
State Plans

Overview and Table of Contents

State, local, and regional plans provide a framework for developing Washington's transportation system. Included in this section are descriptions of plans developed by the state.

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TITLE: **Bicycle Transportation and Pedestrian Walkways Plan**

REQUIRED BY: RCW 47.06.040 and RCW 47.06.100

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: Tentatively scheduled for 2012. There is no required update schedule

DESCRIPTION

The current version is the Washington State Bicycle and Pedestrian Walkways Plan for the years 2008-2027. This is a state-interest modal plan for bicycle and pedestrian walkways. The plan assesses bicycle and pedestrian transportation needs and establishes statewide goals and implementation strategies.

PURPOSE

RCW 47.06.100 requires this plan to include strategies for:

- Improving connections.
- Increasing coordination.
- Reducing traffic congestion.

It also calls for an assessment of statewide bicycle and pedestrian transportation needs. This Plan satisfies the federal requirement for a long-range bicycle transportation and pedestrian walkways plan.

Data from this plan is necessary to complete the Long-range Statewide Transportation Plan (aka the Statewide Multimodal Transportation Plan) and the Highway System Plan.

TITLE: Washington State Ferries Long-Range Strategic Plan

REQUIRED BY: RCW 47.06.040,47.06.050(2), and 47.60.375

PREPARED BY: Washington State Ferries

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There are no immediate plans for the next update. There is no required update schedule

DESCRIPTION

- A state-owned modal plan for the time period 2009-2030 that:
 - Establishes service objectives for ferry routes.
 - Develops strategies.
 - Forecasts travel demands.
 - Details maintenance.

PURPOSE

- Outlines the service changes, vessel purchases, and terminal improvements to meet the demand for ferry travel.
- The WSF, in conjunction with the Washington State Patrol and the United States Coast Guard, is currently implementing a ferry security plan required by the federal government pursuant to the "Maritime Transportation Security Act of 2002" (46 U.S.C. § 70101)

TITLE: **Freight Rail Plan**

REQUIRED BY: RCW 47.06.080, 47.76.220, and 49 CFR 226.15

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: An update is not scheduled

DESCRIPTION

- A state-interest modal plan that documents essential rail services and corridors. Current version is the Washington State 2010-2030 Freight Rail Plan.
- Describes the state rail system, including active, inactive, and preserved corridors:
 - Identifies rail traffic densities and commodity flows.
 - Evaluates main line capacity issues.
 - Evaluates port-to-rail access and congestion issues.
 - Describes current issues.
 - Lists project funding eligibility criteria.
 - Evaluates rail lines for funding priorities

PURPOSE

- Required by the Federal Railroad Administration by 49 U.S.C. 221 to make Washington eligible for federal Local Rail Freight Assistance (LRFA) funding.
- Evaluates and encourages essential freight rail services.
- Allows public review and input to the rail abandonment and preservation process.

TITLE: Highway System Plan

REQUIRED BY: RCW 47.06.040 and RCW 47.06.050

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: Updated completed in 2010

DESCRIPTION

- Current version is for the time period 2007-2023. This is a state-owned modal plan that addresses current and forecasted state highway needs based on the investment options identified in the Washington Transportation Plan (WTP).
- Includes a comprehensive assessment of existing and projected 20-year deficiencies on our state's highway system. It also lists potential solutions addressing the deficiencies. The Highway System Plan (HSP).
 - Forecasts future transportation needs based on WSDOT's maintenance, operation, preservation, mobility, safety, economic, and environmental programs.
 - Specifies objectives and the supporting action strategies and assessments of need for each program.
 - Serves as the basis for the capital investment goals and strategies, and the assessments of need for each program.
 - Serves as the basis for operational investments for the highway system.
- The HSP encompasses the following elements:
 - Maintenance, operation, and preservation of over 7,000 centerline miles of state and interstate highway system. These state and interstate highways form the backbone of Washington's surface transportation system by networking with more than 81,000 centerline miles of city, county, state, and federal roads. In addition, this network includes 10 year-round mountain passes, 43 safety rest areas, approximately 75,000 storm water catch basins and culverts, over 3,000 bridges, 34 tunnels, traveler information systems, and many other highway elements.
 - Improvement of the state highway system's capital and operational infrastructure to increase efficiency, address the capacity/demand imbalance, enhance safety, promote economic initiatives, and protect the environment.
 - A scenic and recreational highways element, to provide increased access to scenic, recreational, and cultural resources.
 - A paths and trails element, which identifies the needs of non-motorized transportation modes on the state transportation systems, and provides the basis for the investment of state transportation funds in paths and trails.

