





Washington State Truck Parking Implementation Plan



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Washington Legislature Proviso Reporting Requirements

The Washington Legislature, through ESHB 1125 and 2134, directed the Freight Mobility Strategic Investment Board (FMSIB) in consultation with the Washington Department of Transportation (WSDOT), to develop a truck parking implementation plan with specific actionable recommendations to expand the public and private truck parking supply (ESHB 2134 Sec. 206(4)). Additionally, the Legislature also directed WSDOT to identify and assess actionable truck parking development opportunities at specific parcels including, but not limited to, parcels adjacent to I-90 near North Bend (ESHB 2134 Sec. 215(7)), and to use the provided funding to pursue federal grant opportunities for a technology-based truck parking availability system along the I-5 Corridor in partnership with Oregon state and California state (ESHB 2134 Sec. 304(30)) identify and evaluate projects that increase truck parking capacity at safety rest areas (SRAs) on I-5 and I-90 through expansion, reconfiguration, or conversion (ESHB 2134 Sec. 303(3)). **The 2024 Truck Parking Implementation Plan satisfies all four reporting requirements related to truck parking as requested by the Legislature.**

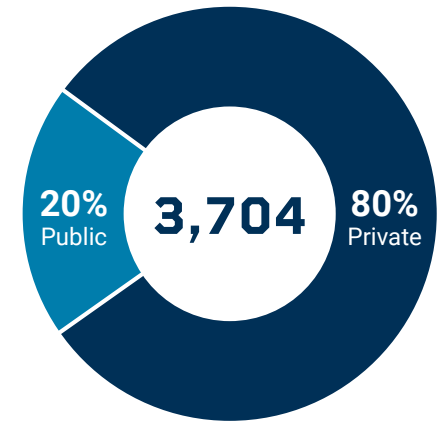
Key Drivers of 2024 Truck Parking Recommendations

The following key findings from study analyses, including interested party consultations, form the basis for recommended action across public and private sectors:

- **The private sector provides and maintains most of the truck parking within Washington**, and collaboration with the private sector to develop additional truck parking in areas with high truck parking demand is both a cost effective and time efficient opportunity to address truck parking needs.
- Apart from a few weigh stations, **existing truck stops and Safety Rest Areas (SRAs) on T-1 and T-2 freight corridors* are at capacity during overnight hours**, causing trucks to park on roadway shoulders, on/off ramps, and other undesignated locations.
- **There are immediate preservation needs** (such as sewer and water improvements) **at WSDOT's SRAs** required to keep truck parking open over time.
- WSDOT currently has limited options for executing a public-private partnership (P3); however, **under existing authority, near-term action can be taken through a legislative proviso to collaborate with private sector truck parking providers.**
- Truck parking investment decisions include the public and private sector, all levels of government (city, county, state, federal), and within WSDOT. **Currently there is no single point of contact within WSDOT or externally for truck parking issues or to advance goals and match solutions to local needs.**

**Tier 1 (T-1) and Tier 2 (T-2) freight corridors are defined in the Washington State Freight and Goods Transportation System (FGTS) as carrying over 10 million (T-1) and between four to ten million (T-2) gross truck tonnage per year respectively.*

80%
of truck
parking spaces
are provided
and maintained
by the private
sector



Estimated truck parking deficit

Year	Estimated Deficit (spaces per day)
2023	700-870
2035	860-1,070

Washington has an estimated truck parking deficit that is forecast to worsen over the next decade.

? How the 2024 Truck Parking Implementation Plan is Different from Previous Truck Parking Studies

The 2024 Plan goes beyond previous studies by **1) Identifying the root causes of truck parking issues, 2) Defining specific actions over a wide range of project recommendations and priorities that can be completed, versus a list of options that could be done, and 3) Executing recommendations from prior truck parking work completed by WSDOT and the Joint Transportation Committee (JTC).**

The following bullets highlight how the 2024 plan builds on and executes elements of the JTC recommendations:

- Estimated truck parking demand and the current and future truck parking deficit. *(JTC recommendation)*
- Assessed vacant parcels in high demand areas to identify truck parking opportunities. *(JTC recommendation)*
- Consulted with private truck stops and parking providers, FMSIB, Washington Trucking Association, local jurisdictions, and WSDOT.
- Developed an action plan for increasing private sector investment, attracting truck parking development to the state, and how to address needs of private truck parking providers. *(JTC recommendation)*
- Identified preservation projects that repair and upgrade critical systems whose failure impacts SRAs and the availability of truck parking. *(JTC recommendation)*
- Developed project concepts to expand truck parking and improve essential services for 10 SRAs along I-5 and I-90, adding up to 423 truck parking spaces and costing over \$259M; this work positions WSDOT to apply for future grant funds. *(JTC recommendation)*
- Developed an implementation plan that prioritizes projects, identifies staffing needs, and accounts for barriers to implementation, including WSDOT’s capacity to implement recommendations.
- Recommended appropriated funding to be programmed to leverage federal grants to implement a Truck Parking Information Management System (TPIMS). *(JTC recommendation)*

\$ Funding Implementation Schedule and Required Resources

The recommendations outlined in the following pages were developed to reflect the truck parking opportunities, needs, and incorporate input from WSDOT and FMSIB to identify limitations to successful implementation. For example, the 2023 Washington State Safety Rest Area Strategic Plan identified \$375–\$525M in needed improvements over the next 15 years, but the implementation plan recommends just \$5.4M identified for the ‘25-’27 biennium to start critical maintenance at I-5 and I-90 SRAs with truck parking. This amount also includes hiring a new full-time equivalent (FTE) staff person to lead truck parking maintenance activities. Additionally, the recommendations go beyond the funding allocated by the Legislature for the provisos, reflecting the extensive truck parking needs in Washington and outlining a program to address these needs now and in the future. This includes recommending funding for a Truck Parking Implementation Lead (TPIL) that is tasked with monitoring and delivering the recommendations and is the internal and external point of contact for truck parking in Washington. The plan also includes funding for Preliminary Engineering/Design and a further expansion of funding for preservation projects and staff starting in the ‘29-’31 biennium that is needed to address preservation needs and advance statewide truck parking supply.

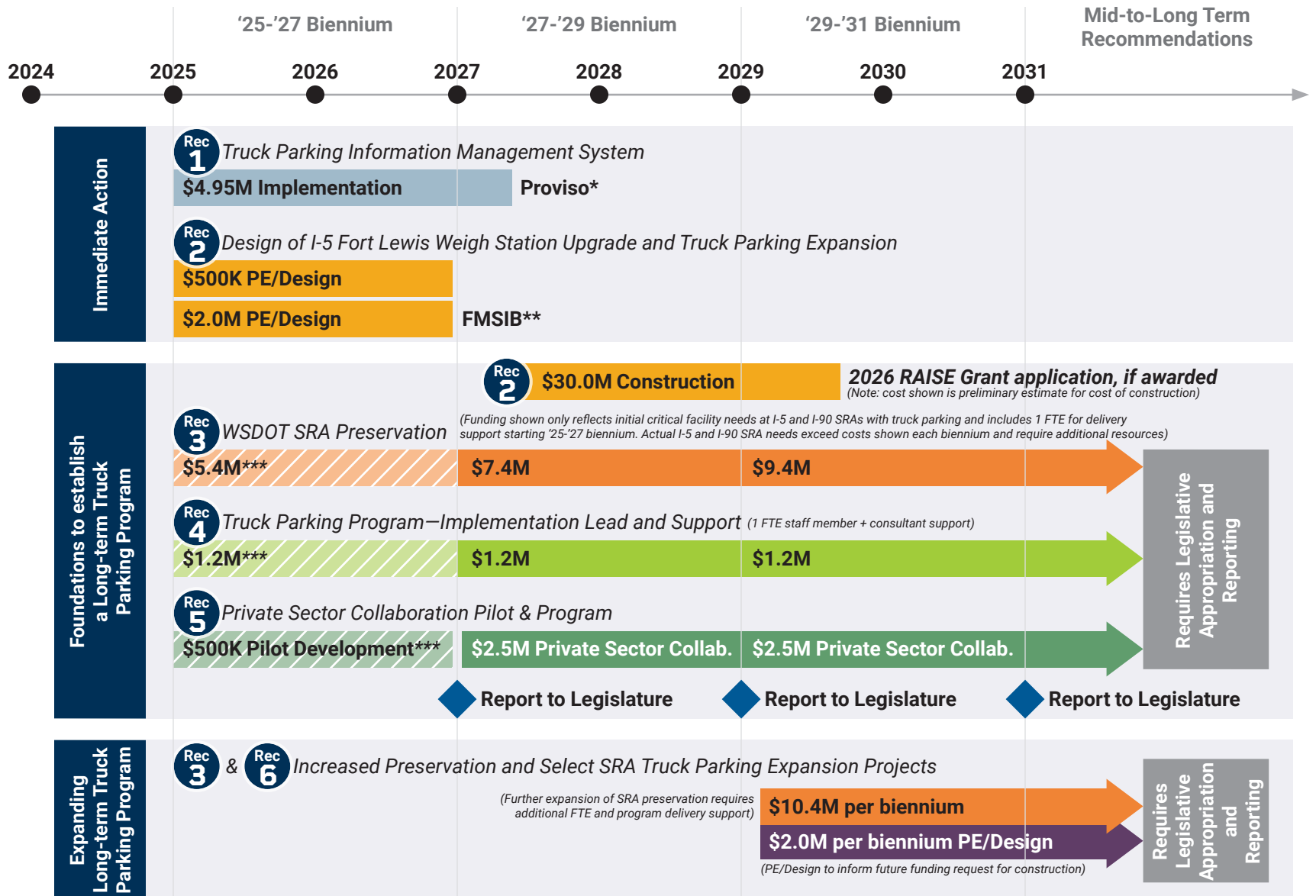
The recommendations include truck parking policy, projects, and initiatives that will require a proactive role by the state in coordination with its partners in local government, the trucking industry, and the private sector. The remaining ESHB 2134 funds from the proviso reflect the following:

- \$4.95M of proviso funds not yet approved for expenditure by the Legislature
- \$500K originally allocated to SR 906, but was not yet spent
- \$500K already allocated and in use on the I-5 Fort Lewis design (not included in the total remaining)

A graphic representation of the recommendations are shown on the next page. Specifics for each recommendation are detailed on the pages that follow.



Recommendations



*Proviso Funding awaiting legislative approval

**FMSIB FMSIB 6-year plan recommendation

***This is not included in WSDOT's '25-'27 funding request, due to limited funding availability and other priorities identified by the agency to address the most critical service and delivery needs.

Summary of Recommendations by Biennium

The table below shows the cost of each of the recommendations included in the Truck Parking Implementation Plan per biennium. Costs shown in bold are recommended funding amounts and will require legislative appropriations. The two pages that follow present a summary of the truck parking recommendations and the costs organized by biennium.

Recommendation		'25-'27 Biennium	'27-'29 Biennium	'29-'31 Biennium
Rec 1	Truck Parking Information Management System	\$4.95M ESHB 2134 Sec. 304(32)		
Rec 2	Design of I-5 Fort Lewis Weigh Station Upgrade and Truck Parking Expansion	\$500K ESHB 2134 Sec. 304(31) \$2M FMSIB 6-year plan recommendation	\$30M (\$25M RAISE Grant + \$5M state match)	
Rec 3	WSDOT SRA Preservation	\$5.4M	\$7.4M	\$9.4M
		-	-	\$10.4M
Rec 4	Truck Parking Program—Implementation Lead and Support	\$1.2M	\$1.2M	\$1.2M
Rec 5	Private Sector Collaboration Pilot & Program	\$500K	\$2.5M	\$2.5M
Rec 6	Select SRA Truck Parking Expansion Projects	-	-	\$2M
Total Unfunded Recommendations (bold)		\$7.1M	\$16.1M	\$25.5M

'25-'27 Biennium

- Recommendation 1 – TPIMS:** \$4.95M from the ESHB 2134 proviso is recommended to complete the deployment of the WSDOT TPIMS technology along I-5. The funds will be used to address the funding shortfall due to material, labor, and construction cost escalation seen across the industry and enable WSDOT to leverage funds from a Federal Motor Carriers Association (FMCSA) grant and an Infrastructure for Rebuilding America (INFRA) grant.
 - Legislative action required:** ESHB 2134 funding; Requires legislative appropriation
- Recommendation 2 – I-5 Fort Lewis:** \$2M is recommended in FMSIB’s Six-Year Investment Plan to continue the design of the I-5 Fort Lewis weigh station upgrade. The \$2M in funding builds on the \$1M appropriated for I-5 Fort Lewis design in ESHB 2134. The project is anticipated to build a minimum of 20 truck parking stalls.
 - Legislative action required:** FMSIB Six-Year Investment Plan recommendation; Requires legislative appropriation

- Recommendation 3 – WSDOT SRA Preservation:** \$5.4M is recommended to fund and deliver preservation projects at WSDOT’s public truck parking locations on I-5 and I-90 to address existing needs and prevent site closures due to aging infrastructure. Additionally, \$400K of the \$5.4M is recommended for WSDOT to hire one FTE to deliver truck parking preservation projects. The funding recommendation was developed in consultation with WSDOT Capital Facilities and is based on the amount of preservation work that can be completed with existing staff plus the proposed FTE position.
 - Legislative action required:** Unfunded; Requires legislative appropriation
- Recommendation 4 – Truck Parking Program-Implementation Lead and Support:** \$1.2M to hire and support one FTE that is charged with overseeing and reporting progress to the Legislature on the implementation of truck parking recommendations and serving as a single internal and external public sector point of contact on truck parking. Additional key responsibilities include proactive engagement

with local jurisdictions on truck parking issues, supporting local agencies with truck parking resources, and coordinating with the private sector on private truck parking projects. The \$1.2M in funding is split between \$400K to hire one FTE and \$800K in consultant support. The funding recommendation for this biennium and beyond reflects the cost of the implementation lead position and includes consultant support. Consultant support provides access to specialized skill sets and truck parking knowledge, as well as a larger team that can be used to quickly develop guidance, tools, and conduct outreach, as needed.

