Georgia Department of Transportation

Business Case for Truck Parking

FEBRUARY 2026

Georgia Department of Transportation
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GDOT
Georgia Department of Transportation

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EXECUTIVE SUMMARY

The **Georgia Freight Plan**, adopted in 2023, recommended addressing truck parking shortages and called for further analysis of the motives and possible solutions for unauthorized truck parking which creates safety risks and lowers productivity.

The Georgia Department of Transportation (GDOT) is working on several truck parking related initiatives to improve freight transportation in the state.

This document is a truck parking report conducted by GDOT to assess the business case for truck parking and identify potential public and private sector led measures to mitigate truck parking challenges.

To develop this Report, **GDOT analyzed truck movement data, surveyed truck drivers, and engaged with key stakeholders** within the trucking industry. Truck parking demand, both authorized and unauthorized, was calculated for Class 8 vehicles based on 2023 data obtained from Geotab, a fleet-specialized ELD provider. Data analysis focused on interstate corridors, which account for 86% of the state's parking spaces. Qualitative research was conducted through:

360+ survey responses

30+ semi-structured stakeholder interviews

SITUATION

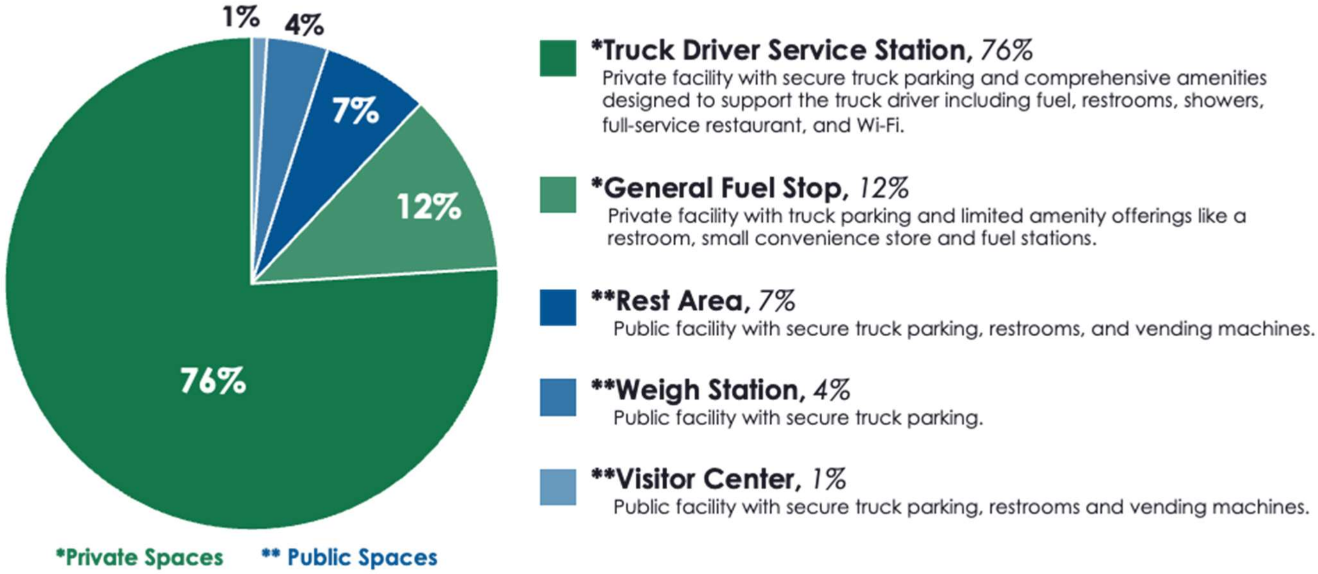
Federal regulations on Hours-of-Service and Electronic Logging Device mandates have caused a surge in demand for truck parking facilities and increases in unauthorized parking

Three factors drive truck parking demand in Georgia:

1. **The National Hours-of-Service (HOS) and Electronic Logging Devices (ELD) Mandate.** HOS regulations, established in 2018, limit the on-duty time for commercial truck drivers, requiring mandatory rest breaks with the aim of preventing fatigue and enhancing safety. The required use of ELDs has tightened HOS compliance, compelling drivers to find parking in often limited spaces or face significant fines. The HOS rules stipulate a 14-hour duty limit and an 11-hour driving limit within that period, requiring drivers to secure parking before reaching these thresholds. Once parked, drivers enter a 10-hour rest period, and any movement of the vehicle resets this clock. Consequently, the demand for truck parking has surged, placing additional strain on existing facilities and complicating drivers' efforts to find authorized and safe parking options.
2. **Georgia's Growth as a Logistics Hub for Southeastern U.S. Markets.** Georgia's geographic location and robust transportation infrastructure position the state, particularly Central Georgia and Savannah, as premier supply-chain hubs for the Southeastern United States. As the region evolves into a freight gateway, Georgia has experienced a significant increase in truck traffic and the associated demand for truck parking. This trend is projected to continue as the state builds upon its status as the leading business destination in the U.S.
3. **Local Supply Chain Demands.** Truck parking challenges in the Atlanta metropolitan area are intensified by rapid population growth, which has driven up consumer spending, freight activity, land use demands, and caused greater truck parking demand. Additionally, rising real estate prices restrict opportunities to develop new truck parking facilities.

There are approximately 14,000 parking spaces available for daily long-haul truck parking in Georgia, mostly privately owned and managed

~14,000 **total parking spaces available** for daily long-haul truck parking in Georgia.	**88%** **truck parking facilities** owned and operated by the private sector.
~4,500 **spaces available at peak demand,** mostly concentrated farther away from urban areas.	**~1,200** **unauthorized truck parking events** (individual stops) per day.



Truck parking shortages are mostly concentrated in Metro Atlanta, while the rest of the state currently has adequate capacity

Metro Atlanta is short of required parking capacity.

In Metro Atlanta, there are approximately 4,000 truck parking spaces, with many facilities operating over capacity. The current shortfall in the region is approximately 450 spaces (over 10% of the current supply) and projected to increase.

Outside of Metro Atlanta, many privately owned truck parking facilities have unutilized capacity.

At peak demand, there are over 4,500 available parking spaces across the State (light red circles on the map to the right point to locations with some projected available capacity).

In a scenario in which no truck parking is built in high demand areas in the coming years the parking gap is expected to widen to approximately 3,000 parking spaces statewide.

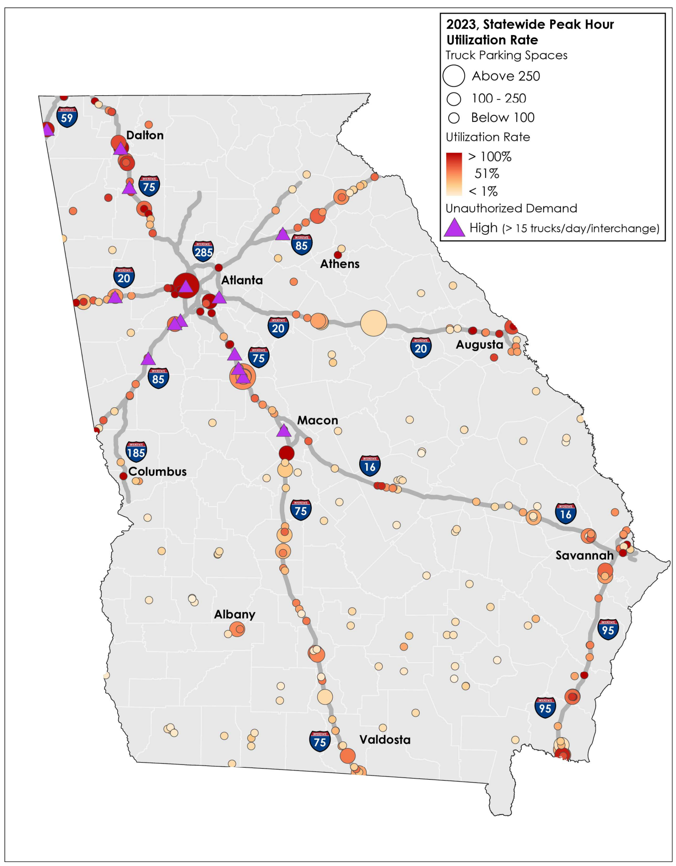


Figure 1: 2023 Statewide Peak Hour Utilization and High Unauthorized Demand

Unauthorized truck parking is influenced by availability, but unauthorized parking persists even where spaces are available

Unauthorized parking is most prevalent in Metro Atlanta but also occurs in rural areas where there is available parking capacity (purple triangles on the map below indicate high instances of unauthorized parking).

Unauthorized truck parking demand stems from drivers parking in unauthorized locations, often on interstate ramps, due to full nearby facilities and a lack of known availability but also the perception that stopping on the side of the road is more efficient and cost-effective. The Report's survey found that 53% of drivers surveyed frequently resort to unauthorized parking, often on a weekly basis, with some using on-ramps as a practical alternative.

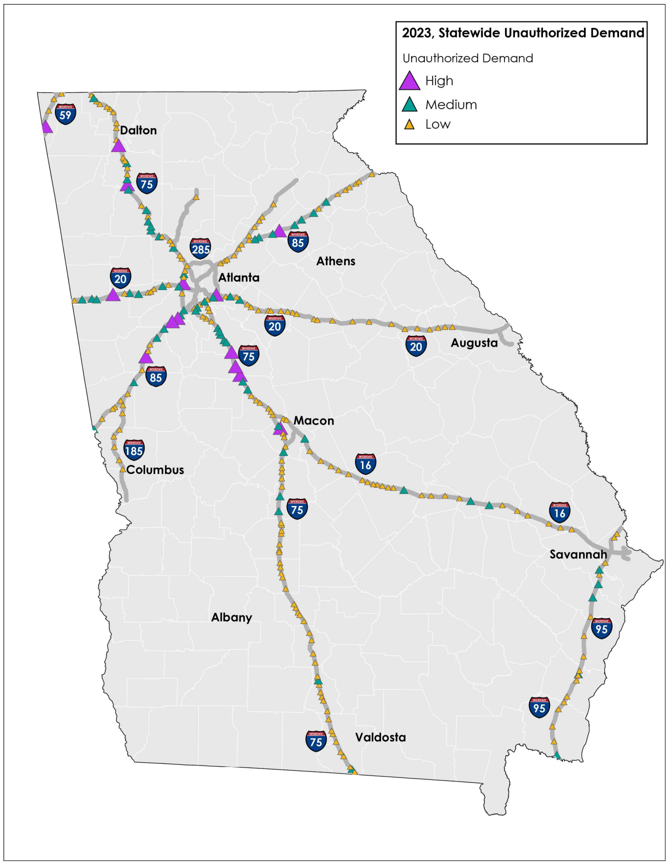


Figure 2: 2023 Unauthorized Parking Events

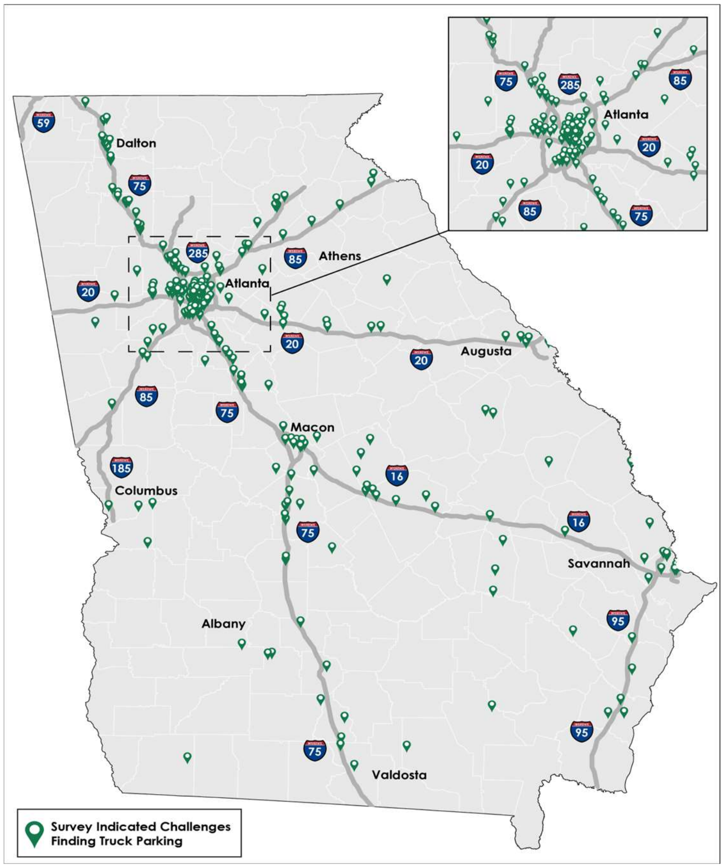


Figure 3: Truck Parking Challenge Areas based on Report's Survey

COMPLICATION

Truck parking challenges are caused by limited private investment in new facilities, inefficient use of existing spaces, and parking enforcement difficulties

The private sector faces significant barriers to developing new truck parking capacity around Atlanta

1	**Lack of Financial Viability:** Daily truck parking is often not financially feasible as a standalone business for private operators. Drivers and fleets exhibit low willingness to pay, yet seek modern facilities, while high land costs further limit the commercial viability.
2	**Commercial and Zoning Restrictions:** Local zoning restrictions frequently block new parking developments, while federal law prohibits commercialization of interstate rest areas.

Existing parking spaces are underutilized, especially in suburban and rural areas

3	**Lack of Real-time Information on Available Spaces:** Fleets and drivers face challenges in identifying and planning parking logistics due to a lack of information on available parking spaces.
4	**Staging Restrictions at Commercial Facilities:** Shippers and receivers are reluctant to permit extended use of private parking before and after appointments, partly due to concerns over liability and increased maintenance costs.

Unauthorized truck parking enforcement is complex across the state

5	**Inability to Enforce Parking Rules:** Law enforcement encounters difficulties in monitoring and enforcing unauthorized truck parking due to insufficient parking alternatives, and limited enforcement tools.

RESOLUTION

Addressing these complications requires a multi-faceted strategy. Proposed resolutions are discussed below:

1. **Explore public-private partnerships as a way to mitigate** barriers to private investment
2. **Collaborate** with entities advancing supportive land use policies
3. **Develop** a statewide Truck Parking Availability System (TPAS)
4. **Monitor** the impacts of tort reform on private truck parking access and capacity
5. **Partner with** law enforcement to provide access to TPAS tools

1. To expand the availability of truck parking in the Atlanta Metro area, ***GDOT is exploring how public private partnerships could mitigate barriers to private investment***

Additional truck parking capacity should be provided by the private sector. Private entities own and operate most of the existing truck parking facilities in the State and accordingly have significant experience and expertise.

New public parking is not a viable option. There are no rest areas or weigh stations in the high demand areas around Atlanta. Also, publicly owned facilities are often unable to provide amenities desired by drivers due to federal restrictions on commercialization of interstate rest stops.

Public private partnerships (P3s) could incentivize private sector development of additional truck parking capacity in high demand areas (e.g., Atlanta).

- **Public Land**: Analyze opportunities to develop private facilities on publicly owned surplus land to reduce capital costs.
- **Financial Incentives**: Explore offering limited incentives (availability / service payments or capital contributions) for the development of new facilities.
- **Low-Cost Financing Tools**: Support developers in accessing low-cost federal financing or grants to support new private truck parking facilities.

2. To overcome zoning barriers to new truck parking developments, ***GDOT can collaborate with entities advancing supportive land use policies***

Zoning restrictions can be a major barrier to expanding truck parking, especially in high-demand areas like North Georgia counties and municipalities, which oversee zoning ordinances, restricting new truck parking development.

GDOT can collaborate with agencies advancing supportive land use policies. Updated truck parking ordinances can allow new parking developments and promote private developers to include parking spaces in their commercial / industrial lots.

Where appropriate, GDOT can work with ARC on the Commission's 2024 Freight Plan zoning recommendations, calling for collaboration with local governments to modernize truck parking ordinances across metro Atlanta both for temporary truck staging and for short-term truck parking.

3. To better inform drivers of available spaces, ***GDOT is developing a statewide Truck Parking Availability System (TPAS)***

Truck drivers cite the **lack of information on parking availability** as a major challenge, especially around high demand areas. GDOT has commenced planning for procurement of a TPAS technology system.

GDOT is currently developing a statewide TPAS. Expanding TPAS beyond public facilities to include underutilized private sites, particularly those adjacent to overutilized corridors (see figure below), will improve visibility into available capacity and help redirect demand to underused locations.

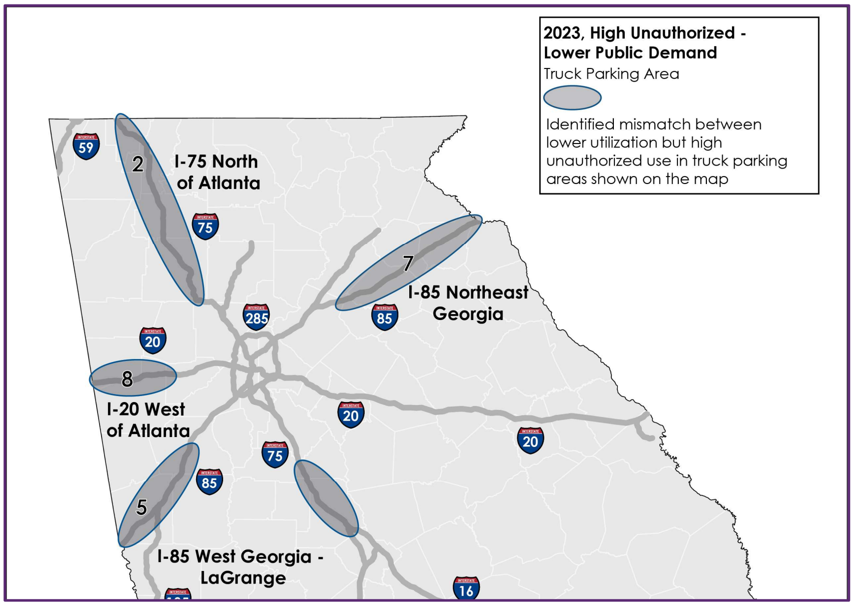


Figure 4: Preliminary TPAS Corridor Prioritization – North Georgia

4. To facilitate access to existing underused private parking lots, ***GDOT will be monitoring the impacts of recent tort reform on truck parking access and capacity***

Liability concerns have limited access to truck parking, as businesses fear legal exposure from incidents on their property, especially affecting staging and independent drivers. Georgia's new tort reform law reduces legal risk, making businesses liable only for what they can control.

Expanded private staging options should reduce unauthorized parking, improve safety, and support a more efficient freight network.

GDOT will be monitoring the impacts of tort reform on truck parking access and capacity. Tort reform may reduce liability for property owners and lower insurance costs for drivers and logistics firms. This could ease concerns that have limited authorized parking for staging and contributed to unauthorized parking in commercial areas.

5. To support enforcement and reduce unauthorized truck parking, ***GDOT plans to partner with law enforcement to provide access to TPAS tools as they are developed***

Unauthorized parking often persists even when spaces are available, partly due to limited enforcement and lack of penalties for unauthorized parking. Other reasons why unauthorized parking continues are drivers' and fleets' low willingness to pay for authorized parking and the convenience of parking in a location close to the destination.

Law enforcement faces regulatory constraints. HOS rules often prevent officers from relocating drivers, and limited visibility into nearby parking options makes enforcement harder.

GDOT plans to partner with law enforcement to provide access to TPAS tools as they are developed. Georgia State Patrol has indicated willingness to partner with GDOT to improve enforcement, especially by gaining access to tools like TPAS that help identify nearby legal parking options. Real-time visibility into available spaces would enable officers to direct drivers from unauthorized locations to available authorized parking nearby.

Interventions should be prioritized in locations with higher existing demand

Based on estimates of truck parking gaps and existing challenges, not all regions require the same urgency of interventions. Interventions will be prioritized by region based on the severity of truck parking challenges, starting with the Atlanta Metro Area.

The map below suggests how interventions could be prioritized:

Tier 1
These areas currently have high demand and limited parking supply.
Tier 2
These areas are forecasted to experience supply shortfalls over time.
Tier 3
These areas are strategic trucking corridors that experience significant traffic flows but do not currently experience significant supply shortfalls.

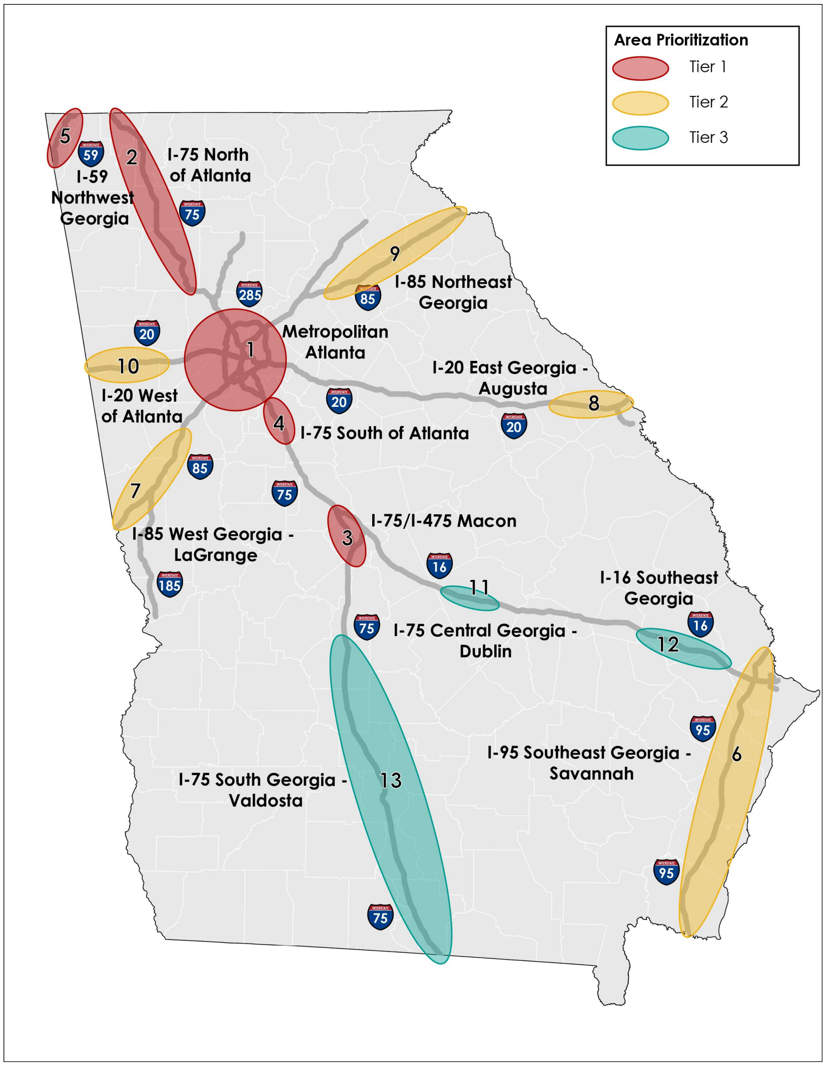


Figure 5: Truck Parking Area Prioritization

Next Steps

To advance the P3 strategies outlined in the Report, additional feasibility and planning efforts are required, including legal analysis, technical environmental reviews, preliminary engineering studies, market research, financial and commercial analysis.

INTRODUCTION

Report Objectives

The Georgia 2023 Freight Plan recommended addressing truck parking shortages and called for further analysis of the motives and possible solutions for unauthorized truck parking. The Georgia Department of Transportation (GDOT) has accordingly commenced work on a plan to expand public and private truck parking in the State.

To increase public truck parking capacity, GDOT has undertaken scoping studies and programmed projects, subject to available funding, to add around 650 parking spaces at select weigh stations and rest areas. These locations were identified as high priority based on the criteria established in the Freight Plan.

Concurrently, GDOT has undertaken a study to determine the role the private sector can play in encouraging, facilitating, and supporting the expansion and improvement of private truck parking facilities, with a focus on reducing unauthorized truck parking. The Study's results are compiled in this Report (hereafter referred to as the Study and the Report respectively).

The Study's primary objective was to formulate actionable recommendations that will guide investments in truck parking strategies. To this end, the Study analyzed truck movement data, surveyed truck drivers, and engaged with several key stakeholders within the trucking industry to garner insights and perspectives that inform final recommendations.

Using these data inputs, the Study developed and prioritized recommendations that form the basis for investment strategies outlined in this Report.

Methodology

The Study combined both quantitative and qualitative research methods, including the analysis of GPS-based transportation data from the Geotab platform, along with stakeholder interviews and desktop research, to provide numerical context and real-world understanding.

The analysis was undertaken from April 2024 to December 2024, with a series of interim memos developed to present preliminary findings. This Report leverages those preliminary findings.

Data Analysis

The Study analyzed truck movement data to gather insights on truck parking behavior, both at authorized and unauthorized facilities. The key data points analyzed were truck parking demand, truck parking supply and truck parking utilization, which compares demand and supply at peak times, to determine how parking spaces are utilized. For example, a peak utilization of 90% indicates that 90% of all parking spaces available are being used at once and could be an indicator of strained capacity (i.e. low truck parking supply).

Truck parking demand, both authorized and unauthorized, was calculated for Class 8 vehicles[1] based on 2023 data obtained from Geotab, a fleet-specialized ELD provider. Parking inventory data (supply) was collected based on an in-depth scan of public and private parking spaces. Data sources include GDOT and various private operators.

