Truck Parking

Kansas City Regional Freight Study

CONNECTED FREIGHT KC 2050

A Plan in Action

Prepared for:

Mid-America Regional Council

In coordination with

Lawrence-Douglas County Metropolitan Planning Organization

And

Pioneer Trails Regional Planning Commission

Contents

Figures

Tables

Acronyms and Abbreviations

BIL	Bipartisan Infrastructure Law
CMAQ	Congestion Mitigation and Air Quality Improvement Program
DOT	Department of Transportation
FAST Act	Fixing America's Surface Transportation Act
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies Program
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Administration
FRATIS	Freight Advanced Traveler Information System
GPS	Global Positioning System
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
INFRA	Infrastructure for Rebuilding America
KDOT	Kansas Department of Transportation
MAP-21	Moving Ahead for Progress in the 21st Century
MoDOT	Missouri Department of Transportation
NHFP	National Highway Freight Program
USDOT	United States Department of Transportation

1. Introduction

The lack of safe truck parking has been a concern for the trucking industry for many years and has grown into a national crisis. Recent efforts have aimed to address this issue through various measures such as utilizing technology, funding infrastructure improvements, and making operational changes. Despite these efforts, there are increasing shortages of both long-term and short-term truck parking, especially in areas near distribution and warehousing centers. Recently, demand for greater and more frequent deliveries has expanded the issue to local streets in urban and suburban areas, many of which were not designed to accommodate truck parking. This plan aims to provide an overview of ideas that can help local municipalities manage truck parking and partner with businesses as new warehouses and distribution centers emerge within the region.

The Kansas City Metro is a significant freight hub in the United States, and it is essential to address all aspects of freight movement, including truck parking impacts and the safety of drivers. Although truck parking is often seen as an undesirable land use, especially in more urban areas, goods movement and its associated value are crucial to the local economy, making safe, sufficient, and widespread truck parking a vital component to its success. This document seeks to provide an overview of truck parking issues at the national, state, and local levels, and propose potential solutions for local implementation.

2. Truck Parking Legislative Overview

This section provides an overview of the key legislative measures and programs designed to tackle the long-standing issue of insufficient long-term and short-term parking for commercial motor vehicles, particularly on the National Highway System. These initiatives aim to enhance safety for both motorized and non-motorized users, and commercial motor vehicle operators.

Since 2010, considerable efforts have been made at the federal level to address the shortfall in truck parking spaces. With each iteration of federal legislation, more comprehensive assessments and solutions have been developed to improve truckers' access to safe and reliable parking. In recent years, the shortage of truck parking has increasingly been recognized as a critical safety concern, rather than merely an operational issue.

Currently, there is a proposal under consideration at the federal level that seeks dedicated funding exclusively for truck parking facilities for the first time. This proposal underscores the growing recognition of the importance of adequate truck parking in ensuring the safety and efficiency of the nation's transportation system. Below are some highlights of federal truck parking legislation.

2.1. Jason's Law – Moving Ahead for Progress in the 21st Century

Jason's Law, established under Section 1401 of Moving Ahead for Progress in the 21st Century (MAP-21), prioritizes addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System. This landmark legislation aims to improve the safety of both motorized and non-motorized users, as well as commercial motor vehicle operators, by specifically targeting parking issues on the National Highway System.

Jason's Law mandates the United States Department of Transportation (USDOT) to conduct a comprehensive survey and comparative assessment of the state of truck parking across the nation. These surveys, initially conducted in 2015 and 2019, involved collaboration with relevant state motor carrier representatives. The goal of these surveys was to:

- Evaluate State Capacity: Assessing each state's ability to provide sufficient parking and rest facilities for commercial motor vehicles engaged in interstate transportation.
- Analyze the volume of commercial motor vehicle traffic within each state to understand the demand for parking facilities.
- Develop a system of metrics to evaluate the adequacy and availability of commercial motor vehicle parking facilities within each state.

