

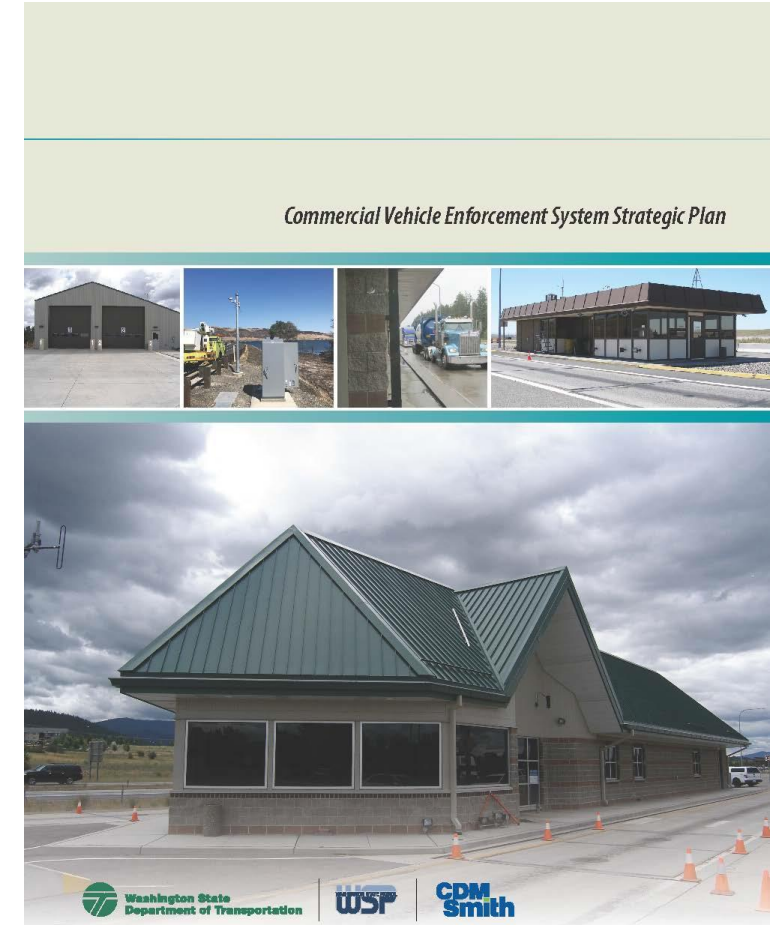
Presenters: Captain Mike Dahl, WSP
John Nisbet, WSDOT

