



Joint Transportation  
Committee



DRAFT FINAL

# TRUCK PARKING ACTION PLAN

December 2021

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# WHY IS TRUCK PARKING IMPORTANT?

## TRUCKING PLAYS A CRITICAL ROLE EVERY DAY FOR EVERY RESIDENT AND BUSINESS IN WASHINGTON

Washington is among **the most freight intensive states in the United States,** with over **596 million tons** valued at more than **\$677 billion** of freight moved in **2017.**

The majority of freight moved in the state was done so by truck, and yet **truck parking availability is quite limited.**



The state had **the sixth fewest truck parking spaces per daily truck VMT** (vehicle miles traveled) in the U.S., and anticipates the need for trucks, and therefore truck parking, to grow.



This document identifies the factors driving truck parking demand and the issues associated with the lack of parking availability, then reviews solutions to parking availability constraints.



# GENERATORS OF TRUCK PARKING DEMAND (OR WHY AND WHERE DRIVERS NEED TO PARK)

The need for parking can generally be grouped under the categories summarized below.

## Need a Place to Rest



### DRIVER FATIGUE

Truck driving can often lead to driver fatigue, leading drivers to seek the nearest available parking. According to a Federal Motor Carrier Safety Administration (FMCSA) study, **driver fatigue contributed to 13% of large truck involved crashes.**<sup>1</sup>



### FEDERAL HOURS OF SERVICE REQUIREMENTS AND ELDs (ELECTRONIC LOGGING DEVICES)

Drivers are legally required to not exceed certain drive times per day to avoid becoming overworked and fatigued. ELDs synchronize with a vehicle engine to automatically record driving time. **The driver's hours of service are now recorded exactly on the minute/second, and once they reach a break/rest requirement, they are legally required to park at the nearest feasible location or risk being fined.**

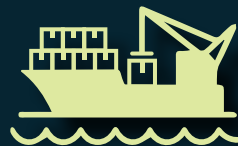
## Need a Place to Wait

Even if truck drivers are not fatigued and have hours of service remaining in the day, they almost always will need a place to park at the beginning and end points of every trip—when they arrive at their customer's facility, an intermodal facility (rail yard, seaport, airport), or border crossing.



### SHIPPER/RECEIVER DELIVERY WINDOWS

Often times a truck will arrive to pick-up or deliver a load only to be turned away from the facility for a short period of time because the facility is not prepared for the truck (e.g., all the loading docks are occupied). The driver will typically attempt to remain nearby to respond immediately when the facility is ready, and in the absence of designated parking facilities or parking availability will park in an undesignated area. A 2014 FMCSA study and 2015 study conducted by JB Hunt showed **an average lost time of one to two hours per pick-up and delivery.**<sup>2</sup>



### SEAPORT DEMAND

Freight activity at seaports is one of the largest generators of truck traffic, especially drayage carriers that transport containers to and from the port and local warehousing districts. Larger drayage carriers have company facilities nearby for accommodating their fleet and driver parking needs. However, **smaller drayage carriers and owner-operators may need parking accommodations near the port.**



### TRAILER DROPPING

Trucks carrying multiple trailers are sometimes required, either legally or logistically, to drop trailers which another driver picks up at a later time. **This situation requires a form of parking—secure storage lots for trailers.**



### INTERNATIONAL BORDER CROSSINGS

International border crossing processing requirements (inspections, document checks, etc.) cause bottlenecks for vehicular traffic, and wait times can vary drastically and be unpredictable. **Trucks will often compensate for longer travel times by crossing at irregular hours and coordinating a rest period in the receiving country,** thereby generating parking demand near to international border crossings.

<sup>1</sup> <https://www.fmcsa.dot.gov/safety/research-and-analysis/large-truck-crash-causation-study-analysis-brief>.

<sup>2</sup> <https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/mission/advisory-committees/mcsac/81096/mcsac-detention-times.pdf>.



## Need a Place to Park during Unplanned Events



### ROAD CLOSURES (MOUNTAIN PASSES)

Road closures are the most obvious unplanned events that generate a need for parking, particularly along mountain passes where an alternate route might not be available. **The demand for parking on heavily trafficked roads can be large and occur all at once at the location nearest to the road closure.**