These detailed evaluations were crucial to identifying gaps in truck parking infrastructure and fostering the development of strategies aimed at resolving the growing demand for safe and reliable parking facilities. Jason's Law underscores the necessity of these analyses to prioritize investments in truck parking infrastructure, thereby enhancing the overall safety and efficiency of the nation's transportation network and supporting the well-being of commercial motor vehicle operators.

2.2. Fixing America's Surface Transportation Act

The Fixing America's Surface Transportation Act (FAST ACT) allowed for the eligibility of funding truck parking facilities, projects, and technologies through various formula funding programs such as the National Highway Freight Program (NHFP), Highway Safety Improvement Program (HSIP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ). Additionally, grant opportunities such as the Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) program were instituted to support the construction and enhancement of truck parking infrastructure. These funding sources are instrumental in addressing the critical shortage of truck parking spaces, thereby improving safety, reducing congestion, and enhancing operational efficiency for commercial motor vehicle operators. States are encouraged to leverage these funds and grants to implement innovative solutions and technologies, such as real-time parking availability systems, which can further aid in mitigating the truck parking crisis.

2.3. Bipartisan Infrastructure Law, Infrastructure Investment and Jobs Act

The Bipartisan Infrastructure Law (BIL) or Infrastructure Investment and Jobs Act (IIJA) requires states to include an assessment of commercial motor vehicle parking adequacy in their State Freight Plans. These plans, initially developed under the FAST Act, must now be updated at least once every four years. Assessments include various factors such as the location, capacity, and utilization of existing truck parking spaces, and development of future projections based on freight traffic trends. The intent is for state departments of transportation (DOT) to prioritize truck parking infrastructure investments that enhance transportation network safety and efficiency.

3. Truck Parking Challenges

The trucking industry is strained by limited truck parking capacity and efficiency issues, which impacts safety, cost, efficiency, and workforce composition. As freight transportation increases, dedicated truck parking availability is a growing challenge for operators and urban planners. In 2023, the United States moved around 55.5 million tons of freight daily, worth over $51.2 billion, totaling approximately 20.2 billion tons or $18.7 trillion annually. Traffic congestion on highways costs the industry over $63 billion annually,[1] emphasizing the need for improvement projects.

The shortage of truck parking spaces poses serious safety risks as weary truck drivers facing irregular break schedules are unable to locate available truck parking spaces. Drivers are often forced to resort to parking in unauthorized areas such as highway shoulders, which endangers truck drivers and other motorists and increases roadway maintenance costs. Furthermore, limited truck parking availability impacts operational efficiency, translating into significant financial losses for trucking companies. On average, truck drivers spend 56 minutes daily searching for a parking spot, which equates to an annual cost of $5,600 per driver.[2] Therefore, addressing truck parking shortages necessitates a multifaceted approach, including infrastructure development and technological solutions. Real-time parking availability systems can help drivers locate open spaces more efficiently, reducing search times and associated costs. Policy changes and coordinated efforts are vital to ensure a safe and inclusive trucking industry.

Additionally, the lack of safe parking options affects workforce composition. For instance, women drivers have cited the scarcity of secure parking as a major barrier to entering the profession.[3] Creating safe and reliable parking facilities can help attract a more diverse workforce, contributing to a more robust and inclusive industry. Truckers are also bound by

[1] Moving Goods in the United States | BTS Data Inventory
[2] National Truck Parking Shortage: A Growing Safety Concern for All Motorists | American Trucking Associations
[3] Urban and Rural Freight Interdependence: Challenges and Opportunities in Minnesota

regulatory requirements such as the 'Hours of Service Regulations' from the Federal Motor Carrier Safety Administration (FMSCA), which mandate rest periods and impact scheduling.

Investments in parking infrastructure along critical corridors also offer broad economic benefits, including job creation, reduced travel times, lower emissions, and improved air quality. With freight volumes expected to grow, the need for innovative solutions to the truck parking crisis is higher than ever. States are encouraged to leverage available funding and grant opportunities to implement these solutions to enhance the overall efficiency of the transportation network.

