

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR

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January 22, 2001

Mr. Michael G. Ritchie
Division Administrator
Federal Highway Administration
980 Ninth Street, Suite 400
Sacramento, CA 95814

Dear Mr. Ritchie:

Enclosed is the California Department of Transportation's contribution to the Federal Highway Administration's "Partners for Adequate Parking Facilities Initiative"-- a TEA-21 Section 4027 study of the adequacy of commercial truck parking facilities serving the National Highway System.

This information was electronically transmitted to Mr. William Haas on January 19, 2001.

Questions concerning parking supply and demand analysis should be directed to Ms. Casey Robb, Caltrans Traffic Operations, Office of Truck Services at (916) 651-6125. Questions concerning plans for reducing parking shortages should be directed to Mr. Ralph Carhart, Caltrans Rest Area System Coordinator at (916) 654-5151.

Sincerely,

ROBERT L. BUCKLEY
Program Manager
Design and Local Program

Enclosures (one compact disc and printed report with attachments)

c : Ralph Carhart
Casey Robb

bc: William Haas-FHWA
Hossein Rostram-Traffic Operations
Steven Sowers-Traffic Operations

CARHART/lm/Ritchie Letter.doc

**Partners for Adequate Parking Facilities Initiative
Final Status Report
(California)**

January 18, 2001

Introduction

Safe and efficient trucking is vital to the California economy. Adequate truck parking is essential to trucking operations, particularly long-haul trucking. Adequate truck parking facilities should provide restrooms, food, fuel, and showers in locations suitable for load staging activities. Most importantly, truck parking facilities should be safe resting areas for drivers to help ensure safe driver behavior.

Definitions

This report uses the following definitions:

Truck – a tractor-semitrailer and/or tractor-semitrailer-trailer combination.

AADT – Annual Average Daily Traffic, which is daily traffic in both directions, averaged over one year.

FHWA – Federal Highway Administration.

NATSO – originally called “National Association of Truck Stop Operators.” However, the organization has expanded beyond that definition, and they now prefer to be known as simply “NATSO.”

Federal Mandate

Section 4027 of the federal TEA-21 requires a nation-wide inventory of truck parking on the National Highway System, an analysis of shortages, and a plan to reduce those shortages. In June 1999, FHWA sponsored a Rest Area Forum; discussions in this forum suggested that the process be inclusive and decentralized. In November 1999, the “Partners for Adequate Parking Facilities” Initiative started a nation-wide effort to carry out the TEA-21 requirements through partnerships of stakeholders at the state level and below. The Initiative required that the final status report be submitted by January 31, 2001.

State Contribution

This report is California’s contribution to this Initiative. The California Department of Transportation (Caltrans) used in-house staff to quantify truck parking in California at two types of facilities: State-owned safety roadside rest areas (SRRAs), and private truck stop operations. Caltrans maintains sufficient data on State-owned rest area parking, so those spaces were simply compiled. However, Caltrans had very little data on private truck stop parking spaces, so staff obtained and updated a private truck stop list. Only the long-term parking spaces were counted at the private facilities, that is, those spaces allowing stops of six hours or more, which comprise the vast majority of private parking. Staff then selected high-volume route segments, estimated present and future truck AADTs, and calculated present and future demand. Below is a summary of steps and methodologies.

Private Truck Stop – Counting Methodology

Staff obtained data by following these steps:

1. Created Survey: A two-page questionnaire was developed by the Caltrans rest area coordinator, Caltrans Traffic Operations, two private truck stop operators, and a representative of the California Trucking Association.
2. Updated Mailing List: Caltrans obtained a list of 211 truck stops and diesel fuel stations from FHWA which was leased from NATSO. Caltrans staff also obtained several truck stop lists from a truck stop operator, and searched the Internet for additional truck stops. Caltrans Traffic Operations staff phoned all the facilities to verify addresses, and informed them of the upcoming survey.
3. Mailed Survey: The Caltrans rest area coordinator mailed the surveys and tabulated the data as the surveys were returned.
4. Phoned to Follow Up: Caltrans Traffic Operations staff phoned all the non-responders to obtain, at a minimum, the number of total truck parking spaces, and the number of long-term spaces.

Private Truck Stop Survey

The survey requested information on:

1. total number of spaces,
2. number of long-term spaces (six or more hours),
3. interest in expanding,
4. amount of parking capacity used by day and by month,
5. amount of increase in demand expected in the next five years,
6. perceived obstacles to expansion, and
7. interest in partnering with Caltrans.

(See Attachment A for copy of survey “Truck Stop Survey.”)

Private Truck Stop Survey – Response Rate

Out of the 211 original private stops provided, we were able to validate only 159 existing facilities, as many of the companies were either duplicate listings or out of business. Of those 159 facilities, 51 (or 32%) returned the survey, completed fully or in part. After phoning the non-responders to obtain the most important data – the number of spaces – the response rate rose to 99%. (See Attachment B for the compiled data in the spreadsheet “Private Truck Stop Operators.”)

Selecting the Route Segments

Staff selected 34 route segments on the basis AADTs consistently over 1,000 for trucks with five axles and above. All the segment lengths were between 60 and 200 miles, except for four segments that were less than 60 miles. These four segments were 46, 49, 49, and 54 miles, and were selected due to very high truck AADTs.

Calculating 20-Year Percent Increase

Caltrans’ Traffic Operations Program maintains traffic data. Although new data is published every year, the traffic is actually counted every one to six years, depending on the method used: weigh-in-motion (every year), hoses (every three years), and manual counting (every six years). Therefore, much of the traffic data is only an estimate. Truck

AADTs are available from 1992 to 1998. Staff compared truck AADTs for 1992 and 1998 to obtain percent increases in each segment; however, the increases (and, in some cases, decreases) varied so widely that this method was abandoned.

Staff then turned to the Caltrans report “California Motor Vehicle Stock, Travel and Fuel Forecast,” published by Caltrans' Transportation System Information Program (TSIP), November 2000. From this report, staff estimated a 48% increase forecasted in truck AADT between 2000 and 2020. The TSIP forecasts involve multiple factors, such as population, inflation, personal income, fuel prices, prime lending rates, and fuel economy. The forecast categories considered for this truck AADT forecast included:

- Total vehicle miles traveled (43% increase in 20 years)
- Vehicle miles traveled for diesel trucks over 33,000 pounds gross vehicle weight (53% increase in 20 years), and
- Total diesel fuel consumption for trucks over 33,000 pounds gross vehicle weight (44% increase in 20 years).

These forecasts were averaged, with extra weight given to the diesel truck data. The percentage used also correlated with in-house AADT statistics for 5+ axle trucks.

Calculating One-Year Percent Increase

To estimate the 2000 truck AADTs, the 1998 truck AADTs were increased by 2.0% per year, compounded yearly. When 2.0% is compounded yearly for 20 years, the total 20-year increase is 48%.

Calculating Demand

The demand was calculated using the guide prepared by Science Applications International Corporation for FHWA: “Technical Guidance – TEA-21 Section 4027 Study of the Adequacy of Commercial Truck Parking Facilities Serving the National Highway System.” The default values provided by the guide were used, as follows:

- Seasonal Peaking Factor (Default = 1.15)
- Portion of Short-Haul versus Long-Haul (Default = 0.40 / 0.60)
- Ratio of Parked Time per Week to Driving Time per Week (Default = 70/60)
- Peak-Parking Factor for Short-Haul Trucks (Default = 0.02)
- Peak-Parking Factor for Long-Haul Trucks (Default = 0.07)
- Portion of Short-Haul Demand for Rest Area Spaces (Default = 0.60)
- Portion of Short-Haul Demand for Truck Stop Spaces (Default = 0.40)
- Portion of Long-Haul Demand for Rest Area Spaces (Default = 0.40)
- Portion of Long-Haul Demand for Truck Stop Spaces (Default = 0.60)

The truck speed limit used was 55 mph, which is the legal speed limit for trucks in California.

(The spreadsheets used for the demand calculations are in Attachment C: “Truck Segment Database – 2000” and Attachment D “Truck Segment Database – 2020.”)

Public Rest Area Parking Limit

The State’s Safety Roadside Rest Areas (SRRAs) were designed for a two-hour truck parking limit. However, the California Vehicle Code Section 22651(s)(1) allows eight-hour parking for trucks. For purposes of this analysis, the eight-hour limit was ignored, and all public parking was considered short-term (two-hour), as it was originally intended.

