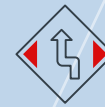
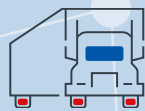




Texas Statewide Truck Parking Assessment

Executive Summary

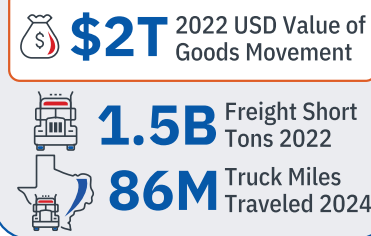


April 2026

Texas Department of Transportation (TxDOT) has been a leader among state departments of transportation in addressing the challenge of safe truck parking. Building on the 2020 Truck Parking Assessment, TxDOT's Maintenance Division launched a 10-year initiative to upgrade and expand truck parking. In 2024, TxDOT Transportation Planning and Programming Division (TPP) finalized the Far West and Southeast Regional Truck Parking Action Plans with recommendations including new and expanded facilities, partnerships, and technology deployment. The I-10 Truck Parking Availability System (TPAS) will begin operations in 2026 providing real-time parking information for state-owned parking facilities along the corridor.

Freight movement is crucial to the Texas economy, with **trucks transporting 1.5 billion tons of goods worth \$2 trillion in 2022**. Texas' vast geography requires long-haul routes between major cities, energy and manufacturing sites, ports, and border crossings. As the state's primary mode of freight transportation, Texas relies on truckers to meet the state's freight needs. Conveniently located, safe parking is essential to Texas trucking operations for staging, storage, and mandated rest breaks. Strategically increasing the available supply of truck parking is critical for meeting growing demand.

TEXAS FREIGHT MOVEMENT



TEXAS HIGHWAY FREIGHT NETWORK



Source: 2024 TxDOT Roadway Inventory Report, 2022 Transearch

2026 Truck Parking Assessment Steps



Data Collection & Inventory

- Existing commercial motor vehicle (CMV) parking infrastructure
- CMV traffic volume & patterns
- Field surveys at key locations
- Stakeholder input



Parking Demand Estimation

- Truck trip origins/destinations and time-of-day factors
- Parking demand indicators
- Future growth in CMV volume and associated parking demand



Spatial Analysis

- Demand hotspots
- Parking availability along major highways and near intermodal facilities
- Identifying areas of greatest need

To address truck parking needs, the TxDOT commissioned the 2020 Texas Statewide Truck Parking Assessment (2020 Assessment), a comprehensive statewide truck parking analysis with strategies to meet current and future demand. To build upon the 2020 Assessment, TxDOT commissioned the 2026 Statewide Truck Parking Assessment (2026 Assessment). An Infrastructure Investment and Jobs Act (IIJA) requirement, the 2026 Assessment outlines actionable strategies to enhance truck parking availability, promote collaboration with private-sector partners, improve roadway safety, and increase the efficiency of freight movement. The elements of the 2026 Assessment have been previously listed.

2

Truck Parking Needs

Why Truck Parking is Needed

Safe and efficient freight movement depends on strategically located authorized truck parking. Limited parking availability forces truckers to stop earlier than planned or spend additional time searching for authorized parking, reducing productivity and increasing shipping costs. Unauthorized parking is associated with increased risks of cargo theft and parked-truck crashes, which are growing challenges in Texas:



1.1K
parked-truck
crashes

78
parked-truck
fatalities

7%
parked-truck
fatality rate

2%
2024 state-
wide fatality
rate of CMV

Source: 2020-2024 CRIS Data



3.8K
freight theft
incidents from
2021-25

6%
of cases solved
in 2025

x15
increase in
sophisticated
theft (2021-23)

39%
increase in
cargo theft
from 2023-24

Source: Texas Department of Public Safety

Dallas County has the most cargo theft (30% of statewide incidents) and parked-truck crashes (11% of statewide incidents). Trucks parked in unauthorized locations are more likely to fall victim to cargo theft and crashes, making access to secure, authorized parking critical to mitigate security and safety risks.



Key Drivers of Truck Parking Needs



Hours of Service (HOS) Regulations - Federal HOS regulations limit truckers to 11 hours of driving followed by a 10-hour break, and require a 30-minute break after eight cumulative hours of driving. These requirements increase demand for truck parking during mandated rest periods.