Both demand and supply analysis focused mainly on truck parking during overnight hours by long haul drivers on interstates and highways, since previous analysis and stakeholder conversations indicate that this market segment experiences the most challenges and is the leading cause of unauthorized truck parking.

Interstate and highways (from hereafter referred to as major roadways) have been the focus of the Study, since 86% of all truck parking facilities are located along these corridors. Also, a desktop analysis of Geotab GPS data identified only limited instances of unauthorized truck parking outside of the range of major roadways.

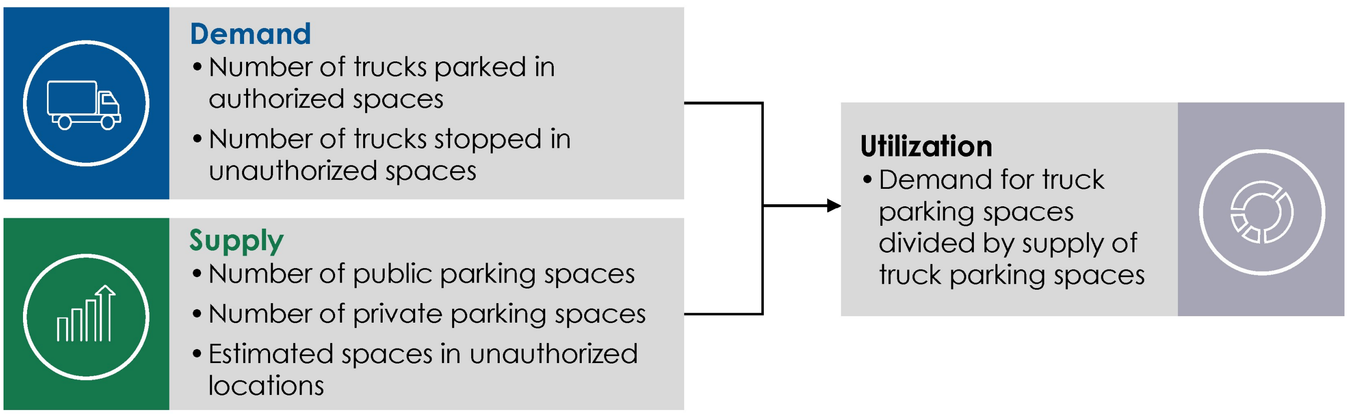


Figure 6: Data Analysis Methodology

The Study also forecasts future demand, supply, and utilization. Future demand projections are based on the compound annual growth rate (CAGR) derived from GDOT's travel demand model, with growth identified for each county. More information on the data methodology is in the Appendix.

Stakeholder Outreach

Qualitative research was conducted through an online survey and semi-structured stakeholder interviews in the summer of 2024. The survey was distributed by Owner-Operator Independent Drivers Association (OOIDA) and Georgia Motor Trucking Association (GMTA) and received more than 350 responses.

In addition to the survey, 27 interviews were conducted with 33 stakeholders, including truck fleet managers, truck stop operators, county officials, local transportation officials, shippers, and receivers (see Table below for full list of stakeholder groups).

[1] Class 8 vehicles are heavy-duty trucks with a gross vehicle weight rating (GVWR) of 33,001 pounds or more, commonly used for transporting freight and goods.

Stakeholder Groups	
State and Local Governments	Carriers
Truck Driver Associations	Truck Stop Operators
Transportation Associations	Truck Parking Tech Providers
Shippers/Receivers	Real Estate Developers

Table 1: Stakeholder Groups

Investment Strategy Development

The data analysis and stakeholder outreach provided the basis for emerging opportunities to address truck parking challenges. These opportunities were then organized in a long list that was analyzed for effort and impact to exclude non-feasible and non-cost effective suggestions. A streamlined long list was discussed and refined in conversations with the project team.

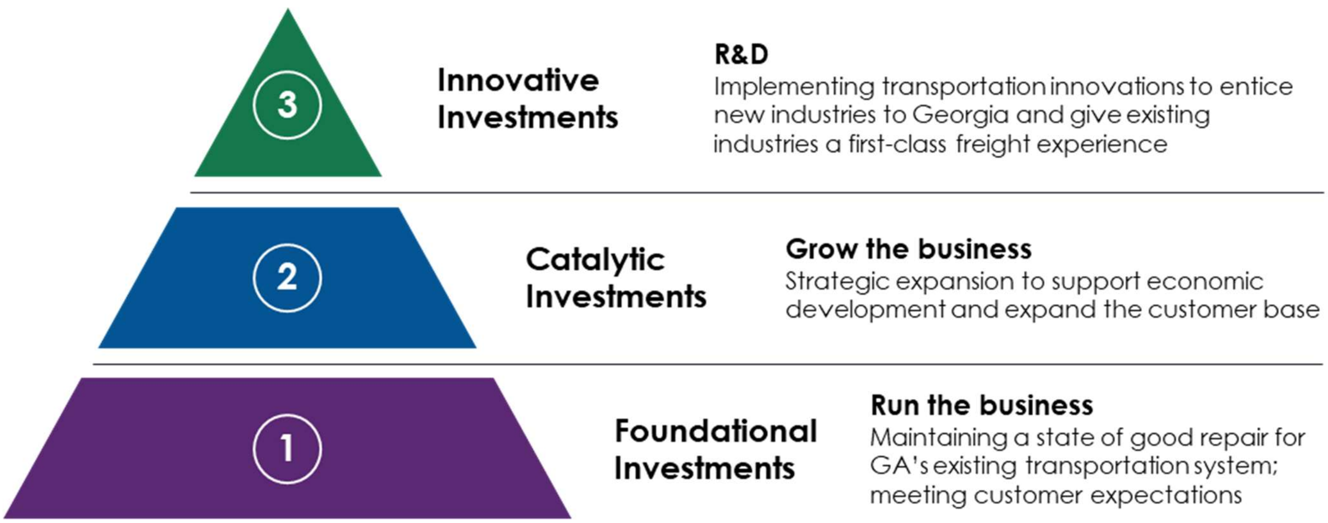


Figure 7: Georgia FCI Framework

Finally, the resulting strategies were categorized based on the Foundational, Catalytic, Innovative (FCI) framework[2] and prioritized by geography to address the most pressing truck parking demands first, and prepare to mitigate future truck parking challenges, later. The result of this process is the investment plan in the Resolution section of this Report.

[2] GDOT's Foundational, Catalytic, Innovative (FCI) framework was originally created in the strategic planning work of the GDOT 2021 Statewide Strategic Plan (SSTP) and 2023 Georgia Freight Plan.

Figure 8: Investment Strategy Definition Process

Report Structure

The Report is structured in three sections based on the Situation, Complication, and Resolution framework that was used throughout the Study.

- **The Situation** section presents the fundamentals of truck parking in Georgia and findings from the GPS-based data analysis, resulting in the identification of truck parking hotspot areas and truck parking deficit calculations (also called truck parking gaps).
- **The Complication** section describes the key barriers to creating additional truck parking capacity, solving operational inefficiencies, and explains why truck drivers opt for unauthorized truck parking. These insights are mostly the result of expert interviews and literature review.
- **The Resolution** section lays out a course of action for GDOT to enable the private sector to address identified truck parking challenges. Resolutions are structured to prioritize areas with high truck parking demand first and provide indicative timelines and suggested action items.

Finally, the Next Steps section provides guidance on immediate next steps GDOT can undertake to advance this Report's findings. More detailed methodological and research information is provided in the Appendix.

TRUCK PARKING SITUATION IN GEORGIA

This section provides an overview of truck parking in Georgia, focusing on truck parking supply and demand in the state, as well as estimated utilization of truck parking facilities across the State in 2023 and 2050. The section also analyzes instances of unauthorized truck parking to identify areas that indicate truck parking challenges.

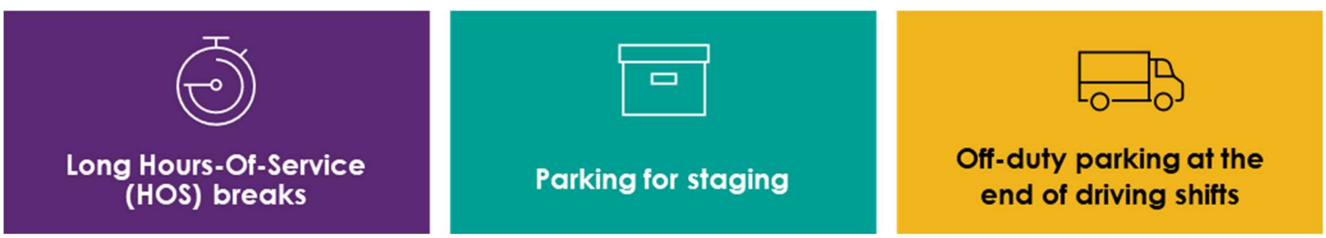
Finally, this section identifies priority areas (i.e. Tiered Areas) and estimates truck parking deficits (i.e. when truck parking demand exceeds, or is expected to exceed, truck parking spaces).

Truck Parking Fundamentals

Federal regulations on Hours-of-Service (HOS) and Electronic Logging Device (ELD) mandates have caused a surge in demand for truck parking facilities and increases in unauthorized parking. The Federal Motor Carrier Safety Administrations' (FMCSA) ELD mandate has significantly impacted truck parking nationwide since enforcement began in 2018. The ELD restricts drier HOS flexibility, compelling drivers to seek parking in areas where availability may be limited. An unintended consequence of this regulation has been to cause truck drivers to increasingly use unauthorized areas to park as they reach their HOS limits.

Compounding the situation is Georgia's continued growth as a logistics hub for Southeastern U.S. Markets. Georgia's location and robust transportation infrastructure network make it a premier supply-chain hub and Georgia has witnessed a disproportionate surge in truck traffic and corresponding parking demand.

There are three main reasons for truck parking:



Truck Parking Type	Summary Description
1. Long HOS Breaks	HOS parking is mandated by federal law after a certain number of hours on the road. On average this means a requirement to rest for 10 hours after being on-duty for 14 hours.
2. Staging Parking	Staging occurs when the driver has a specific appointment time for a live load. At many facilities, drivers are not allowed to park more than an hour before or an hour after their scheduled delivery time. When there is limited authorized parking close-by, drivers look for other alternatives that will keep them in proximity to the appointment location.
3. Off-Duty Parking	Off-duty truck parking occurs when drivers store their trucks usually for a long time when they are not using them, usually at the end of shifts.

Table 2: Truck Parking High-Level Typologies

According to the truck driver survey conducted for this Report (see Appendix for more detail), HOS-motivated parking presents the greatest parking challenge. Off-duty truck parking, on the other hand, is more easily available since monthly truck parking facilities are more common and parking spaces are easier to find. These issues are discussed in more detail in the next chapter.

Truck Parking Demand Growth

There are three structural drivers for the growing truck parking demand in Georgia:

1. **The National HOS and ELD Mandate.** HOS regulations, last updated by the Federal Motor Carrier Safety Administration in 2020, limit the on-duty time for commercial truck drivers to prevent fatigue and enhance safety. Drivers must take mandatory rest breaks. The required use of ELDs has tightened HOS compliance, compelling drivers to find parking in often limited spaces or face significant fines. The HOS rules stipulate a 14-hour duty limit and an 11-hour driving limit within that period, requiring drivers to secure parking before reaching these thresholds. Once parked, drivers enter a 10-hour rest period, and any movement of the vehicle resets this clock. Consequently, the demand for truck parking has surged, placing additional strain on existing facilities and complicating drivers' efforts to find authorized and safe parking options.
2. **Georgia's Growth as a Logistics Hub for Southeastern U.S. Markets.** Georgia's strategic geographic location and robust transportation infrastructure position the state, particularly Central Georgia and Savannah, as premier supply-chain hubs for the Southeastern United States. As the region evolves into a freight gateway, Georgia has experienced a significant increase in truck traffic and the associated demand for truck parking. This trend is projected to continue as the state retains its status as the leading business destination in the U.S.
3. **Local Supply Chain Demands.** Truck parking challenges in the Atlanta metropolitan area are intensified by rapid population growth. The increase in population has driven up consumer spending, freight activity, and land use demands, resulting in greater truck parking demand. Additionally, rising real estate prices restrict opportunities to develop new truck parking facilities.

Truck Parking Business Model

There are generally two types of authorized truck parking models, one serving daily truck parking and other another serving longer-term (monthly) truck parking at the end of driver shifts.

Daily Truck Parking

Daily authorized truck stops typically offer amenities such as fuel, food, bathrooms, showers, and lounges. While many of these locations provide additional truck parking spaces, not all can accommodate overnight parking or staging, and much of the private truck parking industry primarily serves large fleets.

According to truck stop operators, most of the revenue from daily truck stops comes from fuel and food sales, while most other amenities are offered for free or at a low cost. Private developers view truck parking as a low-margin business, with some operators not even recognizing it as a distinct business line. Several respondents noted that providing short-term parking without additional amenities is not a viable model, as such facilities struggle to compete with truck stops that offer free parking alongside amenities.

The driver survey revealed a widespread expectation for free truck parking, similar to what is available at public rest areas and most private truck stops. When parking is not free, drivers typically pay for truck parking themselves, although this practice can vary by carrier type and is largely independent of carrier size. Some carriers reimburse drivers for parking to encourage them to find secure locations, and while they negotiate fuel contracts that include benefits like showers, reserved truck parking is often not part of the deal.

Some daily operators are beginning to offer reserved parking spaces for a small portion of their total capacity, typically around 20%, for a fee. However, operators are generally hesitant to charge for parking, fearing it may impact their brand. Additionally, enforcing reserved spaces can be challenging, as trucks without reservations often occupy these spots

Long-Term Truck Parking and Industrial Outdoor Storage

Long-term truck parking facilities provide truck parking services which are often conveniently located, secured with automated gates and offer limited amenities but no fuel services.

Access to long-term facilities is generally through a monthly subscription although daily services can be purchased through an online application. Many long-Term facilities are almost fully occupied by large carriers or fleets with long-term agreements. Additionally, the growing Industrial Outdoor Storage (IOS) market has a strong demand for long-term parking facilities, further increasing their use. IOS is the use of outdoor space to store materials, equipment, trucks and trailers. These sites are increasingly playing an important role in the e-commerce and logistics supply chain and attracting large investments from real estate funds and private equity funds.[3]

These parking spots are not viable options for drivers trying to meet HOS break requirements. This was confirmed in stakeholder consultations as well as from Geotab data analytics.

[3] The Rising Promise of Industrial Outdoor Storage - Urban Land Magazine

The Importance of Truck Parking

Truck drivers face significant challenges due to the lack of adequate parking. They complain about losing valuable driving hours searching for parking, which not only results in financial losses but also compromises safety when they are forced to park in unauthorized or unsafe locations. Truck fleet managers also report that lack of parking spaces is a safety concern. This issue seems to be noted more by female drivers. Survey results from truckers, reveal that 91% of drivers spend over 20 minutes each day searching for parking, with 62% spending more than 40 minutes.[4]

Drivers spend ~50 minutes per day on average looking for truck parking

Source: Report survey

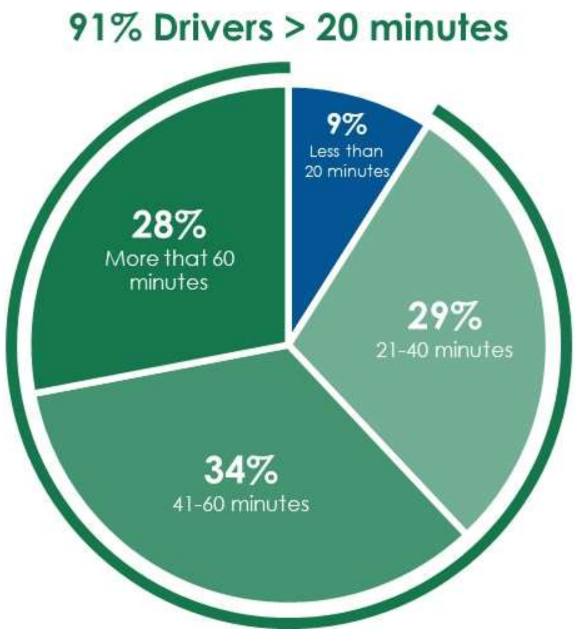


Figure 9: Truck Driver Time Looking for Parking

Carriers and key stakeholders note that fleets are also affected, experiencing lower utilization rates and requiring a larger number of trucks. Dispatching is impacted by unpredictable parking availability, making it difficult for interviewed fleets to plan routes and operations effectively.

Businesses that rely on truck transportation report delays due to truck parking issues, which in turn affects their delivery schedules and warehouse operations. The general public also faces safety risks from unauthorized parking and increased traffic as drivers spend excessive time searching for parking spaces. Trucks are also vulnerable to cargo theft due to the scarcity of secure parking options.

Truck Parking Inventory

GDOT's previous 2019 Statewide Truck Parking Analysis[5] estimated an inventory of approximately 25,000 spaces. This Study updated the previous analysis and finds that the

[4] Survey with 350+ respondents was conducted in Summer 2024, as part of the Study
[5] 2023 Georgia Freight Plan documentation of truck parking facilities. Section 3.1.6.

universe of parking spaces in Georgia, relevant to the Study, is now estimated at approximately 14,000 (Figure 10).

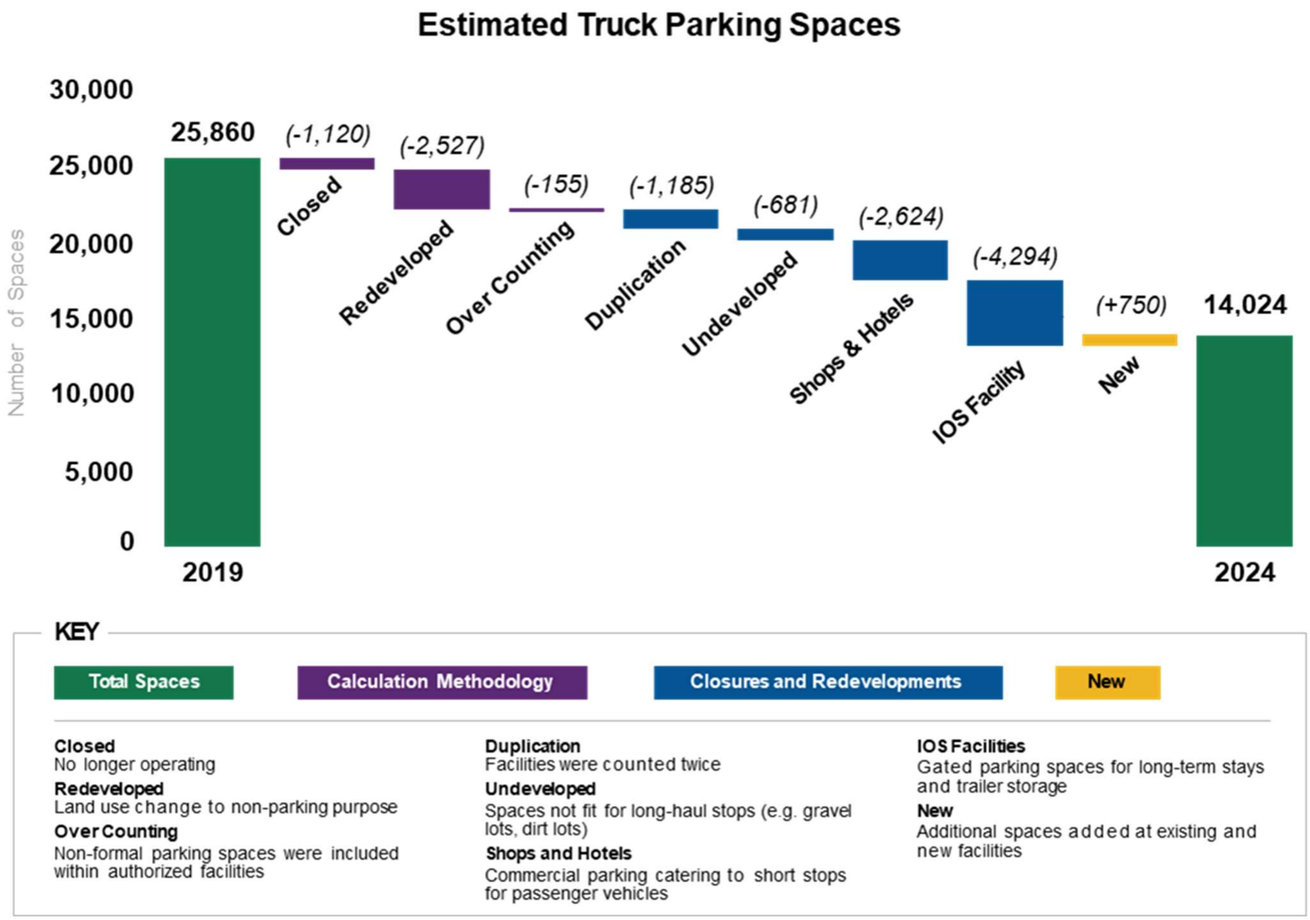


Figure 10: Truck Parking Inventory Reconciliation

There are two main reasons for this reduction in available parking spaces:

4. **Calculation methodology.** Compared to previous studies, this analysis excludes approximately 7,000 private spaces that are not viable for long-haul drivers looking to stop overnight for HOS breaks and for drivers stopping before and after staging. Examples of parking locations that were excluded include spaces in long-term parking facilities which cater to other truck parking demands. Many long-term facilities are almost fully occupied by large carriers or fleets with long-term agreements. These facilities are, therefore, not viable truck parking options for drivers trying to meet HOS long break requirements. A total of 48 long-term parking facilities were identified in Georgia with a total of 4,294 parking spaces. Many of the facilities are in the Atlanta metropolitan area. Additionally, the study excluded locations that are so undeveloped as not truly being a feasible parking option for long haul drivers.
5. **Closures and Redevelopments**. Approximately 3,500 private parking spaces have either closed or been redeveloped for non-truck parking usages. These have been slightly offset by approximately 750 new parking spaces have been added since the last study. Overall, the data indicates Georgia has approximately 3,000 fewer spaces than previously counted due to these changes.

The map below illustrates 283 truck parking facilities across Georgia with 14,025 spaces primarily dedicated to serving the State's long-haul truck drivers.

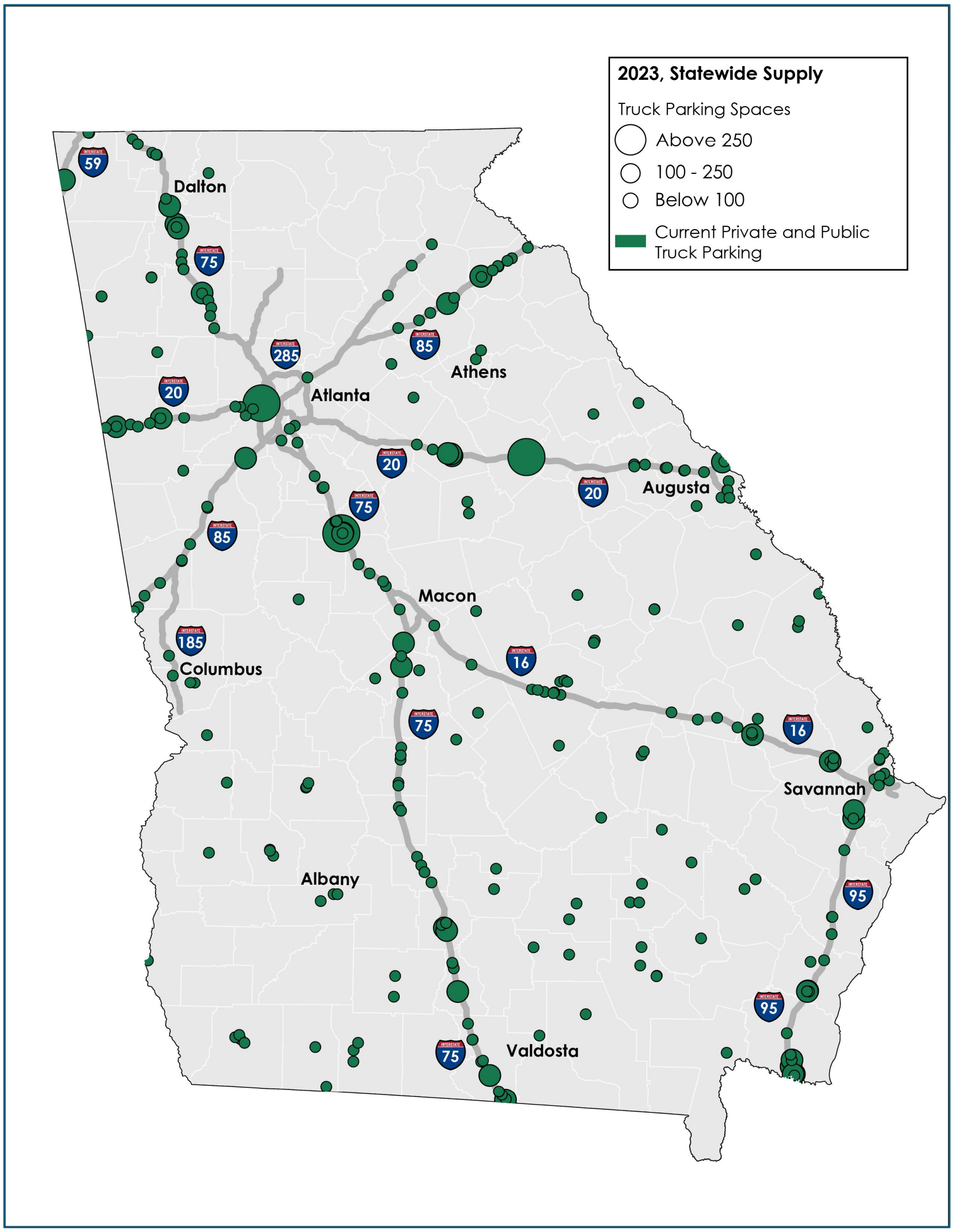


Figure 11: 2023 Statewide Truck Parking Supply

Truck parking facilities, as illustrated in Figure 11, are distributed throughout the State with several concentrated around freight corridors. Interstate corridors have the highest density of truck parking in the State, accounting for 86% of all truck parking spaces (Table 3). The I-75 corridor alone accounts for almost one-third of Georgia's truck parking spaces.