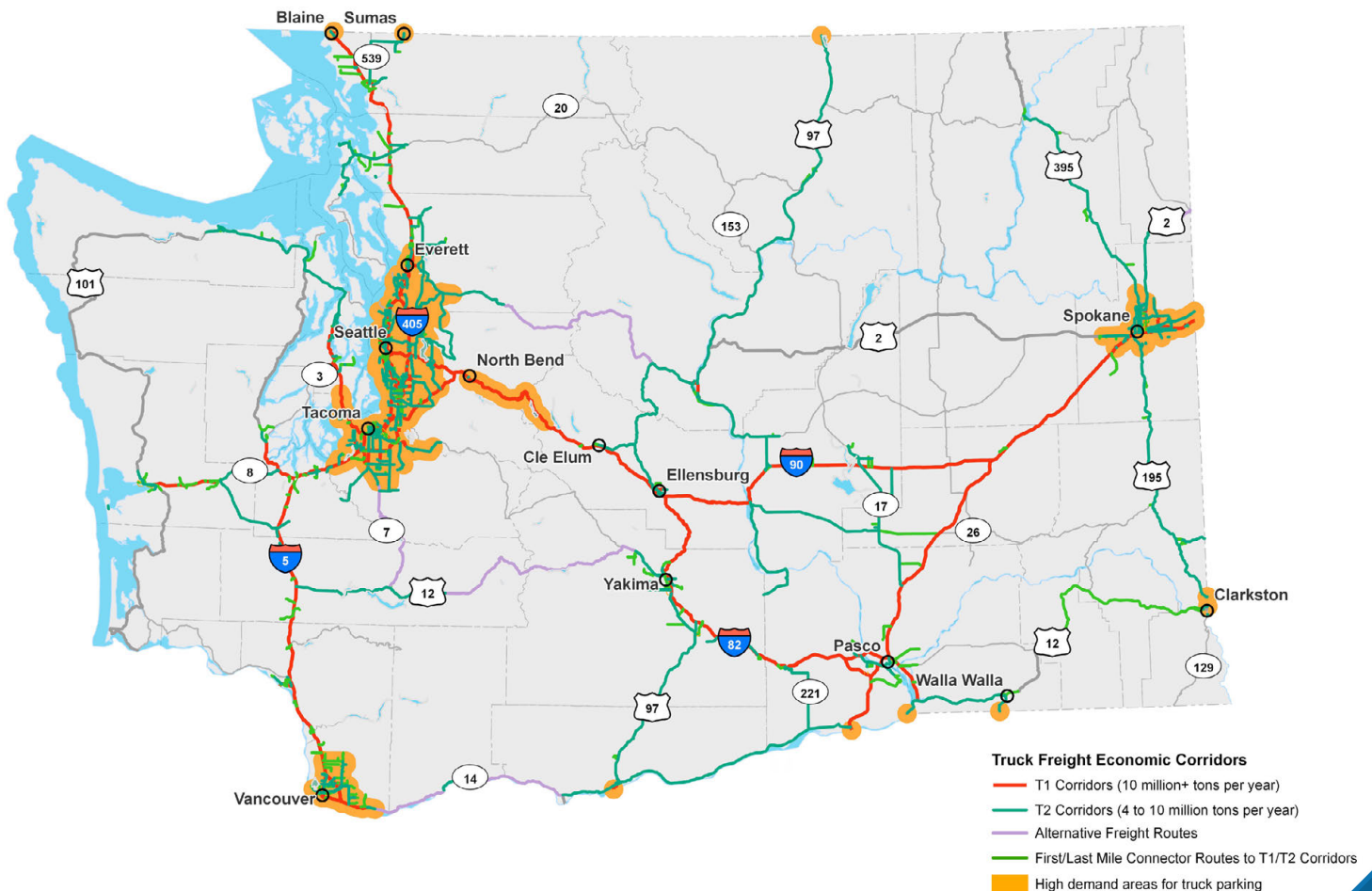


### CONGESTION

Drivers often will arrive at a facility the evening before a morning appointment and take their mandated 10-hour rest break as close to their customer as possible to avoid the delays and uncertainty associated with morning congestion. The American Transportation Research Institute (ATRI) found that **two of the top 25 most congested freight-significant locations in the United States were located in Washington State.**

## Areas and Corridors with Highest Demand for Truck Parking

The locations of these generators of truck parking demand in Washington are shown in the map below.



# CONSEQUENCES OF LACK OF PARKING

Inadequate truck parking impacts the truck drivers and the communities they serve, as summarized below.



## Safety

A study in Texas revealed that **2,315 CRASHES** involving parked trucks occurred during **2013-2017**, resulting in **138 FATALITIES** and **997 INJURIES**.<sup>3</sup>



## Time and Money

On average, **TRUCK DRIVERS LOSE 9,300 REVENUE-EARNING MILES A YEAR**, or **\$4,600 ANNUALLY** due to lack of truck parking at the time and location needed.<sup>4</sup>

**THEFT OF CARGO, EQUIPMENT, AND THE DRIVER'S PERSONAL BELONGINGS IS POSSIBLE** for drivers that park in undesignated and unsafe parking areas.

In March 2009, a truck driver named **Jason Rivenburg was murdered while waiting to deliver a load of milk**. He was early for his appointment and the distribution center would not let him park on the property.

**"Jason's Law"**, included in the **Federal 2015 Transportation Bill Reauthorization**, funds truck parking research and sets standards.



## Preservation of Roadways

Truck parking shortages lead to trucks parking on highway shoulders and ramps, causing **SAFETY HAZARDS AND DAMAGING THE PAVEMENT**.



## Tough Decisions

Drivers are often faced with the tough choice of whether to **PARK IN AN UNDESIGNATED LOCATION OR DRIVE BEYOND THEIR HOURS OF SERVICE LIMITS** to find safe, legal parking.