- **Legislative action required:** Unfunded; Requires legislative appropriation

'27-'29 Biennium

- **Recommendation 2 – I-5 Fort Lewis:** \$5.0M is recommended for WSDOT to pursue federal grant opportunities to construct the I-5 Fort Lewis weigh station upgrade. The funds would be used as state match for the I-5 Fort Lewis project.

- **Legislative action required:** Unfunded; Requires legislative appropriation

- **Recommendation 3 – WSDOT SRA Preservation:** \$7.4M is recommended for WSDOT to fund and deliver preservation projects at WSDOT’s public truck parking locations on I-5 and I-90 to address existing needs and prevent site closures due to aging infrastructure. Additionally, \$400K of the \$7.4M is recommended for WSDOT to continue funding the additional preservation FTE recommended in the '25-'27 biennium to deliver truck parking preservation projects. The funding recommendation increased from the previous biennium to address a greater proportion of the preservation needs and reflect the scaling of project management capacity within WSDOT Capital Facilities.

- **Legislative action required:** Unfunded; Requires legislative appropriation

- **Recommendation 5 – Private Sector Collaboration Pilot & Program:** \$500K to create a pilot through proviso language that would develop and release an unsolicited proposal for the private sector to expand existing or develop new truck parking within areas that have high truck parking demand. The pilot establishes a method for accelerating private sector development within the state, resulting in additional truck parking capacity and providing an example use-case model for future collaboration leveraging the private sector. The funding recommendation for the collaboration pilot was developed in consultation with the WSDOT Innovative Partnerships Office.

- **Legislative action required:** Unfunded; Requires legislative appropriation

- **Recommendation 4 – Truck Parking Program-Implementation Lead and Support:** \$1.2M is recommended for WSDOT to continue employment of the TPIL, including \$400K to support one FTE and \$800K in consultant support. The funding recommendation remained constant between the '25-'27 and '27-'29 biennia to reflect the continued implementation effort and provide the resources needed to advance truck parking implementation.

- **Legislative action required:** Unfunded; Requires legislative appropriation

- **Recommendation 5 – Private Sector Collaboration Pilot & Program:** \$2.5M is recommended for WSDOT to support private development of truck parking received through the unsolicited proposals from the private sector conducted during the '25-'27 biennium. The funding recommendation for supporting private development of truck parking was estimated in consultation with the WSDOT Innovative Partnerships Office, but should be informed by the information received through the unsolicited proposal process.

- **Legislative action required:** Unfunded; Requires legislative appropriation

'29-'31 Biennium

- **Recommendation 3 – WSDOT SRA Preservation:** \$19.8M is recommended for WSDOT to fund and deliver preservation projects at WSDOT’s public truck parking locations on I-5 and I-90 to address existing needs and prevent site closures due to aging infrastructure. Additionally, \$800K of the \$19.8M is recommended for WSDOT to continue funding the additional preservation FTE recommended in the '25-'27 and the '27-'29 biennium and to hire one additional FTE to deliver truck parking preservation projects. The funding recommendation increased substantially from the previous biennium to further scale the project management capacity within WSDOT Capital Facilities and provide the funding needed to address the \$375-\$525M in preservation projects over the next 15 years.
 - **Legislative action required:** Unfunded; Requires legislative appropriation
- **Recommendation 4 – Truck Parking Program-Implementation Lead and Support:** \$1.2M to continue employment of the TPIL, including \$400K to support one FTE and \$800K in consultant support. The funding recommendation remained constant between the '27-'29 and '29-'31 biennia to reflect the continued implementation effort and provide the resources needed to advance truck parking implementation.
 - **Legislative action required:** Unfunded; Requires legislative appropriation

- **Recommendation 5 – Private Sector Collaboration Pilot & Program:** \$2.5M for the state to support private development of truck parking received through the unsolicited proposals from the private sector. The funding recommendation for supporting private development of truck parking was estimated in consultation with the WSDOT Innovative Partnerships Office, but should be informed by the information received through the unsolicited proposal process.
 - **Legislative action required:** Unfunded; Requires legislative appropriation
- **Recommendation 6 – Select SRA Truck Parking Expansion Projects:** \$2.0M for the state to advance the design of SRA truck parking expansion projects at SRAs along I-5 and I-90. The funding recommendation for the design of select SRA truck parking expansion projects reflects the resources needed to design one to two truck parking expansion projects per biennium.
 - **Legislative action required:** Unfunded; Requires legislative appropriation

Recommendations for the Remaining \$5.45M from ESHB 2134 Proviso

Rec 1 Recommendation: Truck Parking Information Management System

Proviso funds are recommended to complete the deployment of the WSDOT TPIMS technology. TPIMS is a truck parking information project designed to optimize the use of available truck parking stalls along I-5 by **informing truck drivers of parking availability at weigh stations and SRA**. TPIMS will provide information at weigh stations on I-5 which currently do not have signage; this will unlock in excess of one hundred existing spaces at weigh stations along the corridor for overnight truck parking. The recommended \$4.95M in ESHB 2134 funding will contribute to addressing a funding gap due to material, labor, and construction cost escalation seen across the industry. The Washington TPIMS is part of a three-state partnership covering all I-5 truck parking sites and integrated with systems deployed in California and Oregon along I-5. ESHB 2134 funding allows WSDOT to build on and leverage funds for the TPIMS implementation from a FMCSA grant and an INFRA grant.

Cost	Funding Sources	Timeline	FMSIB Role	WSDOT Role
\$11.2M Total (\$4.95M Needed)	Grant Funds: FMCSA (\$2.2M) + INFRA (\$2.3M federal award + \$1.8M state match) ESHB 2134 Proviso \$4.95M	Currently Under Construction: FMCSA work underway with completion by September 2025; INFRA work scheduled for January 2025 start	TPIMS per ESHB 2134	Implement TPIMS, Report Progress

Rec 2 Recommendation: Advance Design of I-5 Fort Lewis Weigh Station Upgrade and Truck Parking Expansion and Position the Project for a Future Grant Application

The I-5 Fort Lewis weigh station upgrade is a truck parking expansion project located on I-5 NB near Joint Base Lewis–McChord. I-5 Fort Lewis is consistently one of Washington’s busiest weigh stations and is located on a high-volume segment of I-5, carrying over 75.4 million tons of freight per year and carrying 15,000 trucks per day*. The project recommendation includes a new truck parking expansion lot concept, with the **anticipated truck parking capacity increase of a minimum of 20 stalls with new essential services for drivers**. The planning level cost estimate for I-5 Fort Lewis is \$32.5M, broken down as follows: \$2.5M for Complete PE/Design, and **\$30M for Construction with 20% State Match Required for Rebuilding American Infrastructure with Sustainability and Equity (RAISE**) Grant Application**.

Cost	Funding Sources	Timeline	FMSIB Role	WSDOT Role
\$32.5M Total (\$2.5M for Complete PE/Design, and \$30M for Construction with 20% State Match Required for RAISE Grant Application)	ESHB 2134 Proviso: \$500K (from unspent funds from SR 906 for PE/Design) FMSIB Six-Year Investment Plan Request: \$2M for '25-'27 biennium	Preliminary design completed: Dec. 2024 PE/Design Phase: Start by Spring 2025 \$25M RAISE grant pursuit: Feb. 2026, 20% match needed in the future	Appropriate additional \$2M from FMSIB request for 25-'27 for PE/Design	Implement PE/Design and Construction; Lead Federal Grant Application in coordination with FMSIB and Washington State Patrol

*Source: Washington Freight Transportation System Database, 2023 Freight and Volume Data

**RAISE is a discretionary grant program providing DOTs a funding opportunity for projects that promise to achieve national objectives

Beyond ESHB 2134 Proviso Funding

Rec 3 Recommendation: WSDOT Safety Rest Area Preservation

Investment is needed to **support the existing WSDOT public truck parking supply and essential services, such as water and sewer facilities, building infrastructure, and utility preservation work.** These resources are critical to prevent site closures due to aging infrastructure that affect the existing state truck parking supply. Recommended funding would provide for WSDOT to hire of one FTE (\$400K per biennium) to deliver preservation projects at SRAs with truck parking along I-5 and I-90. This funding will focus on facilities system replacements and state of good repair (SoGR) needs at SRAs. The effort will also require additional SRA staff resources for project management and delivery, which is reflected in funding sources and costs described below. The preservation projects are part of a larger statewide need for SRA facility repairs and upgrades, identified as \$375-\$525M* over the next 15 years.

Cost	Funding Sources	Timeline	FMSIB Role	WSDOT Role
\$22.2M over three Biennium Period	Requires Legislative appropriation	\$5.4M for '25-'27 biennium \$7.4M for '27-'29 biennium \$9.4M for '29-'31 biennium	Recommend legislative appropriation to WSDOT	Implement Preservation Improvements and prioritize preservation to truck parking sites along I-5 and I-90

* 2023 Washington State Safety Rest Area Strategic Plan

As part of expanding the long-term truck parking program, additional efforts and funding are identified in the below recommendation to increase state efforts in addressing preservation needs at SRAs with truck parking. The effort will also require additional SRA staff resources for project management and delivery, which is reflected in funding sources and costs described below.

Cost	Funding Sources	Timeline	FMSIB Role	WSDOT Role
\$10.4M Per Biennium for expanding preservation efforts, starting '29-'31	Requires Legislative appropriation	Starting '29-'31 biennium	Recommend legislative appropriation to WSDOT	Implement Preservation Improvements and prioritize preservation to truck parking sites along I-5 and I-90

Rec 4

Recommendation: Truck Parking Program—Implementation Lead and Support

The TPIL will oversee the implementation of the recommendations proposed in the implementation plan. The TPIL is an internal and external point of contact on truck parking with the following key responsibilities:

- Developing partnerships and facilitating incentive development: The TPIL will proactively engage with local jurisdictions and convey the importance of, and steps toward, fostering a conducive environment for private truck parking developments. Additionally, the TPIL can liaise between the WSDOT Innovative Partnerships Office and private businesses to advance truck parking projects.
- Reducing implementation barriers for local agencies: The TPIL is a resource for local jurisdictions on policies and regulations that support truck parking developments. A primary tool for assisting local agencies is the development of a Truck Parking Development Guidebook. The guidebook includes relevant context, model truck parking standards, approaches to designating truck parking investment zones for dual-use truck parking sites, and include key information like contacts of dual-use businesses to support collaboration between the public and private sectors.

Cost	Funding Sources	Timeline	FMSIB Role	WSDOT Role
New Funding: \$3.6M Total-\$1.2M per biennium (\$400K for WSDOT FTE and \$800K for Consultant Support)	Requires Legislative appropriation	\$1.2M improvements for '25-'27 biennium* \$1.2M improvements for '27-'29 biennium \$1.2M improvements for '29-'31 biennium	Recommend the Legislature to appropriate \$1.2M during the '25-'27 biennium to WSDOT	If funded, hire a TPIL to implement and report the progress to the Legislature each biennium*

*Note: The FTE Role is not part of WSDOT's '25-'27 funding request due to its urgent focus on preservation funding. Funding shown for '25-'27 biennium to indicate the immediate need for this program lead and support function.

Rec 5

Recommendation: Private Sector Collaboration Pilot & Program

The private sector collaboration pilot and program is a recommendation that creates a pilot program through proviso language, establishing funding to develop an unsolicited proposal for the private sector to expand existing or develop new truck parking within high-demand areas. This project would further develop partnerships with the private sector and identify specific opportunities for private sector capacity. Under this pilot, collaboration with known private sector entities will result in a proviso for unsolicited proposals that will be accepted for sizable truck parking projects, with proposals including the developer contribution request from the state and supporting business model to ensure viability. The pilot establishes a method for **accelerating private sector development within the state, resulting in additional truck parking capacity** and providing an example use-case model for future partnerships leveraging the resources of the private sector. This pilot allows WSDOT to build on the recommendations once the Legislature has provided additional guidance and clarity for P3.

Cost	Funding Sources	Timeline	FMSIB Role	WSDOT Role
\$500K for proviso development and project selections; \$2.5M per biennium for private sector collaboration pilot implementation	Requires Legislative appropriation	June 2025 Proviso: Six-month period open to accepting unsolicited proposals for sizable truck parking expansion projects until January 2026 2026 Construction: Future proviso request required for support of recommended project(s) for 2026 construction	Support Pilot by recommending Legislature appropriate \$500k in '25-'27 biennium via proviso to WSDOT	Lead proviso issue, project evaluations, and recommend selections Implement the pilot

Mid-to-Long Term Recommendations for Public Supply Expansion Projects

Rec 6 Recommendation: WSDOT Public Truck Parking Supply Expansion Projects

This recommendation expands truck parking supply at SRAs and is contingent upon a coordinated effort to 1) bring the existing truck parking supply to SoGR, and 2) develop private sector partnerships and identify development strategies to pursue projects where private sector will not construct additional truck parking supply within truck parking demand areas.

In accordance with Proviso ESHB 1125 304(3)(a) and (b) (2023), SRA and commercial vehicle inspection locations (i.e. weigh stations) were evaluated along I-5 and I-90 for potential truck parking expansion opportunities. Expansion opportunities assessed at these sites included the potential to expand existing safety rest area or weigh station location footprints onto additional state-owned or private property parcels that might be acquired for this purpose. The evaluations within this implementation plan include cost estimates for reconfiguration, expansion, and conversion, as well as other recommendations for the development of truck parking at the sites.

Site concepts for truck parking expansion ranged in cost from approximately \$12.6M to \$34M including full costs to design and construct truck parking expansions, costs for essential services upgrades to SoGR at the concept sites, and contingencies to account for risk and escalation due to the mid-to-long term nature of the projects' given costs. Conceptual estimates also include environmental permitting and remediation, potential noise remediation in urbanized areas, CCTV camera installations for site security at larger supply sites, and expansion of truck parking information system technology for new spaces.

