

# 2023 Truck Parking Status Report

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December 1, 2023

**Report inclusive of updates from WSDOT offices:**

Innovative Partnerships  
Rail, Freight and Ports  
Capital Facilities  
South Central Region

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## Background

The shortage of safe truck parking availability and its associated hazards has a profound impact on truck drivers and the motoring public. The Washington State Department of Transportation has heard similar input as part of statewide outreach efforts including but not limited to the Highway System Plan. Per [ESHB 1125](#), the 2023 Washington State Legislature provided WSDOT direction and funding to address critical challenges related to truck parking. The Legislature also directed the various WSDOT offices to provide a status report on the progress and milestones related to the truck parking requirements under Sections 215 (12), 223 (4) and 304 (3). WSDOT Rail, Freight and Ports Division is coordinating agency-directed truck parking work and has consolidated the updates from Capital Facilities and Innovative Partnerships into this report.

## Truck Parking Working Group

WSDOT convened a working group that meets bi-weekly to increase efficiency, improve communication, project visibility, and leverage existing work across the agency. The group identified the need for additional technical support to help satisfy the legislative direction for truck parking. To obtain additional support, the working group has been collaborating to finalize each office's scope of work and streamline the consultant solicitation process into a combined or integrated procurement approach. WSDOT advertised the solicitation in October 2023. This approach provides the most expeditious way to achieve support, implement the work, and report back to the Legislature next year.

## Coordination with FMSIB

WSDOT is coordinating with the Washington State Freight Mobility Strategic Investment Board in support of legislative direction to FMSIB to develop an implementation plan for truck parking solutions. WSDOT is meeting with FMSIB to identify options for FMSIB to integrate into the streamlined consultant solicitation process; share status updates on truck parking recommendations from recent WSDOT plans and studies; and assist in the development of its 2023 status report, including developing shared strategies for identifying near-term truck parking solutions.

## Legislative Direction

### 1. Recommending Sites for Truck Parking Development

#### ESHB 1125, Sec. 215 (12)

*“\$2,500,000 of the multimodal transportation account—state appropriation is provided solely for the department to coordinate with cities, counties, ports, and private entities to develop actionable recommendations for state assistance in the development of specific candidate truck parking sites to be developed with amenities, identified by location. The department shall identify private land parcels for potential development of sites, which may include, but should not be limited to, a feasibility analysis of sites adjacent to Interstate 90 near North Bend for a 400 to 600 space truck parking site. The public benefit of each potential truck parking site must be included in this assessment. The department shall consider opportunities for the state to provide assistance in the development of truck parking sites, including possible opportunities to provide assistance in land acquisition and evaluating land use requirements. The department must update the transportation committees of the legislature on agency activities and their status by December 1, 2023, and to provide a final report to the transportation committees of the legislature by December 1, 2024.”*

## Overview

WSDOT Innovative Partnerships is engaging with regional stakeholders and potential private sector partners (e.g., warehouse and distribution center owners) to identify and expedite prominent solutions to increase truck parking capacity.

## Progress and next steps

- To engage with regional stakeholders, Innovative Partnerships joined the Snoqualmie Pass Solutions Roundtable convened by King County Councilmember Sarah Perry. The group's interests align with the proviso.
- Innovative Partnerships has drafted a scope of work and will be engaging a consultant that will assist in developing recommendations for state assistance in the acquisition and development of truck parking sites including a feasibility analysis of sites adjacent to Interstate 90 near North Bend.

## Key deadlines and milestones

- Q1 2024 consultant on contract and work commences (subject to change)
- Q4 2024 consultant study completed (subject to change)
- December 1, 2024, final report to Legislature

## 2. Federal Funding for Truck Parking Information Management System

### ESHB 1125, Sec. 223 (4)

*“\$1,800,000 of the multimodal transportation account—state appropriation is provided solely for the department to pursue federal grant opportunities to develop and implement a technology-based truck parking availability system along the Interstate 5 Corridor in partnership with Oregon state and California state to maximize utilization of existing truck parking capacity and deliver real-time parking availability information to truck drivers. The department may use a portion of the appropriation in this subsection for grant proposal development and as state match funding for technology-based truck parking availability system federal grant applications. The department must update the transportation committees of the legislature on agency activities and their status by December 1, 2023, and to provide a final report to the transportation committees of the legislature by December 1, 2024.”*

## Overview

WSDOT is partnering with the California Department of Transportation (Caltrans) and Oregon Department of Transportation (ODOT) to advance a regional truck parking information management system (TPIMS) along the Interstate 5 corridor and has submitted an INFRA (the Nationally Significant Multimodal Freight & Highway Projects program) application in August 2023 to seek federal grant funding. The Interstate 5 TPIMS project will collect and disseminate real-time truck parking availability information to truck drivers and maximize the utilization of existing truck parking capacity along the Interstate 5 corridor across three states. The Interstate 5 TPIMS project will expand upon WSDOT's current truck parking information system effort (Federal Motor Carrier Safety Administration funded project) and provide real-time truck parking availability information for 13 safety rest areas and six weigh stations on Interstate 5 in Washington.

### Progress and next steps

- WSDOT submitted a joint INFRA grant application with ODOT, Caltrans in August 2023 with award announcements expected in the first quarter of 2024.
- The three states held regular coordination meetings to develop the initial project scope, cost estimates, benefit/cost analysis, and federal grant application.
- Rail, Freight, and Ports is developing the project delivery strategy.
- Rail, Freight, and Ports is continuing coordination with ODOT and Caltrans to prepare the multi-state grant agreement as part of the project readiness effort.

