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SPECIAL BOARD MEETING AGENDA

OCTOBER 10, 2024, 10:30-12:00 PM

LOCATION: VIRTUAL ZOOM:

<https://us06web.zoom.us/j/81708697310?pwd=zKJwPKPtmsSjfVgjUQf45X9X5nDssw.1>

Members and the public that are interested in attending in person:

505 Union Avenue SE, Olympia

If attending in person, please call 253.225.3069 for entry into the building.

AGENDA

- 1. Welcome/Introductions**
- 2. Public Comment**
- 3. Port of Kalama Scope/Phase Modification for Funding – (shift \$1,412,900 of remaining funding from RW to PE) – Action item**
- 4. Draft Truck Parking Report – Action item**
- 5. Draft Transmittal for Six-Year Investment Program – Action item**
- 6. Next Board Meeting - November 22, 2024 in Anacortes**
- 7. Adjourn**



SPECIAL NEEDS: For special accommodations or to request an auxiliary aid, please contact the Freight Mobility Strategic Investment Office at (360) 586-9695 by October 7, 2024.

PROJECT

The Port of Kalama's Industrial Rail Additions Project will add 21,120 linear feet of rail support tracks to the Port's rail system to increase TEMCO's loading efficiency by 25-30 percent in the direct loading of grain from rail to ship. This additional rail capacity will enable continuous ship loading without the need to reposition the inbound rail cars, which currently causes a 7-hour delay in the loading process.

To accomplish this Project, the Port of Kalama needed to acquire an adjacent 8.1-acre parcel. The Port's right of way acquisition was delayed, due to a former property owner's reluctance to accept the environmental cleanup liability through the purchase, as well as the Covid pandemic. June 30, 2023, the Port engaged in a \$2.4 million purchase and sale agreement for the property.

With the purchase agreement signed, Project design and permitting began and this work is ongoing. The Port applied for two U.S. Department of Transportation grants to support the project.

TEMCO is a 50-50 joint venture between CHS and Cargill. The company exports feed grains, oilseeds, and wheat to Asia-Pacific markets. The 2014 expansion project at the TEMCO export elevator provided approximately 350 to 380 jobs during the project. The TEMCO upgrade effectively tripled throughput capacity of the grain terminal and provides more consistent and continuous production. These improvements also demonstrate TEMCO's long-term commitment in Kalama.

The TEMCO facility, along with the Port's second grain export terminal, Kalama Export Company, positions the Port of Kalama as the top volume exporter in the Pacific Northwest, 3rd on the West Coast and 17th in the Country, with over \$5 billion in annual export value.

FMSIB FUNDING

In **June 2018**, the Freight Mobility Strategic Investment Board funded the Port of Kalama's Industrial Rail Additions Project. The FMSIB awarded \$2.4 million to the Project to acquire right of way (meeting date 6/1/18). This was the existing purchase price of the defunct Chemtrade facility, necessary to expand rail at the TEMCO grain export terminal.

In a **January 14, 2022**, letter, FMSIB added \$1.5 million to their Project support, adding engineering, in addition to right of way acquisition, as an eligible Project expense (meeting date 11/19/21).

On July 1, 2023, the Port's project was not carried forward to the '23-'25 biennium.

Based on a June 2023 invoice, \$314,422 of the FMSIB funds were reimbursed to the Port of Kalama, with \$3,585,578 million remaining outstanding.

In November 2023, the Port expended \$2.16 million to complete the purchase of the right of way.

July 1, 2024, the Project is re-established in the budget. In an **April 11, 2024**, letter, the WSDOT notified the Port of \$3,585,578 committed to the Project in the 2024 Supplemental Transportation Budget. The stated scope is 'to provide additional railroad car storage at the TEMCO facility to spot trains thus preventing impacts to mainline rail traffic.'

