Lack of adequate accommodation for truck parking along major freight corridors continues to be a critical issue for state transportation agencies. Truck parking at many state-provided safety rest areas and weigh stations routinely exceeds capacity, often leaving truck drivers without reliable options for safely taking rest periods when they are tired or legally required to do so. Drivers may resort to parking on highway ramps, shoulders, or other unsafe areas, creating hazardous situations for the truck drivers and other road users. In a recent FHWA survey of states as part of the implementation of Jason’s Law, 36 state DOTs (72%) responded that they “have a problem with commercial vehicle truck parking.” Nearly 59% of the states noted problems in public rest areas and over 45% acknowledged they had issues on freeway ramps and shoulders. Many survey respondents cited ability to share information with drivers about where parking is available as an issue of concern.

Several states have initiatives underway to address this situation. The I-10 Corridor Coalition is in the process of implementing a multistate truck parking availability system funded in part by FHWA’s Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program. Florida is installing a Truck Parking Availability System along several interstate freight corridors. Colorado has undertaken a comprehensive truck parking information strategy including a Truck Parking Management System on East 1-70.

Scan participants will seek a better understanding of the process for developing a truck parking information system along with a successful strategies employed by leading agencies, candidate technologies that might be considered to support sharing parking availability, and case studies of systems that may be transferable to other agencies. Additionally, the scan will focus on and produce potential strategies for issues such as monitoring, ITS design, overcoming legal barriers, and potential funding mechanisms. The key audience for the scan report will be DOT executive and technical staff in freight, planning, design, revenue, ITS, and facilities, but also should be shared with interested outside parties including, FHWA, FMCSA, state patrols, academia, and others.

The scan is envisioned to be conducted as a Type 3 Scan (Peer Exchange). The scan will be a strong tool for transportation agencies, partners, and the public by sharing successful strategies, emerging practices and lessons learned that will help them to address truck parking issues along major freight corridors within their jurisdictions. It will also assist the various AASHTO’s Committees, FHWA and industry to advance the dialogue on partnering opportunities that can contribute to addressing this issue.

**Original Scan Proposal Title:** Implementing Reservation System Technologies for Truck Parking At State Facilities
<table>
<thead>
<tr>
<th>Activity</th>
<th>Planning Milestones (minimum months prior to scan)</th>
<th>Tentative Schedule - Scan # 20-02: Successful Approaches for Facilitating Truck Parking Accommodation Along Major Freight Corridors</th>
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<tr>
<td>Chairs and Team Members Identified</td>
<td>D-5.5</td>
<td>March – June 2020</td>
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<td>SME Selected</td>
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<td>D-3.5</td>
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<td>November 2020 - February 2021</td>
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<td>Thank You Letters Sent to Hosts</td>
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<td>April 2021</td>
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<tr>
<td>Final Report Delivered to NCHRP</td>
<td>D+5</td>
<td>August 2021</td>
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