## Air and Noise Pollution

Truck idling while parked leads to **UNNECESSARY FUEL CONSUMPTION** and **CONTRIBUTES TO AIR AND NOISE POLLUTION AND GREENHOUSE GAS EMISSIONS**. This is exacerbated in neighborhoods and cities that experience frequent truck parking in undesignated areas.

<sup>3</sup> Texas Statewide Truck Parking Study, <https://ftp.txdot.gov/pub/txdot/move-texas-freight/studies/truck-parking/final-report.pdf>.

<sup>4</sup> <https://truckingresearch.org/2016/12/13/atri-truck-parking-case-study/>.

# TRUCK DRIVER AND STAKEHOLDER INPUT

## ***SURVEY OF TRUCK DRIVERS CONFIRMS FINDINGS OF THE 2016 WASHINGTON STATE TRUCK PARKING STUDY***

The research team conducted an industry-focused survey from September 16, 2021 to October 4, 2021 to collect supplemental feedback on truck parking issues and strategies to address near- and long-term truck parking needs. 136 participants, almost all are involved in the trucking industry and most (59 percent) are truck drivers, provided over 3,000 data points and comments confirming previous surveys that indicate the greatest need for truck parking is located in and around urban areas, mountain passes, and state borders.

### LACK OF TRUCK PARKING IN WASHINGTON STATE



## ***STAKEHOLDERS HELP IDENTIFY AND PRIORITIZE ACTIONS***

Public agencies and private industry across the country have struggled to provide sufficient truck parking in spite of a wealth of options for doing so. Legislative, agency, community, and industry leaders in Washington gathered in October to identify the barriers to implementing these strategies and the actions and champions needed to overcome them. Follow-up interviews were conducted to refine the actions presented in the balance of this report.

# ACTIONS FOR ADDRESSING TRUCK PARKING NEEDS

## DEVELOP MORE PUBLICLY-OWNED TRUCK PARKING IN HIGH DEMAND AREAS

The greatest need for truck parking is in urban areas, mountain pass corridors, and near borders.

Two large scale truck parking facilities and one small staging lot should be constructed, following a site assessment to identify the most feasible sites.

### Identify Most Feasible Sites for Truck Parking Facilities

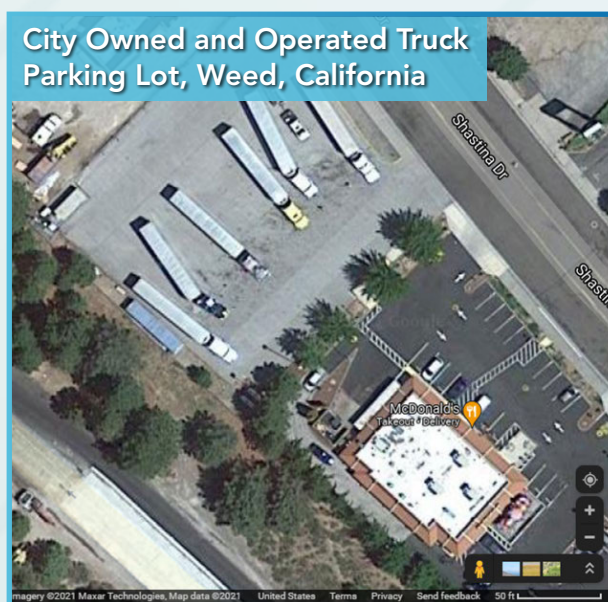
Selecting the best sites for development or expansion of truck parking facilities starts with a database query of parcels that meet agreed upon criteria to narrow the list to a handful of the most promising sites. Final sites will be selected based on input from elected officials, local jurisdictions, and other public and private stakeholders. Parcels already under WSDOT control could be the most cost-effective and expeditious to develop.

TIMING	Immediate
PLANNING LEVEL COST ESTIMATE	\$50,000 - \$150,000
LEAD	WSDOT

### Build Small Parking Lot for Short-term Staging Only

Truck drivers often experience delays of two to three hours waiting for a customer to allow them to pick up or drop off goods, and is among the most important issues facing truck drivers. As a pilot project, a local jurisdiction with WSDOT support, should construct a small parking lot in or near a major logistics center, limiting parking to a maximum of 3-hours for the sole purpose of staging. It is envisioned that it would be located on a small, vacant lot, sufficient to hold a dozen trucks similar to a lot the City of Weed, California, developed on three-quarters of an acre. Cost could vary dramatically depending on whether a paved site is available.

