

TECHNICAL REPORT STANDARD PAGE

1. Title and Subtitle

**Truck Parking Shortage: Improving
Efficiency and Identifying Opportunities**

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Louisiana Department of Transportation and
Development
P.O. Box 94245
Baton Rouge, LA 70804-9245

5. Report No.

FHWA/LA.26/728

6. Report Date

July 2026

7. Performing Organization Code

LTRC Project Number: 25-2SS
SIO Number: DOTLT1000559

8. Type of Report and Period Covered

Final Report
December 2024 to May 2026

9. No. of Pages

147

10. Supplementary Notes

Conducted in Cooperation with the U.S. Department of Transportation, Federal Highway
Administration.

11. Distribution Statement

Unrestricted. This document is available through the National Technical Information Service,
Springfield, VA 21161.

12. Key Words

Truck parking; freight mobility; land use and zoning policy; transportation safety

13. Abstract

Providing safe and secure parking for the more than three million heavy trucks that move over 70% of the nation's freight is both a local and national issue. This is especially true for a major freight hub such as Louisiana, with its freight-intensive corridors, including I-10 and I-12. Currently, there is only one parking spot for every 11 trucks in the state, and these shortages lead to illegal parking, creating safety, operational, and economic challenges that ripple through Louisiana's freight system. These include non-compliance with Hours-of-Service regulations, economic and freight inefficiencies, and quality-of-life issues for impacted communities. This report presents the results of research that evaluated truck parking conditions in Louisiana and proposes short- and long-term solutions to address these problems.

This study employed a mixed-methods approach to data collection and analysis, combining a literature review that synthesized state and national policies and local zoning laws, stakeholder

surveys and interviews, GIS and spatial analyses, qualitative thematic analysis, and economic modeling using IMPLAN to assess the impacts of developing truck parking facilities in Louisiana. The cost of not investing in truck parking in the state was also calculated. Data were collected from a wide range of stakeholders, including truck drivers, trucking companies, communities, local government officials, truck parking companies, and law enforcement personnel, providing the necessary input for analyzing issues related to truck parking in Louisiana.

Conclusions and recommendations were developed from a rigorous analysis and interpretation of the data. Recommendations focused on identifying priority corridors and locations where optimal benefits from parking investments could be achieved, developing model language for local zoning ordinances to support increased truck parking development in the state, and identifying potential funding avenues and management matrices to help policymakers determine the best approach to financing parking investments. Findings from this study will enable decision-makers to comprehensively address the challenges of providing adequate truck parking in Louisiana, a key to improved freight efficiency, enhanced safety, and more livable communities.

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LTRC Project No. 25-2SS
SIO No. DOTLT1000559

conducted for
Louisiana Department of Transportation and Development
Louisiana Transportation Research Center

The contents of this report reflect the views of the author/principal investigator, who is responsible for the facts and the accuracy of the data presented herein.

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July 2026

Abstract

Providing safe and secure parking for the more than three million heavy trucks that move over 70% of the nation's freight is both a local and national issue. This is especially true for a major freight hub such as Louisiana, with its freight-intensive corridors, including I-10 and I-12. Currently, there is only one parking spot for every 11 trucks in the state, and these shortages lead to illegal parking, creating safety, operational, and economic challenges that ripple through Louisiana's freight system. These include non-compliance with Hours-of-Service regulations, economic and freight inefficiencies, and quality-of-life issues for impacted communities. This report presents the results of research that evaluated truck parking conditions in Louisiana and proposes short- and long-term solutions to address these problems.

This study employed a mixed-methods approach to data collection and analysis, combining a literature review that synthesized state and national policies and local zoning laws, stakeholder surveys and interviews, GIS and spatial analyses, qualitative thematic analysis, and economic modeling using IMPLAN to assess the impacts of developing truck parking facilities in Louisiana. The cost of not investing in truck parking in the state was also calculated. Data were collected from a wide range of stakeholders, including truck drivers, trucking companies, communities, local government officials, truck parking companies, and law enforcement personnel, providing the necessary input for analyzing issues related to truck parking in Louisiana.

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Acknowledgements

The research team sincerely thanks Carol Short, Associate Director of the UNO Transportation Institute, as well as the graduate assistants and student workers whose dedicated efforts were key in completing this study.

Special thanks go to Alexandra Holliday, Alexis Sager, Jiahao Shi, Anika Ofori, and Devyn Keith for their vital roles in data collection, survey administration, and stakeholder coordination. Thanks also go to Bob Danton for his research support, which greatly improved the project's quality.

We also recognize the Louisiana Motor Transport Association for its collaboration in outreach and industry engagement. Finally, we appreciate the many public and private stakeholders, especially the New Orleans East Community Matters Coalition, trucking professionals, and agency partners, who generously shared their time and expertise through surveys, interviews, meetings, and guidance. Their contributions have been crucial in shaping the findings and recommendations in this report.

Implementation Statement

This research provides data for immediate implementation. The results of the GIS and state of truck parking analyses along I-10 and I-12 will be shared with the Louisiana Department of Transportation and Development (DOTD), as well as local and regional transportation authorities, primarily the Capital Region Planning Commission, the Lake Charles MPO Southwest Louisiana Regional Planning Commission, and the New Orleans Regional Planning Commission, to better manage and coordinate the current truck parking facilities. Through presentations to key stakeholders, including but not limited to state, regional, and local governments, trucking associations, and transportation conference attendees, the research team will provide the recommendations and sample ordinances produced. Additionally, the research team will provide DOTD, regional planning commissions, and local governments with the necessary tools to shape and/or improve upon local codes to develop more truck parking throughout the state. All stakeholders and research participants will receive a copy of this final report once it is completed and approved.

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Introduction

The Statewide Transportation Plan, Freight Mobility Plan, and Louisiana Department of Transportation and Development (DOTD) facility datasets present a consistent narrative: Louisiana faces a persistent, well-documented shortage of safe and legal truck parking, especially along I-10 and I-12. This situation has measurable impacts on roadway safety, economic development, and freight mobility [1] [2] [3]. In addition to major federal and state planning documents, Louisiana’s regulatory environment plays a significant role in shaping where and how new truck parking can be developed.

Nationally, there are more than 11 truck drivers for every available truck parking space [4], and industrial and residential developments are generating more truck trips and parking demand than local infrastructure can handle. Real-time truck parking space availability is critical for maintaining safety, Hours-of-Service compliance, and efficiency because truck drivers need to rest and stage their vehicles. Unfortunately, many truck parking locations have irregularly shaped “footprints” and lack identifiable delineation for truck parking spaces, so that even though a given location may physically accommodate 25 trucks, it yields only 13 or 14 usable spaces, depending on how they are parked. Given this reality, providing real-time information to approaching trucks on the highway on parking availability is essential.

This shortage of safe and reliable truck parking facilities has created safety risks, operational delays, and inefficiencies across the national freight network [5]. In response, on February 27 2025, the U.S. House of Representatives introduced and referred to the Committee H.R. 1659, the Truck Parking Safety Improvement Act of 2025, which proposes a dedicated federal investment of \$755 million from the Highway Trust Fund to expand truck parking capacity nationwide. This effort reflects a broader federal shift toward supporting infrastructure that improves the safety of freight movement and complements existing competitive and formula-based programs, including Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Nationally Significant Multimodal Freight & Highway Projects (INFRA), and multiple Federal Highway Administration (FHWA) and Federal Motor Carrier Safety Administration (FMCSA) funding opportunities. Because truck parking is primarily a local land use policy issue, jurisdictions must have clear zoning pathways and siting mechanisms to take advantage of these federal funding opportunities.

This study evaluated truck parking conditions in Louisiana to identify short-term operational improvements and long-term policy and planning solutions. It incorporates a review of national best practices, stakeholder surveys and outreach, Geographic Information Systems

(GIS) and spatial regulatory analyses, and an economic impact assessment of the costs of both developing additional truck parking and not investing in these improvements. The results of this study provide actionable recommendations for the state, local governments, and freight stakeholders in Louisiana.

Literature Review

Truck parking shortages create significant challenges for driver and roadway safety, freight movements, and the economy. In response to Jason’s Law in 2012, federal and state agencies have increased data collection efforts to identify parking supply shortfalls and assess driver impacts. Louisiana, which is heavily dependent on the I-10 and I-12 corridors, faces severe parking shortages caused by its high number of freight-producing industries, limited rest area capacity, and extensive port-related truck traffic. This literature review examines the following:

- Federal framework and policy
- Stakeholder perspectives
- Industry conditions, workforce, and operational realities
- National studies in supply, demand, and rest area networks
- Data initiatives, mapping, and spatial analysis resources
- Technology, ITS, and real-time truck parking system
- Local land use, zoning, and municipal codes
- Louisiana-specific resources
- State-level best practices and case studies

Federal Framework and Policy Context

Federal policy establishes the overarching expectations that guide state-level freight planning, including truck parking development. The Federal Highway Administration (FHWA), through its Office of Freight Management and Operations, identifies truck parking as a national safety and freight-efficiency priority in its Jason’s Law Truck Parking Survey Results and Comparative Analysis Report [6]. This law, established in 2012 under MAP-21, mandates recurring nationwide data collection on truck parking supply, demand, safety concerns, and driver experiences. It recognizes truck parking shortages as systemic infrastructure deficiencies that compromise driver safety, Hours-of-Service compliance, and supply chain reliability. FHWA’s Truck Parking Development Handbook provides the primary federal technical standards for states, outlining methodologies for demand forecasting, facility siting, environmental and cultural-resource screening, geometric design, amenities, and benefit–cost evaluation [7]. These requirements define the analytic

expectations against which Louisiana must assess parking demand, evaluate feasibility, and integrate truck parking into broader freight systems planning. FHWA guidance further emphasizes that truck parking constraints are often created or compounded by local zoning, buffers, incompatible land use classifications, and municipal permitting, underscoring the need for coordination with MPOs and local jurisdictions [7].

One of the earliest reports on truck parking dates to 1996. This FHWA report investigated the need for parking facilities and differentiating between public and private supply. The report is an explicit national evaluation of truck parking, "assessing the adequacy of truck parking at public rest areas and private rest stops along the Interstate Highway System." This was followed by a 2002 FHWA study exploring how parking is underserved by the existing supply, leading to trucks parking in places not designed for them, such as freeway on- and off-ramps and shoulders [8]. The American Trucking Associations reported that 98% of drivers regularly experience problems finding safe parking, and 70% of drivers have been forced to violate federal Hours-of-Service rules due to parking shortages [9]. This situation not only endangers drivers but also affects the efficiency of freight operations, as drivers spend significant time searching for parking. Increased availability of dedicated parking can improve efficiency and lead to cost savings for shippers and carriers, which can be passed on to consumers in the form of lower prices [10]. Greater efficiency is particularly important in high-traffic freight corridors where congestion and delays can have significant economic repercussions.

FHWA's first Jason's Law report identified local governments as a critical stakeholder in the truck parking discussion, characterizing them as critical to identifying new parking sites because of challenges in finding parcels for parking. This is especially true near major retail areas heavily mixed with residential land uses, which often results in "Not in My Backyard" (NIMBY) reactions from the community [11]. Despite the economic benefits, the development of truck parking facilities often faces resistance from local communities. Common concerns include increased traffic, noise pollution, and other environmental impacts. A study by the American Transportation Research Institute [12] examined community opposition to truck parking facilities, noting that these concerns can impede the siting and development of new parking areas. Therefore, it is important to involve community stakeholders as early as possible in the planning process to identify issues and develop and implement mitigation strategies. FHWA [7] recommends mitigation strategies such as sound barriers, landscaping, visual buffers, and environmentally friendly technologies to reduce the negative impacts of truck parking facilities. Effective communication of the potential economic benefits and safety improvements can also garner community support.

FHWA guidance on Variable Message Signs (VMS), truck parking availability detection technologies, and national best-practice standards establishes expectations for how states integrate real-time information systems into freight operations [7]. These guidelines will shape Louisiana’s approach to deploying Truck Parking Information Management Systems (TPIMS) and expanding Intelligent Transportation System (ITS) infrastructure along high-demand freight corridors.

Industry Stakeholders Reinforce Federal Priorities

The American Trucking Associations highlight broad bipartisan support for federal investment in truck parking infrastructure, emphasizing safety, driver retention, and freight-mobility benefits in its national legislative agenda and policy briefs [9]. These advocacy materials frame truck parking as a matter of national economic competitiveness and driver well-being. FHWA notes that local governments should treat truck parking as a priority within local planning and zoning processes, given its importance to community commerce and freight operations [13]. The National Coalition on Truck Parking found that there are safety, commerce, traffic congestion, and planning implications. For example, drivers need a safe place to meet Hours-of-Service requirements, but when parking is unavailable, they often must park in places not designated for them, which may create safety hazards, such as obstructing vehicle and bike lanes and restricting line of sight. These safety issues are often handled by local safety personnel [14]. Local governments can include truck parking in development codes to ensure the community can manage where and how trucks are staged to best support local businesses and consumer access to goods.

Federal environmental and land use regulations also shape project feasibility. Truck parking facilities often require extensive paved surfaces, drainage infrastructure, and direct highway access. Therefore, they frequently trigger federal requirements under the National Environmental Policy Act (NEPA), wetlands permitting under Section 404 of the Clean Water Act, cultural resources review under Section 106 of the National Historic Preservation Act, and evaluations of right-of-way, air-quality, and noise impacts [5] [7]¹. These federal regulations interact with Louisiana’s permitting processes and have direct implications for site selection, design, and implementation timelines. The Truck Parking Safety Improvement Act (TPSIA) is a proposed federal competitive grant program to expand safe, accessible parking for commercial motor vehicles [15]. Should the Act become law, the Secretary of Transportation could award grants to state Departments of Transportation, Metropolitan Planning Organizations, local governments, tribal governments, and public-private

¹ These regulations and requirements are in flux under President Donald Trump’s administration.

partnerships to construct new truck parking facilities, expand or modernize existing facilities, reopen closed rest areas or weigh stations for parking use, and deploy intelligent transportation systems that provide real-time parking availability information. Grant funds may be used only for parking capacity and related technology, and facilities developed with these funds must remain free to commercial motor vehicle drivers. The proposed legislation prioritizes projects located along freight corridors with documented shortages or safety concerns and requires the U.S. Department of Transportation to report annually to Congress on the number of parking spaces added and project outcomes [15].

Industry Conditions, Workforce, and Operational Realities

Parking limitations are not only isolated infrastructure gaps but systemic operational challenges that materially affect freight mobility and safety. The broader freight environment plays a critical role in shaping truck parking needs, influencing when, where, and how drivers choose to stop. Industry research consistently highlights shifting driver demographics and widening training and workforce gaps as factors that affect operational efficiency, Hours-of-Service compliance, and demand for reliable rest locations. Rising operational costs, including fuel price volatility, maintenance expenses, and insurance premiums, further constrain carriers and drivers, increasing the importance of the efficiency that would be provided by an expansion of safe, predictable, and accessible parking facilities.

Rising operational costs create additional pressures that affect parking behavior and demand. ATRI's 2025 operational costs report shows that while fuel and maintenance costs have declined, overall fleet margins have fallen as trucking costs set new records [16]. Cost-per-mile trends indicate ongoing economic pressure on carriers and owner-operators [17] [18] [19]. These economic constraints make efficient trip planning, including reliable access to parking, increasingly critical for profitability, and often, public sector incentives to the private sector can assist in developing more truck parking. For example, when Vermont had to close a public rest area, the state provided signage directing trucks and tourists to a nearby private location in exchange for the truck stop providing access to amenities at all hours of the day. As a result, the truck stop benefited from the increased business [20]. Similarly, Louisiana Revised Statute, La R.S. 27:416, states that qualifying truck stops may install up to 50 gambling devices, which could increase the truck stop's revenue if they provide specific amenities to truck drivers [21].

A key challenge in truck parking is balancing regulations influenced by competing private industry interests. Public highway facilities and private retail sites near interchanges often clash, making it difficult for public agencies and private groups to meet trucking and retail

needs concurrently. Under Title 23, U.S.C. §111, public rest areas cannot serve commercial food or fuel on the interstate. However, service plazas with retail services exist in some older toll road areas under exemptions for facilities that existed before 1960. Private entities do not make their profit from truck parking, but rather from amenities and fuel. However, if Public-Private Partnerships (PPP) facilitate private sector development of public property, it may be more lucrative or successful for them to create truck parking options as well [6] [11].

Truck parking shortages are not solely an infrastructure issue but also a workforce challenge that directly affects the safety, retention, and operational efficiency of a driver population experiencing demographic shifts with implications for parking facility design and policy. ATRI's latest demographic research shows that truck drivers are becoming younger and more ethnically diverse [22] [23]. This demographic change requires rethinking recruiting strategies and recognizing that today's drivers may have different expectations and needs for rest facilities than previous generations. Workforce development programs show value in attracting new generations of drivers, but retention also depends on addressing quality-of-life issues, including access to safe, adequate parking [24]. In addition to driver shortages and workforce turnover, demographic shifts, particularly the increasing number of women entering long-haul and regional trucking, are beginning to reshape parking demand and facility expectations.

Although women still account for a relatively small percentage of professional drivers, their participation has increased steadily, driven by industry recruitment efforts, wage competitiveness, and expanded on-the-job training programs. According to the Women In Trucking Association, women accounted for 12.1% of commercial truck drivers in 2023, continuing a steady rise [25]. However, despite their increasing numbers, female drivers face unique workforce challenges that are closely linked to truck parking shortages. Recent industry surveys show that women are much less likely than men to use informal or unauthorized parking areas due to safety worries, which makes the shortage of legal, well-designed facilities particularly burdensome for female drivers [26]. ATRI's workforce analyses and driver-perception surveys indicate that female drivers consistently report heightened concerns about personal safety at truck parking locations, especially in areas lacking lighting, surveillance, staffing, or secure-design features [27]. These concerns influence these drivers' route planning, Hours-of-Service compliance, and preferred parking choices, further intensifying demand for safe, well-managed facilities.

Lockridge [16] found that harassment and safety threats were key reasons women left the industry or declined long-haul jobs. These findings highlight the need to include gender-responsive facility design, such as better lighting, fencing, surveillance, and accessible restrooms, in statewide truck parking plans. Female drivers tend to have better safety records

than their male counterparts, and studies indicate that women are involved in fewer crashes and receive fewer major violations for unsafe driving, suggesting that improving working conditions for women, including safe parking, could lead to safer trucking overall. As carriers work to broaden their workforce, having safe, predictable, and well-designed parking is not only essential for operational efficiency but also critical for workforce development. Addressing parking deficits, particularly through secure, well-lit, and amenity-rich facilities, would support worker retention and enhance safety outcomes.

National Studies on Supply, Demand, and Rest Area Networks

The National Cooperative Highway Research Program (NCHRP) is scheduled to provide the strongest methodological foundation for statewide truck parking planning. In 2027, NCHRP 08-190 will deliver the first nationwide evaluation of truck parking demand linked to freight corridors, rest area locations, and projected growth patterns, identifying where strategic public rest area expansions would yield the greatest safety and mobility benefits. In 2025, NCHRP 08-140 established national standards for Truck Parking Information Management Systems (TPIMS), detailing data architecture, system integration, interoperability requirements, and performance metrics for real-time parking availability systems [28]. NCHRP 08-140 also provides the most detailed national guidance to date for planning and implementing statewide TPIMS platforms. The study defines system architecture, data governance, sensor technologies, performance measures, and integration with DOT Traffic Management Centers and 511 traveler information systems [28]. It also highlights the importance of corridor-based deployment strategies that prioritize high-demand freight routes and bottleneck locations. NCHRP 08-141 provides a model regulatory guidebook for municipalities, synthesizing national zoning barriers, best-practice ordinance language, conditional-use permitting processes, and recommended enforcement mechanisms to enable local jurisdictions to support safe and legal truck parking [29].

Data Inventories, Mapping, and Spatial Analysis Resources

The Bureau of Transportation Statistics (BTS) Truck Stop Parking Dataset provides a nationwide, geocoded inventory of public and private parking facilities, enabling gap analysis, corridor-level density mapping, and proximity assessments along critical freight routes such as the I-10 corridor [30]. To complement federal datasets, the DC Book Company Truckers Directory documents private-sector and informal truck parking locations, including truck stops, independent operators, and restaurant-based lots, that are typically underrepresented in DOT inventories [31]. Integrating these datasets enables a more

comprehensive assessment of existing supply and supports identifying geographic gaps, prioritizing candidate sites, and planning for future Variable Message Sign (VMS) and Intelligent Transportation System (ITS) deployments.

Additional commercial platforms provide supplementary data sources reflecting driver-generated information on parking availability and conditions. Trucker Path offers real-time parking and services information through a mobile application platform [32]. Parking Club operates a marketplace for reserved parking spaces, representing an emerging private sector response to parking shortages [33]. DAT Freight & Analytics provides truck parking information as part of its broader suite of freight market data [34]. American Truck Parking maintains national listings of available facilities [35]. These platforms demonstrate how technology is enabling more dynamic and user-driven approaches to parking information dissemination.

The availability of multiple, overlapping datasets presents both opportunities and challenges. While more comprehensive coverage becomes possible through data integration, inconsistencies in update frequencies, inclusion criteria, and spatial accuracy require careful validation. Developing protocols to reconcile discrepancies across data sources and establish authoritative inventories that support both operational decision-making and long-term planning would address this issue.

Both Texas and Maryland have truck parking visualization tools that use truck probe data to show where trucks are parking and help with stakeholder collaboration. Accounting for trucks by different weight classes, it assists planners in understanding the impacts of e-commerce on parking demand in recent years [36]. The Maryland Department of Transportation uses INRIX Trips data to map stopped, non-moving trips to estimate usage at publicly owned truck parking facilities. It found that mapping non-moving trips was useful in estimating usage, as well as determining where trucks were parking throughout the state [37].

The National Coalition on Truck Parking: Technology and Data Working Group outlines best practices for deploying availability-detection sensors and sharing parking data through VMS and online platforms [7]. Following these standards could support Louisiana's efforts to develop pilot programs for corridor-based truck parking information systems, especially along I-10 and I-12.

Technology, ITS, and Real-Time Truck Parking Information Systems

Technology and Intelligent Transportation Systems (ITS) are improving the efficiency, safety, and usability of truck parking networks. ATRI's Truck Parking Information Systems: Truck Driver Use and Perceptions provides one of the most comprehensive evaluations of

driver experiences with existing technologies, including VMS or DMS, app-based platforms, and real-time availability tools. Drivers value technology-enabled parking information but express concerns about inconsistent data, limited geographic coverage, and discrepancies between displayed availability and actual site conditions [28]. These findings underscore the importance of reliable data collection and system integration for any statewide deployment.

The National Coalition on Truck Parking (NCTP) outlines technical and operational best practices for detecting parking availability, integrating in-ground or overhead sensors, establishing data standards, and disseminating real-time information through multiple platforms [38]. The framework emphasizes interoperability across systems, cross-agency data sharing, and coordination between public and private operators, all essential elements of an effective statewide TPIMS.

Local Land Use, Zoning, and Municipal Codes

Many cities and parishes/counties have ordinances or codes detailing restrictions for where trucks can park, as well as how long they can park, either for delivery or long-term/overnight parking. Fines can be imposed on drivers violating these restrictions. Constituents complain about trucks operating in the community, especially when they park or idle in residential areas. Truck drivers generally park in residential areas either because they live in the neighborhood or because there are no safe alternatives. Unfortunately, these same communities often oppose new truck parking development [11]. If truck parking is unavailable, truck drivers will continue to park in residential areas because they have nowhere else to go [39]. Ordinances also include restrictions on trucks of certain weights, parking on select roadways, time-of-day operating restrictions, and special restrictions for trucks carrying hazardous materials. Local ordinances that dictate which roadways trucks can use particularly affect truck parking, as sufficient truck parking may not be available on those roadways.

The Importance of Considering Truck Parking in Local Planning and Zoning Report [14] emphasizes that municipal zoning provisions frequently, if unintentionally, restrict feasible truck parking sites through prohibitions on heavy-vehicle parking, minimum setback requirements, buffer mandates, and conditional-use review processes that add cost and uncertainty for private developers. These regulatory barriers can severely limit site availability, particularly in urbanized or environmentally constrained corridors.

NCHRP 08-141 notes that the inconsistencies across local zoning codes produce fragmented truck parking networks. The guidebook documents how the lack of harmonization in definitions, use classifications, screening requirements, and permitting procedures hinders

coordinated statewide planning and makes it difficult to establish reliable, connected truck parking corridors [29]. These findings underscore the difficulty states face when attempting to expand truck parking within local regulatory environments not designed with freight mobility in mind.

