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December 1, 2024

The Honorable Marko Lias
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: 2024 Truck Parking Implementation Plan

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

The Freight Mobility Strategic Investment Board (FMSIB) is pleased to submit the 2024 Truck Parking Implementation Plan to the Washington Legislature. Jointly developed by FMSIB and the Washington Department of Transportation (WSDOT), the 2024 Truck Parking Implementation Plan recommends strategies across three bienniums to address truck parking shortages statewide.

These actionable recommendations include adding spaces at WSDOT safety rest areas (SRA) and weigh stations, preserving existing truck parking along I-5 and I-90 SRAs, providing staff and support to manage the implementation of truck parking projects, developing a collaboration pilot with the private sector, and the engineering design of truck parking expansion projects at SRAs. Overall, the recommendations presented increase truck parking during the next three bienniums and set the stage for future truck parking expansions.

Input from local governments, truck stop operators, the trucking industry, Washington State Patrol, and WSDOT helped shape the recommendations. Data analytics, field reconnaissance, and prior truck parking studies from the Joint Transportation Committee and WSDOT also informed the Plan. Together, the six recommendations present a roadmap to increase truck parking at public and private sites over the next three budget cycles.

The six recommendations total \$56.15 million in funding needed to increase truck parking supply and support the safe movement of cars and trucks on key economic corridors.

The recommendations for FY 2025–2027 total \$14.55 million

- **Recommendation 1:** Appropriate \$4.95 million from the ESHB 2134 proviso to complete the deployment of the WSDOT Truck Parking Information Management System (TPIMS) technology along I-5. The funds will be used to address the funding shortfall and enable WSDOT to leverage funds from a Federal Motor Carriers Association (FMCSA) grant and an Infrastructure for Rebuilding America (INFRA) grant. TPIMS informs truck driver decision-making by providing real-time information about the availability of truck parking at SRAs and weigh stations along I-5.

Chair
Temple Lentz

Executive Director
Brandy DeLange

Board Members

Leonard Barnes
Peter Bennett
Al French
Erik Hansen

Johan Hellman
John McCarthy
Anne McEnery-Ogle
Roger Millar

Arthur Swannack
Phil Wallace
Ben Wick

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- **Recommendation 2:** \$2.5 million (\$500,000 in unspent ESHB 2134 proviso funds and \$2 million recommended funding in FMSIB's Six-Year Strategic Investment Program) to design and position WSDOT to apply for a federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. This will add at least 20 truck parking stalls at the I-5 Fort Lewis weigh station.
- **Recommendation 3:** \$5.4 million to support operational maintenance and preservation of SRAs with truck parking on I-5 and I-90. Investment is needed to support truck parking at SRAs including essential services, such as water and sewer facilities, building infrastructure, and utility preservation. This recommendation includes \$400,000 to hire an additional staff position that is needed for WSDOT Capital Facilities to deliver the projects funded under this recommendation.
- **Recommendation 4:** \$1.2 million to hire a permanent Truck Parking Implementation Lead. This position will act as an external and internal point of contact, providing progress reports to the Legislature, and working with both the private sector and local jurisdictions to leverage opportunities to support truck parking implementation.
- **Recommendation 5:** \$500,000 to conduct a private sector collaboration pilot under existing statutory authority. This pilot will establish a method for accelerating private sector development within the state, resulting in additional truck parking capacity through the expansion of existing truck parking sites and/or the development of new truck parking sites in areas that have high truck parking demand.

The recommendations for FY 2027-2029 total \$16.1 million.

- **Recommendation 2:** \$5.0 million to be used as state match in the pursuit of a federal RAISE grant to construct the I-5 Fort Lewis weigh station and truck parking expansion upgrade.
- **Recommendation 3:** \$7.4 million in preservation funding to deliver and staff preservation projects at SRAs with truck parking on I-5 and I-90.
- **Recommendation 4:** \$1.2 million to staff and support the Truck Parking Implementation Lead.
- **Recommendation 5:** \$2.5 million is recommended to support private development of truck parking received through the private sector collaboration pilot during the prior biennium.

The recommendations for FY 2029-2031 total \$25.5 million.

- **Recommendation 3:** \$19.8 million in preservation funding to deliver and staff preservation projects at SRAs with truck parking on I-5 and I-90. This recommendation includes \$800,000 to staff two Capital Facilities positions needed to deliver additional preservation projects recommended in the FY 2029-2031 biennium (one new position and continuation of the position from the two prior bienniums).
- **Recommendation 4:** \$1.2 million to staff and support the Truck Parking Implementation Lead.
- **Recommendation 5:** \$2.5 million to support private development of truck parking.
- **Recommendation 6:** \$2 million to design one to two truck parking expansion projects at SRA's along I-5 and I-90. The resulting design and cost estimates are candidate projects for future grants or state funding.

FMSIB appreciates the opportunity to work collaboratively with the legislature to provide recommendations that will increase the number of truck parking spaces in Washington, preserve truck parking at SRAs, provide for safe and efficient movement along economic corridors, and position the state to take advantage of federal grant opportunities. 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
FMSIB Chair