



January 27, 2026

Jonathan Mueller
Acting Associate Administrator, Office of Research and Registration
Federal Motor Carrier Safety Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Agency Information Collection Activities; New Information Collection: Quantifying the Benefits of Creating New Truck Parking Spaces (FMCSA-2025-0787)

Dear Mr. Mueller,

Samsara Inc. (“Samsara”) submits these comments in response to the Federal Motor Carrier Safety Administration’s (“FMCSA”) request for comments (“RFC”) on “Agency Information Collection Activities; New Information Collection: Quantifying the Benefits of Creating New Truck Parking Spaces.”¹ Samsara supports FMCSA’s continued efforts to mitigate the significant shortage of truck parking spaces nationwide, which risks unsafe and non-compliant practices by truck drivers, threatening the safety and efficiency of America’s transportation infrastructure. As FMCSA continues to evaluate and address the truck parking shortage, Samsara would encourage the agency to consider the use of telematics solutions and data analytics capabilities to support its research and safety goals.

Samsara is a leading provider of Internet of Things solutions and is driven by our mission to increase the safety and efficiency of the physical operations that power our economy. Among other areas, Samsara is a leader in advanced telematics systems, serving tens of thousands of customers of all sizes across many industries, from transportation and logistics to field services, food and beverage, energy, warehousing, construction, local governments, and manufacturing. These customers include leading public and private sector vehicle fleet operators. Samsara’s core offerings include smart asset trackers, artificial intelligence- (“AI”) powered video-based systems like dual-facing dash cameras, and vehicle telematics and compliance solutions that create powerful data-driven insights and actionable intelligence to help save lives and improve efficiency on our nation’s roads.

Modern fleet technologies, including advanced telematics, GPS, AI-powered cameras, routing software, and powerful data analytics can provide critical insights into real-world parking demand and inform future infrastructure investments. Samsara annually processes over 20 trillion data

¹ Agency Information Collection Activities; New Information Collection: Quantifying the Benefits of Creating New Truck Parking Spaces (FMCSA-2025-0787), 90 Fed. Reg. 54850 (Nov. 28, 2025), <https://www.federalregister.gov/documents/2025/11/28/2025-21431/agency-information-collection-activities-new-information-collection-quantifying-the-benefits-of>.

points collected over 90 billion miles travelled,² creating a significant data set that can help FMCSA better understand the current state of truck parking capacity and quantify its economic impact. By leveraging aggregated, anonymized fleet data and supporting programs for data-driven freight planning, FMCSA can advance its safety and compliance goals beyond the proposed survey of truck drivers. These technological responses can be key to diagnosing the severity of the truck parking problem and responding adequately and efficiently.

I. The Dearth of Safe Truck Parking Is Costly and Deadly

Insufficient safe parking capacity for commercial motor vehicles (“CMVs”) has long been a persistent challenge for the trucking industry, and this deficit creates cascading safety, compliance, and operational risks across the freight network. Drivers routinely spend significant time searching for available parking, with 40% of truckers spending over an hour a day searching for a spot.³ This not only leads to increased costs due to wasted driver time, but can also dangerously increase driver fatigue and the likelihood of hours-of-service (“HOS”) noncompliance, as drivers are often searching for parking late in their duty cycle. The Federal Highway Administration (“FHWA”), in its 2015 Jason’s Law Survey, found that more than 75 percent of truck drivers, and nearly 66 percent of logistics personnel, reported struggling to find safe parking locations when rest was needed, with that number increasing to 90 percent of drivers during night hours.⁴

When safe and authorized parking is unavailable, drivers may be forced to park on shoulders, ramps, or other unsafe locations, increasing crash risks for both commercial drivers and the traveling public, and at times leading to otherwise avoidable fatalities. For example, in 2023, three passengers died in a fatal crash between a motorcoach and three trucks that were parked on the right shoulder of a ramp to I-70 in Illinois.⁵ A mere two days later, a 74-year-old retired teacher died upon crashing into a semi-truck parked on the side of I-37 in Texas without its lights on.⁶ Addressing the truck parking shortage is therefore not only an infrastructure challenge, but a core roadway safety issue with devastating impact.

While FMCSA and the U.S. Department of Transportation (“USDOT”) have taken important steps to expand truck parking capacity, new facilities take considerable time to plan, permit, and build out. Meanwhile, FMCSA and USDOT face two imperatives: (1) taking near-term actions that help drivers to find and access safe parking more efficiently, and (2) leveraging data insights from new

² See *Samsara Announces Customer and Platform Growth Milestones with Q2 FY26 Results*, SAMSARA (Sep. 4, 2025), <https://www.samsara.com/company/news/press-releases/fiscal-year-2026-customer-and-platform-growth-milestones>.

³ *U.S. Transportation Secretary Sean P. Duffy Unveils Pro-Trucker Package as Part of President Trump's Executive Order*, FED. MOTOR CARRIER SAFETY ADMIN. (June 27, 2025), <https://www.fmcsa.dot.gov/newsroom/us-transportation-secretary-sean-p-duffy-unveils-pro-trucker-package-part-president-trumps>.

⁴ JASON’S LAW TRUCK PARKING SURVEY RESULTS AND COMPARATIVE ANALYSIS, FED. HIGHWAY ADMIN., OFFICE OF FREIGHT MGMT. & OPERATIONS viii (Aug. 2015), <https://landline.media/wp-content/uploads/2020/05/150801-Jasons-Law-Survey-Results.pdf>.

