



— THE EASTERN
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Truck Parking Working Group

June 17, 2022



Today's Agenda

- Spotlight Presentations: TexDOT Truck Parking Initiatives
 - Sherry Pifer, Freight Planning Branch Manager, Texas DOT
- Coalition Update
 - Truck Parking Working Group
 - TETC Truck Parking Resource Matrix
- Agency Roundtable
- Future TPWG and TETC Meetings



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Spotlight Presentation: Texas DOT Truck Parking Initiatives

Sherry Pifer
Freight Planning Branch Manager
Texas DOT



Texas Statewide Truck Parking Study

TETC Meeting



June 17, 2022



Assess and address truck parking needs with practical, innovative, and cost-effective strategies

- Improve safety, reduce congestion, and enhance economic competitiveness of the Texas Multimodal Freight Network
- Reduce unauthorized truck parking on TxDOT right-of-way
- Develop actionable strategies to meet truck parking and basic driver needs across the state, including oversize/overweight loads
- Identify ways to partner with the private sector to meet the state's truck parking needs
- Leverage technology to ensure efficient use of TxDOT maintained truck parking
- Address parking needs at key truck generators including seaports and border ports of entry

Overview of Truck Parking Supply in Texas



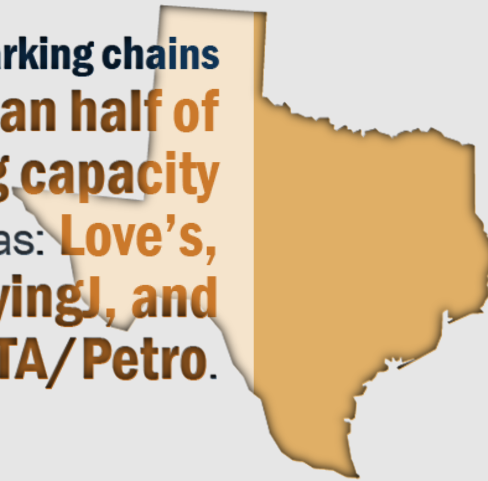
Texas has more than **27,000 truck parking spaces** at nearly **650 privately- and publicly-owned truck parking locations.**



TxDOT and **other public entities** maintain **177 locations** with approximately **2,300 truck parking spaces.**



Three major truck parking chains provide **more than half of the truck parking capacity** in Texas: **Love's, Pilot/FlyingJ, and TA/Petro.**



The **private sector** provides more than **90% of Texas truck parking capacity** with nearly **25,000 truck parking spaces.**



Together, the **“Big 3”** make up nearly a **quarter of parking locations** and **60 percent of truck parking spaces**



Source: Cambridge Systematics analysis using TxDOT, AmericanTruckParking.com, Allstays.com, TruckerPath (app), ParkMyTruck (app), Google Earth/Maps