Major Roadway	Public		Private		Total	
I-75	653	(39%)	3,840	(31%)	4,493	(32%)
I-20	417	(25%)	1,699	(14%)	2,116	(15%)
I-95	269	(16%)	1,543	(12%)	1,812	(13%)
I-85	205	(12%)	1,561	(13%)	1,766	(13%)
I-16	85	(5%)	909	(7%)	994	(7%)
I-285			470	(4%)	470	(3%)
US 84			265	2%)	265	(2%)
US 19			236	(2%)	236	(2%)
US 1			235	(2%)	235	(2%)
US 319			154	(1%)	154	(1%)
I-59			130	(1%)	130	(1%)
All Others	48	(3%)	1,306	(11%)	1,354	(10%)
Total	**1,677**	**(12%)**	**12,348**	**(88%)**	**14,025**	**(100%)**

Table 3: Georgia Truck Parking Spaces by Major Roadways

Outside major interstate routes, truck parking locations are also located in rural areas or on less trafficked sections of interstates distant from urban centers.

Truck Parking Ownership

Most of the facilities and spaces in the State are operated by private truck parking companies, which account for 88% of the truck parking spaces statewide. Public truck parking facilities represent 12% of the spaces.

Private facilities include gas stations and truck stops and, on average, provide 52 truck parking spaces. Public facilities include rest areas, weigh stations, and visitor centers, and each such facility provides on average 37 truck parking spaces.

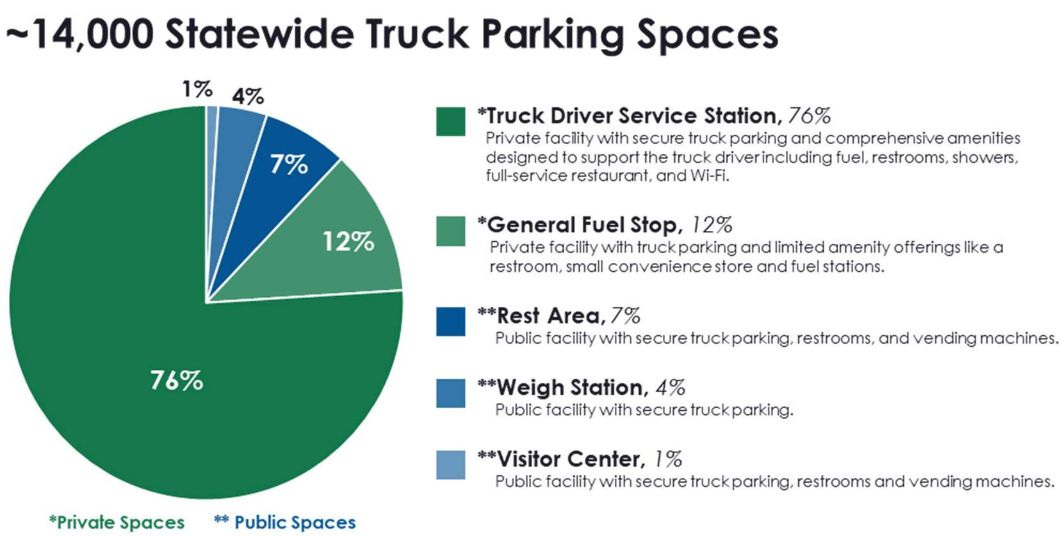


Figure 12: Truck Parking Mix

Truck Parking Current Utilization

Utilization compares the estimated demand (i.e. use of truck parking spaces) identified at a specific parking facility with the number of available parking spaces.

The map below depicts truck parking utilization in 2023 across Georgia. Areas in red and dark orange depict utilization between 85% and 100%, an indicator of strained capacity.

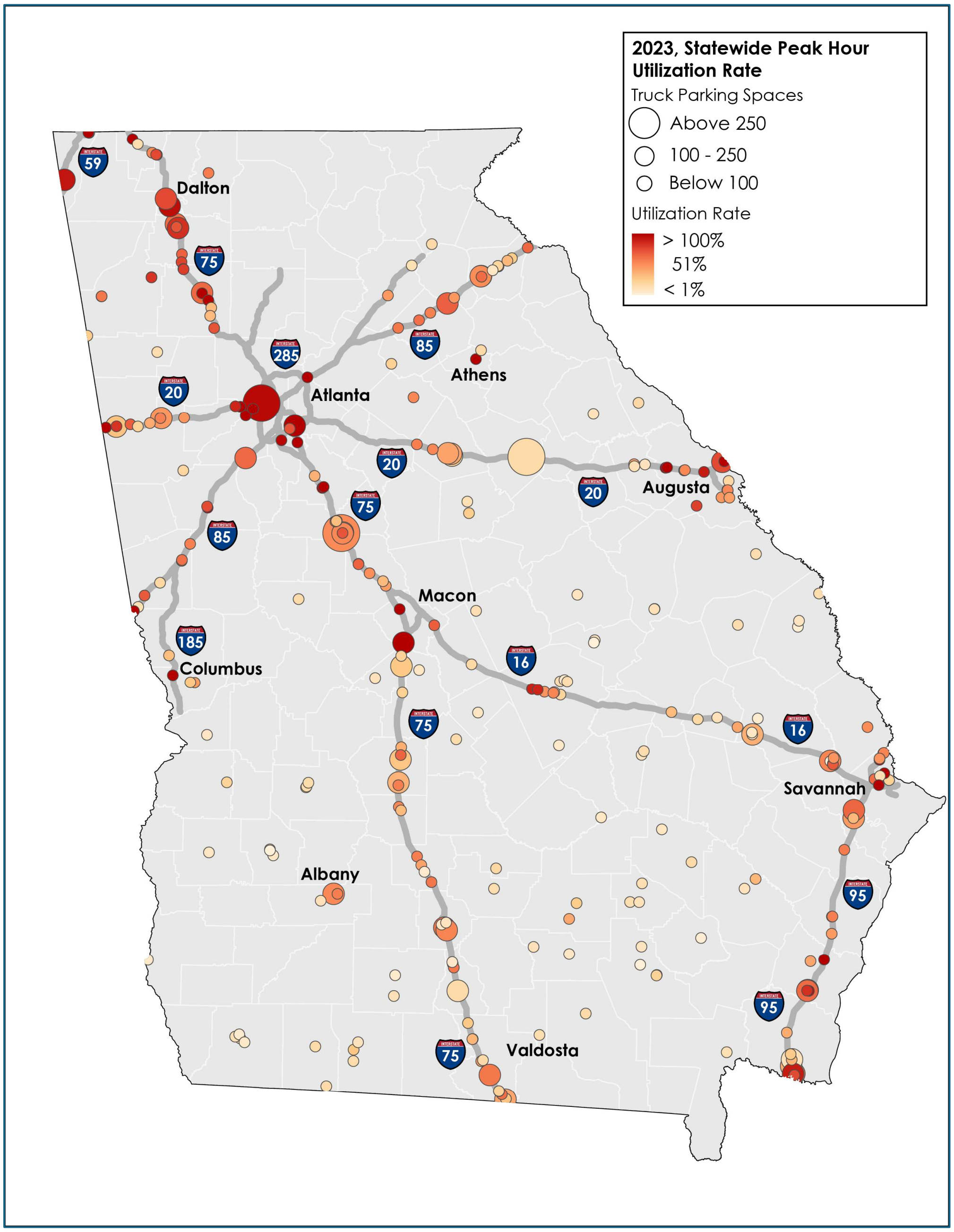


Figure 13: 2023 Statewide Peak Hour Utilization

Many facilities near **Atlanta** and **Savannah** metropolitan areas experience 100%+ utilization, as do a number of the facilities along interstate corridors leading into Atlanta. Farther away from urban areas at peak demand there are 4,500 available truck parking spaces.

Highest Utilized Truck Facilities

Table 4 illustrates the 30 highest utilized facilities in the state. Seven of these facilities are in Atlanta (Fulton, DeKalb and Clayton counties), and three are in Savannah (Chatham County). Some of the truck parking facilities in these locations are pushed well beyond their listed capacity. For instance, during the peak demand times, the data for the Quick Trip in Doraville shows 50 trucks despite having only 10 marked truck parking spaces and Parker's Kitchen outside of Savannah shows 28 parked trucks with a capacity of only 12.

On the corridors leading into Atlanta there are eight facilities on this list from the counties of Bartow, Bibb, Coweta, Douglas, and Henry.

Facilities near Atlanta and Savannah metropolitan areas experience 100%+ utilization.

Facility Name	Parking Spaces	Utilization	Owner	Corridor	County
QuikTrip - Doraville	10	487%	Private	I-85	DeKalb
Parker's Kitchen - Pooler	12	234%	Private	GA 307	Chatham
Shell Truck Stop - West ATL	4	173%	Private	I-20	Fulton
ONE9 Travel Center #254 - Wildwood	9	168%	Private	I-24	Dade
GDOT Open Rest Area #19 @ I-475- Bibb County/Macon	37	159%	Public	I-475	Bibb
Pilot Travel Center #422 - Newman	96	159%	Private	I-85	Coweta
RaceTrac - Lithia Springs	24	134%	Private	I-20	Douglas
GDOT Open Rest Area 62 - Howell	46	134%	Public	I-20	Columbia
QuikTrip - Atlanta	60	131%	Private	GA 70	Fulton
Georgia Information Visitor Center - Port Wentworth	65	131%	Public	I-95	Chatham
GDOT Open Rest Area 105 - Brunswick	50	131%	Public	I-95	Glynn
Georgia Visitor Information Center - Columbus	9	120%	Public	I-185	Muscogee
Love's #698 - Macon	119	117%	Private	I-75	Bibb
Georgia Visitor Information Center - West Point	20	116%	Public	I-85	Harris
Pilot Travel Center #331 - Atlanta	100	106%	Private	I-285	DeKalb
Georgia Visitor Information Center - Tallapoosa	50	105%	Public	I-20	Haralson
Circle K - Athens	15	104%	Private	US 29	Clarke
Flying J Travel Center #627 - Brunswick	126	103%	Private	I-95	Glynn
QuikTrip - Ellenwood	40	101%	Private	I-675	Clayton
Pilot Travel Center #67 - Cartersville	75	100%	Private	I-75	Bartow
JP Truck Center - Cartersville	30	99%	Private	I-75	Bartow
Georgia Visitor Information Center - Augusta	48	99%	Public	I-20	Richmond
I-75 South Ringgold Welcome Center - Ringgold	30	99%	Public	I-75	Catoosa
Circle K - McDonough	9	98%	Private	I-75	Henry
RaceTrac (formerly Sun Petro) - Forest Park	45	97%	Private	US 19	Clayton
Petro #322 - Atlanta	370	96%	Private	I-285	Fulton

Table 4: 2023 30 Highest Utilized Truck Parking Facilities

Conversely, many truck parking facilities on rural interstate corridors have significant truck parking capacity and moderate truck parking utilization. Examples of this are facilities on the I-75 corridor near Valdosta with utilization under 30% and facilities on the I-20 corridor near the Alabama border with utilization under 50%. Outside of the interstate corridors, most truck parking facilities offer 5-25 parking spaces and only a few have a utilization rate greater than 50%.

Utilization by Time of Day

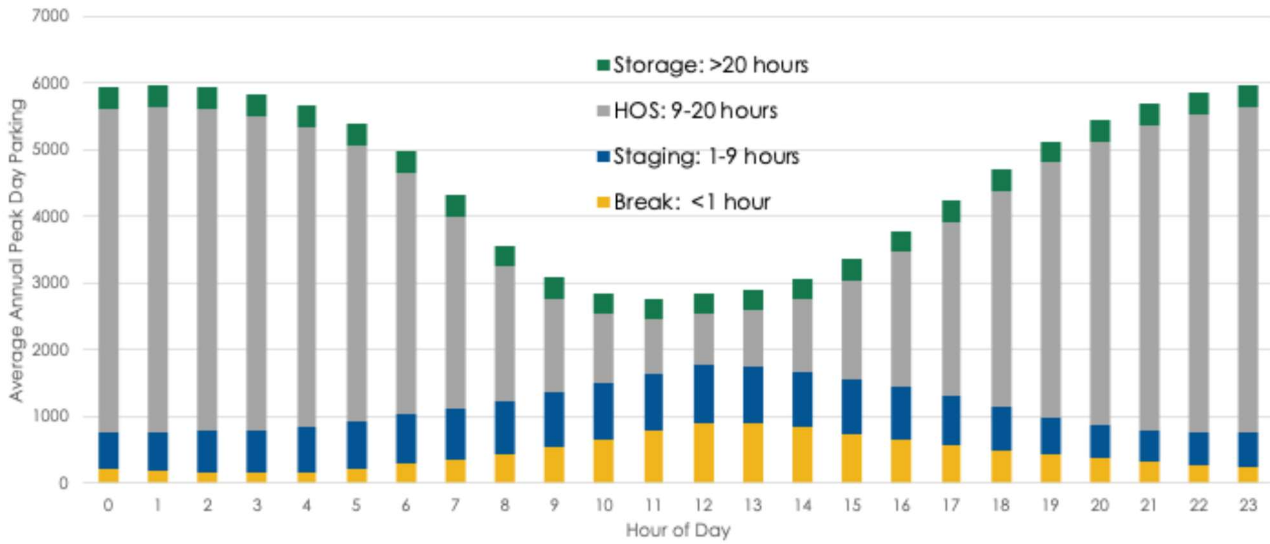


Figure 14: 2023 Truck Parking Demand by Time of Day

At both public and private truck parking facilities, the peak demand in Georgia is in the middle of the week between the hours of 8PM and 4AM, driven primarily by HOS regulations that require that drivers take two breaks while on-duty and driving. The long break is for a minimum of 10 hours and is the principal contributor to the peak demand hours, illustrated in the gray bars in Figure 14.

Staging parking, illustrated in blue, is the next biggest contributor for parking demand, followed by short breaks (in yellow) which are 30 minutes to an hour and peak in the middle of the day.

Unauthorized Truck Parking

Not all truck parking in Georgia occurs in authorized parking facilities. A significant share of drivers park in unauthorized locations, usually on interstate ramps, because nearby facilities are full, because there are no nearby facilities or because drivers simply find it more efficient and cheaper to stop in the emergency lane or outside a warehouse/distribution facility compared to finding a parking spot.

On a daily basis there are 1,200 unauthorized truck parking events throughout the state. The map below highlights unauthorized ramp parking usage in 2023 along major freight corridors in Georgia (Figure 15). All triangular markers represent locations where trucks park in unauthorized spaces on ramps, with purple triangles highlight high ramp usage (i.e. more than 15 trucks per day) in that area.

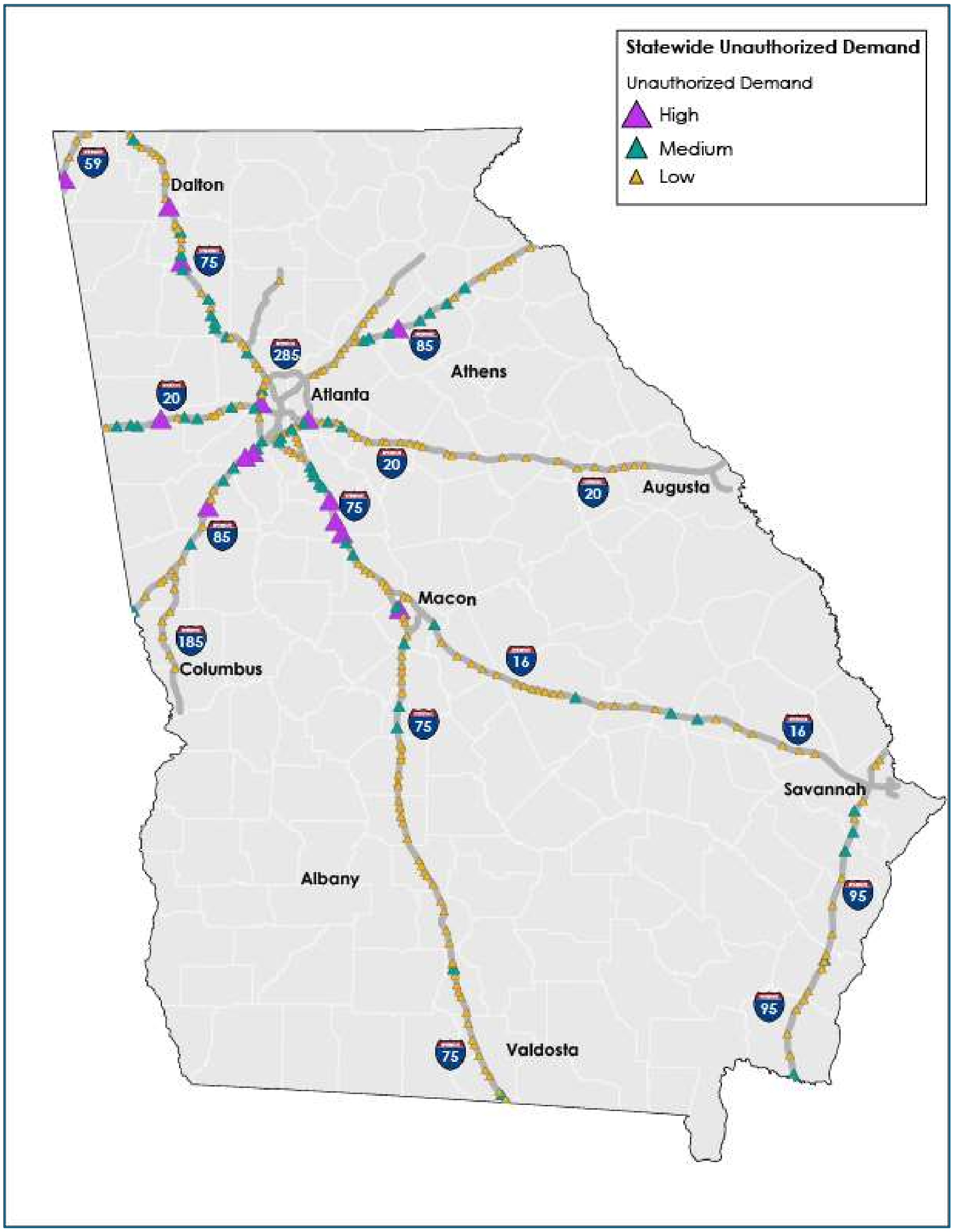


Figure 15: 2023 Statewide Unauthorized Demand

Unauthorized ramp parking is most prevalent near Atlanta which accounts for 19% of the state's unauthorized parking at 29 exit ramps, and along high-volume corridors such as I-75, I-85, and I-20 which collectively account for 71% of the State's unauthorized parking at 179 exit ramps.

There is likely a strong correlation between high utilization rates at truck parking facilities and the occurrence of unauthorized truck parking. Three notable examples of this behavior are on I-75 between Macon and Atlanta:

Loves #698 in Macon	Bibb County Rest Area 19 in Macon	Circle K in McDonough
119 spaces / 117% utilization	38 spaces / 159% utilization	9 spaces / 98% utilization
Daily occurrence of unauthorized truck parking = 10 (Exits 15 and 153)	Daily occurrences of unauthorized truck parking = 15 (rest area ramps)	Daily occurrence of unauthorized truck parking = 36 (Exits 212, 216 and 218)

When designated parking areas reach capacity, especially along high-demand freight corridors, drivers who are running out of federally regulated driving hours may choose to park on interstate ramps in order to remain in compliance with HOS rules if authorized truck parking facilities are at capacity.

Utilization Projections

Georgia's economy and population are poised for continued growth in the coming decades, driving a corresponding surge in truck parking demand. By 2050, the state's population is projected to increase by 20%, rising from 11.3 million in 2025 to 13.4 million. Meanwhile, job growth is anticipated to outpace population growth, expanding by 33% from 5.2 million to 6.9 million.[6] This economic and demographic expansion is expected to have a significant impact on freight movement.

Truck tonnage in Georgia is expected to Increase 96% by 2050, fueling a rise in distribution activities.[7]

The Georgia Statewide Travel Demand Model (GSTDM) provides county level truck volume growth projections which were used to estimate future truck parking demand and facility utilization. To estimate growth, GSTDM includes all "existing and committed projects," i.e. projects that are already underway and projects that the State has secured commitments to build. By extension, economic development projects that were not included in GSTDM were excluded from the forecast.

The utilization estimates include the approximately 650 additional public truck parking spaces which GDOT has programmed to design and start constructing in the coming years, subject to available funding. Private sector truck parking capacity reflects a no-build scenario, although it is anticipated that private capacity could change as new facilities will be constructed and, consistent with recent history, some existing facilities may close or be redeveloped. Figure 16

Georgia Statewide Travel Demand Model is a computerized transportation planning modeling package developed and maintained by GDOT Office of Planning. GSTDM is an integrated land-use and multi-modal transportation model that replicates existing travel patterns and forecasts future demand conditions based on data from various sources. The model consists of an integration of air and land transit, railroad, and highway system and generates trips for air and land transit, freight trucks, non-freight trucks and passenger cars.

6 Georgia State Travel Demand Model (GSTDM)
7 Georgia Freight Plan. Georgia Department of Transportation. March 1, 2023.

illustrates the 2050 truck parking capacity which includes GDOT's programmed public truck parking additions.

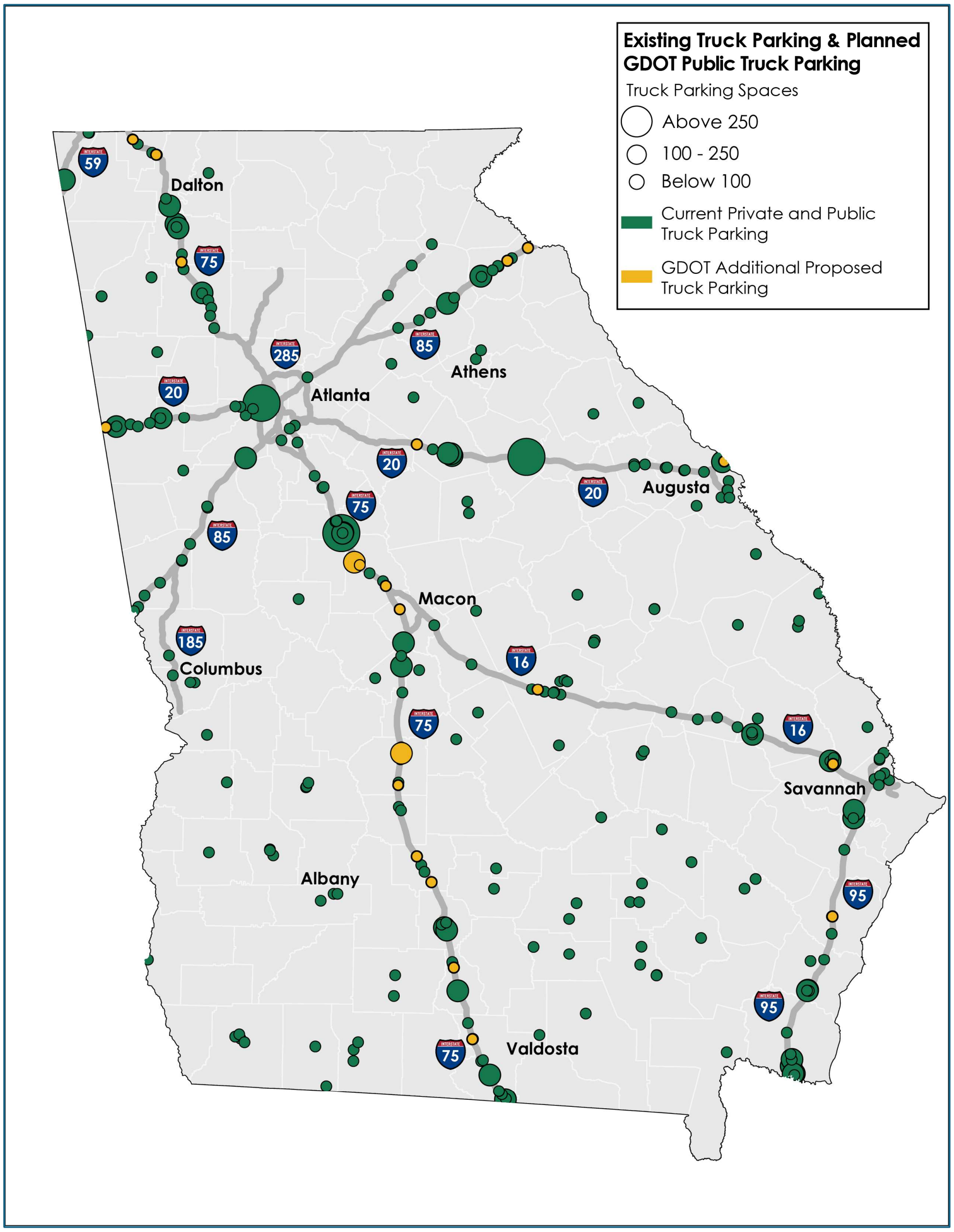


Figure 16: 2050 Truck Parking Supply

The statewide demand for truck parking in 2050 is based on county level GSTDM growth assumptions that incorporate expected local truck traffic growth. The 2050 truck parking utilization, as illustrated in Figure 17, is based on the 2050 capacity and demand forecast.

