Century Act (MAP-21), U.S. Department of Transportation (DOT) is required to survey each State for a truck parking evaluation. U.S. DOT recognized that the issue of truck parking adequacy involves at least six primary stakeholder groups; each group having different and separate interests and issues with regard to adequacy of truck parking and rest facilities that serve interstate truck drivers. These groups have been identified as: personnel in the State Departments of Transportation involved in operating and maintaining rest areas on the National Highway System (NHS); enforcement personnel in each state that observe over-demand for truck parking or rest facilities based parking behavior and patterns; ports that are major origins and destinations for freight and require truck parking for staging; owners and operators of private sector truck parking facilities; interstate truck drivers; and trucking companies that employ interstate truck drivers.

**100% census:** The 2024 survey will center on gathering information from all 50 State DOTs, District of Columbia (DC) and Puerto Rico, and State motor carrier safety officials. A 100% census of all 50 State DOTs, DC and Puerto Rico, and State commercial vehicle safety program personnel will be conducted.

The target 100% response rate was achieved for State DOTs and the District of Columbia, during the 2019 survey. Because State DOT surveys in 2019 included an inventory of all stated operated facilities, electronic spreadsheets of the previously submitted data will be provided so that the states can update the information.

The survey will be coordinated through the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Motor Carrier Safety Administration (FMCSA). These results from these surveys will be used by DOT to meet the requirements of section 1401(c) of MAP-21.

**Supplemental convenience survey:** Other stakeholders groups have expressed a strong willingness to participate in supplemental qualitative convenience sampling in support of the study. To add value to the survey, supplemental information will also be collected from motor carrier industry representatives in each state, commercial motor vehicle drivers, and commercial truck parking owners and operators. This additional information is only qualitative and is based on a convenience sample of stakeholders interested in providing this information to USDOT. Outreach to the state Motor Truck Associations will be conducted through the American Trucking Association (ATA). Outreach to commercial motor vehicle drivers will be conducted through the Owner-Operator, Independent Drivers Association (OOIDA). Input from drivers may be received through ATA as well. Outreach to the commercial truck parking facility owners and operators will be conducted through the National Association of Truck Stop Operators (NATSO). Outreach to port operators will be conducted

through the American Association of Port Authorities (AAPA). ATA has state association representatives in each of the fifty states. NATSO has 1,900 members representing truck parking facility owners and operators, OOIDA nearly 160,000 members, and AAPA nearly 200 ports. These stakeholder groups expressed a strong interest in providing additional information and provided 12,997 responses to the 2019 survey, as listed at the end of this section.

The 2019 response rates for the supplemental convenience survey respondents will be the targeted response rates for the 2024 supplemental convenience survey.

The data gathering plan outlines the process whereby these groups may voluntarily provide information that may be considered to evaluate the capability of the states to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation. However, additional information gathered by this sampling is only qualitative and is based on a convenience sample of stakeholders interested in providing this information to USDOT.

**2019 Jason's Law Survey Response Rates<sup>1</sup>**

<b>Survey</b>	<b>Target Survey Group</b>	<b>Number of Responses</b>	<b>Universe of potential respondents</b>	<b>Response rate</b>
State DOT	State DOT Personnel	50 States and DC	50 States and DC	100%
State Motor Carrier Safety Officials	State Motor Carrier Safety Enforcement Officials	45 States	50 States and DC	88%
Private Sector Truck Parking Facility	Travel Plaza and Truck Stop Owners and Operators	524 Truck Stops	1,900 member truck stops	~30%
Trucking Industry Professionals	Trucking Industry Professionals	760 Dispatchers	37,000 members	~2%
Interstate Truck Drivers	Trucking Industry Drivers/ Independent Truck Drivers	11,696 Drivers	197,000 (37,000 ATA Members and 160,000 OOIDA members)	~6%
Port Authorities	Port Authority Personnel	16 Locations	75 Locations	~21%

**2. Describe procedures for collecting information, including statistical methodology for stratification and sample selection, estimation procedures, degree of accuracy needed, and less than annual periodic data cycles.**

**Response:** Results of the census of State DOTs and state commercial vehicle safety personnel will be tabulated with results made publicly available on a government website as required under MAP-21 Section 1401(c). The survey will be conducted using web survey tools. The USDOT will coordinate closely with AASHTO and FMCSA during the operation of the actual survey and will conduct follow up actions to ensure that participation targets for the survey are realized. Respondents will submit completed survey forms to USDOT via the web

<sup>1</sup> [https://ops.fhwa.dot.gov/Freight/infrastructure/truck\\_parking/coalition/2020/mtg/jasons\\_law\\_results.pdf](https://ops.fhwa.dot.gov/Freight/infrastructure/truck_parking/coalition/2020/mtg/jasons_law_results.pdf)

survey tool. USDOT will have the responsibility for processing survey results and will vet these results with the AASHTO and FMCSA as a quality assurance measure.

