

Dear XXXX,

My name is XXXX and I am a local resident that lives in the XXXX area. I am writing today to ask whether or not the XXXXX MPO has overlooked eligible funds that could benefit highway safety in our area.

As I am sure you are aware, ***The FAST Act mandates that every state has an approved freight plan and network in place by December 2017 in order to remain eligible for continued use of their freight formula funds and federal FAST Lane grants available through the Act.***

As the deadline gets closer it's important that all parties understand the benefits and practicalities of the law. The initiatives of the act will certainly help to improve some of the inefficiencies of the freight system in our country and address growing concerns of emissions.

I am a truck driver and an advocate. From a truck driver's perspective, there is a key issue that is not receiving the attention it deserves. Truck drivers that move interstate commerce face this issue on a daily basis and it's getting worse; unfortunately, it's not a widely known obstacle outside the driver community. It may not seem like a scary word but it strikes fear in the heart of every truck driver; **PARKING**. Hopefully after reading this letter, the word "**parking**" will trigger an alert as an urgent meaning for you too.

The problem of truck parking has been a core issue for truck drivers that have nowhere to go while waiting for strict appointment times set for pick-ups and deliveries. Even more critical is the unavailable truck parking needed in order for drivers to rest after driving 11 hours!

The lack of truck parking is a safety concern for everyone. It is a problem in every state. Truck parking must be included in state freight plans. It must be part of any conversation where freight planning is occurring. FHWA's "Jason's Law" study found that there was a disparity between the way states and truck drivers perceive the parking problem. Some states reported no problems with parking while thousands of drivers that responded to the survey for Jason's Law unanimously said there were problems in every state in the nation. Interstate and

Highway corridors near metro areas were the most named locations. Our region of XXX was named as one of the top problem regions.

Imagine this;

You're a driver hauling a load from XXXX to XXXX.

You've been driving for nearly 11 hours which is the federal maximum before being mandated to park for 10 hours straight to rest.

Your delivery appointment is at 6 AM; it's 4 AM now and you're 20 miles out of your delivery location. Where will you park to be in compliance with federal law?

Think about the options for a truck driver in our metro areas. None of them are good.

You can drive to the consignee (pickup/delivery) location like but most likely they will not let you in the gates. This is a reason you will see big trucks parked on nearby freeway ramps which is not safe.

XXXX are the closest truck stops to this area. These locations are packed during the night hours after XX pm

Truck drivers are required to take 10 straight hours in the sleeper berth to avoid being in violation of federal law and this protects the public from sleepy truck drivers on the roadways that have nowhere to stop and rest.

Sure, you might find an out-of-the-way place to park but you could also become a victim of a serious crime. Truck parking shortages are a national crisis and some drivers have been killed or shot trying to find a safe place to rest.

Jason Rivenburg Murdered in SC
Michael Boeglin Murdered in MI
Jerry Matson Shot in CA

In 2015, a sleepy truck driver crashed in North Carolina because he couldn't find any place to park.

I am asking you to please make truck parking part of your freight plan and address the critical need for truck drivers who move interstate commerce throughout our state.

Since the FAST Act requirements say that each state must have an approved freight plan and freight network in place by December 2017 in order to continue to use their freight formula funds, I want to make certain that your agency understands that **eligible activities include truck parking**.

State education initiatives are needed on this topic. Community leaders in our state and associated metropolitan planning organizations should be communicating with each freight advisory committee to make certain truck parking is being addressed throughout our state in the freight plan.

Public and private sector initiatives should be considered to allow unused or underutilized space for truck parking whenever possible.

Here is how our state and counties will benefit from finding truck parking solutions:

- Safer roads because truck drivers won't be driving tired or parked on highway ramps
- Lower crime because truck drivers will be parking in sanctioned spots
- Economic efficiencies as goods are cheaper to move and cheaper to buy due to a more efficient route and parking system

Will you help us to achieve these goals? I'll be happy to provide additional information and truck driver perspective, feel free to ask me!

Sincerely,

XXXX

Title

Phone Number

[Jason's law 2013 Truck Parking Special Report](#)

[Jason's Law 2015 Truck Parking FHWA](#)

[FAST Act](#)