Louisiana-specific ordinances demonstrate the effects of these zoning barriers. New Orleans' Commercial Vehicle Parking and Loading Zones ordinance controls where commercial vehicles can stage, park, or load within the city, affecting curb availability and truck movement in busy urban areas [40]. The city's Comprehensive Zoning Ordinance sets detailed development rules for truck stops and terminals, including minimum front-yard setbacks, landscaping and screening requirements, fencing standards, parking island ratios, idling restrictions near residential areas, and separation distances from sensitive land uses such as schools, historic sites, and parks. The New Orleans Comprehensive Zoning Ordinance [40] sets standards for truck stop and terminal development, including site design, buffering, and idling restrictions; the City of Lake Charles Business District Zoning Ordinance defines parcel size, highway adjacency, and distance from sensitive uses such as schools or historic properties [41] [42]. Combining these ordinances into GIS screening illustrates that potential sites meet local siting and environmental requirements. These rules reflect a wider trend across Louisiana municipalities, including Lake Charles, Baton Rouge, and Jefferson Parish, where zoning often requires large land parcels, proximity to major highways, and buffers from residential or institutional uses, further reducing the number of suitable sites. See Tables 1 and 2 for an analysis of parish-by-parish truck parking ordinances.

Table 1. I-10 parish-by-parish analysis of truck parking ordinances

Parish	Parking Ordinance
Calcasieu	Truck parking prohibited on Bridlewood Drive in Ward Three. (Sec. 17-130)
Jefferson Davis	Truck parking and driving prohibited along certain specific roads. (Sec. 13-27 through 13.29)
Acadia	None found.
Lafayette	No parking on a street in an area zoned residential (as designated in the zoning ordinance of the City of Lafayette) or on a street in front of a lot which contains a building used primarily as a residence, other than for the contemporaneous and expeditious loading or unloading of such vehicle. (Sec. 86-138)
St. Martin	No truck parking-specific ordinances were found. Truck terminals are allowed in Zoning District I-1 (Light Industrial).
Iberville	Parking on public roads is limited to two hours. (Sec. 15-29)

Parish	Parking Ordinance
West Baton Rouge	No motor vehicle over five-ton capacity and no commercially licensed trailer or commercial type truck trailer shall be parked or stored in a residential district except when loading, unloading, or rendering a service. (Sec. 106-67) Truck stops permitted in C2 Zones only. Truck stop casino sites in C2 Districts shall also include a parking area large enough to accommodate at least 50 heavy trucks (18-wheelers). (Sec. 106-125)
East Baton Rouge	No person shall stop, stand, or park, or, as registered owner, permit the following described vehicles to be stopped, standing, or parked upon or adjacent to any lot in the A1, A2, A2.5, A3, and A4 districts or upon the drive or in a yard between the residence and the street in recognized subdivisions. (Sec. 11:428) Storage/overnight parking of trucks prohibited at city dock. (Sec. 10:300)
Ascension	Truck stops permitted in Zones MU, MI, HI. (Unified Land Dev. Code Appendix 1)
St. James	None found.
St. John the Baptist	Sec. 113-479—Truck stops or terminals. A conditional use permit, in accordance with Chapter 113—Zoning, Article II—Administration and Enforcement, Division 4—Conditional Use Permits, is required to establish a truck terminal. Truck terminals shall conform to the regulations set forth by the state and to the following regulations: (1) Frontage shall be on a median-divided major arterial with a minimum of four roadway lanes and having a federal or state designation. (2) Minimum lot size of the site shall be ten acres. (3) Truck terminals with video poker gaming facilities shall have all the following amenities: a. A separate truckers' lounge. b. A full-service laundry facility located in a convenient area for truckers' use. c. Private showers for men and women, not located in an area open to the general public. d. A travel store with items commonly referred to as truckers' supplies (i.e., items commonly used by commercial motor vehicles). e. Truck scales. f. Separate truckers' telephones. g. Permanent storage facilities for fuel and fuel accessories. h. These regulations shall not apply to any truck stops with video poker gaming facilities having a certificate of zoning compliance prior to the effective date of the ordinance from which this chapter is derived.

Parish	Parking Ordinance
	Truck stops are allowed in Industrial zoned districts, pending conditional use permits and other criteria. (Sec. 113-365)
St. Charles	Unlawful to park any vehicle with more than two (2) axles or with a payload capacity in excess of two thousand (2,000) pounds on any street right-of-way within the parish. (Sec. 15-8) Different zoning regulations for “truck terminals,” “truck terminals with video poker,” and “automobile fleet services” (examples include rental car facilities, overnight truck parking, dispatch locations, and any use related to the temporary or periodic parking of operative motor vehicles). Generally, truck parking must be in C3 or M1-M2 zones and may require conditional use approval or compliance with other regulations, depending on the zoning district.
Jefferson	Extensive list of prohibited streets in Sec. 36-162. Sec. 33-5.3.5.1.3—Truck stops (LBCS function code 2118): (a) All truck stops shall be considered special permitted uses in all of the zoning districts in which they are authorized; requests for approval of such uses shall be processed pursuant to Section 33-2.23, special permitted uses, in Article 2, Procedures, of this UDC, except that the three-year renewal requirement shall not apply. (b) As shown on the required site plan, landscape plan, or floor plan, the truck stop shall: (1) Consist of at least ten (10) developed contiguous acres and sell fuel, lubricating oil, and other vehicular merchandise, such as batteries, tires, or vehicle parts of eighteen-wheel tractor trailers; (2) Be located adjacent to a major state highway or interstate highway; (3) Be located a minimum of five hundred (500) feet from any residential zoning district or use, school, church, park, or recreation area, as measured radially from the property line of the truck stop site; (4) Have an on-site restaurant with all of the following features: a. Seating for at least fifty (50) patrons; b. Full table service for sit-down meals; c. Twenty-four (24) hours a day operation; and d. A varied menu. (5) Have a stable parking area of at least one hundred seventy thousand (170,000) square feet, providing at least one hundred (100) eighteen-wheel tractor-trailer parking stalls. Such parking shall adhere to the following: a. Standard truck parking space size shall be fifteen (15) feet by seventy (70) feet with a seventy (70)-foot travel aisle;

Parish	Parking Ordinance
	b. Ten (10) percent of the truck parking spaces shall be fifteen (15) feet by seventy-five (75) feet with a seventy (70)-foot travel aisle; c. The parking and vehicular use area shall be of sufficient size to allow for safe ingress and egress with a minimum access of eighty (80) feet at the roadway intersection. d. Truck parking and access to truck parking must be separated from all other vehicular uses; e. Parking areas located around business entrance ways and exits shall not constitute parking areas for 18-wheelers; f. Lighting must be provided in parking areas and access ways to buildings. Parking area lighting must be oriented inward so as not to intrude on abutting property. Sixty (60) feet is the maximum height for lighting. All parking areas and all parts of parking areas must be fully illuminated; and g. The proper number of off-street parking spaces for the land uses included in the development shall be provided in accordance with Article xxxv, off-street parking, loading, and clear vision area regulations in Chapter 40, zoning, of this Code, in addition to the required truck parking; (6) Have diesel and gasoline fuel facilities that meet all building codes and fire safety codes; (7) Have on-site repair service facilities for 18-wheel tractor-trailers; (8) Be owned or leased by a person with a Class A general retail permit or a Class A restaurant permit to serve or sell alcoholic beverages for on-premises consumption; (9) Have four (4) of the following amenities: a. A separate trucker's lounge; b. A full-service laundry facility located in a convenient area for truckers' use; c. Private showers for men and women located in an area that is not open to the general public restroom facilities; d. A travel store with items commonly referred to as truckers' supplies; e. Truck scales; f. Separate truckers' telephones; or g. Permanent storage facilities for fuel; (10) Provide a twenty (20)-foot setback from all property lines for parking and vehicular use areas and all structures except fences; (11) Have a traffic plan showing egress and ingress approved by Public Works traffic engineering. (c) The sign regulations shall be the same as those set in section 40-477 in Article XXVI, Commercial Parkway Overlay Zone, of Chapter 40, zoning, of this Code; and (d) Section 33-6.25, landscaping, buffering, and screening, shall apply.

Orleans	22.13 Storage of Commercial Vehicles The following restrictions apply to the parking or storage of commercial vehicles on property zoned for residential use: a. No commercial vehicle may be parked on any public right-of-way in a residential district, except for vehicles engaged in loading or unloading or current work being done to the adjacent premises. b. No stored or parked commercial vehicle may be occupied or used for human habitation. c. Only standard-size passenger motor vehicles, including but not limited to vans, sports utility vehicles (SUVs), standard passenger-size livery vehicles, and pick-up trucks, are permitted to be stored or parked outdoors overnight on lots in residential districts. d. Permitted commercial vehicles, as described in Paragraph C above, include vehicles owned and used for commercial purposes by the occupant of a dwelling or guest, provided that the vehicle is stored or parked in a permitted parking area. Permitted commercial vehicles may include the logo of the commercial business painted on or applied to the vehicle. All other commercial vehicles, including but not limited to semi-truck tractor units, with or without attached trailers, commercial trailers, buses, tow trucks, construction vehicles, and livery vehicles that exceed standard passenger vehicle size, such as limousines or other large commercial vehicles, are not permitted to be stored or parked outside overnight on residentially-zoned property. 20.3.FFF Truck Stops and Truck Terminals 1. All truck stops and truck terminals shall submit a development plan for review and approval by the Executive Director of the City Planning Commission. If these facilities are located in the New Orleans Regional Business Park, bounded by the Mississippi River Gulf Outlet/Intracoastal Waterway, the CSX railroad tracks, the Industrial Canal, and the Maxant Lagoon, the site shall be reviewed and approved by the Executive Director of the City Planning Commission in consultation with the New Orleans Regional Business Park. 2. A minimum front yard of twenty (20) feet shall be provided. If the site is within three hundred (300) feet of a residential district, a fifty (50) foot front yard shall be provided. Parking is prohibited in the setback. The setback shall be landscaped with evergreen trees at a rate of one (1) for every twenty-five (25) feet of linear frontage, supplemented with shrubs and groundcover. 3. A solid fence with a minimum height of seven (7) feet is required for any outside storage areas adjacent to a public right-of-way, residential, or commercial district. 4. All vehicular use areas adjacent to public rights-of-way shall be screened by a berm, masonry wall, hedge, or a combination thereof a minimum of thirty (30) inches in height and within a perimeter yard a minimum of four (4) feet in width.
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Parish	Parking Ordinance
	5. Parking lots of one hundred (100) or more parking spaces shall provide landscaped interior parking islands at a rate of one (1) for every twenty (20) parking spaces. The parking islands shall be at least five (5) feet in width. 6. Loading operations shall be screened and designed so that no vehicle blocks the passage of other vehicles on any public right-of-way. 7. No truck idling is permitted when a truck stop or truck terminal is located adjacent to a residential district. 8. A truck stop is permitted video draw poker devices only in accordance with the following: a. A licensed establishment that is a truck stop shall be located adjacent to a major state or interstate highway, defined as a through highway and designated as a state highway by the Louisiana Department of Transportation and Development. For purposes of this section, “adjacent” means that the property line of the premises upon which a truck stop is located within two thousand (2,000) feet to the nearest edge of the traveled portion of the roadway, which is a major state highway or interstate highway. b. Notwithstanding any provision of law to the contrary, no license will be granted to any truck stop located at the time application is made for a license to operate video draw poker devices within five hundred (500) feet of any property that is on the National Register of Historic Places, park or playground, place of worship, cultural facility, or educational facility. For the purposes of this section, this distance is measured as a person walks using the sidewalk from the nearest point of a property line of the property on the National Register of Historic Places, park or playground, place of worship, cultural facility, or educational facility to the nearest point of the premises for the truck stop. c. All truck stops with video draw poker facilities are regulated by the Louisiana Gaming Control Board and are subject to the Louisiana Administrative Code regulations.
St. Tammany	None found.

Table 2. I-12 parish-by-parish analysis of truck parking ordinances

Parishes	Parking Ordinance
East Baton Rouge	See Table 1 above.
Livingston	Transportation facilities permitted in I-12 Heavy Industrial. (Sec. 117-266)
St. Tammany	See Table 1 above.

Louisiana-Specific Resources

Louisiana consistently identifies truck parking as a core safety, mobility, and supply-chain reliability challenge. The Louisiana Statewide Transportation Plan states truck parking shortages are a structural barrier to the efficient movement of goods across the state's principal interstate corridors [43]. Freight volumes along I-10 and I-12 exceed the available legal parking supply, leading to patterns of unauthorized shoulder parking, diminished travel-time reliability, and increased crash risk [43]. The Plan underscores the interdependence of safe truck parking capacity, economic competitiveness, and freight system performance, especially as Louisiana's petrochemical, agricultural, and consumer goods supply chains rely on long-haul trucking flows that require adequate overnight and staging facilities.

The Louisiana Freight Mobility Plan [1] [3] provides a freight-specific assessment of the factors driving truck parking demand and the implications of capacity shortages. The Freight Plan identifies the I-10 corridor as one of the state's most critical multimodal freight routes, supporting petrochemical, port, agricultural, and consumer-goods movements [1]. These high-volume freight flows intensify the need for both short-term staging and long-term parking, yet supply has not kept pace with industrial growth or expanded port traffic. The Plan documents chronic shortages in rest area capacity, recurring unauthorized parking near ports and industrial districts, and persistent reliability challenges related to insufficient staging locations [1]. Inadequate truck parking is described as a systemic constraint that reduces travel-time reliability, increases roadway degradation, and undermines supply chain efficiency [3]. The Freight Plan recommends expanding rest area and staging capacity, assessing underutilized state-owned right-of-way for potential development, creating parking near major freight generators, and pursuing public-private partnerships where appropriate [1] [3]. It further emphasizes the deployment of truck parking availability technologies and ITS systems as essential strategies for reducing unsafe shoulder parking and improving network reliability [3].

The Louisiana State Freight Plan [3] evaluates statewide truck parking needs using three complementary indicators that together measure demand pressures, freight-intensive land use patterns, and safety risks along interstate corridors. First, the Plan assesses Truck Parking Demand at Public Parking Sites by determining whether facilities operate near or below capacity during the industry's peak rest period between 12:00 a.m. and 3:00 p.m. The Plan assigns three points to locations operating above 100% of capacity: two points to those between 80 and 100%, and one point to those between 50 and 80%. It draws on StreetLight's 2022 annual average data to quantify the number of trucks present relative to the number of available spaces. Second, the Plan scores the concentration of warehousing and distribution centers within two miles of interstate segments, dynamically assigning up to three points

based on how many freight-generating establishments cluster near each corridor, drawing on Claritas 2022 data to reflect the relationship between industrial land use and parking demand. Third, the Plan evaluates truck-involved crashes in which a truck was classified as a parked vehicle, calculating a per-mile crash rate for each interstate segment and weighting fatal injuries at four times the value of non-fatal events; this measure assigns up to three points and is based on a five-year average (2017–2021) from the DOTD Crash Database. Taken together, these indicators create a comprehensive Truck Parking Demand score that identifies where supply constraints, freight-land-use intensity, and safety pressures overlap, signaling the highest need for truck parking interventions [3]. The Plan identifies Truck Parking Needs as a core component of the statewide freight needs assessment, framing inadequate parking as a quantifiable infrastructure deficiency that directly affects safety, fatigue, and operational efficiency. The Plan emphasizes that insufficient parking “in the places and at the times truck drivers need to use it” leads to undesignated parking and fatigue-related risks, and that these needs were identified through a detailed, multi-source data assessment that evaluated demand at public parking sites, truck parking-related crashes, warehousing and distribution center activity, and overall freight network performance [3]. The 2024 Plan then integrates truck parking into the broader Combined Freight Needs Score, highlighting that parking is evaluated alongside safety, reliability, asset management, and freight design constraints.

Louisiana-specific datasets deepen the empirical understanding of statewide capacity deficits. DOTD’s Rest Areas Database 2024 provides an inventory of facility types, amenities, and parking capacity across the state highway system [3]. Although Louisiana publicly provides information on truck parking on the DOTD Rest Areas webpage, this resource primarily serves as a basic directory of state-operated rest areas rather than a statewide truck parking database. The listing identifies a small number of facilities along major highways. It includes static counts of truck parking spaces and available amenities, but it excludes most locations where truck parking occurs [44]. DOTD’s Rest Areas policies and statewide facility inventory further influence truck parking planning by defining the existing supply of state-operated locations.

The Statewide Transportation Plan, Freight Mobility Plan, and DOTD facility datasets present a consistent narrative: Louisiana faces a persistent, well-documented shortage of safe and legal truck parking, especially along I-10 and I-12, with measurable impacts on roadway safety, economic development, and freight mobility [1] [3] [43]. In addition to major federal and state planning documents, Louisiana’s regulatory environment plays a significant role in shaping where and how new truck parking can be developed. The Louisiana Administrative Code establishes specific criteria for facilities classified as truck stops with video draw poker devices, including minimum acreage requirements, adjacency to state or federal highways, buffering standards, and mandatory separation from sensitive land uses such as schools,

parks, and historic sites [45]. These statutory requirements affect the feasibility of locating truck parking in urbanized or environmentally constrained areas. State environmental and land use permitting frameworks, including regulations administered by the Louisiana Department of Environmental Quality (LDEQ), the U.S. Army Corps of Engineers (USACE), and DOTD, further shape site development through wetlands permitting, stormwater management requirements, access permits, and noise or air-quality considerations [3] [46] [47]. Besides improving freight efficiency in Louisiana's freight system, developing truck parking can also generate significant economic benefits. A report on the economic effects of expanding truck parking in the New Orleans-Metairie and Baton Rouge Metropolitan Statistical Areas highlights positive results in job creation, economic output, and tax contributions to the state [48].

Truck parking facilities typically involve large, paved surfaces, drainage infrastructure, and direct roadway connections, and the related permitting processes can significantly influence site selection and construction timelines. DOTD's Rest Area policies and statewide facility inventory additionally define the existing supply of state-operated parking locations, which serve as the foundation of Louisiana's public truck parking network [3]. Federal technical resources, including FHWA guidance on VMS, truck parking detection systems, and national best-practice manuals for parking-availability technologies, establish the standards and expectations that Louisiana can follow when expanding ITS-enabled truck parking information systems [6]. These frameworks form an integrated set of constraints and opportunities that directly influence the development, siting, and modernization of truck parking infrastructure across Louisiana.

State-Level Best Practices and Case Studies

ATRI (2025) has published a nationwide Truck Parking Index report that provides state-level performance indicators for public truck parking availability. Covering 47 states, the study reports key metrics such as the number of public rest area truck parking spaces per 100 miles of roadway, the ratio of public to private truck parking supply, the presence of safety features, and state maintenance expenditures per space. ATRI's analysis finds that Florida contains the greatest absolute number of public truck parking spaces, while Indiana leads in public parking spaces per 100 miles of National Highway System roadway. Virginia reports the highest annual maintenance spending per parking space. ATRI identifies the states with the greatest opportunity for expansion of public-sector parking based on the ratio of public to private parking spaces:

- Louisiana (1:42.1)

- Oklahoma (1:27.9)
- Arkansas (1:20.5)
- Texas (1:18.6)
- Colorado (1:15.1)

Louisiana’s ratio, which is the lowest among all 47 reporting states, indicates a severe under-provision of publicly supplied truck parking relative to private facilities. These disparities highlight substantial regional inequities in rest area investment and emphasize the need for targeted public-sector intervention.

Cost-effective expansion of truck parking is achievable when states coordinate land use, ITS deployment, freight planning, and regulatory flexibility. The following case studies provide practical frameworks to inform Louisiana’s long-term strategy, particularly for identifying opportunities for adaptive reuse and cross-agency coordination along the I-10 and I-12 corridors.

Other states provide instructive models. For example, in July 2025, Ohio Governor Mike DeWine launched a major effort to expand commercial truck parking through the integration of state DOT planning offices, Highway Patrol, turnpike authorities, and Metropolitan Planning Organizations to identify and prioritize high-demand sites [49]. Ohio’s approach emphasizes systematic needs assessment and strategic site selection based on freight corridor priorities².

Indiana, Utah, Pennsylvania, and Florida have put in place corridor-based programs that focus on real-time parking information systems, flexible zoning and permitting frameworks, and innovative funding mechanisms to support both public and private parking development. Although these strategies differ in scope, they all demonstrate several best practices: utilizing existing transportation assets, prioritizing freight corridors with the highest demand,

² The parking expansion is part of a continued push by the DeWine Administration to support freight mobility, bolster economic competitiveness, and improve highway safety. Other initiatives include:

- 2019: Launch of a Truck Parking Information Management System (TPIMS) in partnership with Midwest states to provide real-time parking availability updates on digital signs, in-cab systems, and OHGO.com.
- 2022: Conversion of more than a dozen unused weigh stations into truck parking areas, creating 144 new spaces.
- 2023: Announcement of a statewide initiative to re-imagine and modernize 36 rest areas, including 401 new truck parking spots.
- 2024: Transformation of two abandoned rest areas, in Preble and Trumbull counties, into dedicated truck parking, adding 138 spaces.

In total, approximately 14,200 truck parking spaces are currently available in Ohio, most of which are located at privately owned truck stops or businesses.

coordinating across agencies and jurisdictions, and incorporating ITS technologies into statewide freight operations.

The Indiana Rest Area and Truck Parking Plan outlines a comprehensive strategy for rest area and truck parking system investments statewide, including the addition of new rest areas along I-69, reconfiguring welcome centers, and creating “truck parking-only” facilities, netting a large increase (1,211) in total truck parking spaces [50].

Utah DOT has published a Truck Parking Map/Visor Card that shows the locations of public rest areas and commercial truck stops along the state’s National Highway System corridors (I-15, I-70, I-80, I-84, I-215), including exit numbers, number of long-term parking spaces, and amenities [51].

Pennsylvania's statewide initiative is among the most ambitious recent efforts to address truck parking shortages. Announced in 2024 and expanded in 2025, the initiative involves collaboration among PennDOT, Pennsylvania Turnpike Commission, State Police, and Pennsylvania Motor Truck Association to create more than 1,202 new truck parking spaces across 133 locations by the end of 2026 [52]. The state plans to repurpose underutilized transportation infrastructure, including interstate rights-of-way, abandoned toll plazas, weigh stations, and interchange on-ramps, rather than relying solely on acquiring new land.

Florida DOT implemented a Truck Parking Availability System (TPAS) in three stages: deploying technology at state-owned facilities to accurately assess and share truck parking availability, developing predictive analysis for future parking options, and integrating private parking locations for systemwide resource use. The information provided by TPAS will help truck drivers find available parking spots where the technology is in place [53].

Regarding truck parking funding and models, FHWA [7] shares recent case studies that demonstrate practical, scalable methods for expanding truck parking through public investments and partnerships. Wyoming DOT, through the Truck Parking Facilities (TPF) Program, built 43 long-term truck parking spaces along I-80 in Wamsutter in a well-lit, secure area next to an existing truck stop. Long-term truck parking refers to facilities designed for extended rest periods, usually overnight, to ensure Hours-of-Service compliance, while short-term parking is meant for quick stops such as staging, deliveries, or rest breaks [11]. The \$916,000 project, primarily funded by FHWA, aims to reduce informal community parking and support freight operations during weather-related highway closures. Similarly, the city of Weed, California, created a 30-space municipal truck parking lot near I-5, co-located with a private truck stop to use existing amenities. This facility offers free short-term parking for up to 72 hours and has notably reduced illegal parking citations. Public-private partnership (PPP) models also prove effective, as seen in Minnesota’s Brainerd Lakes Area Welcome Center, which provides truck parking within the highway

right-of-way through multi-agency collaboration. It features 30 truck spaces, rest facilities, and retail services that generate revenue to cover operating costs. Overall, these examples demonstrate the success of co-location strategies, municipal investments, and PPP financing in alleviating truck parking shortages while reducing community impacts.

Objective

In coordination with the American Trucking Associations (ATA) and the American Transportation Research Institute (ATRI), this research aimed to address truck parking issues and to provide short- and long-term solutions. The short-term solution was to identify what truck parking exists, how it is managed, and where and what Variable Message Signage (VMS) is available to truck drivers in Louisiana. The long-term solution was to develop guidance for truck parking ordinances that local jurisdictions are willing to adopt to help build more truck parking spaces.

Research tasks included:

- Reviewing national decision-making processes on truck parking issues.
- Identifying what kind and where VMS is currently in use in Louisiana, as well as its effectiveness.
- Identifying areas where VMS integration is necessary, both at existing and future facilities.
- Surveying and/or interviewing government officials, community representatives, truck drivers, and business owners to better understand the problem.
- Identifying gaps and opportunities in rules and regulations related to planning, design, land use, safety, and environmental concerns surrounding truck parking.
- Conducting economic impact statements about future truck parking projects or the economic impact of not having adequate truck parking so DOTD and/or local governments have the data they need to compete for public and private funds.
- Showcasing exemplary truck parking ordinances and identifying elements to include in model ordinances.
- Developing model language and guidance for local jurisdictions.

Scope

This study examined truck parking challenges in Louisiana, focusing on parking requirements, available supply, strategies to increase truck parking spaces, and development prospects to improve freight efficiency across the state. The research focused on two major freight corridors, I-10 and I-12, to address immediate operational issues and develop long-term policy and planning solutions to truck parking shortages in Louisiana. The short-term goal was to document current imbalances in truck parking supply and demand in Louisiana, including both private and public parking facilities. The long-term objective was to develop policy guidelines and planning that improve truck parking availability in the state. This will entail reviewing national best practices and local zoning laws, identifying regulatory and land use barriers, and assessing opportunities to develop an efficient truck parking system in Louisiana.