TIMING	Near-term
PLANNING LEVEL COST ESTIMATE	\$50,000 - \$500,000
LEAD	Local Jurisdiction



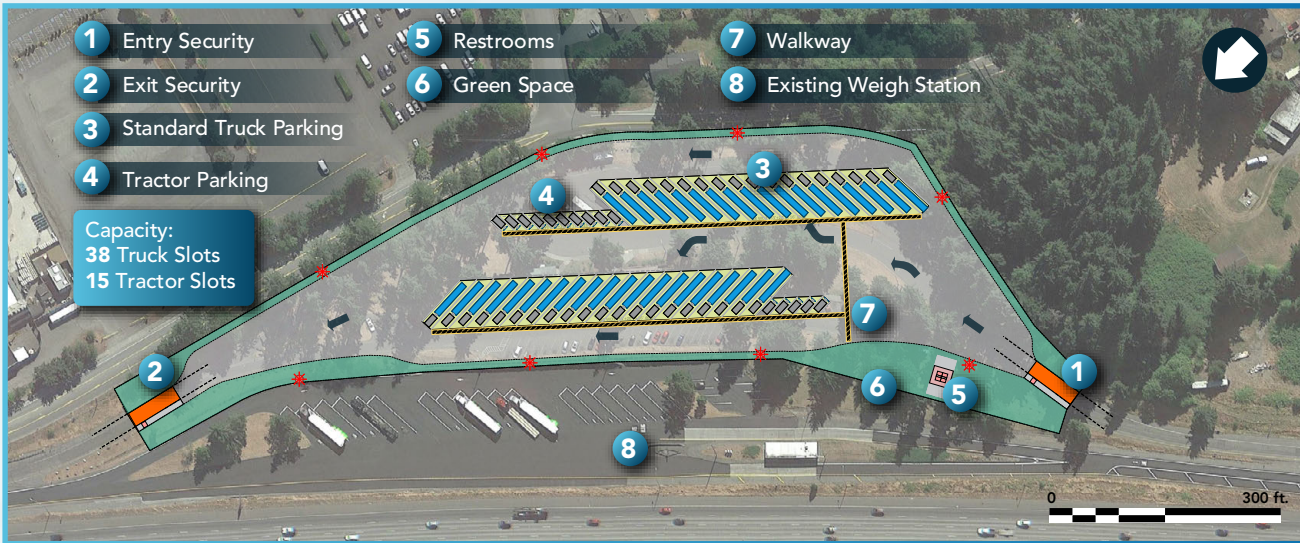
Source: Google Maps.



## Build Truck Parking Facility on/near I-5

WSDOT should build a truck parking facility on one of the feasible sites recommended from the site assessment. Additional parking could be developed in the future and as resources are available. Implementation actions include obtaining appropriate environmental clearances, design and construction. For illustrative purposes only, a concept drawing and cost estimate are shown below for closing the Sea-Tac Rest Area and converting it to a truck-only parking facility. The actual site for development should be determined following a thorough assessment.

<b>TIMING</b>	Near-term
<b>PLANNING LEVEL COST ESTIMATE</b>	\$3,000,000 - \$5,000,000
<b>LEAD</b>	WSDOT



## Build Truck Parking Spaces on I-90

Following recommendations from the state-wide site assessment, WSDOT should build more truck parking along the I-90 corridor. Implementation actions include obtaining appropriate environmental clearances, design and construction. For illustrative purposes only, a concept drawing and cost estimate is shown below for expanding the truck parking at the Indian John Hill Rest Area on Westbound I-90. The actual site for development should be determined following a thorough assessment.

<b>TIMING</b>	Near-term
<b>PLANNING LEVEL COST ESTIMATE</b>	\$3,000,000 - \$5,000,000
<b>LEAD</b>	WSDOT



# BETTER UTILIZE EXISTING PARKING IN URBAN AREAS

Underutilized areas where trucks could park, if appropriate and allowed, exist throughout urban areas including curbs, park and ride lots, retail parking lots, and industrial properties. Some of these may only be appropriate during the overnight hours.

## Develop Guidance for Managing Curbside Truck Parking

While local regulations often discourage on-street truck parking, it could be safely accommodated in the right context, such as locations with sufficiently wide streets, industrial or commercial land uses, lack of bicycle and pedestrian traffic, and distance from sensitive land uses such as schools. Smart urban parking zones could be used to designate multiple purposes over the course of the day for curb areas and other applicable parking locations. With use of a mobile app, drivers could locate parking, reserve a spot for a specific time window, and facilitate payment (if applicable). This strategy targets short-term (less than four hours) staging when the driver stays with the truck, and long-term parking for owner-operators who leave their truck unattended when home on breaks. The City of Auburn has designated areas and developed a permitting system for the latter application.

<b>TIMING</b>	Immediate
<b>PLANNING LEVEL COST ESTIMATE</b>	\$25,000 - \$75,000
<b>LEAD</b>	WSDOT

Working with local jurisdictions and private industry, WSDOT should develop curbside parking guidance. Truck drivers already use these spaces for parking, and they could be used more efficiently if managed appropriately.



## Pilot Project for Managing Curbside Truck Parking

While similar technology is widely used for urban curbside car parking, and is increasingly being used for curbside parcel deliveries, it is rarely used for heavy-duty truck parking. A pilot project could help to determine its acceptance by truck drivers, usefulness as a truck parking strategy, and the actual costs and resources needed to implement it. This information could inform revisions to the *Guidance for Managing Curbside Truck Parking* and be useful for determining if it is worth the costs to implement on a large scale.