PURPOSE

- Guides WSDOT in prioritizing and budgeting highway projects and operational focus.
- Updated periodically, to provide projects for the 10-year Capital Improvement and Preservation Program (CIPP) and the 2-year biennial budget request to the Governor, the Office of Financial Management, and the Legislature.

TITLE: **Intercity Network Plan**

RECOMMENDED BY: Recommended by the Federal Transit Administration

PREPARED BY: Washington State Department of Transportation (WSDOT)

DESCRIPTION

- Identifies the intercity bus services that link communities throughout the state of Washington.
- Proposes policies and programs that support a network of intercity bus services.

MAJOR FINDINGS

Major findings of the 2007 Intercity Network Plan are:

- Many rural communities lack intercity bus service since Greyhound abandoned service in 2005.
- Intercity bus services can help connect isolated rural areas of Washington to urban centers.
- New intercity bus services can coordinate with other transportation providers at destinations for scheduled transfers.
- Using Request for Proposals (RFP) will ensure the best intercity provider for a route.
- A federally-endorsed pilot program produces positive public-private collaboration. WSDOT was one of the first entities in the nation to establish an intercity pilot program using private contributions to the intercity bus network as a method for matching federal funds.
- Long-term funding is possible if the public-private collaborative funding structure is made permanent.
- “Travel Washington” branding will continue to identify intercity services sponsored by WSDOT.
- Four new lines of intercity bus services have been established in Washington State in the 2009-11 biennium:
 - Travel Washington: Grape Line between Walla Walla and Pasco
 - Travel Washington: Apple Line between Omak and Wenatchee and Ellensburg
 - Travel Washington: Dungeness Line between Port Angeles and Seattle and SeaTac
 - Travel Washington: Gold Line between Kettle Falls and Spokane

TITLE: Washington State Long-Term Air Transportation Study (LATS)

REQUIRED BY: RCW 47.06.040, RCW 47.06.060, Chapter 47.68 RCW, 23 USC 135, and 49 USC 47

PREPARED BY: Washington State Department of Transportation Aviation Division

APPROVED BY: Recommendations are sent to the Governor, Legislature, Transportation Commission and Regional Transportation Planning Organizations

NEXT UPDATE: Completed in 2009 with no plans to update and no required update schedule

DESCRIPTION

The requirements for LATS and for the Aviation Plan were combined in the 2009 Washington Aviation System Plan for the years 2005-2030. This is a legislatively required study and a state-interest modal plan that fulfills state planning requirements by:

- Identifying the type, location, cost, and timing of airport development needs statewide to establish a balanced and integrated system of airports serving Washington residents.
- Assisting the state and the federal government in carrying out their legislative authority and responsibilities under RCW 47.68 to promote aviation and aviation safety and to assist in the development of the statewide aviation system.

PURPOSE

This is an update to the Washington Aviation System Plan. The legislation required the study to be conducted in three parts which included:

- Capacity/facility assessment of the existing system.
- Forecast demand/market analysis.
- Appointing an aviation planning council to provide recommendations regarding how best to:
 - Meet the statewide commercial and general aviation capacity needs of the state.
 - Determine which regions of the state are in need of improvement regarding the matching of existing, or projected, airport facilities, and the long-range capacity needs at airports within the region expected to reach capacity before the year 2030.
 - Determine the placement of future commercial and GA airport facilities designed to meet the need for improved aviation planning in the region.
 - Include public input in making final recommendations.

TITLE: Long-Range Plan for Amtrak Cascades

REQUIRED BY: RCW 47.06.040, RCW 47.06.090, and RCW 47.79.040

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: No updates to the Long-Range Plan are planned or funded at this time.

DESCRIPTION

- A state-interest modal plan for statewide passenger rail service for the time period 2003-2023 that:
 - Analyzes service
 - Recommends improvements
 - Identifies assets
 - Provides a preservation plan

PURPOSE

- Meets passenger rail demand without impacting freight service negatively (since both services use the same rail lines).
- Complies with passenger rail planning guidelines created by USDOT for states seeking potential federal funds for high-speed rail development.