Date: October 10, 2017

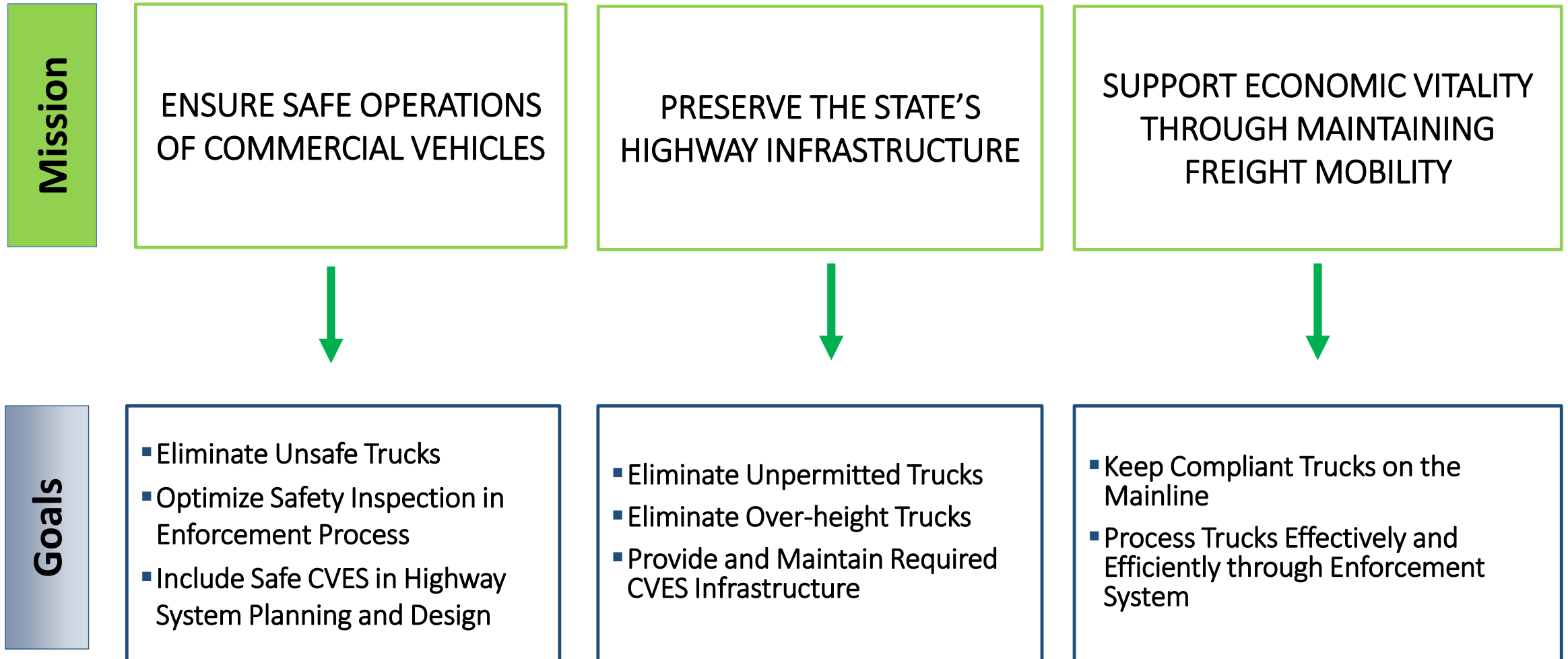
Commercial Vehicle Enforcement Systems Strategic Plan

Commercial Vehicle Enforcement Systems (CVES) Strategic Plan – Overview

- Jointly developed by WSDOT and WSP with assistance from CDM Smith
- Outcome of Legislative Joint Transportation Committee report (1/7/2016)
- Included in 2016 Supplemental Budget Proviso
- Plan Content
 - ✓ Strategic Planning Framework
 - ✓ Existing Facility Information
 - ✓ Concept of Operations
 - ✓ Criticality Analysis
 - ✓ Needs Assessment
 - ✓ Preservation Program & Improvement Plan