Statewide Inventory

Public and Private



Over 27,000 spaces at 650 facilities

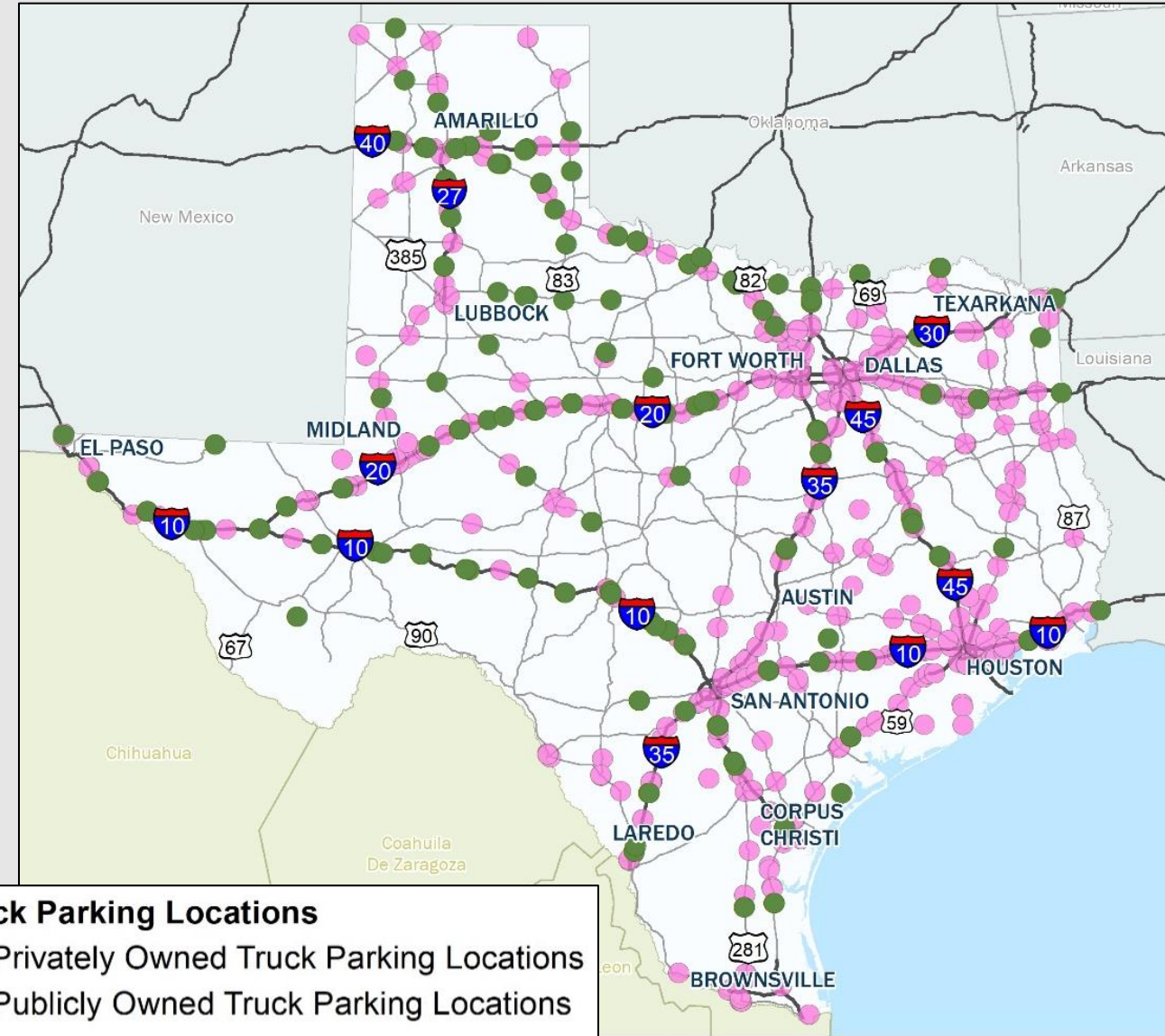
- Authorized truck parking spaces statewide (public and private)

Nearly 2,300 spaces at 177 locations

- Publicly maintained truck parking spaces

Nearly 25,000 spaces at 473 facilities

- Privately maintained truck parking spaces



Source: Cambridge Systematics analysis using TxDOT, AmericanTruckParking.com, Allstays.com, TruckerPath (app), ParkMyTruck (app), Google Earth/Maps

Amenities at TxDOT Maintained Facility



Drivers Need...



Lighting, trash cans, and toilets

Drivers Desire...



Food options, showers, Wi-Fi, and security measures

Drivers Appreciate...



Laundry, green space, and convenience items

TYPE	PERCENT OF FACILITIES WITH...				
	RESTROOM	VENDING	STAFFED	WI-FI	ANGLED PARKING
Safety Rest Area/ Travel Information Center (85 sites)	100%	42%	100%	39%	72%
Picnic Area/Pull-off (92 sites)	0%	0%	0%	0%	18%

Source: Cambridge Systematics analysis using TxDOT data and Google Earth/Maps

Statewide Truck Parking Utilization and Shortages



Total utilization at peak hour at:

105% Major national truck stops
+ 67% All other privately owned truck stops

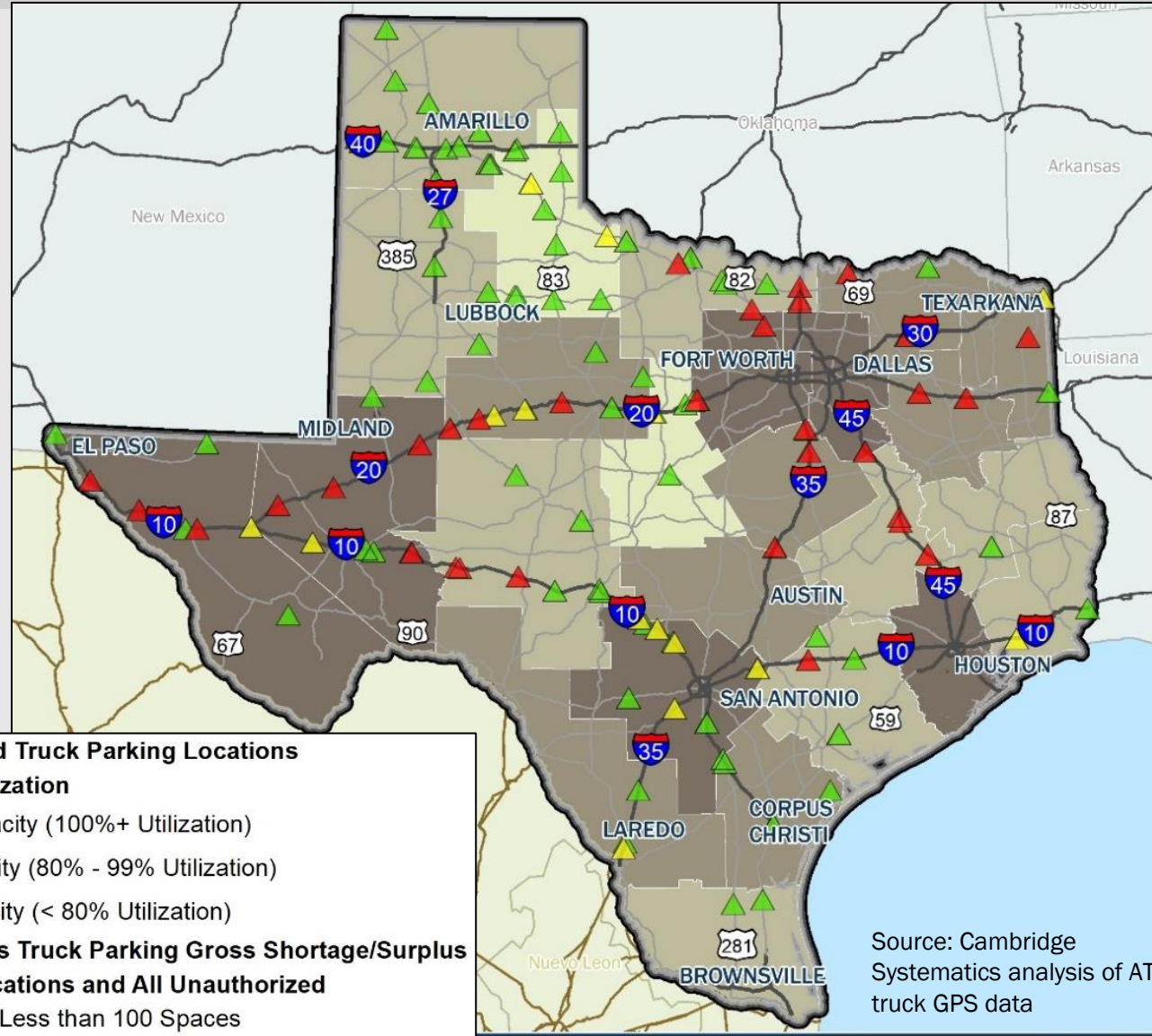
= 92% Total of all privately owned truck stops

86% Publicly owned safety rest areas/travel information centers
+ 60% Publicly owned picnic areas/pull-offs

= 78% Total of all publicly owned truck stops



Peak hour is 1:00 a.m. to 2:00 a.m.