October 10, 2024

The Honorable Marko Liias
Washington State Senate
PO Box 40421
Olympia, WA 98504

The Honorable Jake Fey
Washington House of Representatives
PO Box 40600
Olympia, WA 98504

The Honorable Curtis King
Washington State Senate
PO Box 40414
Olympia, WA 98504

The Honorable Andrew Barkis
Washington House of Representatives
PO Box 40600
Olympia, WA 98504

Re: FMSIB Six-Year Investment Program

Dear Chairs Liias and Fey, Ranking Members King and Barkis, and Legislative Transportation Committees:

The Freight Mobility Strategic Investment Board (FMSIB) is pleased to submit recommendations for the Six-Year Strategic Investment Program of the highest priority freight mobility projects for the state across freight modes, jurisdictions, and all regions of the state.

The recommended program funds \$29.5 million in strategic freight projects in FY 2025-2027 and provides critical information about strategic freight needs in coming biennia. The Six-Year Investment Program as presented identifies strategic freight projects for FY 2027-2029 and FY 2029-2031 and intentionally omits specific funding recommendations for the later biennia. We have taken this approach for two primary reasons. First, identifying strategic freight projects for FY 2027-2029 and FY 2029-2031 but not assigning recommended funding allows the state to be responsive to new and emerging freight needs. Second, this approach allows us to refine and improve outreach and analysis in what is still a very new process. This is the first year FMSIB has produced a Six-Year Strategic Investment Program, and we have observed several opportunities to increase and improve outreach and information-gathering for future iterations of the plan. We chose to show the analyzed and ranked need for future biennia, but not to lock in funding recommendations as we refine the process.

Projects submitted for consideration for the Six-Year Strategic Investment Program have been separated into two distinct categories—highest-ranked projects that exceed performance criteria defined by RCW 47.06A.020 and middle-ranked projects that satisfactorily meet the performance criteria defined by RCW 47.06A.020. Further, recommendations have also been broken down by project categories including: bridge preservation, road preservation, bridge and road replacement, improving operations of the

existing system, grade separation, expansion of freight corridors, and achieving freight systems of the future (truck parking, land banks, and zero emission). These project categories demonstrate the unique freight needs across the state and inform what are expected to be ongoing areas of strategic investments. As an example, we expect that preservation and maintenance will be a growing area of need, and additional outreach is required to gather the best information for evaluating priority strategic preservation needs.

Moreover, because the Six-Year Investment Program has been developed to be nimble and responsive to emerging needs, ongoing outreach to stakeholders and agencies can be prioritized to facilitate complete statewide participation and to encourage project submittals in other project categories.

The recommended program was developed by first ranking and then prioritizing projects based on criteria required by RCW 47.06A.020. The ranking criteria first weighted a project's statewide strategic freight value and importance, inclusion in the Statewide Freight Plan, and commitment of federal funding. After these statutory requirements, prioritization criteria then considered project readiness for the designated phase and biennium as well as overlap with overburdened communities as defined by the Washington State Environmental Health Disparities Map (threshold of 8 or higher to indicate areas of need).

A total of 34 projects have been identified supporting regional diversity and the economic needs of Washington State while balancing the impacts on overburdened communities. These projects demonstrate that freight mobility can be enhanced while minimizing harm and providing equitable benefits to Washington communities.

FMSIB appreciates the opportunity to work collaboratively with the legislature to provide strategic guidance regarding the highest-priority freight projects statewide. As part of the mission of providing strategic guidance, FMSIB is committed to ongoing and active engagement with agencies, statewide stakeholders, and the legislature.