Project	Truck Parking Capacity Increase (Max, Scalable)	Preliminary Engineering Cost (assumes 12% of construction)	Construction Support Services Cost (assumes 15% of construction)	Construction Cost	Total Estimated Cost (including SoGR costs)	SoGR Costs
I-90 John Hill SRA WB	+34 Spaces	\$0.9M	\$1.0M	\$14.9M	\$42.4M	SoGR Cost*—\$14.9MM—John Hill EB/WB Combined
I-90 John Hill SRA EB	+25 Spaces	\$0.7M	\$0.9M	\$12.6M		
I-5 Gee Creek SRA NB	+42 Spaces	\$1.9M	\$2.4M	\$33.6M	\$34.0M	SoGR Cost* - \$440,000
I-5 Gee Creek SRA SB	+69 Spaces	\$1.8M	\$2.3M	\$31.7M	\$32.6M	SoGR Cost* - \$888,000
I-5 Scatter Creek SRA NB	+38 Spaces	\$1.3M	\$1.6M	\$22.5M	\$24.3M	SoGR Cost* - \$1.8MM
I-5 Silver Lake SRA SB (Potential Trucks Only Concept)	+43 Spaces	\$1.4M	\$1.8M	\$24.7M	\$26.1M	SoGR Cost* - \$1.4MM
I-5 SeaTac SRA NB (Potential Trucks Only Concept)	+55 Spaces	\$1.5M	\$1.9M	\$26.1M	\$27.7M	SoGR Cost* - \$1.6MM
I-82 Selah Creek SRA WB	+48 Spaces	\$1.3M	\$1.7M	\$23.1M	\$26.5M	SoGR Cost* - \$3.4MM
I-90 Ryegrass SRA WB	+40 Spaces	\$1.5M	\$1.8M	\$25.7M	\$27.4M	SoGR Cost* - \$1.7MM
I-90 Sprague Lake SRA WB	+29 Spaces	\$0.9M	\$1.1M	\$15.2M	\$18.0M	SoGR Cost* - \$2.8MM

Cost	Funding Sources	Timeline
<p>\$259.1M for 10 Concept Sites (potential increase of 423 stalls maximum)</p> <p>\$2M Per Biennium for Design of Expansion Sites, starting '29-'31</p>	Requires Legislative appropriation; Use Implementation Plan Concepts in Pursuit of Grant Opportunities	Starting '29-'31 biennium

FMSIB Role	WSDOT Role
Support truck parking expansion projects pursuant of funding; recommend Legislature to fund public truck parking supply sites to SoGR	Use implementation plan concepts in pursuit of grant opportunities and implement expansion projects

*Construction cost estimates include State-of-Good-Repair Needs Identified w/ Capital Facilities

Recommendations Summary Table

	Recommendation	Cost	Funding Sources	Timeline	FMSIB Role	WSDOT Role
Rec 1	Truck Parking Information Management System	\$11.2M Total (\$4.95M Needed)	Grant Funds: FMCSA (\$2.2M) + INFRA (\$2.3M federal award + \$1.8M state match) ESHB 2134 Proviso \$4.95M	Currently Under Construction: FMCSA work underway with completion by September 2025; INFRA work scheduled for January 2025 start	TPIMS per ESHB 2134	Implement TPIMS, Report Progress
Rec 2	Advance Design of I-5 Fort Lewis Weigh Station Upgrade and Truck Parking Expansion	\$32.5M Total (\$2.5M for Complete PE/Design, and \$30M for Construction with 20% State Match Required for RAISE Grant Application)	ESHB 2134 Proviso: \$500K (from unspent funds from SR 906 for PE/Design) FMSIB Six-Year Investment Plan Request: \$2M for '25-'27 biennium	Preliminary design completed: Dec. 2024 PE/Design Phase: Start by Spring 2025 \$25M RAISE grant pursuit: Feb. 2026, 20% match needed in the future	Appropriate additional \$2M from FMSIB request for '25-'27 for PE/Design	Implement PE/Design and Construction; Lead Federal Grant Application in coordination with FMSIB and Washington State Patrol
Rec 3	WSDOT SRA Preservation	\$22.2M over three Biennium Period	Requires Legislative appropriation	\$5.4M for '25-'27 biennium \$7.4M for '27-'29 biennium \$9.4M for '29-'31 biennium	Recommend legislative appropriation to WSDOT	Implement Preservation Improvements and prioritize preservation to truck parking sites along I-5 and I-90
		\$10.4M Per Biennium for expanding preservation efforts, starting '29-'31	Requires Legislative appropriation	Starting '29-'31 biennium	Recommend legislative appropriation to WSDOT	Implement Preservation Improvements and prioritize preservation to truck parking sites along I-5 and I-90
Rec 4	Truck Parking Program—Implementation Lead and Support	New Funding: \$3.6M Total-\$1.2M per biennium (\$400K for WSDOT FTE and \$800K for Consultant Support)	Requires Legislative appropriation	\$1.2M improvements for '25-'27 Biennium* \$1.2M improvements for '27-'29 Biennium \$1.2M improvements for '29-'31 Biennium	Recommend the Legislature to appropriate \$1.2M during the '25-'27 biennium to WSDOT	If funded, hire a TPIL to implement and report the progress to the Legislature each biennium*
Rec 5	Private Sector Collaboration Pilot & Program	\$500K for proviso development and project selections; \$2.5M per biennium for private sector collaboration pilot implementation	Requires Legislative appropriation	June 2025 Proviso: Six-month period open to accepting unsolicited proposals for sizable truck parking expansion projects until January 2026 2026 Construction: Future proviso request required for support of recommended project(s) for 2026 construction	Support Pilot by recommending Legislature appropriate \$500k in '25-'27 biennium via proviso to WSDOT	Lead proviso issue, project evaluations, and recommend selections Implement the pilot
Rec 6	WSDOT Public Truck Parking Supply Expansion Projects	\$259.1M for 10 Concept Sites (potential increase of 423 stalls maximum) \$2M Per Biennium for Design of Expansion Sites, starting '29-'31	Requires Legislative appropriation; Use Implementation Plan Concepts in Pursuit of Grant Opportunities	Starting '29-'31 biennium	Support truck parking expansion projects pursuit of funding; recommend Legislature to fund public truck parking supply sites to SoGR	Use implementation plan concepts in pursuit of grant opportunities and implement expansion projects

Addressing the truck parking shortage in Washington requires ongoing focus, dedicated resources, and collaboration between public and private sectors. The solution lies in a cooperative approach, involving multiple parties and solutions. Public agencies at all levels are key in permitting, funding, and constructing parking, while the private sector, which currently provides 80% of the state's truck parking, also plays a critical role.



Truck Parking Recommendation Framework

Collaboration

Addressing the truck parking gap in Washington requires continued focus, dedication of resources, and close collaboration. Public agencies—federal, state, and local—play important roles in permitting, constructing, and funding truck parking capacity. The private sector—truck parking providers, truck stop operators, and freight facilities—will play a key role in providing the additional spaces needed in Washington state. They currently provide 80% of truck parking spaces statewide. Public agencies will need to leverage the private sector to unlock a large share of the spaces needed to meet current and future demand.

Bottom line: solving truck parking shortages requires development of a variety of solutions by multiple parties from both the public and private sectors operating in close cooperation.

There is no single agency that can carry all truck parking initiatives forward. A core recommendation is to establish a TPIL in WSDOT to coordinate across federal, state, local, and private parties.

Timeframes

Given the complexity and magnitude of the truck parking gap, the solutions will need sustained advocacy, organization, and resources to implement change. The Implementation Plan provides recommendations into three structured timeframes, encourages the establishment of a TPIL position and program, and organizes truck parking efforts in Washington. To that end, the three timeframes are explained below, based upon the position of funding across multiple biennia:

- **Immediate Action** covers funded actions that are recommended within the '25-'27 biennium, corresponding to the WSDOT 2-year budgeting cycle. Funding sources are noted under recommendation descriptions.
- **Foundation to Establish a Long-Term Truck Parking Program (Establishing Program Foundation)** includes actions, initiatives, and investments to establish a truck parking program that are currently unfunded recommendations. These recommendations occur beginning in the '25-'27 biennium and include ongoing investments in truck parking solutions.
- **Expanding a Long-Term Truck Parking Program (Expanding Program)** is a horizon starting in the '29-'31 biennium out from the implementation plan, and these are unfunded recommendations intended to expand upon efforts established in the foundation phase, as well as target capital investments that require advance planning and budgeting.

Truck Parking Recommendation Framework

Improvement Types

FMSIB, WSDOT, and interested parties have carefully assessed statewide truck parking needs and have developed tailored recommendations for improving capacity across three categories, or “pillars.” The pillars are targeted at addressing the most acute truck parking shortages impacting Washington’s highway safety and economic competitiveness. These include:



Capacity Preservation. Maintaining and preserving existing truck parking spaces at SRAs and other publicly owned locations.



Capacity Increase/Expansion. Strategically augmenting the number of spaces at SRAs or within public rights-of-way and working with the private sector to provide additional spaces.

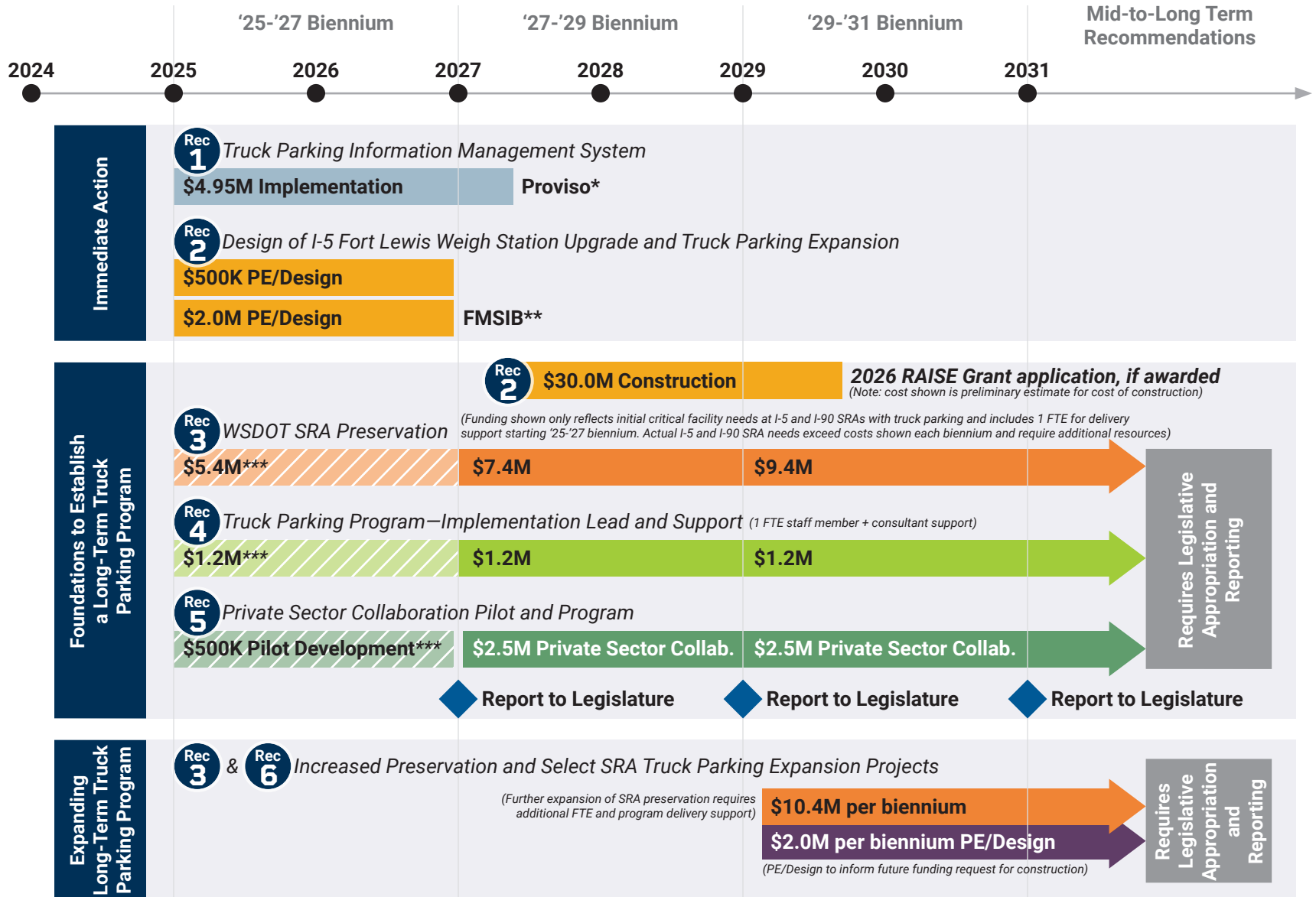


Capacity Management Improvement. Making better use of existing capacity, through TPIMS and other strategies to leverage public and private spaces.

A graphic representation of the recommendations are shown on the next page. Specifics for each recommendation are detailed on the pages that follow.



Recommendations



*Proviso Funding awaiting legislative approval

**FMSIB FMSIB 6-year plan recommendation

***This is not included in WSDOT's '25-'27 funding request, due to limited funding available and prioritizing the agency's request to address the most critical service and delivery needs.

Recommendations Timeline

In response to ESHB 2134, the FMSIB 2024 Washington State Truck Parking Implementation Plan recommends solutions with three guiding principles in mind:

1 Fulfill and build on prior commitments

2 Implement immediate improvements at high-demand areas

3 Increase truck parking capacity in a financially sustainable manner

The table at right summarizes the six prioritized recommendations and details their project type and estimated costs.