Productivity Impacts - When authorized parking is not accessible, drivers may stop earlier than planned or spend time and fuel searching for parking, reducing productivity and delaying deliveries. Nationally, truck drivers spend an average of \$380 per day in both real and opportunity cost due to parking inefficiencies.



Unauthorized Parking - When authorized parking is unavailable, some drivers resort to unauthorized parking locations, such as roadway shoulders, ramps, and frontage roads, increasing crash and theft risks. Unauthorized parking on roadways can also limit shoulder use, increase maintenance needs, shorten roadway lifespan, and restrict emergency access.



Safety and Security Impacts - Unauthorized truck parking creates safety and security risks. Trucks parked in unauthorized areas often lack security, interfere with traffic, and have poor visibility, increasing the risk of parked-truck crashes and cargo theft.

3

Authorized Truck Parking Inventory

The 2020 Assessment and additional data sources were thoroughly analyzed to develop an updated authorized truck parking inventory. Due to new and expanded truck parking locations and improved data collection, the 2026 Assessment identified a substantial increase in inventory compared to the 2020 Assessment.

Existing Inventory



36K
truck parking
spaces



34% increase in identified parking
since 2020 assessment
15% of inventory
constructed since 2019

Public Parking - TxDOT provides free overnight truck parking for up to 24 hours. Rest areas typically feature restrooms, vending machines, and security. Picnic areas/pull-offs are smaller facilities that offer parking only.

Private Parking - Some private truck parking locations offer amenities such as fuel, food, showers, laundry, Wi-Fi, and repairs—features not available at public locations due to federal regulations. Most sites provide free short-term parking, but fees for long-term stays and reservations are increasingly common.