Publicly Owned Truck Parking Locations Peak Hour Utilization

- ▲ At/Overcapacity (100%+ Utilization)
- ▲ Near Capacity (80% - 99% Utilization)
- ▲ Have Capacity (< 80% Utilization)

TxDOT Districts Truck Parking Gross Shortage/Surplus Authorized Locations and All Unauthorized

- Shortage of Less than 100 Spaces
- Shortage of 100 - 250 Spaces
- Shortage of 251 - 500 Spaces
- Shortage of 500 or More Spaces

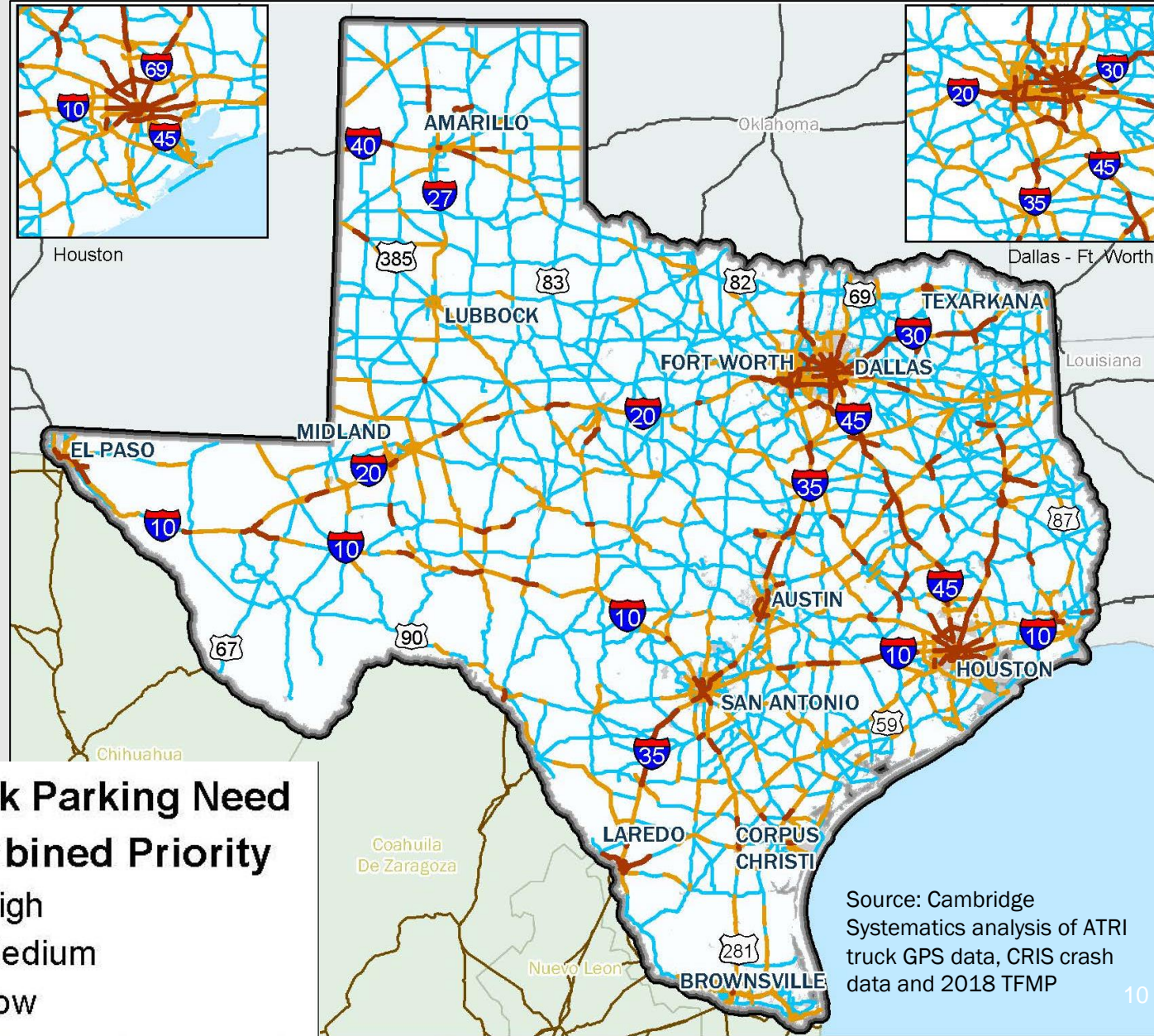
Source: Cambridge Systematics analysis of ATFS truck GPS data



Prioritized Statewide Truck Parking Needs

Needs throughout state:

- Urban and rural
- Border regions
- Permian Basin
- Maritime ports
- Interstates, U.S. Highways and State Highways



Truck Parking Recommendations Overview



Technology Actions:

- Use existing ITS signage across the state to alert truck drivers of current truck parking locations.
- Assess and prioritize TPAS Locations across the state.
- Construct priority TPAS projects.