The study further evaluated the availability of Variable Message Signs (VMS) and other truck parking technology information systems, identifying where these systems are already deployed in Louisiana and where integration may be needed to enhance safety and efficiency in the freight system. To achieve these objectives, the research employed surveys and interviews with key public and private stakeholders, as well as community engagement, to maximize community participation in the decision-making process. Community engagement focused on New Orleans East, where specific sites were recommended for truck parking development and a pilot project is proposed for one of these sites. In-depth GIS analysis and updates to the truck parking inventory, conducted through site visits, were also conducted to understand the true state of parking in the focus area. An economic impact analysis estimated the benefits of expanding truck parking capacity and the costs of inaction, providing DOTD and local governments with data to strengthen funding applications. The study concluded by highlighting effective ordinances, developing model regulatory language, and providing guidance on improving truck parking planning and investment across Louisiana.

Methodology

This project included reviewing and synthesizing literature and reports; conducting surveys, interviews, and community outreach; visiting and documenting truck parking sites; analyzing economic impacts; and performing qualitative, quantitative, and spatial analyses to develop recommendations for both short- and long-term approaches to improving the supply of minimally impactful truck parking in Louisiana.

Synthesis of Existing Sources and Materials

Given the importance of freight movement to the national economy and the ubiquitous presence of heavy trucks in the process, it is highly likely that potential solutions for most truck parking issues already exist, documented in agency reports, research papers, or case studies based on practical experience. However, this information is often fragmented, scattered, and has not been systematically evaluated. As a result, the full extent of what has already been learned about the problem cannot be applied in finding a solution to a “new” issue. Costly research findings may go unused, valuable experience may be overlooked, and recommended practices for solving or easing the problem may not be fully considered. To systematically gather and evaluate this valuable information and make it accessible to the entire professional community, it is essential to search for and synthesize knowledge from all sources and to prepare clear, documented reports on specific topics. This report provides a review and synthesis of current knowledge and experience, both from practice and professional and academic literature, and provides a compilation of the best available information on the most successful measures for resolving problems. It gathers and analyzes data from multiple sources to:

- Locate and compile documented information;
- Understand what practices have been used to solve or reduce the problems;
- Identify ongoing research;
- Recognize unresolved issues; and
- Organize, evaluate, and document useful information.

The final product of such a review and synthesis is practical, ready-to-use information for policymaking and practice.

Variable Message Signs (VMS)

One goal of this study was to assess the Variable Message Signs (VMS) and other truck parking technologies along the I-10 and I-12 corridors. The aim is to identify their locations and explore how better integration could enhance safety and efficiency in the freight network. The research specifically investigated the VMS system at DOTD, seeking direct insights from the agency's ITS team regarding the placement and effectiveness of these systems for truck parking. However, the research team is aware that while technology can improve truck parking efficiency, truck parking facilities must first exist and should be the primary focus for DOTD.

Surveys, Interviews, and Community Outreach

Surveys, interviews, and community outreach enable a deeper exploration of individual and group experiences and perspectives. Using both structured and open-ended questions, this study explored perceptions of truck parking shortages, including inadequate infrastructure, regulatory challenges, health and environmental concerns, and economic factors. These approaches provided a comprehensive understanding of the issue, combining statistical data with personal stories to guide effective solutions. To collect stakeholder input, the research team developed six tailored survey tools for the primary groups involved or affected by truck parking. These tools are included in Appendices 2-7.

- Truck drivers
- Trucking company employees
- Private truck parking operators
- Local government officials
- Community members
- Port, airport, and freight system officials

To ensure alignment with the project goals, the survey instruments were first reviewed and assessed by an official from the Office of Multimodal Commerce at DOTD before distribution. Surveys were then distributed through various targeted stakeholder channels, including emails and barcodes shared in industry forums. Survey instruments were also distributed at the 2025 Louisiana Motor Transport Association Conference (LMTA). Data collection for the surveys took place between July and December 2025. Twenty (20) participants responded, including three truck drivers, five trucking company employees, 11 local government officials, and one community resident. Surveys sent to private truck

parking companies and officials from ports, airports, and freight systems received no responses, even after multiple requests. Due to limited responses to the resident survey, the research shifted to direct community outreach to gather qualitative insights.

New Orleans East, a community located along I-10, is a major freight hub. Multiple stakeholder meetings took place with community members, gathering essential information from a diverse range of participants. This approach proved more successful, especially with a significant community association in New Orleans East, which actively participated and provided detailed feedback on traffic, environmental, and safety concerns, as well as anticipated impacts from freight expansion in the city resulting from the Louisiana International Terminal project. This input ensured that community voices remained central to the study despite the limitations of the formal survey. Data obtained through community engagement were synthesized into narratives that help answer questions about the challenges of truck parking in Louisiana. Additionally, members of the LMTA provided industry-specific recommendations to address the state's truck parking challenges and the consequences on the general population.

Due to the limited responses to the survey instruments, researchers synthesized the data from surveys, interviews, and community engagement to identify recurring concepts, grouping them into themes through comparison while noting patterns of convergence and divergence across stakeholders. These themes were compared with other national truck parking research to ensure consistency and contextual reliability and entered into Python data visualization libraries in OpenAI to generate a thematic heat map indicating presence across each stakeholder group.

GIS Truck Parking Analysis

The GIS truck parking analysis integrated multiple datasets from DOTD and external sources into a single geodatabase. Key inputs included DOTD's statewide truck parking inventory, a roadway needs assessment, truck route designs, and a public truck parking layer with utilization metrics from StreetLight Data. These were supplemented with City of New Orleans zoning data, Port of New Orleans parcel data, and a national truck parking inventory from American Truck Parking (ATP), which was obtained from UC Berkeley. The ATP data covered many locations not listed in the DOTD inventory, which was separated into public and private feature classes. Additional fields were incorporated into the private layer to document minor edits to facility names and discrepancies between DOTD and company-reported space counts, particularly for the Big Four, i.e., Pilot, Flying J, Love's, and TA Petro. Missing locations among the Big Four were added using coordinates from their official

websites. ATP’s public and private sites were geocoded from CSV files with the XYTableToPoint tool, while illegal or informal sites in New Orleans East were manually digitized. Segments of I-10 and I-12 were extracted from the needs assessment layer, with two-mile buffers created around them for corridor-focused analyses. An integrated inventory was assembled by merging the DOTD, ATP, and Big Four datasets, employing small-distance spatial filters and manual review to identify and eliminate duplicates and flag potential, missing, or informal sites.

Truck Stops and Rest Area Site Visits

The research team visited 43 truck stops and rest areas along I-10 and I-12 across Louisiana from June to September 2025; see Figure 1. Visits occurred at various times of day, with three visits occurring between 12:00 and 5:00 a.m., 11 visits occurring between 9:00 a.m. and 12:00 p.m., 24 visits occurring between 1:00 and 5:00 p.m., and five visits occurring between 6:00 and 9:00 p.m.

Data on truck stop features was collected and used to update or fill in mobile app data on parking facilities, including the number of parking spaces, operating hours, usage, infrastructure, amenities, distance from off-ramp, and cost per night. This also provided easy-to-compare indicators across different apps and websites. During the visits, the researchers completed short-answer and numeric surveys and took photos related to the gathered data, which enhanced the consistency and efficiency of the research findings. Other types of data collected included field notes, interviews (when applicable), and photographs. The photos were intended to confirm or add potential contextual nuances and on-the-ground realities to claims made or observed (e.g., 24/7 security, cameras, weigh station, dog park, etc.). The synergistic use of both types of data enabled a more meaningful interpretation—for example, the statistical validity of app-based assertions about parking capacity. An app may state there were “x-available spaces,” but through firsthand observations, researchers could determine whether that claim was correct. This convergent, parallel mixed-methods approach was deemed appropriate to address the research questions, allowing inductive insights from field observations to inform the understanding of deductive quantitative trends. Overall, integrating qualitative and quantitative evidence facilitated a holistic view of truck stop characteristics, ensuring that numerical findings were grounded in a real-world context and, conversely, that objective measurements supported any subjective impressions from drivers, site owners, and the public.

The site visits were essential for collecting firsthand data that was impossible to gather remotely via Google Earth, apps, online pictures, etc. By visiting the locations in person, the

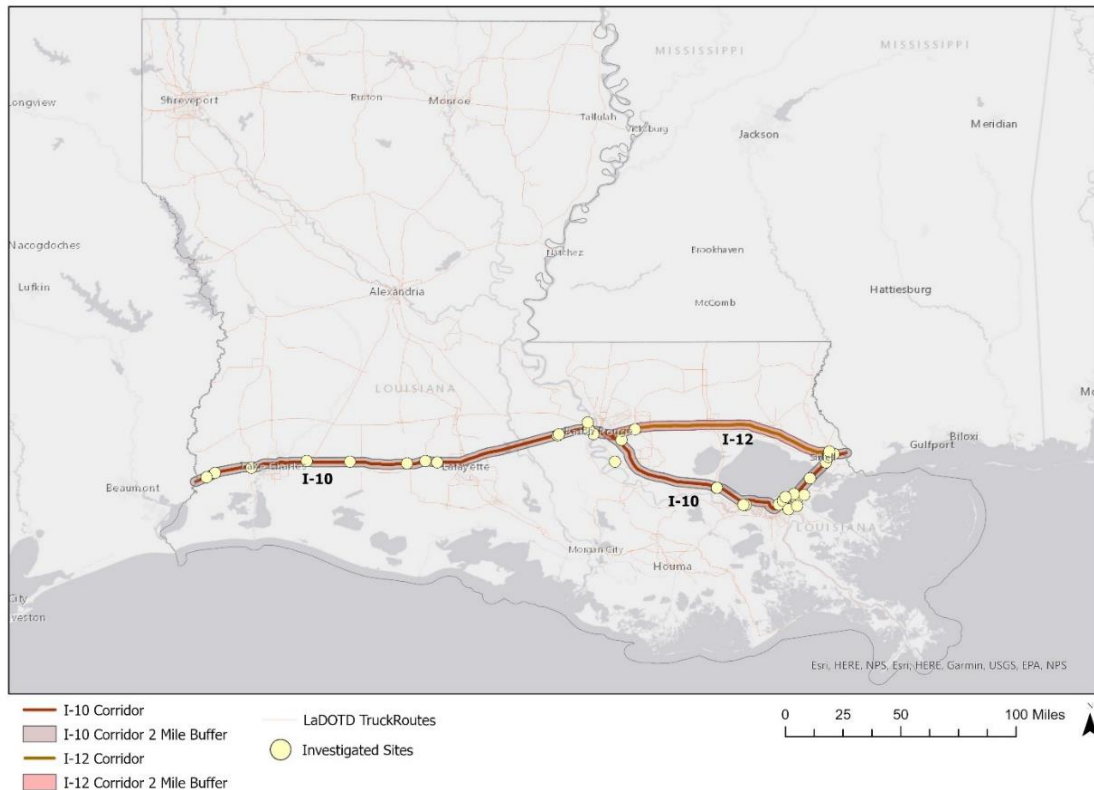
researchers were able to directly verify and document conditions on the ground, as well as features that might be incorrectly reported or unavailable in databases (e.g., the exact number of usable parking spaces, or whether overnight parking had an associated cost). Site visits also allowed photographic documentation of each facility's layout and condition.

Photography was used solely as a methodological tool to capture contextual details and support the analysis by providing evidence that can validate data obtained through other means. It also enabled data collection through conversations with stakeholders, including truck drivers, managers of truck parking facilities, and law enforcement officials.

GPS coordinates were recorded in the field to ensure accurate geospatial data for mapping and to verify that the facility's reported location matched its actual position. This step improved the reliability of distance measurements, such as distances to I-10 exits.

Additionally, being physically present at the truck stop enabled a thorough assessment of amenities and safety features. The researchers observed which services were available (e.g., number of fuel pumps, weigh stations, restaurants, showers, etc.), identified visible safety measures (e.g., lighting, fencing, or security personnel), and evaluated the overall environment (e.g., cleanliness, congestion, lighting quality) in ways that online information alone could not reveal. In summary, conducting in-person site visits was justified by the need for direct, current, detailed data. It provided a combination of objective measurements and subjective observations recorded in field notes that together offer a more comprehensive picture of each truck stop's characteristics than either method alone could provide.

Figure 1. Investigated truck parking sites along I-10 and I-12 corridors



For each truck stop/rest area visited, the following information and observations were documented:

Facility Type and Ownership

The site was categorized as either a public rest area or a private/commercial truck stop. This classification usually indicates differences in available services and funding. Additionally, any ownership or brand affiliation (e.g., major truck stop chains) was documented when applicable.

Overnight Parking Cost

The parking fee structure was documented, noting whether overnight truck parking was free or required payment. For private truck stops, this included whether there were paid “reserve” parking programs or membership tiers. All 43 sites visited offered free parking, but several also had paid premium spots, which were recorded in the data.

Location and Access

The exact geographic coordinates (e.g., latitude/longitude) of the site were obtained on-site using GPS and recorded. Using a mapping tool, the distance to the nearest I-10 exit, in miles, was documented for each location, as this reflects the distance from the interstate to the truck stop and can influence drivers' willingness to use it. Site access details were also noted in the field notes section, such as whether the truck stop was directly visible and immediately off the highway exit ramp, the quality of signage guiding drivers to the location, and the simplicity of entering/exiting with a tractor-trailer, such as a wide turning radius, private truck access, or terminal entrance lanes.

Date and Time of Visit

To provide temporal context, the exact date and time of each visit were recorded. Visits occurred at various times of day, including both day and night, to observe different usage patterns. Recording the timing was important because parking availability and activity levels can vary greatly by time of day.

Parking Capacity and Occupancy

Truck parking spaces were counted at each location. This included differentiating between paved, marked parking spots and unpaved or overflow areas available for trucks. If a site had an overflow lot or trucks parked on shoulders or easements, these were counted or estimated separately. The researchers also recorded the number of parking spaces occupied versus available. The number of open truck parking spots was documented to assess real-time occupancy. For example, a site might have 50 total spots (40 paved and marked, 10 overflow), with five vacant at the time of the visit, indicating 90% occupancy.

Real-Time Availability (Trucker Path App)

During each site visit, the parking availability status reported by the Trucker Path mobile application was checked and recorded; the app was updated as necessary. Trucker Path is a popular crowdsourced app used by truck drivers to share real-time updates on parking availability. The app polls over one million users, effectively crowdsourcing live data on whether a truck stop has open spots or is full. For each site, the researcher noted what Trucker Path indicated at that moment (e.g., "lots of spots," "some spots," or "no spots available"). This provided a comparison between observed ground truth and the app-based, community-reported data. It also allowed an assessment of the app's accuracy in reflecting actual conditions.

Amenities and Services

An inventory of amenities at the truck stop was compiled including fuel/diesel stations, convenience stores or travel shops, restaurants or fast-food options with seating, electric vehicle (EV) charging stations for locations supporting electric trucks, shower facilities, laundry facilities, truck maintenance/repair services or tire shops, and other notable offerings (e.g., lounge areas, Wi-Fi access, ATM, etc.). This data helped characterize the level of service provided, such as whether a location is a full-service truck stop with extensive amenities or a basic rest area with limited facilities.

Safety and Security Measures

Visible safety features at each location were documented to evaluate driver security and comfort. Researchers checked for surveillance cameras (e.g., CCTV installations on the lot or building), lighting in the parking area, fencing or controlled entry points to deter unauthorized access, on-site security guards or patrols, and any posted safety notices or emergency call boxes. For example, a truck stop with a fenced perimeter, bright lighting, and regular security patrols creates a significantly different safety impression than an unfenced lot with no lights.

Fuel Price and Fuel Infrastructure

Fuel prices were recorded, specifically the posted diesel price per gallon at the time of visit, since fuel costs can influence drivers' stop choices. Additionally, the number of fuel dispensers or terminals for trucks was counted, which is important for time considerations. Available terminals for simultaneous fueling mean shorter wait times. This metric was included to give an idea of each truck stop's fueling capacity and complement the count of parking spaces.

Photographic Documentation

Several photos were taken at each location to visually record key aspects of the site. Standard photos included the entrance area, such as signage and driveways; an overview of the parking lot showing occupancy and layout; the diesel fuel island or pumps; any open parking spots observed to show crowding or emptiness; and the main building or amenities area. Additional photos captured noteworthy features or issues (e.g., lounge area, outdoor rest areas, or new infrastructure such as EV chargers). These photos help illustrate differences in infrastructure or design between sites—for example, comparing a newly constructed rest area with an older truck stop. All photos were logged and linked to the corresponding site and observation notes. See Figure 2 for example photos.

Figure 2. Images from site visits



Economic Impact Analysis

Economic impact analysis simulated the development of 15 new truck parking facilities across the state, with five in urban parishes and ten in rural parishes. Orleans, Jefferson, East Baton Rouge, West Baton Rouge, and Lafayette, all located on the freight-heavy I-10 corridor, are urban parishes. The remaining ten rural parishes are assumed to be located elsewhere in the state. The study relied on the USDOT RAISE grants of \$10.5 million awarded to the Columbia Port Commission for land purchase and the development of a truck parking facility with capacity for 50 trucks and 100 cars in Caldwell Parish [54]. Urban property values are at least double those of rural land in Louisiana [55].

The Impact Analysis for Planning tool (IMPLAN) tool was used for this analysis. IMPLAN provides a detailed analysis of how specific investments influence regional economies using an input-output (I-O) model that is based on multipliers [56]. These multipliers quantify the extent of economic change, illustrating how variations in one industry impact the broader economy. This analysis is based on a 2025 dollar value, with proposed operations to begin in 2026; a cost of \$105 million is estimated for the five urban parishes, based on \$21 million per facility, and \$105 million is allocated to the 10 rural parishes, based on \$10.5 million per facility, totaling a \$210 million investment in truck parking development statewide.

The following steps were taken to model the economic impacts in IMPLAN:

- The geographic boundaries for the analysis were defined as the state of Louisiana.
- The analysis focused on new facility construction.
- The operations are projected to start in 2026, with a 10-year operational period for analysis.
- An IMPLAN model was built, which automatically generates multipliers from input-output tables for the study area to estimate indirect and induced effects of direct economic activities.
- Model outputs, typically showing impacts on employment, labor income, value-added, and production across various sectors, were then reviewed.
- Finally, findings were compiled into a comprehensive report.

A similar process was used to analyze the economic impacts of the proposed New Orleans East Truck Parking Facility Project, which is in the Recommendations section of the study. In 2024, USDOT allocated \$17.9 million to Ohio to convert two closed rest areas [9]. The NOETPF project is assumed to be funded using half of that amount. Consequently, the analysis considered a \$9 million investment for this project, which is half the amount allocated to Ohio for two projects.

The results of these analyses will aid policymakers in making investment decisions for additional truck parking and can also inform communities about the economic impacts of such investments in their neighborhoods.

No Build Impact Analysis

To estimate the cost of failing to invest in adequate truck parking in Louisiana, the researchers used established national statistics and the state's data on local truck traffic. Averages were obtained from the American Trucking Association for the time drivers spend searching for authorized parking spots and the annual loss in compensation attributable to that time. The analysis also used Annual Average Daily Truck Traffic numbers (AADTT) for two sites on the I-10 and I-12 corridors, which are among the state's busiest truck bottlenecks. To calculate the hours lost per daily truck cycle and the annual compensation lost to drivers due to parking shortages, researchers multiplied the hours lost per AADTT cycle by the average time wasted per driver. Additionally, AADTT was multiplied by the average annual compensation loss per driver to determine the total compensation loss for all drivers traversing the two corridors while searching for authorized parking spots.

All methodological elements, including surveys, interviews, outreach activities, site visits, spatial analysis, and the review of existing research and economic models, were combined to create a comprehensive understanding of truck parking challenges in Louisiana. This integrated approach guarantees that both quantitative data and personal experiences shape the recommendations.

Discussion of Results

The data analysis includes an evaluation of Variable Message Sign (VMS) systems, a synthesis of the literature review, and a thematic examination of qualitative data collected through surveys, interviews, and community engagement efforts. It also features a quantitative analysis of the economic impact of truck parking development in Louisiana and the estimated costs associated with failing to invest in parking facilities in the state. Additionally, this section presents GIS and spatial analyses of truck parking and related issues across the state.

Variable Message Signs (VMS)

According to DOTD, VMS are known as the Dynamic Messaging Signs (DMS) in Louisiana. While many such signs are positioned along major routes throughout the state, they primarily display distances, estimated travel times, roadway events, and current road conditions. They do not provide truck parking information and are not connected to a TPIMS-like system for data transmission to the signs. Therefore, the research did not evaluate the available system because it does not directly relate to the study's scope. However, the stakeholder survey included questions about VMS experience that may contribute valuable insights to the future deployment of DMS technology³.

³ Based on the Florida Department of Transportation historical item average cost from 2025/02/01 to 2026/01/31, the weighted average cost for Embedded Dynamic Message Signs (Furnish and Install, Full Color with UPS, 12-20 SF) is \$38,449.48. The weighted average price for Front Access Dynamic Message Signs (Furnish and Install, Full Color, with or without UPS) ranges from \$73,691.34 to \$143,336.73, depending on the sign area (31-50 SF, 51-100 SF, and 101-200 SF). [59]

Based on the Tennessee Department of Transportation's average bid prices [60], the statewide average unit price for a multi-color dynamic message sign is \$118,362.80.

Indiana Department of Transportation's [61] unit price summary states that the weighted average unit price for the dynamic message sign is \$110,000.

According to the District Department of Transportation bid tabulation for the Rehabilitation of Theodore Roosevelt Bridge (A+B) project in July 2024, the unit price for 'F&I Dynamic Message Sign - LED Full Matrix' is \$226,877.48. [62]

Synthesis of Existing Literature and Implications for Louisiana

Based on the federal, state, industry, and academic sources reviewed, several themes emerged, with strong implications for Louisiana's freight network and statewide truck parking strategy. First, the national parking supply remains dramatically insufficient, often estimated at one legal parking space for every 11 drivers, creating chronic shortages along major freight corridors and amplifying safety risks, especially in interstate segments and urban chokepoints with limited staging capacity [15]. Moreover, Louisiana is currently undersupplied with public truck parking relative to private facilities [12]. Second, zoning and municipal land use regulations frequently constitute the most restrictive barriers to truck parking development, as they limit the number of feasible parcels and create a fragmented regulatory environment across jurisdictions. Third, while ITS and real-time truck parking information platforms can significantly improve system efficiency, their effectiveness depends on an integrated statewide data infrastructure, consistent sensor coverage, and agency coordination. At the same time, it must be understood that messaging platforms can only report on what exists. Although these platforms can improve the efficiency of managing the inventory of parking spaces, they do not affect the size of that inventory.

Existing guidance in TPIMS and best practices from other states are models for corridor-based strategies. Economic impacts also surfaced as a dominant theme. Insufficient truck parking contributes to productivity losses, delivery delays, non-compliance risks, and higher operating costs for carriers and shipper conditions that justify quantifying the no-build impacts and using IMPLAN to quantify the economic impacts of truck parking on communities. Finally, best practices from peer states demonstrate that rapid, scalable improvements are possible when agencies leverage right-of-way reuse, adopt zoning reforms, and invest in ITS-enabled corridor strategies. Louisiana's most effective pathway forward involves a coordinated approach that expands physical parking supply, modernizes zoning frameworks, deploys statewide ITS and TPIMS capabilities, and evaluates economic benefits. Table 3 presents a synthesis of the truck parking literature and the themes discussed, providing a quick reference for planners and policymakers.

Table 3. Truck parking literature review and associated themes

Source	Federal Policy	Supply/Demand + Capacity	Safety	Land Use / Zoning	Tech / ITS / TPIS	Data / Mapping	Permitting	Workforce	Case Study / Best Practice	Key Takeaway
C. Abbott. July 21, 2025. “Owning the Wheel: Knowing Cost and Revenue per Mile and Utilization Percentage Helps Drive Profits.” The Trucker. https://www.thetrucker.com/trucking-news/truck-driving-jobs-news/owning-the-wheel-knowing-cost-and-revenue-per-mile-and-utilization-percentage-helps-drive-profits								✓		Driver cost-per-mile and utilization metrics shape operational decision-making but do not directly analyze parking supply, safety, or policy.
T.M. Adams, N. Koncz, and A. Vonderohe. 2009. Low-Cost Strategies for Short-Term Parking on Interstate Highways of the MVFC5. National Center for Freight and Infrastructure Research and Education. https://rosap.ntl.bts.gov/view/dot/16789		✓	✓						✓	Operational strategies such as re-striping, managed overflow, and targeted improvements can expand short-term truck parking capacity quickly and improve safety conditions.
American Transportation Research Institute (ATRI). 2024. “New ATRI Research Identifies Strategies for Mitigating Women Truck Driver Challenges.” https://truckingresearch.org/2024/06/new-atr-research-identifies-strategies-for-mitigating-women-truck-driver-challenges/			✓					✓		Facility safety, lighting, security, and amenities are central to workforce retention, particularly for female drivers, linking parking infrastructure to equity outcomes.
American Trucking Associations (ATA). 2023. “ATA Applauds Bipartisan, Bicameral Truck Parking Legislation.” https://www.trucking.org/news-insights/ata-applauds-bipartisan-bicameral-truck-parking-legislation	✓	✓	✓					✓		Industry support frames truck parking as a safety and reliability issue.
American Trucking Associations. March 9, 2021. “ATA lauds congressional effort to improve availability of truck parking.” Retrieved from “ATA Lauds Congressional Effort to Improve Availability of Truck Parking.”	✓	✓	✓							Frames truck parking shortage as a federally addressable safety and supply chain issue.
American Truck Parking. 2024. “National Listings.” https://www.americantruckparking.com		✓			✓	✓			✓	Private directories provide supplemental visibility into truck parking supply.