		Capacity Preservation	Capacity Increase/Expansion	Capacity Management/Improvement	Cost	Timeline
Immediate Action						
Rec 1	Truck Parking Information Management System			X	\$11.2M total (\$4.95M needed)	Currently under construction: FMCSA work underway with completion by September 2025; INFRA work scheduled for January 2025 start
Rec 2	Design of I-5 NB Fort Lewis Weigh Station Upgrade and Truck Parking Expansion		X		\$32.5M total (\$2.5M for Complete PE/Design, and \$30M for Construction with 20% State Match Required for RAISE Grant Application)	Preliminary design completed: December 2024 PE/design phase: Start by Spring 2025 \$25M RAISE grant pursuit: February 2026, 20% future match needed
Establishing Program Foundation						
Rec 3	WSDOT SRA Preservation (for Truck Parking Capacity)	X			\$22.2M over three biennium period	\$5.4M for '25-'27 biennium \$7.4M for '27-'29 biennium \$9.4M for '29-'31 biennium
					\$10.4M per biennium for expanding preservation efforts	Starting '29-'31 biennium
Rec 4	Truck Parking Program—Implementation Lead and Support	X	X	X	\$3.6M new funding \$1.2M total per biennium (\$400K for WSDOT FTE and \$800K for Consultant Support)	\$1.2M improvements for '25-'27 biennium \$1.2M improvements for '27-'29 biennium \$1.2M improvements for '29-'31 biennium
Rec 5	Private Sector Collaboration Pilot and Program		X		\$500K for proviso development and project selections; \$2.5M per biennium for private sector collaboration pilot implementation	June 2025 Proviso: Six-month period open to accepting unsolicited proposals for sizable truck parking expansion projects until January 2026 2026 Construction: Future proviso request required for support of recommended project(s)
Expanding Program						
Rec 6	Increased Preservation and Select SRA Truck Parking Expansion Projects	X	X	X	\$259.1M for 10 concept sites (potential increase of 423 stalls maximum) \$2M per biennium for design of expansion sites, starting '29-'31	Starting '29-'31 biennium

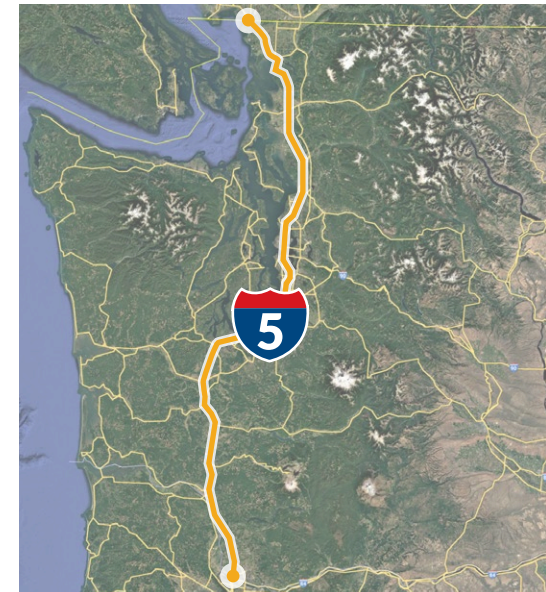
Immediate Action

Recommendation 1: Truck Parking Information Management System

	Project	WSDOT Role	FMSIB Role	Cost
Rec 1	Truck Parking Information Management System <ul style="list-style-type: none"> Provides full coverage of TPIMS on I-5 within WA Construction ready (early 2025 groundbreaking) Completion within 2025-2027 biennium All other projects that <i>add</i> truck parking capacity require more than \$4.95M and much more time to implement 	Lead/Fund	Fund/Support	\$11.2M Total (\$4.95M needed)



Capacity Management/Improvement



What is the current status of I-5 TPIMS implementation?

WSDOT leveraged state funding available under ESHB 2134 Sec.304(30) to partner with Caltrans and ODOT to apply for a federal INFRA grant for the I-5 TPIMS project. The INFRA grant was awarded in January 2024. WSDOT is currently coordinating with Oregon and California to execute the federal grant agreement to obligate INFRA funds.

This I-5 TPIMS project will expand upon a project that is currently underway through funding from the FMCSA. The INFRA project is focused on the I-5 corridor and will provide truck drivers with real-time truck parking availability at weigh stations and safety rest areas on I-5 in Washington, enabling coordinated and seamless truck parking availability information through all three states along the west coast.

WSDOT anticipates starting the INFRA project work in January 2025. However, a funding shortfall of \$4.95 million is identified for Washington state due to material, labor, and construction cost escalation seen across the industry, and the INFRA grant is insufficient to cover full implementation along the I-5 corridor.

What is the recommendation?

It is recommended that the \$4.95M as identified in ESHB 2134 funding be used to cover the funding gap.

What is WSDOT's role?

To implement TPIMS along the I-5 corridor in partnership with Caltrans and ODOT.

What is FMSIB's role?

To recommend that the Legislature appropriate \$4.95M to WSDOT for the I-5 TPIMS project.

How does this recommendation improve truck parking in Washington?

- Helps to address the high-priority I-5 corridor truck parking shortage
- Provides real-time truck parking availability information for approximately 100 spaces at weigh stations for the trucking community
- Better use of existing spaces
- Enables long-haul truck drivers to plan stops more effectively along I-5
- Integrates with interstate TPIMS systems on I-5 in Oregon and California
- Allows WSDOT to access \$2.3M in federal fund from an INFRA award
- Applies ESHB 2134 funds on a project that is **actionable** and **under construction**



Most projects that add truck parking capacity require more than \$4.95M.

Immediate Action

Recommendation 2: Design of I-5 NB Fort Lewis Weigh Station Upgrade and Truck Parking Expansion

	Project	WSDOT Role	FMSIB Role	Cost
Rec 2	I-5 NB Fort Lewis Weigh Station Upgrade and Truck Parking Expansion <ul style="list-style-type: none"> Adds truck parking spaces and essential services at Center Drive interchange infield lot (new truck parking area) Weigh station facility full upgrade Pursue federal grant opportunity (20% match) 	Lead/Fund	Fund/Support	\$32.5M total (\$2.5M for Complete PE/Design, and \$30M for Construction with 20% State Match Required for RAISE Grant Application)

Capacity Increase/Expansion



What is the recommendation?

The I-5 NB Fort Lewis Weigh Station is in a high-demand area for truck parking. The recommendation is to add truck parking capacity and provide restrooms at this location by applying for federal funding (such as RAISE grant).

What is WSDOT’s role?

To design, construct, and maintain the weigh station upgrade and truck parking facility.

What is FMSIB’s role?

To support and assist with resourcing the project as a critical weigh station upgrade and truck parking capacity along a major freight corridor.

How does this recommendation improve truck parking in Washington?

- Helps to address high-priority I-5 corridor truck parking shortage
- Installs facility upgrades to the state’s second busiest weigh station by volume
- Adds between 20 and 100 stalls with upgraded essential services
- Can be funded by a grant, reducing the cost
- The project is **construction-ready** (completed design by December 2024) and **fulfills prior commitments**

Establishing Program Foundation

Recommendation 3: WSDOT SRA Preservation

Preserving existing public truck parking supply at SRAs is an important component of the truck parking solution in Washington. Of current SRAs, **87% are in critical condition** and need repairs and systems replacements to prevent closures.

Preservation and maintenance require a significant, multi-biennium investment to implement the needed repairs and upgrades. The statewide need for SRA facilities is identified as \$375-\$525M* during the next 15 years. Immediate needs have been identified at priority SRA locations with truck parking along the I-5 and I-90 corridor, with an initial \$22.2M recommended over three bienniums to start with critical systems maintenance. **The preservation program will focus on prioritized sites and upgrade critical systems and infrastructure to support truck parking facilities such as sewer and water improvements, electrical and HVAC replacements, infrastructure for essential services or building envelope replacements, and other critical capital projects.**

For example, the following table provides a selection of sewer and water system improvement needs at 11 public SRA locations with a high demand for truck parking along I-5 and I-90.



Select Sewer and Water System Improvements Identified at SRA Locations with High Demand for Truck Parking along I-5 and I-90

Rec 3	Project	Preliminary Engineering Cost (assumes 12% of construction)	Construction Engineering Cost (assumes 15% of construction)	Construction Cost	Total Estimated Cost
3A	I-90/John Hill EB/WB SRA	\$197,064	\$246,330	\$1,642,202	\$2,085,597
3B	I-90/Sprague Lake EB/WB SRA	\$443,488	\$554,360	\$3,695,735	\$4,693,583
3C	I-90/Schrag EB/WB SRA	\$242,509	\$303,136	\$2,020,906	\$2,566,551
3D	I-5/Smokey Point NB/SB SRA	\$156,998	\$196,247	\$1,308,313	\$1,661,558
3E	I-90/Winchester EB/WB SRA	\$128,093	\$160,116	\$1,067,440	\$1,355,649
3F	I-5/Custer NB/SB SRA	\$48,404	\$60,505	\$403,368	\$512,277
3G	I-90/Ryegrass EB/WB SRA	\$32,475	\$40,594	\$270,625	\$343,694
3H	I-5/Toutle River NB/SB SRA	\$14,136	\$17,670	\$117,800	\$149,606
3I	I-5/Scatter Creek NB SRA	\$7,005	\$8,756	\$58,371	\$74,131
3J	I-5/Sea Tac SRA NB SRA	\$4,429	\$5,536	\$36,909	\$46,874
3K	I-5/Gee Creek SB SRA	\$1,614	\$2,018	\$13,454	\$17,087

*2023 Washington State Safety Rest Area Strategic Plan

Establishing Program Foundation

Recommendation 3: WSDOT SRA Preservation

Operational maintenance and preservation of truck parking facilities is a key part of the recommended programmatic approach to truck parking implementation within Washington state. Sustaining public truck parking operations long-term requires considerable investment and the current capital investment and maintenance budget for safety rest area facilities is insufficient. Much of the WSDOT safety rest area infrastructure supporting truck parking essential services is in need of significant repair and improvement given the system’s age, with many facilities along freight corridors approaching or exceeding 50+ years of operational service.

Truck parking expansions at public facilities require additional maintenance due to additional infrastructure (i.e. truck parking spaces, stormwater, lighting, and other facilities) as well as the increased burden on aging essential services and associated sewer and water systems.

Currently, WSDOT is required to close a SRA (and associated truck parking) if facility infrastructure becomes inoperable. This can result in intermittent closures for operational maintenance required at truck parking facilities, or longer closures due to water, sewer, or other building or utility infrastructure failures.

With the truck parking implementation plan focus on the key truck freight economic corridors of I-5 and I-90, current operational maintenance needs and long-term preservation needs requiring capital investment were summarized for public truck parking supply sites in coordination with capital facilities. **Required maintenance investments primarily will support truck parking essential services, such as water and sewer facilities, building infrastructure, and utilities preservation work.**

Maintenance and preservation recommendations include:

- **SoGR maintenance for facilities during truck parking expansion projects of public facilities** to prevent future parking closures due to increased burden of additional truck volumes using essential services
- **Investment in capital maintenance needs at public truck parking supply locations with a prioritized list of improvements to essential services**, such as water and sewer facilities, with specific project site costs for consideration in biennium budgets
- **Investment in recurring operational maintenance needs, such as public facility maintenance staffing and recurring operating costs**

	Project	WSDOT Role	FMSIB Role	Cost
Rec 3	Preservation Program for Truck Parking Capacity at SRA and Weigh Stations <ul style="list-style-type: none"> • Preservation funding for I-5 and I-90 corridor public SRAs with truck parking 	Recommend legislative appropriation to WSDOT	Implement Preservation Improvements and prioritize preservation to truck parking sites along I-5 and I-90	\$22.2M over three biennium period Increase additional 10.4M per biennium for expanding preservation efforts, starting '29-'31
Rec 6				

1 Repair sites to functional + annual operating/maintenance needs (preserve capacity)

2 Preservation due to added truck capacity for reliable service

3 Preservation investment for future proofing/modernization and lifespan

Establishing Program Foundation

Recommendation 4: Truck Parking Program Implementation Lead and Support

Priority	Project	WSDOT Role	FMSIB Role	Cost
Rec 4	Truck Parking Implementation Lead and Support <ul style="list-style-type: none"> Develop partnership and incentivize framework with private sector; reduce implementation barriers with local agencies; pursue funding and implement expansion projects 	If funded, hire a TPIL to implement and report the progress to the legislature each biennium*	Recommend Legislature to appropriate \$1.2M during the '25-'27 biennium to WSDOT	\$1.2M per biennium

What is the recommendation?

A TPIL will oversee the implementation of the recommendations proposed in the implementation plan. The TPIL is an internal and external point of contact on truck parking with the following key responsibilities:

- Developing partnerships and facilitating incentive development:** Using the guidebook, the TPIL will engage local jurisdictions and convey the importance of, and steps toward, fostering a conducive environment for private truck parking developments. Additionally, the TPIL can coordinate among the WSDOT Innovative Partnerships Office and private businesses to advance P3 truck parking projects.
- Reducing implementation barriers for local agencies:** The TPIL will guide local jurisdictions on policies and regulations that support truck parking developments. A primary tool for assisting local agencies is using the upcoming *Truck Parking Development Guidebook*. The guidebook will include relevant context, model truck parking standards, approaches to designating truck parking investment zones for dual-use truck parking sites, and key information such as contacts of dual-use businesses to support collaboration between the public and private sectors.

What is WSDOT's role?

If funded, hire a TPIL to implement and report the progress to the Legislature each biennium*.

What is FMSIB's role?

Recommend the Legislature to appropriate funding to WSDOT.

Other Responsibilities

- Pursues federal grant funding sources for truck parking development
- Engages and solicits feedback from the trucking industry and truck drivers
- Guides and supports local jurisdictions' truck parking efforts
- Manages and develops a website dedicated to truck parking

*This is not included in WSDOT's '25-'27 funding request, due to limited funding available and prioritizing the agency's request to address the most critical service and delivery needs



Capacity Preservation



Capacity Increase/Expansion



Capacity Management/Improvement

Additional lead/support can be provided by a consultant before and after FTE funding is identified for this project.

Establishing Program Foundation

Recommendation 4: Truck Parking Program Implementation Lead and Support

Removing Barriers to Truck Parking

The TPIL will guide and support local jurisdictions' truck parking efforts, including helping to remove barriers for truck parking in their communities.