Program Recommendations:

- Develop a program for ongoing parking utilization data collection.
- Develop Corridor Truck Parking Plans.
- Include truck driver outreach in the “Don’t Mess with Texas” campaign.
- Increase number of trash containers at truck parking facilities.
- Develop and distribute public outreach materials on the importance of truck parking.
- Collaborate with private truck parking facility operators on strategies to increase available truck parking.

Infrastructure Strategies:

- Conduct site feasibility assessment and recommendations at high priority truck parking sites, and then complete assessments on remaining facilities statewide.
- Prioritize recommended sites for improvement and develop design pilot projects for each of the 3 facility types (SRA, Picnic Area, and New Facilities).
- Design and construct highest priority projects.
- Build dedicated truck parking facilities.



140,000+ trucks parking per day
Peak Demand is **98%** of capacity



240,000+ trucks parking per day
Peak Demand is **170%** of current capacity

Source: Cambridge Systematics analysis of ATRI truck GPS data

Statewide Truck Parking Study Implementation



The purpose of the Truck Parking Implementation Plan is to support truck parking planning efforts at the district level by assisting them with feasibility studies and environmental schematic development. In addition, the contract will support the development a Statewide Truck Parking Availability System (TPAS) implementation plan that will allow us to expand the TPAS project currently being deployed on I-10 with the I-10 Corridor Coalition.

Next 60 Days:

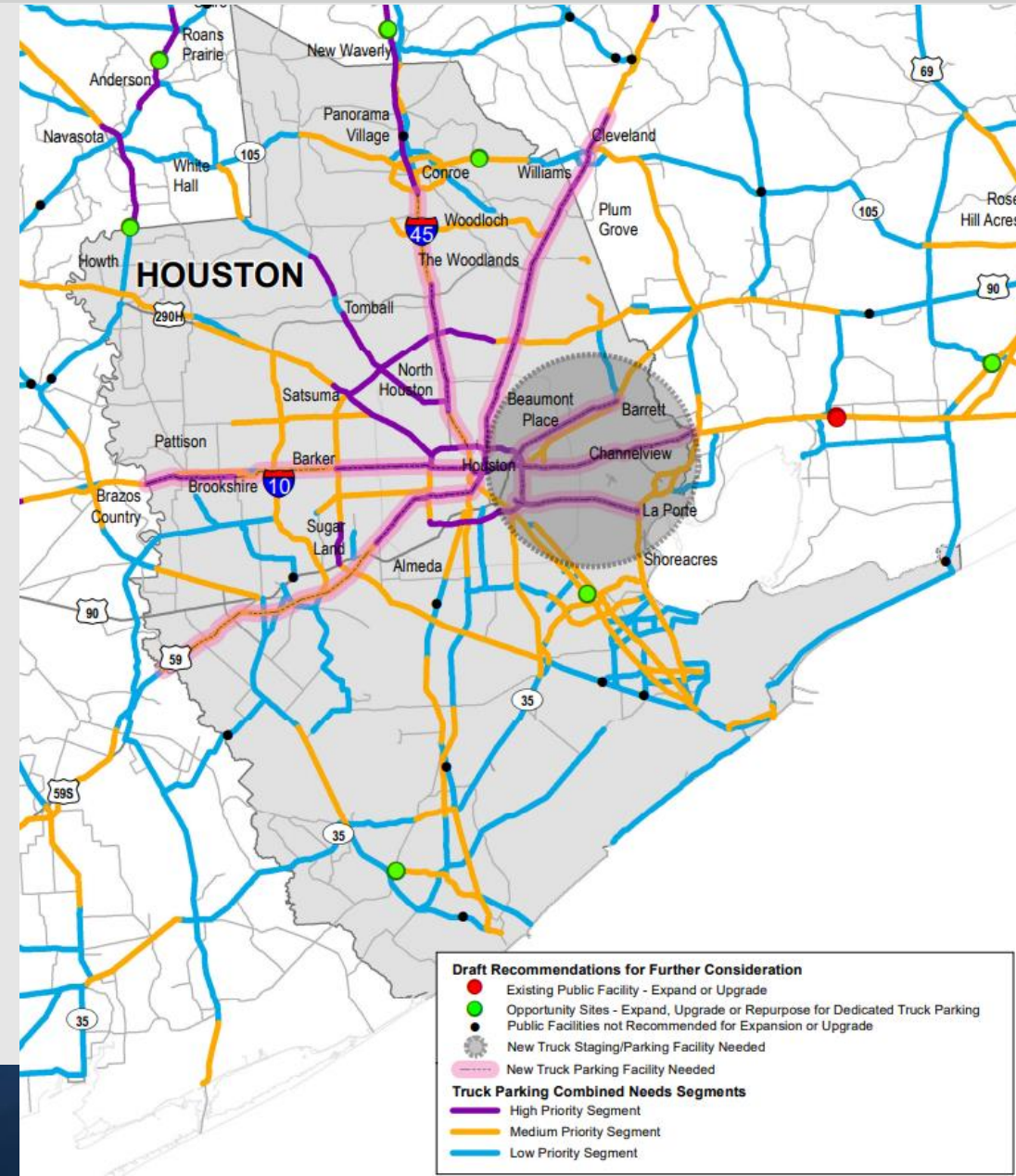
- 1.) Finalize Work Authorization for Houston District Truck Parking Implementation Plan
- 2.) Finalize Work Authorization for El Paso District Truck Parking Implementation Plan