Source	Federal Policy	Supply/Demand + Capacity	Safety	Land Use / Zoning	Tech / ITS / TPIS	Data / Mapping	Permitting	Workforce	Case Study / Best Practice	Key Takeaway
Arizona Department of Transportation. January 27, 2025. “ADOT Launches I-10 Truck Parking Availability System Near Rest Areas.” https://azdot.gov/news/adot-launches-i-10-truck-parking-availability-system-near-rest-areas		✓	✓		✓	✓			✓	Demonstrates corridor TPAS deployment in practice.
F. Boswell. August 6, 2025. “New ATRI Report Shows Value of Workforce Development Programs Like My Trucking Future.” Alabama Trucking Association. https://www.alabamatrucking.org/new-atr-report-shows-value-of-workforce-development-programs-like-my-trucking-future/								✓		Workforce development programs are positioned as critical to driver recruitment and retention amid industry pressures.
Bureau of Transportation Statistics (BTS). 2024. “Truck Stop Parking Dataset.” U.S. Department of Transportation. https://data-usdot.opendata.arcgis.com/datasets/usdot::truck-stop-parking/about		✓				✓				Standardized dataset supports inventory mapping.
J. Cannon. July 30, 2025. “Repeal of Truck Emissions Regs ‘Doesn’t Help the Trucking Industry.’” Commercial Carrier Journal. https://www.ccjdigital.com/regulations/article/15751759/repeal-of-truck-emissions-regs-doesnt-help-the-trucking-industry	✓									Discusses federal regulatory shifts affecting the trucking industry.
Q. Chen and A. Conway. 2017. “Parking for Residential Delivery in New York City: Regulations and Behavior.” Transport Policy 54: 53–60. https://doi.org/10.1016/j.tranpol.2016.12.005		✓		✓					✓	Urban parking behavior is shaped by regulatory design, and misalignment between rules and demand produces predictable compliance challenges.
C.R. Cherry. 2016. Truck parking facilities and ramp parking: Role of supply, demand, and ramp characteristics (Doctoral Dissertation, University of Tennessee). https://rosap.ntl.bts.gov/view/dot/55055		✓	✓			✓			✓	Truck ramp parking behavior is strongly influenced by supply constraints and facility characteristics, linking shortage conditions to safety risk.
City of Lake Charles. 2018. Sec. 5-304. Business District. https://www.cityoflakecharles.com/egov/documents/1519916515_80198.pdf				✓						Business district rules constrain heavy vehicle storage and parking locations.

Source	Federal Policy	Supply/Demand + Capacity	Safety	Land Use / Zoning	Tech / ITS / TPIS	Data / Mapping	Permitting	Workforce	Case Study / Best Practice	Key Takeaway
City of New Orleans. 2023a. Comprehensive Zoning Ordinance: Article 15—Commercial Districts. https://czo.nola.gov/article-15/ .		✓		✓						Commercial zoning rules shape where truck-oriented uses can legally locate.
City of New Orleans. 2023b. Comprehensive Zoning Ordinance: Article 18—Overlay Districts (ENORC). https://czo.nola.gov/article-18/ .		✓		✓						Overlay districts add layered constraints affecting feasible siting.
City of New Orleans. 2023c. Comprehensive Zoning Ordinance: Article 23—Landscape, Stormwater, and Screening Standards. https://czo.nola.gov/article-23/ .				✓			✓			Design and stormwater standards affect feasibility and cost of truck sites.
City of New Orleans. 2023d. Comprehensive Zoning Ordinance: Article 26—Use Standards. https://czo.nola.gov/article-26/ .				✓						Use standards determine operational conditions and restrictions for truck-related activities within permitted districts.
City of New Orleans. 2024. Code of Ordinances §154-925: Parking of Truck Tractors, Semitrailers, Boats, Buses, School Buses, Freight-Carrying Vehicles, Tow Trucks, or Dump Trucks in Certain Areas Is Prohibited. https://library.municode.com/la/new_orleans/codes/code_of_ordinances		✓		✓				✓		Prohibitions without supply push unsafe/illegal spillover.
City Planning Commission (New Orleans). 2023. Plan for the 21st Century: New Orleans Master Plan. https://masterplan.nola.gov/ .			✓	✓				✓	✓	Citywide policy direction shapes freight compatibility and facility siting.
DAT Freight & Analytics. 2024. “Truck Parking.” https://www.dat.com/solutions/truck_parking		✓			✓	✓			✓	Market platforms shift demand into reservable, managed private supply.
DC Book Company LLC. 2024. “Truckers Directory—Truck Stops & Restaurants with Truck Parking in Louisiana.” Truckers Directory: Truck Stops & Restaurants with Truck Parking in Louisiana		✓				✓				Provides Louisiana-specific inventory of truck stops with parking that can be used as supply-side reference data.

Source	Federal Policy	Supply/Demand + Capacity	Safety	Land Use / Zoning	Tech / ITS / TPIS	Data / Mapping	Permitting	Workforce	Case Study / Best Practice	Key Takeaway
J. Demski. 2024. Understanding IMPLAN: Measures of GDP. IMPLAN Blog. https://blog.implan.com/understanding-implan-measures-of-gdp										Methodological reference.
C.L. Dudek. 2001. Variable Message Sign Operations Manual. College Station, TX: Texas Transportation Institute. Report FHWA-NJ-2001-10. https://rosap.ntl.bts.gov/view/dot/37322 .					✓				✓	Effective VMS requires clear operational governance and standards.
Federal Highway Administration. 2015. Jason’s Law Truck Parking Survey Results and Comparative Analysis. U.S. Department of Transportation. https://ops.fhwa.dot.gov/publications/fhwahop15003/	✓	✓	✓			✓				Establishes national shortage benchmarks and safety stakes.
Federal Highway Administration. 2018. The Importance of Considering Truck Parking in Local Planning and Zoning. Washington, DC: U.S. Department of Transportation. https://ops.fhwa.dot.gov/Freight/infrastructure/truck_parking/coalition/state_reg_lgov_coord/product/local_zoning.pdf .	✓	✓		✓				✓	✓	Local zoning decisions directly shape truck parking availability.
Federal Highway Administration. 2020. Jason’s Law Truck Parking Survey Results and Comparative Analysis: Chapter 1—Background and Purpose. Washington, DC: Office of Freight Management and Operations. https://ops.fhwa.dot.gov/freight/infrastructure/truck_parking/jasons_law/truckparkingsurvey/ch1.htm	✓	✓	✓							Defines federal purpose and structure of truck parking policy.
Federal Highway Administration. 2024. Office of Freight Management—Truck Parking. Washington, DC: U.S. Department of Transportation. https://ops.fhwa.dot.gov/Freight/infrastructure/truck_parking/index.htm .	✓	✓	✓		✓	✓			✓	Federal hub of programs, tools, and best practices.

Source	Federal Policy	Supply/Demand + Capacity	Safety	Land Use / Zoning	Tech / ITS / TPIS	Data / Mapping	Permitting	Workforce	Case Study / Best Practice	Key Takeaway
Federal Motor Carrier Safety Administration. (n.d.). High Priority / Safety grants. https://ai.fmcsa.dot.gov/Grants/HighPriority.aspx Grants.gov	✓		✓							Federal grant program provides safety-focused funding streams that can support truck parking-related enforcement and infrastructure initiatives.
Federal Motor Carrier Safety Administration. (n.d.). Infrastructure and truck development (ITD) grants. https://ai.fmcsa.dot.gov/Grants/ITD.aspx Grants.gov	✓							✓		Federal grant program supports truck development and workforce-related infrastructure initiatives.
T. Fisher. July 22, 2025. “Study Reveals Shifting Truck Driver Demographics.” Land Line. https://landline.media/study-reveals-shifting-truck-driver-demographics/								✓		Shifting driver demographics influence workforce stability and infrastructure needs across the trucking industry.
N. Fletcher. September 9, 2025. “Trucking Pros Asked to Identify Top Concerns in ATRI Survey.” Transport Topics. https://www.ttnews.com/articles/atri-trucking-concerns .		✓	✓					✓		Parking remains a persistent operational concern for drivers.
Florida Department of Transportation. “Truck Parking.” FDOT Rail – Studies. Accessed December 10, 2025. https://www.fdot.gov/rail/studies/truck_parking		✓			✓	✓			✓	Florida’s statewide truck parking study documents.
FOX 8 New Orleans. August 7, 2019. “City Says 18-Wheelers Did Not Violate Parking Laws in New Orleans East.” https://www.fox8live.com/2019/08/07/fox-defenders-city-says-wheelers-did-not-violate-parking-laws-new-orleans-east		✓		✓						Local enforcement interpretations can allow truck parking in areas where residents object, revealing gaps between zoning rules and effective supply management.
G. Giron-Valderrama and B. Ivanov. 2018. Safe truck parking on PacTrans interstate corridors: I-5 and I-90. Pacific Northwest Transportation Consortium. https://rosap.ntl.bts.gov/view/dot/63402		✓	✓			✓			✓	Corridor-level gap analysis guides interventions.

Source	Federal Policy	Supply/Demand + Capacity	Safety	Land Use / Zoning	Tech / ITS / TPIS	Data / Mapping	Permitting	Workforce	Case Study / Best Practice	Key Takeaway
A. Huffman. August 28, 2025. “ATRI's Latest Report: Truck Driver Demographics Are Changing.” ATRI on the Air, podcast, audio. https://www.iheart.com/podcast/269-atrion-the-air-286012036/episode/atris-latest-report-truck-driver-demographics-291373467/								✓		Changing driver demographics influence workforce stability and future infrastructure needs within the trucking industry.
I-10 Corridor Coalition. n.d. “Overview of TPAS.” I-10 Connects. https://i10connects.com/node/4656					✓	✓			✓	Multi-state corridor coordination supports interoperable TPAS deployment to improve real-time truck parking information.
IMPLAN® model. 2025. Data, using inputs provided by the user and IMPLAN Group LLC, IMPLAN System (data and software), 16905 Northcross Dr., Suite 120, Huntersville, NC 28078 www.IMPLAN.com										Methodological reference.
Indiana Department of Transportation. 2023. Rest Area & Welcome Center Improvement Plan. Indianapolis, IN. https://www.in.gov/indot/files/Rest-Area-and-Truck-parking-Plan-FINAL-11-21-23.pdf									✓	Indiana’s Rest Area & Welcome Center Improvement Plan.
N. Katsikides, X. Kong, D. Schrank and B. Gick. 2020. “Using Probe Data for Truck Parking Decision-Making.” Transportation Research Board.	✓				✓	✓			✓	Probe vehicle data can enhance truck parking decision-making by improving real-time visibility and demand estimation.
D. Kiner. October 8, 2025. “The Impossible Choice Truck Drivers Face Every Day Is Being Addressed in Pennsylvania.” Lehigh Valley Live. https://www.lehighvalleylive.com/traffic/2025/10/the-impossible-choice-truck-drivers-face-every-day-is-being-addressed-in-pennsylvania.html	✓		✓						✓	Pennsylvania initiatives address truck parking shortages framed as daily safety dilemmas for drivers.

Source	Federal Policy	Supply/Demand + Capacity	Safety	Land Use / Zoning	Tech / ITS / TPIS	Data / Mapping	Permitting	Workforce	Case Study / Best Practice	Key Takeaway
A. Leslie. September 4, 2025. TL carrier costs: 2025 updates. In C. Caplice (Host), Freightvine. DAT Freight & Analytics. https://open.spotify.com/episode/2ID7bVu68kEvC0FeEgvE6I		✓						✓		Carrier cost trends and operational pressures highlight the financial constraints shaping trucking industry decisions, including reliance on affordable parking supply.
D. Lockridge. July 1, 2025. “Fleet Margins Fall as Trucking Costs Set New Records in ATRI’s 2025 Report.” Heavy Duty Trucking. https://www.truckinginfo.com/10243311/fleet-margins-fall-as-trucking-costs-set-new-records-in-atris-2025-report .		✓						✓		Tight margins increase reliance on affordable public parking supply.
Louisiana Department of Environmental Quality (LDEQ). 2024. Stormwater and Water Quality Permitting Guidelines. Baton Rouge, LA.	✓					✓				Permitting affects cost/timeline feasibility for new facilities.
Louisiana Department of Transportation and Development (DOTD). 2023. Louisiana Statewide Transportation Plan. https://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Transportation_Planning/Pages/default.aspx	✓	✓	✓							Establishes statewide priorities and freight context.
Louisiana Department of Transportation and Development. 2024. “Rest Areas.” Accessed December 10, 2025. https://dotd.la.gov/about/office-of-operations/dotd-police/rest-areas/ .		✓								Louisiana DOTD’s rest area listings document publicly available truck parking supply across the state.
Louisiana Department of Transportation and Development. 2024. “Rest Areas (Glossary Entry).” Louisiana Rest Areas (Glossary Entry)	✓	✓	✓			✓				Defines the operations of the Louisiana rest area system.
Louisiana Department of Transportation and Development. 2018. Louisiana Freight Mobility Plan. Final Report. Baton Rouge, LA. https://www.transportation.gov/sites/dot.gov/files/2023-12/LA_Freight_Mobility_Plan_04-09-18_FINAL_PRINT_EDITION.pdf .	✓	✓								Baseline freight needs assessment and continuity over time.

Source	Federal Policy	Supply/Demand + Capacity	Safety	Land Use / Zoning	Tech / ITS / TPIS	Data / Mapping	Permitting	Workforce	Case Study / Best Practice	Key Takeaway
Louisiana Department of Transportation and Development. 2024. Louisiana State Freight Plan. Baton Rouge, LA. https://latransportationplan.la.gov/wp-content/uploads/DOTD-State-Freight-Plan-Final-1.pdf	✓	✓	✓			✓			✓	Identifies freight corridors and constraints for reliability.
Louisiana Department of Transportation and Development. 2024. DOTD Highway Freight Fact Sheet, Winter 2023/2024. Baton Rouge, LA: Louisiana Transportation Plan. https://latransportationplan.la.gov/wp-content/uploads/DOTD_Factsheet_Highway-Freight_2024.pdf		✓				✓			✓	Louisiana’s Highway Freight Fact Sheet summarizes freight activity levels and corridor performance.
Louisiana Revised Statutes. n.d. §27:417, “Qualified Truck Stop Criteria; Amenities.” Accessed December 10, 2025. Louisiana Qualified Truck Stop Criteria: Amenities	✓	✓		✓						Statutory criteria shape expectations for incentives and amenities.
Mossy Oak Properties. 2025. How Much is an Acre of Land in Louisiana? How Much is an Acre of Land in Louisiana?										Provides general market land valuation context for Louisiana property acquisition costs.
E. Mulero. July 21, 2025. “House Panel Approves \$200 Million for Truck Parking.” Transport Topics. https://www.ttnews.com/articles/house-truck-parking	✓	✓	✓							Congressional appropriations reflect continued federal recognition of truck parking shortage.
D. Murray and A. Shirk. 2021. Truck Parking Information Systems: Truck Driver Use and Perceptions. Arlington, VA: American Transportation Research Institute. http://www.safehomealabama.gov/wp-content/uploads/2021/06/ATRI-Truck-parking-Information-Systems-Driver-Use-and-Perceptions-06-2021.pdf		✓	✓		✓	✓		✓	✓	Drivers adopt TPIS only when accurate and trusted.

Source	Federal Policy	Supply/Demand + Capacity	Safety	Land Use / Zoning	Tech / ITS / TPIS	Data / Mapping	Permitting	Workforce	Case Study / Best Practice	Key Takeaway
National Coalition on Truck Parking (NCTP). 2018. Best Practices for Truck Parking Availability Detection and Information Dissemination. Washington, DC: U.S. Department of Transportation. https://ops.fhwa.dot.gov/Freight/infrastructure/truck_parking/coalition/technology_data/product/best_practices.pdf	✓	✓	✓		✓	✓			✓	TPAS/TPIS only work with reliable, trusted real-time data.
National Cooperative Highway Research Program (NCHRP 08-140). 2024. Guide for Truck Parking Information Management Systems. Washington, DC: Transportation Research Board. NCHRP Guide for Truck Parking Information Management Systems	✓	✓	✓		✓	✓			✓	Guidebook for planning and managing TPIS deployments.
National Cooperative Highway Research Program (NCHRP 08-141). 2024. A Guidebook for Local Truck Parking Regulations. Washington, DC: Transportation Research Board. NCHRP Guidebook for Local Truck Parking Regulations	✓	✓	✓	✓				✓	✓	Local regulations can expand or suppress truck parking supply.
National Cooperative Highway Research Program (NCHRP 08-190). 2024. National Evaluation of Truck Parking Demand and Rest Area Locations. Washington, DC: Transportation Research Board. NCHRP National Evaluation of Truck Parking Demand and Rest Area Locations	✓	✓	✓			✓			✓	Network-level evaluation supports systematic site prioritization.
National Transportation Safety Board (NTSB). 2000. Highway Special Investigation Report. https://www.nts.gov/news/events/Documents/truck_bus-SIR0001.pdf	✓		✓							Safety investigations underscore fatigue and roadway risk.
New York State Thruway Authority (NYSTA), Department of Maintenance and Operations. 2011. Guideline for Use of VMS. https://www.thruway.ny.gov/commercial/forms/tap633.pdf			✓		✓				✓	Practical agency rules for VMS deployment.
Ohio Department of Transportation. July 29, 2025. “Governor DeWine Launches Major Effort to Expand Commercial Truck		✓	✓						✓	Large initiatives frame truck parking as statewide safety infrastructure.

Source	Federal Policy	Supply/Demand + Capacity	Safety	Land Use / Zoning	Tech / ITS / TPIS	Data / Mapping	Permitting	Workforce	Case Study / Best Practice	Key Takeaway
Parking in Ohio.” https://www.transportation.ohio.gov/about-us/news/statewide/dewine-truck-parking-expansion-2025										
R. Oyler. October 6, 2025. “Pennsylvania Launches First-Ever Statewide Truck Parking Expansion.” Pennsylvania Motor Truck Association, https://members.pmta.org/news/Details/pennsylvania-launches-first-ever-statewide-truck-parking-expansion-292177		✓	✓						✓	Pennsylvania’s statewide truck parking expansion demonstrates coordinated state-level action to address supply shortages framed as safety concerns.
A. Pampuro. August 11, 2025. “Does Safety Save Money?” School Transportation News. https://stnonline.com/special-reports/does-safety-save-money/			✓							Examines economic tradeoffs and cost savings associated with safety investments in transportation systems.
J.-P. Rodrigue. 2020. The Geography of Transport Systems (5th ed.). London: Routledge.		✓		✓						Freight infrastructure location and capacity are shaped by broader spatial and economic transport system dynamics.
Texas Department of Transportation. 2023. “Texas Truck Parking Visualization.” Texas A&M Transportation Institute. https://trkparkingtx.tti.tamu.edu/		✓			✓	✓			✓	Visualization improves decision-making and stakeholder alignment.
Truck Parking Club. 2024. “Marketplace for Reserved Parking.” https://truckparkingclub.com/		✓			✓	✓			✓	Aggregating private lots can expand capacity faster than new construction.
Trucker Path. 2024. “Truck Parking & Services.” https://truckerpath.com		✓	✓		✓	✓			✓	Driver apps shape parking decisions; accuracy and trust remain central.
Trucking Industry News. June 30, 2025. “Truck Parking: 2 New Major Federal Grants Awarded to Expand Capacity.” American Trucking Associations (ATA).	✓	✓							✓	Demonstrates active federal investment and project archetypes.
U.S. Army Corps of Engineers (USACE). 2024. Section 404 Permitting Guidance. Washington, DC: USACE.	✓						✓			Wetlands constraints are first-order siting limits.
U.S. Congress. 2025. Truck Parking Safety Improvement Act, H.R. 1659, 119th Cong., 1st sess.	✓	✓	✓							Signals federal funding attention and program authority.

Source	Federal Policy	Supply/Demand + Capacity	Safety	Land Use / Zoning	Tech / ITS / TPIS	Data / Mapping	Permitting	Workforce	Case Study / Best Practice	Key Takeaway
U.S. Department of Transportation, Maritime Administration. (n.d.). Port Infrastructure Development Program (PIDP) grants. https://www.maritime.dot.gov/PIDPgrants Grants.gov	✓	✓								Federal discretionary grant program supporting port and freight infrastructure investment.
U.S. Department of Transportation, Maritime Administration. (n.d.). PIDP: How to apply/Notice of funding (MARAD-250225-001). https://www.maritime.dot.gov/ports/office-port-infrastructure-development/marad-250225-001-updated-pidp-notice-funding Grants.gov	✓									NOFO.
U.S. Department of Transportation, Maritime Administration. (n.d.). Port and terminal infrastructure development: How to apply. https://www.maritime.dot.gov/office-port-infrastructure-development/port-and-terminal-infrastructure-development/how-apply-port Grants.gov	✓									Application guidance outlining requirements for port infrastructure grant applicants.
U.S. Department of Transportation. 2024. Infrastructure for Rebuilding America (INFRA) grant program. https://www.transportation.gov/rural/grant-toolkit/infrastructure-rebuilding-america-infra-grant-program	✓	✓								Large-scale federal discretionary grant program supporting nationally significant freight and highway infrastructure
U.S. Department of Transportation. 2025. FY 2026 Better Utilizing Investments to Leverage Development (BUILD) grant program [Grant opportunity summary]. Grants.gov. https://www.grants.gov/search-results-detail/360921	✓									Competitive discretionary grant program funding multimodal infrastructure projects.
U.S. Department of Transportation. 2025. Rural Surface Transportation Grant Program. https://www.transportation.gov/grants/rural-surface-transportation-grant-program	✓									Federal funding program supporting rural surface transportation infrastructure improvements.
U.S. Department of Transportation. (n.d.). Mega Grant Program. https://www.transportation.gov/grants/mega-grant-program	✓									Supports large-scale, nationally significant infrastructure projects.

Source	Federal Policy	Supply/Demand + Capacity	Safety	Land Use / Zoning	Tech / ITS / TPIS	Data / Mapping	Permitting	Workforce	Case Study / Best Practice	Key Takeaway
U.S. Department of Transportation. (n.d.). Multimodal Projects Discretionary Grant (MPDG): How to apply. https://www.transportation.gov/grants/mpdg-how-apply	✓									Consolidated federal discretionary grant program for multimodal transportation infrastructure.
USDOT. September 13, 2023. Biden-Harris Administration Announces More Than \$80 Million in Grants to Improve Highway Safety, Including Better Access to Truck Parking. USDOT News.	✓	✓	✓						✓	Federal grant awards demonstrate direct investment in truck parking access as a highway safety strategy.
G.P. Vorhes. 2021. “Identification of Potential Freight Parking Locations in Urban Areas.” Transportation Research Record 2675, no. 10: 815–824. https://doi.org/10.1177/03611981211013027		✓	✓	✓		✓		✓	✓	Multi-criteria siting balances access and impacts.
WDSU-TV. July 12, 2025. “New Orleans East Residents Call Big Rigs a Big Problem.”		✓	✓					✓		Persistence of spillover indicates structural mismatch between demand and supply.
Women In Trucking Association. 2023. “Women Comprise 12.1 Percent of Commercial Driver Workforce.” https://www.womenintrucking.org/press-releases/women-comprise-12.1-percent-of-commercial-driver-workforce			✓					✓		Women are a meaningful workforce share; safety and amenities matter.
WVUE FOX 8. August 22, 2019. “City Takes Action after FOX 8 Defenders Report on 18-Wheelers.”		✓		✓					✓	Municipal enforcement actions can rapidly alter the availability of informal truck parking
WVUE FOX 8. August 6, 2019. “FOX 8 Defenders: Man Fed Up with 18-Wheelers Parking in His Neighborhood.”		✓	✓	✓				✓		Illustrates enforcement ambiguity and neighborhood spillover impacts.
WWL-TV. October 8, 2021. “Parking Enforcement Returns Sunday: What You Need to Know.”			✓							Enforcement outcomes depend on consistent policy and available supply.

Themes Identified in Qualitative Survey Responses by Stakeholders

The following consistent patterns across stakeholder groups emerged, helping to explain the reality of truck parking conditions along the I-10 and I-12 corridors in Louisiana.