Part A – Commercial Vehicle Parking Supply and Demand

Current Parking Shortages - 2000

Table A.1 in Attachment E, entitled “Existing Commercial Vehicle Parking Supply and Demand – Year 2000,” lists the 34 route segments with high truck AADTs, and the current spaces and demand along each segment. The state-wide results are summarized in the table below.

PUBLIC PARKING	SPACES	SHORTAGE
Existing in 2000	1,100	
Needed in 2000	9,200	8,100
PRIVATE PARKING		
Existing in 2000	7,500	
Needed in 2000	13,600	6,100

Projected Parking Shortages - 2020

Table A.2 in Attachment F, entitled “Existing Commercial Vehicle Parking Supply and Demand – Year 2020,” lists the 34 route segments with high truck AADTs, and the current spaces and 20-year future demand along each segment. The state-wide results are summarized in the table below.

PUBLIC PARKING	SPACES	SHORTAGE
Existing in 2000	1,100	
Needed in 2020	13,500	12,400
PRIVATE PARKING		
Existing in 2000	7,500	
Needed in 2020	20,000	12,500

Truck Parking Map

Attachment G, “Private Truck Parking,” is a map of California showing the 34 high-AADT truck route segments, the numbers of private truck stop parking spaces along each segment (expressed as a range with symbols) and the locations of State-owned rest areas.

Part B – Assessment of Current and Projected Parking Shortages

Current Use of Private Truck Stop Capacity

One of the survey topics dealt with the percentage of spaces filled. Of the 40 truck stops that responded to the topic, 20 were full during peak times. The 20 other facilities reported percentages of used peak-time capacity ranging from 40% to 99%. These percentages were applied to each facility's existing parking space counts, and the lower counts can be viewed in Tables A.1 and A.2 in Attachments E and F under the heading "Private Spaces" in the column "Used." Those spaces that are full during peak time comprise 96% of existing spaces state-wide, that is, on the selected route segments. To determine the cause of this less-than-100% use, further research would be needed.

Unauthorized Parking

The California Highway Patrol (CHP) provided Caltrans with a list of 198 locations where they have observed trucks parked without authorization. Many of these locations are at highway interchanges along entrance and exit ramps. The locations are plotted on the map in Attachment G. The data available is only for locations, not for numbers of "spaces" or parked trucks.

The numbers of locations are included in Tables A.1 and A.2 in Attachments E and F in the column "Number of Unauthorized Parking Locations." Unauthorized parking may be caused by a lack of available spaces; however, this has not been proven. Other causes may include the need for (1) convenience, (2) maximizing trip distance, (3) maximizing legal driving hours, (4) privacy, and (5) avoidance of parking costs. The numbers of locations per route segment may be one of many factors that could indicate a need for additional parking facilities.

Part C – Plan of Action to Reduce Shortages

Public Parking

In 1999, Caltrans formed a public-private task force to examine and recommend ways to improve its rest area system. This team included Caltrans representatives from Landscape Architecture, Architecture, Traffic Operations, Traffic Information Systems, and others. Relevant stakeholders outside the department included the Federal Highway Administration, the California Highway Patrol, the California Trucking Association, the Automobile Club of Southern California, the California State Automobile Association, Parents Against Tired Truckers, truck stop operators, and others.

The team recommended that the rest area program be recognized as an integral element of the department's motorist safety efforts. It also recommended updating the Safety Roadside Rest Area Master Plan and establishing a task force to examine in-route truck issues, including the adequacy of safe parking. These and five other recommendations were adopted in September 1999 by the Director of Transportation, and approved for implementation.

Work began on a revised master plan in 2000 with TEA-21 State Planning and Research funding. Many of Caltrans' districts established rest area planning teams and involved local stakeholders, including the trucking industry. District recommendations were assembled into a statewide plan that envisions eventually (perhaps over 30 years) doubling the number of rest area units to a total of 170 units. As of this writing, the Master Plan has not been formally presented for departmental approval.

However, an analysis of existing rest area upgrading and expansion needs was included in the Master Plan. It indicated current (year 2000) parking shortages at 38 of the 88 rest areas ranging from 1 to 106 spaces, and truck parking shortages of from 1 to 46 spaces at 42 of the rest areas.

The Master Plan examined parking demand based on current and projected traffic volumes using traditional design calculations for short-term (20-minute) parking needs only. (California's regulations allow a stay of up to 8-hours at each rest area—24 times longer than the design standard.) Because truckers often remain at a rest area for several hours, the calculated deficiencies described in the Master Plan understate the level of overcrowding by trucks that frequently occurs in most Caltrans rest areas.

Looking ahead to 2020, the Master Plan predicted a need for 1 to 180 additional car and truck parking spaces at 62 of the 88 rest areas. Looking only at truck needs—it predicted that 1 to 69 additional truck-parking spaces are needed at 66 of the 88 rest areas to meet the short-stopping needs of truckers in 2020.

Expansion of existing rest areas and development of new rest areas will alleviate much of the demand for short-term parking, but will not accommodate the longer-term parking (six hours or more) needs for long-haul truckers. For this reason, Caltrans is exploring innovative ways to help the private sector meet this demand.

Private Parking

Assisting the private sector in meeting the demand for longer-term parking (six hours or more) can take many forms, including communication, cooperation and partnership. Some actions by the public sector may require new authorization and funding, but many cooperative actions may be possible within existing program structures and funding. For example, signs, public information and on-line Internet information guiding truckers to available parking facilities might be accomplished at relatively low costs, relatively quickly.

Public-private partnerships are more difficult; however, Caltrans has been exploring joint development of rest areas for some time and has learned something about what is economically and politically feasible, and what is not. Cooperative exploration of the needs and concerns of stakeholders is critical.

As part of this Partners for Adequate Parking Facilities Initiative, in December 2000, Caltrans conducted the Private Truck Stop Survey described in the Introduction. (See

Attachment A, “Truck Stop Survey,” and Attachment I, “Private Truck Stop Operators, Summary of Partnership Opinions.”)

Question 4 asked truck stop operators who provide longer-term parking (six hours or more) if they had any interest in expanding their longer-term parking. Of the 39 respondents, 21 (54%) were interested in expanding; 18 (46%) were not.

Question 10 asked truck stop operators to indicate obstacles they perceived to hinder expansion of longer-term parking at their facilities.

- Lack of physical space was the most common obstacle cited by 80% of the 39 respondents. (46% felt this was a major obstacle.)
- Construction cost was cited by 69%. (41% felt this was a major obstacle.)
- Land cost was cited by 67%. (41% felt this was a major obstacle.)
- Cost of environmental requirements was cited by 59%. (23% felt this was a major obstacle.)
- Cost or availability of financing was cited by 54%. (31% felt this was a major obstacle.)
- Planning, entitlements and design costs was also cited by 54%. (18% felt this was a major obstacle.)
- Lack of profitability was cited by 44%. (21% felt this was a major obstacle.)
- Lack of appropriately zoned land was cited by 41%. (13% felt this was a major obstacle.)
- Neighbor opposition and local government opposition tied for last place, each being cited by 33% and each considered a major obstacle by 18%.

Question 11 asked what type of support would be most helpful if Caltrans were to partner with existing truck stop operators. 82% agreed that partnership in the construction of parking lots would be helpful. (41% ranked this the most favored partnership option.) 77% supported partnership in the cost of planning, design and local approval, with 23% making this their top choice. 72% supported partnership in the cost of purchasing or leasing land for parking. (26% made this their top choice.)

Question 12 asked how partners should be selected. 64% favored partnerships with multiple operators to spread the support around. 26% favored a competitive process. Questions 11 and 12 allowed respondents to indicate opposition to partnerships. 18% strongly indicated that Caltrans should not get involved in partnering.

These responses seem to indicate that if an operator has available land, generally expansion is limited primarily by economics—land, construction and development costs—more than by local opposition. This seems consistent with anecdotal indications that truck stop operators often provide longer term parking as a convenience or enticement to customers who patronize their other services such as fuel stations, restaurants, convenience stores, repair services, entertainment, lodging, etc. Some truck stop operators charge a nominal fee, which may be waived upon use of other services. Some provide free parking. Parking fees do not seem to be a major source of revenue.

Public-Private Partnership for Auxiliary Parking Lots

While exploring the adequacy of longer-term truck parking in California, Caltrans In-Route Truck Issues Committee and its Rest Area Partnership Committee identified an innovative concept for partnering in the development and management of additional truck parking facilities. The concept has been dubbed “Auxiliary Parking Lots,” in reference to Caltrans’ primary aim of supplementing rest area parking lots that are overcrowded with trucks.