Sincerely,

Temple Lentz, Chair

FMSIB Board

Table 1. Six-Year Freight Mobility Strategic Investment Program

Project Name	Agency	Project Category	Total Project Cost (includes other funding sources)	Total Funds Requested from FMSIB	FY 2025-2027	FY 2027-2029	FY 2029-2031	Leg Dist.	Notes
Highest Ranked Projects – exceeded performance on legislative criteria for RCW 47.06A.020									
Truck Parking I-5/Fort Lewis	WSDOT	Truck Parking	\$37,500,000	\$6,500,000	\$2,000,000	Recommend Funding	-	28	<ul style="list-style-type: none"> Funding provides federal grant application match Funds PE activities in first two biennia Overlaps with overburdened community
I-5/54th Ave E Interchange Improvements Project – PE/ROW	City of Fife	Expansion of Freight Corridors	\$73,830,000	\$5,000,000	-	-	Recommend Funding	27	<ul style="list-style-type: none"> Early in project development (less than 30% design) Overlaps with overburdened community
Fruit Valley Freight Access and Safety Improvements Project	City of Vancouver	Expansion of Freight Corridors	\$130,000,000	\$15,000,000	-	-	Recommend Funding	49	<ul style="list-style-type: none"> Early in project development (in planning phase, no preferred alternative identified) Funding in later biennium to provide time for project development and securing additional funding Overlaps with overburdened community
Fishing Wars Memorial Bridge Phase 2 Design - PE	City of Tacoma	Bridge and Road Replacement	\$310,000,000	\$7,000,000	-	Recommend Funding	-	27	<ul style="list-style-type: none"> Early in project development (less than 30% design) Funding timing allows for City to secure additional funding Overlaps with overburdened community
Argonne Road and Interstate 90 Bridge	City of Spokane Valley	Bridge and Road Replacement	\$28,200,000	\$2,000,000	\$2,000,000	-	-	4	<ul style="list-style-type: none"> Fully funds PE/ROW phases Overlaps with overburdened community
Regional Beltway Connector – Phase 2 Stage 2B	City of Union Gap	Grade Separations	\$22,236,800	\$4,500,000	\$2,682,000	-	-	15	<ul style="list-style-type: none"> Funding allocated for ROW phase; original request was for construction funding Large construction funding gap and minimal local funds committed for construction phase Funding ROW phase to allow for additional time to secure construction funding Overlaps with overburdened community
Portland Avenue Freight and Access Improvements Phase 1 Construction	City of Tacoma	Bridge and Road Replacement	\$7,281,337	\$5,500,000	-	Recommend Funding	-	27	<ul style="list-style-type: none"> Construction-ready project Fully funds construction phase Overlaps with overburdened community

Project Name	Agency	Project Category	Total Project Cost (includes other funding sources)	Total Funds Requested from FMSIB	FY 2025-2027	FY 2027-2029	FY 2029-2031	Leg Dist.	Notes
Bigelow-Sullivan Corridor: Sullivan & Trent Interchange	City of Spokane Valley	Bridge and Road Replacement	\$46,821,177	\$10,000,000	-	-	Recommend Funding	4	<ul style="list-style-type: none"> Funding shortfall for construction phase even with FMSIB request Allocating half of requested amount in last biennium to allow time to secure additional funding Overlaps with overburdened community
I-5/Port of Tacoma Road Interchange Improvement Project - Phase 2B	City of Fife	Expansion of Freight Corridors	\$23,299,000	\$5,000,000	\$5,000,000	-	-	27	<ul style="list-style-type: none"> Fully funds construction Construction-ready project Overlaps with overburdened community
Harbor Island Access Improvements	City of Seattle	Road Preservation	\$45,000,000	\$650,000	-	Recommend Funding	-	34	<ul style="list-style-type: none"> Funds initial PE phase to develop 10% conceptual design, cost estimates, and Stakeholder Outreach Plan Overlaps with overburdened community
Argonne Road Reconstruction - PE/ROW	Spokane County	Bridge and Road Replacement	\$4,428,606	\$4,398,606	\$3,963,000	-	-	4	<ul style="list-style-type: none"> Fully funds PE/ROW phases of project
Taylor Way/SR 509 Intersection - Second Northbound Left Turn Lane	City of Fife	Expansion of Freight Corridors	\$1,000,000	\$750,000	-	Recommend Funding	-	27	<ul style="list-style-type: none"> Fully funds PE phase Project not currently included in regional plan (funds allocated in second biennium to allow time for inclusion) FMSIB request for construction funding withheld while PE phase progresses Overlaps with overburdened community
Miller Street Grade Separation	City of Wenatchee	Grade Separations	\$44,649,137	\$3,000,000	\$3,000,000	-	-	13	<ul style="list-style-type: none"> Construction-ready project Fully funds construction phase
East Valley Highway Widening – PE/ROW	City of Auburn	Expansion of Freight Corridors	\$10,420,000	\$1,148,000	\$700,000	-	-	31	<ul style="list-style-type: none"> Fully funds PE phase of project
Talley Way Corridor	City of Kelso	Bridge and Road Replacement	\$43,850,000	\$4,970,000	\$4,970,000	-	-	19	<ul style="list-style-type: none"> Fully funds PE phase of project
SR 509 Arrival and Departure Tracks	Northwest Seaport Alliance	Expansion of Freight Corridors	\$14,731,070	\$1,000,000	-	-	Recommend Funding	27	<ul style="list-style-type: none"> Funding shortfall for construction phase even with FMSIB request Federal grant request in progress Overlaps with overburdened community
East Valley Highway Widening – Construction	City of Auburn	Expansion of Freight Corridors	\$10,420,000	\$935,000	-	Recommend Funding	-	31	<ul style="list-style-type: none"> Fully funds construction phase of project