3.1. Addressing the Challenges

Addressing truck parking capacity issues requires a multifaceted approach involving policy changes, infrastructure development, and technological solutions such as real-time parking availability systems. These measures are essential to ensure a safe, efficient, and inclusive trucking industry, capable of meeting the needs of a diverse workforce and adhering to regulatory requirements like the 'Hours of Service Regulations' from the Federal Motor Carrier Safety Administration (FMCSA), which mandate rest periods and impact scheduling.

In urban areas, solutions include:

- Collaborating with city officials to designate specific parking zones for trucks, particularly in industrial areas.
- Implementing reservation systems for overnight parking to ensure availability and reduce instances of unauthorized parking.
- Increasing the number of parking facilities with essential amenities such as showers, restrooms, and food services to make designated parking more attractive to drivers.
- Utilizing real-time parking availability systems to aid drivers in finding legal parking spots quickly.
- Launching community education initiatives to inform the public and property owners about the importance of designated truck parking and the risks associated with unauthorized parking.

In rural areas, solutions include:

- Develop partnerships with private landowners to create additional parking spaces in less congested areas.
- Constructing new truck stops and rest areas along major highways to provide convenient and safe parking options.

- Implementing technological solutions such as GPS tracking and mobile apps to help drivers locate available parking spaces in remote areas.
- Coordinating with local governments to ensure adequate signage and access to truck parking facilities.
- Increasing enforcement of parking regulations to deter unauthorized parking and improve overall safety.

Operational solutions

Kansas City's strategic geographic location, along with its access to key transportation networks such as waterways and rail systems, presents a unique opportunity to address truck parking challenges through systematic and operational solutions. By leveraging the metro area's proximity to these alternative modes of transport, strategies can be explored to alleviate the reliance on trucks for long-haul freight movement. For instance, expanding intermodal facilities to integrate rail and waterways can help shift a portion of the freight load, reducing the demand for truck parking near key urban and industrial hubs. This approach not only eases congestion but also enhances the sustainability of freight operations by capitalizing on modes with greater fuel efficiency.

Furthermore, a coordinated effort to develop multimodal logistics hubs in the Kansas City region could optimize freight distribution. These hubs could serve as transfer points where goods are distributed between trucks, trains, and barges, minimizing long-distance trucking. Coupled with advanced freight scheduling systems, these hubs could ensure efficient transfer times, reduce idle waiting for drivers, and improve parking availability at truck stops. This integration of diverse modes of transportation would not only address immediate parking concerns but also foster a more balanced and environmentally conscious freight network across the region.

4. Regional Truck Parking Synopsis

4.1. Truck Parking Overview

Growing traffic volumes on Missouri and Kansas highways and urban roadways further exacerbate the challenges faced by truck operators. It is imperative to address truck parking capacity issues through coordinated efforts involving policy changes, infrastructure development, and technological solutions to ensure a safe, efficient, and inclusive trucking industry.

4.1.1. States

There are approximately 1,140 publicly owned truck parking spaces spread across 46 sites in 24 counties and all seven Missouri Department of Transportation (MoDOT) Districts. These spaces account for approximately 11 percent of the total inventory in the state.[4] Missouri is set to see a significant 56 percent increase in truck freight by 2030, with 71 percent of its intermodal facilities designed to accommodate rail-truck commodity transfers.[5] This growth will heighten the demand for truck parking, necessitating strategic planning and investments in parking infrastructure to accommodate the demand from the anticipated surge.

Kansas has 167 truck parking locations offering over 5,000 parking spaces. Of these, private truck stops account for 78 percent of the state's truck parking capacity, providing 4,680 spaces, while public rest areas contribute 22 percent with 334 spaces.[6] The utilization rate of these parking spaces in Kansas peaks during the overnight and early morning hours, specifically between 3 a.m. and 4 a.m. Although truck parking issues are generally less severe in Kansas compared to other states, about half of the parking locations experience utilization rates of 90 percent or higher during peak hours. This high occupancy rate reveals a pressing need for more truck parking facilities to ensure accessibility and safety for truck operators.[7]

4.1.2. Local

In the Kansas City metropolitan area, there is an increasing prevalence of trucks parking overnight in undesignated locations near and around the urban core (**Figure 1**). Addressing these specific challenges will require collaboration with city officials, property owners, and community education initiatives.