TITLE: Marine Ports and Navigation Plan

REQUIRED BY: RCW 47.06.070

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

LAST UPDATE: 2009 Marine Cargo Forecast

DESCRIPTION

- A state-interest modal plan that assesses the transportation needs of Washington's marine ports and navigable waterways.
- Identifies improvements needed to support international trade and economic development.
- The 2009 update of the Marine Cargo Forecast is a significant source of information of the Washington Transportation Plan. This update identified the following:
 - Containers are still the fastest growing cargo type. Puget Sound containerized trade is projected to grow by an average of 4.1 percent per year through 2030.
 - Fully assembled autos will exhibit rapid growth. Auto imports are expected to grow from 690,000 units in 2007 to approximately 1.5 million units in 2030. Log exports will level off and remain flat through 2030.
 - Breakbulk cargo volumes will grow slowly. Metal, forest products, and other breakbulk cargo will grow slowly due to containerization and structural changes in the industries that produce these cargoes. Breakbulk traffic is projected to grow from 2.3 million metric tons in 2007 to approximately 3.0 million metric tons in 2030.
 - Columbia-Snake River ports face a continuing challenge to maintain barge transportation while protecting fish population and a channel depth of 14 feet.
- This forecast has estimates of cargo for containers, dry bulk, break bulk, and liquid bulk commodities.
- The data developed for the forecast will be used to:
 - Update the Washington Transportation Plan
 - Rail Freight and Passenger Plan
 - Ports
 - Industries
 - Other public and private entities

PURPOSE

- Guides future development of Washington's marine ports.
- Highlights role of marine ports in development of Washington's economy.

TITLE: **Multi-Modal Plan**

REQUIRED BY: RCW 47.06.040

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

LAST UPDATE: Not scheduled - there is no required update schedule

DESCRIPTION

This plan will include an analysis of facilities the state owns and those in which the state has an interest..

- In developing the plan, WSDOT will consult with:
 - Metropolitan and regional planning organizations.
 - Federal, state, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. The plan will document this discussion as well as potential environmental mitigation activities.
- The plan will be coordinated with:
 - Metropolitan planning
 - Statewide trade and economic development planning
 - Neighboring state's planning
 - Representatives of the users of pedestrian walkways, bicycle transportation facilities, and the disabled:
- In developing the plan, WSDOT will:
 - Conduct public meetings at convenient times and accessible locations.
 - Use visualization techniques to describe plans.
 - Make public information available in electronic format.

PURPOSE

- Remain eligible for federal funding. State, local, and federal transportation projects are not eligible for federal funding unless Washington has a compliant long-range statewide transportation plan. The next update will inform the next long-range statewide transportation plan.
- Ensure continued mobility of people and goods (within regions and across the state) in a safe and cost-effective manner while remaining consistent with the transportation system policy goals in RCW 47.04.280.
- Consider and implement projects, strategies, and services that support the economic vitality of non-metropolitan areas.
- Promote consistency between transportation improvements and state and local planned growth.

TITLE: **Public Transportation Annual Summary Report
(Summary of Public Transportation - 2007)**

REQUIRED BY: RCW 35.58.2796

PREPARED BY: Washington State Department of Transportation (WSDOT)

SUBMITTED TO: House of Representatives and Senate standing committees on transportation and
to transit agencies

RELEASED:

- 2007 - Summary of Public Transportation report - completed October 2008
<http://www.wsdot.wa.gov/Publications/Manuals/PTSummary.htm>
- 2008 - Transit Data Update
<http://www.wsdot.wa.gov/NR/rdonlyres/A97259FA-D4F5-4339-BEDD-B1FD8A020C13/0/2008TransitUpdate.pdf>
- 2009 - Transit Data Update
<http://www.wsdot.wa.gov/NR/rdonlyres/58224063-BFE5-46DA-877B-6C47E01AB24E/0/2009TransitUpdate2.pdf>
- 2010 - Summary of Public Transportation report - to be completed late 2011
<http://www.wsdot.wa.gov/transit/>

DESCRIPTION

Annual Summary Report to the legislative transportation committees describes individual public transportation systems in urban, small urban and rural areas. Includes directly operated and contracted transit and dial-a-ride; vanpool services; light rail; passenger only ferry; commuter rail. Includes a statewide summary of public transportation issues and data.

- The Annual Summary Report inventory includes data on:
 - Equipment and facilities, including vehicle replacement standards.
 - Services and service standards.
 - Revenue, expenses, and ending balances, by fund source.
 - Policy issues and service improvement objectives, including community participation in development of objectives, and how objectives address statewide transportation priorities.
 - Two years of historical information, current year, and six years of projections.
 - Individual system data, statewide data; trend analysis.
- The Annual Summary Report includes the following performance measures for each transit system:
 - Fares/Operating Cost
 - Operating Cost/Passenger Trip

- Operating Cost/Revenue Vehicle Mile
- Operating Cost/Revenue Vehicle Hour
- Revenue Vehicle Hours/Total Vehicle Hour
- Revenue Vehicle Hours/FTE
- Revenue Vehicle Miles/Revenue Vehicle Hour
- Passenger Trips/Revenue Vehicle Hour
- Passenger Trips/Revenue Vehicle Mile

PURPOSE

- Provides annual comprehensive information on public transit systems in Washington State.
- Route deviated and demand response services expenditures in this report are used to calculate the formula funding of transit from the Paratransit/Special Needs Grants Program.

