



March 30, 2020

The Honorable Mary Ann Borgeson
President
National Association of Counties
660 North Capitol Street, NW
Suite 400
Washington, DC 20001

Mr. George T. Roberts, Jr.
President
National Association of County and City
Health Officials
1201 Eye Street, NW
4th Floor
Washington, DC 20005

The Honorable Joe Buscaino
President
National League of Cities
660 North Capitol Street, NW
Washington, DC 20001

The Honorable Bryan K. Barnett
President
United States Conference of Mayors
1620 I Street, NW
Washington, DC 20006

Dear Commissioner Borgeson, Mr. Roberts, Councilmember Buscaino, and Mayor Barnett:

First, we want to thank state and local officials throughout the country for being on the front lines of the country's fight against COVID-19. In the days and weeks ahead, their role will become even more essential, and we want to be helpful and productive partners in our collective efforts to get our country through this crisis.

As the respective presidents of the national associations representing truckstops and travel centers and the trucking industry, we are writing to ask for your help in mitigating a concern that truck drivers and truckstops throughout the country are facing from well-intended enforcement officials. Specifically, state and local enforcement officials are imposing restrictions on travel centers that impede their ability to support the nation's truck drivers as they deliver emergency supplies.

We understand that in this fast-paced environment, state lockdown orders may have been drafted without accounting for nuances within the fuel retail industry; but it is imperative that local enforcement officials account for certain distinctions and enforce occupancy caps in truckstops in a manner that adheres to CDC social distancing guidelines without unnecessarily disrupting the efficient movement of essential supplies throughout the country.

Many local officials are enforcing strict occupancy limits of as few as 5-10 people in a travel center at one time, including store employees. These limits result in exceedingly long wait times for a truck driver to buy food and essentials, take a shower, and get back on the

road. In many instances, what could be a 20-minute stop is turning into more than a two-hour layover.

This is severely delaying the delivery of goods that people need, such as food for grocery stores and medical supplies and equipment. As you know, the U.S. Department of Transportation issued an emergency exemption to the hours-of-service rules for professional drivers so that they could deliver these essential items as quickly as possible. These local restrictions run counter to the goal of this unprecedented emergency waiver.

Additionally, truckstop workers are included on the list of "essential critical infrastructure workers" by the Cybersecurity and Infrastructure Security Agency (CISA) in its "Guidance on the Essential Critical Infrastructure Workforce," which urges consideration of "the implications of business operations beyond the jurisdiction where the asset or facility is located. Businesses can have sizable economic and societal impacts as well as supply chain dependencies that are geographically distributed." Delays at truckstops are negatively affecting the entire supply chain.

State quarantine and lockdown orders have recognized the "essential" role that truckstops and truck drivers play in keeping our economy moving during this emergency. While an occupancy limit of 5-10 people may make sense in small convenience stores, truckstops are substantially larger. Many of these facilities have restaurants, showers, retail offerings, truck supplies, and TV lounges, all under one roof. We implore local officials to avoid categorizing a truckstop as a corner convenience store or mini-mart when enforcing capacity restrictions.

The travel plaza and truckstop industry is taking every precaution to protect the health and safety of its employees and customers. They continue to follow all recommended guidelines issued by the Centers for Disease Control and World Health Organization. As part of the supply chain, truckstops are committed to doing their part to keep truck drivers safe and on the road.

Please encourage local officials to distinguish between travel centers and truckstops and other businesses. Travel centers are not only much larger than neighborhood convenience stores, they also serve in a critical capacity as the truck driver's only way to stop for food, fuel, showers, and rest while they are on the road.

We appreciate your understanding and attention to this matter and are happy to discuss with you and your members at any time.

Sincerely,



Lisa Mullings
President and Chief Executive Officer
NATSO, Representing America's Travel
Centers and Truckstops



Chris Spear
President and Chief Executive Officer
American Trucking Associations