Examples of How to Remove Barriers to Truck Parking	Description	Benefits
Identify Zoning Types for Long-Term Storage and Commercial Vehicles	Zoning types are a barrier to the private sector for implementing truck parking facilities. County and municipal codes have not kept up with supply chain changes that have driven industrial warehousing and truck activity in communities.	Standardize the process of developing truck parking facilities for the private sector.
Tie Minimum Truck Parking Requirements to New Freight-Reliant Development	Currently, few agencies require new truck-generating development projects to provide off-street truck parking and access to restrooms and breakrooms while truck drivers are waiting to pick up or deliver goods. This results in undesignated truck parking that can increase driver discomfort and decrease their safety and the safety of the traveling public.	Increase truck parking capacity to accommodate the growing demand and increase drivers' comfort and safety as well as that of the traveling public.
Establish Truck Parking Targeted Investment Zones	Communities need both designated truck parking areas and financing. A truck parking investment zone would provide an opportunity for both.	Guide and incentivize private truck parking investment.

Establishing Program Foundation

Recommendation 4: Truck Parking Program Implementation Lead and Support

Develop a *Truck Parking Development Guidebook*

A *Truck Parking Development Guidebook* is a proposed reference manual for local jurisdictions to remove barriers to truck parking. Planners and developers will jointly benefit from having consistency in truck parking terminology, definitions, and development guidelines on areas like land use and funding.

Solutions contained within the manual will be examples to assist in updating local policies, codes, and regulations, develop guidelines for new developments and truck parking investment zones, and how to engage the private sector. **Neither WSDOT or FMSIB will impose any regulations on any local jurisdiction. It will be up to the local jurisdiction to determine what truck parking regulations to implement in their communities.**

How does this recommendation improve truck parking in Washington?

- Serves as a reference for local jurisdictions to be aware of the opportunities to remove barriers to truck parking in their communities
- Increases truck parking capacity and management by encouraging new and redevelopment to implement truck parking solutions
- Improves truck driver comfort and safety by recommending needed essential services and safety actions
- Educates the community on regional and local truck parking demand, supply, and the needs of truck drivers, encouraging a perception change of trucks operating in their community
- Encourages collaboration with the private sector



Establishing Program Foundation

Recommendation 5: Private Sector Collaboration Pilot and Program

	Project	WSDOT Role	FMSIB Role	Cost
Rec 5	Private Sector Collaboration Pilot and Program <ul style="list-style-type: none"> Leverage the private sector’s interest and capacity to improve truck parking in the state Demonstrate risk mitigation and success strategy with private sector partnering in truck parking development to pave the way for a full-fledged truck parking P3 program 	Lead/ Fund	Support	\$500K for proviso development and project selections; \$2.5M per biennium for private sector collaboration pilot implementation



Capacity Increase/Expansion

What is the recommendation?

This pilot program creates a private sector collaboration pilot through proviso language, providing funding for unsolicited proposals from the private sector to develop new or expand truck parking within identified high-demand areas. WSDOT will evaluate the proposals based on criteria including, but not limited to, the size of truck parking projects, business model viability, state contribution requests, and other desirable preferences (e.g., clean energy objectives). Subsequently, WSDOT will draft a second proviso to request funding to enable the construction of the top-scoring proposal(s).



What is WSDOT’s role?

Work with internal and external interested parties to design and administer the pilot program, including but not limited to, drafting the proviso languages and evaluating and selecting proposals.

What is FMSIB’s role?

Support pilot by recommending Legislature appropriate \$500k in '25-'27 biennium via proviso to WSDOT.

How does this recommendation improve truck parking in Washington?

- Leverage private sector’s capacity to increase the truck parking spaces in the state
- Understand private truck parking developers’ needs to strengthen future collaboration
- Demonstrate risk mitigation and success strategy with private sector partnering

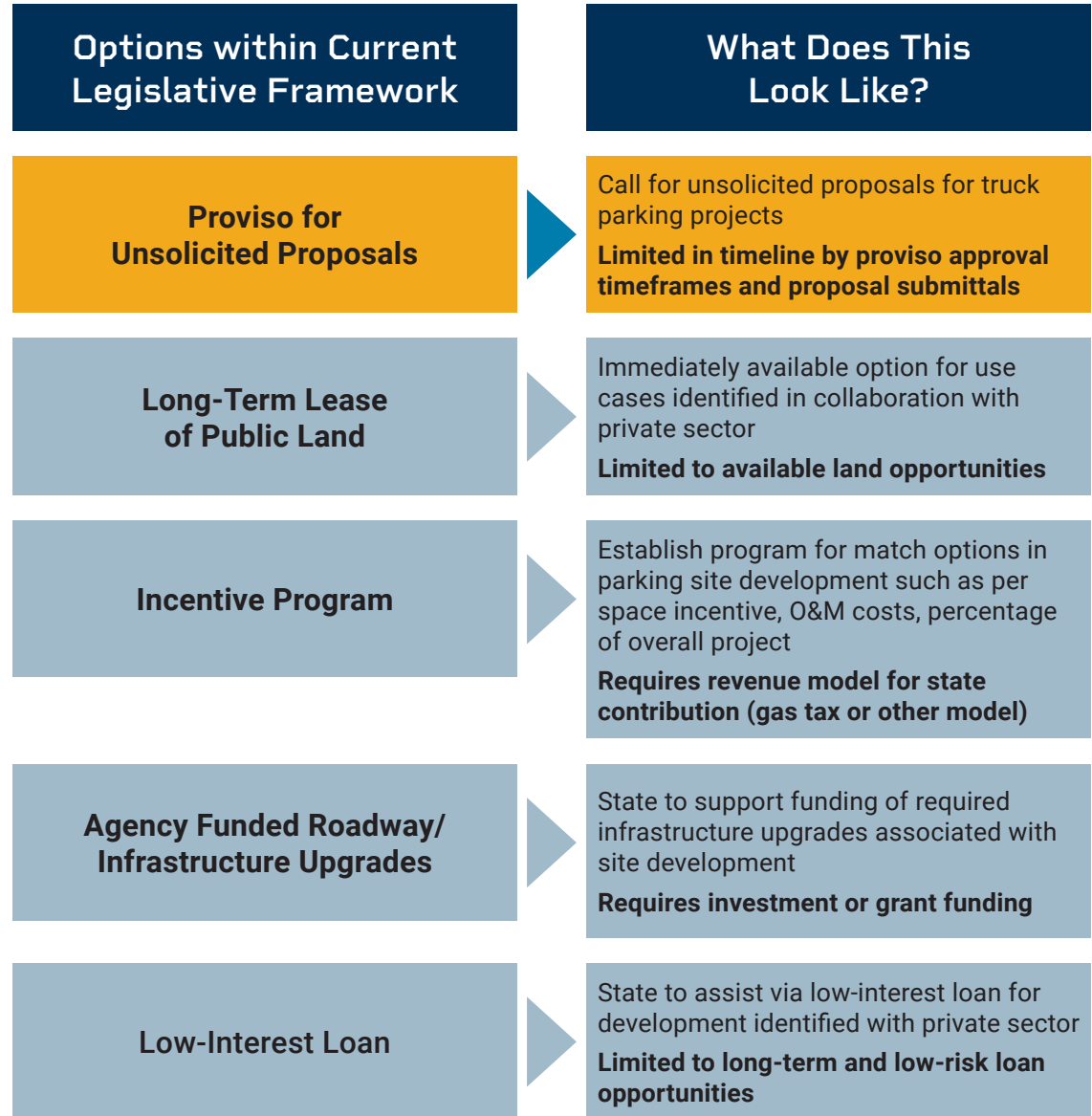
Why Collaborate with the Private Sector?

- Reduce timeline to construct sites
- Reduce capital construction costs per space
- Reduce WSDOT’s maintenance costs

Establishing Program Foundation

Private Sector Collaboration Options

WSDOT is currently updating and revising the framework and language of its P3 program to provide broader authority and accommodate a wider range of transportation use cases, including truck parking. This process is expected to take 18 months to two years, with the updated language scheduled for delivery to the Legislature for the 2026 session. In the meantime, several collaboration options with private sector partners are available. In addition to the recommended proviso-driven process for unsolicited proposals, the other four options are prioritized based on their feasibility and WSDOT’s familiarity with each approach. These opportunities will help to cultivate relationships between the state and the private sector, understand and mitigate potential risks and barriers, and identify successful strategies, paving the way for future formal P3 truck parking project implementation once the revision of the P3 legislation is complete.



Establishing Program Foundation

Additional Private Sector Strategies

Collaborate to Expand Existing Truck Parking Facilities

Many private sector locations have the ability to expand on nearby land; however many have been unable to do so. Incompatible land use and zoning designations, limited support of developable industrial land, and local tax revenue implications are common barriers. For example, a vacant site sits adjacent to an existing, over-capacity truck stop. This site is used as farmland, and is surrounded by farmland, but has been zoned as residential land, and therefore it cannot be used to expand the truck stop.

Existing truck stop operators generally only consider adding more spaces to existing facilities **if barriers to implementation are low and their financial analysis determines the expansion will increase diesel fuel sales.** Costs, inadequate roadway infrastructure, and community perception are additional barriers.

Local assistance with roadway maintenance costs, land use and zoning changes, subsidized development costs, and public education could incentivize expansions in high-demand locations.

Dual-Use Sites / Other Local Strategies

Shared use of underused facilities, such as fairgrounds and horse tracks, combined with the on-street parking provisions in the City of Auburn, Washington, are success stories. Auburn has designated truck parking on specific streets and Emerald Downs provides safe, secure paid truck parking. Furthermore, Auburn’s local shopping mall allows trucks to park in underused parking areas. However, trucks typically only park in the lot during the day and not overnight because of limited security.

Auburn has expressed strong interest in zoning code ordinances that require new truck-generating development to provide on-site truck parking for drivers. However, the city needs information on the number of spaces to require and support to better understand where on-street truck parking is needed for drivers to stage or take mandated breaks.

Example mandates could include:

- 1) *Truck-only, on-street truck parking to support staging and short breaks of up to 6 hours*
- 2) *On-street truck parking permits that drivers can purchase*
- 3) *Designated streets that allow trucks to park for up to 72 hours*

Expanding Program

Recommendation 6: Select Safety Rest Area Truck Parking Expansion Projects

	Project	WSDOT Role	FMSIB Role	Cost
Rec 6	WSDOT Public Truck Parking Supply Expansion Projects	Lead/Fund	Support/Fund	<p>\$259.1M for 10 concept sites (potential increase of 423 stalls maximum)</p> <p>\$2M per biennium for design of expansion sites, starting '29-'31</p>

This recommendation expands truck parking supply at SRAs and is contingent upon a coordinated effort to 1) bring the existing truck parking supply to a SoGR, and 2) develop private sector partnerships and identify development strategies to pursue projects where the private sector will not construct additional truck parking supply within truck parking demand areas.



Capacity Preservation



Capacity Increase/Expansion



Capacity Management/Improvement

Rec 6	Project	New Spaces	Parking Expansion Cost	Unfunded SoGR Cost	Total Cost
6A	I-90 John Hill Rest Area WB	34	\$14.9M	\$14.9M	\$42.4M
6B	I-90 John Hill Rest Area EB	25	\$12.6M		
6C	I-5 Gee Creek Rest Area NB	42	\$33.6M	\$440,000	\$34.0M
6D	I-5 Gee Creek Rest Area SB	69	\$31.7M	\$888,000	\$32.6M
6E	I-5 Scatter Creek Rest Area NB	38	\$22.5M	\$1.8M	\$24.3M
6F	I-5 Silver Lake Rest Area SB (Potential Trucks-Only Concept)	43	\$24.7M	\$1.4M	\$26.1M
6G	I-5 SeaTac Rest Area NB (Potential Trucks-Only Concept)	55	\$26.1M	\$1.6M	\$27.7M
6H	I-82 Selah Creek WB	48	\$23.1M	\$3.4M	\$26.5M
6I	I-90 Ryegrass WB	40	\$25.7M	\$1.7M	\$27.4M
6J	I-90 Sprague Lake WB	29	\$15.2M	\$2.8M	\$18.0M
				Total	\$259.1M

Note: Capital costs include full costs to design and construct site expansions, including the costs for essential services, preservation, maintenance/SoGR at the 10 concept sites, 5% risk mitigation, 30% contingency, and 20% escalation assumptions used in project cost estimating.

Expanding Program

Recommendation 6: Select Safety Rest Area Truck Parking Expansion Projects

In accordance with state provisos, the project team evaluated SRAs and commercial vehicle inspection locations (i.e. weigh stations) along I-5 and I-90 for potential truck parking expansion opportunities.

The evaluations included assessments of site reconfiguration, expansion, and potential conversion to truck-only facilities, as well as assessment of improvements needed to provide reliable essential services to truck drivers. Expansion opportunities assessed at these sites included the potential to expand existing SRA or weigh station location footprints onto additional state-owned or private property parcels that WSDOT might acquire for increased truck parking capacity. Site concepts for truck parking expansion ranged in cost from approximately **\$12.6M to \$34M**, including full costs to design and construct truck parking expansions, costs for essential services upgrades to SoGR at the concept sites, and contingencies to account for risk and escalation due to the mid- to long-term project schedule. Conceptual estimates also include environmental permitting and remediation, potential noise remediation in urbanized areas, CCTV camera installations for security at larger supply sites, and expansion of truck parking information system technology for new spaces.

Safety Rest Areas

TOTAL PUBLIC SITES STUDIED FOR CONCEPT DEVELOPMENT

10

MAX # SPACES INCREASE

423

TOTAL COST FOR THE 10 SITES

\$259M

(CAPITAL COST)

ANNUAL MAINTENANCE COST

\$3-4M

The concept design work and cost estimating documented in the implementation plan will be used by FMSIB and WSDOT to:

1. **Establish capital project priorities and costs for engineering design, construction, and maintenance of expanded public truck parking facilities.** Development of public facilities is recommended following coordination with the private sector in areas that will be private sector “truck parking deserts.” The project team selected priority of sites upon impact to truck parking demand within the I-90 and I-5 corridors.
2. **Provide detailed information for pursuit of grant opportunities and resources to fund major truck parking capacity projects**
3. **Plan for sufficient SoGR funding** in all expansion projects to prevent parking closures due to condition of SRA essential services.