TITLE: **Public Transportation System Plan**

REQUIRED BY: RCW 47.06.040 and RCW 47.06.110

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

RELEASED: Last modal system plan update, December 1996. Public transportation elements are included in the Washington Transportation Plan, last updated in December, 2010. There is no required update schedule.

DESCRIPTION

- A state-interest modal plan that defines the state’s and other entities’ roles in public transportation. It also provides direction to achieve program goals by:
 - Recommending mechanisms for coordinating public transportation with other transportation services and modes.
 - Recommending a statewide public transportation facilities and equipment management system, as required by federal law.
 - Recommending criteria consistent with the goals above and with RCW 82.44.180 (2) for existing federal authorizations administered by the department to transit agencies.
- In developing the system plan update WSDOT involves local, state, and federal agencies; public and private providers of transportation services; and non-motorized interests.

PURPOSE

- Improves transit services through coordination and defined objectives.
- Defines the state's interest and the state's responsibility regarding public transportation and intercity passenger rail.
- Provides goals, objectives, and strategies to target the allocation of state resources for public transportation and intercity passenger rail.
- Enables effective coordination to develop an integrated transportation plan.

TITLE: **Strategic Highway Safety Plan (SHSP)**

REQUIRED BY: 23 USC 148

PREPARED BY: Washington State Department of Transportation (WSDOT), Washington Traffic Safety Commission, and Washington State Patrol

APPROVED BY: Governor

NEXT UPDATE: Tentatively scheduled for 2013-2014. There is no required update schedule.

DESCRIPTION

- This is a statewide plan updated in 2010 that is required by 23 USC 148 (SAFETEA-LU). This document meets those federal requirements for Washington State.
- At the core of Washington State’s SHSP are traffic safety emphasis areas and proven strategies and countermeasures that target problems unique to Washington roadways. These emphasis areas and proven strategies are organized under the following five basic categories: Driver and Occupant Behaviors; Other Special Users; Roadways; Emergency Medical Services; and Traffic Information Systems. The SHSP provides a comprehensive framework of specific goals, objectives, and strategies for reducing traffic fatalities and serious injuries.

PURPOSE

- The SHSP has been developed to identify Washington State’s traffic safety needs and to guide investment decisions to achieve significant reductions in traffic fatalities and serious injuries.
- In developing this plan, Washington State seeks to build traffic safety partnerships throughout the state in order to align and leverage our resources to address Washington’s traffic safety challenges.

TITLE: Washington Transportation Plan

REQUIRED BY: RCW 47.01.071(4), RCW 47.06.040, and 23 CFR 135; 23 USC 135; 23 CFR Parts 450 and 500, 49 CFR Part 613

PREPARED BY: Transportation Commission and Washington State Department of Transportation (WSDOT)

APPROVED BY: Transportation Commission and submitted to the Legislature

NEXT UPDATE: The Commission has adopted WTP 2030 as a statewide transportation policy and strategic plan. It updates, but does not replace the long-range statewide transportation plan adopted in 2006. The next long-range statewide transportation plan is currently scheduled for updating in 2014.

DESCRIPTION

- The Washington Transportation Plan (WTP) presents a 20-year vision for all modes of transportation statewide. The Washington Transportation Plan 2007–2026 was adopted November 14, 2006.
- WTP addresses state-owned and operated systems including state highways, the Washington State Ferries, state-owned airports and most of the trains operated as Amtrak’s Cascades passenger rail system. It also addresses county roads and city streets, public transportation, freight, and other Amtrak long-distance trains; marine ports and navigation; bicycle and pedestrian transportation; and aviation.
- WTP 2030 updates of the statewide transportation plan (Washington Transportation Plan) includes recommended strategies to address six policy areas:
 - **Preservation** – To preserve and extend the life and utility of prior investments in existing transportation systems and services .
 - **Safety** –To provide for and improve the safety and security of transportation customers and the transportation system.
 - **Economic Vitality** –To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
 - **Mobility** – To improve the predictable movement of people and goods throughout Washington.
 - **Environment**– - To enhance the quality of life in Washington through transportation investments that promote energy conservation, enhance health communities, and protect the environment.
 - **Stewardship** – To continuously improve the quality effectiveness, nd efficiency of the transportation system.

PURPOSE

- The WTP is the policy plan that links state, regional, and local transportation plans to provide strategic directions for sound transportation investments.
- The current WTP update contains the following:
 - A statewide vision for transportation.
 - An overview of the current conditions and challenges facing the statewide transportation system.
 - Highlights of accomplishments since adoption of the 2007-2026 WTP.
 - Recommended transportation investments and revenue needs for the next 20 years.
 - Policy recommendations.
 - An extended discussion of related transportation issues, including funding and financing, policy studies and plans, governance and partnerships, and transportation and land use.