Project Name	Agency	Project Category	Total Project Cost (includes other funding sources)	Total Funds Requested from FMSIB	FY 2025-2027	FY 2027-2029	FY 2029-2031	Leg Dist.	Notes
Middle Ranked Projects – satisfactory performance on legislative criteria for RCW 47.06A.020									
32nd Street Underpass	City of Washougal	Grade Separations	\$60,000,000	\$7,500,000	-	-	Recommend Funding	17	<ul style="list-style-type: none"> ▪ Early in project development (less than 30% design) ▪ Funding allocation in last biennium to allow time to secure funding and advance project development ▪ Federal earmark
N. 40th Ave. and Fruitvale Blvd. Roundabout Improvements	City of Yakima	Expansion of Freight Corridors	\$3,775,000	\$2,144,096	-	Recommend Funding	-	14	<ul style="list-style-type: none"> ▪ Fully funds PE and construction phases
Dallesport Industrial Park Rail Spur Improvements Project	Port of Klickitat	Expansion of Freight Corridors	\$221,000	\$221,000	\$221,000	-	-	14	<ul style="list-style-type: none"> ▪ Fully funds construction phase ▪ Construction-ready project
SR 117 Truck Route at US 101 Interchange Improvements	City of Port Angeles	Expansion of Freight Corridors	\$13,275,000	\$13,025,000	\$3,125,000	-	-	6	<ul style="list-style-type: none"> ▪ Fully funds PE phase ▪ Additional consideration of truck routes beyond interchange may be needed ▪ No construction funding committed
Interstate 82 / HWY 241 Eastbound Roundabout Improvement	City of Sunnyside	Expansion of Freight Corridors	\$2,197,600	\$1,802,032	\$1,802,032	-	-	15	<ul style="list-style-type: none"> ▪ Fully funds PE/Construction phases
International Way Grade Separation	Port of Longview	Grade Separations	\$31,000,000	\$6,000,000	-	Recommend Funding	-	19	<ul style="list-style-type: none"> ▪ Early in project development (less than 30% design) ▪ No funding secured for construction phase ▪ Fully funds PE/ROW phase and allows for additional time to secure construction funding
FUNDING TOTALS			\$984,261,359	\$114,020,702	\$29,463,032				



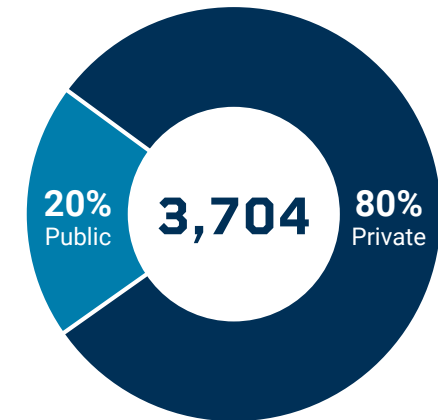
The Washington Legislature, through ESHB 1125 and 2134, directed the Freight Mobility Strategic Investment Board (FMSIB) and the Washington Department of Transportation (WSDOT) to develop a truck parking implementation plan with specific recommendations for action in expanding public and private truck parking supply (**2024 Truck Parking Implementation Plan**).