As described in California statutes, rest areas are intended to be convenient, short safe-stopping opportunities where motorists can use rest rooms and telephones, check maps, check their vehicles or loads, switch drivers, stretch or rest briefly, consume food or beverages, and do other activities that might be unsafe on the road or along the roadside.

While current California regulations allow up to an 8-hour visit at each rest area, the cost of accommodating this length of stay within the right of way is high. Many existing rest area units cover 10 to 15 acres of scenic or environmentally sensitive land. Moreover, federal restrictions on commercial activities within the right of way preclude partnerships with private sector interests willing to share construction and operational costs in exchange for increased exposure and customer traffic.

The auxiliary parking lot concept would supplement truck-impacted rest areas with State-development of nearby parking lots that abut private truck stops or other appropriate commercial development outside of the highway right of way. Under negotiated agreements, the private partners would provide, or share in the costs of, maintenance, security and restrooms for the public. Auxiliary lots would free up rest areas for short-term visitors, reducing the need for rest area expansion and minimizing maintenance, security, and operational costs. They would also help law enforcement address the problem of unauthorized truck parking on roadsides, ramps and local streets.

To perform as described, auxiliary lots should be close to the primary rest area—perhaps within five miles or three exits. Auxiliary lots should have convenient ingress and egress, and should not be more than about one-quarter mile from the state highway. Signs along the highway and access streets would be needed, together with information at the rest area, to direct truckers to the auxiliary lots. Changes to rest area use regulations could shorten parking times at the primary rest areas and allow law enforcement to better manage improper parking.

The feasibility and economics of each situation would vary; however, it may be desirable for the State to own or obtain a long-term (20-30 year) lease on the land needed for an auxiliary parking lot. It might be preferred that the State construct the parking facility, including clearing and grubbing, pavement, fencing, lighting, signs, and landscaping. Ingress and egress improvements and construction of rest rooms might be developed by either the State or the private partner, or jointly-developed. In general, it might be preferable for the private partner to manage and maintain the rest rooms and related facilities.

Joint development and partnering for auxiliary parking lots would be subject to state and federal laws and regulations. Auxiliary lots, rest rooms and associated public facilities must be safe, free, open 24 hours a day, accessible to all people without unlawful discrimination, and of sufficient capacity to handle traffic demand.

Special legislative authorization may be required, and a fair, competitive process must be in place for selecting private sector partners. Caltrans has established processes for soliciting and negotiating with private sector rest area joint developers. While no rest areas yet have been built under these processes, they provide good guidance and principles, nevertheless.

It is envisioned that Caltrans would seek partners wherever it has identified high priority rest area expansion projects that involve site restrictions and heavy truck usage. A Request for Interest may be used to seek interested potential partners to attend a meeting in which Caltrans would explain the objectives, parameters, legalities, limits, and criteria for selecting the best partner or partners. Potential partners would then be invited to submit proposals that suit their needs and conform to the criteria, legal and regulatory requirements.

Criteria for evaluating proposals might include:

- the auxiliary parking lot site location, its distance from the rest area, its distance from the highway and the geometrics of its ingress and egress;
- the facilities the partner is willing to pay for, construct and/or maintain;
- the total capital cost to the state;
- the ongoing maintenance and operating cost to the state;
- the experience and track record of the partner in similar projects or in the construction and/or operation of his/her existing facilities;
- the support of local government and neighbors;
- the compatibility of the partners commercial operations with rest area use;
- the potential environmental issues associated with the auxiliary lot site or its environs.

Upon selection of the proposal that best meets the evaluation criteria, the State could negotiate a partnership agreement. The length of the agreement and provisions for continuity of public services in the event the private partner ceased operations, would be among the many important issues to address in the agreement.

Part D -- Participating Stakeholder Groups

This California portion of the "Partners for Adequate Parking Facilities Initiative" included the participation of the following stakeholders:

- Mr. Warren E. Hoemann and Mr. Stan Randolph, **California Trucking Association**, 1251 Beacon Boulevard, West Sacramento, CA 95691

- Mr. Patrick Marchbanks, **Bear Mountain Travel Center**, 15840 Costajo Road, Bakersfield, CA 93313
- Mr. Jim Miller, **49'er Travel Plaza**, 2828 El Centro Road, Sacramento, CA 95833

This report was prepared by:

- Steven W. Sowers, Casey Robb and Manuel Fonseca of Caltrans, Office of Truck Services, Truck Size and Weigh-In-Motion Branch.
- Ralph L. Carhart, Caltrans Office of Landscape Architecture, Safety Roadside Rest Area Branch.

The concepts and information contained in this report should not be construed as official policy or standards of the California Department of Transportation (Caltrans) or of its participating stakeholders.

ATTACHMENTS

	TOPIC	PROGRAM	NAME and DESCRIPTION
A	Survey	Word 97	“Truck Stop Survey” – the survey sent to private truck stops, with cover letter.
B	Truck Stops	Excel 97	“Private Truck Stop Operators” – the tally sheet for truck stop survey responses.
C	Calculations	Excel 97	“Truck Segment Database – 2000” – the calculation sheet for estimating present parking demand.
D	Calculations	Excel 97	“Truck Segment Database – 2020” - the calculation sheet for estimating future parking demand.
E	Summary	Excel 97	“Existing Commercial Vehicle Parking Supply and Demand – Year 2000” – summary sheet showing existing spaces, and present demand and shortages.
F	Summary	Excel 97	“Existing Commercial Vehicle Parking Supply and Demand – Year 2020” - summary sheet showing existing spaces, and future demand and shortages
G	Map	Adobe Illustrator 8.0	“Private Truck Parking” – the map illustrates the 34 high-truck-AADT route segments, numbers of private parking spaces, and rest area locations.
H	Map	Adobe Illustrator 8.0	“Unauthorized Truck Parking Locations” – the map illustrates locations of unauthorized truck parking.
I	Partnerships	Word 97	“Private Truck Stop Operators, Summary of Partnership Opinions” – a list of survey statistics re. partnership interest.

ATTACHMENT A

DEPARTMENT OF TRANSPORTATION
OFFICE OF STATE LANDSCAPE ARCHITECTURE
1120 N STREET, MS 28
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5151
FAX (916) 654-3770



November 29, 2000

«Name»
«Company»
«Address 1»
«CityStateZip»

Dear Truck Stop Operator:

Caltrans, together with California truck stop operators and the California Trucking Association, requests your participation in the enclosed survey.

Your response is an important part of developing appropriate and acceptable strategies to reduce the overcrowding of State rest areas and the use of highway shoulders and local streets by truckers seeking rest.

Let's work together to see that the truck stop industry has the support necessary to provide adequate, safe truck parking-- now and in the future. Mail or fax your completed survey to Caltrans by December 13, 2000. (See bottom of survey page 2 for address and fax number.) If you have any questions or comments, please let us know.

Our sincere appreciation,

Handwritten signature of Ralph L. Carhart in black ink.

RALPH L. CARHART
Caltrans Rest Area System Coordinator

Handwritten signature of Patrick Marchbanks in black ink.

PATRICK MARCHBANKS
Bear Mountain Travel Stop

Handwritten signature of Steven W. Sowers in black ink.

STEVEN W. SOWERS
Caltrans Traffic Operations

Handwritten signature of James R. Miller in black ink.

JIM MILLER
Sacramento 49'er Auto/Truck Plaza

Handwritten signature of Warren E. Hoemann in black ink.
WARREN E. HOEMANN
California Trucking Association

Truck Stop Survey

Name of Truck Stop: _____

Name of person responding: _____

Title/position: _____

Telephone number: (____) _____ Date: ____/____/____

1. How many truck-trailer parking spaces do you have at your facility? _____

2. Of these, how many spaces are available for long-term (6 hours or more) use (that is, they are available for a trucker to get an extended rest)? _____

3. Caltrans rest areas are designed to handle short-term safety and convenience stops, not long-term parking. However, the State has been reluctant to force tired drivers back on to the road. As a result, the California Code of Regulations currently allows any driver to park at a rest area for up to 8 hours. In your opinion, what should be the appropriate legal time limit for truckers?