Public Parking Inventory
with Capacity > 10 spaces



104

Locations

2,279

Parking Spaces

Private Parking Inventory
with Capacity > 10 spaces



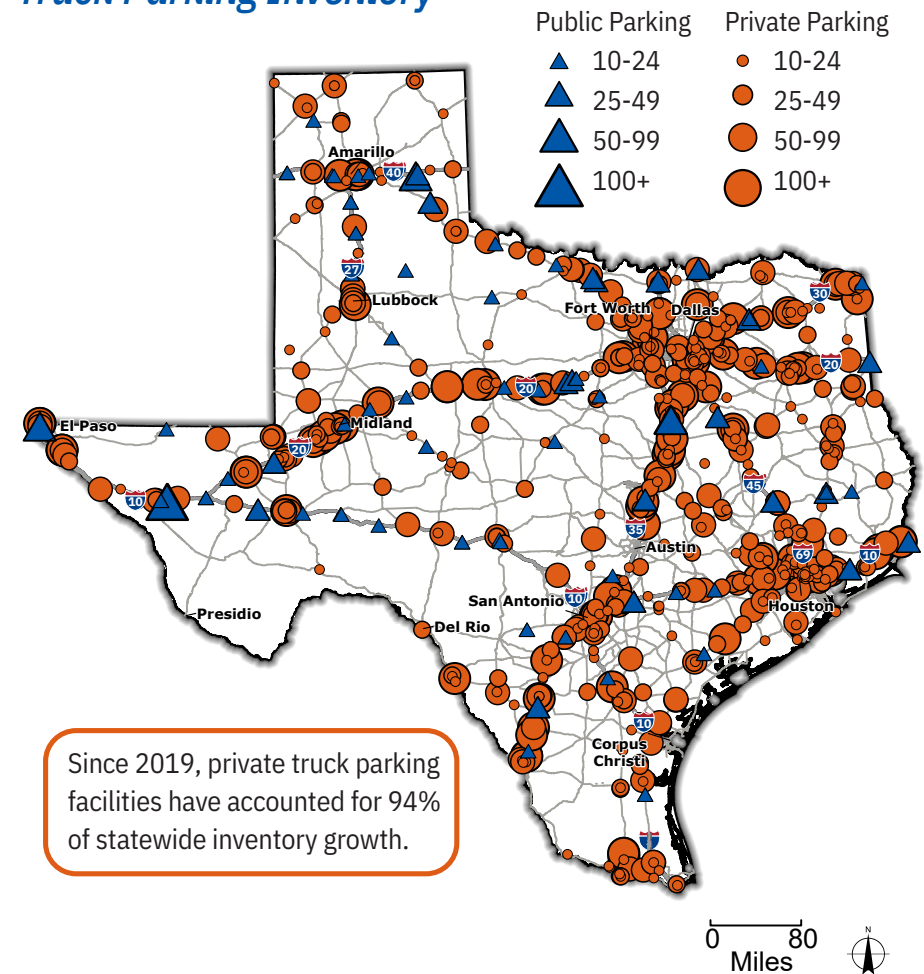
606

Locations

33,422

Parking Spaces

Truck Parking Inventory



Source: HNTB Analysis

4

Demand & Utilization

Authorized Demand

The number of truck parking spaces demanded at peak hour—the period of time with the greatest demand—has increased since the 2020 Assessment, aligning with growth in freight volume and population in Texas. **Growth in inventory has not kept pace with demand**, resulting in parking shortages.



35K

authorized truck parking spaces demanded at peak hour



44%

increase in demand in five years



7,353

truck parking space deficit at peak hour

Locations over-capacity at peak hour

79%

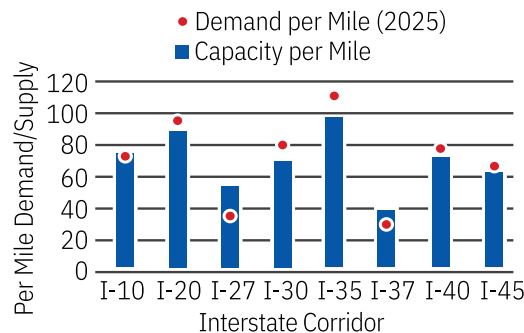
publicly owned



61%

privately owned

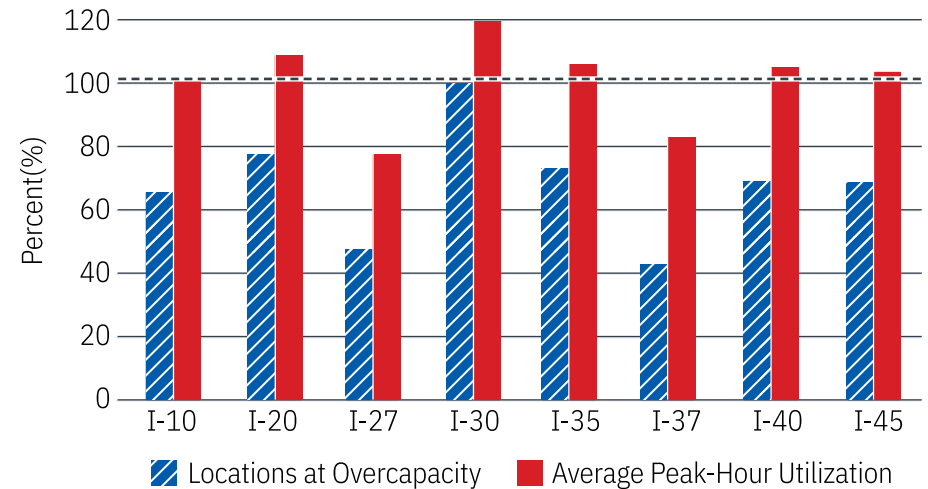
The **I-35** corridor reported the **greatest truck parking supply shortage**, with demand outstripping supply by **818 parking spots**.



The demand per mile on five out of eight corridors either **meets or exceeds** the capacity for parking.

Authorized Utilization

Analysis of peak-hour utilization indicates that **455 authorized truck parking facilities** (64% of total inventory) **operate at or above capacity**. Notably, **I-30 was the only interstate where all inventoried locations were operating above capacity** and featured the highest average peak-hour utilization among any interstate.



Source: 2024 INRIX Data; HNTB Analysis

The Childress District had the highest percentage of authorized locations overcapacity (92%), followed by the Brownwood (85%) and Dallas (84%) Districts.

Unauthorized Demand

When truck parking is not available, some truckers may resort to parking in unauthorized locations. 234 unauthorized demand hotspots were identified across Texas. **The majority (72%) of unauthorized parking was identified within highway right-of-way (ROW)**, indicating that most unauthorized parking occurred on roadway ramps and shoulders. Parking in unauthorized areas of TxDOT facilities (i.e., unauthorized zones at public parking locations and weigh stations) accounted for the second-largest share (23%), followed by informal roadside pull-offs (5%).

