

**Department of Transportation
Federal Motor Carrier Safety Administration**

**SUPPORTING STATEMENT – Part A
“Quantifying the Benefits of Creating New Truck Parking Spaces” ICR
OMB Control Number: 2126-00XX**

SUMMARY

- The Federal Motor Carrier Safety Administration (FMCSA) is seeking Office of Management and Budget’s (OMB) approval of a new information collection titled *Quantifying the Benefits of Creating New Truck Parking Spaces*.
- The estimated total number of respondents is 1,000, each of whom will be truck drivers voluntarily spending an estimated 25 minutes completing an online survey one time.
- The total estimated burden for all respondents is 416 hours, at a total cost of \$16,731.02.

INTRODUCTION

This is to request the OMB approval of a new information collection titled *Quantifying the Benefits of Creating New Truck Parking Spaces* (OMB Control No. 2126-00XX).

Part A. Justification

1. CIRCUMSTANCES THAT MAKE THE COLLECTION OF INFORMATION NECESSARY

The trucking industry is the backbone of the U.S. economy, moving more than 11.18 billion tons of freight in 2023, with \$987 billion in gross freight revenues.¹ In 2024, there were approximately 16.08 million single-unit (2-axle, 6-tire or more) and combination trucks registered², and approximately 9 million CMV drivers operate these vehicles routinely.³

The nationwide shortage of truck parking spaces is a significant source of frustration for truck drivers, increasing expenses for the trucking industry and decreasing safety for all road users. The American Transportation Research Institute (ATRI) conducts an annual survey of trucking industry stakeholders (*Critical Issues in the Trucking Industry*), and the 2024 survey found that, for the second year in a row, the lack of available truck parking was the second highest industry concern overall, and the number one concern among truck drivers.

The lack of truck parking often forces truck drivers to choose between violating federal hours-of-service laws and using unsafe, illegal parking spaces.⁴ This issue has a severe impact on the health and well-being of truck drivers, as 85% of truck drivers cite the truck parking shortage as their number one cause of stress at work.⁵

¹ American Trucking Association, *American Trucking Trends 2024*. Retrieved on July 11, 2024, from <https://trucking.org/news-insights/ata-releases-latest-edition-american-trucking-trends>

² Federal Highway Administration (FHWA). *Highway Statistics 2024*, Table VM-1. Retrieved on March 4, 2026, from <https://www.fhwa.dot.gov/ohim/onh00/onh2p6.htm>

³ Federal Motor Carrier Safety Administration (FMCSA). 2024 Pocket Guide to Large Truck and Bus Statistics. Retrieved on March 4, 2026, from <https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2025-09/FMCSA%20Pocket%20Guide%202024-v6%20508%20.pdf>

⁴ ATA. (2023, November 8). *National truck parking shortage: A growing safety concern for all motorists*. <https://www.trucking.org/news-insights/national-truck-parking-shortage-growing-safety-concern-all-motorists>

⁵ *Truck parking report*. (2018, July). Trucker Path. <https://files.truckerpath.com/web/trucker-path-parking-white->

Many government, safety, and industry organizations are working to create more truck parking spaces, but there is a lack of research on the actual precise monetary benefits of new truck parking spaces. These benefits include decreasing carriers' costs, improving drivers' well-being, and reducing the number of crashes. As a first step for general research on the value of truck parking spaces, FMCSA is conducting an exploratory research study, titled *Quantifying the Benefits of Creating New Truck Parking Spaces*, which will survey truck drivers about their parking habits and experiences, gaining information needed to estimate the benefits of new truck parking spaces.

Although State governments and other researchers have conducted many surveys on truck parking, most have been for particular States (not nationwide), and none have reliably estimated the statistics needed, including how often and how long truck drivers (a) park in unauthorized spaces, (b) stop driving early to find parking, (c) drive off their routes to find parking, and (d) exceed hours-of-service limits to find parking.

The main objective of this project is to estimate the benefits, in monetary terms, of new truck parking spaces, but the project will also answer four related research questions:

1. How many trucks are parked in authorized and unauthorized areas per day, on average? In other words, how large is the nationwide shortage of truck parking spaces?
2. What are the most cost-effective methods for increasing truck parking capacity?
3. Which truck parking information management systems are used most often and are most effective?
4. What percentage of drivers routinely make reservations, pay for parking, or use various other truck parking services?

Several thousand truck drivers, from a wide range of sectors, will be asked to complete the 25-minute online survey, with a goal of obtaining approximately 1,000 complete responses. Appendix A-1 provides the survey questions. Appendix A-2 is the Informed Consent form that people invited to complete the survey will see.

