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Comment

My name is Sid Abma. Drivers license # B9724764, and want to comment on Docket No FMCSA-2025-0787.

I have been a OTR truck driver and as of today have approximately 2.7 million miles behind me

I became a long haul truck driver in the early 1970's. Driving back then and today are 2 different worlds. The highways are much busier and driving rules have changed. I know the challenges the American truck driver faces daily. Every truck driver, after driving 500 to 700 miles in a day, needs to stop and sleep, for their safety and the safety of others on the roadways

Professional commercial truck drivers used to be treated as such, and also would act like professionals. Respect today for commercial truck drivers has been greatly reduced by other road drivers, and by brokers and shippers. That attitude is visible on the highways, and at the Rest Areas, and in the Truck Stops.

Truck parking as the DOE realizes, has been an ongoing and growing problem for decades, and it continues to get worse even with government improvements and truck stop expansion For how long have we been reading and hearing the number of safe commercial truck parking spaces been 1 truck out of every 11? The internet has revealed it in word and video's. It's clearly been stated for the average truck driver how much driving time making miles making money daily is lost, because of inadequate parking places along our highways? We have read for years how individual States and the Federal Government are stepping up and dedicating millions of dollars to help reduce the problem? In reality with each project that does actually move forward, these projects only create how many new parking spaces? How many trucks pass by those locations every every hour?

I am not wanting to put down our Governments, but it is widely known that everything government does costs much more, than if done by private industry

A couple of years ago one night I was on I-10, I was having a problem finding a safe place to park for my 10 hours. The Rest Area I rolled through was full. A few miles further I was fortunate to spot a dirt commercial lot that was "For Sale" next to a Walmart that had maybe 40 other truck drivers also using it as their rest area for the night. With the "If they can, I can" attitude, it became my spot also for the night. The next morning after cleaning up some truckers garbage, and pushing shopping carts back to the Walmart blacktop, I left. Even some truck drivers with nobody watching them, some of these people act like pigs, and what's worse they have no respect for others property. They need to be educated. Getting back on the Interstate I thought to myself "If I had the money, I would love to purchase that location and make it available for commercial truck parking"

I was also prodded by God to look into this further, and I have. I have started a company, Truck Rests, and have created a website, and have located areas alongside different Interstates where there is today no truck parking for miles, except on highway off ramps. We know how unsafe parking that can be.

I am a professional truck driver, and I recognize other truck drivers as family. I also realize that a truck driver wants or needs, to be able to go to sleep and then wake up and feel rested and then be behind the wheel with a positive professional mindset

Truck Rests locations comparatively are going to be "much more" than our existing highway Rest Area's. Truck Rests is not going to be a Truck Stop that sells fuel and has a store that sells everything including food. It will have government Rest Area type parking arrangements, but offer much more. Truck Rests locations will treat truck drivers like family

Acquiring properties and preparing these locations to have truck parking that we can be proud of, will park hundreds of trucks daily. Each Truck Rests location will have adequate toilets and showers, and other special amenities that we are planning. This all will cost money of course. Our goal is to put together each location at affordable costs, to keep costs down, so parking charges are as low as financially possible. Secretary Duffy a while back announced that truck drivers, or the trucking companies would be able to write these parking costs off. I look forward to connecting with and discussing this item further with the Secretary. I am a firm believer that Working Together with and in Cooperation with the Secretary and the DOT, can put together plans that will have America's truck drivers on our Interstates and other major highways, knowing that their safety while driving these highways and also while they are parked and sleeping is actively moving forward

Another benefit for Truck Rests locations is cargo safety. Theft out of trailers parked on highway off ramps, and even on the perimeter of some truck stops is also a problem that needs to be addressed

I am pleased that FMCSA is again looking into this situation. <https://truckrests.com/overview-business-model/>