<b>TIMING</b>	Near-term
<b>PLANNING LEVEL COST ESTIMATE</b>	\$200,000 - \$400,000
<b>LEAD</b>	Local Jurisdiction

## Pilot a Truck Parking Partnership Program for Underutilized Infrastructure

WSDOT’s Innovative Partnership Office should develop a Truck Parking Partnership Program to promote truck parking at car parking lots during overnight hours when not in use, such as large retail parking lots. This program could leverage public grants for private investment, similar to the Zero Emissions Vehicle Infrastructure Partnerships (ZEVIP) Program that WSDOT administers. The Truck Parking Partnership Program grant resources could be used to cover the construction of restroom facilities, EV charging infrastructure, and maintenance. This program could also be used as an incentive as described under the action: “Incentivize Shippers & Receivers to Provide Truck Parking On-site”.

<b>TIMING</b>	Immediate
<b>PLANNING LEVEL COST ESTIMATE</b>	\$500,000 - \$1,000,000
<b>LEAD</b>	WSDOT



## Promote “Airbnb” Truck Parking

Mobile applications have been developed to allow property owners to market their available space, and truck drivers and companies to identify, reserve, and pay for parking at available locations, expanding the pool of inventory and providing a financial incentive for participating property owners. Truckers are directed to parking in existing lots which are already zoned for commercial or industrial use and permitted for truck activity. To-date, these apps have primarily attracted local owner-operators or trucking companies who lease space for their fleet by the month.

<b>TIMING</b>	Near-term
<b>PLANNING LEVEL COST ESTIMATE</b>	\$0
<b>LEAD</b>	Local Jurisdiction

The only implementation action needed is to let property owners, located in appropriate areas, know that apps are available to help them monetize their unused property, and to help get the word out to truck drivers and companies to encourage them to park at these designated locations instead of unsafe, undesignated areas.

# SHIPPERS AND RECEIVERS PROVIDE PARKING AND BASIC AMENITIES

Local ordinances routinely set employee and customer parking requirements for new developments; however, on-site truck parking and staging areas are rarely required, passing the costs for future mitigation on to the local jurisdiction. These costs include the cost of providing truck parking and costs associated with safety, congestion, and community disruption. Actions to encourage, incentivize, and/or require shippers and receivers to be a part of the solution are the most lasting and impactful actions the state could take.

## Develop Guidance for Permitting Agencies to Require On-site Truck Parking at New Developments

WSDOT should develop guidance for local permitting agencies to apply on-site parking requirements uniformly. FHWA will soon release the *Truck Parking Guidebook* which will include guidance, sample ordinance language, and various tools for estimating the demand for truck parking generated by new developments. In 2017, the Township of Upper Macungie, Pennsylvania passed a new zoning ordinance that requires one off-street truck parking space for every loading dock at a new warehouse or distribution facility.<sup>5</sup> This and the FHWA *Truck Parking Guidebook* could be valuable resources, supported by research into current development standards, for creating customized guidance for permitting agencies in the state of Washington.

TIMING	Immediate
PLANNING LEVEL COST ESTIMATE	\$25,000 - \$75,000
LEAD	WSDOT

## Tax Incentives for Shippers and Receivers to Provide Truck Parking On-site

In lieu of requiring shippers and receivers to either provide truck parking on-site, or to contribute to the development and maintenance of a shared off-site parking lot, the Legislature could establish incentives to encourage them to do so. Potential tax incentives that Washington State and local officials could explore to incentivize truck parking solutions include: business and occupation tax credit, property tax exemptions, construction related tax credits, potential statewide truck safety tax credit, and alternative fuel based tax credits and exemptions. If implemented, the "Truck Parking Partnership Program for Underutilized Infrastructure" could also be used as an incentive.

TIMING	Immediate
PLANNING LEVEL COST ESTIMATE	TBD
LEAD	Legislature

<sup>5</sup> Township of Upper Macungie Municipal Code § 27-601. <https://ecode360.com/14517379>.

## Require New Developments for Shippers and Receivers to Provide Truck Parking On-site

The proposal to require new developments for shippers and receivers to also provide truck parking options for trucks that service them is almost universally supported by cities and counties as a means of reducing the number of trucks parked in undesigned areas. However, just as universal is the response that they don't want to be the only jurisdiction with that requirement, fearing that developers will go to a nearby city with fewer development requirements. To be effective and widely adopted the Legislature should consider passing a statewide requirement that new developments for shippers and receivers provide truck parking on-site.

<b>TIMING</b>	Immediate
<b>PLANNING LEVEL COST ESTIMATE</b>	\$0
<b>LEAD</b>	Legislature



## Mandate Restroom Access for Trucker Drivers

Truck drivers report that it is all too common for their customers to prohibit them from entering their facility to use the restroom. Any other industry that denied restroom access to its workers would be fined by the Occupational Safety and Health Administration, and yet it is a common occurrence in the trucking industry. The Legislature should pass a measure that would require restroom access for truckers and delivery drivers at businesses where they are picking up or delivering. The Ontario government is considering similar legislation that is supported by the Owner-Operator Independent Drivers Association. Such legislation would reinforce the message that shippers and receivers need to be actively involved in providing for the needs of the truck drivers that service them.