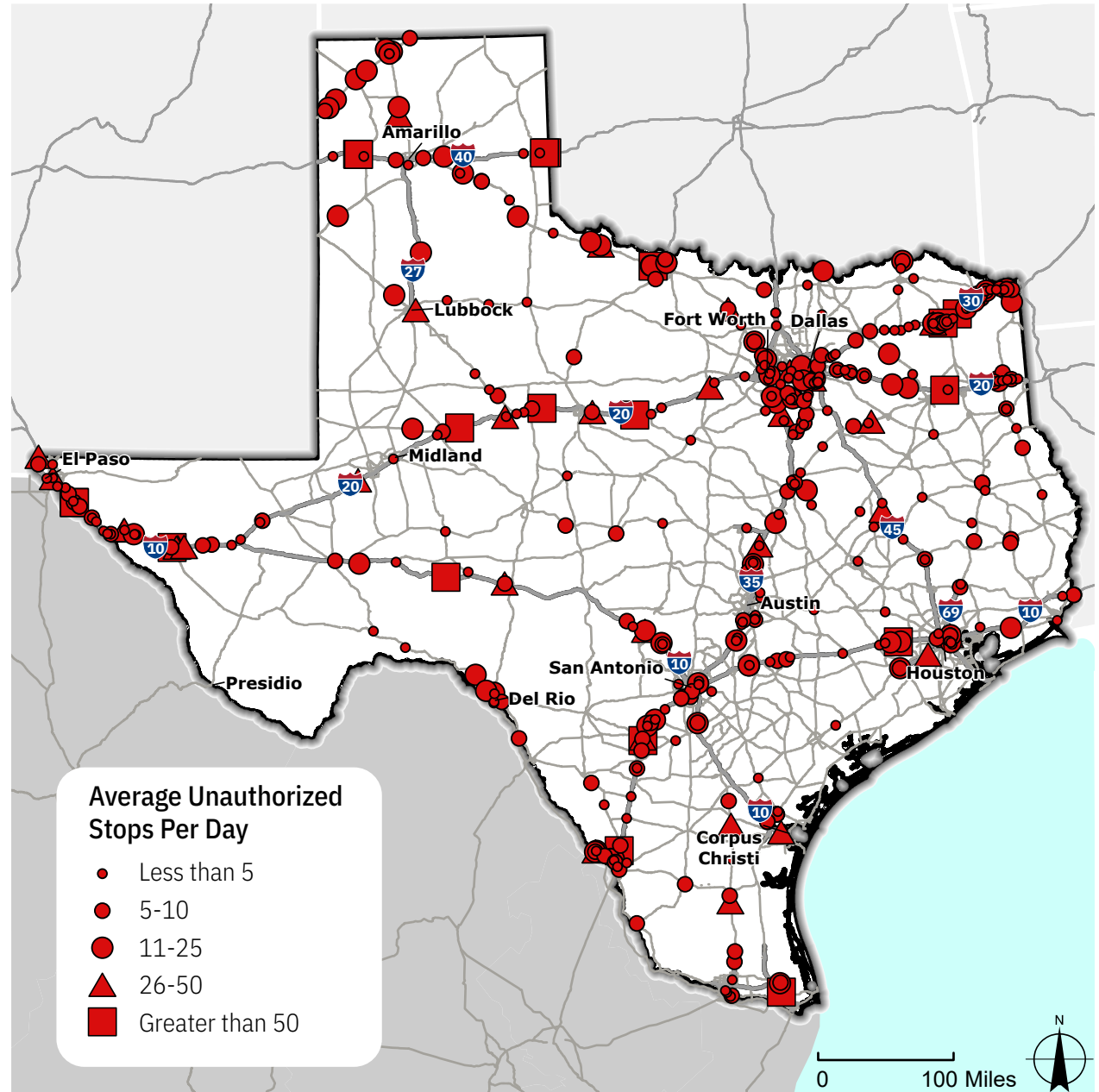
Unauthorized parking activity is concentrated along major freight corridors, including I-10, I-20, I-30, and I-35, as well as near border crossings and port gateways.



Future Demand 2050

Statewide authorized peak-hour **demand is expected to increase from 35,429 to 47,542** in 2050. If no additional parking is developed, the statewide **deficit would increase to 14,372**, and the percentage of locations over capacity would increase from 64% to 73%.