Public facility expansions in Washington state require:

- Significant investment due to development conditions in Washington (environmental, right-of-way (ROW) costs, increases in construction materials and labor).
- Increased maintenance costs due to additional infrastructure and increased load on facilities such as restrooms.
- Safety and security measures due to increased truck capacity and risk for crime and threats to driver safety. This equates to increased surveillance, fencing, and design of well-lit and open areas to discourage misuse of dedicated truck parking facilities.
- Community input for new development sites as truck parking is often not recognized in its service to a community, and relevant zoning processes or land use applications are absent in many localities.

Truck Parking Needs and Impacts

National Context

In 2012, Congress established Jason’s Law, named after Jason Rivenburg, to address the shortage of long-term truck parking to improve driver safety. Jason was a 14-year veteran of the trucking industry who could not find parking and was killed over \$7 while parking overnight in an abandoned gas station. Under Jason’s Law, each state is required to assess its capability to provide adequate parking and rest facilities for commercial motor vehicles.

American Transportation Research Institute identifies the top trucking industry issues every year according to the overall industry, truck drivers, and motor carriers. **Truck parking has been ranked between the 1st and 3rd issue according to truck drivers** (each year shown on the right), often ranked ahead of hours of service (HOS), compensation, driver detention, fuel prices, and electronic logging devices.

How truck parking affects Washingtonians

Driver and highway safety: Inadequate truck parking affects the personal safety of truck drivers and other roadway users when truck drivers are parked in undesignated areas or are driving while fatigued looking for truck parking.

Economic: When truck drivers cannot find truck parking, it results in lost drive time, citations, and more miles traveled trying to find truck parking and thus affects the access and cost of transportation in Washington.

Local impacts: Inadequate truck parking results in greater deterioration of roadway shoulders and on/off ramps, noise and emissions from idling trucks, and conflicts with nearby residential and retail locations.

Truck Drivers Rank Truck Parking Among Top Priorities*

Year	Rank
2016	3rd
2017	2nd
2018	2nd
2019	3rd
2020	1st
2021	1st
2022	1st
2023	2nd

*Source: American Transportation Research Institute

KEY TAKEAWAY

The empty shelves during the COVID-19 pandemic demonstrated the importance of supply chains to society. As a critical part of the supply chain, truck drivers required truck parking for the most basic human needs, to comply with Federal Regulations, and to ultimately deliver the goods that society demands.

What is ESHB 2134?

ESHB 1125 and ESHB 2134 directs FMSIB, **in collaboration with WSDOT**, to develop an implementation plan for specific truck parking solutions. Additionally, ESHB 2134 appropriates \$1M of the \$5.95M included in ESHB 1125 to SR 906 and I-5 Fort Lewis weigh station design. The bill also calls for the evaluation and identification of **specific public and private sites to increase truck parking capacity**, emphasizing the need for **consultation and coordination with various interested parties**, such as the Washington State Patrol, cities, counties, ports, and private entities. Additionally, it encourages **further funding recommendations** for immediate expansion and other long-term actions to enhance truck parking capacity.

ESHB 2134 directs specific truck parking improvement opportunities:

Public Site Opportunities: Identify and evaluate projects that increase truck parking capacity at public SRAs on I-5 and I-90 through expansion, reconfiguration, or conversion.

Private Site Opportunities: Identify and assess recommendations for developing truck parking with amenities at specific sites. The identification includes specific parcels and specifically mentions but is not limited to parcels adjacent to I-90 near North Bend. The recommendations include the types of assistance that the state could provide to develop truck parking, in coordination with local and private interested parties.



How is the 2024 Truck Parking Implementation Plan Different from Previous Truck Parking Studies?

Washington state has conducted various truck parking studies to understand the truck parking needs and issues in the state and suggested a number of solutions over the past decade (as illustrated in the timeline below). However, there has not been a systematic program or sustainable resource dedicated to the implementation of truck parking solutions.

The 2024 Plan goes beyond previous studies by **1) identifying the root cause of truck parking issues, 2) defining specific actions over a wide range of project recommendations and priorities that can be completed, versus a list of options that could be done, and 3) executing recommendations from prior truck parking work completed by WSDOT and the JTC.**

The following bullets highlight how the 2024 plan builds on and executes elements of the JTC’s 2021 recommendations:

- Estimated core truck parking demand and the current and future truck parking deficit. *(JTC recommendation)*
- Assessed vacant parcels in high demand areas to identify truck parking opportunities. *(JTC recommendation)*

- Consulted with private truck stops and parking providers, FMSIB, Washington Trucking Association, local jurisdictions, and WSDOT.
- Developed an action plan for increasing private sector investment, attracting truck parking development to the state, and how to address needs of private truck parking providers. *(JTC recommendation)*
- Identified preservation projects that repair and upgrade critical systems whose failure impacts SRAs and the availability of truck parking. *(JTC recommendation)*
- Developed project concepts to expand truck parking and improve essential services for 10 SRAs along I-5 and I-90, adding up to 416 truck parking spaces and costing over \$253M; this work positions WSDOT to apply for future grant funds. *(JTC recommendation)*
- Developed an implementation plan that prioritizes projects, identifies staffing needs, and accounts for barriers to implementation, including, but not limited to, WSDOT’s capacity to implement recommendations.
- Recommended appropriated funding to be programmed to leverage federal grants to implement a TPIMS. *(JTC recommendation)*



STUDY FOCUS ON LONG HAUL TRUCKING



Pillars

The implementation plan is built upon the base need for truck parking capacity within Washington state, and the types of actions that will result in a viable truck parking supply to support the safe movement of roadway traffic and freight on key economic corridors. The plan recommendations are based upon the following pillars:



**Capacity
Management/
Improvement**

Manage the existing capacity to get the most from what has already been built at SRAs and weigh stations. The application of technology that measures the availability of truck parking at SRAs and weigh stations to provide real-time information to truck drivers and allow them to find truck parking more efficiently, particularly at the over 100 spaces at weigh stations along I-5.



**Capacity
Preservation**

Preserve what has already been built at SRA and weigh stations. 87% of existing SRAs and weigh stations are in critical condition and putting Washington at risk for losing truck parking spaces if these sites need to close as a result of inadequate infrastructure.



**Capacity
Increase/Expansion**

Increase and expand existing truck parking facilities, both public and private. Adding enough capacity must be a joint effort between the public and private sectors to cost-effectively provide enough truck parking in Washington.

Interested Parties Engagement

Interested parties consulted during the development of the implementation plan included FMSIB, WSDOT, Washington State Patrol, Federal Highway Administration, Washington Trucking Association, and local interested parties as identified within the Interested Parties Engagement Plan in coordination with FMSIB and WSDOT.

Truck Parking Program

Capacity management, preservation, and expansion projects require support from the following actions recommended within the implementation plan:



Truck Parking Implementation Lead: Implementing truck parking improvements is complex, requiring collaboration and coordination among multiple agencies at all levels of government, and with the private sector. The TPIL will oversee the implementation of the recommendations proposed in the implementation plan. Additionally, the TPIL is an internal and external point of contact on truck parking, including developing partnerships and facilitating incentive development and reducing implementation barriers for local agencies.



Local Policy and Guidelines: Truck parking issues are highly localized. Therefore, successfully developing truck parking depends upon local policies and guidelines, particularly zoning and permitting regulations. As such, WSDOT can support local governments to define truck parking within their own localities and find solutions that will work best within their communities.

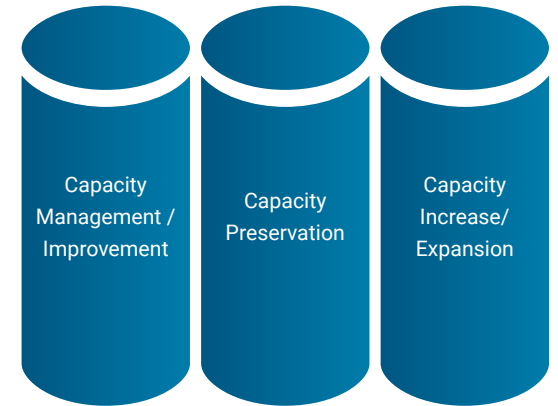


Private Sector Collaboration Pilot: The private sector currently owns and operates 80% of truck parking spaces and is eager to collaborate with the state to expand truck parking in Washington. Under existing authority, a private sector collaboration pilot could showcase the feasibility and benefits of such partnerships, helping to improve truck parking capacity and potentially assist in formalizing the state's infrastructure P3 laws.



Sustainable Resourcing: Capacity projects and supporting programs can only move forward with dedicated resources and ongoing financial support. The remaining \$5.45 million appropriated by ESHB 2134 provides a starting point for the state to address its truck parking needs, but is insufficient to address the entirety of what is needed. Significant capital investment and ongoing funding is required to maintain and operate existing public truck parking, expand public parking supply at high-demand locations, and provide a funded approach to the private sector, including an incentive program that will be needed to attract further development to close the deficit gap.

Program pillars



Resulting actions

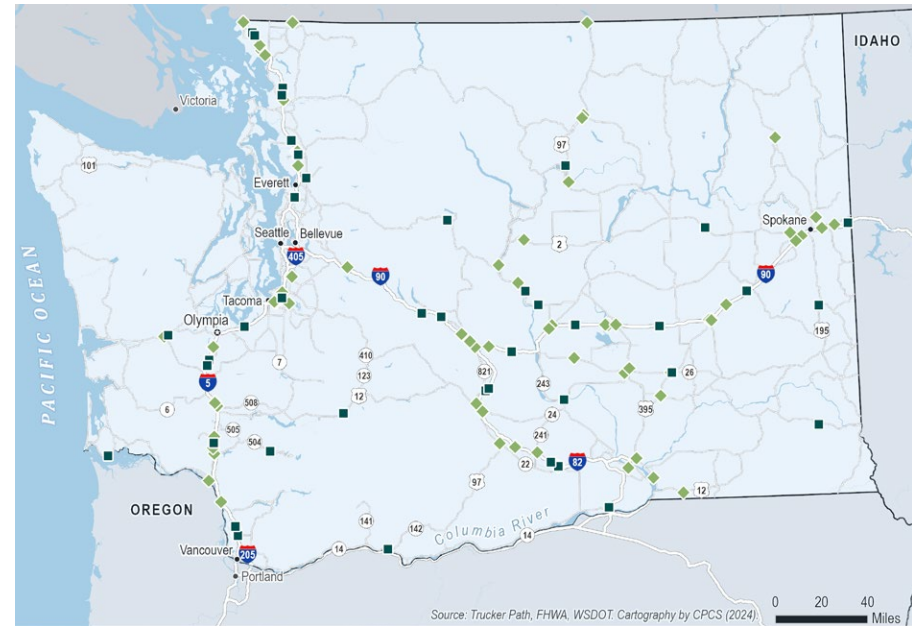


Truck Parking Supply

Truck parking is provided by both the public and private sector

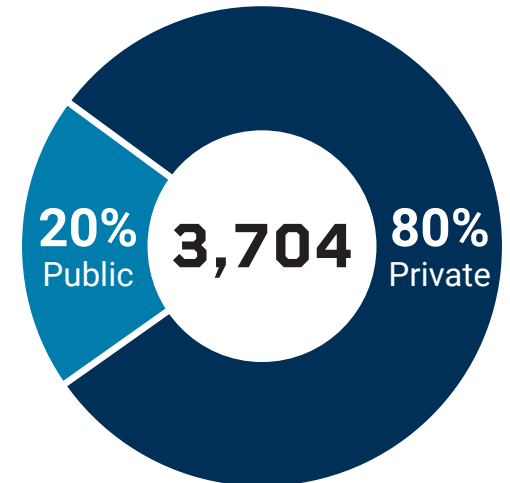
Public sector truck parking: The public sector provides truck parking at SRAs and weigh stations. In total, Washington has 52 public truck parking locations that provide approximately 700 designated truck parking spaces typically found along or near interstates. WSDOT owns, operates, and maintains the SRAs while the weigh stations are operated and maintained by both WSDOT and Washington State Patrol. Truck parking at weigh stations is unofficially allowed when the weigh station is not operating. Due to federal regulations, WSDOT has limited ability to recuperate the costs associated with the operation and maintenance of SRAs and weigh stations.

Private sector truck parking: Over 80 percent of truck parking spaces in Washington are operated by the private sector. In addition to traditional truck stops such as Love’s, Pilot/Flying J, and TA/Petro, new business models provide paid parking or connect truck drivers to paid parking. These new business models, referred to in this study as dual-use sites, may or may not own any of the assets associated with the parking location. Rather, some dual-use sites partner with owners of underutilized land in areas with high truck parking demand, such as portions of industrial land that is not used in normal day-to-day operations.



*Map does not include all private truck parking locations within the state.

Total truck parking spaces in Washington state



KEY TAKEAWAY

The private sector provides four times as many truck parking spaces versus the public sector, demonstrating that the public sector cannot realistically solve the truck parking deficit by itself.

Preservation of Public Truck Parking Supply

Up to \$525M Is Needed to Preserve Existing SRAs with Truck Parking Sites

WSDOT’s SoGR targets for capital facilities performance seek to:

1. Comply with federal, state, and local laws.
2. Support and promote agency vision, mission, values, and goals.
3. Consider standards established by governing state agencies for age, condition, performance, safety, sustainability, and use.
4. Have been vetted by the WSDOT asset management Executive Steering Committee(s).

For WSDOT’s capital facilities SoGR is the level of physical condition and operational functionality at which a building or supporting site infrastructure must be maintained to realize the asset’s design intent for reliability, functionality, and performance over its service life.

There is a significant funding gap for preservation and

\$375-525M

is needed over 15 years to renovate or replace severely aging sites.