<b>TIMING</b>	Immediate
<b>PLANNING LEVEL COST ESTIMATE</b>	\$0
<b>LEAD</b>	Legislature

# DEVELOP TRUCK PARKING INFORMATION SYSTEMS

Truck parking availability systems (TPAS) deploy sensors at parking facilities to detect available (and occupied) spaces and disseminate that information to truck drivers via roadside signs and mobile apps. Armed with this real-time information drivers are able to make better-informed decisions about whether to continue driving or choose available parking nearby despite the loss of driving hours. These systems also better distribute parking where capacity exists, thereby reducing the frequency of undesignated parking.

## Develop Concept of Operations for Expansion of Truck Parking Availability System

WSDOT's Traffic Operations Division, in collaboration with the University of Washington STAR Lab, recently received a \$2.3M grant from the Federal Motor Carrier Safety Administration to deploy a TPAS at existing weigh stations and rest areas along I-5 and I-90 (470 stalls at 28 locations). Planning to expand the initial system to incorporate the remaining rest areas and expand to commercial truck stops should begin immediately with development of a concept of operations, and coordination with neighboring states for an integrated and expanded multistate system.

TIMING	Near-term
PLANNING LEVEL COST ESTIMATE	\$100,000 - \$200,000
LEAD	WSDOT

## Expand Truck Parking Availability System

Following implementation of the initial TPAS and development of the concept of operations for expanding it, WSDOT should proceed with plans for the expansion.



TIMING	Mid-term
PLANNING LEVEL COST ESTIMATE	\$5,000,000 - \$8,000,000
LEAD	WSDOT

## Integrate Communication and Truck Parking Availability Information Systems

There are many publicly and privately operated information systems and mobile apps that provide parking information. This includes Airbnb type marketplace apps that provide crowd-sourced availability information, apps that only display the total number of spaces (not the availability), and hopefully in the future, apps to direct drivers to available curbside space. Drivers could benefit from a single source of information, regardless of the state they are in or the type of parking they need. WSDOT should fund and execute the research for this action.

TIMING	Near-term
PLANNING LEVEL COST ESTIMATE	\$50,000 - \$150,000
LEAD	WSDOT

# SECURE FEDERAL FUNDING FOR NEXT-GEN TRUCK PARKING

A remote parking facility could serve as a staging lot if connected via information systems to the truck drivers' customer and to other short-term staging options close to their customer—similar to hub and spoke networks commonly used by airlines and railroads. Drivers could “check-in” with their customers at the remote lot and wait there, with access to needed amenities, until their customer is ready to receive them. They could also access information on small staging lots and curbside parking options throughout the region with information on how to reserve space when possible and needed. Using real-time traffic data, the receiving facility could inform the truck driver what time to depart the remote staging lot in order to arrive when they are ready to receive them, and direct the driver to the appropriate routing information. GPS signals from the driver's smartphone could enable the receiver to track the driver's progress, be aware of any unforeseen delays, and be prepared to receive them upon arrival.

The remote parking facility could also provide zero emission fuel, which combined with information on connected parking options and customer appointment times, could create a next-gen parking facility and system that has a higher probability of securing FHWA grant funding support.

This action has two parts: prepare a federal grant application which would involve developing a concept of operations for the project and securing support from public and private partners; and if successful, build the project which would require state matching funds.

<b>TIMING</b>	Immediate
<b>PLANNING LEVEL COST ESTIMATES</b>	Grant Application: \$100,000 - \$150,000 State Matching Funds: \$1,500,000 - \$3,000,000
<b>LEAD</b>	WSDOT



# BETTER UTILIZE EXISTING INFRASTRUCTURE ALONG MOUNTAIN PASSES

Chain-up/chain-off areas along mountain passes could be used for truck parking during non-winter months, while large car parking lots, such as fairgrounds, could be used for temporary overflow parking during winter road closures. The feasibility and safety of each needs to be explored first.

## Explore Benefits and Risks of Truck Parking at Chain-up/off Areas

Dedicated chain-up/chain-off areas are provided for vehicles to put-on or take-off snow chains during snow events and are not in use the remainder of the year. This action calls for consideration of whether these chain-up areas could be utilized for truck parking when not in use. Research into the feasibility and safety implications of utilizing these chain-up areas for truck parking when not in use, and under what conditions it might be appropriate, should be evaluated.

TIMING	Near-term
PLANNING LEVEL COST ESTIMATE	\$15,000 - \$50,000
LEAD	WSDOT

## Pilot Project for Emergency Road Closure Truck Parking at Facilities with Large Car Parking Area

Extreme weather conditions, hazardous spills, and other unplanned events can close roads temporarily, creating a temporary and large demand for truck parking until the road re-opens. Building truck parking lots solely for the purpose of accommodating this large but infrequent demand is often not a practical use of limited transportation funding. Many shopping malls, sports venues, and fairgrounds have large parking areas, are easily accessible from the highway, and could provide safe emergency parking for trucks if they are allowed to park there temporarily. An example can be found on I-80 on the western slope of Donner Pass in California. Caltrans has an arrangement with the Gold Country Fairgrounds and Event Center in Auburn to allow trucks to park in their lot during winter closures of I-80.