Unauthorized Truck Parking



Source: 2024 INRIX Data, HNTB Analysis

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Needs Assessment & Analysis

Categories of Truck Parking Needs

The truck parking needs assessment standardized truck parking safety, demand, and inventory data to identify THFN corridors with the greatest truck parking needs. For the needs analysis, three elements of need were isolated and analyzed along the THFN:



Safety measures the real-world consequences of needs associated with truck parking deficits – crashes involving parked trucks. The volume of parked truck crashes serves as a proxy for safety needs, with higher accident concentrations indicating greater need.



Capacity indicates whether there is sufficient authorized truck parking to accommodate peak-hour demand and staging to time loading and unloading. Corridors where inventory supply does not meet demand were identified as having capacity needs.



Accessibility reflects whether truck parking can be reached within a reasonable travel time. Areas with accessibility needs lack nearby truck parking during peak hours and have unauthorized hotspots.

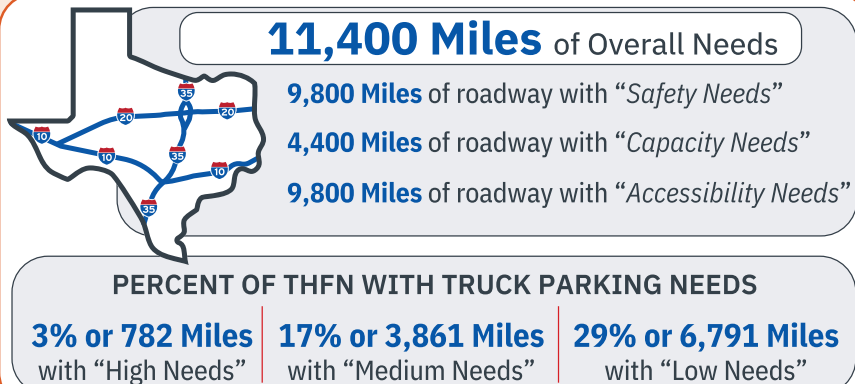
Autonomous Trucking

As automated freight operations expand, parking demand generated by long-haul drivers may decline; however, transfer terminals and staging areas will continue to drive demand for truck parking **near urban areas, ports and logistics hubs** to support first-mile and last-mile operations, timing of pickups and deliveries, and responses to traffic disruptions.



Overall Truck Parking Needs Results

The overall needs analysis combines truck parking demand, inventory, and safety data into a single index. The three needs metrics (safety, capacity, and accessibility) use the same scoring scheme and are combined to identify the Texas Highway Freight Network (THFN) corridors with the greatest overall truck parking needs.