Mission and Goals of CV Enforcement

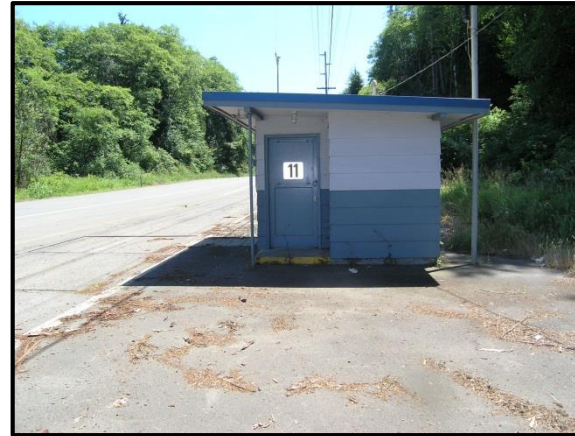


Existing Facilities

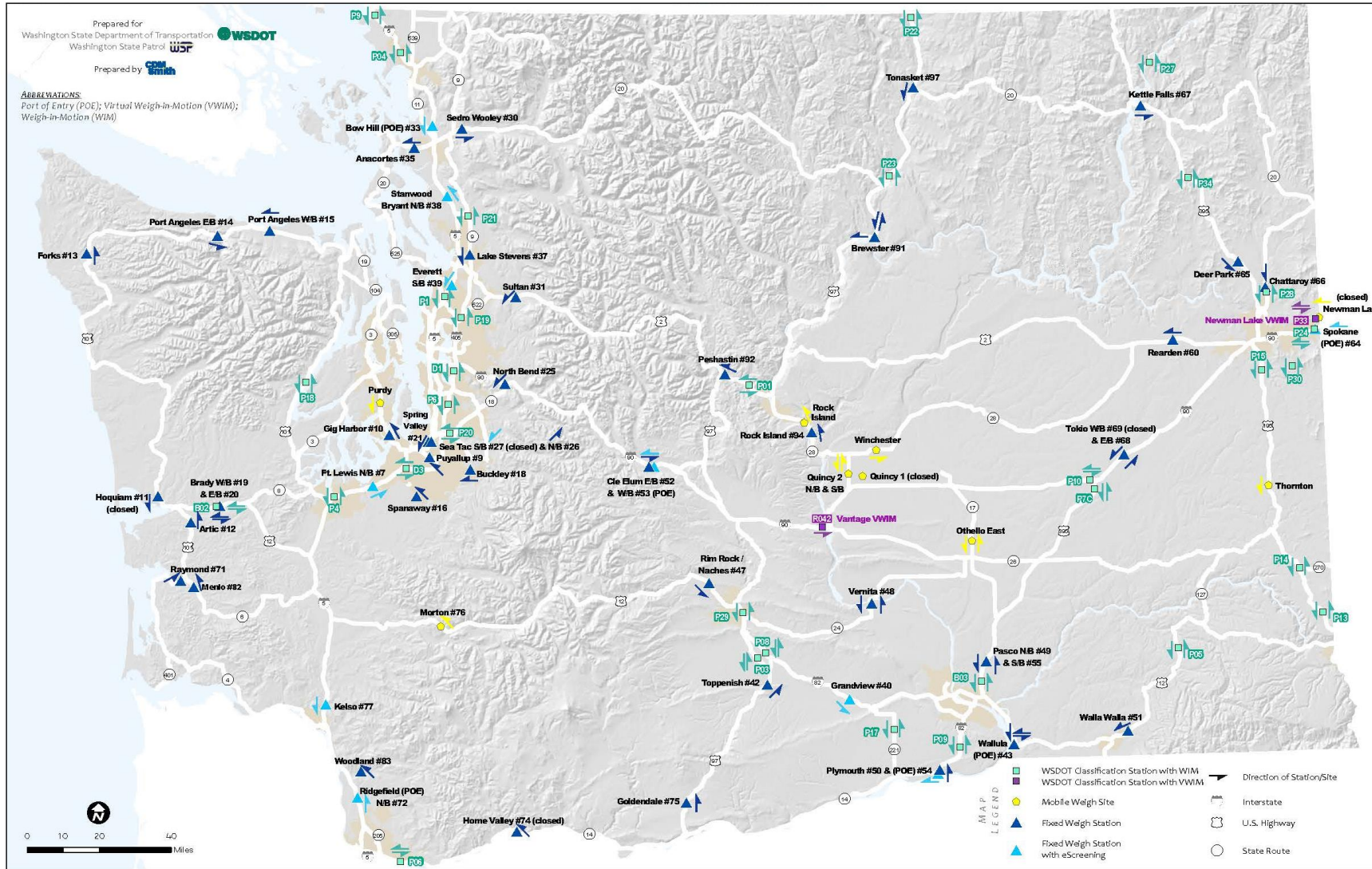
- 11 CVISN (e-Screening):
5 Ports of Entry and 6 Other
- 38 Fixed Scales
- 9 “Mobile”
- 2 “Virtual”