- | | | | |
|-------|---------------------|-------|-------------------|
| _____ | 20 minutes | _____ | 4 hours |
| _____ | 30 minutes | _____ | 5 hours |
| _____ | 60 minutes (1 hour) | _____ | 6 hours |
| _____ | 90 minutes | _____ | 7 hours |
| _____ | 2 hours | _____ | 8 hours |
| _____ | 3 hours | _____ | more than 8 hours |

Comments: _____

4. Do you have any interest in expanding the amount of long-term (6 hours or more) truck parking at your facility? _____ Yes _____ No

5. Generally, what **percentage** of your long-term (6 hours or more) truck parking is occupied **at night** (6 p.m. to 6 a.m.) on a typical...

- | | | | |
|-----------|--------|----------|--------|
| Monday | _____% | Friday | _____% |
| Tuesday | _____% | Saturday | _____% |
| Wednesday | _____% | Sunday | _____% |
| Thursday | _____% | | |

Comments: _____

6. Generally, what **percentage** of your long-term (6 hours or more) truck parking is occupied **during the day** (6 a.m. to 6 p.m.) on a typical...

- | | | | |
|-----------|--------|----------|--------|
| Monday | _____% | Friday | _____% |
| Tuesday | _____% | Saturday | _____% |
| Wednesday | _____% | Sunday | _____% |
| Thursday | _____% | | |

Comments: _____

7. Generally, over the year, how does the demand for your long-term (6 hours or more) parking vary? Indicate highest demand months (**H**), medium demand months (**M**), and lowest demand months (**L**).

- | | | | |
|----------|-------|-----------|-------|
| January | _____ | July | _____ |
| February | _____ | August | _____ |
| March | _____ | September | _____ |
| April | _____ | October | _____ |
| May | _____ | November | _____ |
| June | _____ | December | _____ |

8. Do you expect to see an increase in truck traffic in the next five years at your location? _____ Yes
_____ No

9. If so, what degree of increase do you expect in five years?

- _____ an additional 5 percent.
- _____ an additional 10 percent.
- _____ an additional 15 percent.
- _____ an additional 20 percent.
- _____ other: _____

10. Do you feel the following are obstacles to expanding the amount of long-term (6 hours or more) truck parking at your facility? Indicate major obstacle (M), lesser obstacle (L), or not a significant obstacle (N).

- _____ lack of profitability
- _____ lack of physical space
- _____ cost of additional land
- _____ neighbor opposition
- _____ lack of appropriately zoned land
- _____ local government opposition
- _____ cost of long-term planning/entitlements/design
- _____ cost of environmental requirements/mitigation
- _____ cost of construction
- _____ cost/availability of financing
- _____ other _____

11. If Caltrans were to partner with existing truck stop operators to provide more long-term truck parking, what type of support would be most helpful? Number those you agree with in order of importance, 1 being greatest importance. If you do not agree with an item leave it blank.

- _____ share in the cost of planning, designing and obtaining local approvals for parking expansion.
- _____ share in the cost of purchasing or leasing additional land for long-term parking space.
- _____ share in the cost of constructing parking lots.
- _____ none; Caltrans should not get involved with partnering.

12. If Caltrans were to partner with existing truck stop operators, which of the following would you recommend?

- _____ Caltrans should select partners on a competitive basis.
- _____ Caltrans should partner with multiple operators to spread the support around fairly.
- _____ Caltrans should not get involved with partnering.

Thank you for your participation. Individual survey responses will not be published. A summary of general findings will be provided upon request.

Please return this survey by mail to: Ralph Carhart, Caltrans MS-28, 1120 N Street, Sacramento, California 95814 **or by FAX to:** 916-654-3770.

If you have any questions or comments regarding this survey please e-mail them to: Ralph.Carhart@dot.ca.gov, **or call:** 916-654-5151.

**ATTACHMENT C
TRUCK SEGMENT DATABASE - 2000**

Segment	Route	Start (County)	Start (PM)	Start (Location)	End (County)	End (PM)	End (Location)	Length* (miles)	1998 AADT	2000 AADT	2020 AADT	Truck %	Truck AADT - 1998	% Increase per year	Truck AADT - 1999	Truck AADT - 2000	% Increase per 20 years	Forecast Truck AADT - 2020	Truck Speed (mph)	Parking Spaces - Public (2000)	Parking Spaces - Private (2000)	Seasonal Peaking Factor (Default)	Seasonal Peak Daily Truck Volume (trucks per day) (ADT x P-t x F-s)	Average Truck Travel Time (hrs) (L/S)	Portion of Daily Truck Traffic - Short Haul (Default)
								L				P-t							S			F-s	V-t	TT	P-sh
1	5	SD	0.00	Mexican Border	ORA	6.78	Rte 1	79	159,538	165,920	245,561	1.55	2,473	2.0	2,522	2,573	48.0	3,808	55	56	0	1.15	2,959	1.44	0.40
2		ORA	6.78	Rte 1	LA	36.36	Rte 170	74	218,421	227,158	336,194	3.13	6,837	2.0	6,973	7,113	48.0	10,527	55	0	4	1.15	8,180	1.35	0.40
3		LA	36.36	Rte 170	KER	15.86	Rte 99	68	127,143	132,229	195,699	12.77	16,236	2.0	16,561	16,892	48.0	25,000	55	84	375	1.15	19,426	1.24	0.40
4		KER	15.86	Rte 99	KIN	16.60	Rte 41	88	23,973	24,932	36,899	19.51	4,677	2.0	4,771	4,866	48.0	7,202	55	66	336	1.15	5,596	1.60	0.40
5		KIN	16.60	Rte 41	SJ	0.68	Rte 580	138	24,445	25,423	37,626	22.81	5,576	2.0	5,687	5,801	48.0	8,586	55	142	375	1.15	6,671	2.51	0.40
6		SJ	0.68	Rte 580	SAC	26.72	Rte 80	76	67,059	69,741	103,217	17.48	11,722	2.0	11,956	12,195	48.0	18,049	55	0	77	1.15	14,025	1.38	0.40
7		SAC	26.72	Rte 80	SHA	17.33	Rte 299 East	159	34,173	35,540	52,599	17.37	5,936	2.0	6,055	6,176	48.0	9,140	55	153	610	1.15	7,102	2.89	0.40
8		SHA	17.33	Rte 299 East	SIS	69.29	Oregon Border	119	17,480	18,179	26,905	24.04	4,202	2.0	4,286	4,372	48.0	6,471	55	101	0	1.15	5,028	2.16	0.40
9	8	SD	5.65	Rte 5	IMP	96.99	Arizona State Line	169	69,668	72,455	107,233	6.87	4,786	2.0	4,882	4,980	48.0	7,370	55	37	6	1.15	5,726	3.07	0.40
10	10	LA	2.16	Rte 1	SBD	24.24	Rte 215	70	210,974	219,413	324,731	3.27	6,899	2.0	7,037	7,178	48.0	10,623	55	0	1149	1.15	8,254	1.27	0.40
11		SBD	24.24	Rte 215	RIV	156.49	Arizona State Line	171	64,078	66,641	98,629	17.34	11,111	2.0	11,333	11,560	48.0	17,109	55	75	678	1.15	13,294	3.11	0.40
12	14	LA	24.79	Rte 5	KER	64.56	Rte 395	117	46,529	48,390	71,617	6.18	2,875	2.0	2,933	2,992	48.0	4,428	55	0	4	1.15	3,440	2.13	0.40
13	15	SD	0.00	Rte 5	SBD	16.37	Rte 215	123	117,486	122,185	180,834	4.85	5,698	2.0	5,812	5,928	48.0	8,774	55	0	0	1.15	6,818	2.24	0.40
14		SBD	13.78	Rte 215	SBD	186.23	Nevada State Line	172	47,971	49,890	73,837	12.03	5,771	2.0	5,886	6,004	48.0	8,886	55	80	595	1.15	6,905	3.13	0.40
15	40	SBD	0.00	Rte 15	SBD	154.64	Arizona State Line	155	12,670	13,177	19,502	30.42	3,854	2.0	3,931	4,010	48.0	5,935	55	34	360	1.15	4,611	2.82	0.40
16	46	SLO	29.76	Rte 101	KER	57.79	Rte 99	83	8,313	8,646	12,795	18.55	1,542	2.0	1,573	1,604	48.0	2,374	55	17	0	1.15	1,845	1.51	0.40
17	58	KER	51.81	Rte 99	SBD	39.47	Rte 15	132	21,821	22,694	33,587	21.35	4,659	2.0	4,752	4,847	48.0	7,174	55	34	223	1.15	5,574	2.40	0.40
18	60	LA	0.00	Rte 10	RIV	30.50	Rte 10	71	169,594	176,378	261,039	5.07	8,598	2.0	8,770	8,946	48.0	13,240	55	0	0	1.15	10,288	1.29	0.40
19	80	SF	3.95	Rte 101	SAC	2.55	Rte 5	86	138,619	144,164	213,362	3.74	5,184	2.0	5,288	5,394	48.0	7,983	55	3	572	1.15	6,203	1.56	0.40
20		SAC	2.55	Rte 5	SIE	1.59	Nevada State Line	119	76,595	79,659	117,895	6.03	4,619	2.0	4,711	4,805	48.0	7,112	55	61	40	1.15	5,526	2.16	0.40
21	86	IMP	0.00	Rte 111	RIV	23.00	Rte 10	91	14,546	15,128	22,389	13.03	1,895	2.0	1,933	1,972	48.0	2,918	55	0	108	1.15	2,268	1.65	0.40
22	91	LA	0.00	Rte 1	RIV	21.66	Rte's 60 and 215	49	178,458	185,596	274,683	2.41	4,301	2.0	4,387	4,475	48.0	6,622	55	0	0	1.15	5,146	0.89	0.40
23	99	KER	0.75	Rte 5	MER	13.86	Rte 140	186	47,324	49,217	72,841	17.78	8,414	2.0	8,582	8,754	48.0	12,956	55	85	1298	1.15	10,067	3.38	0.40