49 USC 502 gives the Secretary of Transportation the authority to inquire into and report on the management of motor carrier businesses. 49 USC 31108 enables the Secretary of Transportation to oversee research and technology initiatives aimed at improving the safety and efficiency of commercial motor vehicles, including collaborative research and development with non-Federal entities to advance safety technologies. 49 USC 31133(a) (9) gives the Secretary of Transportation the authority to conduct or make contracts for studies, development, testing, evaluation, and training. All of these authorities have been delegated to FMCSA in 49 CFR 1.87.

2. HOW, BY WHOM, AND FOR WHAT PURPOSE IS THE INFORMATION USED

This information collection will be used by FMCSA to estimate the benefits, in monetary terms, of new truck parking spaces. Those estimates might then, in turn, be used by many government and private organizations to assist them in deciding where to build new truck parking spaces and how many to build.

The survey will be distributed through ATRI (a subcontractor on this project) and through the Owner-Operator Independent Drivers Association Foundation (OOIDAF) outreach channels. ATRI is a not-for-profit research arm of the trucking industry and part of the Trucking Industry Federation, which includes the American Trucking Association, 50 State trucking associations and several freight-related groups. OOIDAF represents the interests of over 150,000 small business fleets and professional drivers. The survey will be distributed via targeted news alerts to relevant ATRI and OOIDAF subscribers or members, including drivers from 50 State trucking organizations. These alerts will be specifically directed toward truck drivers to help ensure the survey reaches the intended audience and to reduce responses from individuals not qualified to participate. FMCSA expects up to 1,000 truck drivers to respond to the survey based on similar efforts conducted in the past.

Potential survey participants will receive a targeted news alert that explains the purpose of the study and includes a direct link to the online survey. These alerts will be directed to truck drivers, so participants will know whether the survey is relevant to them.

If interested, individuals can click the link to begin the survey, which will be hosted on an online platform. The platform will guide participants through a series of multiple choice and open-ended questions designed to capture their personal experiences. The survey will be somewhat adaptive, meaning that questions may change based on responses to the specific demographic description respondents select.

Participants will not need to develop any documentation or evidence, consult with any third parties, or conduct any research to participate as part of the information collection. The survey is expected to be low-burden, with no anticipated learning costs or psychological distress. Based on past experience with similar surveys, it is expected that this survey will take each respondent an average of 25 minutes to complete.

3. EXTENT OF AUTOMATED INFORMATION COLLECTION

The survey will be administered as a web-based survey. Participants will be reached via a targeted news alert to relevant ATRI and OOIDAF subscribers and members, including drivers from 50 State trucking organizations. These alerts will be specifically directed toward truck drivers to help ensure the survey reaches the intended audience and to reduce responses from individuals not qualified to participate.

Distributing a survey via a web-based platform was selected for ease of distribution and to maximize the response rate. Using a web-based survey platform will also enable the data to be analyzed more quickly and accurately, thus reducing cost.

4. EFFORTS TO IDENTIFY DUPLICATION

The project team collected and reviewed dozens of truck driver surveys conducted by ATRI, OOIDAF, Trucker Path, and State DOTs. While these surveys contain statistics relevant to the current research project, they do not contain all the precise information needed, such as how often and how long truck drivers (a) park in unauthorized spaces, (b) stop driving early to find parking, (c) drive off their routes to find parking, and (d) drive past hours-of-service limits to find parking.

5. **EFFORTS TO MINIMIZE THE BURDEN ON SMALL BUSINESSES**

Participation in this survey will be entirely voluntary and will not, therefore, place any burden on small businesses.

6. **IMPACT OF LESS FREQUENT COLLECTION OF INFORMATION**

This information collection will be a one-time online survey, conducted as part of the associated research study. The information collection will not occur on a regular or recurring basis. If the survey is not conducted, uncertainties regarding the benefits of truck parking spaces will persist, likely resulting in fewer truck parking spaces being built. This effort will provide valuable information for determining best methods to reduce driver time utilized searching for reliable parking and improve safety outcomes by reducing driver fatigue. FMCSA intends to use and share this information with State and local partners to enable these partners to make more informed decisions related to truck parking.

7. **SPECIAL CIRCUMSTANCES**

There are no special circumstances that would cause this information collection to be conducted in a manner inconsistent with OMB guidelines.

8. **COMPLIANCE WITH 5 CFR 1320.8:**

Federal Register Notice

FMCSA published a notice in the Federal Register with a 60-day public comment period to announce this proposed information collection on November 28, 2025 (90 FR 54850). It is attached as Appendix B-1.