TOTAL: 60 Operating Facilities

Average Age: 38+ years



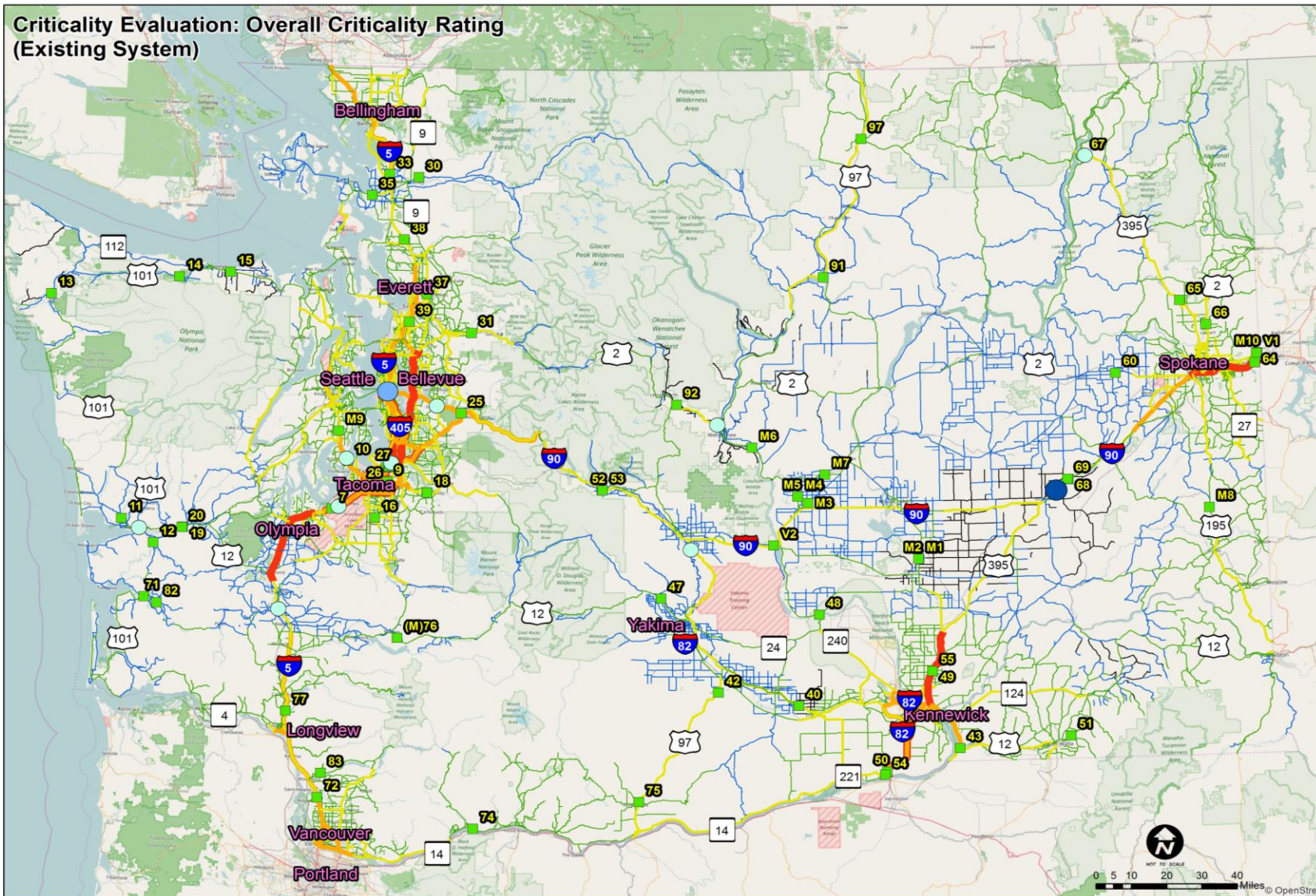
Statewide CVES Facilities



Needs Evaluation – “Criticality” Approach

- Criticality Factors
 - ✓ Entries to System
 - ✓ Truck Volumes
 - ✓ Freight Tonnage & Container Traffic
 - ✓ Overweight Truck Volume & Percent
 - ✓ Crash History
- Factors weighted and summarized for **ALL** state road segments
- Validated existing locations
- Identified need for additional locations

Criticality Results – Statewide



Criticality Rating

- High
- Medium-High
- Medium
- Medium-Low
- Low

See additional handout for a larger scale map

Concept of Operations for the Future

- 15 Facility Types

- ✓ Fixed with Assigned Staff (4)
- ✓ Fixed with Unassigned Staff (6)
- ✓ Mobile Enforcement (2)
- ✓ Data Collection (3)