### Key deadlines and milestones

- Q1 2024 INFRA funding awards (anticipated) announced and work commences
- December 1, 2024, final report to Legislature

## 3. Truck Parking Improvements Recommended by FMSIB

### ESHB 1125, Sec. 223 (5)

*“\$5,950,000 of the multimodal transportation account—state appropriation is provided solely for implementation of truck parking improvements recommended by the freight mobility strategic investment board in consultation with the department under section 206(4) of this act. The office of financial management must place this amount in unallotted status.”*

### Overview

Additional state appropriations for truck parking improvements for use in this biennium are held in unallotted status pending further FMSIB consultation and funding recommendations, and subject to legislative direction.

### Progress and next steps

- WSDOT and FMSIB will continue collaboration to achieve the goal of near-term truck parking solutions.
- In consultation with FMSIB and subject to legislative direction, WSDOT continues to assess cost and project delivery estimates for near-term truck parking solutions.

### Key deadlines and milestones

- Q1-Q4 2024 continue WSDOT and FMSIB consultation on truck parking implementation plan development.
- Q1-Q4 2024 coordinate with FMSIB on other steps that can be taken for increasing truck parking capacity.

## 4. Expanding Truck Parking at Safety Rest Areas

### ESHB 1125, Sec. 304 (3)

*“(a) \$1,200,000 of the multimodal transportation account—state appropriation is provided solely for the department to evaluate safety rest areas along Interstate 5 and Interstate 90 for potential truck parking expansion opportunities. The department shall also evaluate commercial vehicle inspection locations, in coordination with the Washington state patrol, for potential truck parking expansion opportunities.*

*(b) These evaluations must include assessments of opportunities to provide additional truck parking through rest stop and inspection location reconfiguration, expansion, and conversion, as well as evaluation of potential improvements to restroom facilities at weigh stations with truck parking. The department shall consider opportunities to expand rest stop footprints onto additional department-owned property, as well as opportunities to acquire property for rest stop expansion. Opportunities to convert a rest stop to a commercial vehicle-only rest stop must be considered if property is available to develop a new light-duty vehicle rest stop within a reasonable distance. The department shall include an evaluation of a potential truck parking site at John Hill Rest Area along the Interstate 90 corridor identified in the joint transportation committee's "Truck Parking Action Plan." Evaluations must include cost estimates for reconfiguration, expansion, and conversion, as well as other recommendations for the development of these sites.*

*(c) The department should consult with the federal highway administration, the Washington state patrol, the Washington trucking association, the freight mobility strategic investment board, and local communities.*

*(d) The department must update the transportation committees of the legislature on agency activities and their status by December 1, 2023, and to provide a final report to the transportation committees of the legislature by December 1, 2024.”*

### Overview

WSDOT, in coordination with the Washington State Patrol, the Freight Mobility Strategic Investment Board, the Federal Highway Administration, and the Washington Trucking Association will evaluate opportunities to expand truck parking at 24 safety rest areas and 18 vehicle inspection sites along Interstate 5 and Interstate 90.

### Progress and next steps

- Capital Facilities met with WSP and FMSIB to establish leads for ongoing coordination.
- Capital Facilities has completed the scope of work and will be engaging a consultant to perform the analysis outlined in the proviso.
- Once selected, the consultant will conduct field work followed by a final report.

### Key deadlines and milestones

- Q1 2024 consultant on contract and work commences (subject to change)
- December 1, 2024, final report to Legislature

## 5. SR 906 Truck Parking Expansion Near North Bend

### ESHB 1125, Sec. 309 (12)

*“\$150,000 of the multimodal transportation account—state appropriation is provided solely for the application of durable markings along state route number 90 to create up to 20 parking spaces for larger vehicles, including trucks.”*

#### Overview

WSDOT South Central Region is working to increase truck parking along Snoqualmie Pass near North Bend. Durable striping on pavement will create up to 15 to 20 spaces for larger vehicles, including trucks, vehicles pulling trailers, RVs, and buses. Availability of these spaces would be limited during winter months by snow.

#### Progress and next steps

- South Central Region is conducting community engagement in King and Kittitas Counties, as well as with the Snoqualmie Pass Community Association.
- South Central Region is conducting preliminary engineering and design and coordinating environmental reviews.

#### Key deadlines and milestones

- Q2 2024 contract advertisement (subject to change)
- Q3 2024 planned construction (due to mountain pass location, weather could push to early 2025)

## Additional Resources

### [2023 Safety Rest Area Strategic Plan](#) | Washington State Department of Transportation

The draft strategic plan has expanding commercial truck parking as one of its key focus areas including the concept of commercial truck-only parking areas.

### [2022 Washington Truck Parking Assessment](#) | Washington State Department of Transportation

Documents the 2022 Washington State Freight System Plan's truck parking inventory, conditions, identified truck parking needs and issues, including undesignated truck parking areas.

### [2022 Governor's Report on Truck Parking Solutions](#) | Washington State Department of Transportation

Report outlining WSDOT options and recommendations for funding to address truck parking and rest area shortages.

### [2021 Truck Parking Action Plan](#) | Joint Transportation Committee

This plan identifies actions for addressing truck parking needs, timing, planning-level cost estimates, levels of implementation, including legislature, WSDOT, and local jurisdiction roles.