Key Drivers of 2024 Truck Parking Recommendations

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

- **The private sector provides and maintains most of the truck parking within WA**, and collaboration with the private sector to develop further in demand areas is both a cost and time-effective opportunity to address need.
- 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 undesignated locations.
- **There are immediate preservation needs at WSDOT's SRAs** required to keep truck parking open over time.
- WSDOT currently has limited options for executing a Public Private Partnership (P3) to incentivize additional private truck parking; however **near-term action can be taken through legislative proviso establishing non-P3 collaboration opportunities with the private sector.**
- Truck parking investment decisions include the public and private sector, all levels of government (cities, counties, state, federal), and throughout 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.**

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



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

The 2024 Plan goes beyond past studies by **1.) Identifying the root cause of truck parking issues, 2.) Defining specific action 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 this study is different than past studies and where it executes elements of the JTC 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 amenities 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 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 on the following page and explained in detail in the remainder of the Executive Summary were developed to reflect the truck parking opportunities, needs, and incorporate input from WSDOT to identify limitations to successful implementation. For example, the 2023 Washington State Safety Rest Area Strategic Plan identified as \$375M-\$525M of needs during the next 15 years, but the implementation plan includes \$5.4M in the '25-'27 biennium to start with critical maintenance at I-5 and I-90 SRAs with truck parking and includes hiring one additional full-time equivalent (FTE) to supplement project management staff. Additionally, the recommendations go beyond the funding allocated by the legislature for the provisos, reflecting the extensive truck parking needs in Washington and develops a program to address these needs now and in the future. For example, the implementation plan recommends funding for a truck parking implementation lead 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 PE/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.

Washington State Truck Parking Implementation Plan • October 2024

The program approach involves 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 recommendations are organized into two groups: 1.) Recommendations for the remaining \$5.45M associated with ESHB 2134 and 2.) Recommendations that would require the legislature to appropriate more funding. The remaining ESHB 2134 funds from the proviso reflect the following:

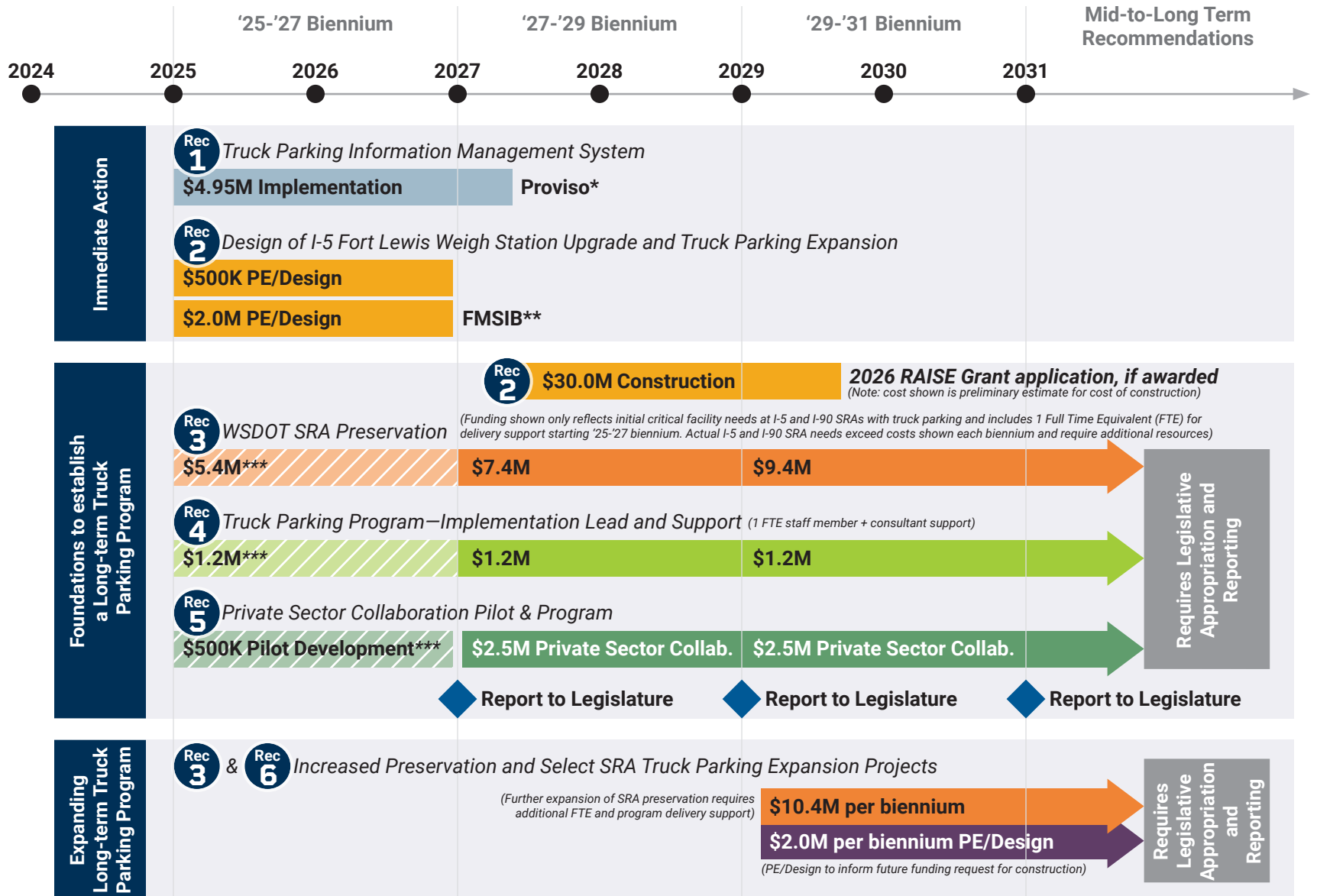
- \$4.95M of proviso funds not yet approved for expenditure by the legislature
- \$500K originally allocated to SR906, but was not yet spent
- \$500K already allocated and in use on the I-5 Fort Lewis design (not included in the total remaining)