Houston District Truck Parking Implementation Plan



- Houston district is the only district in the state without a Safety Rest Area(SRA)
- Plan Objectives:
 - Prioritize opportunity sites identified in the Statewide Truck Parking Study (TPS) and by Houston District stakeholders
 - Confirm truck parking needs with local stakeholders including, but not limited too, truck drivers and dispatchers, Houston-Galveston Area Council (H-GAC), Port Authority Advisory Committee (PAAC), and private truck stop owners/operators
 - Provide conceptual design and cost estimates of future truck parking sites/freight mobility hubs and associated amenities and access improvements in coordination with the REAL Plan
 - Incorporate truck parking data into the Houston District ConnectSmart application
 - Facilitate discussions with public and private sector stakeholders with truck parking policies recommendations



El Paso District Truck Parking Implementation Plan



- Truck parking needs have been identified in the El Paso region during stakeholder engagement and in the Border Transportation Master Plan (BTMP)
- Plan Objectives:
 - Confirm truck parking needs generated within the greater El Paso – Juarez region
 - Prioritize opportunity sites identified in the 2020 TPS and El Paso District stakeholders
 - Conceptual design and cost estimates of future truck parking sites, amenities and access improvements
 - Address truck parking and staging needs at the border
 - Prioritize opportunity sites identified in the Statewide Truck Parking Study (TPS) and by Houston District stakeholders



