**Domestic Scan Proposal Form**

AASHTO is now soliciting proposals for a **Calendar Year 2019 US Domestic Scan Program** (NCHRP Panel 20-68A).

Selected scan topics will be investigated by one of three ways: (type 1) site visits to three to six locations for approximately a two week period or less, by webinar; (type 2) peer exchange; or (type 3) conducted by a group of eight to 12 transportation professionals with expertise in the selected topic area. Proposed topics should meet the following criteria:

* Address an important and timely need for information by transportation agencies;
* Are of interest to a broad national spectrum of people and agencies;
* Are complex and also “hands-on,” meaning they lend themselves particularly well to exploration through on-site visits; and
* Are sufficiently focused that the tour participants are able to investigate and understand key issues in the limited time available on the tour.

Before submitting your proposal it is highly recommended that you read [**What Makes a Good Scan Topic Proposal**](http://www.domesticscan.org/what-makes-a-good-scan-topic-proposal)[**http://www.domesticscan.org/what-makes-a-good-scan-topic-proposal**](http://www.domesticscan.org/what-makes-a-good-scan-topic-proposal)

This form is designed to collect the full length of your proposal. Sections requiring essays have unlimited space for you to use. Contact information has some limited text. ***Use your TAB🡪 key to advance to the area where you need to complete information.***

**Proposals should be returned no later than SEPTEMBER 28, 2018.**

**IMPORTANT NOTE on How to save your document**: ***LastNameFirst Initial, underscore\_Organization Acronym \_CY2019.***

***Saved Document Name Example: NgetheP\_AASHTO\_CY2019***

***If you have more than one, add a number after first initial: NgetheP1\_AASHTO\_CY2019***

**Domestic Scan Proposal Contact Information**

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| AASHTO Committee | Special Committee on Freight | Date of submission | 9/20/2018 |

**Title of Proposed Scan****:** Truck Parking Availability

**Problem Statement** (What topic is to be examined? What drives the need for the scan? Why now?)

Washington State is one of the most trade dependent states in the country. The lack of available truck parking creates safety problems and community impacts. With 64.3 percent of freight in Washington transported by truck and a 30 percent projected growth in freight over the next twenty years, it is critical that drivers have access to safe parking options to support economic competitiveness. Congestion and delays in border crossings decrease driver productivity within hours-of-service regulations, affecting demand for truck parking. Changes in trucking operations and industry practices also have impacts on truck parking demand.

**Scan Scope** (What specific subject areas are to be examined? Which cities and states might be visited? Which agencies/organizations (including specific departments or types of staff if applicable)?

Washington DOT will conduct additional research on truck parking availability systems in order to determine the most appropriate technology and location for using such systems in Washington. States that might be visited include one or more of the eight Midwest states partnering to provide real-time truck parking information along nine high-volume freight corridors; Florida, who is installing a Truck Parking Availability System along several interstate freight corridors; and Colorado, who is undertaking a comprehensive truck parking information strategy including a Truck Parking Management System on East I-70.

**Anticipated Scan Results** (What key information is to be gained? What information is to be shared after the scan? Who would the audience be for this information?)

Key information to be gained includes best practices for implementing a truck parking availability program, working with stakeholders, and benefits and drawbacks of various technologies. In addition, information about multi-state partnerships will be gained. This information can be shared with other State DOTs looking to address truck parking needs through information sharing.

**Benefits Expected** (Including potential impacts on current technology or procedures)

Benefits expected include development of strategies to evaluate truck parking availability systems, determining locations for using them and identifying practical solutions for increasing truck parking supply.