[4] https://www.modot.org/media/39236
[5] Missouri-Freight-Plan-Executive-Summary-FINAL-small-version[1].pdf
[6] KS_StateFreightPlan_FHWA_Approved.pdf
[7] Missouri-Freight-Plan-Executive-Summary-FINAL-small-version[1].pdf

Figure 1. Unauthorized Truck Parking Near Downtown Kansas City Area

Furthermore, enforcement efforts have identified roadway shoulders across the Kansas City region as common sites for unauthorized truck parking. These unauthorized truck parking areas pose hazards to both truck drivers and other motorists, highlighting the urgency for dedicated truck parking spaces.

In urban areas, solutions include:

- Collaborating with city officials to designate specific parking zones for trucks, particularly in industrial areas.
- Implementing reservation systems for overnight parking to ensure availability and reduce instances of unauthorized parking.
- Increasing the number of parking facilities with essential amenities such as showers, restrooms, and food services to make designated parking more attractive to drivers.
- Utilizing real-time parking availability systems to aid drivers in finding legal parking spots quickly.
- Launching community education initiatives to inform the public and property owners about the importance of designated truck parking and the risks associated with unauthorized parking.

In rural areas, solutions include:

- Develop partnerships with private landowners to create additional parking spaces in less congested areas.

- Constructing new truck stops and rest areas along major highways to provide convenient and safe parking options.
- Implementing technological solutions such as global positioning system (GPS) tracking and mobile apps to help drivers locate available parking spaces in remote areas.
- Coordinating with local governments to ensure adequate signage and access to truck parking facilities.
- Increasing enforcement of parking regulations to deter unauthorized parking and improve overall safety.

Addressing truck parking capacity issues requires a multifaceted approach involving policy changes, infrastructure development, and technological solutions such as real-time parking availability systems. These measures are essential to ensure a safe, efficient, and inclusive trucking industry, capable of meeting the needs of a diverse workforce and adhering to regulatory requirements.

4.2. Study Area Truck Parking Facilities

Based on the plan's Regional Freight Profile, the region is home to 33 private truck stops and 10 public rest areas for a total of 43 truck parking facilities. Private truck stops supply about 1,269 truck parking spaces, or an average of about 38 parking spaces per location. On the other hand, public truck stops supply about 345 truck parking spaces, or an average of 35 parking spaces per location. Together, they supply about 1,614 truck parking spaces throughout the region. Many of the region's truck stops provide a wide range of essential amenities to truck drivers such as: fuel, showers, food, stores, CAT scales, ATMs, and laundry. Few provide truck repair services and overnight parking, which is booked through a reservation system. A summary of all Kansas City region private truck stops, and public truck parking facilities is shown in **Table 1**.

Table 1. Study Region's Multimodal Freight System Infrastructure

Rank	Truck Stop/Parking Facility Name	Type	Route	Municipality	County	State	Truck Parking Spaces
1	Conoco	Private	KS-32	Edwardsville	Wyandotte	KS	NA
2	Amoco	Private	I-49	Harrisonville	Cass	MO	NA
3	Conoco	Private	MO-9	North Kansas City	Clay	MO	NA
4	Texaco Travel Plaza/ Pilot's Travel Center	Private	I-435	Kansas City	Clay	MO	2
5	Phillips 66	Private	I-670	Kansas City	Jackson	MO	NA