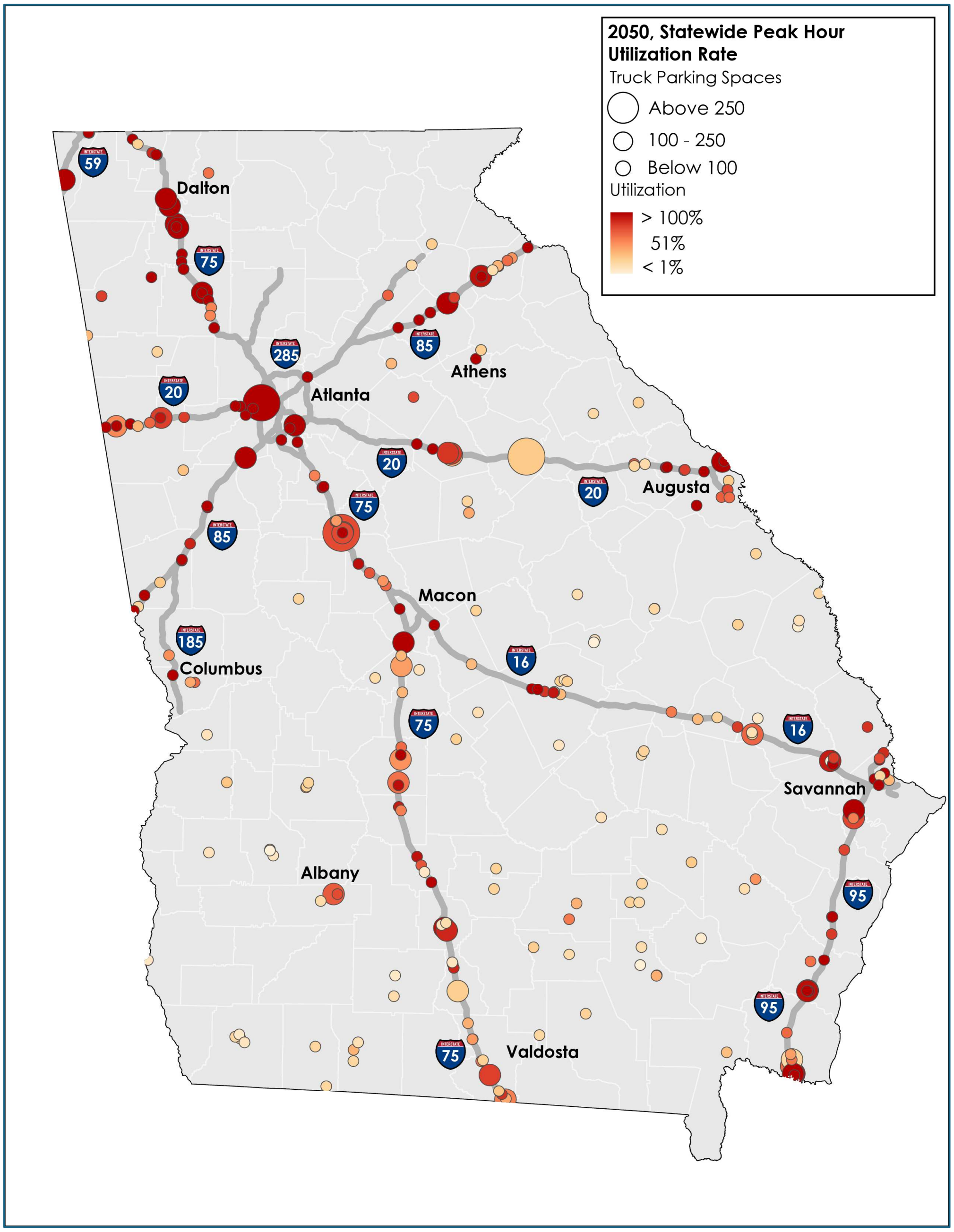


Figure 17: 2050 Statewide Peak Projected Truck Parking Utilization

In 2050, the growth in truck parking demand is evident in the number of truck parking facilities illustrated with dark red coloring indicating utilization over 85%. Metro Atlanta, with about 4,000 truck parking spaces continues to experience high demand with many facilities operating over capacity. The current shortfall in the region is approximately 450 spaces (over 10% of current supply) and projected to increase.

Outside of Metro Atlanta, many privately owned truck parking facilities have unutilized capacity. At peak demand there are over 4,500 available parking spaces in rural areas across the State.

Outside of Atlanta the 2050 utilization map illustrates several other urban areas that will experience capacity constraint with the number of facilities operating over 85% utilization increasing from 40 to 98. These new areas include three cities on I-95 (Savannah, Brunswick and St. Mary's), five cities on I-75 (Tifton, Macon, McDonough, Cartersville and Dalton), two areas on I-20 (west of Atlanta and Augusta), and two cities on I-85 (Braselton and Jefferson). These areas are all on freight corridors with high demand for additional truck parking capacity.

Growth in traffic also increases expected demand for parking at unauthorized locations on ramps. 53% of drivers that responded to the GDOT truck parking survey reported that they frequently resort to unauthorized parking, often on a weekly basis. Figure 18 illustrates locations where trucks are forecasted to park in unauthorized spaces in 2050, with purple triangles showing high ramp usage (i.e. more than 15 trucks per day) in that area.

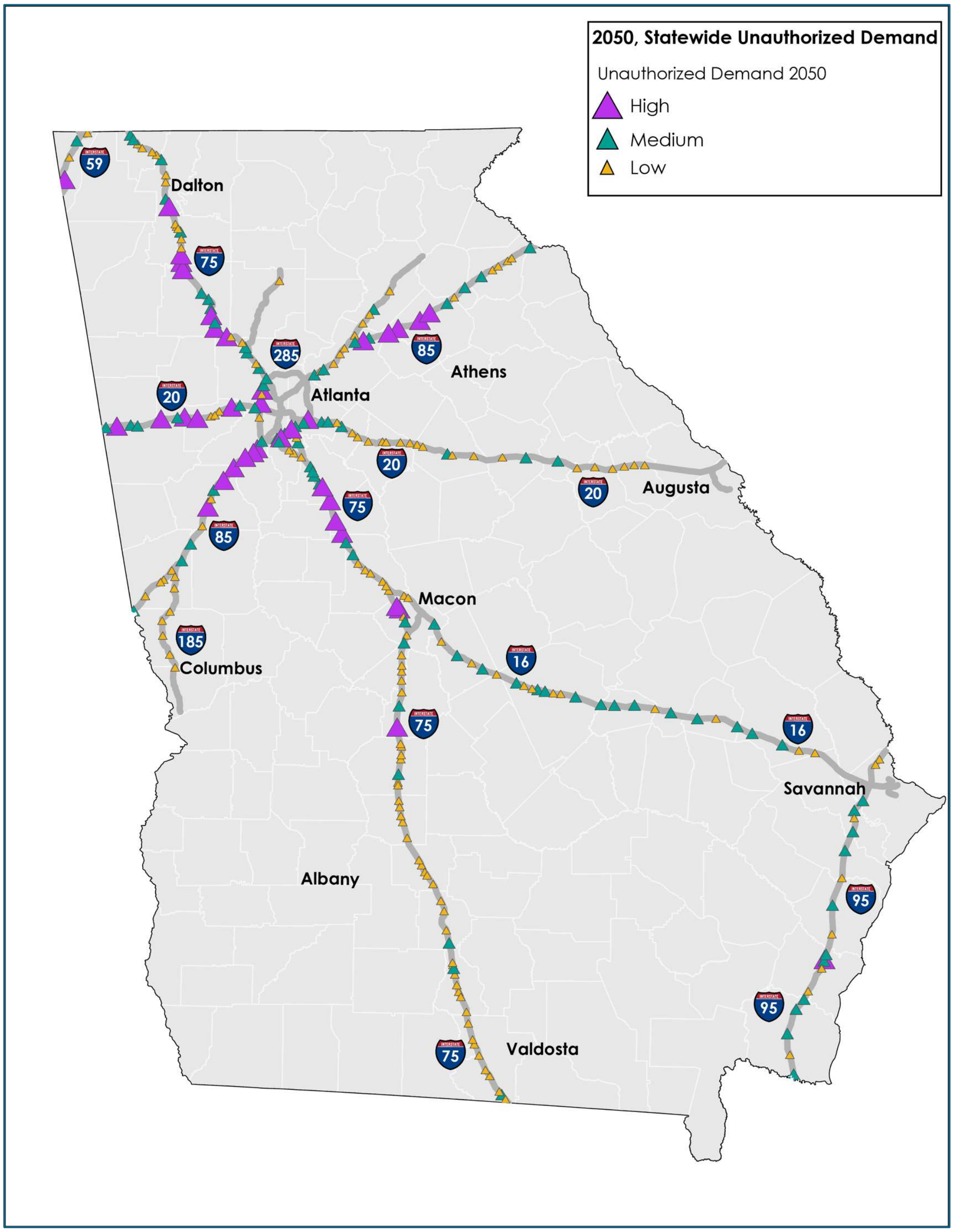


Figure 18: 2050 Statewide Projected Unauthorized Demand

Unauthorized parking is most prevalent in Metro Atlanta but also occurs in rural areas where there is available parking capacity. This indicates that unauthorized truck parking is influenced by availability but persists even where spaces are available. Statewide unauthorized truck parking is expected to increase 84% by 2050. The areas of greatest concern due to unauthorized truck parking growth are Atlanta (I-285) and the interstate corridors (I-75, I-85 and the western leg of I-20) which feed into Atlanta's metropolitan geography.

Truck Parking Hotspots

This section defines and explores truck parking hotspots that merit deeper analysis, and possibly, interventions to address parking shortages. Hotspots are corridors on major roadways where there is, and is expected to be, both high demand for truck parking facilities as well as high occurrences of unauthorized truck parking.

The analysis uses 2023 utilization figures projected into the future to identify both existing challenges as well as expected ones. High facility utilization is defined as greater than 85% occupancy rate at peak hour, while high unauthorized truck parking is more than 15 trucks parked at an interchange (i.e. on entrance/exit ramps) per day.

Table 5 below lists 13 truck parking hotspots that were identified based on this analysis while Figure 19 on the next page shows the locations of these hotspots:

Truck Parking Hotspot Areas	
1	Metropolitan Atlanta
2	I-75 North of Atlanta
3	I-75/I-475 Macon
4	I-75 South of Atlanta
5	I-59 Northwest Georgia
6	I-95 Southeast Georgia - Savannah
7	I-85 West Georgia - LaGrange
8	I-20 East of Georgia - Augusta
9	I-85 Northeast Georgia
10	I-20 West of Atlanta
11	I-16 Central Georgia - Dublin
12	I-16 Southeast Georgia
13	I-75 South Georgia - Valdosta

Table 5: Truck Parking Hotspot Areas

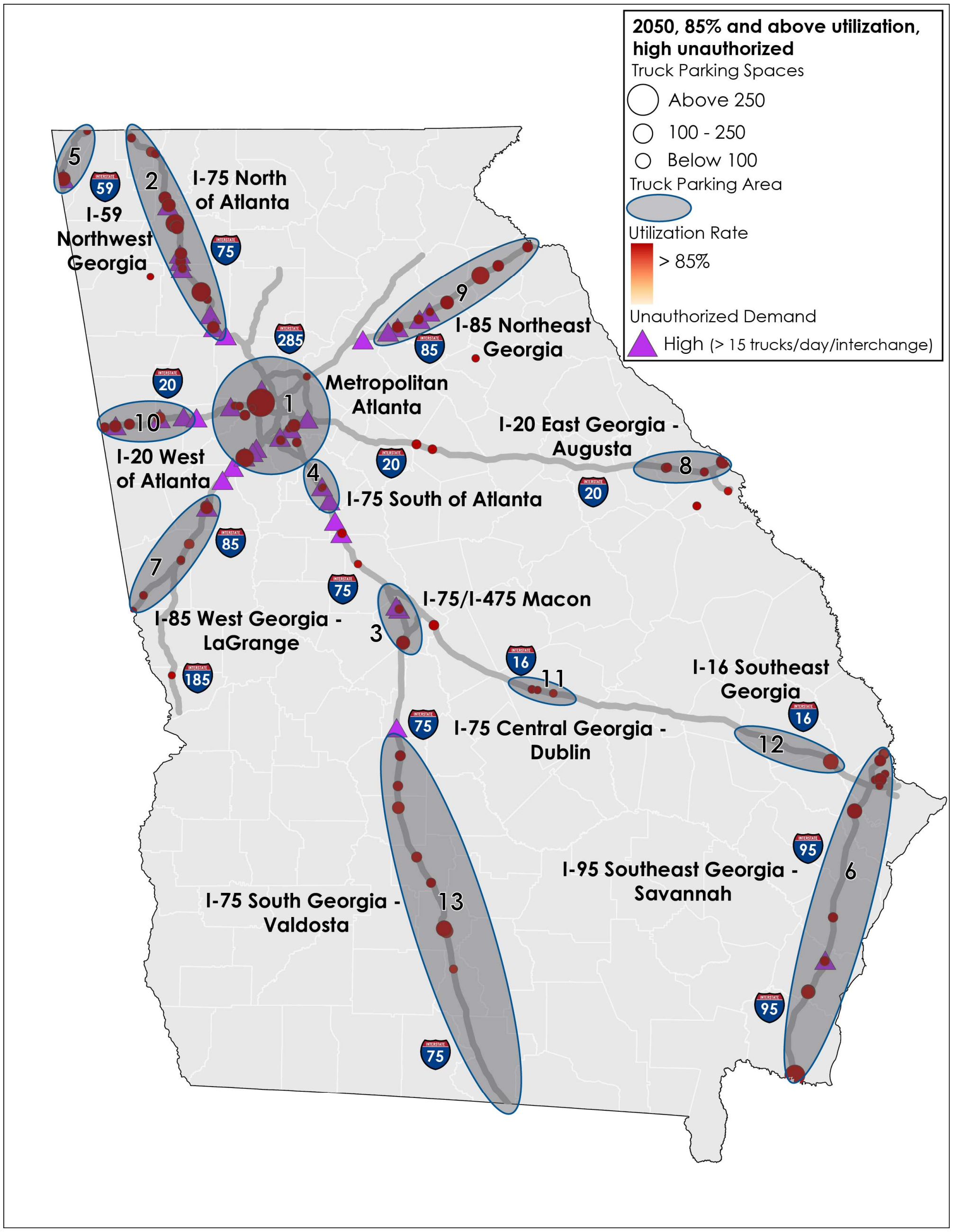


Figure 19: Truck Parking Hotspot Areas

Each of these hotspots identifies unique regions of concern based on truck parking capacity, facility utilization, unauthorized demand and future growth expectations. These hotspots account for 80% of the truck parking spaces in the State and 81% of the unauthorized truck parking.

The 13 hotspots are listed from the highest to the lowest parking gap in the table below. The parking gaps represent deficits (i.e. more demand than supply - in red) or surpluses (i.e. more supply than demand - in black) of parking spaces in an area.

		2023			2050		
Truck Parking Hotspots		Utilization	Low Gap	High Gap	Utilization	Low Gap	High Gap
1	Metropolitan Atlanta	124%	-270	-330	204%	-906	-1,107
2	I-75 North of Atlanta	85%	63	78	138%	-538	-657
3	I-75/I-475 Macon	153%	-89	-108	234%	-167	-204
4	I-75 South of Atlanta	176%	-30	-37	269%	-63	-77
5	I-59 Northwest Georgia	103%	-19	-23	190%	-143	-175
6	I-95 Southeast Georgia - Savannah	70%	366	447	114%	-419	-512
7	I-85 West Georgia - LaGrange	81%	38	46	134%	-188	-230
8	I-20 East Georgia - Augusta	71%	85	104	109%	-79	-96
9	I-85 Northeast Georgia	54%	354	433	99%	-70	-86
10	I-20 West of Atlanta	57%	241	295	101%	-50	-61
11	I-16 Central Georgia - Dublin	41%	124	151	72%	55	67
12	I-16 Southeast Georgia	37%	257	315	64%	137	168
13	I-75 South Georgia - Valdosta	43%	781	955	69%	556	679
Total Gap[8]			**-408**	**-498**		**-2,623**	**-3,206**

Table 6: Truck Parking Hotspot Areas Gap Analysis

The gap analysis highlights that almost half of the projected 2050 truck parking gap is in the Atlanta Metropolitan Region in north Georgia. If no private new truck parking is built, then Atlanta's capacity utilization will exceed 200% and the truck parking gap will grow from 300 spaces to over 1,000. The other key areas of concern are North of Atlanta, I-75/I-475 Macon, I-75 South of Atlanta, the I-95 corridor, I-85 west of Atlanta, I-59 in the Northwest corner of the State, and to a lesser extent I-20 West of Atlanta, I-20 in East Georgia, and I-85 in Northeast Georgia.

Truck parking gaps are expected to evolve over time by region based on the projected truck parking demand (described in previous sections). While there are some parking gaps today, in a no build scenario (GDOT planned capacity additions are included), the gap is expected to widen across the State. While the Metro Atlanta area shows, by far, the highest gap, both the north I-75 corridor, I-75/I-475 Macon, I-75 South of Atlanta, and the I-95 corridor, south of Savannah, exhibit significant acceleration in parking gaps in the next 10-15 years if no additional

[8] Total Gap is calculated by adding only deficits. Deficits and surpluses cannot be aggregated. A surplus of parking spaces in one area does not offset a deficit in another, if too far to reach. For instance, if parking is unavailable in Area A, the availability of parking spaces in Location 100 miles away—does not resolve the issue.

capacity is built. I-59 in Northwest Georgia also exhibits some early truck parking gaps that grow over time.

There are three additional areas that should be closely monitored. On I-75, South Georgia, truck parking demand is high but, on average, there is adequate capacity to handle growth. Similarly, two areas on I-16 (Dublin, Southeast Georgia) also have adequate capacity. However, these areas could face higher than anticipated demand for truck parking, driven by increased traffic at port of Savannah and development around the Hyundai Metaplant.

TRUCK PARKING COMPLICATIONS IN GEORGIA

Imbalances in Truck Parking Supply and Demand

Metro Atlanta is short of required parking capacity, while outside the Metro area many privately owned truck parking facilities have unutilized capacity

Truck parking shortages are concentrated in Metro Atlanta while the rest of the state currently has sufficient capacity. In Metro Atlanta there are approximately 4,000 truck parking spaces, with many facilities operating over capacity. The current shortfall in the region is approximately 450 spaces (10% of current supply) and projected to increase. On the other hand, at peak demand, there are over 4,500 available parking spaces across the State, mostly in rural areas.

Truck drivers prefer locations with specific amenities

Almost all interviewed stakeholders claim that it is not enough to simply add capacity to satisfy demand. They believe that parking should be well advertised and have basic amenities (e.g., bathroom, food, security). Parking also should be in specific areas that align with truck parking demand.

Case Study

A truck stop operator with a facility on an I-75 exit has been challenged to fill capacity despite high truck parking demand.

The new site opened in October 2023 after significant zoning and development delays. Five of sixty-three available acres were developed for truck parking with a paved lot, a security fence, lights and cameras. There are no additional amenities, but there are three traditional truck stops at the same exit: Loves, TA and Pilot. TA truck stop is only 200 feet away.

The site is secure with controlled access through a gate that a truck parking app operates. The daily truck parking cost is around $12, and the site advertises on Trucker Path and a few billboards.

The traditional truck stops are regularly at full capacity with overflow trucks parking on interstate ramps and along the street.

Even in such a scenario, the daily truck parking demand at the new facility is on average only about <u>one truck per weekday</u>. The owner of the facility is unsure of the reason for this lack of demand, but potential reasons could be lack of willingness to pay, insufficient signage or drivers' unwillingness to park at a facility with few on-site amenities.

Private Sector Financial Viability Challenges

The private sector faces significant barriers to developing new truck parking capacity around Atlanta.

Low ROI Limits Private Investment in Daily Truck Parking

Daily truck parking is often not financially feasible as a standalone business for private operators. Drivers and fleets exhibit low willingness to pay, yet seek modern facilities, while high land costs further limit the commercial viability.

Private truck stop operators and land developers are hesitant to invest in daily truck parking due to the below-market Return on Investment (ROI) that results from limited driver willingness to pay and irregular utilization patterns.

One of the truck stop operators interviewed stated that they are seeking a 10-year payback period on truck parking investments. They mentioned that charging even a modest amount for all spaces (e.g., $5-$10 a day) would help with the financial viability, but current market conditions make this difficult.

The FHWA has also found that most truck stops earn low profit margins from gas sales and provide truck parking at no charge,[9] which supports the statements from some interviewed operators that they do not consider truck parking a viable business on its own.

Large truck stop operators undertake sophisticated modeling to determine optimal truck parking supply. Generally, the truck stop operator is aware, and in some cases in control of property around their facilities that could be developed for truck parking. These operators also mentioned their reluctance to purchase or develop more land for truck parking due to low returns on investment.

Operators, instead, find long-term parking (monthly) more attractive compared to short-term (daily). Monthly parking provides a subscription revenue source which delivers more stable revenues, results in a higher return, and is therefore easier to finance, according to respondents.

Some operators think that short-term parking could be more viable in urban areas, but land availability, acquisition costs, and taxes are higher in these areas. Stakeholders noted that there are always better land uses in such areas than building additional daily truck parking.

Zoning and Federal Restrictions Limit Parking Development

Local zoning restrictions frequently block new parking developments, while federal law prohibits commercialization of interstate rest areas.

Municipal and local regulations are consistently mentioned as among the biggest hurdles when developing new parking lots. Local opposition to truck parking, often referred to as NIMBYism (Not In My Backyard), is cited as the primary driver. Many counties do not permit truck parking

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as an eligible land use. This issue is seen by interviewees as a regional concern, with interviewed counties holding they cannot advance zoning reforms in isolation.

Interviewed participants find that zoning regulations also create challenges when there are limits on new permits for truck parking, which further restrict development. Truck stop operators wished that opening parking facilities could be simpler, cheaper, and more standardized statewide. They mentioned having to resubmit engineering plans multiple times and the high costs associated with rezoning as significant obstacles. An industry association also highlighted zoning regulations as a constraint impeding building of new parking facilities.

Federal law prohibits the commercialization of interstate rest areas to protect local businesses near highway interchanges, banning services like fuel, food, and retail on the Interstate right-of-way. This restricts development of private truck parking facilities in high-demand rest areas and increases dependence on public solutions.

Underutilized Spaces Outside Metro Areas

Existing parking spaces are underutilized, especially in suburban and rural areas.

Real Time Information on Available Truck Parking Is Inadequate

Fleets and drivers face challenges in identifying and planning parking logistics due to a lack of information on available parking spaces.

Driver associations say that their members face significant challenges managing multiple devices and apps in their trucks, as using several simultaneously can be cumbersome.

Many interviewees believe that there is currently no widely trusted, standardized source for parking availability information. Driver associations say that their members face significant challenges managing multiple devices and apps in their trucks, as using several simultaneously can be cumbersome. The challenge is compounded by the lack of real-time, accurate information in truck parking apps, with each truck stop using a different parking reservation system. The situation is further complicated by the fact that public truck parking apps vary widely from state to state, contributing to "app fatigue," as many drivers struggle to navigate multiple platforms for parking information.

Interviewees believe that truck parking apps can cost millions to develop but cannot yet ensure consistently accurate information. Private truck stop operators often regard truck parking utilization data as proprietary and may be reluctant to share the data, fearing a loss in potential fuel and food sales if they disclose full or low parking statuses. Some operators also note that they simply do not track parking availability in real time.

Shippers and Receivers Limit Parking at Their Facilities

Shippers, receivers, warehouses and large retail stores are reluctant to permit extended use of private parking before and after appointments. Concerns include increased operating costs, such as maintaining bathrooms and ensuring cleanliness, as well as capital costs associated with expanding or improving parking areas, and general liability issues.

The scarcity of space at these facilities and warehouses further complicates the situation, as accommodating trucks would require constructing entirely separate parking lots or yards.

Shippers and receivers believe that local municipalities or private entities should address the demand for additional parking, while some local planning organizations argue that shippers and receivers should make more of their sites available for parking.

Enforcement Challenges

Unauthorized truck parking enforcement is complex across the state

Difficulty in enforcing truck parking rules allows for unauthorized parking. The lack of enforcement contributes to truck drivers occasionally parking in unauthorized areas, as there are often minor legal or financial repercussions for doing so. Local and state law enforcement encounter difficulties in enforcing regulations due to HOS restrictions on truck movements. Additionally, their limited real-time awareness of available alternative parking spaces hampers enforcement efforts, making it challenging to direct drivers to authorized locations. This combination of factors creates an environment where unauthorized parking becomes a somewhat viable option for drivers looking for a place to parking their truck.

Survey results from truck drivers indicated that 53% of drivers frequently resort to unauthorized parking, often on a weekly basis, with some using on-ramps as a practical alternative.

Survey results from truck drivers indicate that 53% of drivers frequently resort to unauthorized parking, often on a weekly basis, with some using on-ramps as a practical alternative.