- Theme A: Truck parking shortages and areas with significant bottlenecks
- Theme B: Safety concerns, unauthorized parking, and Hours-of-Service pressures
- Theme C: Impacts on communities and conditions for developing truck parking in those areas
- Theme D: Land use, zoning, and governance issues
- Theme E: Support for both public and public-private solutions, as well as site discussions
- Theme F: Technology use and its limits

Figure 3. Thematic heat map indicating presence across stakeholder groups

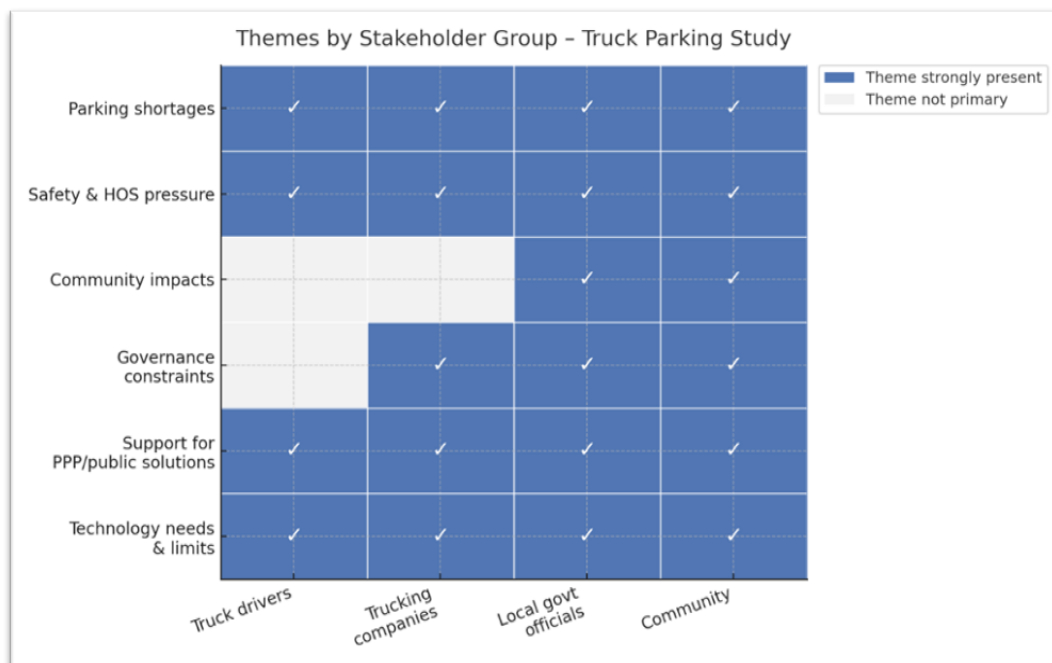


Figure 3 was created using Python data visualization libraries in OpenAI. It depicts a thematic heat map showing how freight system stakeholders addressed parking issues in this study. The rows represent themes identified from the data, while the columns indicate the level of similarity

among stakeholders who were interviewed, surveyed, or involved in community engagement activities. The checkmarks show the frequency of themes, reflecting areas of broad agreement, such as difficulty finding parking spots, safety concerns related to unauthorized parking, and support for developing and managing a public-private partnership system.

Theme A: Truck Parking Shortages and Areas with Significant Bottlenecks

Based on the analysis, stakeholders agree that the lack of truck parking is a significant issue, with availability particularly limited in urban nodes and near city centers. Truck drivers describe the I-10 and I-12 areas near New Orleans and all of I-12 as “very hard to find parking.” One driver noted that “all big-name truck stops” are often full. Some respondents argue that parking scarcity is not limited to the I-10 and I-12 corridors, but rather is a statewide and nationwide problem. Data also shows that it is more difficult to find a parking spot after 5:00 p.m. at all major truck parking chains, as most truckers usually plan their stops for fueling, showers, and other needs after 5:00 p.m. It is easier to find parking at smaller “mom-and-pop” facilities in the evening.

On the other hand, local officials and communities identify problem areas such as I-10 Exit 226, shoulders at I-12 Exit 57, segments between Lake Charles and Lafayette, and between Baton Rouge, Hammond, and Covington, where trucks regularly park on access and egress ramps. Stakeholders consider funding pilot corridors such as I-10 and I-12 essential to showcase scalable parking solutions. They also believe that private truck stops expanding their capacity should be eligible for incentives, encouraging further capacity growth. Examples of illegal truck parking are shown in Figures 4 and 5.

Figure 4. Illegal truck parking



Additionally, the lack of parking availability leads to delays and longer detention times for drivers because they must spend time searching for authorized parking spots. This disrupts delivery schedules and increases trucking companies' operational costs. Some drivers mention that parking at rest areas or weigh stations often attracts a DOTD inspection; therefore, they avoid these authorized parking spaces in favor of other options, even if they are not in violation. They describe DOTD inspections as routine official safety and compliance checks conducted by DOTD to ensure trucks meet federal and state regulations.

Theme B: Safety Concerns, Unauthorized Parking, and Hours-of-Service Pressures

Truck drivers, local government officials, and local community members highlight the widespread use of unsafe or informal parking practices. The data shows the recurrent usage of unsafe or unauthorized locations by drivers when they cannot find suitable authorized parking locations in an area. In many cases, these risky choices stem from Hours-of-Service pressures. Similarly, trucking companies note that drivers face safety risks when forced to park in unsafe or unauthorized areas and are more likely to commit Hours-of-Service violations when proper parking is unavailable. For example, residents of New Orleans East pointed to the widespread illegal parking along the community's major corridors. They note that Chef Menteur Highway, Dwyer Road, Paris Road, Downman Road, Haynes Boulevard, and Morrisson Road are located near freight-intensive routes and facilities and are easily accessible to drivers. This often leads to recurring bottlenecks, as trucks remain staged for extended periods. A longitudinal hotspot mapping by the community reveals these are not isolated issues but systemic failures at the corridor level, reflecting the city's truck parking supply and demand.

Figure 5. Unauthorized parking at Goodwill and Big Lots



Some local government officials highlight that truck parking on shoulders and ramps at interchanges, especially along I-10 and I-12, poses serious safety hazards for trucks and other vehicles. Residents of New Orleans East also expressed concern that illegal truck parking increases the risk of accidents in their neighborhood by creating blind spots for drivers and blocking emergency access. They worry about trucks parked in their communities, possibly carrying hazardous materials that could lead to disasters. Although residents do not explicitly mention Hours-of-Service pressures, the frequent overnight and multi-day parking suggests drivers are stopping in unauthorized areas due to limited legal parking, which indirectly reflects compliance issues caused by insufficient parking options. Nonetheless, some stakeholders believe stricter enforcement of illegal ramp or shoulder parking should be delayed until the authorized parking supply has been expanded.

Theme C: Impacts on Communities and Conditions for Developing Truck Parking in Those Areas

Truck traffic is a primary concern for many communities. It is viewed as a significant nuisance due to noise, air quality issues, vibrations that could damage property and infrastructure, and blocked local access for residents. Residents associate these impacts with declines in neighborhood livability, property values, and pride. At the same time, however, community support can be obtained for truck parking facilities if the following conditions are met:

- Maintaining adequate separation and distance from homes, schools, and other sensitive land uses
- Fitting facilities with proper noise and air quality control systems, along with sufficient lighting and security
- Providing clean and affordable facilities with reasonable operating hours
- Facilitating genuine and open collaboration with the community on steps and decisions taken to establish and maintain truck parking facilities.

Theme D: Land Use, Zoning, and Governance Issues

Local government officials generally emphasized a key issue of ownership and control over certain parts of the road transportation infrastructure. They noted that interstates and interchanges primarily fall under state and federal jurisdiction, and that parishes have not actively pursued projects along these facilities. Respondents identify zoning and land use restrictions as obstacles that emphasize small land footprints. They also mention that truck parking may fall outside some parishes' jurisdiction. While some officials are unsure about converting facilities, there is interest in using airports or weigh stations for truck parking.

Community feedback shows that split zoning, industrial-residential boundaries, and vacant parcels create opportunities for trucks to exploit regulatory gaps. Residents observe that streets with industrial zoning on one side and residential on the other often face inconsistent enforcement. They feel authorities tend to prioritize enforcement over safety and residents' quality of life. Both residents and officials agree that current zoning often unintentionally encourages illegal parking and complicates governance. Respondents strongly support speeding up permits for parking conversions and repurposing unused commercial and industrial land for truck parking to expand capacity. They also stress the importance of requiring logistics companies like Amazon and Walmart to include truck parking in their development plans.

Theme E: Support for Both Public and Public-Private Solutions and Site Selection

The data strongly support establishing new truck parking facilities by repurposing existing sites, such as the former New Orleans Airport (MSY) terminal in Kenner and port properties around major freight hubs, especially the Port of New Orleans property in New Orleans East. Major stakeholders indicate that the government should collaborate with airports and ports and use weigh stations and public lands as potential truck parking sites. This approach could create valuable opportunities for public-private partnerships while potentially improving efficiency and reducing costs in the development of parking facilities. Additionally, the neighborhood associations in New Orleans East have moved from automatic opposition to a solution-based approach in engaging with authorities, calling for stricter enforcement of truck parking regulations. Community residents have actively collaborated with elected officials, state agencies, and researchers, providing site-specific intelligence and demonstrating support for structured interventions that combine infrastructure investment, enforcement, and governance reforms, rather than relying solely on punitive measures to address illegal truck parking. Further, residents also called for potential public or public-private investments in parking facilities in their community. Stakeholders highlight the importance of establishing tax credits for private operators who offer free parking, aiming to offset parking expenses. They also suggest that the government should develop incentives linked to commitments for expanding private parking facilities.

Theme F: Technology Use and Its Limits

Parking technologies emerge as a common theme in the data collected, with respondents emphasizing their benefits but also acknowledging the limitations of available parking systems. Drivers surveyed and interviewed reported using truck parking apps and stated that while real-time parking information is very useful for finding spots, these technologies can occasionally provide incorrect data. There is also a notable lack of knowledge regarding VMS for truck

parking among both drivers and stakeholders. This highlights the need for targeted awareness campaigns on technology use for stakeholders, especially drivers. Stakeholders also argue that apps and signs alone cannot address a fundamental capacity gap, particularly in urban areas.

Geographic Information Systems Data Cleansing

At the start of the project, the research team obtained several truck parking datasets from DOTD. The primary dataset was DOTD's Truck Parking Inventory, which covers both public and private parking facilities statewide. This inventory was initially compiled by an external contractor and was found to have omissions, inconsistencies, and possible inaccuracies. As per DOTD documentation, the contractor sourced location data from AllStays, which provides a digital atlas for users [57] and validated sites using Google Maps. Data was also sourced from an independent truck parking dataset provided by the University of California, Berkeley. This dataset, based on the American Truck Parking inventory [35] included additional facility locations and attributes not found in DOTD's inventory, with sites categorized by public and private ownership. Comparing these datasets revealed several missing or conflicting records. To fill these gaps, an additional spatial layer pinpointing truck parking facilities absent from both inventories was created. These locations were obtained directly from the official websites of the four major national truck stop operators: Pilot/Flying J, Love's, TA, and Petro.

Targeted field verification was then conducted for locations with inconsistent attribute information, ambiguous addresses, or indications of informal or illegal use. Candidate sites for field review were identified through a combination of aerial imagery analysis and spatial proximity testing, including the application of a 250-yard buffer to detect potential duplicate facilities across datasets. DOTD also provided a truck parking-related Needs Assessment layer, in which roadway segments were scored based on peak truck parking utilization.

After verification and reconciliation, the data was compiled into a revised and updated truck parking dataset for DOTD and UC Berkeley. This updated inventory addresses previous data gaps and inconsistencies and features standardized fields such as Name, Address, Latitude and Longitude, Nearest Highway, Nearest Exit, Facility Type, Public or Private status, Striped Truck Parking Spaces, Estimated Unstriped Parking Spaces, and Total Parking.

GIS and Spatial Analysis of Truck Parking in Louisiana

Truck parking along I-10 and I-12 was studied to assess the reliability of data on location, the number of marked and unmarked parking spaces, and general conditions. Parking across Louisiana is primarily concentrated along the I-10 and I-20 corridors; see Figure 6. Despite

apparent access to ample parking, gaps remain in certain areas, including the I-12 corridor (see Figure 7) and I-10 between Lafayette and Lake Charles (see Figure 8). This study concentrated on I-10 and I-12. As shown on the maps, the area clearly requires better parking facilities.

Figure 6. Concentration of trucking parking spaces in Louisiana

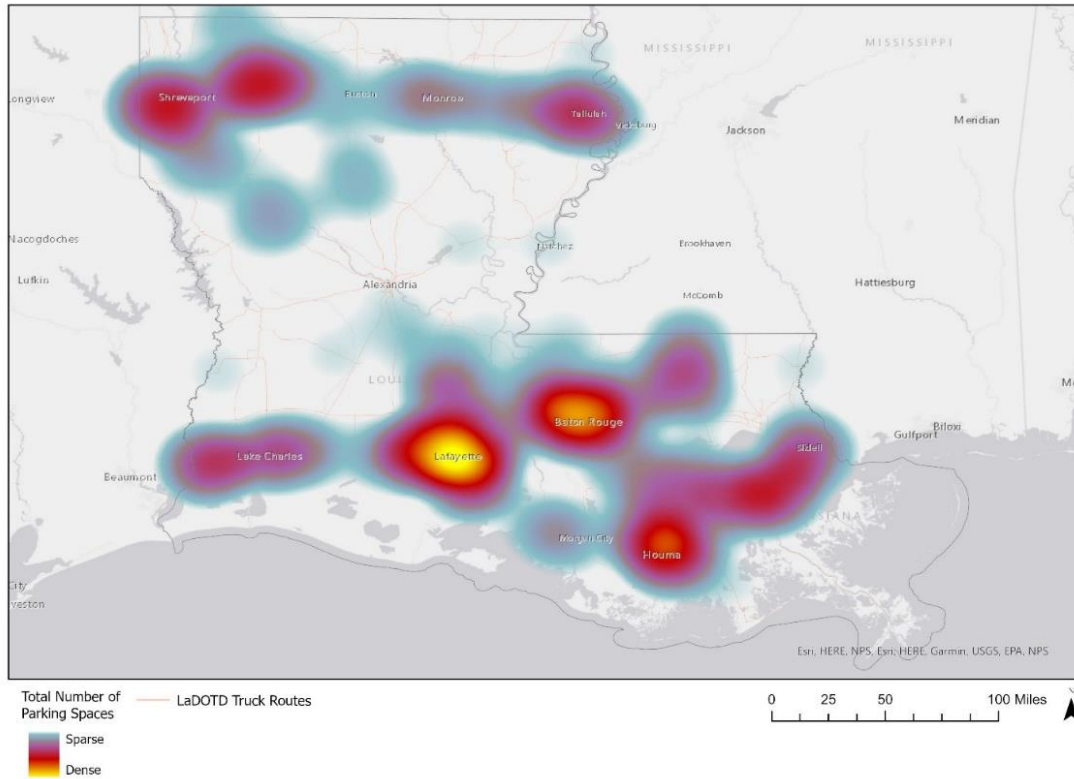


Figure 7. Concentration of truck parking across I-10 and I-12

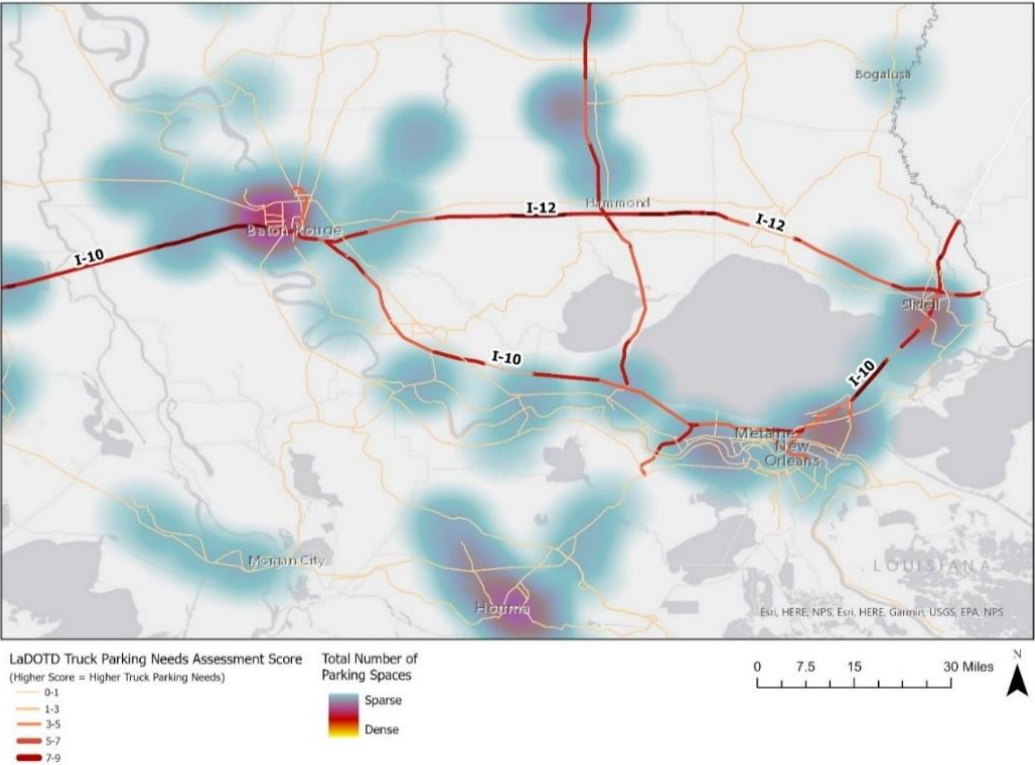


Figure 8. Concentration of truck parking spaces along I-10 between Lafayette and Lake Charles

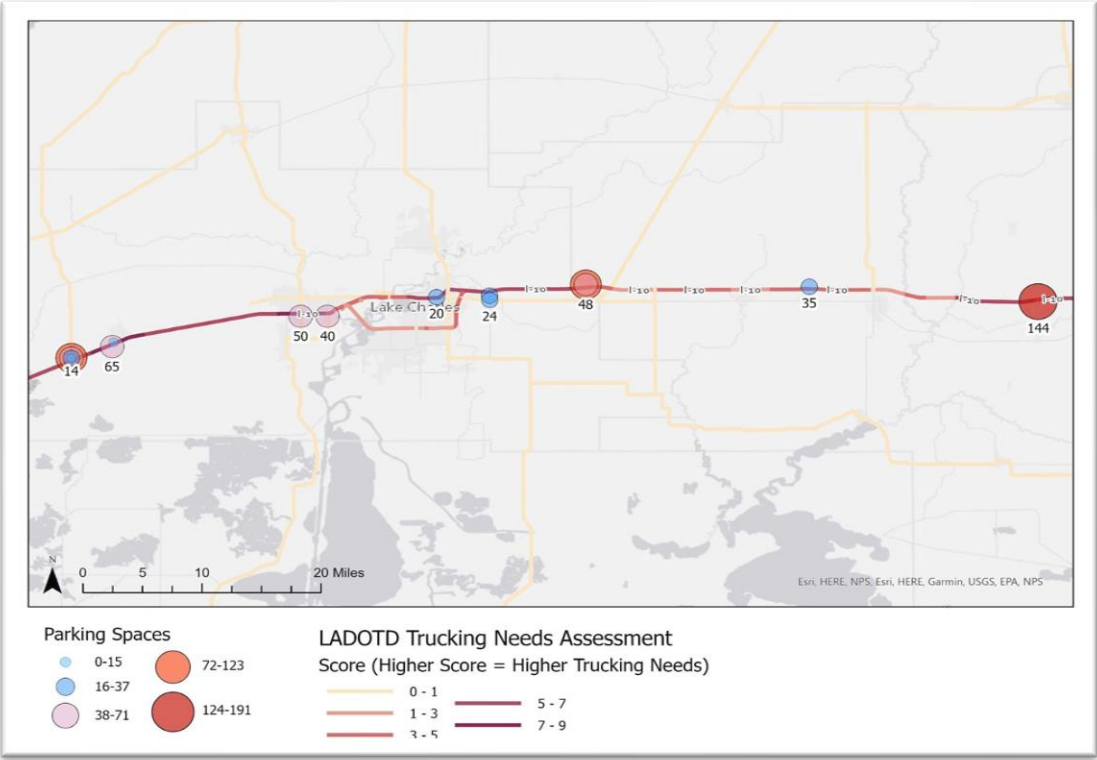


Figure 9 shows that 53.6% of locations identified by DOTD as having high or extremely high needs are concentrated within the I-10 and I-12 corridors in Louisiana.

Figure 9. DOTD Truck Parking Needs Assessment scores



Analysis of Truck Parking Site Visits

Table 4 shows the amenities of the 43 private commercial truck stop sites investigated; see Figure 1 for the map. These amenities included the following: 36 of the facilities had fuel pumps, 26 provided showers, and 34 had casinos on the premises. Nine of the sites lacked adequate safety measures to secure the facilities. Seven facilities lacked fuel pumps, including two rest areas, two weigh stations, one Walmart, one casino, and a dedicated truck plaza.

Of the 43 sites visited, 60.5% had private parking, 18.6% had public parking, and 18.6% had both public and private parking. The total number of parking spaces at the sites visited was 2252, with an average of 52 per location, ranging from 8 to 153. During the 43 visits, an average of 20 spaces were available. However, that number drops to an average of four during peak parking hours⁴. When the Trucker App had data available, it was consistently incorrect or outdated.

⁴ While these numbers reflect only the sites visited, the research team noted several locations that we did not visit but where truck parking shortages were obvious, such as both sides of the Mississippi River Bridge in Port Allen, LA, I-10 stops in Grosse Tete, LA, and I-10 stops in Butte La Rose.

Twenty-seven (27) of the sites had overflow parking spaces, and 23 had temporarily closed, blocked, or reserved spaces.

The breakdown of reserved and/or overnight parking costs, including the daily cost of reserved space, was as follows: 81% provided free parking (i.e., no cost for overnight stay), 14.3% charged between \$15 and \$25, and the remaining had variable fee structures; see Figure 10.

Figure 10. Reserved and overnight truck parking



Table 4. Amenities at investigated truck stops

Amenities	Number	Percentage
Fuel pumps	36	83.7%
Public seatings	13	30.2%
Weigh stations	17	39.5%
Showers	26	60.5%
Convenience stores	34	79.2%
Restaurants	21	48%
Casinos	34	79.1%
Electric vehicle charging	1	2.3%
Truck repair/maintenance	7	16.3%
Lounges	4	9.3%
Parking only	3	7.9%
On-site security	7	16.3%
Cameras	27	62.8%
Fencing	3	7.0%
No safety measures	9	20.9%

Economic Impact of Truck Parking Development in Louisiana

This study used the IMPLAN 2026 Model Year, which is equivalent to the 2024 Data Year, and the IMPLAN process to estimate the economic impact of building and operating truck facilities across Louisiana. All results are shown in 2025 dollars and report five key economic indicators based on the production function of the construction and trucking industries. The five indicators include employment, labor income, contribution to GDP, tax revenue, and output, and the impacts are presented in direct, indirect, and induced effects; see Appendix 8. Table 5 presents the highlights of the economic impacts of truck parking development in Louisiana.

Table 5. Highlights of the economic impact of truck parking development in Louisiana



The construction of truck parking facilities in Louisiana would support **1,693** jobs, generate **\$120.3 million** in labor income, contribute **\$178 million** to GDP, produce **\$351.2 million** in output, and generate **\$35.3 million** in taxes.



The facilities' annual operations would support a total of **871** jobs across **Louisiana**.



\$50.5 million in labor income would be supported in Louisiana through the annual operations of the truck parking facilities across the state.



The annual spending on operations would support **\$83.3 million** in contribution to GDP and **\$164.4 million** in output across **Louisiana**.



Approximately **\$18 million** in local, state, and federal tax revenue would be generated annually from operations, including sales and income taxes.

Construction (Year 2025)

The construction cost for 15 truck parking facilities across Louisiana in 2025 is \$210 million. This direct investment by the developer in the construction sector would support an additional 1,044 jobs, generate \$81.1 million in labor income, contribute \$103.3 million to Louisiana's GDP, and produce \$210 million in output during the construction period. Overall, this results in a total one-time economic impact of 1,693 jobs, earning \$120.3 million in labor income, \$178 million in GDP contribution, and \$351.2 million in regional output; see Table 6.

Table 6. Economic impact of construction year 2025

	Employment	Labor Income	Contribution to GDP	Output
Direct	1,044	\$81,054,003	\$103,320,323	\$210,000,000
Indirect	245	\$18,421,547	\$32,810,498	\$69,610,557
Induced ⁵	404	\$20,865,490	\$41,892,934	\$71,600,635
Total	1,693	\$120,341,040	\$178,023,755	\$351,211,192

The construction of these facilities would also generate tax revenue during the construction phase. The total estimated impact on sub-parish general taxes is \$1.2 million. Sub-parish special district taxes (e.g., police, fire, schools, etc.) are estimated at \$1.9 million. Parish taxes are projected at \$1.2 million. State taxes are estimated at \$6.2 million. Federal taxes are projected at \$24.8 million. This results in a total of \$35.3 million in tax revenues supported by the project's construction phase; see Table 7.