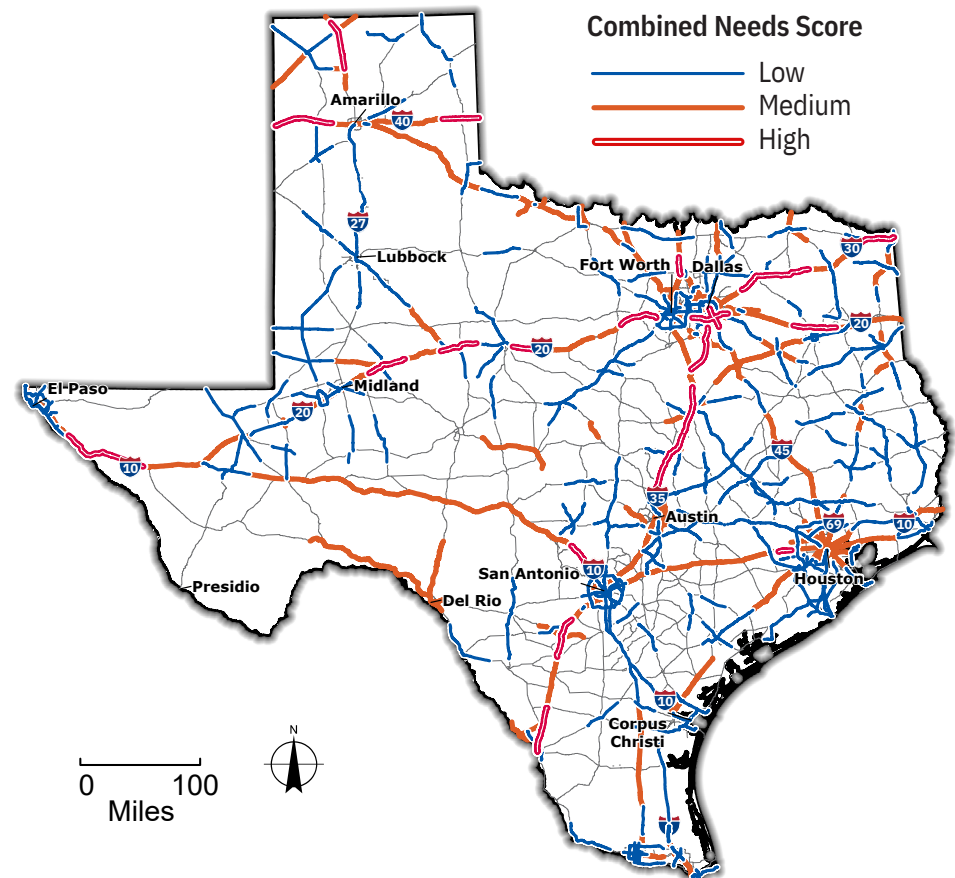


Safety needs account for 55% of the overall needs score, compared to 23% and 22% for capacity and accessibility, respectively. This scoring distribution places the greatest value on TxDOT's top priority, safety, while still emphasizing accessibility and capacity needs.

The overall truck parking needs are concentrated along interstate corridors, where high freight volumes, recurring parking deficit, limited accessibility, and elevated safety risks converge. Among these corridors, **I-35 has the highest truck parking needs by corridor miles.** Its role as a primary north-south freight artery connecting international border crossings, major metropolitan areas, and key distribution hubs makes addressing I-35 truck parking needs especially crucial. The concentration of high-need segments along I-35 and other principal interstates highlights the strong relationship between freight intensity and truck parking deficiencies; this is particularly apparent in corridors that support both long-haul and regional freight movements.

Dallas-Fort Worth (DFW) Metropolitan Statistical Area (MSA) reports the greatest truck parking needs, with 6 "high-need" corridors. Despite having over 5,000 authorized parking spaces, the most in Texas, **DFW reports the greatest parking deficit, unauthorized demand, cargo theft, and parked-truck crashes.** Freight is central to DFW's economy as a logistics and manufacturing hub, impacting 1 in 5 jobs and 23% of the region's economic output. DFW truck freight, which accounts for 85% of total freight movement, has grown rapidly, driving regional truck parking needs. **Truck freight is expected to increase, rising 144% between 2019 and 2050.**

Truck Parking Needs

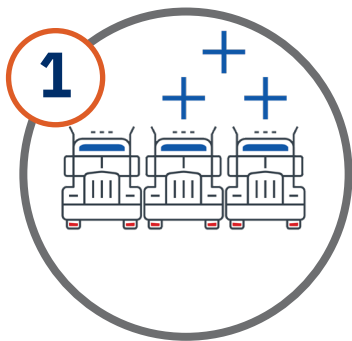


Source: HNTB Analysis

6

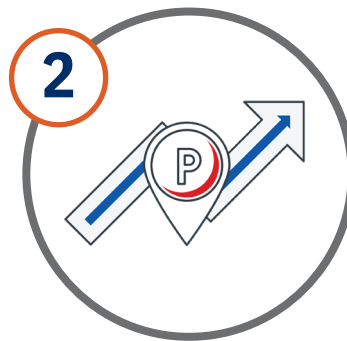
Recommendations

Improving Texas truck parking requires targeted, data-driven strategies that prioritize THFN corridors with identified truck parking needs. The following recommendations are based on the outcomes of the 2026 Assessment and align with state and federal guidance. Recommendations seek to improve authorized truck parking accessibility in Texas to enhance the safety, security, reliability, and efficiency of truck freight movement and general transportation.



Expand, rehabilitate, or repurpose existing public parking

Along corridors, for low, medium, or high need areas, enhancing existing sites can quickly add truck parking capacity cost-effectively—especially in rural areas where private options are limited—while reducing right-of-way, environmental, and community impacts. Planned improvements should be prioritized along corridors with the greatest needs.