Drivers accustomed to unauthorized parking often find it more convenient, quickly accessing and leaving parking spaces without complications. One truck stop operator noted that unauthorized parking occurs even when his facility has available parking.

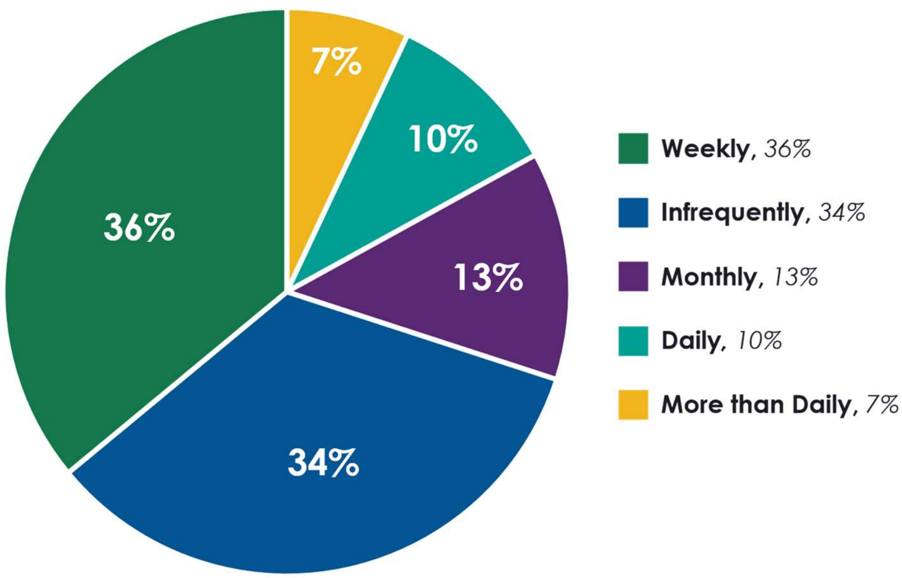

Figure 20: Truck Driver Unauthorized Truck Parking Frequency

RESOLUTION STRATEGIES

Overview of Proposed Strategies to Mitigate Challenges

As discussed in previous sections, truck parking challenges in Georgia are multi-faceted. It is unlikely that any single approach would alone resolve these challenges.

For example, adding parking capacity or implementing a Truck Parking Availability System (TPAS) cannot, on their own, motivate drivers to park in authorized available truck parking spaces. Enforcement of unauthorized truck parking, currently a more convenient option for some drivers, is also necessary.

In a menu-of-strategies approach, the private sector must have a leading role, as it manages and owns most of the state's truck parking spaces. GDOT's primary role is to create favorable conditions for the private sector to address truck parking challenges, especially where there are market failures and market gaps. The key role of the private sector in this area is due to:

- **Private sector controls the truck parking market:** Private providers own and manage 88% of truck parking spaces in the state. A comprehensive plan to address truck parking challenges must, therefore, start by leveraging private sector experience, resources and capabilities.
- **Providing truck parking services is part of Truck Stop Operators key competencies:** Truck Stop Operators possess the expertise and infrastructure to scale truck parking services and serve the identified demand. GDOT is not primarily in the business of running truck parking stops and does not want to compete with private sector operators in cases when the market has solutions it can offer.

The strategies illustrated below are designed for GDOT's consideration, yet they often involve other stakeholders, at times as the primary owner of the approach. It is the intention of this Report to provide GDOT with recommendations, but this does not imply in any way that GDOT can carry out these approaches on its own.

Strategy	Key Strategy Stakeholders
1. Explore public-private partnerships as a way to mitigate barriers to private investment	GDOT, private truck stop operators
2. Collaborate with entities advancing supportive land use policies	GDOT, regional commissions, metropolitan planning organizations, counties, towns
3. Develop a state-wide Truck Parking Availability System (TPAS)	GDOT, technology providers, private truck stop operators
4. Monitor the impacts of tort reform on truck parking access and capacity	GDOT, GA Legislature, shippers, receivers
5. Partner with law enforcement to provide access to TPAS tools as they are developed	GDOT, Georgia State Patrol, technology providers

Table 7: Truck Parking Resolution Strategies

Each suggested strategy is explained in more detail in the sections below, with a focus on higher demand truck parking areas (further details regarding area prioritization the Investment Prioritization section).

Proposed Strategies to Mitigate Challenges

1. Explore public-private partnerships as a way to mitigate barriers to private investment

[SSTP/SWTP: Invest - Catalytic]

Private truck stop operators are better suited to build and operate these facilities than GDOT given their proven experience in running existing truck stops. Private sector players have also indicated strong interest in building new facilities but are discouraged by low ROI.

As such, GDOT is planning to explore models that transfer risk and responsibilities to the private sector, while helping the private sector operators address financial viability gap concerns.

It is recommended GDOT explore developing a P3 structure for a private developer to design, finance, construct, operate and maintain new truck parking facilities.

Developing a P3 program will require GDOT to develop a risk allocation matrix to assess all likely risks and how they should be allocated, keeping in mind the basic principle of allocating risks to those parties that are best placed to manage them.

The table below lists some of the key responsibilities and high-level suggestions on how these could be allocated:

Responsibility	Description	Suggested Allocation
Construction	Constructing the parking facilities, including any cost overruns, delays, and quality issues during construction.	**Private sector:** Responsible for managing construction and associated risks.
Financing	Securing necessary financing for the project through a mix of debt and equity contributions.	**Private sector:** Responsible for securing financing. GDOT may provide milestone payments to reduce financing and help improve project viability. The Funding Opportunities section identifies some potential federal funding sources that could be accessed for such payments.
Operations and Maintenance	Managing project operations and maintenance (routine and life cycle)	**Private sector:** Responsible for operations and maintenance including managing higher-than-expected operating costs or lower-than-expected revenues.
Permitting	Complying with applicable laws, regulations, or policies that may impact the project.	**Shared:** GDOT to manage regulatory environment, private sector to comply with regulations. Regulations that GDOT could help manage include local zoning ordinances and transportation permits (e.g., access management, oversize permits and utility permits)
Revenue	Managing revenue from the project through parking charges and other sources such as food or fuel sales.	**Shared:** Private sector to provide forecast revenues. GDOT could either provide a minimum revenue guarantee or an availability payment to aid project viability.
Insurance	Ensuring adequate insurance coverage for various project risks.	**Private sector:** Responsible for obtaining and maintaining adequate insurance coverage.

Table 8: Truck Parking P3 Potential Risk Allocation Matrix

GDOT could leverage its P3 processes and policies for a truck parking P3 program, with funding supported by a mix of federal and state funding sources. As part of this process, GDOT would identify priority regions for truck parking buildout and allow private developers to optimize location and propose either build new facilities or upgrading existing sites.

Table 9 below provides illustrative minimum construction and performance standards that could be required as part of the performance criteria for any P3 contract, as identified through the Outreach process.

Daily Truck Parking Minium Technical Design Standards and Services
• ≥ 10 truck parking spaces • Sufficient maneuvering room for a class 8 truck • Easy access from highway, major roadway (e.g., minimum number of turns after off-ramp) • Emergency service areas • Security measures including fencing, lighting (and potentially security personnel in high-volume areas) • Bathrooms, showers • Separate access/spaces for passenger vehicles and trucks (if applicable) • Open 24/7 • Feed availability data into a TPAS once such a system is in place

Table 9: Truck Parking P3 Possible Minimum Standards and Services

There are multiple ways that the procurement process for such a P3 program can be structured. For example, multiple locations could be awarded to a single developer through a shortlisting process, or in another approach, there could be multiple awards for financial support to individual developers. The first approach favors larger developers and has a lower administrative burden, while the second approach encourages smaller developer participation but requires more administrative work.

Potential Public Land Opportunity

GDOT can also consider whether there are surplus land parcels that it owns that could be made available through a sale or lease process. GDOT owns land parcels across the State and their characteristics vary greatly. Most parcels are identified in a public database which provides basic information (e.g., size, location) and an initial categorization into their marketability (e.g., marketable, non-marketable, etc.).

Benefits:

This approach has certain benefits:

Risk Transfer	GDOT transfers truck parking construction and operations risks to private sector operators who are in a better position to manage it, in exchange for financial support (where necessary).
Flexibility	GDOT can determine the strategy for truck stops (e.g., areas, amenities and requirements) while allowing the private sector to select implementation features (e.g., exact locations, food options) based on their deep understanding of trucking services market. Also allows to leverage existing GDOT parcels fit for truck parking through a potential P3 lease process.
Access to private sector innovation	Private sector truck stop operators already operate at scale in Georgia and are working on innovative solutions for truck parking services that can be applied to GDOT P3 locations. Examples include in development reservation system models or new truck business models such as truck parking memberships across multiple locations.
Ability to leverage P3 experience	Georgia has implemented several P3 infrastructure projects. GDOT can leverage, and replicate processes and materials such as project agreements, contracting structures, procurement processes and payment mechanisms. Additionally, thanks to its NEVI experience, a key market (e.g., gas stations, convenience stores, etc.) is already familiar with the P3 model.

Table 10: Truck Parking P3 Benefits

Issues to Consider and Next Steps:

GDOT has significant experience setting up a P3 program. However, even for an experienced owner like GDOT, setting up a new P3 program is a major endeavor. Issues to consider include:

Legal and regulatory considerations	GDOT has considerable experience running P3 procurements and structuring project agreements. Proven contracting and procurement approaches can be leveraged to ensure compliance with Georgia Law and regulations and drive structuring of the P3 program, adapted to the specifics of truck parking.
Structuring	There are different types and magnitudes of financial support that could help private sector overcome any gap in financial viability. Key questions to consider include: • What type of financial assistance would deliver best value for money (e.g., availability payments, construction milestones, etc.)? • What amount of financial assistance would unlock private sector investments in truck parking not occurring otherwise?
Procurement approach	There are alternative approaches to procuring private sector truck parking services. Considerations include procuring individual locations or using a master developer approach where a few developers a shortlisted and locations are bid out as task orders.
Budgetary constraints	A new truck parking P3 would most likely require additional state funds (depending on ability to leverage federal funding) to be identified in future Georgia legislative sessions.

Table 11: Truck Parking P3 Issues for Consideration

Commencing a P3 parking program with some of the features described herein would require significant further analysis, including on the level of financial support required, the best procurement approach, legal and regulatory considerations and other administrative aspects.

The following next steps that GDOT plans to explore further:

- Determine legal feasibility of providing states payments for truck parking services.
- Develop estimates of cost, revenue and funding.
- Issuing a Request for Information (RFI) on P3 opportunities, including market sounding on payments level necessary to close financial viability gap.
- Determine target areas/locations using data in this Report as a starting point.
- Draft potential commercial terms and commercial structure leveraging risk allocation matrix and indicative transaction structure contained in the Report.

2. Collaborate with Entities Advancing Supportive Land Use Policies

[SSTP/SWTP: Advance - Partnership]

Zoning restrictions have been often mentioned by private developers as the single biggest obstacle for expanding truck parking capacity.

Truck parking demand is high in North Georgia, where there is also local opposition to new developments. Counties mentioned they will only consider discussing mitigating their stance if multiple counties act together as a group to avoid first mover disadvantages.

The Atlanta Regional Commission has explored truck parking as part of its 2024 Freight Plan Update. ARC has recently published recommendations to update the language of local ordinances covering truck parking zoning rules and hopes to advance truck parking ordinance recommendations based on its 2024 Freight Plan Update around Atlanta area.

GDOT will continue to partner with ARC on its overall freight policy work, with a focus on helping discussions with communities on the potential benefits of truck parking and updating zoning ordinances.

3. Develop a Statewide Truck Parking Availability System

[SSTP/SWTP: Invest - Innovative]

Drivers often park in unauthorized locations even when parking is otherwise available on the corridor due to lack of information. This is especially common when adverse conditions like weather or incidents cause a disruption in planned routes.

When unauthorized parking occurs, the utilization and ROI at existing truck parking facilities can suffer, and roadway infrastructure that was not designed for truck parking is damaged.

TPAS informs drivers about truck parking availability via roadside signs and third-party in-cab or mobile devices helping them avoid unauthorized parking. By providing this information in real time, TPAS can make private truck parking facilities more profitable, improve safety, and decrease roadway maintenance costs.

It is recommended GDOT deploy TPAS at parking locations (public locations first followed by private locations) that are relatively underutilized to better direct drivers towards excess capacity.

GDOT is early in the process of planning for the implementation of a TPAS solution. As this implementation occurs, there is an opportunity to ensure best practices are considered according to the TPAS implementation framework below.

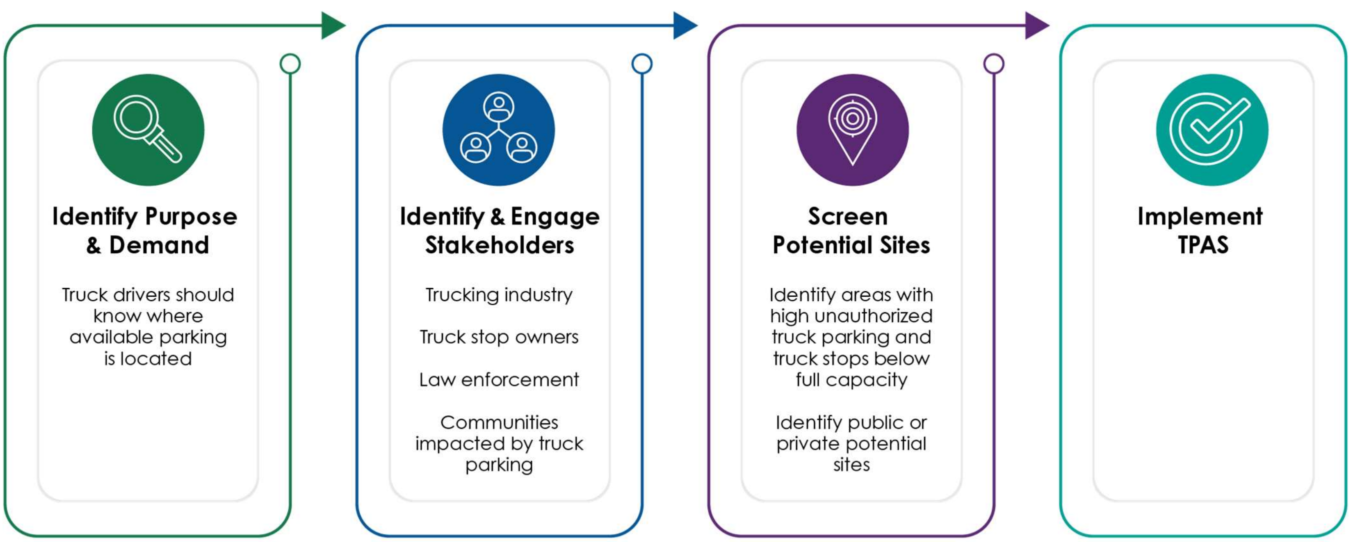

Figure 211: TPAS Planning Framework

Implementation of TPAS should be preceded by three key development phases.

- The first phase is to Identify Purpose and Demand. Areas where unauthorized truck parking occurs and facilities with a low utilization rate are good indicators on where drivers wish to find truck parking.
- The second phase is to Identify and Engage Stakeholders. Industry and community input into a TPAS solution can improve private facility engagement, truck driver parking behavior and local community understanding on how TPAS addresses truck parking challenges.

- The third phase is to Screen Potential Sites. Beyond individual truck parking facilities, it is essential to identify corridors with both unauthorized truck parking and available truck parking capacity.

These phases are discussed in more detail below.

Identify Purpose and Demand

TPAS can improve the utilization of existing truck parking spaces, but it does not increase the total number of available spaces. Therefore, in areas that have a high truck parking utilization, the impact of TPAS will be limited because all spaces are most likely already occupied. On the other hand, in areas or corridors where overall utilization is under 60-80%, and yet there is high unauthorized truck parking, the data suggests that drivers are stopping on the side of the road also because they could be unaware of the existence of open spaces. In these types of areas, the opportunity for a positive TPAS impact could be the highest.

Figure 23 illustrates the corridors in Georgia where TPAS could have the highest benefits due to high unauthorized demand and relatively lower facility utilization. The seven corridors identified have at least 50 daily unauthorized occurrences of truck parking and the public truck parking facilities have a peak demand utilization under 80%.

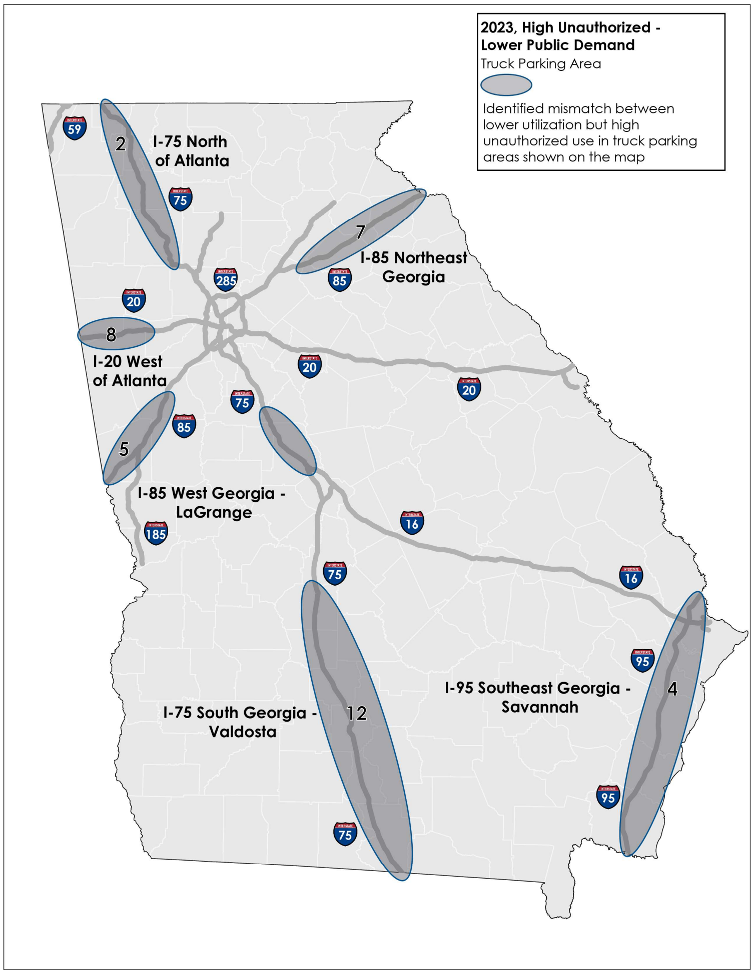

Figure 222: Preliminary TPAS Corridor Prioritization

GDOT could consider these areas first when prioritizing public and private TPAS implementations.

Case Study

Two of Georgia's neighbors, Tennessee and Florida have successfully implemented TPAS.

TDOT has been a partner in a Federal Motor Carrier Safety Administration's (FMCSA) SmartPark Pilot Project on the I-75 Corridor between Chattanooga and Knoxville. Truck parking availability is monitored by cameras, ingress and egress laser sensors, and radar. Truck parking availability is presented to the public through dynamic message signs, a public website, and a smartphone application. The program was funded through FMCSA Innovative Technology Deployment (ITD) grant program.

FDOT implemented a statewide TPAS which integrates with a centralized ITS communication network. Florida's TPAS was funded through the Accelerated Innovation Deployment (AID) grant and Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grant program.

Identify and Engage Stakeholders

Many TPAS deployments are limited to public truck parking facilities, such as safety rest areas and weigh stations, which account for only 12% of truck parking spaces in Georgia. Expanding TPAS to include private truck parking can enhance driver information and adoption. However, private truck stop operators may hesitate to share parking data due to concerns about privacy, security, and competition. Establishing agreements that address these issues with a third-party operator can alleviate concerns and potentially increase utilization of underused facilities.

Involving private operators is crucial for TPAS success. Agencies can choose between a public model, where they fully manage TPAS, or a public/private model that includes private partners. The public model, seen in states like Wisconsin and Florida, involves full state ownership. The public/private model leverages private support to reduce costs and enhance capabilities, such as using publicly owned land with private services.

Successful partnerships include Utah DOT's collaboration with Flying J, Michigan's integration of private truck stops, and Iowa's design-build-operate-maintain contract for data collection at both public and private facilities. A key challenge is establishing reporting policies for full lots, requiring consensus between public and private entities.

Michigan's approach, where the state operates TPAS at public facilities and contracts a vendor for private data, lowers risks for private operators by involving a third party. This model has also been effective in Iowa, where the vendor manages both public and private facilities, ensuring efficient service without direct state oversight. Contracts typically include performance payments based on data accuracy.

Guidance from resources like the 2022 FHWA Truck Parking Handbook is essential for evaluating partnerships based on legal considerations, capacity, and financial viability. Engaging private sector stakeholders, including drivers and truck stop operators, is vital for successful TPAS initiatives.

Apart from private sector operators, GDOT should also consider:

- **Driver communication campaign**: To increase driver adoption to a new TPAS system, a public campaign should be considered to educate drivers on how the system works and how they can benefit. Motor carrier enforcement can also help distribution information on the systems when interacting with drivers or checking on unauthorized parking behavior.
- **Law enforcement coordination**: To ensure TPAS information can be used most effectively to mitigate unauthorized truck parking, law enforcement should be informed of how TPAS works, how to access information and how that information can best be incorporated in existing law enforcement processes.

Screen Potential Sites

The optimal sites for TPAS installations are along freight corridors where unauthorized truck parking occurs, and truck parking facilities are underutilized. If facilities are fully utilized, then there is little opportunity for TPAS communications on truck parking availability to yield benefits. TPAS is effective when drivers can be directed to locations where truck parking is available.

A public truck parking facility that is underutilized and on a corridor which experiences unauthorized truck parking is a good candidate for a TPAS installation. TPAS can direct drivers to locations where truck parking is available. If a facility is fully utilized, then there is limited opportunity for TPAS to reduce unauthorized truck parking.

Private facilities with underutilized truck parking capacity can realize similar TPAS benefits. TPAS can direct drivers to private facilities where truck parking is available. TPAS will yield the highest benefits with private facilities that have a large number of truck parking spaces. The more truck parking spaces that a facility offers, the better the opportunity for TPAS benefits.

Benefits:

The principal benefits of this approach include:

Utilization	Improve utilization of existing truck parking capacity which should also improve the ROI for private truck parking operators.
Reduced Infrastructure Deterioration	Communicating the location of available truck parking spaces to drivers will reduce the occurrence of unauthorized truck parking and reduce the infrastructure damage associated with unauthorized truck parking.
Expense	Implementing TPAS to better distribute available parking and decrease unauthorized truck parking is significantly less expensive than building new truck parking spaces.
Safety and Security	Provides drivers guidance to truck parking that is safe, monitored and well-lit, and reduces occurrences of HOS violations due to searching for parking. Parking in authorized locations can also prevent cargo theft.
Driver Productivity **Congestion Relief** **Emissions Reduction**	TPAS minimizes driving around searching for truck parking which results in higher driver productivity, roadway congestion relief, and emissions reduction.

Table 12: TPAS Benefits

Issues to Consider and Next Steps:

The principal issues to consider in order to deploy this proposal are as follows:

Improved Utilization	TPAS improves utilization of existing truck parking facilities but does not increase the supply of truck parking. In most areas, therefore, TPAS could be used in conjunction with other solutions to address truck parking demand.
Accuracy of Truck Parking Availability	TPAS communication must be accurate. Data accuracy and quality impacts truck driver confidence in TPAS reported availability.
Maintenance	Cameras and sensors used in the TPAS system require on-gong maintenance to deliver quality results, with the consequent cost implications.
Adoption	Campaign focused on TPAS and driver education will improve driver utilization of the truck parking communication tools.

Table 13: TPAS Issues for Consideration

Georgia has initiated the procurement process for implementation of TPAS on a pilot basis and is working to prioritize the corridors to deploy TPAS on first.

Next steps for this intervention are:

- Coordinate with and support GDOT's office implementing TPAS.
- Prioritize corridors where TPAS can effectively decrease unauthorized truck parking leveraging data indications provided in this Report.
- Explore partnership with bordering states who have already implemented TPAS-like systems on major multi-state corridors where they've deployed these systems
- Design the operating model for managing TPAS in Georgia (i.e. using either a public model or a public / private model with a third-party operator) and plan for data sharing agreements with private truck operators.
- Initiate engagement with key stakeholders, including truck driver associations, technology operators, and private truck parking facility operators.
- Coordinate with law enforcement agencies to inform them about the TPAS system and how they can utilize the information in their operations.

4. Monitor the Impacts of Tort Reform on Truck Parking Access and Capacity

[SSTP/SWTP: Advance - Partnership]

Shippers and receivers limit truck parking at their facilities for fear of accidents that may result in claims and increased insurance premiums. They are willing to expand access to truck parking on their facilities if there were fewer liability risks.

While tort reform could cover several types of legal claims, premises liability, which covers truck parking, may also be addressed under these reforms. In Florida, tort reform bill HB 837 limits multi-family property owners' liabilities in case of accidents, provided that they offer reasonable deterrents, precautions, and protections such as lighting, security cameras, locked gates, etc.[10]

Governor Brian Kemp's Tort Reform is expected to enhance truck parking access by reducing the risk of frivolous lawsuits related to on-premise liabilities. Because of the new legislation,

[10] Civil Justice Reforms Include Major Changes to Premises Liability for Multi-Family Property Owners | Florida's Law Firm for Business

businesses will only be accountable for factors they can directly control.[11] Property owners will be protected from liability for criminal acts outside of their control. This could encourage shippers, carriers, and large retailers to expand access to their parking lots for staging operations and help to stem rising insurance costs for drivers.