I-10 Corridor Coalition TPAS Program Update



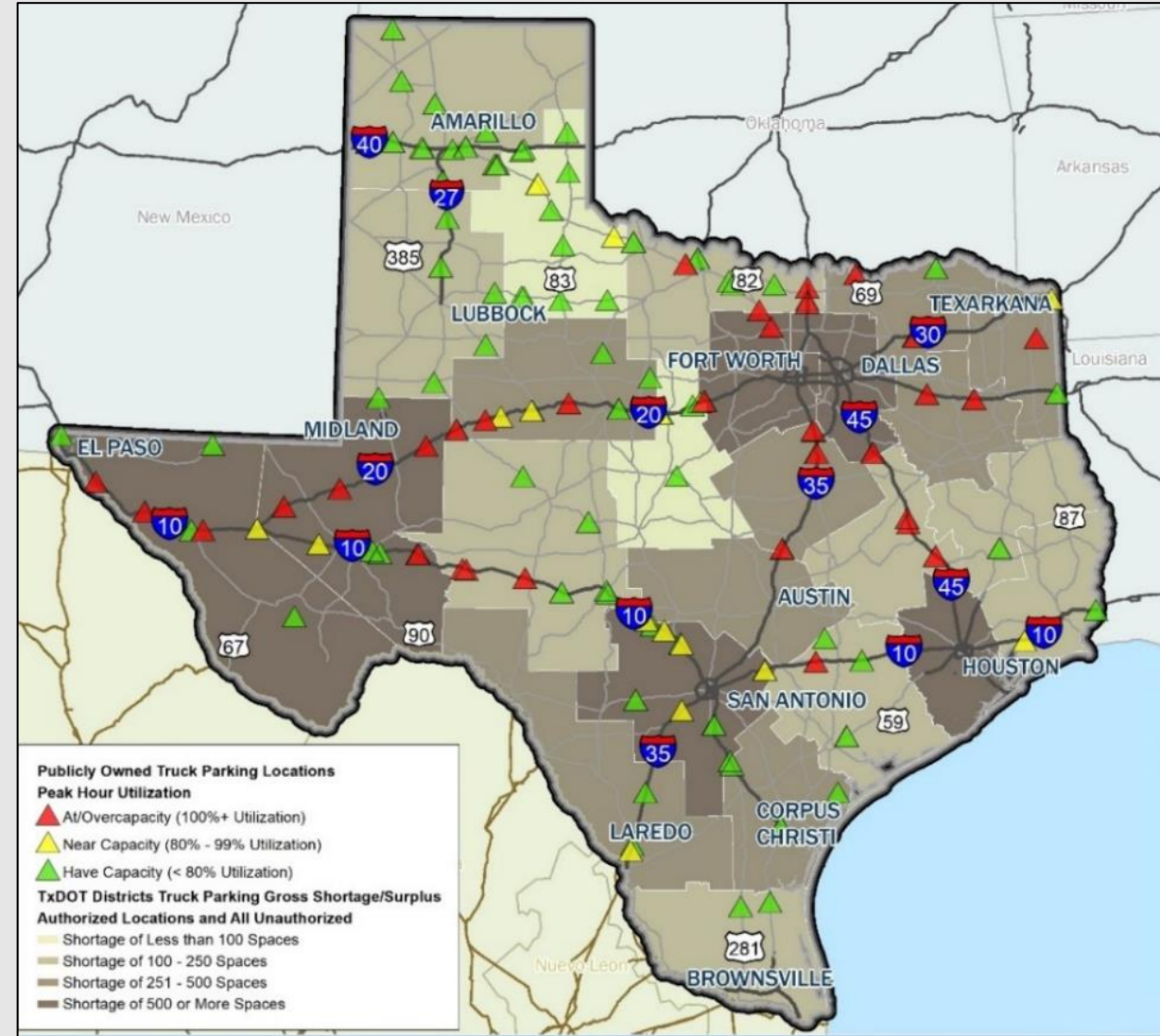
- Texas is deploying 18 TPAS sites
- Design stage is at 60% complete in Texas
 - TxDOT Plans include DPAS signs, CCTV cameras at SRAs to verify parking count and infrastructure to support vehicle detection technology
- Preliminary dynamic messaging sign locations were coordinated with the district
- Milestones:
 - Fall 2022: 90% Design Plans
 - Winter 2022 – 100% Design Plans
 - District Letting – Spring 2023
 - Construction – 2023/2024



Future Work Authorizations



- Other District Truck Parking Implementation Plans
- Statewide TPAS Expansion:
 - Along priority freight corridors I-35, I-20, I-45, I-30
 - At major freight generators: Borders, Ports, Energy Sector
 - At both public and private truck parking sites
 - Could be paired with other technologies, amenities and traveler information





- Getting the message out
- Engaging the right people
- Buy-in from stakeholders
 - Leadership
 - General Public
- **FUNDING!!!!**



Truck Parking Strategies and Win's



- Invite them your Freight Advisory Committee Meetings or prepare briefings
- Keep the message simple but effective
- Engage your state trucking association
- Brief your Secretaries/Transportation Commission