Rank	Truck Stop/Parking Facility Name	Type	Route	Municipality	County	State	Truck Parking Spaces
6	Ray Carroll Fuels	Private	MO-10 BUS	Richmond	Ray	MO	NA
7	Trex Mart #1	Private	I-29	Camden Point	Platte	MO	NA
8	Phillips 66	Private	Fairfax Trafficway	Kansas City	Wyandotte	KS	NA
9	Sinclair	Private	E Front St	Kansas City	Jackson	MO	20
10	QuikTrip	Private	I-635	Kansas City	Wyandotte	KS	18
11	Trex Mart #9	Private	I-29	Dearborn	Platte	MO	10
12	QuikTrip	Private	I-29	Platte City	Platte	MO	20
13	QuikTrip	Private	I-70	Oak Grove	Jackson	MO	30
14	QuikTrip	Private	I-35	Pleasant Valley	Clay	MO	40
15	Love's Travel Stop	Private	I-70	Lawrence	Douglas	KS	50
16	On The Go Travel Center	Private	I-435	Edwardsville	Wyandotte	KS	NA
17	Pilot Travel Center	Private	I-635	Kansas City	Wyandotte	KS	28
18	Amoco	Private	I-70	Grain Valley	Jackson	MO	10
19	Star Fuel Center	Private	I-35	Olathe	Johnson	KS	30
20	TA Travel Center	Private	I-70	Oak Grove	Jackson	MO	118
21	Flying J Travel Plaza	Private	I-435	Kansas City	Jackson	MO	121
22	Flying J Travel Plaza	Private	I-49	Peculiar	Cass	MO	NA
23	Pilot Travel Center	Private	I-35	Kearney	Clay	MO	100
24	Petro	Private	I-70	Oak Grove	Jackson	MO	305
25	NHS Rest Stop or Truck Facility 23	Public	I-70W	Kansas City	Wyandotte	KS	100
26	NHS Rest Stop or Truck Facility	Public	I-35S	Kearney	Clay	MO	20
27	NHS Rest Stop or Truck Facility	Public	I-29S	Dearborn	Platte	MO	30
28	NHS Rest Stop or Truck Facility	Public	I-29N	Dearborn	Platte	MO	25

Rank	Truck Stop/Parking Facility Name	Type	Route	Municipality	County	State	Truck Parking Spaces
29	NHS Rest Stop or Truck Facility	Public	I-70E	Concordia	Lafayette	MO	30
30	NHS Rest Stop or Truck Facility	Public	I-70W	Concordia	Lafayette	MO	30
31	Betty's Truck Stop	Private	I-70	Sweet Springs	Saline	MO	27
32	Stuckeys	Private	I-70	Nelson	Saline	MO	11
33	Temp Stop	Private	65	Sedalia	Pettis	MO	20
34	Jump Stop	Private		Concordia	Lafayette	MO	2
35	Break Time	Private	13	Warrensburg	Johnson	MO	50
36	Pilot Travel Center	Private		Higginsville	Lafayette	MO	125
37	NHS Rest Stop or Truck Facility	Public	I-70W	Odessa	Lafayette	MO	15
38	NHS Rest Stop or Truck Facility	Public	I-70E	Odessa	Lafayette	MO	20
39	Loves Travel Stop	Private	I-70	Bates City	Lafayette	MO	100
40	Snappy Conoco	Private	I-35	Kansas City	Clay	MO	2
41	NHS Rest Area	Public	I-70W	Lecompton	Douglas	KS	25
42	NHS Rest Area	Public	I-70E	Tecumseh	Douglas	KS	50
43	TA Express	Private	I-70	Edgerton	Johnson	KS	30
	TOTAL						**1,414**

Source: MARC, MoDOT, and Kansas Department of Transportation (KDOT) Transportation System GIS Data; Federal Highway Administration (FHWA), National Highway Freight Network Visualization Tool; "All Stays" Truck Stops and Rest Areas Inventory; CDM Smith GIS Analysis

5. Future Truck Parking Trends and Technologies

Truck Parking Information Management Systems are a type of intelligent transportation system that provides real-time information that informs truck drivers and dispatchers of truck parking availability along their designated routes. This information is shared through digital platforms that can be displayed on phones, in-cab technologies via state DOT 511 systems, and other third-party vendors. Providing this type of information is intended to reduce the amount of time a driver looks for parking and increases their chances of finding safe truck parking.

The integration of advanced technologies is transforming the truck parking landscape. One example is the Freight Advanced Traveler Information System (FRATIS), which provides real-time information on parking availability, traffic conditions, and route optimization. Mobile applications also play a crucial role by allowing drivers to reserve parking spaces in advance, reducing the time spent searching for a spot and minimizing the risk of violations due to a lack of parking. These apps can also provide additional services such as navigation assistance, fuel price comparisons, and weather updates, further supporting drivers on the road.