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

RECOMMENDATIONS

DRAFT

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 for the remaining \$5.45M from ESHB 2134 Proviso

Rec 1 Recommendation: Truck Parking Information Management System (TPIMS)

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 Safety Rest Areas (SRA)**. TPIMS includes weigh stations on I-5, unlocking in excess of one hundred existing spaces for overnight truck parking. The recommended \$4.95M in ESHB 2134 funding will contribute to addressing a funding gap due to construction cost escalations for all I-5 deployment sites. The Washington TPIMS is part of a three-state coalition 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 project from a Federal Motor Carriers Association (FMCSA) grant and an Infrastructure for Rebuilding America (INFRA) grant.

Cost	Funding Sources	Timeline	FMSIB Role	WSDOT Role
\$11M Total (\$4.95M Needed)	Grant Funds: FMCSA (\$2.2M) + INFRA (\$3.9M) 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 and is consistently one of Washington’s busiest weigh stations. I-5 Fort Lewis is 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 is within a high truck parking demand area and includes a new truck parking expansion lot concept, with the **anticipated truck parking capacity increase of a minimum of 20 stalls with new amenities 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 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 SR906 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 (WSP)

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

Beyond ESHB 2134 Proviso Funding

Rec 3 Recommendation: WSDOT SRA Preservation

Investment is needed to **support the existing WSDOT public truck parking supply and amenities, 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. Funding is provided 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 6 Yr/Three Biennium Period	Unfunded FMSIB Recommendation	\$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	Unfunded FMSIB Recommendation	Mid-To-Long Term	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 Truck Parking Implementation Lead (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 as 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 Division 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 Team)	Unfunded FMSIB Recommendation	\$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 Truck Parking Implementation Lead 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 and the focus on preservation. 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 private sector collaboration pilot 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 sizeable 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. The pilot approach directly accounts for the uncertainty around legislation changing Public-Private Partnership (P3) statutes and positions WSDOT to build on success once there is clarity on the P3 legislation.