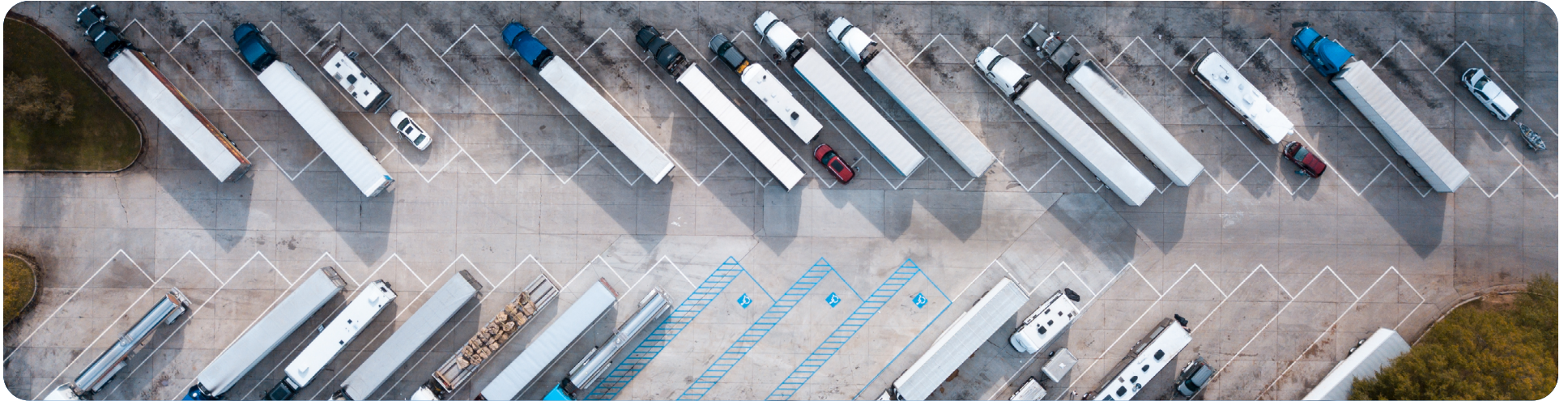
Develop new truck parking facilities

On high-volume freight corridors with high to medium truck parking needs, consider the TxDOT Maintenance Division's (MNT) Texas Truck Parking Initiative allocating dedicated funding annually for expansion and development of new public truck parking. TxDOT regional action plans informed development of a truck parking toolkit for those municipalities, jurisdictions, or private operators interested in building new facilities.



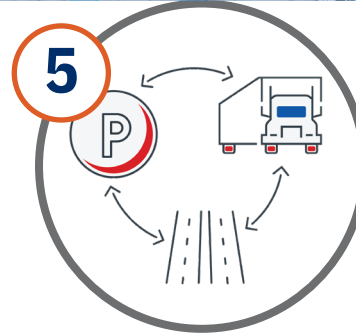
Engage with private parking operators

TxDOT should engage with private parking operators across Texas. Jason's Law findings emphasize the value of coordinating with private operators to improve long-term system performance. Potential approaches include shared-use agreements, development incentives near high-demand corridors, streamlined development processes, and targeted public infrastructure improvements.



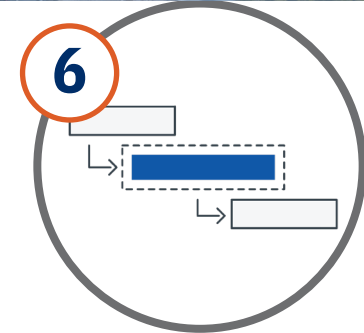
Provide real-time information on parking availability

Real-time truck public parking availability data should be collected and shared. FHWA identifies Truck Parking Availability Systems (TPAS) as effective tools for reducing time spent searching for parking, while improving utilization. Building on the I-10 TPAS, it is recommended that TPAS systems be investigated along corridors with the highest overall needs.



Integrate truck parking into general freight and corridor planning

Truck parking should be implemented as a core element of system performance rather than treated as a standalone facility type. Embedding truck parking considerations in corridor studies, project development, and programming will better align investments with demonstrated needs and forecasted growth in truck activity.



Implement truck parking improvements using a phased approach

Truck parking improvements should be implemented in a phased approach consistent with TxDOT MNT's Truck Parking Initiative, prioritizing corridors with the highest overall need, while conducting ongoing data collection and periodic reassessment. Continued monitoring of utilization, accessibility, and safety will allow priorities to adapt to changing conditions and maximize benefits over time.

[View
Interactive
Storymap](#)



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