⁵ Induced effects may vary depending on the nature of the workforce used to complete construction activities. Companies sometimes hire traveling crews that stay in the region only during the construction phase, which alters the local impact.

Table 7. Tax impact of construction year 2025

	Sub-Parish General	Sub-Parish Special District	Parish	State	Federal	Total
Direct	\$200,081	\$303,662	\$191,523	\$2,278,717	\$15,827,039	\$18,801,021
Indirect	\$409,497	\$622,297	\$392,442	\$1,596,965	\$4,055,525	\$7,076,726
Induced	\$635,105	\$965,185	\$608,678	\$2,316,770	\$4,869,490	\$9,395,227
Total	\$1,244,683	\$1,891,144	\$1,192,643	\$6,192,452	\$24,752,054	\$35,272,975

Operations (Year 2025)

Operations generate a direct output value of \$86.7 million. Of this, \$26.3 million in labor income is paid to the estimated 443 employees, and \$48.4 million is spent on purchasing goods and services. This results in a total economic impact of 871 jobs, earning \$50.5 million in labor income, \$83.3 million in GDP contribution, and \$164.4 million in output to the Louisiana economy; see Table 8.

Table 8. Economic impact of operations year 2025

	Employment	Labor Income	Contribution to GDP
Direct	443	\$26,257,417	\$38,297,776
Indirect	258	\$15,517,261	\$27,417,220
Induced	170	\$8,775,030	\$17,617,936
Total	871	\$50,549,708	\$83,332,932

The total impact on sub-parish general taxes is estimated at \$954,251. Sub-parish special district taxes (e.g., police, fire, schools, etc.) are estimated at \$1.5 million. Parish taxes are estimated at \$914,484. State taxes are estimated at \$3.9 million. Federal taxes are estimated at \$10.8 million. This amounts to approximately \$18 million in supported taxes due to operations; see Table 9.

Table 9. Tax impact of operations year 2025

	Sub-Parish General	Sub-Parish Special District	Parish	State	Federal	Total
Direct	\$287,649	\$437,055	\$275,627	\$1,399,728	\$5,356,261	\$7,756,320
Indirect	\$399,540	\$607,179	\$382,908	\$1,493,760	\$3,421,534	\$6,304,921
Induced	\$267,062	\$405,860	\$255,949	\$974,230	\$2,047,871	\$3,950,972
Total	\$954,251	\$1,450,094	\$914,484	\$3,867,718	\$10,825,667	\$18,012,213

No Build Impact Analysis

To estimate the cost of underinvesting in truck parking facilities in Louisiana, this analysis utilized national data on average time wasted to find parking and included information about key truck bottlenecks in the state, specifically the Annual Average Daily Truck Traffic (AADTT).

- Average time wasted searching for parking = 56 minutes [4]
- Average annual compensation loss = \$5500 [4]
- AADTT for New Orleans Westbound from Exit 234C to 236B = 10,163 [3]
- AADTT for Baton Rouge Eastbound from I-10 to Exit 2 = 10,921 [3]
- To calculate hours lost per cycle of daily truck traffic, and annual compensation lost by drivers due to parking shortages: Hours lost per cycle of AADTT = AADTT*56minutes

Compensation lost per year = AADTT*\$5500

- Hours lost per cycle of AADTT
- I-10 = 10,163*56/ 60 minutes = 9,485 hours
- I-12 = 10,921 *56/ 60 minutes = 10,192 hours

Compensation lost per year

- I-10 = 10,163*\$5500 = \$56 million
- I-12 = 10,921*\$5500 = \$60 million

Table 10 presents the cost of not investing in truck parking in Louisiana. The analysis shows that truck drivers on I-10 Westbound in New Orleans between Exit 234C and 236B lose 9,485 hours of productivity each day. Similarly, drivers on I-12 Eastbound in Baton Rouge, from I-10 to Exit 2, lose 10,192 hours per day. The analysis also indicates that searching for authorized parking could cause drivers on I-10 Westbound in New Orleans, from Exit 234C to 236B, to lose \$56 million in annual earnings, while those on I-12 Eastbound in Baton Rouge, from I-10 to Exit 2, could lose \$60 million annually. This analysis is limited to two locations within the state, underscoring the magnitude of potential losses in the freight system.

Table 10. No build impact analysis

Corridor	Location	AADTT	Hours Lost/Cycle	Compensation Lost/Year
I-10	New Orleans Westbound from Exit 234C to 236B	10,163	9,485 hours	\$56 million
I-12	Baton Rouge Eastbound from I- 10 to Exit 2	10,921	10,192 hours	\$60 million

Conclusions

Truck parking shortages are a major challenge to the freight movement system in Louisiana. They are persistent, complex, and multifaceted. These shortages affect efficiency, safety, Hours-of-Service regulatory compliance, community quality of life, and economic productivity across the state. The following conclusions are drawn from this research:

1. Use of technology in parking is valuable, but cannot substitute for physical capacity.

Louisiana currently lacks a functional Variable Message Sign (VMS) or Dynamic Message Sign (DMS) system for truck parking, as existing systems provide only distance, travel time, and road conditions. Truck drivers rely on trucking apps to find available parking, and industry research, along with ITS guidance, shows that while drivers value parking information systems, concerns regarding data accuracy and coverage persist (Murray and Shirk, 2021). The study's results support this conclusion, revealing that drivers and trucking companies generally prefer real-time data but are aware of the limitations, such as inaccuracies and the scarcity of physical parking spaces. Visits to parking stops and physical counts show frequent discrepancies with online figures. Additionally, some drivers have little understanding of how to use available parking technology. Therefore, technology should complement rather than replace existing solutions, and its implementation must be carefully managed to meet objectives.

2. Stakeholder trust is essential in convincing communities to accept the development of truck parking in their communities.

Despite initial resistance to online surveys, this study saw robust engagement through face-to-face interactions. Experience from the research process indicates that participation fatigue and skepticism about providing feedback, particularly online, despite its broad reach and potential efficiency, limit community participation. Even with the high demand for a truck facility in the New Orleans East community, they indicated that processes like this study rarely translate into real projects or solutions. To counter this, efforts should prioritize early outreach, transparent processes, quick wins, and clear, measurable outcomes to keep participants engaged.

3. Local zoning and permitting, especially in urban areas, are significant bottlenecks for delivering new capacity.

According to the Federal Highway Administration [7], local rules such as land use definitions, buffers, conditional-use approval procedures, and inconsistent code language often limit available sites and fragment truck parking networks. Community feedback from the study supports this, highlighting that conditional approval mainly depends on site, buffering, and

mitigation strategies. This underscores the importance of zoning reforms and improved design standards for effective implementation.

4. The economic case for investment is strong and supports competitive funding.

The economic analysis of establishing truck parking reveals substantial one-time and ongoing benefits. Building 15 truck parking facilities across Louisiana would generate 1,693 jobs, \$178 million in GDP contribution, \$351.2 million in output, and \$35.3 million in tax revenue. Additionally, the operations of these facilities support 871 jobs annually, contribute \$83.3 million to GDP, generate \$164.4 million in output, and collect approximately \$18 million in annual taxes. These investments could include a mix of public, private, and public-private partnerships. These results suggest that grant applications for federal funding to develop parking facilities would be competitive and generate community support due to their positive impacts. Louisiana is also exploring Public-Private Partnerships (PPPs) to develop truck parking where appropriate [1]. Examining similar projects in Wyoming, California, and Minnesota [7] could provide valuable insights for Louisiana. The literature indicates that private truck parking companies typically profit from amenities rather than parking alone [11]. The study suggests that PPPs could enhance truck parking by incentivizing private companies and involving local communities in the business model, fostering a sense of ownership in the projects.

5. The I-10 and I-12 corridors require targeted, corridor-specific intervention rather than one-size-fits-all statewide actions.

This study confirms that every corridor is distinct, requiring customized solutions to match truck parking demand with supply. The literature highlights the importance of linking parking planning with freight generators, such as ports, warehouses, and industrial districts [1] [3]. The findings indicate that routes and communities with high freight activity are hotspots for unauthorized truck parking, emphasizing the need to focus on segments along I-10 and I-12.

6. Louisiana's truck parking challenges are a matter of safety and reliability, not a convenience issue.

The review of the available literature on truck parking supports links between capacity shortages and illegal ramp parking, increased fatigue risk, and difficulties with Hours-of-Service compliance [7]. This is further supported by stakeholder feedback from drivers, local officials, and community residents who report informal parking on ramps and shoulders along I-10 and I-12. The New Orleans East community specifically links illegal parking to safety, congestion, and livability concerns. Additionally, finding reliable parking, especially in urban areas after 5:00 p.m., remains challenging. This situation may result in Hours-of-Service violations or parking in unauthorized areas, thereby increasing safety hazards to the community.

Recommendations

This report examined parking shortages in Louisiana, especially along the I-10 and I-12 corridors, which are among the most freight-intensive routes in the state. Findings from the analysis confirm the severity of truck parking issues statewide, with urban nodes experiencing far greater impacts than rural areas. Additionally, with the recent proposal to develop the Louisiana International Terminal (LIT), freight activities, particularly trucking, are likely to increase, potentially affecting the already scarce parking availability and raising concerns about safety, economic efficiency, community quality of life, resilience, and regulatory compliance. It is crucial for the state to urgently develop a comprehensive plan for expanding truck parking across the region. The following recommendations are proposed for consideration by the state and local governments, and other stakeholders.

1. Improve the implementation and use of technology in the freight system.

Louisiana should adopt and accelerate the deployment of Truck Parking Information Systems (TPIMS), integrating VMS, DMS, and mobile truck parking apps. Introducing these technological systems will enhance freight efficiency, but driver training on tools like VMS and mobile apps is equally crucial. Areas with higher truck volumes should also see the deployment of technologies like VMS. DOTD can collaborate with local agencies, ports, airports, and private parking operators to enhance the statewide rollout of parking tech as seen in the other state case studies. The implementation should follow the national TPIMS guidelines from NCHRP 08-140 and FHWA/NCTP best practices.

2. Establish state and local government partnerships to integrate truck parking into local planning and zoning and strengthen interagency collaborations.

Due to the nature of truck parking facilities, local communities often oppose locating them nearby, posing a major nationwide challenge. Therefore, it is essential to collaborate with communities to establish truck parking standards that address issues such as traffic congestion, noise, air pollution, proximity to residences and schools, lighting, and efficient truck circulation to reduce cut-through traffic. Gaining community support can also be enhanced by highlighting the economic benefits of well-designed truck parking facilities, as shown in the study's economic impact analysis; see Tables 5 and 15.

State agencies and MPOs should lead efforts to collaborate with local authorities to speed up permitting processes for truck parking conversions, including repurposing underused commercial or industrial land for this purpose. Additionally, Louisiana should coordinate with local governments to develop and adopt planning and zoning regulations that enhance the efficiency of the freight system. Such planning and zoning language should align with the Federal Highway

Administration’s guidance and include a Louisiana-specific menu of options tailored to urban and rural areas. It is also important that state agencies and MPOs strengthen coordination with ports and airports, trucking companies, and truck-dependent industries, with each entity clearly defining its roles and responsibilities to overcome jurisdictional obstacles and improve collaboration. The proposed Truck Parking Overlay (TPO) is based on best practices from across the country, as outlined in the literature review and the study's findings. It provides model ordinance language that can be customized for inclusion in comprehensive plans and freight or industrial overlay districts as needed. It is recommended that local authorities adopt it in collaboration with the state government as appropriate. The TPO was developed through an analysis of best practices nationwide.

Article [XX]. Truck Parking Overlay (TPO) District

Narrative Summary of the Truck Parking Overlay (TPO) District Ordinance

The proposed Truck Parking Overlay (TPO) District is a targeted zoning tool designed to solve a recurring urban freight problem: the lack of safe, legal places for commercial motor vehicles, including 18-wheelers, to park and stage near major freight generators. When cities do not plan for truck parking, trucks still arrive, and drivers often park on neighborhood streets, in vacant lots, along roadways, or near sensitive community areas. The TPO framework acknowledges that truck parking demand is unavoidable in freight-serving cities, but it can be managed to improve safety and reduce neighborhood impacts. The TPO’s goals are practical: reduce unauthorized truck parking on local streets, support Hours-of-Service compliance, strengthen freight mobility, and establish predictable development standards so the city can guide where truck parking is permitted and how it must be designed. The TPO should be implemented as part of a broader strategy. The TPO overlay works best when paired with targeted enforcement and signage, because enforcement without legal alternatives simply displaces the problem, and new parking without enforcement may not stop neighborhood spillover.

Sec. [XX-1]. Purpose and Intent.

A. The Truck Parking Overlay (TPO) District is established to provide safe, legal commercial motor vehicle (CMV) parking and staging in appropriate locations while protecting neighborhoods from adverse impacts.

B. The TPO is intended to: (1) reduce unauthorized truck parking on local streets; (2) improve safety and Hours-of-Service compliance; (3) support freight mobility; and (4) establish predictable siting and development standards for truck parking facilities.

Sec. [XX-2]. Applicability.

- A. The TPO applies to properties shown on the official Zoning Map as “TPO.”
- B. Where this Article conflicts with underlying district standards, this Article governs truck-parking-related uses.

Sec. [XX-3]. Definitions.

- A. Commercial Motor Vehicle (CMV): A vehicle meeting applicable federal or state CMV definitions.
- B. Truck Parking Facility: A site used for short-term or overnight parking⁶ of CMVs, with or without trailers.
- C. Truck Staging/Marshaling Yard: A managed facility for queuing and staging CMVs, typically time-limited.⁷
- D. Sensitive Receptors: Residential districts; schools; childcare; parks; hospitals/clinics.
- E. “Truck-tractor” shall have the meaning set forth in La. R.S. 32:1.
- F. “Semitrailer” shall have the meaning set forth in La. R.S. 32:1.
- G. “Tractor-trailer combination” means a truck-tractor coupled to a semitrailer, with or without one additional trailer.
- H. “18-wheeler” is a common term and, for purposes of this Chapter, means a tractor-trailer combination, regardless of the number of axles or wheels.
- I. “Heavy truck” means:
 - Any truck-tractor, whether or not coupled to a semitrailer or trailer, or
 - Any single-unit truck with a Gross Vehicle Rating (GVWR) of 26,001 pounds or more, or
 - Any tractor-trailer combination with a GCWR of 26,001 pounds or more.

Sec. [XX-4]. Use Regulations (Within the TPO).

- A. Permitted (by right) in underlying Industrial districts:
 - Accessory CMV parking serving an on-site freight-generating use (e.g., warehouse, terminal, or distribution).
 - Truck staging areas integrated into an approved site plan for industrial operations.

⁶ For this study, short-term parking is considered parking for a maximum of four hours, including staging, waiting, and loading windows. Long-term/overnight parking is defined as parking for more than four hours, or parking between 12.00 a.m. and 5.00 a.m., whichever is more restrictive.

⁷ The finding also suggests that idle staging should not be more than 30 minutes.

B. Conditional Use / Special Exception (all underlying districts unless otherwise permitted):

- Standalone Truck Parking Facility (primary use).
- Truck Staging/Marshaling Yard (primary use).
- Expansion of any existing truck parking/staging that increases capacity by $[\geq X \text{ spaces or } \geq Y\%]$.

C. Prohibited: Truck parking as a primary use in any residential zoning district, whether or not mapped in the TPO. This prohibits any trailer use because it is a weight stipulation.

F. “Semitrailer” shall have the meaning set forth in La. R.S. 32:1.

G. “Tractor-trailer combination” means a truck-tractor coupled to a semitrailer, with or without one additional trailer.

H. “18-wheeler” is a common term and, for purposes of this Chapter, means a tractor-trailer combination, regardless of the number of axles or wheels.

I. “Heavy truck” means:

- Any truck-tractor, whether or not coupled to a semitrailer or trailer, or
- Any single-unit truck with a GVWR of 26,001 pounds or more, or
- Any tractor-trailer combination with a GCWR of 26,001 pounds or more.

Sec. [XX-5]. Development Standards (Minimum Performance Standards).

A. Location on Site

- No CMV spaces in required front setbacks or street-facing landscaped setbacks.
- CMV parking shall be located to the side/rear of structures when feasible.

B. Buffers and Setbacks

- Minimum setback from any Sensitive Receptor property line: 50 feet (unless increased by conditional approval).
- If < 50 feet exist due to an existing nonconforming condition, the applicant shall provide enhanced mitigation per Sec. [XX-6].

C. Screening and Landscaping

- A solid, opaque fence/wall six to eight feet in height along edges facing Sensitive Receptors and public rights-of-way (as applicable).

- A landscaped strip at least ten feet wide along screened edges, with evergreen plantings where feasible.

D. Lighting and Security

- Fully shielded, downward-directed fixtures; no glare/light spill onto adjacent properties.
- The site shall provide security measures such as cameras and/or monitored lighting and clear rules signage.

E. Noise and Idling Controls

- Compliance with local noise ordinance; for sites near Sensitive Receptors, conditional approval may require nighttime operational limits.
- Anti-idling signage required at entries and within parking areas; designate reefer areas where feasible.

F. Sanitation, Waste, and Maintenance

- Trash receptacles and routine waste removal required; prohibit dumping, fluid disposal, or tire storage.
- For facilities $\geq$ [X] spaces, provide restroom access (permanent or portable) and a site maintenance plan.

G. Access and Circulation

- Primary ingress/egress shall connect to designated truck routes/arterials; minimize routing through residential streets.
- Site plan must demonstrate truck turning movements without backing onto public streets.

Sec. [XX-6]. Conditional Use Findings and Conditions.

A. In addition to general findings, decision makers shall find that the proposal:

- Provides adequate buffering, screening, and operational controls;
- Will not materially degrade neighborhood safety or access;
- Includes a circulation/queue plan preventing spillback to public roads; and
- Includes a complaint-response contact and enforcement protocol.

B. Conditions may include: maximum stay limits (e.g., 72 hours), on-site management presence, security staffing, restricted hours for certain activities, enhanced buffers, and idling controls.

Sec. [XX-7]. State–Local Coordination (Required for Primary Facilities).

A. Applicants for primary truck parking/staging shall submit documentation of consultation with:

- DOTD District [#] (access, permits, corridor considerations);
- MPO/New Orleans Regional Planning Commission (freight plan consistency); and
- Local traffic/public works and enforcement partners.

Sec. [XX-8]. Data and Signage Participation (Encouraged /Optional Requirement).

A. Facilities shall post clear on-site rules, contact information, and any time limits/fees.

Sec. [XX-9]. Severability.

A. If any provision is held invalid, the remainder shall continue in full force.

- Adopt TPO overlay, designate legal truck parking/staging sites, pair with targeted enforcement operations, and install clear signage.
- Expand legal overnight capacity near freight generators; consider time-limited staging near terminals and industrial areas.
- Require performance standards for buffers, screening, lighting controls, sanitation, anti-idling signage, and a complaint-response protocol.
- Standardize definitions and add by-right/conditional pathways in industrial/highway districts; close loopholes with uniform rules.
- Create overlay opportunity areas near interchanges/industrial corridors; enable PPP/adaptive reuse of underutilized public assets.
- Establish a standing enforcement plan: recurring corridor sweeps, escalation for repeat offenders, towing/booting protocols where lawful.
- Treat illegal truck parking as an infrastructure cost: prioritize interventions where damage recurs; consider cost-recovery tools where lawful.
- Expand I-10/I-12 commercial access easement agreements to require/encourage large facilities to share availability data where feasible.
- Increase use of public–private agreements: public land/access support and private operation; require minimum amenities/security to ensure community compatibility.
- Commit to a public-facing implementation dashboard (e.g., sites, timelines, enforcement metrics) and publish “what we heard/what we’re doing” to enhance the social awareness of the impact of the ordinance.

3. Position Louisiana to compete for federal funding opportunities.

Table 11 describes federal funding opportunities that are primarily opening in 2026 and could help the state fill funding gaps for the development of truck parking facilities. It is essential for DOTD to quickly evaluate these opportunities to secure funding and apply for grants as appropriate.

Table 11. Funding pathways for truck parking investments

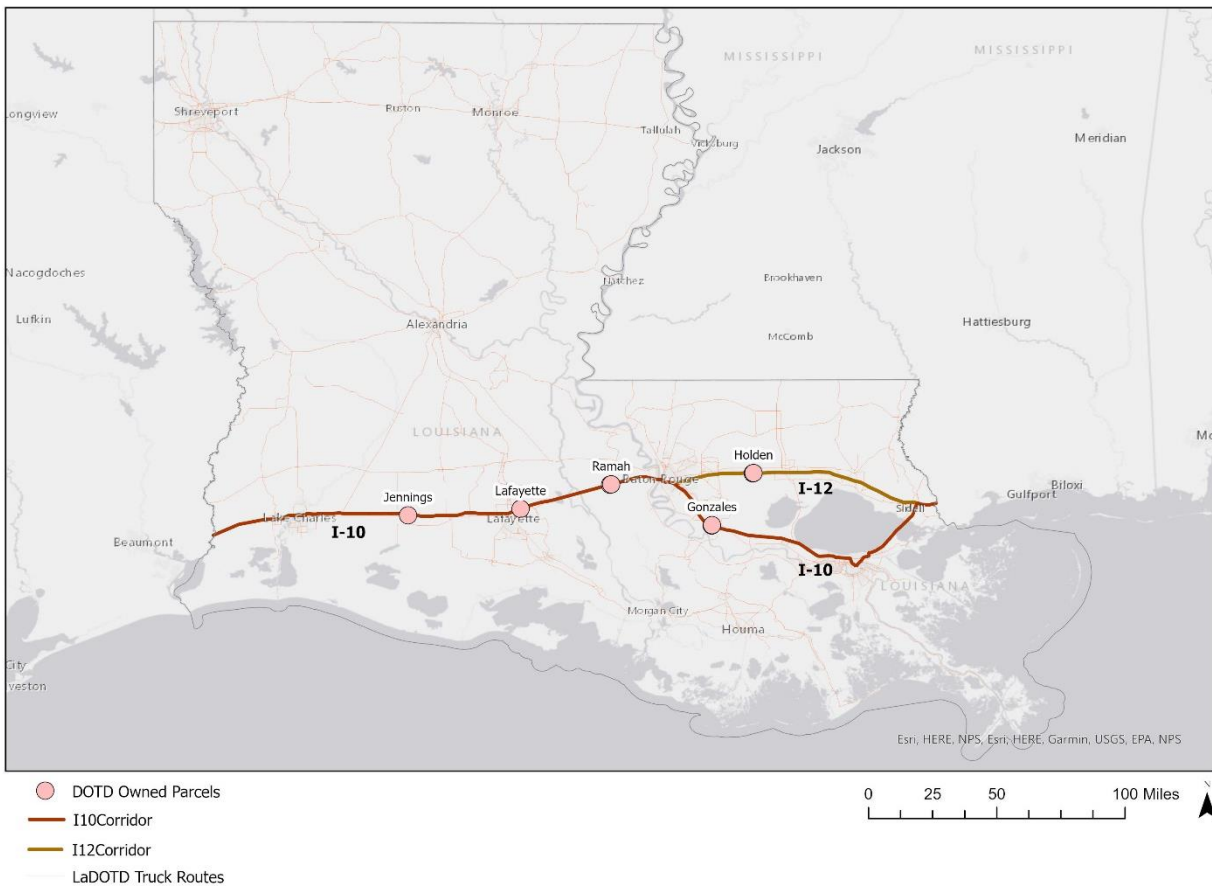
Agency	Program	Description
USDOT / Federal Highway Administration	Better Utilizing Investment to Leverage Development-BUILD Grant (formerly named RAISE)	The U.S. Department of Transportation (USDOT) BUILD grant program provides grants for surface transportation infrastructure projects with significant local or regional impact. Similar funding was provided to the Columbia Port Commission in 2023 to develop a truck parking facility in Caldwell Parish. Opens in Spring 2026 (U.S. Department of Transportation, 2025).
USDOT	Infrastructure for Rebuilding America (INFRA) Grant	INFRA is the Nationally Significant Multimodal Freight & Highway Projects program that awards competitive grants for multimodal freight and highway projects of national or regional importance to enhance the safety, efficiency, and reliability of freight and people movement in and around rural and urban areas. Funding for the INFRA grant program is available through the MPDG Combined Notice of Funding Opportunity (NOFO). INFRA usually opens in the spring (U.S. Department of Transportation, 2024).
USDOT	The Mega Grant Program	The Mega Grant Program (National Infrastructure Project Assistance program) supports large, complex projects that are difficult to fund otherwise and are likely to generate national or regional economic, mobility, or safety benefits. NOFO is expected to be released in April 2026 (U.S. Department of Transportation, n.d.).

