



Washington State Truck Parking Implementation Plan

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Fred Wenhardt



Introduction – FMSIB Staff

- Brandy DeLange – Executive Director
- Fred Wenhardt – Transportation Planner
- Sally See – Executive Assistant

Goals of FMSIB

- Reinvigorate the role of the organization with new staff
- Enhance the agency's role as a thought leader and subject matter expert
- Refine our role as the steward of the Strategic Six-Year Investment Program
- Ongoing relationship-building and outreach with project applicants, sponsors, the community, and others

Truck Parking Implementation Plan

Overview

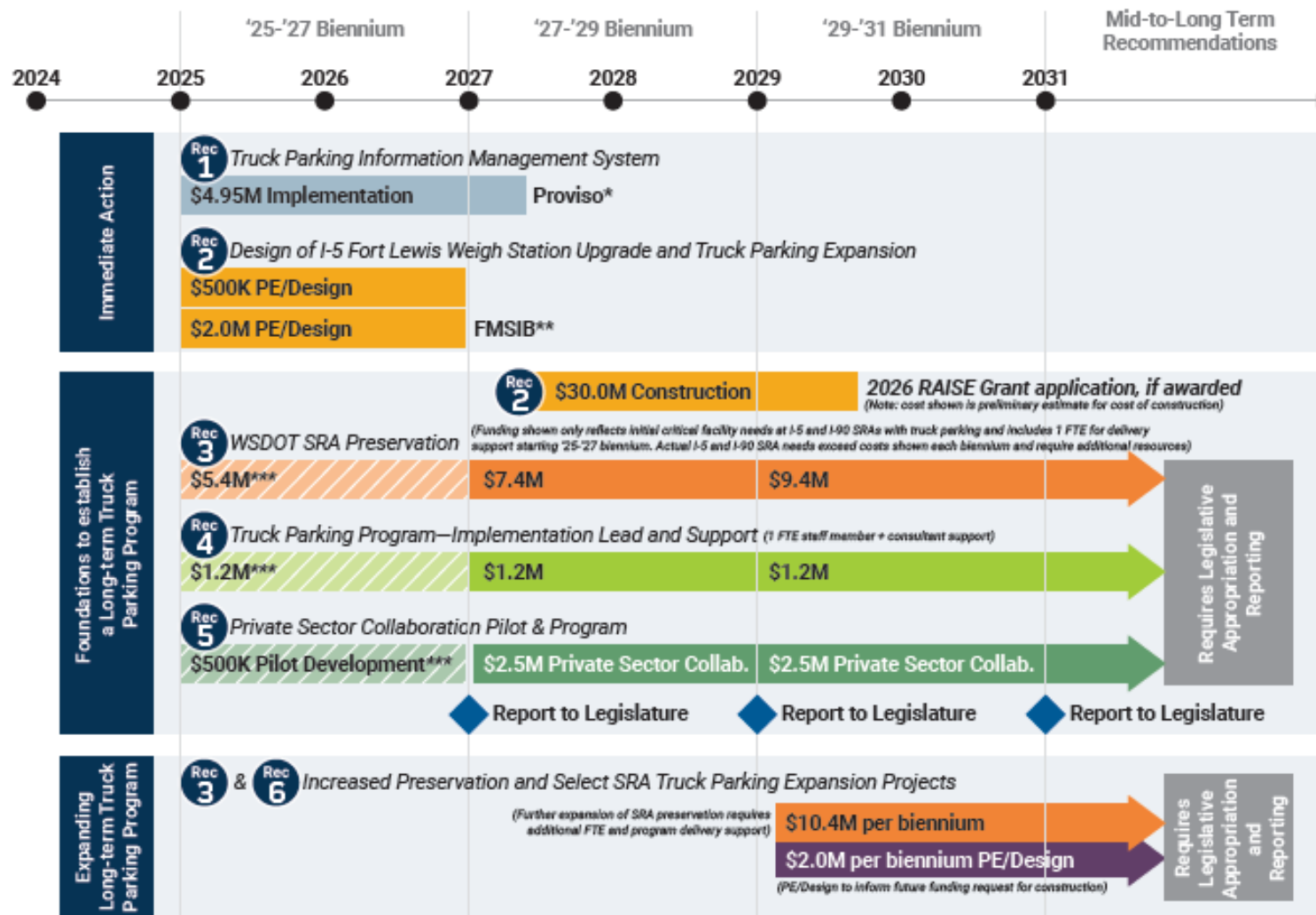
- Through ESHB 1125 and 2134, FMSIB, in consultation with WSDOT, developed a truck parking implementation plan
- Goal of the report was to produce 6 actionable recommendations over 3 biennium
- This report was completed in consultation with WSDOT; FMSIB is appreciative of their partnership



Key Drivers of Truck Parking Recommendations

- The private sector provides and maintains most truck parking in the state – collaboration is key
- Most existing Safety Rest Areas (SRAs) are at capacity during overnight hours
- Immediate preservation needs at SRAs (i.e. sewer and water improvements)
- Currently no single point of contact for truck parking issues at any level

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.

Truck Parking Recommendation Framework

- **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 the Truck Parking Information Management System (TPIMS) and other strategies to leverage public and private spaces.

Immediate Action

Recommendation 1: Truck Parking Information Management System

- Recommended that \$4.95 million identified in ESHB 2134 funding be used to cover the funding gap
- **WSDOT's role** – Implement TPIMS along the I-5 corridor in partnership with Caltrans and ODOT
- **FMSIB's role** – To recommend that the Legislature appropriate \$4.9M to WSDOT for the I-5 TPIMS projects
- Helps to address the high-priority I-5 truck parking corridor shortage

Immediate Action

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

- Recommendation to add truck parking capacity and provide restrooms by applying for federal funding (i.e. RAISE grant)
- **WSDOT's role** – To design, construct, and maintain the weight station upgrade and truck parking facility
- **FMSIB's role** – To support and assist with resourcing the project as a critical weigh station upgrade along a major freight corridor
- FSMIB considers this a key recommendation and has included the project in our Strategic Six-Year Investment Program

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Recommendation 3: WSDOT SRA Preservation

- Of current SRA's 87% are in critical condition
- Below highlights a selection of sewer and water system improvements at 11 public SRA locations with high demand

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

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Recommendation 4: Truck Parking Program Implementation Lead and Support

- Developing partnerships and facilitating incentive development
- Reducing implementation barriers for local agencies
- **WSDOT's role** – If funded, hire a Truck Parking Implementation Lead (TPIL) to report progress
- **FMSIB's role** – Recommend the Legislature to appropriate funding to WSDOT
- Additional goal to develop a *Truck Parking Development Guidebook*

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Recommendation 5: Private Sector Collaboration Pilot and Program

- Creates a private sector collaboration pilot through proviso language
- **WSDOT's role** – Work with internal and external interested parties and administer the pilot program
- **FMSIB's role** – Support pilot by recommending Legislature appropriate \$500k in '25-'27 biennium via proviso to WSDOT

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Recommendation 6: Select Safety Rest Area Truck Parking Expansion Projects

- Expands truck parking supply at SRAs, contingent upon:
 1. Bringing existing truck parking supply into a state of good repair
 2. Develop private sector partnerships

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.

Summary – 6 Recommendations

1. Truck Parking Implementation Management System
2. Design of I-5 Fort Lewis Weight Station Upgrade and Truck Parking Expansion
3. WSDOT Safety Rest Area Preservation
4. Truck Parking Program – Implementation Lead and Support
5. Private Sector Collaboration Pilot & Program
6. Select SRA Truck Parking Expansion Projects

Questions?





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