Implementation actions include identifying candidate sites and discussing with the property owner, local jurisdiction, and local community the terms under which such use of the facility would be acceptable. An agreement between WSDOT and the property owner for a one year pilot period would be needed, which could be extended if the pilot is successful. Provisions of the agreement might include liability, snow removal, maintenance, clean-up, etc.



TIMING	Near-term
PLANNING LEVEL COST ESTIMATE	\$50,000 - \$100,000
LEAD	WSDOT



# MAINTAIN MOMENTUM

There are a number of actions needed to maintain focus on truck parking, track progress, measure performance, and maintain momentum.

## Establish and Facilitate Truck Parking Implementation Workgroup for 3 Years

An implementation council, led by WSDOT and comprised of legislative, agency, community, and industry leaders, is needed to maintain focus this Action Plan and accountability for implementation. The council could meet quarterly to review progress on specific actions, modify actions as needed, and make assignments for next steps. It could also serve as a forum for exchange of ideas.

TIMING	Immediate
PLANNING LEVEL COST ESTIMATE	\$150,000 - \$300,000
LEAD	WSDOT

## Integrate Truck Parking into all Decision Making Processes

WSDOT should consider truck parking as a routine part of all planning efforts and decisions, including but not limited to roadway project development, the purchase or sale of right-of-way, and decisions regarding public facility closures such as rest areas. Cities and counties could follow WSDOT's lead by incorporating similar procedures for handling public properties, facilities, and roadway development projects. Implementation could include interagency discussions to learn or document current procedures, identify opportunities for modifications, and update procedures as needed.

TIMING	Immediate
PLANNING LEVEL COST ESTIMATE	\$25,000 - \$75,000
LEAD	WSDOT

## Collaborate with Neighboring States

Truck parking is a national issue, making multi-state efforts to address it particularly effective. WSDOT has a long history of coordinating, and strong relationships with neighboring States that should be continued. Stronger solutions may be found when addressed at a regional or multi-state level, especially applicable for truck parking availability systems.

TIMING	Immediate
PLANNING LEVEL COST ESTIMATE	\$25,000 - \$75,000
LEAD	WSDOT

## Develop Innovative Partnership Action Plan for New or Expanded Commercial Truck Stops

Using P3 arrangements, WSDOT could have a variety of potential opportunities to address truck parking challenges in partnership with either the private sector or other public sector entities. Washington has legislation that enables P3 for the development of infrastructure projects and is authorized to enter a P3 agreements under the Transportation Innovative Partnership Act. The Partnership Action Plan could create a program and funding source for partnerships, as well as a consistent and flexible screening tool to assess the feasibility of potential partnerships through the lens of different priorities and considerations, such as policy goals, risk considerations, financing and funding availability, or other considerations.

<b>TIMING</b>	Near-term
<b>PLANNING LEVEL COST ESTIMATE</b>	\$25,000 - \$75,000
<b>LEAD</b>	WSDOT

## Quantify Truck Parking Demand with Data-driven Study

Truck parking studies conducted in Washington have relied on stakeholder input to categorize, locate, and quantify truck parking needs. This input is more than sufficient to identify and initiate the actions recommended in this Action Plan. However, as the near-term projects are completed, data would be instrumental in prioritizing future actions, evaluating trade-offs, and preparing cost-benefit analyses to ensure a wise use of public resources. In addition, the Infrastructure Investment and Jobs Act requires that state freight plans include an assessment of truck parking facilities and shortages within the state.

<b>TIMING</b>	Mid-term
<b>PLANNING LEVEL COST ESTIMATE</b>	\$500,000 - \$1,000,000
<b>LEAD</b>	WSDOT

## Develop Education and Information Campaign for Local Jurisdictions

Changing this public perception is a critical piece of outreach. One of the largest challenges private truck parking operators face when trying to expand or build new inventory is opposition from residents who do not want trucks parking near them. An awareness campaign could provide local elected officials and agency staff the tools they need to explain the need for truck parking in their community, and the range of actions within their control to addressing the need. The guidance documents described in other actions could be included.

<b>TIMING</b>	Near-term
<b>PLANNING LEVEL COST ESTIMATE</b>	\$100,000 - \$300,000
<b>LEAD</b>	WSDOT

This information campaign could involve preparing infographics, presentation materials, and briefing documents for use by city and county staff and elected officials to help them make the case for truck parking actions in their communities. Outreach to community leaders would be needed during preparation to ensure the material is useful, and post development to inform and encourage community support.

# SUMMARY OF ACTIONS AND FUNDING

The cost estimates presented in this *Action Plan* are planning level and based on 2021 dollars. The timing and funding needs for all actions are summarized below and in the Matrix of Actions.



**IMMEDIATE ACTIONS**, requiring approximately \$900,000 - \$1,900,000 in funding, set the foundation for subsequent actions and include creating guidance documents, conducting feasibility assessments, and developing incentives, policies and legislation.



**NEAR-TERM ACTIONS** would follow close on the heels of the immediate actions, and with an investment of approximately \$6,600,000 - \$11,800,000, would fund actions to provide more truck parking spaces including building several high priority facilities and pilot projects.