Responses to the 60-Day Federal Register Notice

A total of 8 comments were received from the public. Five of the comments were from truck drivers (one of whom created a truck parking business), two were from industry organizations (American Trucking Associations and Truckload Carriers Association), and one was from a private company (Samsara). Each commenter agreed that truck parking is a significant issue for the commercial trucking industry. Seven of the eight commenters were supportive of the study, while one commenter (an anonymous truck driver) was skeptical of government involvement in truck parking and preferred to let private truck stop companies solve the truck parking shortage entirely. The commenters are presented in Table 1 below.

Table 1. Responses to the 60-Day Federal Register Notice.

Name / Organization	Category	Supportive or Not
Anonymous	Truck Driver	Supportive
Truck Rests America Inc.	Truck Driver / Truck Parking Business Owner	Supportive
Anthony Peetz	Truck Driver	Supportive
Anonymous	Truck Driver	Not Supportive
American Trucking Associations	Industry Organization	Supportive
Samsara	Private Company	Supportive
Gary D. Terhune	Truck Driver	Supportive
Truckload Carriers Association	Industry Organization	Supportive

Anthony Peetz and an anonymous commenter mentioned how the truck parking situation has changed over the past several decades, and provided examples of how the trucking industry's needs have surpassed what infrastructure and the private sector are currently able to provide.

Anthony Peetz and the American Trucking Associations mentioned the growth in paid parking spaces and the frustration truck drivers often feel when their only options are paid spaces and unauthorized spaces. FMCSA's study will focus on the benefits of truck parking spaces in general and does not intend to assess the advantages and disadvantages of paid and free spaces.

The American Trucking Associations, Samsara, and an anonymous commenter mentioned costs associated with the lack of truck parking spaces, including carrier operating costs, crashes involving trucks parked in unauthorized spaces, and driver well-being. FMCSA is including all of the costs mentioned by commenters in the study, as well as others not mentioned in the comments (such as the costs of travel that occurs when a driver goes off his/her main route to search for parking).

Samsara mentioned the potential for telematics data to be helpful. FMCSA agrees and is indeed considering utilizing telematics data for the study.

The American Trucking Associations and Gary D. Terhune mentioned the facilities that are sometimes available at truck parking locations (restrooms, trash cans, vending machines, etc.). FMCSA agrees that those amenities are important, but estimating their benefits would be beyond the scope of this study.

9. PAYMENTS OR GIFTS TO RESPONDENTS

Respondents will not be compensated for their participation in the survey. Participation is voluntary.

10. ASSURANCE OF CONFIDENTIALITY

This section outlines how the privacy of survey participants will be protected throughout the project.

As soon as respondents click the link to take the survey, they will be taken to an Informed Consent page which describes the purpose of the survey, how the information will be used,

and the measures that will be taken to ensure participant confidentiality. Respondents will then be informed that proceeding with the survey indicates that they have thoroughly read this information and agree to participate.

Survey respondents will not provide any personally identifiable information (PII) (e.g., name, contact information, email address). The Data Analyst will check the data file containing the survey responses as soon as it is exported to ensure that no PII is included. Datasets containing the survey responses will eventually be stored in FMCSA's Data Repository.

The final report developed as a part of this project will not identify any individuals by name or include any PII. FMCSA's contractor (Toxcel) has established a Federal-Wide Assurance (FWA00022882) and designated Institutional Review Board (IRB) for the protection and well-being of human subjects, registered with the Department of Health and Human Services under number IRB00008523. All data collection procedures, including procedures for assuring confidentiality, have received IRB approval in compliance with the requirements of 45 CFR Part 46 Protection of Human Subjects. No changes will be made to these procedures unless an additional IRB review is conducted, and the IRB approves the changes.

11. JUSTIFICATION FOR COLLECTION OF SENSITIVE INFORMATION

No information of a sensitive nature will be collected in this survey.

12. ESTIMATE OF BURDEN HOURS FOR INFORMATION REQUESTED

The burden hours associated with the survey will be incurred by truck drivers who volunteer to participate. FMCSA expects to collect up to 1,000 responses, and participants will only respond to the survey once.

For the purposes of estimating burden, the survey (IC-1) was broken down into two subtasks: reviewing the Informed Consent (IC-1a) and completing the survey (IC-1b). The respondents will not be responsible for any recordkeeping activities.

The survey will take survey participants an estimated 5 minutes (0.083 hours) to review the Informed Consent and an estimated 20 minutes (0.333 hours) to complete the survey, for a total of 25 minutes (0.416 hours) per survey participant. The total burden for all 1,000 drivers is estimated to be 416 hours (0.416 x 1,000). The burden hours associated with each IC subtask are shown in Table 2.