Agency	Program	Description
Federal Motor Carrier Safety Administration (FMCSA)	High Priority Innovative Technology Development (HP-ITD) Grants	The HP-ITD program provides Federal funding and expertise to help states adopt innovative technologies. States determine their own technology priorities and needs, while ITD safety innovation experts assist states in choosing the most suitable tools. This program is the most direct FMCSA grant for truck parking management. It explicitly funds the development and deployment of Truck Parking Information Management Systems (TPIMS). These systems help drivers locate available rest areas in real time via dynamic signs, mobile apps, or electronic logging devices (ELDs). Funding opens in May 2026 (Federal Motor Carrier Safety Administration, n.d.).
Maritime Administration (USDOT MARAD)	Port Infrastructure Development Program	The Port Infrastructure Development Program (PIDP) is a discretionary grant program administered by the Maritime Administration (MARAD). Funds for the PIDP are awarded competitively to projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port. Funding opens in September 2026 (U.S. Department of Transportation, Maritime Administration, n.d.).

4. Expand truck parking capacity at strategic locations statewide.

DOTD should focus on expanding truck parking, especially along I-10 and I-12, near major freight centers, interchanges, ports, and urban areas. This can be done through a corridor program that carefully analyzes and identifies available state-owned land best suited for truck parking facilities based on truck traffic, safety records, current infrastructure, and proximity to logistics hubs. This approach follows national best practices outlined in the DOTD Freight Plan and NCHRP 08-190. Figure 11 shows deactivated rest areas, weigh stations, and DOTD-owned parcels that currently lack facilities.

Figure 11. DOTD-owned parcels along I-10 and I-12



The New Orleans East community could serve as a pilot project, given the high demand for truck parking and the community's willingness to support such facilities; see Recommendation 6.

5. Create a truck parking incentive mechanism and explore opportunities for public-private partnerships (PPP).

To help offset parking costs, Louisiana should create an incentive program that offers tax credits to truck stops that provide free truck parking. Additionally, incentives linked to commitments for expanding parking capacity should be offered to private truck stops. The state government should also assess whether existing public facilities, such as underused airports, ports, weigh stations, and other transportation infrastructure, can be repurposed or shared for truck parking. This could be achieved through partnerships with private companies using a public-private partnership (PPP) model, which might prove the most efficient management approach, as suggested by a basic SWOT (strengths, weaknesses, opportunities, and threats) analysis in Table 12. The state can work with private entities to develop truck parking on publicly owned land, potentially offering lower rates, or build truck parking facilities or amenities near existing private

truck parking to complement them, increase the number of spots, and address the amenity needs of those facilities, especially in high-demand areas. These strategies could reduce public capital spending, accelerate project completion, and improve operational efficiency. The Federal Highway Administration [7] highlighted excellent examples from the National Coalition on Truck Parking, including the Wyoming Truck Parking Facilities (TPF) Program, under which the Wyoming Department of Transportation built 43 long-term truck parking spaces along I-80 in Wamsutter. These spaces are located within a secure, well-lit area next to an existing truck stop. The \$916,000 project, primarily funded by the Federal Highway Administration, aimed to reduce informal community parking and support freight operations during weather-related highway closures.

Table 12. SWOT analysis—management model matrix for truck parking

Ownership	Description	Strengths	Limitations
Public	Facilities owned and operated by the government.	Strict compliance. Focuses on underserved areas.	Funding constraints. Cost burden for public institutions.
Private	Privately or corporately owned facilities.	Management flexibility/responsiveness.	Mostly charged a fee for access. Rare in rural areas.
Public-Private	Shared public land/funding plus private capital/management.	Enjoys the benefits of both worlds and could eliminate the limitations of both. Higher efficiency.	May need long-term agreements. Coordination challenges in terms of shared burden and revenue sharing.

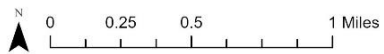
Louisiana offers strong opportunities for PPP, with public properties near major freight hubs, enabling the government to collaborate with developers to build appropriate parking facilities to accommodate growing freight activity. For example, in New Orleans East, a community with significant freight traffic, there are many cases of illegal truck parking that affect residents' well-being. One key reason New Orleans East is well-suited for truck parking is its proximity to the ports of New Orleans and St. Bernard. It is also strategically located to potentially influence future truck parking needs, given its proximity to the upcoming LIT project and to sites identified as prime truck parking locations. These sites were selected after consulting with community council members and local groups, who indicated they would support truck parking

development at these sites; see Figure 12. One is a vacant lot, and the other two are parking lots with existing pavement; see Figures 13 and 14.

Figure 12. Recommended future PPP sites in New Orleans East



Figure 13. Recommended future PPP site in New Orleans East 1—vacant lot



15001 Intracoastal Drive, New Orleans, LA 70129

Figure 14. Recommended future PPP site in New Orleans East 2—parking lots



6. Refurbish abandoned Louisiana Welcome Center in New Orleans East.

The fourth site, considered the most promising due to its optimal location for economic, regulatory, and operational efficiency, is the former Louisiana Welcome Center, which was closed due to damage from Hurricane Katrina. The New Orleans Visitor Information Center (NOVIC) was located at 7450 Paris Road. The City of New Orleans attempted to sell this property at public auction in 2013. It is still listed on the Orleans Parish Tax Assessor's rolls as owned by the city [58]. It is situated in an area traditionally designated for transportation, industrial, and highway-focused commercial activities. See Figure 12 for a map of the location and Figure 15 for aerial imagery of the site. The research team has designated this site as the New Orleans East Truck Parking Facility (NOETPF).

Figure 15. Former New Orleans Welcome Center



The proposed NOETPF is supported by the zoning and land use framework governing the I-10, I-510, and LA 47 (Paris Road) corridor. This area is characterized as a “Centers for Industry” district, expressly intended to accommodate industrial, logistics, warehousing, and transportation-related uses under the City of New Orleans Comprehensive Zoning Ordinance (CZO). Repurposing this city-owned parcel for truck parking and staging is consistent with the district’s purpose of concentrating land-intensive freight activities in locations with direct access to major transportation infrastructure.

The project aligns with the CZO’s goal of protecting industrial corridors from incompatible encroachment and ensuring that heavy vehicle operations occur in areas designed to support that traffic. Truck parking, staging, and driver-support functions align with the industrial logistics intent of these districts and are reinforced by Article 22 (off-street parking and loading), which recognizes the need for adequate facilities to accommodate heavy vehicles, thereby reducing congestion, improving safety, and supporting industrial operations. By consolidating truck activity within a controlled, purpose-built facility, the NOETPF minimizes conflicts with nearby

residential and commercial areas and advances the CZO’s objective of promoting compatible land uses along major transportation corridors.

The site’s direct access to I-10, I-510, and LA 47 (Paris Road) helps ensure truck movements remain within established freight corridors, reducing impacts on residential streets. This location advantage supports the City of New Orleans’s long-term planning goals for efficient regional connectivity, freight mobility, and public safety. Reusing a previously developed state-owned parcel further aligns with regional land use policies that prioritize redevelopment over greenfield conversion, promote context-appropriate infrastructure, and strengthen the industrial reputation of this corridor.

Situating designated truck parking, staging, and driver support functions at the proposed NOETPF, a site with prior rest area facilities built for high-volume transportation activity, enhances land use compatibility and supports economic and freight operations. The NOETPF reinforces the City of New Orleans’s zoning and planning framework for sustainable industrial growth while also providing truck parking facilities to meet statewide demand. The following Concept Summary for the NOETPF follows the guidelines set forth by the FHWA Truck Parking Development Handbook [7].

Concept Summary: New Orleans East Truck Parking Facility

- Facility Type: Public truck parking and staging facility with driver amenities building.
- Primary Users: Regional truck drivers and secondary long-haul users using I-10, I-510, and the St. Bernard Port Harbor & Terminal District.
- Initial Target Capacity: 100 truck parking spaces; 50 drayage, 50 long-haul.
- Primary Function: Safe, legal parking and short-term staging near St. Bernard Harbor & Port Terminal; to relieve street, shoulder, and other unauthorized truck parking in New Orleans East along I-10 arterials, LA 47 (Paris Road), and US 90 (Chef Menteur Highway).

Alignment with Best Practices

This proposed truck parking plan:

- Consolidates scattered, illegal, and unsafe truck parking into a controlled, well-lit, and monitored facility.
- Reuses an existing interstate-accessible abandoned parcel, minimizing new environmental impacts.
- Provides basic human needs such as restrooms, showers, a rest area for overnight long-haul and drayage for independent drivers.

- Can be phased to match funding availability with demonstrated demand.

Core Elements of Project

- Truck Parking Area
 - 45 drayage spaces, 45 long-haul/overnight turnaround (90 spaces: 12 ft wide x 75 ft long)
 - 10 oversized/combo spaces for longer vehicles or specialized loads
 - Designated overnight parking and short-term staging
 - Option to include reserved spaces for hazmat or specialized cargo
- Circulation
 - One-way internal, two-lane loop road that routes to the exit
 - 70 to 80 ft internal aisles for turning movements
 - Layout should permit separate entry/exit lanes
- Amenities Building
 - Restrooms and private shower facilities
 - Vending machines or food court/restaurant partnership
 - Modest driver lounge with seating and information area
- Site Support Features
 - Lighting (LED, uniform, pole-mounted coverage)
 - Security cameras and emergency call boxes
 - Clearly marked pedestrian paths between parking and building(s)
 - Regulatory and wayfinding signage
- Landscaping and Buffers
 - Integrate public seating, both covered and uncovered, throughout the site
 - Visual and noise buffers for adjacent residential/commercial areas where applicable
 - Drainage swales and integrated stormwater management

Access and Circulation Concept

- Ingress/Egress
 - Access from I-10: Rehabilitate the on/off ramps formerly serving the abandoned Louisiana Welcome Center

- Design principle: Redesign roadway to minimize traffic conflicts and weaving; ensure trucks can safely leave and enter traffic and accelerate and decelerate getting off and on I-10, I-510, and LA 47, and merge with smooth, safe entry
- Internal Circulation
 - One-way loop, double lane design
 - Trucks enter and pass the amenities building, then loop around to the parking rows
 - Back-in spaces; arranged at a 60° angle for maneuverability
 - Separate parking zones
 - Longer-term rest spaces placed deep (i.e., lane of 45 spaces creating a back row)
 - Short-term parking and staging nearest entrance/exit (i.e., lane of 55 spaces, appropriate distance staged, creating a second front row with access to exit by time desired to park)

Proposed Phasing Strategy

- Phase 1: Core Functional Opening
 - Conduct a community truck parking evaluation and demand survey, and the costs associated with rehabilitating this site for public truck parking, using the FHWA's Truck Parking Development Handbook
 - Conduct a site evaluation of the Louisiana Welcome Center for design planning
 - Rehabilitate existing ramps and access for I-10 to the Welcome Center
 - Pave and stripe 100 truck parking spaces with long-term and short-term zones
 - List NOETPF with the Trucker Path app for real-time parking availability; explore standalone intelligent transportation systems (ITS)
 - Install:
 - Pole-mounted LED lighting
 - Amenities/welcome building with restrooms with 20 stalls for men and women and 12 private shower facilities
 - Security cameras, emergency call boxes, and fencing
 - Establish operations and maintenance plans for amenities building and parking lanes; explore DOTD facilities partnership
- Phase 2: Capacity and Amenity Expansion
 - Expand driver lounge and restroom/shower facilities as demand shows from Phase 1

- Expand food options
- Expand truck parking spaces as demand shows from Phase 1
- Enhance stormwater management practices
- Integrate parking technology on site
- Explore external power options for overnight truck drivers

Table 13 consolidates all relevant federal funding programs to which the NOETPF may be eligible. This table provides program eligibility, the rationale for inclusion, and, where necessary, the relationship between the project’s location and its ability to serve port-bound freight traffic.

Table 13. Summary of viable funding pathways for NOETPF

Program	Eligibility	Funding Specifics
BUILD (formerly RAISE)	Yes	Program supports freight, safety, and mobility projects Rationale: NOETPF improves interstate freight reliability
INFRA	Yes	Program funds projects on the National Highway Freight Network Rationale: NOETPF supports I-10/I-510 corridor freight flows
MEGA (National Infrastructure Project Assistance)	Yes, but must be part of a larger corridor project	Program funds nationally significant freight projects; truck parking can qualify when bundled with corridor safety or mobility improvements Rationale: port serving projects help justify regional significance but may not expressly qualify project
NHFP (National Highway Freight Program)	Yes	Program supports freight projects on the National Highway Freight Network Rationale: NOETPF directly supports I-10/I-510 freight flows
STBG (Surface Transportation Block Grant Program)	Yes	Program explicitly funds truck parking; provides funding for safety, mobility, and freight infrastructure Rationale: NOETPF is positioned to support port-related freight, improving truck staging and reducing congestion near port access routes
HSIP (Highway Safety Improvement Program)	Yes	Program provides funding for projects that reduce crashes, improve safety, or mitigate truck-related conflict points Rationale: NOETPF provides safer truck staging and reduces roadside idling near port corridors

Program	Eligibility	Funding Specifics
CMAQ (Congestion Mitigation and Air Quality Program)	Yes, if the emissions benefit can be demonstrated	Program funds projects that reduce emissions, idling, or congestion Rationale: NOETPF will be positioned to serve port-bound trucks to reduce idling and queuing near port access roads, supporting air-quality goals
FMCSA (Federal Motor Carrier Safety Administration) High Priority Grants (HP)	Yes	Program funds technology, safety, enforcement, and real-time truck parking information systems Rationale: Providing real-time truck parking availability improves safety and efficiency for trucks serving the St. Bernard Harbor & Port Terminal
MARAD (Maritime Administration) Port Infrastructure Development Program (PIDP)	Not eligible under current requirements; PIDP requires projects to be on port-owned or port-controlled property or formally certified as port-serving infrastructure	Program funds port-owned, port-controlled, or certified port-serving capital projects that can improve safety, efficiency, or reliability of the movement of goods through ports; projects can include truck staging or queuing areas and access improvements; it provides for equipment and technology that improves port operations and modernization Rationale: NOETPF, as a certified partner with the St. Bernard Harbor & Port Terminal, would provide vital support services for port-bound trucks and reduce port traffic congestion

Economic Impact Analysis of NOETPF

This analysis used the IMPLAN 2026 Model Year, which is equivalent to the 2024 Data Year, and the IMPLAN process to estimate the economic impact of building and operating truck facilities across Louisiana. All results are shown in 2026 dollars and report five key economic indicators based on the production function of the construction and trucking industries. The five indicators include employment, labor income, contribution to GDP, tax revenue, and output, and the impacts are presented in direct, indirect, and induced effects; see Appendix 8. Table 14 presents highlights of the economic impacts of NOETPF in Louisiana.

Table 14. Highlights of the economic impacts of NOETPF in Louisiana

	The construction of the New Orleans East Truck Parking Facility Project would support 70 jobs, with associated labor income of \$5.1 million, a GDP contribution of \$7.9 million, output of \$15.5 million, and taxes of \$1.6 million.
	The annual operations of the proposed New Orleans East Truck Parking Facility Project would support 48 jobs across Louisiana.
	\$2.8 million in labor income would be generated in Louisiana from the annual operations of the New Orleans East Truck Parking Facility Project.
	The annual spending on operations would support \$4.6 million in contribution to GDP and \$9.2 million in output across Louisiana.
	Approximately \$1 million in local, state, and federal tax revenue would be generated annually from operations, including sales and income taxes.

Construction (Year 2026)

The estimated construction cost of the NOETPF in 2026 dollars is \$9 million. This direct spending would support an additional 40 jobs, \$3.3 million in labor income, \$4.4 million in GDP contributions, and \$9 million in output for the duration of the construction phase in the Louisiana economy. This results in a total one-time economic impact of 70 jobs earning \$5.1 million in labor income, \$7.9 million in GDP contribution, and \$15.5 million in output to the region; see Table 15.

Table 15. Economic impact of construction year 2026⁸

	Employment	Labor Income	GDP Contribution	Output
Direct	40	\$3,319,746	\$4,357,708	\$9,000,000
Indirect	13	\$905,959	\$1,811,355	\$3,498,596
Induced ⁹	17	\$885,875	\$1,780,314	\$3,043,670
Total	70	\$5,111,580	\$7,949,378	\$15,542,266

The construction of the NOETPF project would also support tax revenues during the construction phase. The total impact on sub-parish general taxes is estimated at \$69,177. Sub-parish special district taxes (e.g., police, fire, schools, etc.) are estimated at \$105,115. Parish taxes are estimated at \$66,290. State taxes are estimated at \$310,231. Federal taxes are estimated at \$1.1 million. This totals \$1.6 million in supported tax revenues from the project's construction phase; see Table 16.

⁸ All dollar values are presented in 2026 USD.

⁹ Induced effects may vary depending on the nature of the workforce used to complete construction activities. Companies sometimes hire traveling crews that stay in the region only during the construction phase, which alters the local impact.

Table 16. Tax impact of construction year 2026¹⁰

	Sub-Parish General	Sub-Parish Special District	Parish	State	Federal	Total
Direct	\$7,316	\$11,102	\$7,002	\$91,046	\$646,829	\$763,296
Indirect	\$34,874	\$53,001	\$33,424	\$120,742	\$209,413	\$451,455
Induced	\$26,986	\$41,012	\$25,863	\$98,443	\$206,912	\$399,216
Total	\$69,177	\$105,115	\$66,290	\$310,231	\$1,063,154	\$1,613,967

Operations (Year 2026)

Operations have a direct output value of \$4.8 million. \$1.5 million in labor income is paid to an estimated 25 employees, and \$2.7 million is spent on goods and services. This represents a total economic impact of 48 jobs, earning \$2.8 million in labor income, contributing \$4.6 million to GDP, and generating \$9.2 million in output to the Louisiana economy; see Table 17.

Table 17. Economic impact of operations year 2026¹¹

	Employment	Labor Income	GDP Contribution	Output
Direct	25	\$1,461,910	\$2,132,271	\$4,825,862
Indirect	14	\$862,932	\$1,525,007	\$2,648,960
Induced	9	\$487,762	\$980,228	\$1,675,797
Total	48	\$2,812,604	\$4,637,506	\$9,150,619

The total impact on sub-parish general taxes is estimated at \$53,137. Sub-parish special district taxes (e.g., police, fire, schools, etc.) are estimated at \$80,748. Parish taxes are estimated at

¹⁰ All dollar values are presented in 2026 USD.

¹¹ All dollar values are presented in 2026 USD.

\$50,923. State taxes are estimated at \$215,389. Federal taxes are estimated at \$603,019. This totals \$1 million in supported taxes due to operations; see Table 18.

Table 18. Tax impact of operations year 2026¹²

	Sub-Parish General	Sub-Parish Special District	Parish	State	Federal	Total
Direct	\$16,066	\$24,411	\$15,395	\$78,180	\$299,166	\$433,218
Indirect	\$22,214	\$33,759	\$21,289	\$83,012	\$189,928	\$350,202
Induced	\$14,857	\$22,578	\$14,239	\$54,197	\$113,925	\$219,797
Total	\$53,137	\$80,748	\$50,923	\$215,389	\$603,019	\$1,003,217

The economic impact analysis shows that building the NOETPF would create significant near-term economic activity, including jobs, wages, business output, and tax income. After construction, its ongoing operations will continue to boost regional employment, household incomes, and economic productivity. Operational expenses would flow through the Louisiana economy, supporting consistent business output and government revenue. These results can help generate support from both the local community and other communities across Louisiana for the future development of truck parking facilities. This analysis can also be used by the state to apply for federal grants to complement state or private investments in parking for the area.

Next Steps- Future Research Needs

This study advances understanding of truck parking supply, demand, and policy options along Louisiana's I-10 and I-12 corridors, though it does not comprehensively cover all needs and gaps in the state's truck parking system. The following are areas DOTD should consider exploring in future research:

- Similar studies should be conducted on other major freight corridors in the state, such as I-20. With the development of the Louisiana International Terminal, freight movement, particularly trucking, is expected to handle more than two million 20-foot Equivalent Units (TEUs) annually. Therefore, continued research and needs assessments should be

¹² All dollar values are presented in 2026 USD.

conducted for I-10, I-12, and I-20. This could involve corridor-level demand modeling to help the state forecast future parking needs in high-demand areas.

- A longitudinal effectiveness evaluation of the implementation of TPIMS should be conducted after a pilot deployment of VMS begins. Such studies can assess impacts on search times, safety, and parking utilization rates near specific corridors. This information is also necessary to request additional funding for continued technological innovation.
- As changes to zoning ordinances are implemented, it will be necessary to perform longitudinal studies to evaluate permitting timelines and the spatial distribution of new truck parking facilities, as well as identify Louisiana's best practices and challenges. As trucking dynamics continue to change throughout the state and nation, it will be necessary to monitor what is working and what needs to be addressed or updated.
- Long term, the impacts of emerging technologies such as Artificial Intelligence and autonomous trucks should be monitored. Although it is unclear at this time what the pace of deployment of these technologies might be or what their ultimate impact on truck parking demand will be, DOTD should consider them in future planning activities.

AI is poised to reshape the truck parking landscape by improving real-time visibility, forecasting demand, and supporting safer facility operations. Emerging systems already use computer vision, sensors, and predictive analytics to identify open spaces and anticipate peak congestion, reducing the wasted miles and safety risks associated with searching for parking. As AI becomes more embedded in freight operations, these tools will support infrastructure planning by providing granular data on turnover, dwell time, and corridor-level shortages. At the same time, the broader autonomous vehicle sector is revealing the limits of AI-driven mobility. Waymo's robotaxis, for example, accumulated 589 parking violations in San Francisco in 2024, including obstructing traffic and ignoring street-cleaning restrictions, demonstrating that AI systems still struggle with nuanced, context-dependent parking rules [59] [60]. These failures matter for freight; if smaller autonomous vehicles cannot interpret parking environments, the complexity of truck parking facilities, including larger footprints, mixed-use layouts, and safety requirements, requires further study.

- The timeline for widespread driver-assisted or autonomous trucks remains uncertain, but recent developments suggest gradual adoption rather than rapid displacement. Regulatory hesitations, such as the FMCSA's denial of Aurora and Waymo's request to replace traditional roadside warning triangles with cab-mounted beacons due to inefficient safety evidence, highlight ongoing concerns about autonomous truck reliability [61]. Waymo has also paused its self-driving truck program to redirect resources toward ride-hailing,

signaling that fully autonomous trucking is not yet commercially or technically mature [62]. For the truck parking sector, this means demand will remain driver-centric for the foreseeable future; human drivers will still require safe, legal rest areas, and automation will primarily serve as an assistive layer rather than a replacement for human judgment. Over time, partial automation may shift truck parking needs, such as staging areas for autonomous trucks or remote-supervised drop zones. For this reason, additional study is necessary.

Acronyms, Abbreviations, and Symbols

Term	Description
AADTT	Annual Average Daily Truck Traffic
AASHTO	American Association of State Highway and Transportation Officials
ATA	American Trucking Association
ATRI	American Transportation Research Institute
BTS	Bureau of Transportation Statistics
CCTV	Closed Circuit Television
CZO	Comprehensive Zoning Ordinance
DMS	Dynamic Message Signs
DOTD	Louisiana Department of Transportation and Development
EV	Electric Vehicle
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GIS	Geographic Information System
HOS	Hours-of-Service
INFRA	Nationally Significant Multimodal Freight & Highway Projects
ITS	Intelligent Transportation Systems
LMTA	Louisiana Motor Transport Association Conference
LTRC	Louisiana Transportation Research Center
MPO	Metropolitan Planning Organization
NCTP	National Coalition on Truck Parking
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Policy Act
NIMBY	Not In My Backyard
NOETPF	New Orleans East Truck Parking Facility Project
PPP	Public-Private Partnership
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RPC	Regional Planning Commission
TPIMS	Truck Parking Information Management Systems
TPO	Truck Parking Overlay

Term	Description
TPSIA	Truck Parking Safety Improvement Act
TPF	Truck Parking Facilities
VMS	Variable Message Signs

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Appendices

Appendix 1: Site Visit Data Collection Form

UNO 2025-2026 Truck Stop Visit Data Sheet

This data will be synthesized and presented as evidence on the current amenities offered at truck stops and how they can be improved to support LHTD safety and health.

1. Name (This is the name of the individual who collected the data)
2. Site Name (e.g., Love's Travel Stop 854)
3. Site Address (e.g., 1940 Highway 84, Mansfield, LA)
4. Public/ Private
 - Public; Private; Both; No Truck Parking Available
5. Distance from I-10 Access and Nearest Highway Exit (e.g., .5 mile from I-10 exit 12b)
6. Site Latitude/Longitude
7. Visit Date
8. Visit Time
9. Number of Core Spaces (Paved and Striped)
10. Number of Unstriped Spaces (Estimate)
11. Number of Overflow Spaces (Unpaved, etc.—Estimate)
12. Number of Temporarily Closed, Blocked, or Reserved Spaces
13. Total Truck Parking Spots
14. Total Number of Available During Visit
15. Number of Available Spaces per the Trucker Path App
16. Available Amenities
 - Fuel Pumps; Restaurant (hot food offered by the gas station would not be applicable); Convenience Store (this would include food options such as pizza and chicken offered by the establishment); EV Charging; Showers; Truck Repair/Maintenance Services; Weigh Station; Public Seating (e.g., pavilion, dog park, outdoor seating); Parking Location Only; Casino; Other
17. Safety Measures
 - Cameras; On-Site Security; Fenced-In Property; N/A

18. Fuel Price (Diesel)

19. Number of Fuel Terminals (Designated for LHTD)

20. Describe Access to Site (e.g., direct access off highway, hard to access for turn radius)

21. Upload Photo(s)

- 1—Entrance
- 2—Wide Shot of Designated Parking Lot (if applicable)
- 3—Picture of an Open Parking Spot (if available)
- 4—Picture of Diesel Terminals
- 5—Picture of Building (if applicable)
- 6-10 (other photos applicable to research)

22. Comments/Notes (please leave the name of the site manager as well as the email/contact information if available)

Appendix 2. Truck Driver Survey



Truck Driver Survey

In coordination with the Louisiana Transportation Research Center, this research aims to address truck parking issues through both long-term and short-term solutions.