GDOT will continue to monitor the impact of new tort reform and account for the potential benefits of increased access to private truck parking in conversations with the trucking industry.

Increasing access to private shippers and carriers parking spaces, even marginally, could have large benefits for the industry. Given the spaces already exist, additional truck parking spaces would become available without incurring additional costs. Truck drivers may also avoid unauthorized stops near warehouses if they had access to parking before and after staging. Potentially, this could also result in more timely deliveries for businesses if trucks are parked in their lots while waiting for loading and unloading as opposed to waiting nearby for their turn and then driving to the lot.

State Departments of Transportation have few tools to influence this issue, which is mainly a private sector opportunity. GDOT will encourage dialogue with and within the private sector to continue discussing how to unlock this existing parking capacity, particularly in partnership with the Georgia Department of Economic Development, which collaborates with private businesses across many issues.

Discussion Topics to Pursue with Private Sector Trucking Industry	GDOT Role
Facilitate Long-Term Parking Agreements between truck stop operators and truck carriers. Truck stop operators are looking for long-term demand commitments for paid parking to be able to raise the capital to invest in additional capacity. Fleet owners struggle with finding parking for their drivers and could benefit from predictable guaranteed parking at key locations. Large fleets already mentioned having long-term gas agreements with truck stop operators; truck parking agreements could be included/structured in similar ways. The Department of Economic Development could help facilitate meetings on how to structure long-term parking agreements and provide technical assistance in the development phase.	Participate in meetings.
Discuss benefits and costs of longer warehouse hours of operations. Truck drivers and fleet managers reported that challenges with parking before and after staging leads to unauthorized truck parking and operational challenges. Truck drivers that get to staging appointments early to ensure they don't miss their pick-up or delivery windows, and can't park within the staging properties, often wait nearby in unauthorized areas. A pilot study in New York (i.e. New York City Off-Hour Delivery Program) encouraged staging activities at night and found productivity increases.[12] The Department of Economic Development could facilitate meetings with large retailers, shippers and receivers to discuss keeping their facilities open for longer and/or earlier to avoid unauthorized parking resulting from staging,	Provide data on industrial areas with high concentration of unauthorized truck parking.

Table 14: Enabling Strategies

[11] US Chamber of Commerce Institute for Legal Reform. Georgia Tort Reform: New Legislation Will Protect Local Businesses, Workers, Consumers and Boost the Economy - ILR

[12] (PDF) The New York City Off-Hour Delivery Project: Lessons for City Logistics (researchgate.net)

5. Partner with law enforcement to provide access to TPAS tools as they are developed and deployed

[SSTP/SWTP: Advance - Partnership]

In addition to forced unauthorized parking (e.g., no available spaces), research suggests that truck drivers at times stop in unauthorized parking locations even when there are available spaces nearby because they don't face any legal or monetary penalties from unauthorized parking.

Law enforcement faces a challenging situation given that a driver often cannot be told to move because of HOS restrictions and because there are no nearby parking spaces available.

Georgia State Patrol (GSP) has expressed interest in collaborating with GDOT to understand tools and initiatives being developed to address unauthorized truck parking such as TPAS and additional truck parking capacity being built. If GSP has better information on available parking nearby, it could help them direct drivers to such locations.

GDOT will collaborate with GSP on TPAS information and expected additional capacity locations being developed.

Example of Ramp Design Updates to Improve Safety

Trucks often park on ramps due to a combination of regulatory requirements and practical constraints. Federal regulations mandate that truck drivers take regular rest breaks to prevent fatigue-related accidents, but the shortage of designated truck parking spaces results in many drivers use of interstate ramp shoulders as a last resort. This use of interstate ramps, that were not intended for sustained loading of commercial vehicles, impacts all road users with safety, efficiency, and infrastructure longevity challenges.

Rest Area On-Ramp Expansion in Florida:

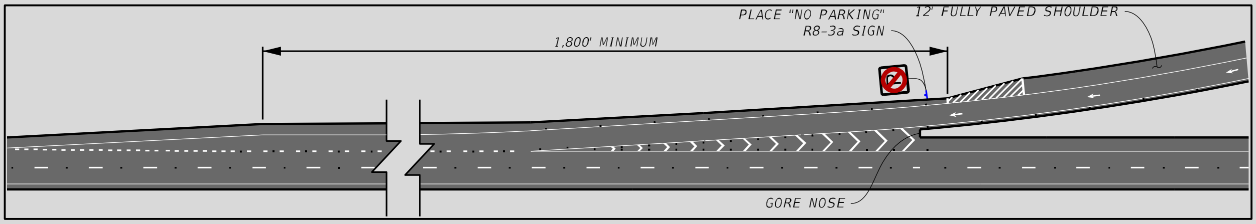

Figure 23: Florida Rest Area On-Ramp Design Example

FDOT is evaluating a Rest Area on-ramp design standard with a twelve-foot fully paved shoulder that can safely accommodate truck parking. The expanded shoulder is not designated for truck parking, but it is designed to minimize accident risks and minimize ramp shoulder wear when unauthorized truck parking occurs.

The FDOT design applies only to Limited Access facilities with truck parking, for example Rest Areas, Welcome Centers and Weigh Stations. The on-ramp design does not apply to off-ramps due to the higher vehicle operating speeds. The extended shoulders must consider truck parking and not restrict sight distance.

Adapting Limited Access ramps should be approached with caution and only in locations where GDOT safety and security standards can be maintained. These adaptations may involuntarily facilitate truck parking on other interstate ramps where risk controls do not exist, and safety concerns are greater, rather than at other authorized locations.

GDOT should consider truck parking ramp design accommodations with caution.

Prioritization of Interventions

Prioritization is essential to align investments and interventions with resource availability and demand levels. The gap analysis in the Truck Parking Hotspot Section identifies regions with immediate demand-supply mismatches compared to those projected to face a truck parking deficit over time, guiding the prioritization of efforts accordingly. This analysis considers the GDOT planned new public parking spaces. However, not including the new spaces has no impact on the prioritization tiers.

Tier 1	These areas currently have high demand and limited parking supply.	I-59, Northwest Georgia I-75, North of Atlanta Metropolitan Atlanta I-75, South of Atlanta I-75/I-475 Macon
Tier 2	These areas are forecasted to experience supply shortfalls over time.	I-85, Northeast Georgia I-20, West of Atlanta I-20, East Georgia - Augusta I-85, West Georgia - LaGrange I-95, Southeast Georgia - Savannah
Tier 3	These areas are strategic trucking corridors that experience significant traffic flows but do not currently experience significant supply shortfalls.	I-16, Central Georgia - Dublin I-16, Southeast Georgia - Savannah I-75, South Georgia - Valdosta

Table 15: Truck Parking Area Tiered Prioritization

The three tiers are illustrated on the following figure:

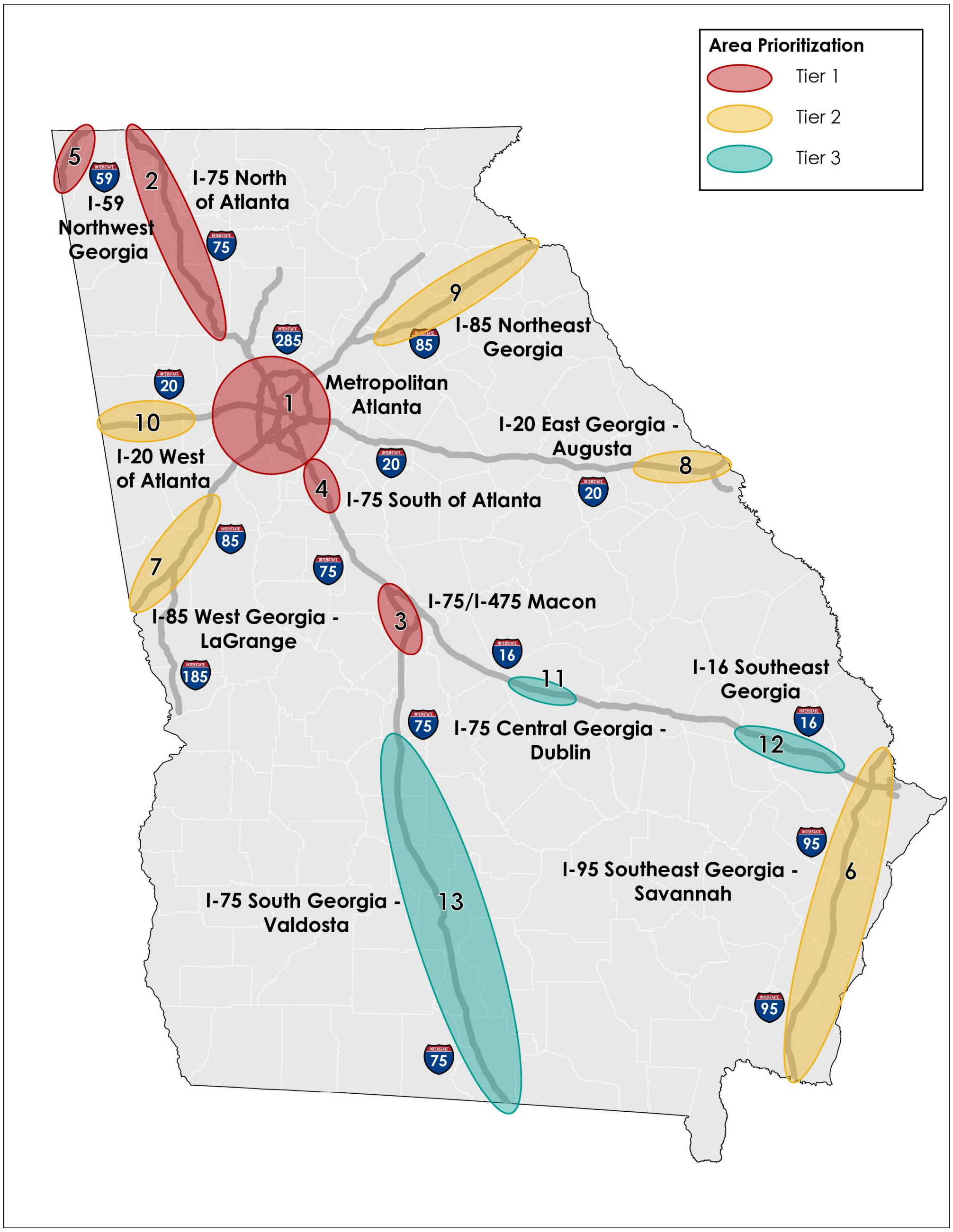

Figure 244: Truck Parking Area Prioritization

Tier 1 Areas

Tier 1 areas are concentrated in North Georgia and include sections of I-59, I-75 in north of Georgia, I-75 South of Atlanta, I-75/I-475 Macon and metropolitan Atlanta. This area of north Georgia is dense with industrial areas and distribution centers, particularly around Atlanta, but is short on viable truck parking options open to the independent owner-operators that make up a majority of the driving supply. Truck parking expansion in these areas is challenging, primarily due to the cost and scarcity of land. By 2050, these areas together are forecast to have a combined deficit of approximately 2,000 parking spaces if no additional private capacity is added, with around 750 spaces expected to be required in the next five years.

Tier 1 Estimated Average Additional Parking Capacity Required

~750 spaces Short-term	~500 spaces Medium-term	~750 spaces Long-term
Total: ~2,000 Spaces		

Tier 1 areas should also be prioritized in the short term to implement action items related to improving the efficient use of existing truck parking spaces (e.g., TPAS) and to developing partnerships to address staging and zoning barriers as described in the previous section.

Tier 2 Areas

Tier 2 areas are in the North, East and South-East of the state. The major Georgia interstates included are I-85 in Northeast and West of state, I-20 West of Atlanta and towards Augusta and I-95 around and South of Savannah.

These areas include important freight and economic centers such as Port of Savannah, Kia's distribution center, and the Blue Ridge Connector, Georgia Port Authority's newest Inland Port.

Tier 2 areas are currently experiencing some truck parking challenges (e.g., high unauthorized parking), although availability of spaces *per se* does not seem to be a current constraint. However, utilization of current parking facilities is expected to increase. For example, over the next 25 years the I-95 corridor is forecasted to go from a current parking surplus (around 400 extra spaces at peak demand) to a significant deficit (around 450 additional space gap at peak demand) in the next 25 years. By 2050, these areas are forecast to have an aggregate parking deficit of approximately 900 truck parking spaces if no new private capacity is added.

It is suggested that targeted and phased efficiency and capacity investments in Tier 2 areas should be considered in the medium term (e.g., starting in 2030).

Tier 2 Estimated Average Additional Parking Capacity Required

~200 spaces Medium-term	~700 spaces Long-term
Total: ~900 Spaces	

In the medium term, Tier 2 areas could also benefit from TPAS statewide implementation, in collaboration with private sector truck stop operators, and expanded partnerships with state and local government entities to advance initiatives related to staging, zoning and unauthorized parking enforcement.

Tier 3 Areas

Tier 3 areas are located in the central and Southeast portion of the state, on the I-75 and I-16 corridors. These areas generally experience heavy traffic but also appear to have truck parking capacity to satisfy demand and relatively fewer instances of unauthorized parking and staging inefficiencies.

These areas are in key locations and may experience high traffic growth that could strain existing infrastructure. For example, the corridor on I-16 towards Savannah serves the Hyundai Metaplant, which will manufacture a range of electric and hydrogen-powered vehicles and is expected to create 8,500 direct jobs, representing one of the largest economic development projects in the state's history.[13] While growth rates used to predict future truck parking demand in the I-16 Southeast Georgia region reflect initial projections of the plant's impacts, actual impacts may differ, requiring additional or alternative supporting infrastructure.

These areas may also benefit from additional monitoring and investments. GDOT could consider leveraging its Geotab license to continue the GIS analysis started as part of this Report and track capacity and unauthorized truck parking trends. Key indicators to analyze include:

- Truck parking demand
- Truck parking supply
- Truck parking utilization (i.e. peak hour demand over supply)
- Unauthorized parking on entrance/exit ramps (i.e. more than 30 minutes at unauthorized exit/entrance ramp)

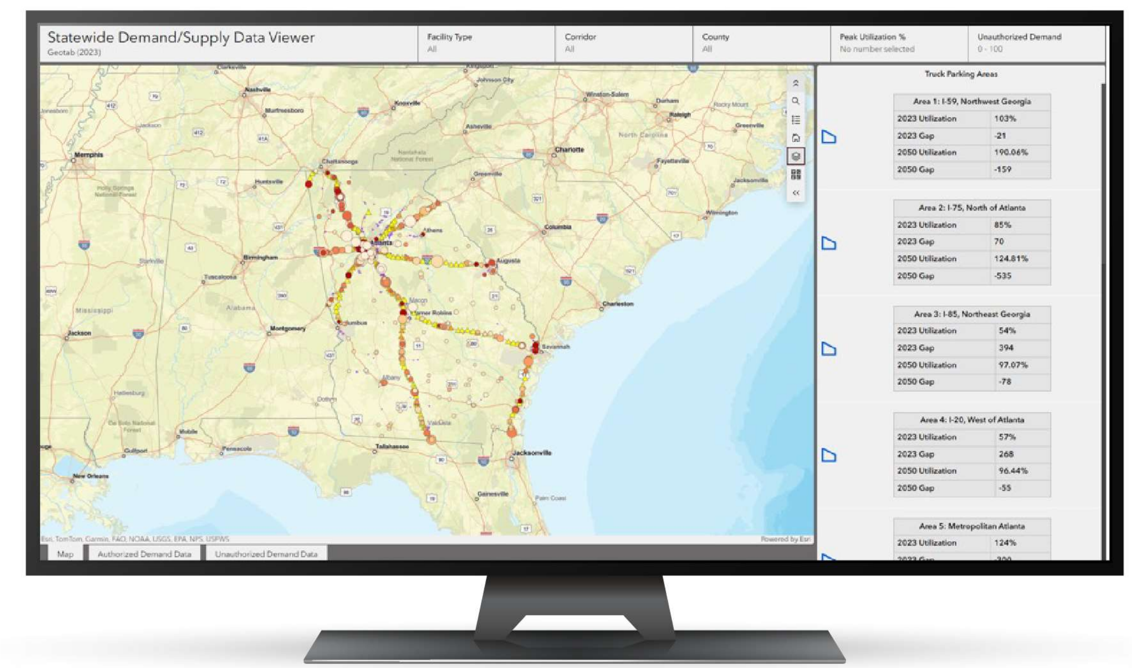

Figure 255: Georgia Key Truck Parking Trend Analysis Example

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[13] Hyundai Announces New Production Start Date at Metaplant America During Hyundai Day in Georgia

Funding Opportunities

Certain federal and state funds may be available to GDOT to support the interventions noted above.

Federal-aid Highway Funding[14]

Section 1401 of MAP-21 established eligibility for a range of projects to provide commercial motor vehicle parking that serves the National Highway System (NHS) to improve the safety for commercial motor vehicle operators.

Eligible projects under section 1401 include:

- Constructing commercial motor vehicle parking facilities adjacent to truck stops and travel plazas
- Promoting the availability of publicly or privately provided commercial motor vehicle parking on the NHS using intelligent transportation systems (ITS) and other improvements

Under Section 1401 of MAP-21, states may use Federal-aid highway funding programs listed below for truck parking projects.

Program	Brief Description	Statute[15]
Surface Transportation Block Grant Program (STBG)	Provides specific eligibility for the construction of truck parking on Federal-aid highways	23 U.S.C. 133(b)(1)(E)
National Highway Freight Program (NHFP)	Provides formula funds to States to improve the condition and performance of the National Highway Freight Network for truck parking and transportation information systems	23 U.S.C. 167(h)(5)(C)
Highway Safety Improvement Program (HSIP)	Truck parking facilities may be funded through this program provided that commercial motor vehicle parking is consistent with the State Strategic Highway Safety Plan (SHSP)	23 U.S.C. 148(a)(4)(B)(xxiii)
National Highway Performance Program (NHPP)	Funds may be obligated for a project on an eligible facility that supports progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS	23 U.S.C. 119(d)(1)(A)

Table 16: Federal Aid Highway Funding

Federal Discretionary Grant Opportunities

USDOT has several discretionary grants that can fund truck parking projects:

[14] US DOT Memorandum: Memorandum: Eligibility of Title 23 and Title 49 Federal Funds for Commercial Motor Vehicle Parking (Updated)
[15] Bipartisan Infrastructure Law - Funding | Federal Highway Administration

Grant	Brief Description	Statute	Funding Share of Project
Infrastructure for Rebuilding America (INFRA) Grants	Eligible projects include highway freight projects on the National Highway Freight Network, highway projects on the NHS, and other specified intermodal freight projects	23 U.S.C. 117	Up to 60% project cost
Better Utilizing Investments to Leverage Development (BUILD) Grants *Formerly known as RAISE Grants*	The goal of the program is to fund eligible projects that will have a significant local or regional impact and improve transportation infrastructure. Highway projects under Title 23 are eligible, which includes truck parking.	49 U.S.C. 6702	Up to 80% project cost (more than 80% for rural, APP and HDC projects)
Rural Surface Transportation Grants	Provides funding to improve and expand the surface transportation infrastructure in rural areas that are outside an urbanized area with a population of over 200,000. Highway freight projects are eligible including truck parking	23 U.S.C. 173	Up to 80% project cost
National Infrastructure Project Assistance (Mega) Grants	For projects likely to generate national or regional economic, mobility, or safety benefits, which includes truck parking	49 U.S.C. 6701	Up to 80% project cost

Table 17: Federal Discretionary Grant Funding

Although the cost of a TPAS may be much lower than capital-intensive projects, like the construction of a new truck parking facility, the funding must still come from a combination of sources and programs. State DOTs have successfully funded the initial deployment of TPAS including capital expenditures and construction activities utilizing a range of federal formula and grant funding programs. These include specific federal grant opportunities for truck parking information systems.

Grant	Brief Description	Statute	Funding Share of Project
Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Grants	Provides funding for advanced transportation and congestion management technologies, which may include truck parking information and management systems.	23 U.S.C. 503(c)(4)	Up to 80% project cost
High Priority Innovative Technology Deployment (HP-ITD) Grants	For projects related to better matching truck parking supply with truck parking demand by developing and deploying truck parking availability information systems	49 U.S.C. 31102(l)(3)	Up to 100% federal share

Table 18: Truck Parking Information Systems Discretionary Grant Funding

The following case studies demonstrate how other sponsors have accessed some of these funding avenues to build new truck parking facilities:

Ohio: $17.9M INFRA Award[16]

In fiscal year 2025, Ohio received $17.9 million in INFRA grant to repurpose two closed rest areas as new truck parking facilities. The facilities are located on I-70 and I-80, two long-haul truck trafficked corridors.

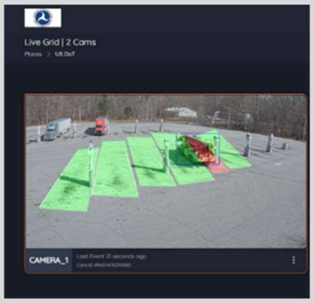
The projects will add 138 parking spaces. The new truck parking spaces will be incorporated in the state's Truck Parking Information Management System.

The project's value was demonstrated through significant unauthorized truck parking in the surrounding areas.

Delaware: $1.3M HP-ITD Award[17]

In fiscal year 2023, Delaware received $1.3 million to enhance transportation systems, including its existing Truck Parking Information Systems (TPIS) pilot.

The project integrates the TPIS information on parking availability into real time Dynamic Message Signs (DMS) to communicate open spaces to drivers.



Environmental Compliance Considerations

In implementing any of the interventions identified, the applicable State and Federal regulations should be accounted for, particularly environmental regulations. For example,

- If federal funds are used, compliance with the National Environmental Policy Act (NEPA) and associated laws and regulations under the NEPA umbrella such as, Section 106 Consultation under the National Historic Preservation Act (NHRP) of 1966, permitting under Section 404 of the Clean Water Act (CWA), and other environmental laws would be required.
- If state funds are used, certain environmental compliance would still be required, such as 404 permitting; however, NEPA documents and FHWA involvement would likely not be required.

As part of best practices for GDOT projects, public outreach and stakeholder engagement may also be recommended depending upon the activity. Additionally, local municipalities may also have additional requirements based on specific elements of the project.

[16] Microsoft Word - MPDG 25-26 INFRA_ Fact Sheet_Draft v2.docx
[17] FMCSA Grant Programs Awardees | FMCSA

NEXT STEPS

Georgia's growth and role as a logistics hub requires a modern and efficient freight infrastructure, including truck parking.

Leveraging the findings in this Report, GDOT is exploring the following next steps.

Strategic Initiative	Next Steps
Explore feasibility and scope of a new P3 truck parking program	• Issue an RFI to seek private sector insights into commercial structures • Develop cost and revenue forecasts and estimate viability gap funding. • Determine legal and financial feasibility of funding viability gap for truck parking services through upfront or ongoing payments (or a mix of both). • Consider use of public land in P3 deals. • Draft potential deal terms. • Identify state and federal funding sources for the program and develop a plan for apply for these funds. • Refine deal structure proposed in the Report. • Identify pilot sites for the P3 program.
Support TPAS deployments and integrate them in truck parking strategies	• Coordinate with and support GDOT's office implementing TPAS (including operations and maintenance). • Identify priority corridors where TPAS can be most effective in decreasing unauthorized parking (these are typically corridors or sites with low utilization). • Seek funding through available discretionary federal grants.
Expand external engagement started through the Report's outreach	• Begin discussions with GDEcD, ARC, and GSP on the strategic enabling initiatives discussed in this Report to seek their feedback • Develop a plan to further develop and implement these initiatives. • Keep engaging with truck stop operators, shippers, carriers, receivers, technology providers and truckers to discuss truck parking challenges and opportunities.
Continue to develop truck parking tools and resources	• Work to refine overall truck parking funding to include in budget. • Define environmental compliance regulations impacted by truck parking and how to address them. • Update and leverage Geotab data and refresh periodically to monitor truck parking trends that could inform strategies. • Plan for a communication campaign on the benefits of truck parking and the safety implications of unauthorized truck parking.

Table 19: Truck Parking Next Steps

Georgia has a unique opportunity to take bold and decisive steps to address the issue of truck parking within the state. This proactive approach will position Georgia at the forefront of tackling truck parking challenges. Georgia has been rated as the number 1 state for business for the past 12 years and addressing truck parking is among the ways that GDOT will continue to support logistics-enabled businesses across the state and the region.

APPENDIX

APPENDIX

Appendix A – Methodology

Supply and Demand Calculation Methodology

To estimate demand, the study utilized 2023 GPS-based data from Geotab to provide insights into the number of trucks parked in both authorized and unauthorized spaces. Future demand was projected by applying growth factors to the current estimates, allowing for a dynamic view of parking demand over time.

Supply inventory was compiled by cataloging public and private parking spaces. Data sources included GDOT and various private entities, ensuring a thorough understanding of available parking. Unauthorized parking locations were identified based on recurring truck stops in non-designated areas.

Utilization rates were calculated by comparing demand to supply at specific locations. This involved identifying peak demand to determine when parking facilities were most heavily used.

The truck parking data sources and assumptions applied in this Report provide a directionally correct market assessment. Due to data limits, readers should use caution when extracting specific data elements as they may appear more precise than the data source and assumptions support.