ATTACHMENT C
TRUCK SEGMENT DATABASE - 2000

Segment	Portion of Daily Truck Traffic - Long Haul (Default)	Total Vehicle Hours of Travel - Short Haul (P-sh x V-t x TT)	Total Vehicle Hours of Travel - Long Haul (P-lh x V-t x TT)	Short-Haul Parking Duration per Hour Traveled (min)	Total Vehicle Hours of Short-Haul Parking Demand (hrs) (D-sh x VHT-sh/60)	Ratio of Parked Time per Week to Driving Time per Week (70/60)	Total Vehicle Hours of Long-Haul Parking Demand (hrs) (R x VHT-lh + (5xVHT-lh)/60)	Peak-Parking Factor for Short-Haul Trucks (Default)	Peak-Parking Factor for Long-Haul Trucks (Default)	Peak-Hour Parking Demand for Short-Haul Trucks (spaces per hour) (PPF-sh x VHP-sh)	Peak-Hour Parking Demand for Long-Haul Trucks (spaces per hour) (PPF-lh x VHP-lh)	Portion of Short-Haul Demand for Rest Area Spaces (Default)	Portion of Short-Haul Demand for Truck Stop Spaces (Default)	Portion of Long-Haul Demand for Rest Area Spaces (Default)	Portion of Long-Haul Demand for Truck Stop Spaces (Default)	Peak-Hour Parking Space Demand for Short Haul at Rest Areas (spaces per hour) (P-sh,ra x PHP-sh)	Peak-Hour Parking Space Demand for Short Haul at Truck Stops (spaces per hour) (P-sh,ts x PHP-sh)	Peak-Hour Parking Space Demand for Long-Haul at Rest Areas (spaces per hour) (P-lh,ra x PHP-lh)	Peak-Hour Parking Space Demand for Long-Haul at Truck Stops (spaces per hour) (P-lh,ts x PHP-lh)
	P-lh	VHT-sh	VHT-lh	D-sh	VHP-sh	R	VHP-lh	PPF-sh	PPF-lh	PHP-sh	PHP-lh	P-sh,ra	P-sh,ts	P-lh,ra	P-lh,ts	PHP-sh,ra	PHP-sh,ts	PHP-lh,ra	PHP-lh,ts
1	0.60	1,700	2,550	5	141.7	1.17	3,187	0.02	0.07	3	223	0.60	0.40	0.40	0.60	2	1	89	134
2	0.60	4,402	6,603	5	366.8	1.17	8,254	0.02	0.07	7	578	0.60	0.40	0.40	0.60	4	3	231	347
3	0.60	9,607	14,410	5	800.6	1.17	18,013	0.02	0.07	16	1,261	0.60	0.40	0.40	0.60	10	6	504	757
4	0.60	3,581	5,372	5	298.5	1.17	6,715	0.02	0.07	6	470	0.60	0.40	0.40	0.60	4	2	188	282
5	0.60	6,696	10,043	5	558.0	1.17	12,554	0.02	0.07	11	879	0.60	0.40	0.40	0.60	7	4	352	527
6	0.60	7,752	11,628	5	646.0	1.17	14,535	0.02	0.07	13	1,017	0.60	0.40	0.40	0.60	8	5	407	610
7	0.60	8,213	12,319	5	684.4	1.17	15,398	0.02	0.07	14	1,078	0.60	0.40	0.40	0.60	8	5	431	647
8	0.60	4,351	6,527	5	362.6	1.17	8,159	0.02	0.07	7	571	0.60	0.40	0.40	0.60	4	3	228	343
9	0.60	7,038	10,558	5	586.5	1.17	13,197	0.02	0.07	12	924	0.60	0.40	0.40	0.60	7	5	370	554
10	0.60	4,202	6,303	5	350.2	1.17	7,879	0.02	0.07	7	552	0.60	0.40	0.40	0.60	4	3	221	331
11	0.60	16,533	24,799	5	1377.7	1.17	30,999	0.02	0.07	28	2,170	0.60	0.40	0.40	0.60	17	11	868	1,302
12	0.60	2,927	4,391	5	244.0	1.17	5,489	0.02	0.07	5	384	0.60	0.40	0.40	0.60	3	2	154	231
13	0.60	6,099	9,148	5	508.2	1.17	11,435	0.02	0.07	10	800	0.60	0.40	0.40	0.60	6	4	320	480
14	0.60	8,637	12,956	5	719.8	1.17	16,195	0.02	0.07	14	1,134	0.60	0.40	0.40	0.60	9	6	453	680
15	0.60	5,198	7,797	5	433.2	1.17	9,747	0.02	0.07	9	682	0.60	0.40	0.40	0.60	5	3	273	409
16	0.60	1,114	1,671	5	92.8	1.17	2,088	0.02	0.07	2	146	0.60	0.40	0.40	0.60	1	1	58	88
17	0.60	5,351	8,027	5	445.9	1.17	10,033	0.02	0.07	9	702	0.60	0.40	0.40	0.60	5	4	281	421
18	0.60	5,312	7,968	5	442.7	1.17	9,960	0.02	0.07	9	697	0.60	0.40	0.40	0.60	5	4	279	418
19	0.60	3,880	5,819	5	323.3	1.17	7,274	0.02	0.07	6	509	0.60	0.40	0.40	0.60	4	3	204	306
20	0.60	4,783	7,174	5	398.5	1.17	8,967	0.02	0.07	8	628	0.60	0.40	0.40	0.60	5	3	251	377
21	0.60	1,501	2,251	5	125.1	1.17	2,814	0.02	0.07	3	197	0.60	0.40	0.40	0.60	2	1	79	118
22	0.60	1,834	2,751	5	152.8	1.17	3,438	0.02	0.07	3	241	0.60	0.40	0.40	0.60	2	1	96	144
23	0.60	13,618	20,427	5	1134.9	1.17	25,534	0.02	0.07	23	1,787	0.60	0.40	0.40	0.60	14	9	715	1,072

