

DESCRIPTION

Freight villages, also known as logistics centers or inland ports, consist of a localized cluster of transportation and logistics facilities co-located and coordinated to capitalize on freight movement synergies. Through active facilities management, freight villages provide truck drivers improved amenities, reduced wait times and fuel use, enhanced safety, and maximized use of available truck parking spaces.

Master planning for freight villages leverages ongoing economic development centered on industrial park development around freight source generators. This approach promotes greater cooperation incentives, regional truck parking-supportive policies, and increased truck parking capacity.



APPLICATIONS

- » **Responsible Parties:** Lead agency will vary on coordinated efforts between TxDOT, metropolitan planning organizations, municipalities, counties, and economic development corporations/councils.
- » **Needs:** Staging, intermodal (ports and border), 10-hour rest.

BENEFITS

- » **Enhanced efficiency and safety** through reduced wait times and fuel use while enhancing safety for truck drivers and the public by providing strategically located, well-managed truck parking near freight-intensive areas.
- » **Cost savings and resource optimization** maximizing truck parking spaces across private and public sectors reducing land and maintenance costs.
- » **Economic growth and collaboration.**

IMPLEMENTATION

- 1** *Strategic Location Assessment* at major interchanges with access to multiple freight modes, reviewing ongoing and planned land use among private- and public-sector partners to convert loosely affiliated freight-intensive activity clusters into managed freight villages.
- 2** *Public and Private Sector Coordination* with stakeholders to concentrate truck parking infrastructure development around freight-intensive areas, including signage, wayfinding and truck parking information systems.
- 3** *Policy Development and Implementation* aimed at community impact reduction, ensuring freight-intensive activities and truck parking needs are sequestered away from residential communities and include amenities provision, safety measures and environmental protections.
- 4** *Economic Development Collaboration* with economic development entities such as chambers of commerce and economic development corporations to promote freight village concepts through outreach presentations, and sharing findings from truck parking action plan studies.

FOR MORE INFORMATION

To learn more, please visit www.txdot.gov and search for "truck parking."
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