Truck Parking Demand

To evaluate truck parking demand, a truck stop must be defined. This Report considers a Class 8 truck as stopped, if it does not move more than five meters for at least 30 minutes. Additionally, the minimum distance a truck must have moved from its prior stop is one mile, which helps filter out trucks that are merely stopped in traffic. Within the Geotab Stop Analytics tool suite the 'VehicleCount' value from the 'StopMetricsByHourParked' aggregation dataset is used to tabulate the number of unique truck stops at defined locations.

GEOTAB ITS

Truck movement activity used for demand generation was extracted from Geotab's Altitude data portal. Geotab is a leading ELD provider in North America with over 4 million Class 8 (and above) trucks under management. Truck parking demand data in this Report is based on aggregated 2023 GPS truck location data from Geotab.

Geotab's platform provides information on the number of vehicles parked, a breakdown of vehicle type, duration of stop, time of stop, and insights into the carrier registration profile. The analysis of Geotab data generates insights on the time and day when trucks stop to park, how long trucks stop for parking, and hypotheses for why, and where trucks stop for parking.

Identifying Peak Demand

After a stop is defined, the number of Geotab ELD-connected trucks parked (i.e. stopped) at a particular location can be tracked over time. To find the maximum demand point, the analysis considers the peak number of parked trucks at any point in time. Peak truck parking demand is identified by evaluating the days of the week with the highest number of parked trucks statewide. The peak days in Georgia are Tuesday, Wednesday and Thursday. For each peak day, the hour with the most truck stop events at each facility is identified. The maximum value out of the three days is used as the maximum demand value for the facility.

Estimating 'Projected' Truck Parking

Geotab truck data shows vehicle activity for those trucks that have Geotab ELDs, providing a sample but not the total population of trucks that park in Georgia. Therefore, a Geotab provided county level expansion factor is applied to the Geotab figures to obtain the projected number of actual parked trucks at each location.

The Geotab expansion factor is developed by comparing the volume of class 8 trucks moving in a county reported by Geotab to the state's counter station reports. Geotab's current expansion factors are based on GDOT's 2022 counter results.

Identifying Unauthorized Truck Parking Demand

Unauthorized class 8 truck parking is determined using Geotab data to identify when trucks stop on interstate ramps for a minimum of 30 minutes. Interstate interchanges with more than 25 stops recorded by Geotab in 2023 are considered an unauthorized location. The first 25 stops are assumed to be associated with an emergency situation and are not considered in the unauthorized Geotab count. The Geotab data used to recognize unauthorized truck parking is annualized. To translate the annual data to a daily count, the annual total is divided by the number of work days in the year, 260. Table 21 lists the top 30 Interstate interchange locations for unauthorized truck parking with the daily demand estimated for 2023 and 2050.

County	Road	Exit #	2023	2050
Butts	I-75	201	51	74
Coweta	I-85	41	37	62
Butts	I-75	205	41	61
Fulton	I-285	12	30	51
Jackson	I-85	129	24	44
DeKalb	I-285	66A/B	26	40
Fulton	I-85	64	21	35
Fulton	I-85	61	20	33
Dade	I-59	4	18	33
Whitfield	I-75	326	20	31
Henry	I-75	212	20	30
Gordon	I-75	GDOT Open Rest Area 34	18	28
Carroll	I-20	19	15	26
Jackson	I-85	140	14	25

County	Road	Exit #	2023	2050
Cobb	I-285	16	14	24
Bibb	I-475	GDOT Open Rest Area 19	15	23
Bartow	I-75	306	14	23
Coweta	I-85	56	14	23
Bibb	I-475	9	15	22
Barrow	I-85	126	15	22
Houston	I-75	127	14	22
Gwinnett	I-85	118	14	22
Coweta	I-85	51	13	21
Douglas	I-20	41	11	20
Bartow	I-75	283	11	18
Clayton	I-285	58	11	18
Douglas	I-20	26	9	18
Bartow	I-75	288	11	18
Bartow	I-75	278	10	17
Jackson	I-85	137	9	17

Table 20: Top 30 Locations for Unauthorized Truck Parking – Peak Daily Demand

Projecting Future Truck Parking Demand

To forecast 2050 demand, a county level CAGR from the Travel Demand Model was applied to the 2023 AADT county level truck volumes to establish a county level growth factor. The growth factor was applied to 2023 demand for authorized and unauthorized truck parking.

Truck Parking Supply

The 2023 Freight Plan was used as a starting point to inventory the supply of authorized truck parking spaces. The Freight Plan provided the location of public and private truck parking facilities and associated metadata such as the number of truck parking spaces and available amenities

Additional resources were used to ensure a comprehensive understanding of private truck parking capacity (i.e. number of available parking spaces). Private facility details were obtained through TruckMaster® Fuel Finder™ and DC Book Company Truck Stops & Services. Other reference resources were Truck Parking Club, Rig Hut, Trucker Path, and the 2012 Georgia Truck Parking Analysis. Identified facilities from all data sources were consolidated, cleaned, geocoded, and validated through identification on a Google Map/Earth search. Metadata for each location was cross-checked against each unique data source, and truck parking spaces were validated through a visual count using aerial imagery. Public facilities were also inventoried based on meta data provided by GDOT. The combined resulting data establishes the truck parking inventory.

Each authorized truck parking location is defined with a spatial geofence (or polygon) that is drawn around each parking location as shown in Figure 27.

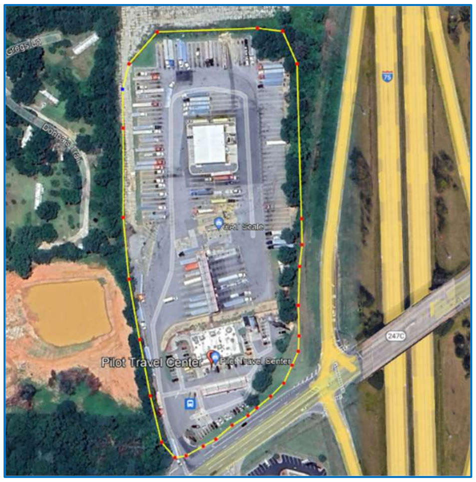


Figure 266: Example of Polygon Around an Authorized Parking Location

Truck Parking Utilization

Truck parking demand and supply are compared to one another through a utilization metric to understand if the current parking stock is adequate. The utilization of a truck parking facility is location specific and based on the number of trucks parked during peak demand relative to the number of available parking spaces. The utilization rate equals the ratio of parked trucks at peak demand to the number of available truck parking spaces.

Stakeholder Outreach Methodology

Qualitative research was conducted through an online survey and semi-structured stakeholder interviews.

The online survey was open from June 17 to June 28, 2024, with 21 multiple-choice and ranking-choice questions. The survey was distributed by Owner-operator Independent Drivers Association (OOIDA) and Georgia Motor Trucking Association (GMTA) and received more than 350 responses.

The interviews were conducted in the months of August and September 2024. Participants were sent an interview guide with proposed questions ahead of the call, with discussions structured around the guide. On average, the discussions lasted between 45 and 60 minutes and were conducted through online video calls.

The appendix contains anonymized summaries of the interview notes. 27 interviews were conducted with 33 stakeholders, among others, truck fleet managers, truck stop operators, county officials, local transportation officials, shippers, and receivers (see table below).

Stakeholder Group	Organization	
State and Local Government	GDOT Atlanta Regional Commission Henry County Gwinnett County Georgia Department of Economic Development	
Truck Driver Association	Owner-Operator Independent Drivers Association American Trucking Association Georgia Motor Trucking Association	
Transportation Association	American Association of Highway and Transportation Officials American Transportation research Institute Eastern Coalition Georgia Retail Association	
Shipper/Receiver	Shaw Industries Home Depot Georgia Retailers Association	
Carrier	Syfan Logistics JB Hunt Howard Sheppard LandStar	
Truck and Tech Parking Operator	Park My Truck National Association of Truck Stop Operators RigHut Pilot	HD Truck Stop RaceTrac Love's
Real Estate Developer	Prologis	

Table 21: Outreach Interview List

Appendix B – Data Analysis

Truck Parking Inventory

Truck parking facilities serve a variety of truck driver requirements, which range from a safe place to park with restrooms and vending machines to fuel, retail stores, restaurants, showers, Wi-Fi and a service shop.

Most public rest areas in Georgia meet only the minimal driver requirements. At the other end of the spectrum, truck driver service stations, which account for 76% of all truck parking spaces in the State, often offer all of these amenities. These amenities can be categorized as follows:

Amenities	Description
Premium	Full-service restaurants, convenience stores, fuel stations, showers, laundry services, fitness centers, Wi-fi and entertainment options.
Standard	Restrooms, convenience stores, fuel stations, and fast-food options.
Minimal	Basic facilities like restrooms and vending machines.

Table 22: Truck Parking Amenities Categorization

Truck Parking Hotspot Areas

Hotspot	Description
I-59 Northwest Georgia	Segment of I-59 in the northwest of the State. This area is not industrialized and trucks are predominately through traffic. Facilities are at capacity and demand is expected to double by 2050. Unauthorized parking occurs daily at the four interstate interchanges, typically between midnight and 3 AM, with an average duration of about 2.5 hours, which is significantly shorter than expected for a long HOS break.
I-75 North of Atlanta	Stretch of I-75 between Chattanooga and just south of the Atlanta metropolitan area. The northern end of this area is known for carpet manufacturing and the southern end includes many regional distribution centers which serve Atlanta and the southeast. This area is also close to Appalachian Regional Port and supports two Q-Cells battery manufacturing plants. Despite having 1,390 parking spaces, the area is near capacity and demand is growing. An additional 79 new public spaces are planned. With tight capacity and 27 interstate interchanges, unauthorized truck parking is a growing challenge for both long HOS breaks and shorter-term staging parking. Interchanges with the highest instances unauthorized parking have trucks parked typically for 6 to 7 hours.
I-85 Northeast Georgia	Along I-85 in Northeast Georgia and is close to Georgia Port Authority's newest Inland Port, the Blue Ridge Connector. There is a dense population of distribution centers on the western end of the area closest to Atlanta, and the area supports the SK Battery manufacturing plant. Truck parking is relatively well developed with 1,079 spaces. Along I-85 there are 13 interchanges with 90 daily unauthorized truck parking occurrences, most of which stop for 2-3 hours. However, stops at exit 129 have an average duration of 6-8 hours.
I-20 West of Atlanta	Rural region along the I-20 east-west corridor which feeds into the Atlanta metropolitan area dense with industry and distribution centers. The corridor has 821 authorized truck parking spaces which are approximately 57% utilized on average but several of these facilities are utilized close to 100%. Further, there are 7 interchanges along I-20 with 55 daily unauthorized truck parking instances. Trucks typically stop for 2-4 hours on these interchanges.
Metropolitan Atlanta	Metropolitan Atlanta and Georgia's most challenging truck parking area. Most parking occurs on or outside of the I-285 Perimeter and is concentrated on the west and south sides of the city where there are several distribution centers. The largest truck parking facility in the State is in this area on I-285 just

Hotspot	Description
	north of Fulton Industrial Blvd. There are few truck parking options on the north and east side of the city. In areas with truck parking facilities, there is evidence of unauthorized truck parking for the long HOS break, but in areas with distribution centers, the unauthorized truck parking has a shorter dwell time indicating staging. Most of the unauthorized truck parking occurs midnight to early AM. Area 5 has 11 truck parking facilities with a total of 882 truck parking spaces and an average utilization of 124%.
I-20 East Georgia - Augusta	I-20 in east Georgia in the Augusta metropolitan area where the US Army is expanding Fort Eisenhower. There are a few distribution centers in the area but no major truck traffic generators. The area has 10 truck parking facilities with 484 truck parking spaces. While there is no significant unauthorized truck parking, the area is expected to grow and will exceed available truck parking capacity by 2050.
I-85 West Georgia - LaGrange	I-85 in LaGrange, a rural part of west Georgia which is home to the Kia manufacturing plant. The area has a few distribution centers, but this is not a significant contributor to truck traffic. There are 9 truck parking facilities with 477 spaces. There is evidence of unauthorized truck parking, generally for short durations of less than 2 hours. On the northern end of the area there are two highly utilized truck parking facilities and, at this interstate exit, there is evidence of unauthorized truck parking for the long HOS break.
I-75 South of Atlanta	Distribution centers which serve the city of Atlanta are located along this corridor. There are 3 private truck parking facilities with 39 parking spaces and no public facilities. Demand for truck parking currently exceeds supply and there are 43 daily observations of unauthorized truck parking spread across four interchanges. Henry County ordinances do not permit private development of new truck parking capacity.
I-75 / I-475 Macon	Macon and Bibb County have an advanced industrial sector focused on manufacturing and distribution. The I-75 / I-475 corridor is an important freight connector for both Atlanta and Florida markets. There are 6 truck parking facilities with 157 spaces and there are plans to construct 45 new public spaces. Demand for truck parking currently exceeds supply and there are 41 daily observations of unauthorized truck parking spread across three interchanges.
I-16 Central Georgia - Dublin	Relatively short corridor on a growing section of I-16 near Dublin Georgia. Truck parking is primarily driven by truck traffic between the Georgia Port Authority and Atlanta. There are 6 truck parking facilities with a total of 283 spaces. Current utilization is low, but this area is expected to grow. There is evidence of 22 daily unauthorized truck parking across 8 interchange ramps. The average duration of these unauthorized stops is 2-3 hours.
I-16 Southeast Georgia - Savannah	Along the I-16 corridor closest to Savannah, exposed to distribution center growth driven by the Georgia Port Authority and includes the Hyundai Plant which be operational in 2025. There are 9 truck parking facilities with 506 spaces which are moderately utilized today but are expected to be highly utilized by 2050. The area includes 5 interchanges on I-16 where 15 daily occurrences of unauthorized truck parking occur, generally with a dwell time under 2 hours.
I-75 South Georgia - Valdosta	Along rural I-75 corridor that runs from the Florida border to Unadilla. The corridor connects the Florida and Atlanta markets. While average utilization in this area is relatively low, the area has some interchanges with high demand. There are 30 truck parking facilities with 1,865 spaces and GDOT has plans to expand existing truck parking facilities with an additional 249 new spaces. There are 38 interchanges along the corridor with 57 observations of daily unauthorized truck parking, mostly for durations of 1-3 hours. There are nine public rest areas along the corridor, and five have ramps with mid-tier unauthorized truck parking. These public rest areas have medium utilization but are projected to be highly utilized by 2050. The five public areas are in Valdosta, Wagon Wheel, Vienna, and Montezuma.
I-95 Southeast Georgia - Savannah	North / south I-95 corridor that supports significant through traffic and Georgia Port Authority traffic traveling to or from Florida. The corridor is rural outside of the Savannah metropolitan area. There are 30 truck parking facilities with 2,011 parking spaces. There is healthy utilization of truck parking spaces today, but demand on the corridor is expected to increase. Unauthorized truck parking is moderate. Across 20 interchanges there are 75 daily observations of unauthorized parking with an average dwell time of 1-3 hours.

Table 23: Georgia Truck Parking Hotspots

Appendix C – Stakeholder Outreach

Stakeholder Type	Key Notes
1. Private Long-term Parking SAS	• Provides SAS services for truck parking reservations, payment and management to lot owners and charges a monthly subscription fee. They cover mostly the long-term storage parking market (30 days). Pricing for drivers between $15 and $30 daily. • In Georgia, Atlanta area is the most in demand and increasing. Anecdotally, good lots are 80% full. • Quality storage lot has a fence, cameras, good lighting and overall is safe. • The storage parking business model works if the location has strong demand (like Atlanta). To determine good locations, they look at industrial development potential (e.g., landfill, steel manufacturing) and restrictive zoning rules for truck parking. • Effective marketing strategies include presence on every marketplace (e.g., Facebook, Craigslist), road signages and word of mouth. • Unauthorized truck parking does not seem to be associated with long-term storage parking.
2. Local Public Sector	• Main pathway ARC is exploring to increase parking capacity is encouraging the rewriting of local zoning language to have new businesses provide truck parking. • Main roadblock is the extra cost to businesses and therefore local politician and community opposition. There is public opposition to any truck parking expansion locally. • Only other pathway is for state, cities to buy land and lease back at lower cost, incurring a loss. Land is expensive. • HOS overnight parking is the key challenge.
3. Private Truck Carrier / Warehouses	• The key parking challenge is for live-loads around urban areas, early in the morning. Trucks cannot go to delivery early and if deliveries are delayed then HOS limitations create problems • If truck driver is not on time for delivery there are fees that freight carrier pays. These seem to be minimal vs. volume of operations. • Offers parking and uses parking from informal network of sister carrier companies. • Tries to plan parking logistics before delivery and pick-ups on google maps but then the driver decides in the moment where to park based on conditions. • Criteria that make a good parking location are around urban areas in 5-mile radius of deliveries (and not more than 30 miles away) to be on time. Congestion is an issue to take into account for where to park vs. time it takes to deliver. • Trouble areas are Marietta, Chattanooga and south of Atlanta. • Receivers are more difficult for truck parking that shippers. • Thinks a reliable and updated information system with most of the spaces visible could be very helpful.
4. Transportation Association	• Parking challenges derive from freight intensive areas with not enough capacity. • Unauthorized parking is the result of low capacity in certain areas. • Truck stop operator business model relies on sale of food and gas and actually sees truck parking itself as a liability and unreliable cashflow. • Private operators do not always favor parking expansions. • New parking in strategic areas. Use freight generators to guide location of parking. • One option to explore is for public sector to fund capital costs and let private operate (Utah, PA) – P3 model. • More information for drivers through smart push notifications and predictive analytics to suggest if space is available (based on historical data) • Public parking should be part of solution. It is considered safer and that is important • Tying zoning to required truck parking • Implementation barriers include right of way, zoning, NIMBYism. DOTs can help with permitting and zoning
5. State Government Department	• Believes an important part of the truck parking solution is having more real time information on parking availability • Feedback from ATRI and drivers consistently highlights the necessity for truck parking apps to be extremely simple and user-friendly • Large distribution centers with staging have grown but are not allowing truck parking and options for parking have not grown accordingly

Stakeholder Type	Key Notes
	• Willingness to pay for parking is an issue; if companies were willing to pay for parking this might help • Drivers feel safer in public rest stops and less in private rest stops, especially female drivers • Much of the private parking is managed by large providers like Flying J, Pilot, and Love's Travel Stops, which primarily cater to fleets with appointments. As a result, independent drivers often find themselves most vulnerable to unauthorized parking and related security issues. • The profitability of truck parking facilities is uncertain and speculative. Major companies like Flying J and Loves typically earn more from in-store purchases rather than fuel sales. • Finding new strategic locations where truck parking is important. The key point is to focus on planning in terms of corridors and hubs.
6. Trucking Association	• Inefficiency in truck parking spaces and demand in terms of locations and timing of demand • Truck driving is a thin margin industry and truck parking fees become a deterrent to some industry participants. Drivers are used to receiving free parking even at private lots • GMTA receives calls from individuals wanting to open truck parking lots but encounter barriers • Safety growing driver concern as more women enter industry • Private sector to figure out the business case. Could make it easier to pursue if regulations, interstate ban on services, zoning, permitting were mitigated • GA Fuel tax deters private truck parking development. • Proposed solution includes for Georgia apply for a waiver to interstate ban on commerce and create a pilot truck stop service area only • Main issues to resolve are federal regulation impediments, driver WTP and locating right strategic areas for truck parking • Zoning and land issues are a key barrier as well
7. State Government Department	• Public locations were added based on freight plan suggestions and internal determinations • I-75 programmed later as one time funding and then pulled out • Work is happening FY 27-33. Plan is to have all by FY 33 • Initial estimated costs for the public locations increased
8. Truck Stop Operator	• Truck parking is a leading topic with regional members whose business models are changing to embrace truck parking. • Local zoning and permitting are the biggest challenges to growth. Also issues with local plans changing too often • Large truck stops don't want to share utilization data which make real time integrated info systems for drivers hard to imagine • Regional players starting to embrace TPAS tech solutions. • Opportunity for GDOT to collaborate on strategic development sites. • Fleet owners could pay for parking as part of large rest stops gas/food contracts • Leasing state land to private truck operators could be a solution but there are challenges in designing sharing of responsibilities on branding, liability etc. • Tax incentives for local businesses could also attract operators
9. Trucking Association	• Focused on securing additional federal funding for truck parking and informing states about these available funds. It is a key advocate for the Truck Parking Safety Improvement Act, which proposes \$755 million over three years for parking grants. • Challenges for truck parking include public opposition (NIMBY), land availability and cost, shippers' awareness. • Some states, like Florida, have taken significant steps to address truck parking issues by creating additional spaces and utilizing weigh stations. However, most states struggle with zoning issues and resource allocation. • Locations that experience the greatest challenges to truck parking include metro areas and major corridors. • Suggestions to overcome truck parking challenges include federal grant programs, state funding (New Hampshire), weigh stations and commuter lots being used for parking, state contributions such as tax incentives and public subsidies for truck parking demand. • Unauthorized parking occurs due to a lack of options for drivers. Drivers often have no choice due to a lack of a capacity and aim to avoid breaking HOS regulations and

Stakeholder Type	Key Notes
	shipper/receiver facilities do not allow parking on the premises. Limiting factors include driver shortage and major safety concerns. • GDOT has good relationship with the Georgia Trucking Association and the association has good relationships with local communities and MPOs • Educating states to prioritize truck parking and determining where to allocate limited resources are key challenges.
10. Truck Stop Operator	• Developed 5 acres of land for truck parking at cost of +500k and took over a year because of county regulations • Land located off of exit 201 on I-75, open of the busiest truck stops in the area and there are 3 other large private stops that are busy • Was expecting 20 daily overnights trucks as customers but gets 20 all month. Receives 20/25 monthly customers that rent for storage • Daily cost is $12, monthly $125. Advertises on Trucker Path and his own website + a few billboards • Has no amenities apart from fence and cameras • Not sure why trucks not coming to his parking. Still see unauthorized parking very close by • Wishes that process to open was easier/cheaper and more standardized across state; also hopes for single statewide info system where all truck options are listed equally
11. Truck Stop Operator	• Has found strong demand for his lots from Industrial Outdoor Storage (IOS) and sold before opening truck parking business • Daily truck parking seems to have a viable business model only in high density urban areas but they are mostly looking for monthly client as daily is just not sustainable • The problem with daily is that they want amenities, while monthly don't. Monthly storage customers provide more money for less investment • Marketing is done through third party but they require a percentage of the lot price (up to 30%) • Competition from daily parking comes from Petro and QT but they can provide truck parking for free given they sell food and fuel to make money • Has found unauthorized truck parking even when capacity in his lots is open • Municipal/local regulations are the biggest hurdle when developing a new parking lot • Might consider daily parking if GDOT provided a minimum guaranteed income and/or initial capital grant
12. Private Shipper	• Chattanooga to Macon is a challenge area as well as all of I-75 because of traffic levels • He thinks that if truckers knew where capacity is available then they could better use spaces • Currently does not have explicit policies that invite independent truckers to park overnight or for longer period before/after staging • He mentioned plenty of space for additional long-term truck parking • Impediments to opening up more and longer-term trucks parking are 1) additional cost of providing amenities and maintaining spaces 2) liabilities concerns of what happens if incidents occur • If the two impediments above could be solved then maybe they could think of providing more spaces
13. Large Truck Stop Operator	• Offers for payment reservation parking (20% of spots) and free parking (80% of spots) • Cannot always guarantee that drivers do not park in reserved without paying and then stop is taken. Enforcement is hard. • They chose location of facilities based on where they think there is demand for gas. Then they see how many truck spaces they can add based on land availability • The big barriers to truck parking expansion are driver low willingness to pay and land cost • If they could charge all drivers $5 for parking they would have funds to expand, but most drivers expect parking free so charging them would create brand damage • Land prices are often too high to build lots of parking and ROI does not work • In terms of financial support from the state, would prefer grants to buy/control land because that is biggest roadblock • Does not track in real time lot utilization. • Would be good to have a statewide info system on parking availability (in theory they are willing to share data)