**ATTACHMENT D
TRUCK SEGMENT DATABASE - 2020**

Segment	Route	Start (County)	Start (PM)	Start (Location)	End (County)	End (PM)	End (Location)	Length* (miles)	1998 AADT	2000 AADT	2020 AADT	Truck %	Truck AADT - 1998	% Increase per year	Truck AADT - 1999	Truck AADT - 2000	% Increase per 20 years	Forecast Truck AADT - 2020	Truck Speed (mph)	Parking Spaces - Public (2000)	Parking Spaces - Private (2000)	Seasonal Peaking Factor (Default)	Seasonal Peak Daily Truck Volume (trucks per day) (ADT x P-t x F-s)	Average Truck Travel Time (hrs) (L/S)
								L				P-t							S			F-s	V-t	TT
1	5	SD	0.00	Mexican Border	ORA	6.78	Rte 1	79	159,538	165,920	245,561	1.55	2,473	2.0	2,522	2,573	48.0	3,808	55	56	0	1.15	4,379	1.44
2		ORA	6.78	Rte 1	LA	36.36	Rte 170	74	218,421	227,158	336,194	3.13	6,837	2.0	6,973	7,113	48.0	10,527	55	0	4	1.15	12,106	1.35
3		LA	36.36	Rte 170	KER	15.86	Rte 99	68	127,143	132,229	195,699	12.77	16,236	2.0	16,561	16,892	48.0	25,000	55	84	375	1.15	28,750	1.24
4		KER	15.86	Rte 99	KIN	16.60	Rte 41	88	23,973	24,932	36,899	19.51	4,677	2.0	4,771	4,866	48.0	7,202	55	66	336	1.15	8,282	1.60
5		KIN	16.60	Rte 41	SJ	0.68	Rte 580	138	24,445	25,423	37,626	22.81	5,576	2.0	5,687	5,801	48.0	8,586	55	142	375	1.15	9,874	2.51
6		SJ	0.68	Rte 580	SAC	26.72	Rte 80	76	67,059	69,741	103,217	17.48	11,722	2.0	11,956	12,195	48.0	18,049	55	0	77	1.15	20,757	1.38
7		SAC	26.72	Rte 80	SHA	17.33	Rte 299 East	159	34,173	35,540	52,599	17.37	5,936	2.0	6,055	6,176	48.0	9,140	55	153	610	1.15	10,511	2.89
8		SHA	17.33	Rte 299 East	SIS	69.29	Oregon Border	119	17,480	18,179	26,905	24.04	4,202	2.0	4,286	4,372	48.0	6,471	55	101	0	1.15	7,441	2.16
9	8	SD	5.65	Rte 5	IMP	96.99	Arizona State Line	169	69,668	72,455	107,233	6.87	4,786	2.0	4,882	4,980	48.0	7,370	55	37	6	1.15	8,475	3.07
10	10	LA	2.16	Rte 1	SBD	24.24	Rte 215	70	210,974	219,413	324,731	3.27	6,899	2.0	7,037	7,178	48.0	10,623	55	0	1149	1.15	12,216	1.27
11		SBD	24.24	Rte 215	RIV	156.49	Arizona State Line	171	64,078	66,641	98,629	17.34	11,111	2.0	11,333	11,560	48.0	17,109	55	75	678	1.15	19,675	3.11
12	14	LA	24.79	Rte 5	KER	64.56	Rte 395	117	46,529	48,390	71,617	6.18	2,875	2.0	2,933	2,992	48.0	4,428	55	0	4	1.15	5,092	2.13
13	15	SD	0.00	Rte 5	SBD	16.37	Rte 215	123	117,486	122,185	180,834	4.85	5,698	2.0	5,812	5,928	48.0	8,774	55	0	0	1.15	10,090	2.24
14		SBD	13.78	Rte 215	SBD	186.23	Nevada State Line	172	47,971	49,890	73,837	12.03	5,771	2.0	5,886	6,004	48.0	8,886	55	80	595	1.15	10,219	3.13
15	40	SBD	0.00	Rte 15	SBD	154.64	Arizona State Line	115	12,670	13,177	19,502	30.42	3,854	2.0	3,931	4,010	48.0	5,935	55	34	360	1.15	6,825	2.09
16	46	SLO	29.76	Rte 101	KER	57.79	Rte 99	83	8,313	8,646	12,795	18.55	1,542	2.0	1,573	1,604	48.0	2,374	55	17	0	1.15	2,731	1.51
17	58	KER	51.81	Rte 99	SBD	39.47	Rte 15	132	21,821	22,694	33,587	21.35	4,659	2.0	4,752	4,847	48.0	7,174	55	34	223	1.15	8,250	2.40
18	60	LA	0.00	Rte 10	RIV	30.50	Rte 10	71	169,594	176,378	261,039	5.07	8,598	2.0	8,770	8,946	48.0	13,240	55	0	0	1.15	15,226	1.29
19	80	SF	3.95	Rte 10	SAC	2.55	Rte 5	86	138,619	144,164	213,362	3.74	5,184	2.0	5,288	5,394	48.0	7,983	55	3	572	1.15	9,180	1.56
20		SAC	2.55	Rte 5	SIE	1.59	Nevada State Line	119	76,595	79,659	117,895	6.03	4,619	2.0	4,711	4,805	48.0	7,112	55	61	40	1.15	8,179	2.16
21	86	IMP	0.00	Rte 111	RIV	23.00	Rte 10	91	14,546	15,128	22,389	13.03	1,895	2.0	1,933	1,972	48.0	2,918	55	0	108	1.15	3,356	1.65
22	91	LA	0.00	Rte 1	RIV	21.66	Rte's 60 and 215	49	178,458	185,596	274,683	2.41	4,301	2.0	4,387	4,475	48.0	6,622	55	0	0	1.15	7,616	0.89
23	99	KER	0.75	Rte 5	MER	13.86	Rte 140	186	47,324	49,217	72,841	17.78	8,414	2.0	8,582	8,754	48.0	12,956	55	85	1298	1.15	14,900	3.38

**ATTACHMENT D
TRUCK SEGMENT DATABASE - 2020**

Portion of Daily Truck Traffic - Short Haul (Default)	Portion of Daily Truck Traffic - Long Haul (Default)	Total Vehicle Hours of Travel - Short Haul (P-sh x V-t x TT)	Total Vehicle Hours of Travel - Long Haul (P-lh x V-t x TT)	Short-Haul Parking Duration per Hour Traveled (min)	Total Vehicle Hours of Short-Haul Parking Demand (hrs) (D-sh x VHT-sh/60)	Ratio of Parked Time per Week to Driving Time per Week (70/60)	Total Vehicle Hours of Long-Haul Parking Demand (hrs) (R x VHT-lh + (5xVHT-lh)/60)	Peak-Parking Factor for Short-Haul Trucks (Default)	Peak-Parking Factor for Long-Haul Trucks (Default)	Peak-Hour Parking Demand for Short-Haul Trucks (spaces per hour) (PPF-sh x VHP-sh)	Peak-Hour Parking Demand for Long-Haul Trucks (spaces per hour) (PPF-lh x VHP-lh)	Portion of Short-Haul Demand for Rest Area Spaces (Default)	Portion of Short-Haul Demand for Truck Stop Spaces (Default)	Portion of Long-Haul Demand for Rest Area Spaces (Default)	Portion of Long-Haul Demand for Truck Stop Spaces (Default)	Peak-Hour Parking Space Demand for Short Haul at Rest Areas (spaces per hour) (P-sh,ra x PHP-sh)	Peak-Hour Parking Space Demand for Short Haul at Truck Stops (spaces per hour) (P-sh,ts x PHP-sh)	Peak-Hour Parking Space Demand for Long-Haul at Rest Areas (spaces per hour) (P-lh,ra x PHP-lh)	Peak-Hour Parking Space Demand for Long-Haul at Truck Stops (spaces per hour) (P-lh,ts x PHP-lh)
P-sh	P-lh	VHT-sh	VHT-lh	D-sh	VHP-sh	R	VHP-lh	PPF-sh	PPF-lh	PHP-sh	PHP-lh	P-sh,ra	P-sh,ts	P-lh,ra	P-lh,ts	PHP-sh,ra	PHP-sh,ts	PHP-lh,ra	PHP-lh,ts
0.40	0.60	2,516	3,774	5	209.7	1.17	4,717	0.02	0.07	4	330	0.60	0.40	0.40	0.60	3	2	132	198
0.40	0.60	6,515	9,773	5	542.9	1.17	12,216	0.02	0.07	11	855	0.60	0.40	0.40	0.60	7	4	342	513
0.40	0.60	14,218	21,328	5	1184.9	1.17	26,659	0.02	0.07	24	1,866	0.60	0.40	0.40	0.60	14	9	746	1,120
0.40	0.60	5,301	7,951	5	441.7	1.17	9,938	0.02	0.07	9	696	0.60	0.40	0.40	0.60	5	4	278	417
0.40	0.60	9,909	14,864	5	825.8	1.17	18,580	0.02	0.07	17	1,301	0.60	0.40	0.40	0.60	10	7	520	780
0.40	0.60	11,473	17,209	5	956.1	1.17	21,511	0.02	0.07	19	1,506	0.60	0.40	0.40	0.60	11	8	602	903
0.40	0.60	12,155	18,232	5	1012.9	1.17	22,790	0.02	0.07	20	1,595	0.60	0.40	0.40	0.60	12	8	638	957
0.40	0.60	6,440	9,660	5	536.7	1.17	12,075	0.02	0.07	11	845	0.60	0.40	0.40	0.60	6	4	338	507
0.40	0.60	10,417	15,625	5	868.1	1.17	19,531	0.02	0.07	17	1,367	0.60	0.40	0.40	0.60	10	7	547	820
0.40	0.60	6,219	9,329	5	518.3	1.17	11,661	0.02	0.07	10	816	0.60	0.40	0.40	0.60	6	4	327	490
0.40	0.60	24,469	36,703	5	2039.1	1.17	45,879	0.02	0.07	41	3,212	0.60	0.40	0.40	0.60	24	16	1,285	1,927
0.40	0.60	4,333	6,499	5	361.1	1.17	8,124	0.02	0.07	7	569	0.60	0.40	0.40	0.60	4	3	227	341
0.40	0.60	9,026	13,539	5	752.2	1.17	16,924	0.02	0.07	15	1,185	0.60	0.40	0.40	0.60	9	6	474	711
0.40	0.60	12,783	19,174	5	1065.2	1.17	23,968	0.02	0.07	21	1,678	0.60	0.40	0.40	0.60	13	9	671	1,007
0.40	0.60	5,708	8,562	5	475.7	1.17	10,703	0.02	0.07	10	749	0.60	0.40	0.40	0.60	6	4	300	450
0.40	0.60	1,648	2,472	5	137.4	1.17	3,091	0.02	0.07	3	216	0.60	0.40	0.40	0.60	2	1	87	130
0.40	0.60	7,920	11,879	5	660.0	1.17	14,849	0.02	0.07	13	1,039	0.60	0.40	0.40	0.60	8	5	416	624
0.40	0.60	7,862	11,793	5	655.2	1.17	14,741	0.02	0.07	13	1,032	0.60	0.40	0.40	0.60	8	5	413	619
0.40	0.60	5,742	8,613	5	478.5	1.17	10,766	0.02	0.07	10	754	0.60	0.40	0.40	0.60	6	4	301	452
0.40	0.60	7,078	10,617	5	589.8	1.17	13,272	0.02	0.07	12	929	0.60	0.40	0.40	0.60	7	5	372	557
0.40	0.60	2,221	3,332	5	185.1	1.17	4,165	0.02	0.07	4	292	0.60	0.40	0.40	0.60	2	1	117	175
0.40	0.60	2,714	4,071	5	226.2	1.17	5,089	0.02	0.07	5	356	0.60	0.40	0.40	0.60	3	2	142	214
0.40	0.60	20,155	30,233	5	1679.6	1.17	37,791	0.02	0.07	34	2,645	0.60	0.40	0.40	0.60	20	13	1,058	1,587

