



Support Additional Commercial Vehicle Parking

The United States supply chain relies on safe and secure movement of goods around the clock. Pennsylvania's current shortage of truck parking hinders the economy.

Quick Facts:

- Pennsylvania needs to create more truck parking.
- According to the U.S. Department of Transportation (USDOT), 98% of truck drivers regularly experience difficulties finding safe parking. A PennDOT study shows during peak usage, truck parking spaces are filled to 105 percent capacity.
- According to a 2019 survey from the Federal Highway Administration, there is one parking space available nationally for every 11 drivers. This creates an unsafe situation for all drivers on the road.
- When drivers are unable to find safe, authorized parking they are forced to either park in unsafe or illegal locations or violate federal hours of service regulations by continuing to drive. Both alternatives compromise safety for the driver and the public. PMTA members believe this is keeping people from applying to trucking jobs, furthering the nationwide shortage of drivers.

Problem:

In Pennsylvania, there is a shortage of commercial vehicle parking. This issue has plagued the trucking industry for decades and the consequences are severe. The insufficient number of truck parking spaces exacerbates the industry's long standing workforce challenges and contributes negatively to driver safety. The current truck parking situation diminishes trucking productivity. It is critical that PennDOT, the US Department of Transportation, the Shapiro Administration, the state legislature and other stakeholders take action to mitigate the growing truck parking shortage so that trucking can continue to deliver for Pennsylvania.

The Pennsylvania Motor Truck Association (PMTA) is at the forefront of calling for solutions to this the truck parking shortage. The lack of available parking and rest facilities has contributed to a challenging work environment for drivers in Pennsylvania. Ultimately, it hurts service to Pennsylvania businesses and consumers. Oftentimes drivers waste valuable "behind the wheel" time searching for parking while adhering to federally mandated hours of service regulations. These regulations, that are critical for the safety of truck drivers, restrict the number of hours drivers can spend behind the wheel and mandate how long drivers must spend on a break. According to the American Transportation Research Institute (ATRI), drivers spend on average 56 minutes looking for parking. This not only means 56 minutes of "behind the wheel" time is gone, it's also revenue gone. ATRI estimates the parking shortage reduces an individual driver's productivity by 9,300 revenue-earning miles a year, which equates to lost wages of \$4,600 annually.

The result is a less than efficient supply chain which increases pressure on motor carriers and small businesses throughout the state.

According to the American Trucking Associations (ATA) the trucking industry is struggling with a nationwide shortage of about 80,000 truck drivers. PMTA members say a lack of safe truck parking hinders driver recruitment and retention efforts. Business owners say it is especially a concern for female drivers, who see safe overnight parking as critical.

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According to the U.S. Department of Transportation (USDOT), 98% of truck drivers regularly experience difficulties finding safe parking. This is a sharp uptick from the 75% figure reported just four years earlier. According to PennDOT analysis in Pennsylvania's 2045 Freight Movement Plan (FMP), during peak usage, Pennsylvania's 11,600 truck parking spaces were occupied by 12,150 trucks. The spaces were filled to 105 percent capacity. This is inadequate and unacceptable.

The FMP predicts freight activity will increase 51 percent in tonnage and 58 percent in ton-miles through 2045. With parking facilities already over capacity, these trends demand action from policymakers.

Solution:

Pennsylvania must increase truck parking capacity. The Commonwealth's Transportation Advisory Committee (TAC) is currently working on a study titled "Potential Truck Parking Locations." Findings from TAC studies provide policy ideas and solutions to the Secretary of Transportation and the State Transportation Commission about priority solutions to statewide transportation challenges.

This state effort will use USDOT solutions outlined in the Federal Highway Administration's Truck Parking Development Handbook. This should include identifying appropriate locations for parking facilities and creating parking that meets the needs of large trucks and drivers. The handbook also includes examples of successful truck parking projects, including public-private partnerships.

The federal government has a responsibility to address the truck parking crisis. A 2021 law known as the Infrastructure Investment & Jobs Act (IIJA, Public Law 117-58) provides unprecedented levels of funding to state and local governments to address the truck parking crisis. Construction of new truck parking capacity is eligible for funding, as are projects to increase parking at nontraditional locations, like weigh stations and commuter lots.

Rationale:

Given the current U.S. supply chain needs, the post-pandemic economy and a nationwide shortage of truck drivers, inadequate parking creates an unsafe environment for all drivers on the road. The nationwide shortage of truck parking is well-documented. PMTA believes both Congress and state governments have a responsibility to address the issue. Doing so will benefit Pennsylvania businesses, consumers and the dedicated men and women who serve as professional drivers. PMTA is committed to working with stakeholders in both the public and private sectors to solve this dilemma.