Stakeholder Type	Key Notes
14. Private Real Estate Developer	• Leases warehouse facilities to clients to manage; therefore, they do not directly control truck parking. • They are not interested in truck parking development as business because it is daily and no assurance of long-term contracts • Land is too expensive for truck parking without a revenue assurance. Atlanta land cost is $150k/acre • Could there be a discount on diesel tax? • The only way to incentivize private investment is if there were substantial incentives like a tax abatement. This works to incentivize multi-housing development. • Lowering demand risk is key. To incentivize solar, Georgia power committed to buying back a certain amount of energy • Another creative suggestion is to use underutilized parking for example: Six Flags and churches are empty most of the time. Could you create a revenue stream out of those parkings?
15. Transportation Association	• Largest challenges in developing new truck parking are land costs and the NIMBYism of local communities • Believes public truck parking expansion also important • Parking is a driver issue and they get the sense drivers have low willingness to pay • They support TPAS communications for communication to drivers of space availability • Suggest having a corridor approach to serve metropolitan areas and interstate paths. Georgia should coordinate new truck parking with TN and FL for example • There are federal grants for private sector truck parking
16. Large Fleet	• Does not pay for truck parking, driver does. • Is experiencing large productivity losses because drivers are spending a lot of time looking for parking and therefore have lower utilization. The result is JB Hunt puts more trucks on the road, worsening the parking problem. Parking impacts productivity 8-10% (stop early, lost turn). • Regional haul (150-500 miles) is where they experience major issues with parking. • Last mile a bit less as they have parking agreements, though there is a comment that they find parking shortages around Forsythe • The location of new parking is very important. Has its own facilities around Atlanta and they want spaces on major corridors 2 hours away from urban areas • They are also still looking to expand their own truck parking facilities (30/40 acres) around urban areas bit no longer easy to find land • They expand their routes and parking in correlations with NS and CSX yards • Given productivity losses, would be interested in developing truck parking agreements (even in advance) paying to reserve X number of spots • Having a reliable TPAS on parking availability would be extremely useful. • Culture discourages ramp parking (liability- termination). • He thinks there is a business case for truck parking for payment. It is like a toll road, it costs but give you higher productivity • Not very interested in sharing parking lots with other carriers or thinks shippers/receivers will open their lots to more parking
17. Local County Government	• Does not allow exclusive truck parking. Does not want to become Atlanta's TP community. They prefer to be a residential/mixed-use development place • Existing TP facilities not permitted and often cited. • There are facilities in town limits but not at a county level • Would change zoning rules and allow more truck parking if all the other counties also agreed. They would like Regional campaign to change public sentiment towards TP, with GDOT leading them • Adequate TP if Distribution Centers's and shippers would permit. They believe would be easy for these players to open up their lots for more parking. • The county thinks TP should be close to industrial zones and not very visible from the street. Differing opinions in the county on if truck parking should be allowed at all • TP developers engage but leave when learn county zoning restriction.
18. Driver Association	• Truck parking challenges are very serious for driver income especially long haul (average trip 700 miles) • Atlanta is a huge pain point as one of the biggest freight corridors in North America

Stakeholder Type	Key Notes
	• They think more truck parking should be 20/30 miles outside of the perimeter of Atlanta • One solution could be to have shippers/receivers stay open for longer so that trucks do not have the early morning staging wait issue and can drive when there is less traffic • Parking operators not good at communicating open availability. They want trucks to come in even if full because they use amenities • Drivers are against any parking fee BUT could include in higher rates if split between receivers, shipper, and driver • Examples of success include Weed California Missouri and Nevada where there is collaboration public private • Safety and bathrooms are the most important amenities that truck drivers care about

19. Medium Sized Fleet	• A lot of parking issues. Hotspots are:
	  o North of Atlanta as a whole is the problem (I-285 40 miles every direction) Up to Chattanooga
	  o From Dublin to Atlanta to Macon to Savannha after 6 at night they are on the ramp
	• They reimburse their drivers for parking. They would be willing to pre-fund parking for a discounted annual rate but not reserve certain parking always because too many variables change
	• Parking cost may be able to be included in rate rises but not right now
	• They also have good relationships with their clients and 50% allow them to stop for HOS breaks
	• There can be some willingness to pay if they get some amenities for it but not just for parking

20. Transportation Association	• Key issue to solve is building more truck parking and finding economic levers to make it happen • Right now drivers pay for everything but that should not be the case. Carriers and others should also pay • Local opposition is a big problem. Can be overcome by explaining the safety and econ advantages of having truck parking stops. Can work with NATSO on an advocacy campaign • What is required is political will • Not very supportive of information systems. They can be expensive and there is no one tech that is very accurate. Also hard if every locality has their own • Public money should be used to catalyze private investments. Talk to trucks stops and understand how they expand • There is an issue with staging trucks being kicked out of lots dangerously. They think this is becoming bigger problem. There should be a way to subsidize liability risk for trucks on lots like we do for medicine trials for pharma companies
21. Large Receiver	• Truck parking is primarily an issue for the over-the-road network, not dedicated fleets, which park at facilities • Current distribution centers (DCs) lack sufficient space for truck parking, creating challenges for accommodating drivers • There is demand for secure, well-equipped parking facilities, separate from DC yards, to address safety and liability concerns • DCs allow short-term parking for breaks, they are strict about not allowing long-term parking due to space constraints • Highlighted the challenge of quantifying the ROI for building truck parking and determining the impact on carrier rates and on-time performance • Mentioned land constraints and the fact that if they had more land they would use for their own operations. Does not see a business case for other uses to make more money or improve staging activities. • Locust Grove, GA, is identified as a critical area due to its proximity to multiple DCs • Unauthorized truck parking is a significant issue, particularly on exit ramps near DCs
22. Local County Government	• Economic development is not impacted by truck parking • Hear more about truck parking from neighborhood associations • NIMBYism is a major issue for truck parking • Zoning laws are a significant barrier to truck parking • Truck parking is a political liability

Stakeholder Type	Key Notes
	• Potential to use "orphan sites" - vacant, undeveloped land in industrial parks and interstates for truck parking. These sites are often challenging to develop but could serve as staging areas close to DCs • Lack funding for truck parking projects • Current zoning laws do not allow for subleasing of sites for truck parking. Land has to be tied directly to business • Unauthorized truck parking occurs in neighborhoods
23. Retail Association	• Some retailers allow access to their services; but do not allow daily or overnight parking • Retailers focus on staging and not providing parking from trucks • There are some that are planning travel centers which would be larger and provide parking spaces for 15-20 trucks • See local jurisdictions as a roadblock to allowing more truck parking – education is key • Members would be interested in understanding what incentives GDOT can provide
24. Travel Center Operator	• Provide a limited amount of truck parking; they did acknowledge that some locations could handle more truck parking or provide space for short-term staging • Traffic signals are helpful for ingress and egress of property • Have considered charging for parking but yet to be implemented • Open to incentives to provide additional truck parking • Have had challenges with drainage when site planning • Local pushback is a challenge
25. Truck Stop / Gas Stop Operator	• Always free parking – part of brand; however companies have co-located with them and provided paid parking • Facilities are tiered 0 (largest) to 3 (smallest) based on diesel traffic. This determines scale of amenities and amount of truck parking • Estimate that it costs $20-30k per truck parking spot (not including real estate) • Traffic signals at site is preferred; avoid roundabouts • Open to incentives regarding providing more parking • History of partnering with DOTs/locals to fix surrounding infrastructure • DOTs to remain open to ideas, be cooperative. Do not always rely on what the manual says
26. Carrier Operator	• Exclusively owner operator - 9,000 truck owners • Has one location where they provide parking for their fleet • Issues with truck parking affect workday reducing productive hours • Reservations help • Strict policy on parking - no parking on side of road • Carrier does not pay for parking; drivers do • Carrier maintains gas contract agreements
27. Local County Government	• Not much parking on ramps in County but there is some • Police good at getting trucks to move off of ramps. Maybe moving to industrial parks. • Jimmy Carter Blvd has lots of industrial uses. To look at reuse and potential land that could serve as parking. • Unsure what the impact of the Blue Ridge Connector Inland Port will have on Gwinnett and surrounding transportation system • Does not see large truck stop operators solving issues in the county. Land too expensive and large parcels not available for truck parking. Public parking will have to solve. • County is shying away from Corner Convenience. Larger gas station, that are generally cleaner, less neon, better amenities are appealing. These end up complying with local aesthetics and design. • There are 2 old rest stops along I-85. These could serve for truck parking development.

Table 24: Outreach Key Notes

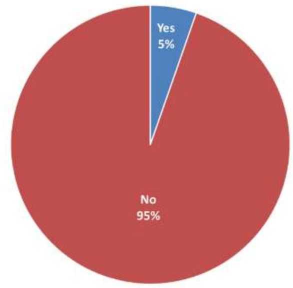
Truck Driver Survey Results

Key Truck Driver Survey Findings

367 respondents - the majority drive in Georgia. 94% of the respondents operate in Georgia, 70% identify as Owner-Operators, and 78% are long-haul drivers (more than 500 miles).

Do you believe there are sufficient authorized parking options in Georgia?

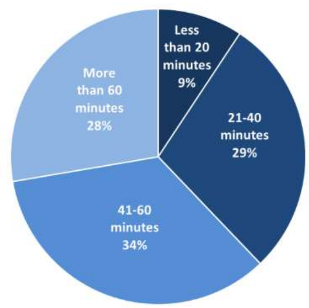
95% of drivers note truck parking shortages. The primary parking challenges mentioned include fully occupied facilities, reserved but unoccupied spaces, and lack of parking spaces; amenities, cleanliness, and security are secondary concerns. The Atlanta area is mentioned consistently as the most problematic.



How long do you spend looking for parking in Georgia?

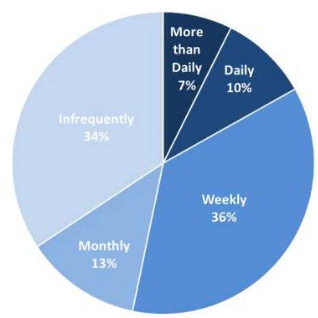
91% of drivers spend over 20 minutes daily searching for parking, and 62% spend more than 40 minutes.

Weighted average number of minutes drivers spend searching for truck parking in Georgia is 50. The weighted average is based on a median value for each minute range (10 minutes, 31 minutes, 51 minutes and 83 minutes).



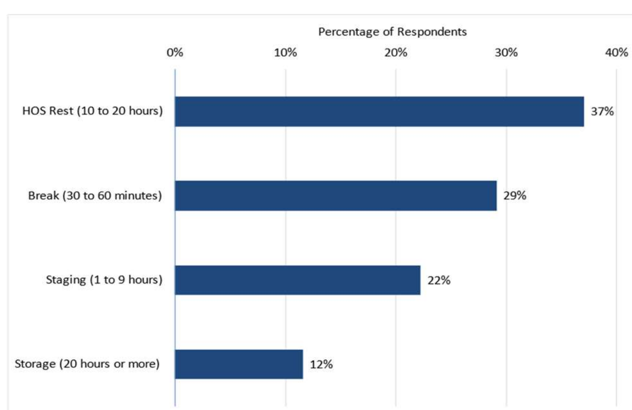
How often are you forced to park in an unauthorized location in Georgia?

53% of drivers resort to unauthorized parking often, once a week or more, and some mention they find on-ramps helpful for parking.



What type of truck parking do you most require in Georgia?

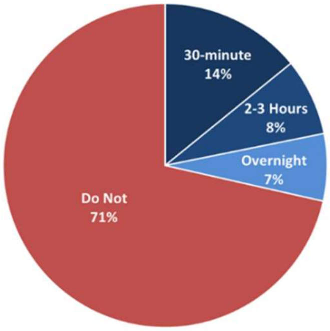
Parking shortages are most critical for HOS rest breaks (10-20 hours) and overnight hours (9 PM to 5 AM). Drivers also noted difficulties with short-breaks (30-60 minutes) and staging related stops (1-9 hours).



Key Truck Driver Survey Findings

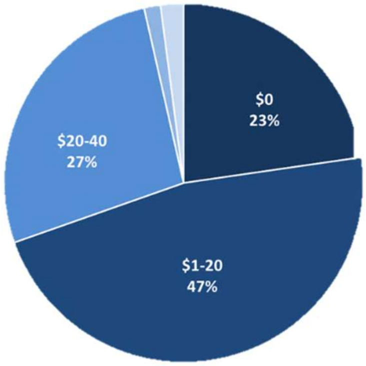
Do shippers allow you to park when picking up or dropping off a load?

71% of drivers report that shippers do not allow parking on their premises before staging and cite poor planning, insurance rules and perceived lack of cleanliness as reasons given for these parking limitations.



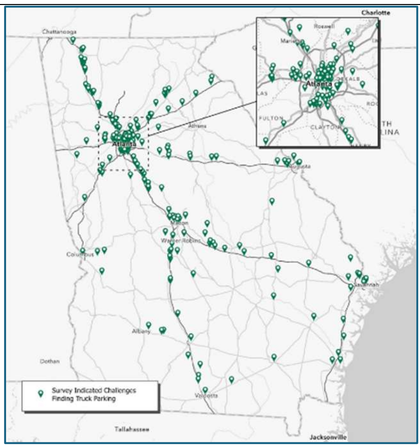
What is the cost you pay to park in Georgia?

1 in 4 drivers does not pay for parking with the majority paying less than $20 – yet parking is considered expensive. 70% of drivers spend $20 or less on parking daily, with 23% not paying anything for parking; 76% perceive parking in Georgia as expensive and several claim drivers should "never have to pay for parking."



Where do you encounter more challenges parking?

Critical areas for truck parking include within I-285 in metro Atlanta, along I-16 between Macon and Savannah, as well as I-75 both north and south of metro Atlanta.



What parking improvements should be considered in Georgia?

Drivers suggest building more parking, especially around urban areas and Atlanta. Building more capacity is the #1 suggested solution for both public and private parking, followed by having more locations close to urban areas. Several respondents also cite wish for more oversized parking capacity and parking for staging. For private parking, lowering prices also ranks as a top suggestion.

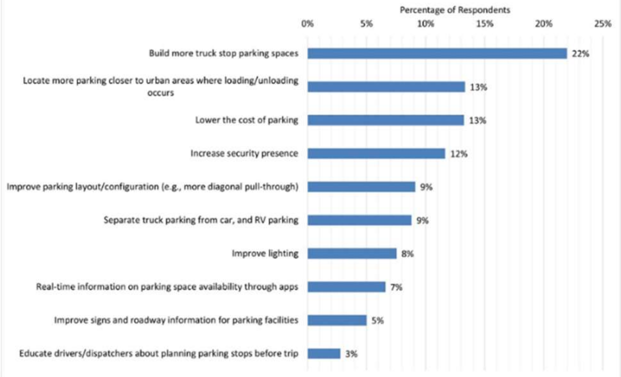


Table 25: Truck Driver Survey Results

Appendix D – Resolution Additional Information

Georgia Infrastructure Plan Initiatives Definition

SSTP/SWTP	Category	Description
Invest	Foundational	Foundational investments address asset management activities for cost-efficient freight operations. These investments will maintain a state of good repair on the existing statewide freight movement system and maintain and/or improve safety KPIs for the current network as freight volumes increase across Georgia. The Foundational program focuses on reconstructing, rehabilitating, and improving existing physical assets that support logistics-enabled industries to ensure customer expectations are met.
	Catalytic	Catalytic investments are meant to build upon the Foundational to support and develop key industries throughout Georgia, as well as to maintain or improve current network performance as freight movement increases. This category of potential investments focuses on strategic infrastructure expansions to aid economic development and increase the customer base for business.
	Innovative	Innovative investments focus on developing, piloting, and deploying new and emerging technologies and business practices for freight and logistics. Georgia can improve freight movement throughout the state by leading the effort to develop new technologies for transportation asset management and advanced freight operations. Technology related investments across the state's transportation system will help maintain and improve network performance while continuing to position Georgia as an innovation hub.
Advance	Plans, Programs and Projects	Link the SSTP to more detailed plans and programs
	Partnerships	Strengthen partnerships with other government bodies, economic developers, and the freight industry
	Performance	Improve data and analysis capabilities, particularly related to performance and economic impacts.

Table 26: Georgia FCI Framework Descriptions

Potential Commercial Structure for Truck Parking P3

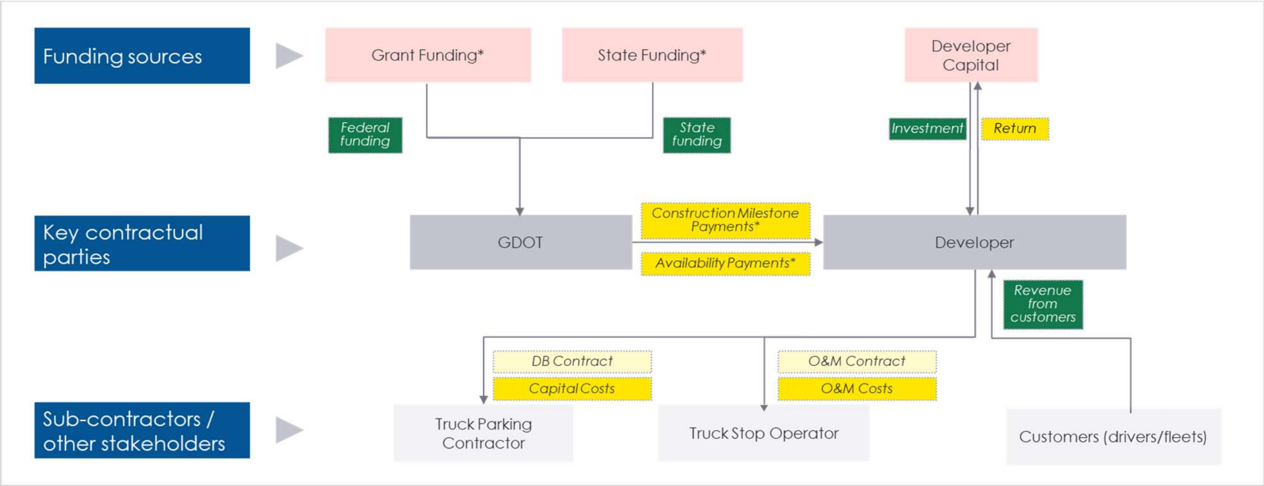


Figure 27: Potential Commercial Structure for Truck Parking P3

Estimated New Parking Spaces Required by Hotspot Area

Target Area	Parking Gap by 2030	Parking Gap by 2031-2040	Parking Gap by 2041-2050
Metropolitan Atlanta	~451	~252	~303
I-75 Nort of Atlanta	~88	~193	~316
I-75/I-475 Macon	~126	~5	~54
I-75 South of Atlanta	~41	~13	~15
I-59 Northwest Georgia	~49	~49	~61
I-95 Southeast Georgia - Savannah	-	~84	~382
I-85 West Georgia - LaGrange	~11	~90	~108
I-20 East Georgia - Augusta	-	~14	~79
I-85 Northeast Georgia	-	-	~78
I-20 West of Atlanta	-	-	~55
Total	**~767**	**~700**	**~1,451**

Table 27: Estimated Private Parking Spaces Required to Close Gap 2025-2050 (Includes New GDOT Spaces)

Cost Estimates

This section discusses estimated costs to implement strategies identified in this Report, as well as overall constructions costs for additional private parking spaces. Given that the focus of this Report is to identify strategies that incentivize private sector participation in building or more efficiently utilizing truck parking, estimates cover development costs of creating such programs as well.

Cost estimates are provided in the following categories:

- **Programmatic Investments:** These costs relate to developing programs to facilitate private sector participation in truck parking by planning commercial structures that leverage public-private collaboration.
- **Construction / P3 Implementation Investments:** These costs estimate public and private construction expenses to close the estimated parking space gaps.

- **Operational Improvements Investments:** These estimates include the cost to procure and maintain TPAS solution serving all public facilities, and a subset of private truck stop operators.

Programmatic Investments

This Report presents three non-mutually exclusive strategies for increasing capacity through private sector participation: leveraging surplus parcels, heavy-duty EV charging procurement bundling, and a new truck parking P3 program. To advance these proposals, significant planning and design efforts are required, including legal analysis, technical environmental reviews, preliminary engineering studies, market research, financial and commercial analysis.

Based on an evaluation of similar projects in Georgia, especially the Major Mobility Investment Program that includes several P3 projects, these programmatic activities listed above are estimated to require an initial planning investment of $2-$3 million.

Capacity / P3 Implementation Investments

This section provides estimates to construct the parking spaces required to close the parking gap. Costs are based on estimates developed by GDOT to build approximately 600 new spaces at rest areas and weigh stations. Green bars model costs based on a low parking gap scenario, while blue bars show construction costs for a high parking gap scenario.

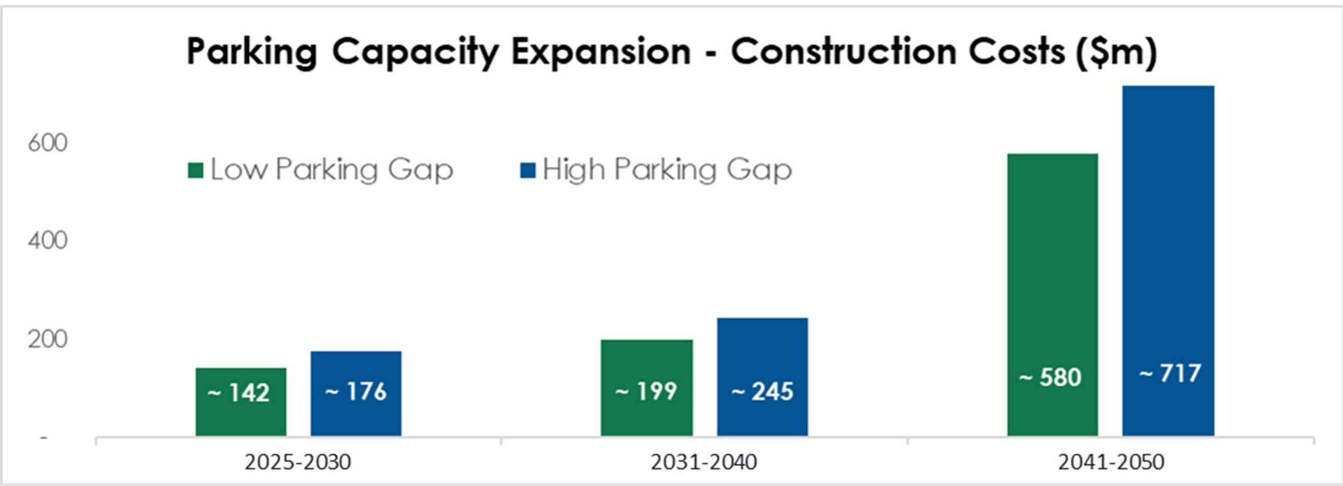


Figure 28: Estimated Construction Costs to Close Truck Parking Gap

Between 2025 and 2030, construction costs are estimated to be between $140 and $175 million to close the current parking gap. Between 2031 and 2040, the parking gap implies a requirement for additional capital costs in facilities of approximately $200-$245 million. Starting in 2040, if traffic growth trends continue as expected, a further $580-$715 million in capital costs are projected to provide additional facilities. These facilities would be located throughout the state, and assume costs inflate at 4% per year, based on historical trends of construction costs in Georgia (based on ENR's Construction Cost Index).

Private Sector Cost Share

The P3-related strategies outlined are intended to help unlock these private sector investments in new truck parking spaces, and while GDOT may be required to contribute through some form of viability gap funding (exact amounts to be determined in future planning stages), it is anticipated that such capital investments would primarily be private-sector led.

Data received from two private developers as part of the stakeholder analysis suggests that their costs of developing truck parking facilities are materially lower than those historically incurred by GDOT. If the capital cost forecasts are calculated using historic private sector costs rather than public sector benchmarks, the cost estimates may be 60-65% lower.

For the purposes of planning and calculations in this Report, public sector cost estimates were used to be more conservative, and because it was not possible to clearly determine the basis for the significant disparity between historic public and private costs. Possible factors included differences in the specific features, design standards, regulatory requirements and locations of the facilities considered.

Operational Improvement Investments

Technology solutions such as TPAS offer lower cost alternatives to address certain truck parking challenges, compared to the cost of building new infrastructure. TPAS solutions have three primary cost components: truck parking space occupancy equipment, dynamic parking availability signs, software and solution management.

- **Space Occupancy** is an on-site system of one or more devices, often cameras or pavement pucks, that capture real-time data on truck parking space availability. Pole mounted cameras either monitor in/out inventory of a facility or a parking lot where the individual parking spaces are monitored for availability. In/out inventory solutions can have a lower cost, although inventory reconciliations are a challenge which impacts reporting accuracy. Space occupancy cost will vary depending on the size and configuration of the parking space.
- **Dynamic Parking Availability Signs** provide roadside communications to the truck driver on parking availability. Each TPAS installation will have two signs, one 10-20 miles out and one just prior to the truck parking facility exit. Signs require power and communications in order to receive real-time truck parking availability data. Power can be provided by an available power service or solar. Communications can be wireless over a cellular network or by a fiber communications connection. Solar and fiber are on the higher end of the cost estimates.
- **Back-office Systems and Professional Services** make up the remaining cost of TPAS. These are network level costs which will not fluctuate significantly by the number of TPAS installation sites and include back-office systems—software, application development, sign controls and data feeds—and professional services to support them.

The cost for TPAS is therefore composed of a single constant portion (i.e. the system and the maintenance), as well as variable amounts that increase as the number of locations increases.

Total TPAS costs to serve all public parking facilities are estimated to be between $30 and $40 million over the next 25 years. Assuming a consistent central system is used, expanding TPAS to 75-100 private parking facilities between 2030 and 2050 may cost approximately $50-$65 million.

Programmatic Costs Assumptions

Assumptions for the programmatic costs of planning and implementing P3 programs are based on historical record of past P3 programs in Georgia. Programmatic costs include professional services fees for legal, engineering, and financial advisory, as well as overall implementation program management support.

Capital Construction Costs Assumptions

Assumptions for the capital costs only of constructing parking spaces required to close estimated parking gaps include:

- No land acquisition costs
- 2024 construction cost per space: $189,000 (based on average cost of parking space build per GDOT scoping study data)
- Parking space useful life: 20 years
- Annual inflation is assumed to be 4% given historical trends of the ENR cost indexes in Atlanta between 1978 and 2024

TPAS Costs Assumptions

Assumptions for the implementation of TPAS include:

- One time TPAS system cost
- TPAS system maintenance cost equal to 20% of system costs
- Annual professional services costs
- Installation of TPAs at 46 public facilities and 100 private facilities
- For public facilities, installations are estimated to occur in phases over time between 2025 and 2036, in alignment with estimated public parking expansions
- For private facilities, installations are estimated to start in 2031 and proceed until 2050
- Annual inflation is assumed to be 4% given historical trends of the ENR cost indexes in Atlanta between 1978 and 2024