The Bureau of Labor Statistics' mean hourly labor rate for heavy and tractor-trailer truck drivers was \$27.62 for May 2024. To arrive at a loaded wage, the agency first estimated a load factor of 1.46 by dividing the total compensation costs (\$36.36 per hour) by the wages and salaries (\$24.97 per hour) for all workers of the Transportation and Warehousing occupations, as shown in Table 3. Multiplying the median hourly labor rate of \$27.62 by this fully loaded wage rate factor results in a fully loaded hourly wage of \$40.22, as shown in Table 4. The total estimated burden for all respondents is 416 hours, as shown in Table 2. Multiplying these values produces an estimated total cost for all respondents of \$16,731, or \$16.73 per respondent, as shown in Table 5.

Table 2. Estimated number of participating CDL respondents.

Collection Activity	Number of Respondents	Number of Responses, per Respondent	Total Responses	Estimated Hours per Response	Total Burden Hours
IC-1a: Review Informed Consent	1,000	1	1,000	0.083	83
IC-1b: Complete Survey	1,000	1	1,000	0.333	333
TOTAL:			1,000		416

Table 3. Load factor derivation.

Work Category	Wages and Salaries	Total Compensation Costs	Load Factor
All Transportation and Warehousing Workers	\$24.97	\$36.36	1.46

Table 4. Estimated wages of participating CDL respondents.

Statistic	Value
Mean Hourly Labor Rate for Heavy and Tractor-Trailer Truck Drivers	\$27.62
Load Factor (calculated in Table 3)	1.46
Fully Loaded Hourly Wage for Heavy and Tractor-Trailer Truck Drivers	\$40.22

Table 5. Estimated costs for survey respondents.

Statistic	Value
Fully Loaded Hourly Wage for Heavy and Tractor-Trailer Truck Drivers (calculated in Table 4)	\$40.22
Total Burden Hours (calculated in Table 2)	416
Estimated Total Cost for All Respondents	\$16,731

13. ESTIMATE OF TOTAL ANNUAL COSTS TO RESPONDENTS

There is no additional cost to respondents other than the burden associated with responding to the survey.

14. ESTIMATE OF COST TO THE FEDERAL GOVERNMENT

Staff costs to the Government will include 10% of the full-time hours for one GS-13 Contracting Officer's Representative. Assuming Step 5 within grade and the Washington, D.C. locality adjustment, this represents a yearly cost of \$13,665.80 (10% x \$136,658). Government support staff will be required for the 3-year duration of this project, for a cost to the Government of \$40,997.40 (\$13,665.80 x 3).⁶

This is one-time data collection, and there will be no recurrence. The Federal Government will pay \$499,985.92 to the contractor over 3 years to conduct this project, which amounts to an annual cost of approximately \$166,661.97 per year. In addition to administering the surveys, this cost includes other information-gathering efforts, peer reviews, writing final reports, and other planning and administrative costs.

There are no additional costs to the Government, as all employees working on this program

⁶ U.S. Office of Personnel Management. Salary Table 2025-DCB, Effective January 2025 (<https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2025/DCB.pdf>)

are within their normal position duties, and there are no anticipated travel or overtime expenses associated with this project.

15. EXPLANATION OF PROGRAM CHANGES OR ADJUSTMENTS

N/A. This is a new information collection.

16. PUBLICATION OF RESULTS OF DATA COLLECTION

FMCSA plans to issue one final technical report on the study. Data collection is expected to begin upon OMB approval and estimated to be completed by July 1, 2026. The final project report will be completed by August 31, 2027. The report will utilize the survey results, including how often and how long truck drivers (a) park in unauthorized spaces, (b) stop driving early to find parking, (c) drive off their routes to find parking, and (d) drive past hours-of-service limits to find parking. The results of this survey will be combined with related research to produce estimates of the benefits of creating new truck parking spaces in different areas, which could be beneficial to the many government and private organizations that decide where to build new truck parking spaces.

**17. APPROVAL FOR NOT DISPLAYING THE EXPIRATION DATE OF OMB
APPROVAL**

FMCSA is not seeking exemption from displaying the expiration date on the information collection.

18. EXCEPTIONS TO CERTIFICATION STATEMENT

None.

ATTACHMENTS:

- Appendix A-1: Quantifying Benefits of Truck Parking survey text
- Appendix A-2: Informed Consent Form that people invited to complete the survey will see.

Appendix A-1: Quantifying Benefits of Truck Parking Survey Text

[see attachment Appendix A-1]

Appendix A-2: Informed Consent Form
[see attachment Appendix A-2]