



January 27, 2026

Federal Motor Carrier Safety Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE, Washington, DC 20590-0001

RE: Docket No. FMCSA-2025-0787

The American Trucking Associations is pleased to submit comments in response to the Request for Information on *Quantifying the Benefits of Creating New Truck Parking Spaces*. The American Trucking Associations (ATA), is a 90-year-old federation and the largest national trade organization representing the 8.5 million men and women working in the trucking industry, including more than 3.5 million professional truck drivers. As a 50-state federation that encompasses 37,000 motor carriers and suppliers, ATA proudly represents every sector of the industry. From less-than-truckload to truckload carriers, from agriculture and livestock transporters to auto haulers and household goods movers, and from large fleets to mom-and-pop one-truck operators, ATA serves as the single unified voice of the trucking industry.

Trucking is the backbone of the nation's economy, with more than 80% of U.S. communities relying exclusively on trucking to meet their freight transportation needs. According to federal data, heavy and tractor-trailer truck driver is a top ten most common occupation in 18 states. These truck drivers are the unsung heroes of our supply chain and keep the wheels of our economy turning. In 2023, they drove almost 330 billion miles—equivalent to 13 million trips around the globe—to deliver roughly 11.4 billion tons of freight, 73% of the nation's annual tonnage. Over the next decade, those drivers will be tasked with hauling an additional 2.7 billion tons of freight above current volumes.

As the docket points out, the lack of safe parking spaces for truck drivers is a significant challenge, and for many years, drivers have identified this shortage as among their greatest concerns. While the demand for goods has increased considerably over the past few decades, the availability of parking infrastructure, both public and private, has not kept pace. USDOT surveys show that the gap between parking demand and capacity continues to widen. Identifying the extent of the challenge, projecting future demand and finding solutions is crucial to the trucking industry's ability to deliver the nation's freight safely and efficiently.

Through existing federal grant programs and the potential for several hundred million dollars in funding currently under consideration by Congress, the federal government is poised to make substantial investments in new truck parking capacity over the next several years. Given that much of the demand for parking involves trucks engaged in interstate commerce and that federal regulations govern drivers' hours of service, a substantial federal commitment to addressing this challenge is appropriate. However, it is clear that there exists a shortage of available revenue for surface transportation generally and given the long-term fiscal situation facing the Highway Trust Fund, this problem is likely to become more challenging. Therefore, a better understanding of the costs of increasing truck parking capacity is crucial to ensuring that federal dollars are invested wisely. Furthermore, understanding the quantitative benefits

of increased parking capacity will help federal agencies to make better decisions regarding applications for federal investment from discretionary programs and equip Congress with the knowledge it needs to determine the appropriate federal investment in truck parking.

To gain a full understanding of the benefits of truck parking investments, the research should consider the following:

- Average motor carrier operating costs include, at a minimum, labor, fuel, equipment depreciation, insurance and taxes. This is important to understand because drivers add extra time and/or miles when either shutting down early to secure parking or unknowingly entering already full parking areas and failing to find a space.
- The safety benefits of providing safe, authorized parking. When drivers are forced to park in unsafe, unauthorized locations such as a ramp or shoulder, or a location without any security features, they risk being involved in a crash or being subjected to criminal activity. This not only creates costs for the victims but also increases insurance costs for all motorists.
- The lack of available parking decreases the quality of life for truck drivers, particularly in the long-haul truckload sector where one finds the greatest demand for parking. It is likely that the daily struggle among many truck drivers to find a safe place to spend the night contributes to a decision to leave this sector of the industry or leave the profession altogether.
- The lack of safe, secure parking also continues to pose a barrier to entry for women interested in joining the trucking industry and a potential deterrent for retaining those that do enter. In a 2024 survey of women drivers, over 41% of participants cited limited access to truck parking while nearly 40% cited limited access to restroom facilities as problems they experienced daily.¹
- Historically, truck parking, whether in public or private locations, has been provided free of charge or in exchange for a purchase at the facility. In an effort to ensure that their drivers have a safe place to rest, many carriers now pay for reserved parking spaces. These costs add to the price of moving the nation's freight and should be quantified.

Thank you for the opportunity to submit comments. ATA looks forward to working with FMCSA to address this critical issue facing the trucking industry and the nation.

Sincerely,

A handwritten signature in dark ink, appearing to read "Darrin Roth", with a stylized flourish at the end.

Darrin Roth
Vice President, Highway Policy

¹ *Identifying and Mitigating the Challenges Faced by Women Truck Drivers*, June 2024, American Transportation Research Institute.