



Florida Department of TRANSPORTATION

Office of Inspector General Memorandum

A handwritten signature in black ink, appearing to read "KSullivan".

TO: Courtney Drummond, P.E., Assistant Secretary, Engineering and Operations

FROM: Kristofer B. Sullivan, Inspector General

DATE: June 21, 2019

SUBJECT: OIG Engagement 19P-1004; Truck Parking Availability System

COPY: Kevin J. Thibault, P.E., Secretary, Department of Transportation
Torey L. Alston, Chief of Staff and Legislative Programs
Trey Tillander, P.E., Director, Traffic Engineering and Operations Office
Rudy Powell, P.E., Director, Office of Maintenance

The Office of Inspector General (OIG) initiated an engagement to review the Department of Transportation's (department) Truck Parking Availability System (TPAS) to determine if the system is effective in communicating available parking spaces to motorists and to identify the need for additional policy.

However, we determined it would be premature to conduct an audit of the TPAS for the following reasons:

- TPAS has only been fully implemented in two of eight districts (Districts 4 and 5), and the Office of Maintenance is currently implementing the remaining six districts with completion projected by December 2019,
- no measurable TPAS data has been collected or is available for audit, and
- the department is currently developing policies, procedures, or manuals governing TPAS.

TPAS is an internet-based application system used to disseminate information related to the availability of truck parking spaces. The TPAS will be developed in two stages: Stage I will be at rest areas, welcome centers, and weigh stations, and Stage II in its fully realized expansion, will include off-system private facilities, such as private truck stops and gas stations. The TPAS will be integrated with the statewide Florida Intelligent Transportation System through the network of Traffic Management Centers once it is fully implemented.

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Florida Department of Transportation**

Florida International University conducted an economic feasibility research study and determined it was fiscally unfavorable¹ to add parking lots to address truck parking on Florida's interstates; therefore, the department chose to address truck parking availability with Intelligence Transportation Systems.

The department developed plans in November 2016 to create TPAS for commercial carriers on Florida's four primary interstate corridors: I-4, I-10, I-75, and I-95. The TPAS program conceptually aligns with the department's core mission as stated in Section 334.046 (2), Florida Statutes:

The mission of the Department of Transportation shall be to provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

Florida's interstates are an essential economic link to the rest of the United States and for internal Florida trade. The corridors facilitate the safe and efficient movement of goods and enhance economic vitality. Drivers of commercial motor vehicles are faced with several operational and regulatory challenges including hours-of-service limitations, limited availability of parking, and severe congestion in many urban areas and/or major truck corridors. These issues also impact the general motoring public, agencies that maintain and operate the transportation infrastructure, and private business, in terms of the safety, operational, and economic implications they pose.

The United States Department of Transportation (USDOT), Federal Motor Carrier Safety Administration sets federal hours of service (HOS) regulations for drivers of interstate commercial vehicles. The HOS regulations prescribe:

- mandatory rest breaks of 30 minutes after eight hours;
- maximum daily driving of 11 hours after 10 hours off duty; and
- no driving beyond the 14th consecutive hour after a 10-hour rest period.

The statewide TPAS program is being developed for approximately \$25 million dollars, which includes both federal grant funding and state match.

During our preliminary assessment, we interviewed the department's Commercial Vehicles Operations staff about the implementation of the TPAS program throughout the state. We reviewed the Florida Highway Patrol's crash data and found no specific information related to illegal truck parking on the highways. We also reviewed numerous internal and external research studies, federal and state laws, rules, regulations, and other department documentation pertaining to the TPAS project. We also researched and contacted other states' departments of transportation but were unable to locate audits of similar programs.

¹ Smith S.B., Baron W., Gay K. and Ritter G. (2005). "Intelligent Transportation Systems and Truck Parking" Federal Motor Carrier Safety Administration, Report no. FMCSA-RT-05-001 117 (September 2012).