As demand for truck parking spaces continues to rise, third-party developers are stepping in to find more dedicated parking facilities. These developers are targeting strategic locations along key freight corridors, particularly near urban centers where truck parking is in high demand, to provide convenient and secure parking options for truck drivers. The involvement of private developers not only helps increase the number of available parking spaces but also ensures these facilities are equipped with modern amenities such as restrooms, showers, and security systems that enhance overall comfort and safety for truck drivers.

Innovative solutions are being explored to create more truck parking opportunities. This includes repurposing unused facilities, such as vacant lots or industrial areas, and modifying existing rest areas to accommodate more trucks. By leveraging underutilized spaces, these initiatives aim to address the growing demand for truck parking while maximizing the use of available resources. Additionally, partnerships with local businesses, such as warehouses and distribution centers, can help provide temporary parking spaces for trucks, especially during peak times when demand is highest.

6. Implementing Truck Parking in Local Areas

Implementing truck parking in local areas requires a multi-faceted approach involving collaboration among various stakeholders, strategic use of resources, and integration of useful technologies. Effective implementation begins with clearly defined roles and responsibilities for agencies involved. These include local government bodies, transportation departments, and private developers working together to plan and develop truck parking facilities. Teaming with local businesses, such as warehouses and distribution centers, for temporary parking permits during busy times benefits trucking companies and supports local businesses. These partnerships can be mutually beneficial, offering trucking companies convenient parking options while boosting business for local establishments.

The Not in My Backyard (NIMBY) phenomenon refers to a resident, or group of residents', opposition to a new project that is perceived as undesirable and is a common reaction when proposing local truck parking solutions. To address this, concerted efforts to communicate and engage citizens and other stakeholders through meetings, surveys, and focus groups help ensure

that local voices are heard, and concerns are addressed. Clear communication and education can address worries about noise, pollution, and safety, helping to garner community support for truck parking projects.

Securing adequate funding is crucial for successful truck parking implementation. Since there is no dedicated funding for truck parking, tools such as public and private investments, budgetary allocations, federal or state grants, and public-private partnerships should be used to address funding gaps. Local municipalities should also consider fiscally responsible strategies such as repurposing empty public lots and underused places on public lands as additional truck parking spaces.

Ultimately, successful implementation of truck parking solutions involves conducting comprehensive feasibility studies using strategies such as:

- Engaging with local stakeholders to gather input and build support.
- Developing detailed project plans outlining timelines, budgets, and key milestones.
- Incorporating flexible design features that adapt to future demands and technologies.
- Monitoring and evaluating the performance of the facilities to ensure they meet the needs of the community and trucking industry.
- In addition, conducting detailed feasibility studies, solid project plans, and regular performance checks ensures that local truck parking solutions improve safety, efficiency, and economic vitality.
- By following these guidelines, local areas can effectively implement truck parking solutions that enhance safety, efficiency, and economic vitality.

6.1. Economic Development

Investing in truck parking infrastructure can also contribute to local economic development. Enhanced truck parking facilities can attract more freight-related businesses, create jobs, and stimulate the local economy. By adopting a holistic approach, communities can ensure the benefits of improved truck parking extend beyond the transportation sector. For example, new truck stops and parking facilities can generate revenue for local businesses, such as restaurants and repair shops, and can lead to the development of new commercial areas. Furthermore, improved truck parking infrastructure can enhance the efficiency of freight transport, reducing delays and costs, which can have positive ripple effects throughout the economy.

6.2. Outcome

Successful implementation of truck parking facilities involves conducting comprehensive feasibility studies to identify optimal locations, engaging with local stakeholders to gather input and build support, developing detailed project plans outlining timelines, budgets, and key

milestones, incorporating flexible design features that adapt to future demands and technologies, and monitoring and evaluating the performance of the facilities to ensure they meet the needs of the community and trucking industry. By following these guidelines, local areas can effectively implement truck parking solutions that enhance safety, efficiency, and economic vitality.