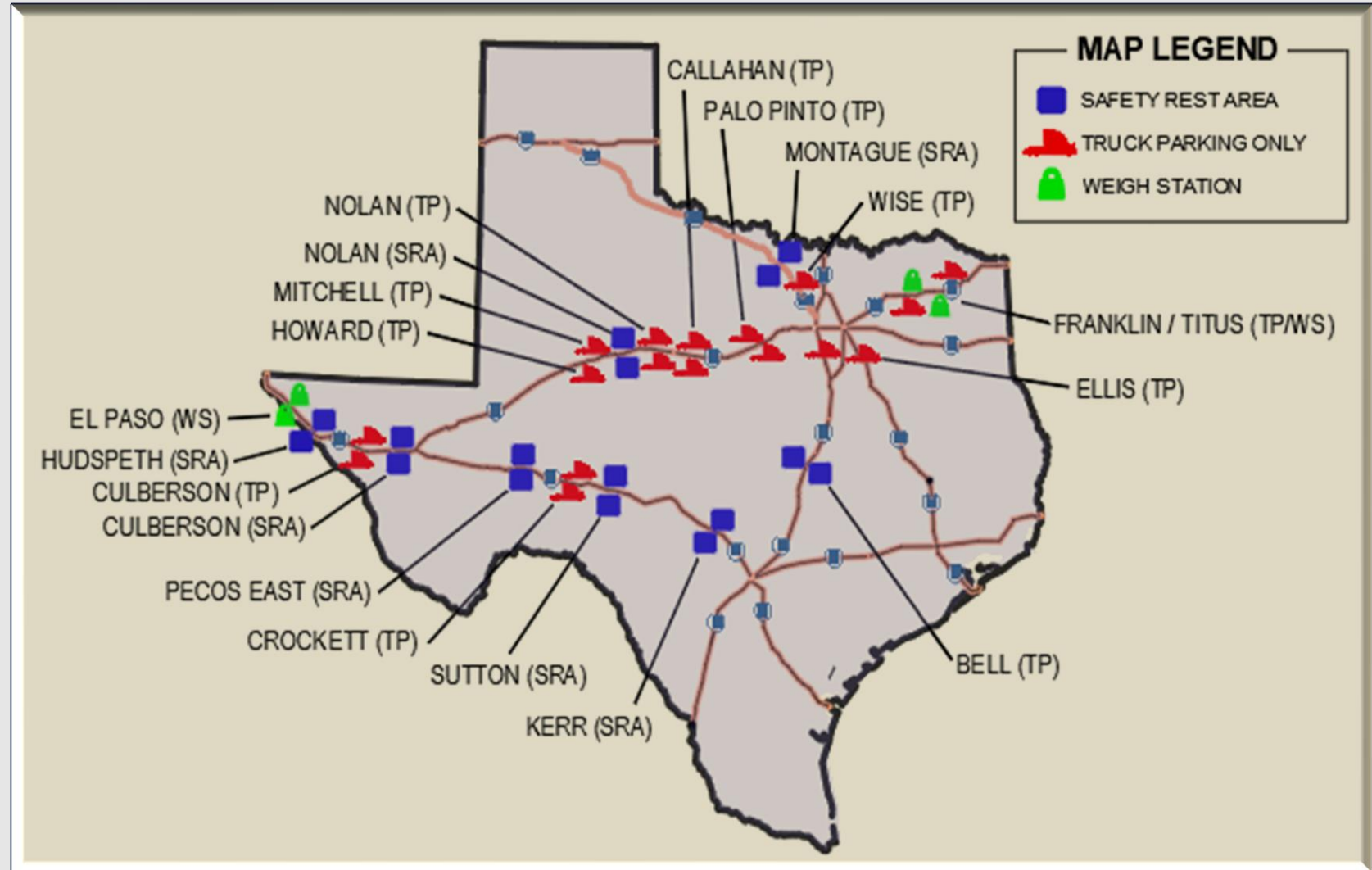
Statewide Truck Parking – 10-Year Projection Plan



MNT Roadside Facilities has developed a 10-year projections plan to help support the need for truck parking.

Project Types:

- » Safety Rest Areas
- » Truck Parking Only
- » Truck Parking Expansion



Questions??

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Photo: I-10 Westbound, El Paso County Safety Rest Area, Fabens, TX



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THANK YOU!

For Questions or Additional Information, please contact:

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