⁵ See *Collision of Motorcoach with Combination Vehicles Parked Along Exit Ramp to I-70 Rest Area*, NAT’L TRANSP. SAFETY BD., <https://www.nts.gov/investigations/Pages/HWY23MH015.aspx> (last visited Jan. 27, 2026).

⁶ Kris Van Cleave & Kerry Breen, *Parked Semi-Truck Pose a Danger to Drivers. Now, There’s a Push for Change*, CBS NEWS (Oct. 7, 2023), <https://www.cbsnews.com/news/parked-semitrucks-pose-a-danger-to-drivers-the-push-for-change/>.

technologies to inform the location and construction of future truck parking to ensure maximum benefit.

II. Leverage Data Solutions to Understand Safe Truck Parking

With the greater proliferation of telematics data and new AI-driven capabilities, policymakers and industry have more tools at their disposal than ever before to understand and address truck parking shortages. The widespread adoption of telematics technologies has created unprecedented visibility into CMV operations on U.S. roadways, giving companies, government agencies, and other parties access to real-time location and vehicle performance data, along with providing predictive and actionable insights to drivers and logistics managers, which can significantly reduce costs and optimize efficiencies for commercial fleet operations.⁷

When applied to truck parking, these systems can help drivers and fleet and logistics managers with real-time predictive information on expected parking availability, enabling earlier identification of likely open spaces, improving trip planning, and reducing unnecessary circling and congestion. A recent transportation study highlighted the role of intelligent truck parking information systems that combine GPS, sensor data, and predictive models to forecast parking availability and usage patterns, helping drivers avoid unsafe parking situations and better align their behavior with HOS and other compliance obligations.⁸ Building on this, FMCSA has an opportunity to leverage aggregated and anonymized telematics data, and with it the ability to drive key insights into infrastructure needs, to supplement its traditional truck driver surveys. Such data can reveal where and when drivers are forced to use unauthorized, unsafe parking locations. FMCSA would then be able to quantify resulting HOS violations and extended drive times in the aggregate and distinguish parking behavior in authorized versus unauthorized spaces. These insights could directly support FMCSA's research objectives by informing estimates of the safety and economic benefits of new truck parking capacity. They can also be used to guide the siting of future investments by helping identify parking demand hotspots and evaluating complementary strategies such as parking information systems and demand management tools. By harnessing telematics and AI-driven analytics, USDOT can move beyond static studies toward dynamic, evidence-based freight planning, ensuring that future truck parking investments are targeted, efficient, and aligned with actual operational needs.

III. Create a Program to Use and Share Data Analytics

Leveraging data would not only help FMCSA better understand the truck parking crisis but could also materially advance the agency's ability to combat the problem. By understanding where the pain points are and where the inefficiencies lie, truck drivers can locate safe spaces earlier in their trips and plan routes that reduce the need to choose between violating HOS limits or parking in unsafe, unauthorized locations. This can be further supported by better data sharing between public

⁷ Samsara customers alone have seen an average cost savings of six percent per year, roughly \$2 million per year, through the use of AI-powered fleet management and safety solutions. See IDC, *THE BUSINESS VALUE OF SAMSARA 3* (June 2024), <https://www.samsara.com/pdf/docs/idc-roi-whitepaper.pdf>.

⁸ Nana Duah et al., *Navigating the Truck Parking Challenge: A Comprehensive Review of Strategies, Emerging Technologies, and Future Directions*, 34 *TRANSP. RSCH. INTERDISCIPLINARY PERSPECTIVES* 101740 (2025), <https://www.sciencedirect.com/science/article/pii/S2590198225004191>.

and private entities, including state and local governments and fleet managers. While this concept is already in practice through the Truck Parking Information Management System, an expanded effort would better serve the trucking industry. The National Transportation Safety Board (“NTSB”) has recommended such an expansion in response to the fatal crash on I-70 crash mentioned above, where it pushed USDOT to expand its efforts to use the Truck Parking Information Management System to identify rest areas in critical need of additional truck parking, among ten other recommendations.⁹

To further that recommendation, FMCSA and USDOT should consider creating a program to support voluntary public-private partnerships aimed at promoting safe truck parking, including by using private sector data to help states determine where new truck parking infrastructure should be built. Such a program could enable the private sector to contribute aggregated, anonymized route, parking, and telematics data to collaborate with state and local public entities to determine where new parking capacity would be optimal and yield the greatest safety and efficiency benefits. Other potential uses of the data sharing program would be to test route optimization, coordinate freight logistics, and ensure cargo security in fleet operations, which together can promote the safety, compliance, and resilience of the American supply chain.

IV. Conclusion

The persistent shortage of safe truck parking spaces continues to pose a serious and evolving threat to safety throughout the freight network, as well as to the broader resilience, efficiency, and integrity of the U.S. supply chain. To address this, FMCSA, and other partner agencies, including FHWA, must seize the strategic opportunity to partner with industry and advance a modern, technology-enabled and data driven solution to this crisis. Samsara appreciates the opportunity to comment on this information collection and looks forward to further opportunities to discuss how FMCSA and the USDOT can address the key issues facing our transportation system, including truck parking. If there is anything further we can do to assist you or your staff on this or other issues, please do not hesitate to reach out.

Sincerely,

A handwritten signature in black ink that reads "Eric Danko". The signature is written in a cursive, flowing style.

Eric Danko
Head of Global Public Policy, Samsara

⁹ See Safety Recommendation H-25-005, Nat’l Transp. Safety Bd. (June 11, 2025), <https://data.nts.gov/carol-main-public/sr-details/H-25-005>.