Table A.1 - Existing Commercial Vehicle Parking Supply and Demand: Year 2000

Segment	ROUTE:		BEGIN:		END:		MILES:		SPEED:		AADT:		PUBLIC SPACES:			PRIVATE SPACES:			Number of Unauthorized Parking Locations
	Route	County	PM	Location	County	PM	Location	Segment Length (miles)	Truck Speed Limit (mph)	Year 2000	Truck %	Existing	Peak-Hour Demand	Shortage	Existing	Used	Peak-Hour Demand	Shortage	
1	5	SD	0.00	Mexican Border	ORA	6.78	Rte 1	79	55	167,196	1.55	56	91	35	0	0	135	135	7
2		ORA	6.78	Rte 1	LA	36.36	Rte 170	74	55	228,905	3.13	0	235	235	4	2	350	346	8
3		LA	36.36	Rte 170	KER	15.86	Rte 99	68	55	133,246	12.77	84	514	430	375	375	763	388	2
4		KER	15.86	Rte 99	KIN	16.60	Rte 41	88	55	25,124	19.51	66	192	126	336	328	284	-52	16
5		KIN	16.60	Rte 41	SJ	0.68	Rte 580	138	55	25,618	22.81	142	359	217	375	372	531	156	9
6		SJ	0.68	Rte 580	SAC	26.72	Rte 80	76	55	70,278	17.48	0	415	415	77	55	615	538	8
7		SAC	26.72	Rte 80	SHA	17.33	Rte 299 East	159	55	35,813	17.37	153	439	286	610	576	652	42	19
8		SHA	17.33	Rte 299 East	SIS	69.29	Oregon Border	119	55	18,319	24.04	101	232	131	0	0	346	346	20
9	8	SD	5.65	Rte 5	IMP	96.99	Arizona State Line	169	55	73,012	6.87	37	377	340	6	6	559	553	0
10	10	LA	2.16	Rte 1	SBD	24.24	Rte 215	70	55	221,101	3.27	0	225	225	1,149	1,099	334	-815	5
11		SBD	24.24	Rte 215	RIV	156.49	Arizona State Line	171	55	67,154	17.34	75	885	810	678	671	1,313	635	11
12	14	LA	24.79	Rte 5	KER	64.56	Rte 395	117	55	48,762	6.18	0	157	157	4	4	233	229	0
13	15	SD	0.00	Rte 5	SBD	16.37	Rte 215	123	55	123,125	4.85	0	326	326	0	0	484	484	11
14		SBD	13.78	Rte 215	SBD	186.23	Nevada State Line	172	55	50,274	12.03	80	462	382	595	504	686	91	10
15	40	SBD	0.00	Rte 15	SBD	154.64	Arizona State Line	155	55	13,278	30.42	34	278	244	360	350	412	52	0
16	46	SLO	29.76	Rte 101	KER	57.79	Rte 99	83	55	8,712	18.55	17	59	42	0	0	89	89	0
17	58	KER	51.81	Rte 99	SBD	39.47	Rte 15	132	55	22,868	21.35	34	286	252	223	223	425	202	6
18	60	LA	0.00	Rte 10	RIV	30.50	Rte 10	71	55	177,735	5.07	0	284	284	0	0	422	422	6
19	80	SF	3.95	Rte 101	SAC	2.55	Rte 5	86	55	145,273	3.74	3	208	205	572	572	309	-263	0
20		SAC	2.55	Rte 5	SIE	1.59	Nevada State Line	119	55	80,272	6.03	61	256	195	40	40	380	340	23
21	86	IMP	0.00	Rte 111	RIV	23.00	Rte 10	91	55	15,244	13.03	0	81	81	108	108	119	11	1
22	91	LA	0.00	Rte 1	RIV	21.66	Rte's 60 and 215	49	55	187,024	2.41	0	98	98	0	0	145	145	1
23	99	KER	0.75	Rte 5	MER	13.86	Rte 140	186	55	49,596	17.78	85	729	644	1,298	1,226	1,081	-217	3
24		MER	13.86	Rte 140	SAC	24.35	Rte 50	111	55	78,559	12.04	47	467	420	216	216	692	476	9
25	101	LA	0.00	Rte's 5 and 10	VEN	26.39	Rte 126	65	55	216,879	1.48	0	93	93	35	35	137	102	3
26		VEN	26.39	Rte 126	SLO	45.57	Rte 41	154	55	63,864	4.68	7	205	198	153	148	304	151	3
27		SLO	45.57	Rte 41	SBT	3.00	Rte 156	128	55	30,934	8.82	24	155	131	213	212	230	17	4
28		SBT	3.00	Rte 156	SON	53.55	Rte 128	176	55	138,316	3.60	0	389	389	40	40	578	538	3
29	152	SCL	9.91	Rte 101	MAD	15.63	Rte 99	82	55	18,864	11.14	0	76	76	0	0	114	114	2
30	210	LA	0.00	Rte 5	LA	48.52	Rte's 10, 57, 71	49	55	159,086	3.70	0	128	128	0	0	191	191	3
31	215	RIV	9.00	Rte 15	SBD	17.75	Rte 15	54	55	103,127	4.58	0	113	113	0	0	168	168	2
32	405	ORA	0.23	Rte 5	LA	48.64	Rte 5	73	55	257,692	1.37	0	114	114	0	0	170	170	2
33	680	SCL	0.00	Rte's 101 and 280	SOL	13.13	Rte 80	70	55	138,527	3.06	0	131	131	0	0	196	196	1
34	880	SCL	0.00	Rte 280	ALA	35.47	Rte 80	46	55	182,923	2.79	0	104	104	29	23	155	126	0
										TOTALS =		1,106	9,163	8,057	7,496	7,185	13,602	6,106	198