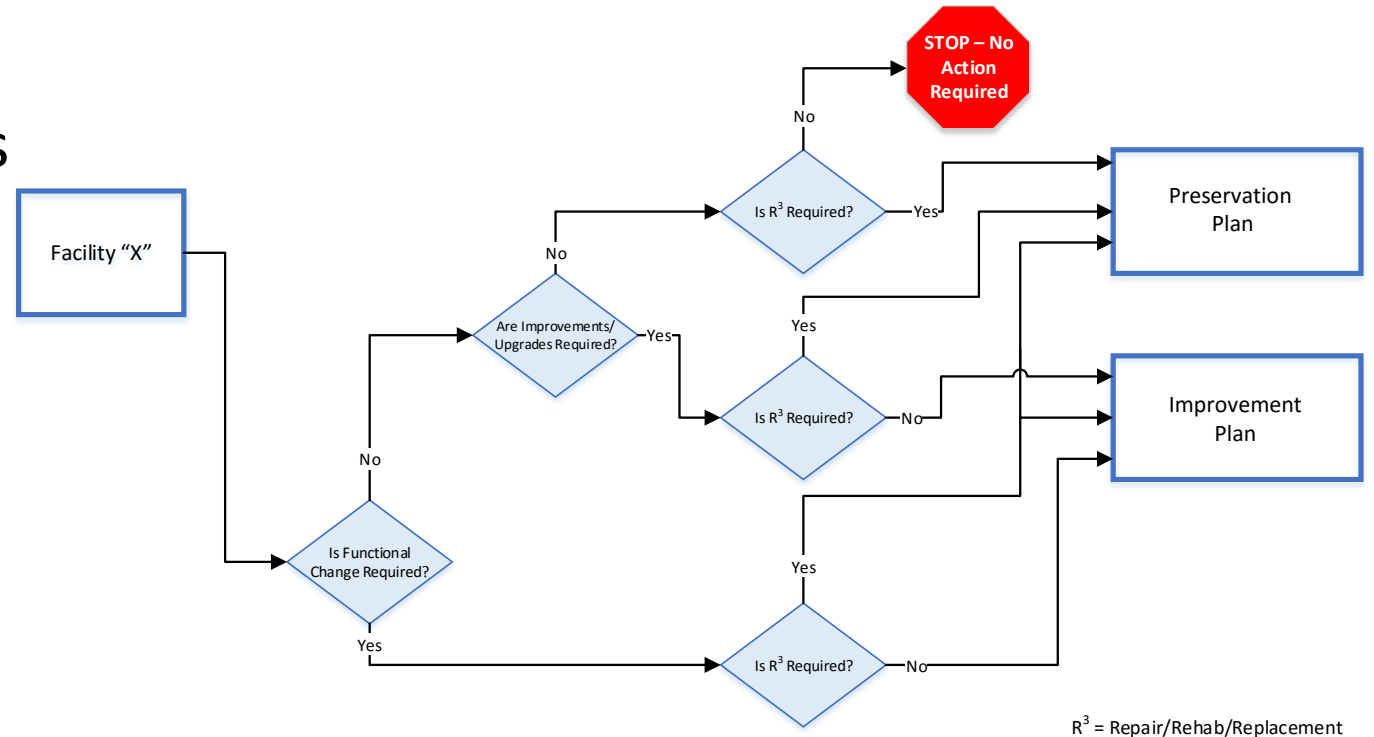
- Action Criteria

- ✓ Safety
- ✓ Infrastructure Protection
- ✓ Location Issues
- ✓ Information / Data Collection



Strategic Planning Approach

- Identify repair, rehabilitation, and replacement needs for existing facilities
- Use decision tool to identify changes in facility type and new facility types/locations
- Consider Criticality and Bypass Route status
- Conduct “Gap” Analysis to identify:
 - ✓ Existing Facility Changes
 - ✓ New Facility Needs



Preservation Prioritization Matrix

		Criticality Score				
		5	4	3	2	1
Condition Score	3	Sea Tac (NB) Plymouth (POE)	Ridgefield (POE) Bow Hill (POE) Gig Harbor Puyallup	Vernita Tonasket Brewster Cle Elum (WB POE) Lake Stevens Sultan Goldendale Buckley	M - Quincy 2 (SB) Port Angeles (WB) Home Valley Raymond Morton	Artic Rearden Port Angeles (EB) Sedro Woolley
	2	Spokane (POE)	Wallula Everett	Stanwood/Bryant Spanaway Chattaroy Grandview	M - Thornton Anacortes	Hoquiam
	1	VWIM - Newman Lake Pasco (NB) Pasco (SB) Ft. Lewis (NB)	Kelso Spring Valley	Deer Park Plymouth VWIM - Vantage (I-90) Tokio (EB) Kettle Falls Cle Elum (EB) Peshastin Toppenish M - Purdy	Walla Walla Rock Island M - Othello East M - Othello West M - Quincy 2 (NB) M - Rock Island (Old) M - Winchester Rim Rock/Naches Woodland Brady (EB) Brady (WB)	Menlo Forks