The survey will be conducted over a three month time period. Survey respondents will be provided with an initial four weeks to respond. At the end of the four weeks, a reminder email will be sent. FHWA Division Field personnel will be notified of the reminder send to the state. Non respondents will be granted an additional two weeks to respond beyond the initial month response period. After six weeks, telephone reminder calls will be made to remaining non respondents who have not responded. FHWA Division Field personnel will be involved working with the State DOTs and state commercial vehicle safety personnel to ensure that the 2019 data is updated for the new survey.

**100% census:** The survey will center on gathering information from State DOTs and state enforcement personnel. A 100% census of all 52 State DOTs and State commercial vehicle safety program personnel will be conducted.

**Supplemental convenience survey:** To add value to the survey, supplemental information will also be collected by a qualitative convenience sampling from motor carrier industry representatives in each state, commercial motor vehicle drivers, and commercial truck parking owners and operators. These stakeholder groups expressed a strong interest in providing additional information and provided 12,997 responses to the 2019 survey, as noted previously.

### 3. Describe methods to maximize response rate.

**Response:** Assistance from the national organizations described in the response to Question #1 in overseeing the distribution of the survey tool and in supporting any follow-up with non-respondents in order to achieve the desired response rate significantly increases the government's success in achieving the desired response rate. The contractor is required to monitor the operation of the survey as it is conducted. Further, AASHTO and FMCSA have each proposed to assist the contractor with any follow-up during the operation of the survey ensuring that the response rate identified by FHWA will be achieved.

Representatives from AASHTO and FMCSA, AAPA, ATA, NATSO, and OOIDA will send an initial email to their membership that contains the following:

- A request for their help,
- The purpose of the survey,
- A web link to the online survey,
- How the data will be used, and
- A thank you for participating.

Prior to the start of the survey, the Federal Highway Administration (FHWA) Office of Operations Headquarters Leadership will send a notification to all 52 FHWA Division Field Offices. The recipients of this notice will be the Freight Council representatives in each Division Field Office and will inform them that the survey has commenced and their assistance with outreach to State Departments of Transportation and State Truck Size and Weight enforcement personnel may be requested, if needed.

Follow up with survey non-respondents will be coordinated through the appropriate member organization. The Survey Outreach Plan calls for contact by e-mail to non-respondents reminding them to complete the survey followed up by a phone call as required. FHWA Division Field personnel will be involved working with the State DOTs and state commercial vehicle safety personnel.

4. Describe tests of procedures or methods.

Response: Reliance on experience gained through the 2014 and 2019 Jason's Law Surveys has been integrated into this project. The 2014 Survey development involved national organizations on a Stakeholder Technical Working Group (STWG) to assist in the dissemination of the survey instrument to their members, validating the contents of the survey instrument and in overseeing the operation of the survey will maximize participation in the survey and increase the value of the work products developed under this project to these primary Stakeholder Groups represented on the STWG. This group has continued to be involved in implementing results of the 2014 and 2019 surveys and are involved with the updated 2024 survey. Methods and approaches for disseminating the survey to respondents were also evaluated and input was received from STWG members on how to best to approach conduct of the survey in order to maximize participation while minimizing the burden on the respondents. The national organizations involved on the STWG routinely poll and survey their members; their input and feedback on the contents of the survey instrument and the recommendations they shared toward the approach for conducting the survey will serve to maximize the response rate.

Operate over three months.

- 4 weeks to respond

  - Reminder for non-responders

  - 2 week extension

- 1 week follow up email

- 1 week direct contact by phone

- Division Field office working with states to update survey data prior to end of 3 months.

**5. Provide name and telephone number of individuals who were consulted on statistical aspects of the IC and who will actually collect and/or analyze the information.**

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