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	Unfunded FMSIB Recommendation	June 2025 Proviso: Six-month period open to accepting unsolicited proposals for sizeable 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 a SoGR repair, 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 \$12.5M to \$40M including full costs to design and construct truck parking expansions, costs for amenities 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	State of Good Repair (SoGR) Costs
I-90 John Hill Safety Rest Area WB	+34 Spaces	\$0.9M	\$1.1M	\$36.6M	\$38.5M	SoGR Cost*—\$14.9MM—John Hill EB/WB Combined
I-90 John Hill Safety Rest Area EB	+25 Spaces	\$0.7M	\$0.9M	\$11.0M	\$12.6M	
I-5 Gee Creek Safety Rest Area NB	+42 Spaces	\$1.3M	\$1.6M	\$20.1M	\$23.0M	SoGR Cost* - \$440,000
I-5 Gee Creek Safety Rest Area SB	+69 Spaces	\$1.8M	\$2.3M	\$28.5M	\$32.6M	SoGR Cost* - \$888,000
I-5 Scatter Creek Safety Rest Area NB	+38 Spaces	\$1.2M	\$1.5M	\$20.1M	\$22.8M	SoGR Cost* - \$1.8MM
I-5 Silver Lake Safety Rest Area SB (Potential Trucks Only Concept)	+43 Spaces	\$1.5M	\$1.8M	\$23.3M	\$26.6M	SoGR Cost* - \$1.4MM
I-5 SeaTac Safety Rest Area NB (Potential Trucks Only Concept)	+48 Spaces	\$1.8M	\$2.3M	\$29.5M	\$33.6M	SoGR Cost* - \$1.6MM
I-82 Selah Creek Safety Rest Area WB	+48 Spaces	\$1.3M	\$1.7M	\$23.5M	\$26.5M	SoGR Cost* - \$3.4MM
I-90 Ryegrass Safety Rest Area WB	+40 Spaces	\$1.0M	\$1.2M	\$16.8M	\$19.0M	SoGR Cost* - \$1.7MM
I-90 Sprague Lake Safety Rest Area WB	+29 Spaces	\$0.9M	\$1.1M	\$16.0M	\$18.0M	SoGR Cost* - \$2.8MM

Cost	Funding Sources	Timeline
<p>\$253.2M for 10 Concept Sites (potential increase of 416 stalls maximum)</p> <p>\$2M Per Biennium for Design of Expansion Sites, starting '29-'31</p>	Unfunded FMSIB Recommendation; Use Implementation Plan Concepts in Pursuit of Grant Opportunities	Mid-To-Long Term

FMSIB Role	WSDOT Role
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

*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 (TPIMS)	\$11M Total (\$4.95M Needed)	Grant Funds: FMCSA (\$2.2M) + INFRA (\$3.9M) 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 ESHP 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 SR906 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 (WSP)
Rec 3	WSDOT SRA Preservation	\$22.2M over 6 Yr/Three Biennium Period	Unfunded FMSIB Recommendation	\$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	Unfunded FMSIB Recommendation	Mid-To-Long Term	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 Team)	Unfunded FMSIB Recommendation	\$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 Truck Parking Implementation Lead 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	Unfunded FMSIB Recommendation	June 2025 Proviso: Six-month period open to accepting unsolicited proposals for sizeable 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	\$253.2M for 10 Concept Sites (potential increase of 416 stalls maximum) \$2M Per Biennium for Design of Expansion Sites, starting '29-'31	Unfunded FMSIB Recommendation; Use Implementation Plan Concepts in Pursuit of Grant Opportunities	Mid-To-Long Term	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

The 2024 Implementation Plan reviewed the pathways for action in private sector and public sector development of truck parking, with the focus on increasing capacity statewide. Public sector supply owned by WSDOT requires programmed state resources for facility preservation and management of parking space availability.

The below general graphic was developed to help illustrate the two main simultaneous **truck parking pathways of private sector development** (top path) and **public sector development** (bottom path) within the context of the recommendations. The general timeline for the types of action in near-term, mid-term, and long-term time frames is portrayed in this graphic. Strategies that are listed under private and public sector are actions that are identified in the implementation plan as ongoing program needs that will support the development paths.