ATTACHMENT F

Table A.2 - Projected Commercial Vehicle Parking Supply and Demand: Year 2020

Segment	ROUTE:		BEGIN:		END:		MILES:		SPEED:		AADT:		PUBLIC SPACES:			PRIVATE SPACES:			Number of Unauthorized Parking Locations
	Route	County	PM	Location	County	PM	Location	Segment Length (miles)	Truck Speed Limit (mph)	Year 2020	Truck %	Existing	Peak-Hour Demand	Shortage	Existing	Used	Peak-Hour Demand	Shortage	
1	5	SD	0.00	Mexican Border	ORA	6.78	Rte 1	79	55	247,450	1.55	56	135	79	0	0	200	200	7
2		ORA	6.78	Rte 1	LA	36.36	Rte 170	74	55	338,780	3.13	0	349	349	4	2	517	513	8
3		LA	36.36	Rte 170	KER	15.86	Rte 99	68	55	197,204	12.77	84	761	677	375	375	1,129	754	2
4		KER	15.86	Rte 99	KIN	16.60	Rte 41	88	55	37,183	19.51	66	284	218	336	328	421	85	16
5		KIN	16.60	Rte 41	SJ	0.68	Rte 580	138	55	37,915	22.81	142	530	388	375	372	787	412	9
6		SJ	0.68	Rte 580	SAC	26.72	Rte 80	76	55	104,011	17.48	0	614	614	77	55	911	834	8
7		SAC	26.72	Rte 80	SHA	17.33	Rte 299 East	159	55	53,004	17.37	153	650	497	610	576	965	355	19
8		SHA	17.33	Rte 299 East	SIS	69.29	Oregon Border	119	55	27,112	24.04	101	345	244	0	0	511	511	20
9	8	SD	5.65	Rte 5	IMP	96.99	Arizona State Line	169	55	108,058	6.87	37	557	520	6	6	827	821	0
10	10	LA	2.16	Rte 1	SBD	24.24	Rte 215	70	55	327,229	3.27	0	333	333	1,149	1,099	494	-655	5
11		SBD	24.24	Rte 215	RIV	156.49	Arizona State Line	171	55	99,388	17.34	75	1,309	1,234	678	671	1,943	1,265	11
12	14	LA	24.79	Rte 5	KER	64.56	Rte 395	117	55	72,168	6.18	0	232	232	4	4	344	340	0
13	15	SD	0.00	Rte 5	SBD	16.37	Rte 215	123	55	182,225	4.85	0	483	483	0	0	717	717	11
14		SBD	13.78	Rte 215	SBD	186.23	Nevada State Line	172	55	74,405	12.03	80	684	604	595	504	1,015	420	10
15	40	SBD	0.00	Rte 15	SBD	154.64	Arizona State Line	155	55	19,652	30.42	34	305	271	360	350	453	93	0
16	46	SLO	29.76	Rte 101	KER	57.79	Rte 99	83	55	12,894	18.55	17	88	71	0	0	131	131	0
17	58	KER	51.81	Rte 99	SBD	39.47	Rte 15	132	55	33,845	21.35	34	424	390	223	223	629	406	6
18	60	LA	0.00	Rte 10	RIV	30.50	Rte 10	71	55	263,047	5.07	0	421	421	0	0	624	624	6
19	80	SF	3.95	Rte 101	SAC	2.55	Rte 5	86	55	215,004	3.74	3	307	304	572	572	456	-116	0
20		SAC	2.55	Rte 5	SIE	1.59	Nevada State Line	119	55	118,802	6.03	61	379	318	40	40	562	522	23
21	86	IMP	0.00	Rte 111	RIV	23.00	Rte 10	91	55	22,561	13.03	0	119	119	108	108	176	68	1
22	91	LA	0.00	Rte 1	RIV	21.66	Rte's 60 and 215	49	55	276,795	2.41	0	145	145	0	0	216	216	1
23	99	KER	0.75	Rte 5	MER	13.86	Rte 140	186	55	73,401	17.78	85	1,078	993	1,298	1,226	1,601	303	3
24		MER	13.86	Rte 140	SAC	24.35	Rte 50	111	55	116,268	12.04	47	690	643	216	216	1,025	809	9
25	101	LA	0.00	Rte's 5 and 10	VEN	26.39	Rte 126	65	55	320,982	1.48	0	137	137	35	35	204	169	3
26		VEN	26.39	Rte 126	SLO	45.57	Rte 41	154	55	94,519	4.68	7	303	296	153	148	449	296	3
27		SLO	45.57	Rte 41	SBT	3.00	Rte 156	128	55	45,782	8.82	24	230	206	213	212	341	128	4
28		SBT	3.00	Rte 156	SON	53.55	Rte 128	176	55	204,708	3.60	0	576	576	40	40	855	815	3
29	152	SCL	9.91	Rte 101	MAD	15.63	Rte 99	82	55	27,919	11.14	0	113	113	0	0	168	168	2
30	210	LA	0.00	Rte 5	LA	48.52	Rte's 10, 57, 71	49	55	235,448	3.70	0	190	190	0	0	281	281	3
31	215	RIV	9.00	Rte 15	SBD	17.75	Rte 15	54	55	152,629	4.58	0	168	168	0	0	249	249	2
32	405	ORA	0.23	Rte 5	LA	48.64	Rte 5	73	55	381,384	1.37	0	169	169	0	0	252	252	2
33	680	SCL	0.00	Rte's 101 and 280	SOL	13.13	Rte 80	70	55	205,020	3.06	0	195	195	0	0	290	290	1
34	880	SCL	0.00	Rte 280	ALA	35.47	Rte 80	46	55	270,726	2.79	0	154	154	29	23	229	200	0
										TOTALS =		1,106	13,457	12,351	7,496	7,185	19,972	12,476	198

ATTACHMENT I

PRIVATE TRUCK STOP OPERATORS SUMMARY OF PARTNERSHIP OPINIONS

158 truck stops identified in California received surveys.
39 (24.7%) truck stops that have long-term parking (3212 spaces) responded to the partnership questions.

21 (53.8%) of the 39 indicated interest in expanding.
18 (46.2%) indicated no interest in expanding.

31 of the 39 (79.5%) indicated lack of physical space as an obstacle to expansion;
18 of the 39 (46.2%) indicated this was a major obstacle.

27 of the 39 (69.2%) indicated cost of construction as an obstacle to expansion;
16 of the 39 (41.0%) indicated this was a major obstacle.

26 of the 39 (66.6%) indicated cost of additional land as an obstacle to expansion;
16 of the 39 (41.0%) indicated this was a major obstacle.

23 of the 39 (59.0%) indicated cost of environmental requirements as an obstacle to expansion;
9 of the 39 (23.1%) indicated this was a major obstacle.

21 of the 39 (53.8%) indicated cost or availability of financing as an obstacle to expansion;
12 of the 39 (30.8%) indicated this was a major obstacle.

21 of the 39 (53.8%) indicated cost of planning, entitlements and design as an obstacle to expansion;
7 of the 39 (17.9%) indicated this was a major obstacle.

17 of the 39 (43.6%) indicated lack of profitability as an obstacle to expansion;
8 of the 39 (20.5%) indicated this was a major obstacle.

16 of the 39 (41.0%) indicated lack of appropriately zoned land as an obstacle to expansion;
5 of the 39 (12.8%) indicated this was a major obstacle.

13 of 39 (33.3%) indicated neighbor opposition as an obstacle to expansion;
7 of the 39 (17.9%) indicated this was a major obstacle.

13 of the 39 (33.3%) indicated local government opposition as an obstacle to expansion;
7 of the 39 (17.9%) indicated this was a major obstacle.

32 of the 39 (82.1%) agreed that Caltrans partnership in the cost of constructing parking lots would be helpful;
16 of the 39 (41.0%) ranked this option number 1 of 4.

30 of the 39 (76.9%) indicated Caltrans partnership with planning design and local approval for parking expansion would be helpful; 9 of the 39 (23.1%) ranked this option number 1 of 4.

28 of the 39 (71.8%) agreed that Caltrans partnership in the cost of purchasing or leasing additional land for long-term parking space would be helpful; 10 of the 39 (25.6%) ranked this option number 1 of 4.

25 of the 39 (64.1%) preferred multiple partnerships; 21 of the 39 (53.8%) ranked this option number 1 of 3.

10 of the 39 (25.6%) preferred competitive partnership selection; 5 of the 39 (12.8%) ranked this option number 1 of 3.

7 of the 39 (17.9%) indicated strongly that Caltrans should not get involved with partnering.