Source: 2023 WSDOT SRA Strategic Plan

87%

Facilities rated in critical condition

SRA Maintenance is currently funded at

55%

of SoGR Need

Source: WSDOT Capital Facilities January 2024 State of Transportation Reporting

SRA Capital is currently funded at

22%

of SoGR Need

Source: WSDOT Capital Facilities January 2024 State of Transportation Reporting

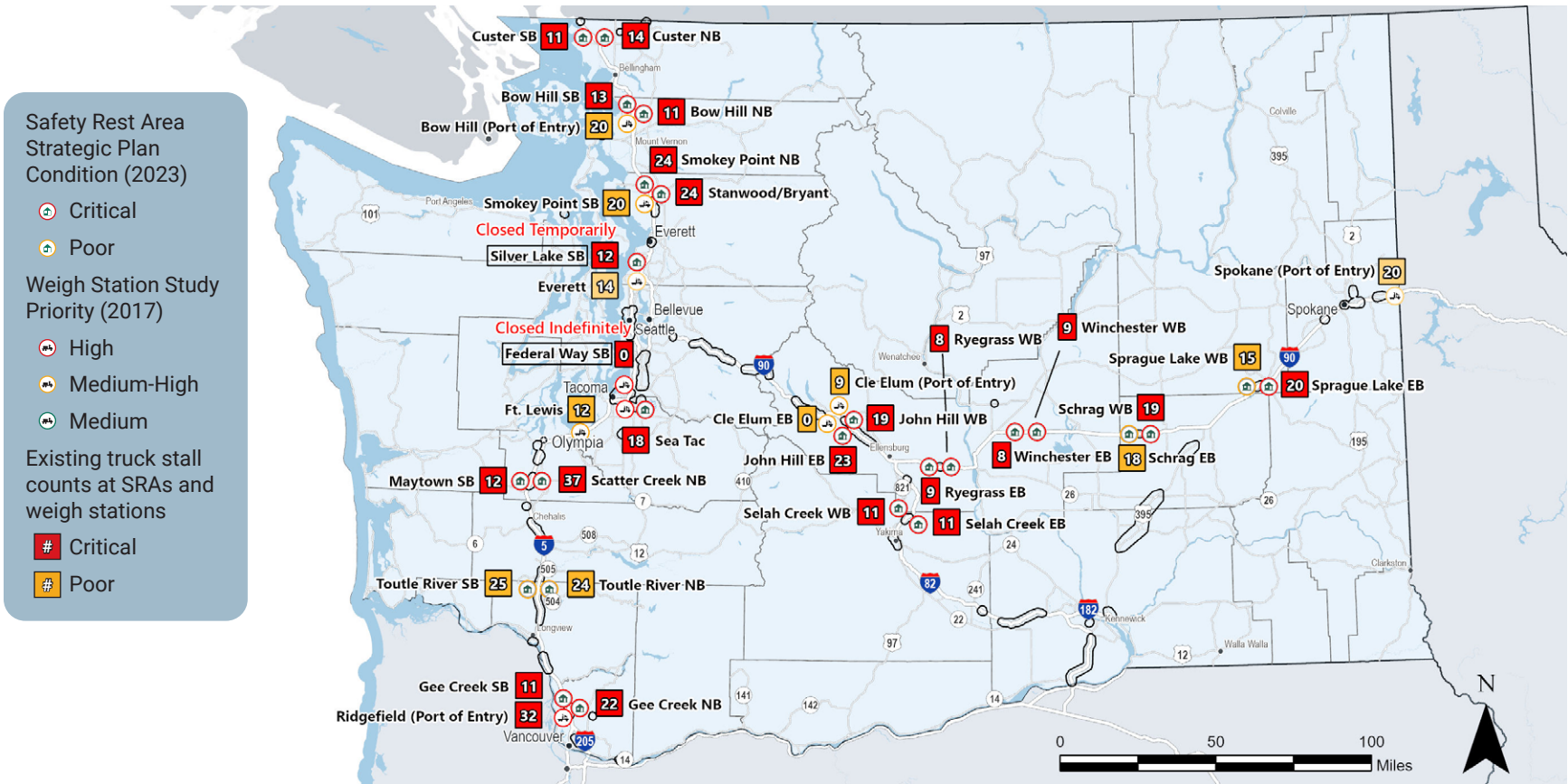
Maintenance and preservation investment is needed at truck parking facilities for:

- Essential services, such as water and sewer facilities, building infrastructure, and utilities
- Truck parking lot maintenance (pavement, stormwater facilities, lighting, etc.)
- Public facility maintenance staff and resources

KEY TAKEAWAY

Developing new SRAs or adding truck parking spaces to existing sites will increase the preservation and maintenance shortfall. Therefore, preserving and maintaining existing truck parking at SRAs is a priority over expansion.

Condition of SRAs and Weigh Stations with Truck Parking Supply



The existing WSDOT truck parking supply sites at SRAs and weigh stations require both annual operating and maintenance resources, as well as preservation resources for more significant capital expenditures required for replacement of aging infrastructure. The map shown above is focused on the I-5 and I-90 freight corridors for long-haul truck parking, and is intended

to convey the current condition of SRAs and weigh stations in Washington state.

Nearly the entirety of the public truck parking supply along these corridors is situated on sites that are rated in critical condition with significant preservation capital required above annual operational and routine maintenance costs.

Temporary and more severe or longer-term closures of WSDOT public truck parking supply can unexpectedly occur when preservation projects are not systematically funded and implemented, impacting driver safety in high-demand areas for truck parking.

Truck Parking Demand

Factors affecting truck parking demand

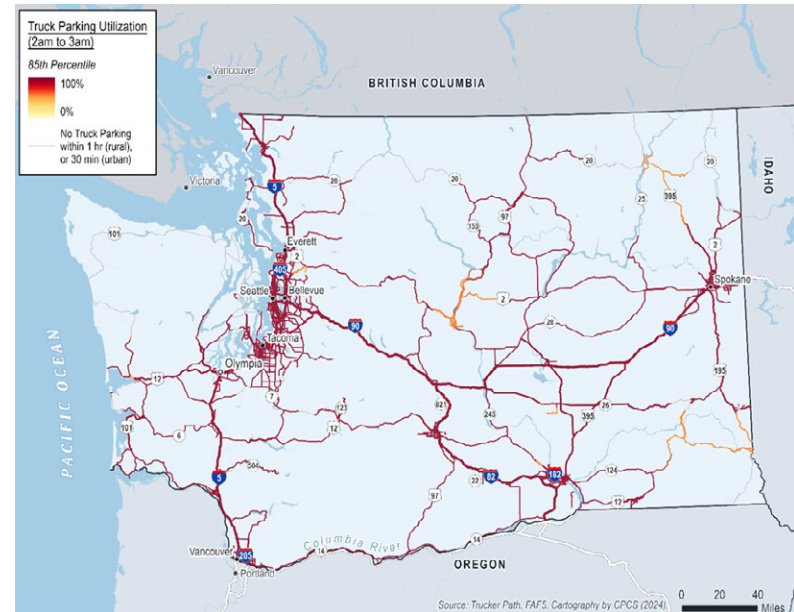
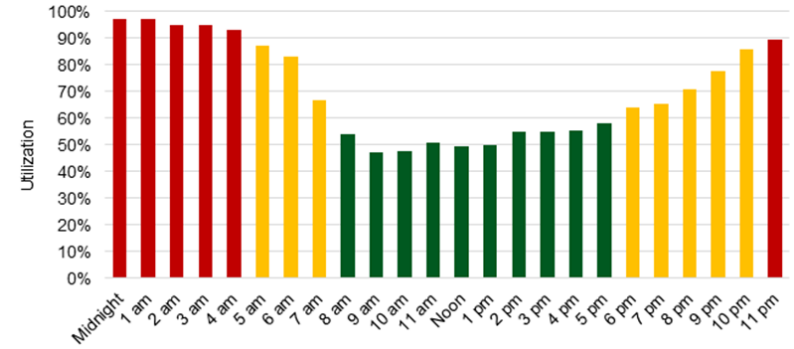
Total truck parking demand is the combination of multiple factors, such as HOS regulations, the origin and destination of a load, shipper and receiver delivery needs/requirements, and emergencies. The project team used crowdsourced data on the utilization of truck parking to identify where truck parking demand is outpacing truck parking supply.

Truck parking demand in Washington

Truck parking utilization in Washington was estimated using observations from truck drivers submitted through the Trucker Path app. Trucker Path is used by almost 1 million truck drivers to find and report the utilization of truck parking, identify their routes, and find essential services.

The estimated truck parking utilization in Washington is highest from midnight to 4 a.m. Utilization peaks at midnight at over 97 percent of truck parking spaces utilized and stays above 93 percent utilized until 4 a.m. Utilization decreases in the morning reaching a low of 47 percent at 9 a.m. Utilization remains low throughout the day until the late evening, when utilization begins to increase.

The statewide map to the right shows the truck parking utilization from 2 a.m. to 3 a.m., where utilization is very high. In general, utilization along interstates and near urbanized areas generally have higher utilization rates. This is particularly the case along I-5, in King County and around Spokane. Utilization generally decreases in areas that are further from interstates.



KEY TAKEAWAY

Washington’s existing truck stops and SRAs are not meeting truck parking demand. Excess truck parking demand is most acute along interstates and near urbanized areas.

Undesignated Truck Parking

Types of undesignated truck parking

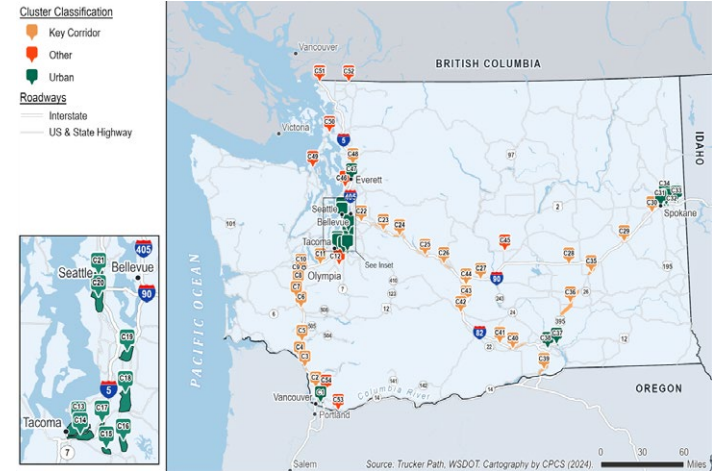
Undesignated truck parking refers to trucks parked along roadways, vacant land near roadways, and other areas that are not designated for trucks. Undesignated truck parking occurs at similar types of locations, each of which are outlined below.

SRAs or weigh stations: Undesignated truck parking along the shoulders of SRAs, weigh station on/off ramps, or in undesignated areas within SRAs (e.g., passenger or RV spaces, along curbs).

Corridor and on/off ramp shoulders: Undesignated truck parking frequently occurs along busy corridors and on/off ramp shoulders, putting truck drivers at risk for robbery and other roadway users at risk for crashing. Additionally, undesignated truck parking blocks sight lines for other roadway users and creates a high-speed differential.

Last-mile: Undesignated truck parking occurs on local roads, particularly in industrial areas as truck drivers wait for their pickup or delivery on nearby roadways. Last-mile undesignated truck parking can impede traffic, block roadways, and may conflict with residents, presenting quality-of-life concerns.

Near truck stop: Undesignated truck parking occurs near private truck stops on roadways close to private truck stops. These roads typically have lower speeds and traffic volumes, reducing safety risks, but truck parking near truck stops can pose traffic and quality-of-life concerns.

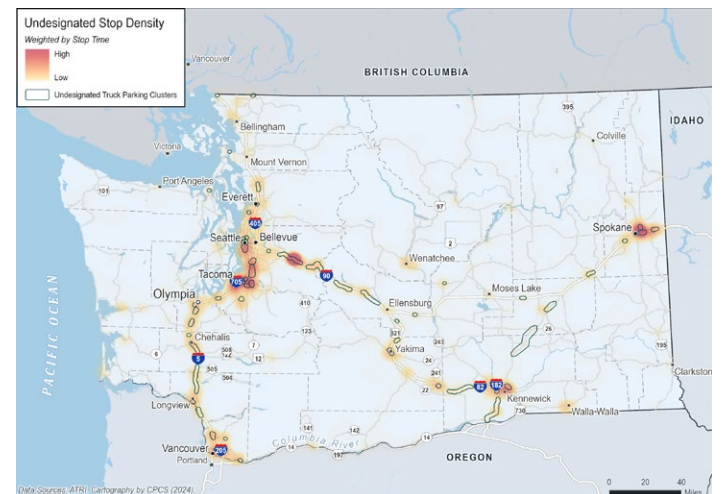


700-870
Current estimated space deficit per day

860-1,070
Projected (2035) estimated space deficit per day

KEY TAKEAWAY

Based on the analysis of undesignated truck parking, Washington has a current estimated deficit of 700–870 spaces and a projected estimated deficit of 860–1,070 spaces by 2035.