7. Truck Parking Approach

The Truck Parking Planning Approach is an essential tool for proactive planning and should be highlighted by local governments. This approach serves as a guideline for municipalities when considering freight solutions and aims to enhance safety, efficiency, and economic vitality. While the template is not exhaustive, it provides a structured framework for conducting feasibility studies, engaging stakeholders, developing project plans, and monitoring the performance of truck parking facilities. By incorporating this approach, local governments can effectively address the needs of the trucking industry and the community, fostering a supportive environment while driving local economic development.

7.1. Phase 1: Feasibility Study and Site Identification

The first phase involves conducting a comprehensive feasibility study to identify the most suitable locations for truck parking facilities. Local governments and municipalities should consider factors such as traffic patterns, proximity to major highways, existing infrastructure, and potential environmental impacts. Local governments should evaluate land use and traffic impacts based on the projected future demand for these sites as the region and surrounding areas grow.

Transparent communication and active involvement of the community can help manage and navigate any negative connotations associated with truck parking. Addressing concerns such as noise, pollution, and safety through clear information campaigns and demonstrating the benefits, like enhanced local commerce and increased safety, can foster a supportive environment and mitigate resistance.

By prioritizing community engagement and addressing potential negative perceptions proactively, truck parking projects can become a success, ultimately enhancing safety, efficiency, and economic vitality in the area. Key feasibility study and site identification implementation steps are summarized below:

- Conduct traffic and site analysis to determine high-demand areas.
- Evaluate environmental and zoning regulations.
- Consult with stakeholders for insights and feedback.

- Develop a preliminary list of potential sites.

7.2. Phase 2: Funding and Resource Allocation

Securing funding is a critical step in the implementation plan. Local governments and municipalities should identify and secure various funding sources, including local government budgets, federal or state grants such as Infrastructure for Rebuilding America (INFRA), and private investments. Public-private partnerships can also be explored to pool resources and share the financial burden. Key funding and resource allocation implementation steps are summarized below:

- Prepare detailed budget estimates for the project.
- Identify potential funding sources and apply for grants.
- Engage private sector partners for investment opportunities.
- Formalize public-private partnerships.

7.3. Phase 3: Design and Planning

Once funding is secured, the next phase involves detailed design and planning of the truck parking facilities. Local governments and municipalities should create flexible designs that can adapt to future changes in demand and technology. The design should incorporate advanced technologies such as real-time monitoring systems and mobile applications for parking reservations. Key design and planning implementation steps are summarized below: Develop detailed architectural and engineering plans.

- Incorporate technology solutions for real-time monitoring and reservations.
- Ensure flexibility in design to accommodate future needs.
- Incorporation of local planning guidelines.
- Require Traffic Impact Studies.
- Obtain necessary permits and approvals.

7.4. Phase 4: Construction and Repurposing

With plans and permits in place, the construction phase can begin. Local governments and municipalities should focus on the actual building of new truck parking facilities and repurposing unused facilities such as vacant lots and underutilized industrial areas. Key construction and repurpose implementation steps are summarized below:

- Initiate construction of new parking facilities.
- Modify existing rest areas and vacant lots for truck parking.

- Implement real-time monitoring systems.
- Ensure compliance with environmental and safety standards.

7.5. Phase 5: Monitoring and Evaluation

The final phase involves monitoring and evaluating the performance of the implemented truck parking facilities. Local governments and municipalities should ensure facilities meet the needs of the community and trucking industry. Regular assessments can help identify areas for improvement and ensure long-term success. Key monitoring and evaluation implementation steps are summarized below:

- Conduct regular performance evaluations.
- Gather feedback from truck drivers and stakeholders.
- Implement necessary adjustments and improvements.
- Ensure ongoing maintenance and updates.

7.6. Conclusion

By following this comprehensive policy and plan, local areas can effectively implement truck parking solutions that enhance safety, efficiency, and economic vitality. Securing funding, integrating advanced technologies, repurposing unused facilities, and fostering economic development are key components of this approach. Through detailed planning, stakeholder engagement, and continuous monitoring, communities can create a robust truck parking network that benefits the transportation sector and local economy.