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Research Notes

I-10 Connected Corridor Coalition Truck Parking Availability System (TPAS)

Install and evaluate a number of truck parking availability systems at the Wildwood safety roadside rest area (SRRA) located in the California Department of Transportation (Caltrans) District 8 along the I-10 in Riverside, California.

Advanced Research

November 2025

Project Title:
I-10 Connected Corridor Coalition

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WHAT IS THE NEED?

This project was envisioned by the state Department of Transportation (DOT) directors of California, Arizona, New Mexico, and Texas in September 2014, who agreed to initiate a project to demonstrate key technologies for (freight) mobility along the I-10 corridor running through their respective states.

The vision for this project is to provide a streamlined "end-to-end" and connected vehicle experience for safe freight carriers, reducing friction for economic development in the West. Transportation agencies must be prepared for the growing technology wave and demand for Intelligent Transportation Systems (ITS) to be deployed on the nation's highways. Expertise and preparedness for these new technologies and the associated policy choices must be developed among involved transportation agencies so they can make informed choices, form partnerships, and begin to understand ways to fund and deploy what will be a large, complex, and cost-intensive process of technologically upgrading the transportation system infrastructure. The freight industry, as an already regulated, instrumented, and data-intensive segment, is an appropriate partner to engage through the process of developing strategies for technology deployment.

A multi-jurisdictional approach to implementation can lead to cost savings through economies of scale and avoidance of duplicative handling and administrative overhead. Testing and piloting of ITS is best conducted over the entire corridor where vehicles may potentially travel. Participating jurisdictions in the western United States will benefit from pilot

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projects that test issues such as interoperability policies for data exchange and remittance of revenues to the proper jurisdiction. As members of this partnership examine the technology systems and conduct demonstrations or systems tests, their discoveries and the lessons learned will be recorded and shared with other members as part of a community of practice. Value can be derived from multiple jurisdictions participating in this common research project.

WHAT ARE WE DOING?

The first action needed for this project is to use the System Engineering process to further develop the concept to set the stage for future actions. Since this effort is being pursued in addition to the regular duties of staff involved from each state, the most efficient way to accomplish the objectives is to retain the services of a qualified transportation consultant.

A project panel will be established, consisting of appropriate representatives from each of the participating states. This panel will draft the Scope of Work for the concept development and will competitively select the best consultant to perform the work. It will then guide and oversee the work of the consultant through the period of performance. Some of the expected deliverables will be User Needs, Concept of Operations, System Requirements, and high-level System Design.

When the concept of operations meets approval, the coalition will move forward to deploy the selected technologies on all or part of the Corridor.

WHAT IS OUR GOAL?

The portion of I-10 under consideration extends east from the vicinity of the ports of Los Angeles and Long Beach in the Los Angeles region, through the cities of Phoenix and Tucson, across New Mexico, passes through El Paso and San Antonio, and ends in Houston, a total of about 1500 miles in length. A main project objective is the following: Truck parking and reservation systems will be in place at strategic locations, expandable as needed and as practical. The parking information system satisfies an important safety concern for truck drivers.

WHAT IS THE BENEFIT?

The I-10 Corridor is one of the key economic arteries in the United States, stretching approximately 1,700 miles through California, Arizona, New Mexico, and Texas the four I-10 Corridor Coalition States. A National I-10 Freight Corridor Study examined Mexico, Texas, Louisiana, Mississippi, Alabama, and Florida. The report estimated that freight movement in the Corridor would grow by twice the rate of passenger traffic by 2025. Keeping these trucks moving is critical to support the $1.38 trillion in economic impact the Corridor generates. The 4 States in the I-10 Corridor Coalition greatly benefit from that economic activity, but it comes with several challenges.

One major challenge that California and the rest of the nation has is a shortage of public and private commercial vehicle parking space. That demand is forecasted to increase annually by 1.9 percent (Federal Highway Administration, 2002). As a result, the incidence of trucks parking illegally on highway shoulders and ramps is increasing, creating safety hazards due to obscured motorist sight distance and dangerous speed differentials when parked trucks re-enter highways. Another roadway safety hazard caused by the lack of commercial vehicle parking is truck driver fatigue, which is known to be a major causal factor in fatal truck collisions and crashes (National Transportation Safety Board, 1990). Moreover, the 2003 changes in the Hours of Service (HOS) regulations (the mandatory driver rest period increased to ten hours, and the driver on-duty period decreased to 14 hours), which were designed to reduce truck driver fatigue-related accidents, will further exacerbate the shortage of commercial vehicle parking. And the Electronic Data Logging mandate to automatically track truck driver driving hours will further impact the truck parking space shortage by effectively reducing driving time and

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productivity by close to an hour (almost 10 percent) because it forces drivers to start searching for truck parking much sooner than they had in the past to avoid getting cited because they don't know where to park. Illegal truck parking contributes to negative impacts in other areas besides safety including: 1) air quality, where diesel emission contributes to poor outcomes in the areas of human health, social equity, and environmental justice, and 2) damage to pavement on shoulders and local streets and roads which leads to higher costs for roadway maintenance and rehabilitation.

WHAT IS THE PROGRESS TO DATE?

The Caltrans Interstate 10 (I-10) truck parking sites are fully operational and currently supplying data to their Dynamic Parking Availability Signs (DPAS). The next phase involves integrating the truck parking module into Caltrans' Active Transportation Management System (ATMS), which is a prerequisite for launching the public data feed.

The configuration of the DPAS within the ATMS system is currently in progress, which will enable real-time availability postings once it is completed. In parallel, Caltrans District 8 is leading the integration with the Commercial Wholesale Web Portal Phase 2 (CWWP2), including the final IP address configuration for the public data feed.

Several lessons learned from recent deployments offer valuable guidance for future projects. First, the evaluation and selection of detection technologies should be completed prior to the design and construction phases. This ensures that infrastructure can be tailored to the specific requirements of the selected technology, reducing the need for costly retrofits or redesigns. Second, the use of solar power should be avoided when feasible. In California, solar installations—particularly batteries and panels—have been frequent targets of theft and vandalism, posing risks to system reliability and increasing maintenance costs. Finally, project timelines should account for the whole process required to obtain Information Technology (IT) approvals for software and network modifications. These steps can be time-consuming and should be integrated into the project schedule early to avoid delays during deployment.

Further information is available on the website https://i10connects.com/.

IMAGES

Image 1: I-10 Corridor Coalition Route/Coverage.

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