Truck Parking Survey for I-10 and I-12 Corridors, Louisiana

By proceeding, you agree to participate in this voluntary survey about your truck parking experiences. Your responses will remain anonymous, and no personal information will be shared.

1. Are you an owner-operator or a company driver?

2. If a company driver, indicate which company.

3. How many years have you been driving commercially?

4. Do you regularly drive along the I-10 corridor in Louisiana?

- ☐ Yes
- ☐ No
- ☐ Not sure

5. Do you regularly drive along the I-12 corridor in Louisiana?

- ☐ Yes
- ☐ No
- ☐ Not sure

6. On average, how difficult is it to find truck parking on the I-10 corridor in Louisiana?

- ☐ Very difficult
- ☐ Difficult
- ☐ Neutral
- ☐ Easy
- ☐ Very easy

7. On average, how difficult is it to find truck parking on the I-12 corridor in Louisiana?

- ☐ Very difficult
- ☐ Difficult
- ☐ Neutral
- ☐ Easy
- ☐ Very easy

8. At what time of day do you find it most difficult to find parking?

- ☐ Morning
- ☐ Afternoon
- ☐ Evening
- ☐ Overnight

9. In which location(s) along I-10 do you face the greatest parking challenges? *(Write in specific exits or parishes)*

10. . In which location(s) along I-12 do you face the greatest parking challenges? *(Write in specific exits or parishes)*

11. Which of the following amenities are most important to you when choosing a truck parking location?

- ☐ Ease of access
- ☐ Abundant parking space
- ☐ Food & restaurants
- ☐ Clean restrooms & showers
- ☐ Rest & picnic areas
- ☐ Low fuel prices
- ☐ Other

12. How far (in miles) off your route are you willing to travel to a preferred parking location?

13. Are you able to park at warehousing or distribution centers along the I-10 corridor? If so, please list the warehousing sites where you park.

14. Are you able to park at warehousing or distribution centers along the I-12 corridor? If so, please list the warehousing sites where you park.

15. Have you ever parked in an unsafe or unauthorized location due to a lack of available truck parking?

- ☐ Yes
- ☐ No

16. Has a lack of parking ever caused you to violate Hours of Service (HOS) regulations?

- ☐ Yes
- ☐ No

17. Are you aware of any highway signs (Variable Message Signs) that display real-time parking availability along I-10?

- ☐ Yes
- ☐ No
- ☐ Not sure

18. Are you aware of any highway signs (Variable Message Signs) that display real-time parking availability along I-12?

- ☐ Yes
- ☐ No
- ☐ Not sure

19. How useful would real-time truck parking availability info be to your operations?

- ☐ Very useful
- ☐ Somewhat useful
- ☐ Not useful

20. What apps or websites, if any, do you regularly use to find parking?

21. How accurate do you find the information about the live availability of spots on those platforms, if it is offered?

22. What types of facilities do you prefer for parking? (Check all that apply.)

- ☐ Rest Areas
- ☐ Truck Stops
- ☐ Parking Lots
- ☐ Private Locations
- ☐ Weigh Station
- ☐ Other

23. Do you regularly pay for parking?

- ☐ Yes
- ☐ No

24. Are you allowed to park and rest at weigh stations along the I-10 or I-12 corridors in Louisiana to comply with Hours of Service (HOS) regulations?

- ☐ Yes
- ☐ No
- ☐ Not sure
- ☐ Depends on the location

25. If you are allowed or have rested at weigh stations, please specify which ones, if known.

26. If you have used a weigh station to rest, was there any cost or fee associated with it?

- ☐ Yes
- ☐ No
- ☐ Not sure

27. Please specify the cost/fee associated with parking if you answered yes to question 26

28. What improvements would you like to see in truck parking along the I-10 corridor?

29. What improvements would you like to see in truck parking along the I-12 corridor?

Thank you for your time!

If you're open to being contacted for follow-up, please share your details below. Responses are anonymous, and all personal information will be kept strictly confidential.

30. Name

31. Company Name

32. Email Address

33. Phone Number

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Appendix 3. Truck Parking Company (Private Operators) Survey



Truck Parking Companies (Private Operators) Survey

In coordination with the Louisiana Transportation Research Center, this research aims to address truck parking issues through both long-term and short-term solutions.

Truck Parking Survey for I-10 and I-12 Corridors, Louisiana

By participating, you agree to share insights about your company's truck parking operations. Your input will remain anonymous, and no company-identifying information will be disclosed.

1. Which company are you representing?

- ☐ Pilot
- ☐ Flying J
- ☐ Love's
- ☐ TA/Petro
- ☐ Other

2. Which best describes your role?

- ☐ Executive or Leadership
- ☐ Facility Manager
- ☐ Infrastructure/Real Estate Development
- ☐ Public Affairs/Government Relations
- ☐ Other

3. How many truck stops or parking facilities does your company operate in Louisiana?

4. How many are directly located along the I-10 corridor in Louisiana?

5. How many are directly located along the I-12 corridor in Louisiana?

6. What is the average number of truck parking spaces available per facility in Louisiana?

- ☐ Fewer than 30
- ☐ 30-49
- ☐ 50-79
- ☐ 80+
- ☐ Varies by site

7. On average, do your facilities in Louisiana reach full truck parking capacity overnight?

- ☐ Yes, most nights
- ☐ Occasionally
- ☐ Rarely
- ☐ Never
- ☐ Not sure

8. On average, do your facilities in Louisiana reach full truck parking capacity during the day?

- ☐ Yes, most days
- ☐ Occasionally
- ☐ Rarely
- ☐ Never
- ☐ Not sure

9. Do you often find that improperly or inefficiently parked vehicles reduce the number of parking spaces effectively available for drivers at your Louisiana locations?

- ☐ Yes
- ☐ No
- ☐ Not sure
- ☐ Other

10. What are the peak parking hours at your Louisiana facilities?

- ☐ 5pm–9pm
- ☐ 9pm–1am
- ☐ 1am–6am
- ☐ Not sure
- ☐ Other

11. Do your facilities use real-time truck parking availability systems (e.g., TPAS, in-app notifications)?

- ☐ Yes, at all locations
- ☐ Yes, at some locations
- ☐ No
- ☐ In development
- ☐ Not sure

12. What amenities or facilities do you believe act as a draw for drivers to park at your facility?

- ☐ Ease of access
- ☐ Abundant parking space
- ☐ Food/restaurants
- ☐ Showers
- ☐ Low fuel prices
- ☐ Rest/picnic areas
- ☐ Clean restrooms
- ☐ Other

13. What are the biggest challenges your company faces in expanding truck parking in Louisiana?
(Check all that apply)

- ☐ Land availability
- ☐ Local zoning restrictions
- ☐ Community opposition
- ☐ Infrastructure costs (utilities, road access, etc.)
- ☐ Return on investment concerns
- ☐ Environmental or permitting delays
- ☐ Other

14. Has your company considered or implemented partnerships with public agencies to develop truck parking (e.g., through grants, leases, or PPPs)?

- ☐ Yes, successfully
- ☐ Yes, in progress
- ☐ No, but we are open to it
- ☐ No interest
- ☐ Not sure

15. Would your company consider converting or leasing part of a facility for public-sector truck parking development if supported by incentives (e.g., tax credits, grants)?

- ☐ Yes
- ☐ Possibly
- ☐ No
- ☐ Not sure

16. Would you support policy changes that allow alternative sites like closed weigh stations, old park-and-rides, or underutilized public land to be developed into truck parking-provided private companies could operate or manage them?

- ☐ Yes
- ☐ Maybe, depending on location
- ☐ No
- ☐ Not sure

17. Is your company planning to expand truck parking capacity in Louisiana over the next 3–5 years?

- ☐ Yes
- ☐ No
- ☐ Not sure
- ☐ Expansion outside of Louisiana only

18. If yes, please list locations being planned or developed in Louisiana and their projected opening dates

19. What support or changes would make it easier for your company to develop or expand truck parking in Louisiana?

20. Do you have any specific recommendations or feedback for state and local governments on addressing the truck parking shortage?

Thank you for your time!

If you're open to being contacted for follow-up, please share your details below. Responses are anonymous, and all personal information will be kept strictly confidential.

21. Name

22. Company name

23. Email address

24. Phone number

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Appendix 4. Trucking Company Employee Survey



Trucking Companies Survey

In coordination with the Louisiana Transportation Research Center, this research aims to address truck parking issues through both long-term and short-term solutions.

Truck Parking Survey for I-10 and I-12 Corridors, Louisiana

By proceeding, you agree to voluntarily participate in this survey about company operations and truck parking issues. All responses will remain anonymous, and no company-specific details will be shared.

1. Name of company (optional)

2. Size of fleet operating in Louisiana

- ☐ 1-10
- ☐ 11-50
- ☐ 51-100
- ☐ Over 100

3. Does your company operate along the I-10 corridor in Louisiana?

- ☐ Often
- ☐ Occasionally
- ☐ No

4. Does your company operate along the I-12 corridor in Louisiana?

- ☐ Often
- ☐ Occasionally
- ☐ No

5. How significant is the truck parking shortage for your operations?

- ☐ Not significant
- ☐ Somewhat significant
- ☐ Very significant

6. How does the parking shortage impact your business? *(Select all that apply)*

- ☐ Delays
- ☐ Compliance issues
- ☐ Increased costs
- ☐ Safety concerns
- ☐ Driver dissatisfaction
- ☐ Other

7. How often do your drivers experience detention time (delays beyond scheduled delivery or pickup windows) due to difficulty finding truck parking?

- ☐ Never
- ☐ Rarely
- ☐ Sometimes
- ☐ Often
- ☐ Always
- ☐ Not sure

8. Do dispatchers use parking apps/systems?

- ☐ Yes
- ☐ No

9. Please specify what type of app/systems, if you answered Yes in question 8.

10. Do drivers use parking apps/systems?

- ☐ Yes
- ☐ No
- ☐ Maybe

11. Would your company benefit from real-time truck parking information along the I-10 corridor?

- ☐ Yes
- ☐ No
- ☐ Not sure

12. Would your company benefit from real-time truck parking information along the I-12 corridor?

- ☐ Yes
- ☐ No
- ☐ Not sure

13. Would your company support government-owned public or public-private truck parking infrastructure along I-10?

- ☐ Yes
- ☐ No
- ☐ Depends

14. Would your company support government-owned public or public-private truck parking infrastructure along I-12?

- ☐ Yes
- ☐ No
- ☐ Depends

15. Have you partnered with local governments or private facilities for parking?

☐ Yes

☐ No

16. Describe the type of partnership if you answered Yes in question 15.

17. Are your drivers permitted to rest or take required HOS breaks at weigh stations along the I-10 corridor in Louisiana?

☐ Yes

☐ No

☐ Not sure

☐ Varies by location

18. Are your drivers permitted to rest or take required HOS breaks at weigh stations along the I-12 corridor in Louisiana?

☐ Yes

☐ No

☐ Not sure

☐ Varies by location

19. Are you aware of any fees or restrictions associated with using weigh stations for truck parking or rest periods in Louisiana?

☐ Yes

☐ No

☐ Not sure

20. Please explain if you answered Yes in question 19.

21. What locations along I-10 in Louisiana are the most problematic for parking?

22. What locations along I-12 in Louisiana are the most problematic for parking?

23. What types of parking solutions would benefit your fleet most?

24. Additional comments or suggestions

Thank you for your time!

If you're open to being contacted for follow-up, please share your details below. Responses are anonymous, and all personal information will be kept strictly confidential.

25. Name

26. Name of company

27. Email address

28. Phone number

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Appendix 5. Local Government Official Survey



Local Government Officials Survey

In coordination with the Louisiana Transportation Research Center, this research aims to address truck parking issues through both long-term and short-term solutions.

Truck Parking Survey for I-10 and I-12 Corridors, Louisiana

By continuing, you agree to participate in this survey about truck parking policies and planning. Your responses will remain anonymous and reported only in aggregate.

1. Your agency/department.

2. What is your role?

3. Which parish, city, or region do you serve along the I-10 corridor?

4. Which parish, city, or region do you serve along the I-12 corridor?

5. How would you assess the availability of commercial truck parking in your jurisdiction?

- ☐ Adequate
- ☐ Somewhat adequate
- ☐ Inadequate
- ☐ Not sure

6. Are you aware of any complaints or incidents related to truck parking?

- ☐ Yes
- ☐ No
- ☐ Not sure

7. Are you familiar with the use of Variable Message Signs (VMS) to convey parking availability?

- ☐ Yes
- ☐ No

8. Does your current land use code specifically address truck parking?

- ☐ Yes
- ☐ No
- ☐ In development
- ☐ Not sure

9. Are there zoning restrictions that limit the development of truck parking facilities?

- ☐ Yes
- ☐ No
- ☐ Not sure

10. Has your agency applied for or received federal/state funding to expand truck parking?

- ☐ Yes
- ☐ No
- ☐ Planning to
- ☐ Not applicable

11. What are the barriers to developing more truck parking in your jurisdiction? *(Select all that apply)*

- ☐ Land use codes
- ☐ Funding
- ☐ Community opposition
- ☐ Environmental concerns
- ☐ Other

12. Would model zoning ordinances or planning guidance help you support truck parking projects?

- ☐ Yes
- ☐ No
- ☐ May be

13. Would your agency consider converting underutilized or vacant transportation-related facilities into truck parking (e.g., decommissioned airports, weigh stations, vacant park-and-ride lots)?

- ☐ Yes, we are already exploring or have implemented this
- ☐ Yes, we would consider it if properly funded or studied
- ☐ Possibly, we need more information or public support
- ☐ No, we do not believe this is feasible in our jurisdiction
- ☐ Not sure / Not applicable

14. Please explain your answer or share any specific sites being considered or previously evaluated.

15. Please list any locations along the I-10 corridor in need of truck parking in your area.

16. Please list any locations along the I-12 corridor in need of truck parking in your area.

17. Have you identified any specific parcels for future use?

☐ Yes

☐ No

18. Please list the specific locations if you answer Yes in question 17.

19. Has your MPO or TPC considered truck parking in recent freight or long-range transportation plans?

☐ Yes

☐ No

20. Additional comments or recommendations.

Thank you for your time!

If you're open to being contacted for follow-up, please share your details below. Responses are anonymous, and all personal information will be kept strictly confidential.

21. Name

22. Agency

23. Email address

24. Phone number

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Appendix 6. Ports, Airports, and Freight Systems Officials Survey



Survey for Ports, Airports, and Freight System Officials

Truck Parking Survey for I-10 and I-12 Corridors, Louisiana

By continuing, you agree to participate in this survey about truck parking policies and planning. Your responses will remain anonymous and reported only in aggregate.

1. Please specify your organization type.

- ☐ Port
- ☐ Airport
- ☐ Freight/Logistics Commission
- ☐ State/Regional Transportation Association
- ☐ Other

2. What is your role or position within the organization?

3. How significant are truck parking shortages for freight operations connected to your facility or region?

- ☐ Not significant
- ☐ Somewhat significant
- ☐ Very significant

4. Has your organization received input from carriers, tenants, or operators about truck parking challenges?

- ☐ Yes (frequent)
- ☐ Yes (occasional)
- ☐ No
- ☐ Not sure

5. Does your facility currently have designated truck parking or staging areas?

- ☐ Yes (adequate)
- ☐ Yes (but insufficient)
- ☐ No

6. Would your organization consider converting or partnering on underused property (e.g., warehouses, weigh stations, vacant land, or closed facilities) into truck parking?

- ☐ Yes, already doing so
- ☐ Yes, under consideration
- ☐ Possibly, with state/federal support
- ☐ No

7. Which types of improvements would most benefit freight movement connected to your facility?
(Select all that apply)

- ☐ Expanded truck parking/staging
- ☐ Better highway access connections
- ☐ Rail/truck intermodal facility improvements
- ☐ Port/airport drayage efficiency projects
- ☐ Technology (real-time parking, logistics management)
- ☐ Other

8. With projects like the Louisiana International Terminal (LIT) expected to boost freight volumes, what challenges do you anticipate for your facility and nearby communities? (Open-ended)

9. What kinds of economic growth or benefits would you like to see in your region as freight activity increases? (Select all that apply)

- ☐ Job creation & workforce development
- ☐ Increased trade and cargo volumes
- ☐ Infrastructure investment (roads, drainage, rail, transit)
- ☐ Opportunities for local businesses
- ☐ Community/environmental mitigation (air quality, buffers)
- ☐ Other

10. Would your organization be interested in forming partnerships with state or federal agencies or private industry to expand truck parking capacity?

- ☐ Yes
- ☐ No
- ☐ Maybe

11. What challenges does your organization face in managing truck parking or freight staging needs? (Open-ended)

12. What types of state or federal support would be most helpful (e.g., funding, planning guidance, model ordinances, technology pilots)? (Open-ended)

Thank you for your time!

If you're open to being contacted for follow-up, please share your details below. Responses are anonymous, and all personal information will be kept strictly confidential.

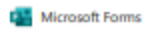
14. Name

15. Organization/ Agency

16. Email Address

17. Phone

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Appendix 7. Community Survey



Community Survey

In coordination with the Louisiana Transportation Research Center, this research aims to address truck parking issues through both long-term and short-term solutions.

Truck Parking Survey for I-10 and I-12 Corridors, Louisiana

By completing this survey, you agree to share your opinions on truck parking in your community. Your responses are anonymous, and personal information will not be shared.

1. In which parish do you currently live?

2. How close is your home to a major highway or interstate (e.g., I-10, I-12, I-49, I-20)?

- ☐ Less than 1 mile
- ☐ 1-5 miles
- ☐ More than 5 miles
- ☐ Not sure

3. Have you noticed commercial trucks parked along roadsides, in vacant lots, or near residential areas in your community?

- ☐ Yes
- ☐ No
- ☐ Not sure

4. To what extent do you consider truck traffic to be a nuisance in your community?

- ☐ Not a nuisance
- ☐ Minor nuisance
- ☐ Moderate nuisance
- ☐ Major nuisance
- ☐ I haven't noticed any issues

5. What types of concerns do you associate with truck traffic or truck parking in your area? (Select all that apply)

- ☐ Increased traffic congestion
- ☐ Noise pollution
- ☐ Litter or pollution
- ☐ Safety concerns (e.g., visibility, pedestrian risk)
- ☐ Reduced property values
- ☐ None of the above
- ☐ Other

6. Have you or your household been directly affected by commercial truck activity in any of the following ways? (Select all that apply)

- ☐ Difficulty entering or exiting driveways or local roads
- ☐ Sleep disruption due to truck noise
- ☐ Damaged roads or curbs
- ☐ Illegal or unsafe truck parking near homes
- ☐ None of the above
- ☐ Other

7. How supportive would you be of a designated truck parking facility being developed in your community if it followed proper zoning, including safety and noise mitigation, and reduced illegal roadside parking?

- ☐ Strongly support
- ☐ Somewhat support
- ☐ Neutral
- ☐ Somewhat oppose
- ☐ Strongly oppose

8. Please provide specific thoughts or reasons for your choice in question 7 (including where you think the community would support building additional truck parking and/or where your community would NOT support new truck parking facilities).

9. What would make a truck parking facility more acceptable in your community? Select all that apply.

- ☐ Proper lighting and security
- ☐ Noise and air quality control
- ☐ Distance from homes/schools
- ☐ Limited operating hours
- ☐ Environmental safeguards (e.g., stormwater management)
- ☐ Landscaping or fencing for visual buffers
- ☐ Community feedback opportunities during planning
- ☐ No facility is acceptable
- ☐ Other

10. Do you believe the state and local governments should invest in creating more truck parking facilities to improve safety and reduce congestion?

- ☐ Yes
- ☐ No
- ☐ Not sure

11. Do you believe improvements to truck parking availability could improve safety and reduce congestion on local roads?

- ☐ Yes
- ☐ No
- ☐ Not sure

12. The Louisiana International Terminal (LIT) project will expand the Port of New Orleans, which could lead to more freight activity in New Orleans East. What issues or challenges do you expect this might create for your community?
(Select all that apply)

- ☐ Increased truck traffic
- ☐ Noise pollution
- ☐ Air quality concerns
- ☐ Safety concerns (road safety, pedestrian safety, etc.)
- ☐ Impact on property values
- ☐ Environmental impacts (e.g., wetlands, stormwater)
- ☐ Other

13. What kinds of economic growth or community benefits would you like to see in New Orleans East as a result of the improvement of supply chain and/or logistics assets?
(Select all that apply)

- ☐ Job creation for residents
- ☐ Training and workforce development programs
- ☐ Small business growth opportunities
- ☐ Infrastructure improvements (roads, drainage, public transport)
- ☐ Community facilities or amenities
- ☐ Environmental mitigation or green spaces
- ☐ Other

14. Is there anything else you would like us to know? (Open-ended)

Thank you for your time!

If you're open to being contacted for follow-up, please share your details below. Responses are anonymous, and all personal information will be kept strictly confidential.

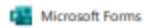
15. Name

16. Community

17. Email address

18. Phone number

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Appendix 8. Economic Indicators (IMPLAN Model, 2024 Data)

IMPLAN reports five key economic indicators. Each is based on the production function for a specific industry in the chosen region during a particular year or years, illustrating the connections within the economy.

Employment

An industry-specific mix of full-time, part-time, and seasonal employment, which represents an annual average accounting for seasonality. Employment does not equal full-time equivalents.

Labor Income

All types of employment income, including employee compensation (wages and benefits) and proprietor income.

GDP Contribution

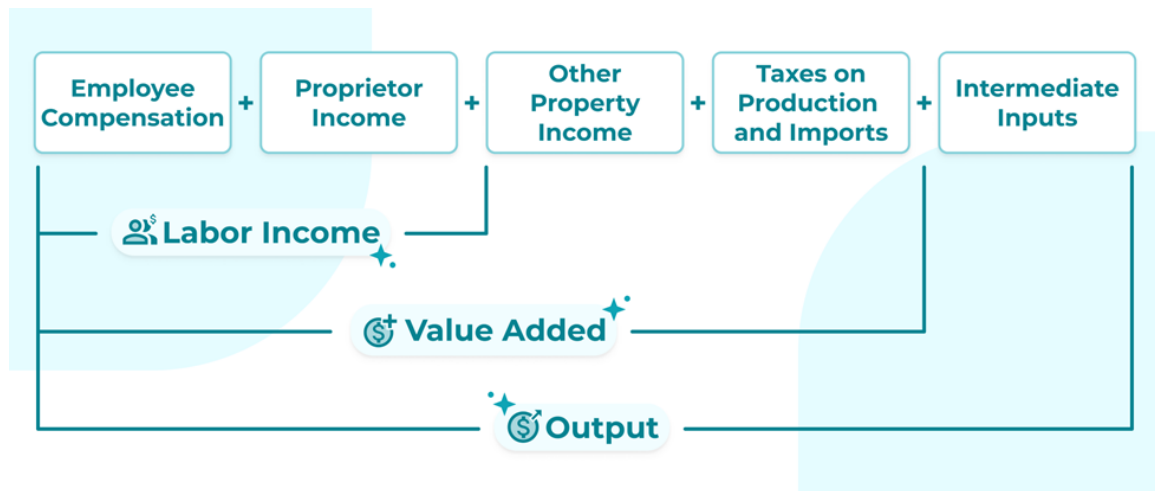
The difference between an industry's or establishment's total output and the cost of its intermediate inputs is the value added to an economy. It is also known as a contribution to Gross Domestic Product (GDP).

Output

The value of industry production in IMPLAN represents annual production estimates for the dataset year. Usually, output equals sales or revenue. In this analysis, output was modeled as total operating expenditures.

Tax

Taxes are reported at the sub-parish general, sub-parish special district (e.g., police, fire, school), parish, state, and federal levels based on effective tax rates in the region.



Types of Effects



Direct Effects are the initial effects to a local industry or industries due to the activity or policy being analyzed.



Indirect Effects are the effects stemming from business-to-business purchases in the state's supply chain.



Induced Effects are the effects in the state stemming from household spending of labor income, after removal of taxes, savings, and commuters.

IMPLAN® model (2025). Data, using inputs provided by the user and IMPLAN Group LLC, IMPLAN System (data and software), 16905 Northcross Dr., Suite 120, Huntersville, NC 28078 www.IMPLAN.com.