Priority Rating

- High
- Medium-High
- Medium
- Medium-Low
- Low

- Criticality Scores range from 1 to 5 with 5 being the most critical
- Condition Scores range from 1 to 3 with 3 being the worst condition

M – Mobile site
VWIM – Virtual WIM Site

Improvement Prioritization Matrix

		Criticality Score				
		5	4	3	2	1
Functionality Score	5	VWIM - Woodinville VWIM - Paterson VWIM - Pasco Bypass 1 VWIM - Pasco Bypass 2 VWIM - Parkland Sea Tac (SB)	VWIM - Ridgefield Bypass 1 VWIM - Ridgefield Bypass 2 VWIM - Sedro Woolley VWIM - Sprague VWIM - Castle Rock VWIM - Kelso Bypass VWIM - Edison VWIM - Everett 1 VWIM - Everett 2 North Bend (WB) North Bend (New EB POE) New Puyallup	VWIM - White Salmon/Washougal VWIM - Poulsbo North VWIM - Cle Elum Bypass VWIM - SR 22 VWIM - Stanwood/Bryant 1 VWIM - Stanwood/Bryant 2 VWIM - Stanwood/Bryant 3 VWIM - Monroe West VWIM - Algona VWIM - McMillan VWIM - Yelm VWIM - Spokane 1 VWIM - Spokane 2 VWIM - Uniontown VWIM - Prescott VWIM - Mary Hill East VWIM - Yakima VWIM - Ritzville 1 VWIM - Ritzville 2 Tokio (WB) Plymouth M - Newman		M - Quincy 1
	4	Plymouth (POE) Sea Tac (NB)			Home Valley M - Quincy 2 (SB)	Artic
	3	Pasco (NB) Pasco (SB) Ft. Lewis (NB) VWIM - Newman Lake	Puyallup Kelso Bow Hill (POE)	Stanwood/Bryant Tonasket Lake Stevens Brewster Cle Elum (WB POE) Peshastin VWIM - Vantage (I-90) Sultan	Morton Rim Rock/Naches Brady (EB) Brady (WB) Anacortes Port Angeles (WB)	Hoquiam Forks Port Angeles (EB) Sedro Woolley
	2	Spokane (POE)	Gig Harbor Everett (SB)	Vernita Toppenish Buckley Spanaway Grandview Chattaroy Deer Park Tokio (EB)	Raymond Walla Walla Woodland M - Thornton	Menlo Rearden
	1		Spring Valley	M - Purdy Kettle Falls Goldendale	M - Quincy 2 (NB) M - Winchester Rock Island M - Othello East M - Othello West M - Rock Island (Old)	

Priority Rating

- High
- Medium-High
- Medium
- Medium-Low
- Low

- Criticality Scores range from 1 to 5 with 5 being most critical
- Functionality Scores range from 1 to 5 with 5 being most in need of improvement

M – Mobile site
VWIM – Virtual WIM Site

Project Programming

- “As Soon as Possible” Actions
 - ✓ Building/Equipment Removals & Safety Improvements
 - ✓ Facility Abandonment
 - ✓ Mobile Site Conversions
 - ✓ Highest Priority Projects
- Facility type modifications – mid-term
- Relocations and high level new facilities later – major planning & programming required
- Balanced funding across biennial funding periods (planning level costs)

CVES Strategic Plan Operations & Updating

- Present the Plan to Legislature
- Develop statewide funding program & begin implementation
- Complete biennial updates
 - ✓ Update facility inventory and improvement costs
 - ✓ Update needs assessment and identify projects
 - ✓ Update Criticality factors and weights
 - ✓ Re-apply Criticality Analysis and Prioritization Process
 - ✓ Update Capital Programs
 - ✓ Update statewide funding program

Next Steps

- Continued cooperation for CV enforcement infrastructure is critical
- Monitor and report program performance
- Update **CVES Strategic Plan** every two years for inclusion in biennial funding
- Develop costs for all appropriate time periods:
Biennial funding, 6 yr. plans...