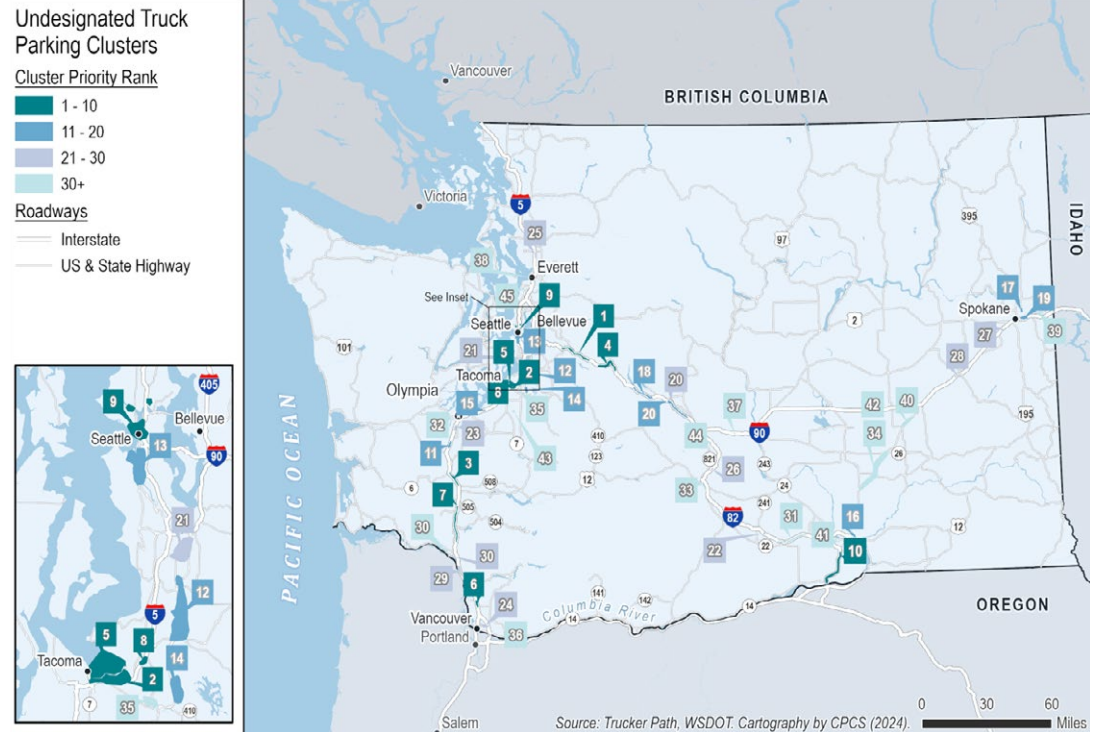


Clusters of Undesignated Truck Parking

Prioritizing undesignated truck parking clusters

According to a survey of truck drivers, the top three factors affecting where a truck driver parks are the proximity of the location to their route or destination, availability of restrooms and showers, and designated truck parking spaces. When designated truck parking spaces are full, truck drivers park in undesignated areas, most frequently during the overnight hours. Although undesignated truck parking occurs throughout the state, undesignated stops were clustered based on their density and prioritized to focus solutions on the areas where truck parking needs are most acute. The figure below displays the rank of undesignated truck parking clusters according to whether the cluster was on or adjacent to a T-1 or T-2 freight corridor, the number of undesignated stops, crashes nearby, duration of undesignated truck parking, and truck traffic (current and projected future). The areas (may encompass more than one cluster) that had the highest priority rating are:

- I-90 near North Bend/ Snoqualmie
- I-5 near the Port of Tacoma/Fort Lewis
- I-5 near Chehalis/Toutle River
- I-5 near Gee Creek



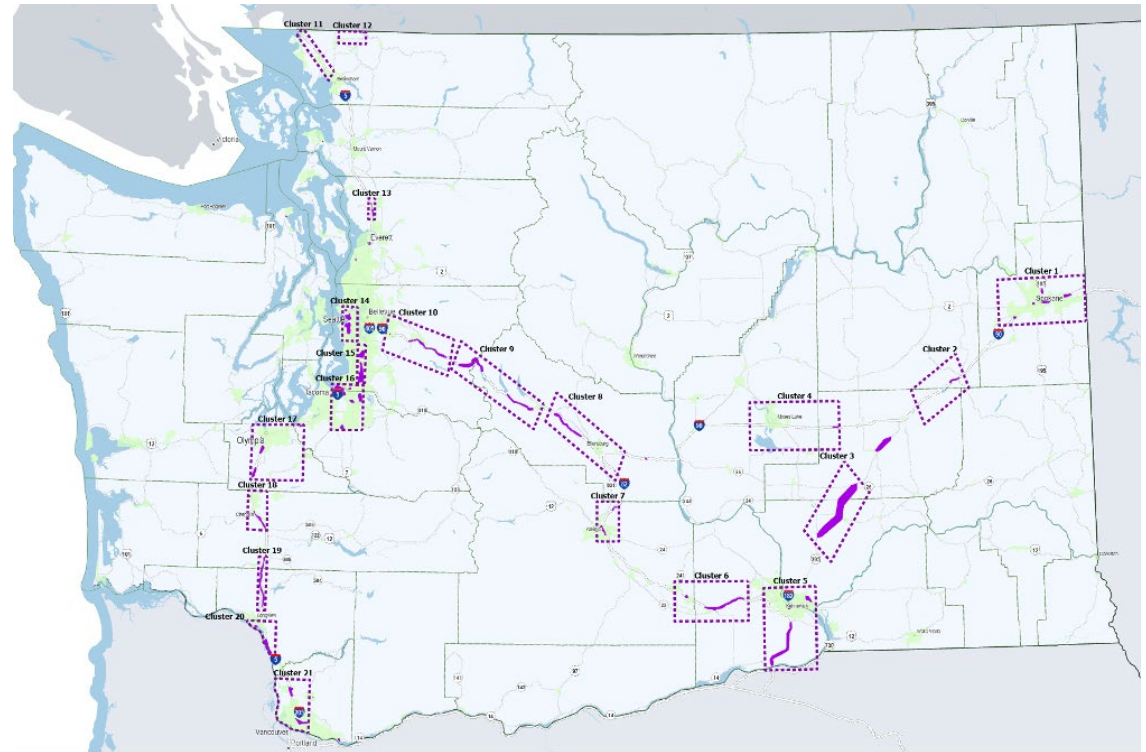
KEY TAKEAWAY

Undesignated truck parking occurs throughout Washington, with high concentrations of undesignated truck parking occurring along I-90 near North Bend/Snoqualmie and along I-5, increasing in intensity as I-5 reaches the Port of Tacoma/Fort Lewis.

Reviewing Parcels Near Undesignated Truck Parking Clusters

Clusters of undesignated truck parking were analyzed further to identify opportunities to address truck parking needs. Undesignated parking events along state and interstate highways were divided into 21 clusters, each covering approximately a 30-mile stretch. Clustering is a useful technique for summarizing data and estimating demand based on the available truck parking spaces within each cluster. Based on conversations with truck drivers, they typically do not spend more than 30 minutes searching for parking. If truck drivers cannot find a designated parking space within that time, especially near their hours-of-service limit, they are likely to park wherever possible to comply with HOS regulations.

The figure to the right shows the demand clusters. To identify the potential for truck parking expansion by the private sector, the project team analyzed parcels that could meet the needs of a truck parking site. Note: this was a high-level analysis seeking to identify the potential and not to specify any particular site.



Map Showing the High-demand Areas with Undesignated Truck Parking

KEY TAKEAWAY

Based upon a vacant parcel analysis performed in the study, specific site opportunities were identified in demand cluster areas within the state, which have a range of development costs in urban to rural areas. Along the I-90 corridor within King County, there are unique challenges to managing urban growth area boundaries and truck parking development in an area of very high truck parking demand due to its location outside Seattle metro.

Exploring Opportunities to Collaborate with the Private Sector

Near-term factors affecting private sector collaboration

The opportunities to collaborate with the private sector are limited by the current P3 legislation, which needs to be resolved through new legislation. WSDOT also has a limited understanding of the exact locations of land owned by the department and ROW due to existing parcel documentation, which limits the ability to pursue the use of P3s. **The current SoGR of SRAs and weigh stations demonstrates the need to pursue collaboration with the private sector. Due to limited funding for near-term capital projects and ongoing operation and maintenance costs in the public sector, it is important to look to expand truck parking at private sites.**

Truck stops built and operated by the private industry do not always include the maximum number of truck parking spaces that could fit into a specific site. Additionally, private truck stop owners highlighted that they can encounter costly infrastructure improvements that may delay or make the expansion or construction of truck stops unfeasible. A point of contact within WSDOT could help private truck stop owners and WSDOT with visibility and potentially lead to innovative approaches to increasing private truck parking in Washington.

As shown in the parcel analysis, there is limited undeveloped land in urban growth areas, particularly in King County. The demand for truck parking in urbanized areas is high and concentrated around warehouses, distribution centers, ports, and other areas with high concentrations of truck origins or destinations.

New and existing companies have entered the market to develop paid truck parking using underutilized land. These companies may operate sites in a single state, multiple states, or provide the marketplace and technology needed for a landowner to use their existing land to generate revenue. The zoning for truck parking is not always well defined, resulting in uncertainty and barriers to dual use sites being developed where there is a need and where they fit with city planning. The result is less dual use truck parking sites; confusion for businesses on whether they need to consult with local jurisdictions; and the potential for a mismatch between the dual-use site and the land use plan for the local jurisdiction.

Case Studies in Other States:

- **City of Decatur, Illinois** used up to \$750,000 in local fuel tax as an incentive to update roads in the area to accommodate a new Love's truck stop.
- **Wyoming Department of Transportation** used a Truck Parking Facilities Program grant to construct 43 long-term truck parking spaces in Wamsutter, Wyoming next to an existing truck stop.
- **Brainerd, Minnesota** hosts 30 short-term truck parking spaces at the Brainerd Lakes Area Welcome Center, which is located in the center of State Route 371 right-of-way.

Solving Truck Parking Must Include a Combination of State, Local Agency, and Private Sector Solutions

Expanding truck parking capacity at public SRAs and weigh stations alone is not sufficient to fully address the truck parking demand need in Washington. Therefore, the solution package must involve a combination of state, local agency, and private sector solutions.

Local Agency Sites

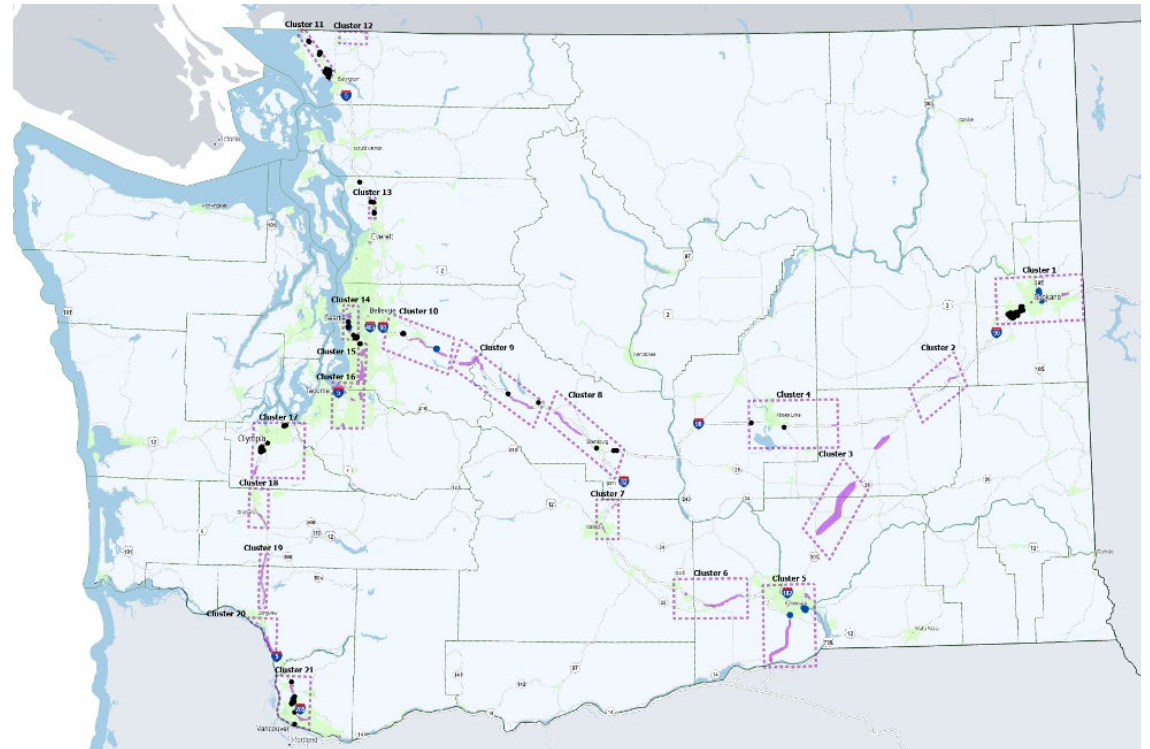
Local agencies identified the potential for shared-use concepts at fairgrounds, underused existing parking lots, vacant land owned by local and state agencies, and brownfields.

Private Sector Opportunity Sites

Part of the solution could come from truck parking expansion by the private sector, but one of the challenges is the availability of affordable land within the urban growth areas.

Private Land Site Parcel Analyses

ESHB 2134 requires the identification of private land parcels that are potential sites for the development of truck parking. To fulfill this requirement, undesignated parking clusters along I-5 and I-90 were divided into 21 areas and reviewed for vacant parcels using county parcel data. The analysis identified over 140 parcels, each of which presents a different opportunity for truck parking and are provided in the supporting documentation of this study. Additionally, several private land parcel site opportunities were identified by interested parties during engagement and documented with site details, risks, and potential actions for truck parking development.



Evaluation of Private Land Parcels for Potential Truck Parking Sites Adjacent to I-5 and I-90 Corridors

I-90 Near North Bend Opportunities

The proviso in ESHB 2134 specifically stated the “department shall identify private land parcels for potential development of sites, which may include, but should not be limited to, a feasibility analysis of sites adjacent to Interstate 90 near North Bend for a 400 to 600 space truck parking site. The public benefit of each potential truck parking site must be included in this assessment.”

The project team investigated existing parcel site opportunities along a 30-mile segment of I-90 within the vicinity of North Bend. During this process, existing vacant parcels were identified using county-level data and verified to their position within truck parking demand clusters determined by the study team. No specific truck parking site opportunity parcels were able to be identified during this process that were within the urban growth area boundary. Urban growth area boundaries were highlighted as a significant barrier to development during consultations with cities and counties.

The closest existing public supply sites are located near Cle Elum on the east side of

Snoqualmie Pass, which is a major passage point for truck drivers to navigate during trip planning.

During engagement with interested parties, the City of North Bend presented the study team with a private land parcel opportunity within unincorporated King County that is owned by a private entity and operated as a gravel mine. The existing site is approximately 100 acres and up to 60 acres could be pursued for truck parking development.

The site has significant challenges:

- The Weyerhaeuser site is outside the Urban Growth Area
- There are existing agreements to return the site to its natural condition once the mining operation is complete
- There are no current power, water, or other utilities on the site

The City of North Bend can advocate for this site in unincorporated King County, however, before any action is taken, a change to the urban growth area boundary would likely need to be approved.



Trucks parked on the off-ramp at Exit 34 North Bend



Existing Gravel Pit Identified by the City of North Bend

KEY TAKEAWAY

I-90 exit 34 at North Bend, Washington is one of the highest truck parking demand locations with undesignated parking; this section of the I-90 corridor faces the challenge of being outside of the urban growth area boundary and will require collaboration.