**MID-TERM ACTIONS**, requiring approximately \$7,000,000 - \$12,000,000, would fund additional actions to provide more truck parking and help to guide and prioritize future actions.

A coordinated focus within WSDOT that aligns priority truck parking actions along with other business priorities of the Department, would be the most effective way to ensure significant and meaningful truck parking needs are met within the State.



# MATRIX OF ACTIONS

ACTIONS	TIMING	PLANNING LEVEL COST ESTIMATE	LEGISLATURE ROLE	WSDOT ROLE	LOCAL JURISDICTION ROLE
<b>DEVELOP MORE PUBLICLY-OWNED TRUCK PARKING IN HIGH DEMAND AREAS</b>					
Identify Most Feasible Sites for Truck Parking Facilities	Immediate	\$50,000 - \$150,000	(\$)	Lead	Support
Build Truck Parking Facility on/near I-5	Near-term	\$3,000,000 - \$5,000,000	(\$)	Lead	Support
Build Truck Parking Spaces on I-90	Near-term	\$3,000,000 - \$5,000,000	(\$)	Lead	Support
Build Small Parking Lot for Short-term Staging Only	Near-term	\$50,000 - \$500,000	(\$)	Support	Lead (\$)
<b>BETTER UTILIZE EXISTING PARKING IN URBAN AREAS</b>					
Develop Guidance for Managing Curbside Truck Parking	Immediate	\$25,000 - \$75,000	(\$)	Lead (with Dept of Commerce)	Support
Pilot Project for Managing Curbside Truck Parking	Near-term	\$200,000 - \$400,000	(\$)	Support	Lead (\$)
Pilot a Truck Parking Partnership Program for Underutilized Infrastructure	Immediate	\$500,000 - \$1,000,000	Legislative support (\$)	Lead	Support
Promote "Airbnb" Truck Parking	Near-term	\$0		Support	Lead
<b>SHIPPERS &amp; RECEIVERS PROVIDE PARKING &amp; BASIC AMENITIES</b>					
Develop Guidance for Permitting Agencies to Require On-site Truck Parking at New Developments	Immediate	\$25,000 - \$75,000	(\$)	Lead (with Dept of Commerce)	Support
Tax Incentives for Shippers & Receivers to Provide Truck Parking On-site	Immediate	TBD	Establish incentives (\$)	Support	Support
Require New Developments for Shippers and Receivers Provide Truck Parking On-site	Immediate	\$0	Pass legislation	Support	Support
Mandate Restroom Access for Trucker Drivers	Immediate	\$0	Pass legislation	Support	Support

ACTIONS	TIMING	PLANNING LEVEL COST ESTIMATE	LEGISLATURE ROLE	WSDOT ROLE	LOCAL JURISDICTION ROLE
<b>DEVELOP TRUCK PARKING INFORMATION SYSTEMS</b>					
Develop Concept of Operations for Expansion of Truck Parking Availability System	Near-term	\$100,000 - \$200,000	(\$)	Lead	
Expand Truck Parking Availability System	Mid-term	\$5,000,000 - \$8,000,000	(\$)	Lead	
Integrate Communication and Truck Parking Availability Information Systems	Near-term	\$50,000 - \$150,000	(\$)	Lead	
<b>SECURE FEDERAL FUNDING FOR NEXT-GEN TRUCK PARKING</b>					
Prepare Grant Application	Immediate	\$100,000 - \$150,000	(\$)	Lead	
State Matching Funds	Mid-term	\$1,500,000 - \$3,000,000	(\$)	Lead	
<b>BETTER UTILIZE EXISTING INFRASTRUCTURE ALONG MOUNTAIN PASSES</b>					
Explore Benefits and Risks of Truck Parking at Chain-up/off Areas	Near-term	\$15,000 - \$50,000	(\$)	Lead	
Pilot Project for Emergency Road Closure Truck Parking at Facilities with Large Car Parking Area	Near-term	\$50,000 - \$100,000	(\$)	Lead	Support
<b>MAINTAIN MOMENTUM</b>					
Establish and Facilitate Truck Parking Implementation Workgroup for 3 Years	Immediate	\$150,000 - \$300,000	(\$)	Lead	Participate
Integrate Truck Parking into all Decision Making Processes	Immediate	\$25,000 - \$75,000	(\$)	Lead	
Collaborate with Neighboring States	Immediate	\$25,000 - \$75,000	(\$)	Lead	
Develop Innovative Partnership Action Plan for New or Expanded Commercial Truck Stops	Near-term	\$25,000 - \$75,000	Support (\$)	Lead	Support
Quantify Truck Parking Demand with Data-driven Study	Mid-term	\$500,000 - \$1,000,000	(\$)	Lead	
Develop Education and Information Campaign for Local Jurisdictions	Near-term	\$100,000 - \$300,000	(\$)	Lead	Support

For information on the *JTC Truck Parking Action Plan* go to:  
<https://leg.wa.gov/JTC/Pages/truckparking.aspx>

