
State Plans and Reports

Overview and Table of Contents

Transportation plans are required by local ordinances, state laws, and federal regulations and are developed by federal, state, local, and tribal governments. This chapter includes the transportation plans and legislatively-required reports that are developed by the following state agencies: Washington State Department of Transportation, Washington State Patrol, Washington State Transportation Commission, and the Washington Traffic Safety Commission.

State planning requirements are more extensive than federal planning requirements. A subset of the transportation plans prepared at the state level (State Long-Range Transportation Plan, Strategic Highway Safety Plan, and the State Rail Plan) are a prerequisite to receiving federal funds from the U.S. Department of Transportation. In addition, metropolitan transportation plans are federally-required. See page 431 of the Local/Regional Plans section.

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<u>TITLE:</u>	Washington Transportation Plan Federally-certified Long-Range Statewide Transportation Plan, Statewide Transportation Policy Plan, and Statewide Multimodal Transportation Plan
<u>REQUIRED BY:</u>	RCW 47.06.040 ; RCW 47.01.071(4) ; 23 USC Sec 135 ; 23 CFR Parts 450 and 500 ; and 49 CFR Part 613
<u>PREPARED BY:</u>	Washington State Department of Transportation (WSDOT) and the Washington Transportation Commission
<u>APPROVED BY:</u>	Secretary of Transportation, adopted by the Transportation Commission, and certified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)
<u>NEXT UPDATE:</u>	WSDOT has a stewardship agreement with FHWA and FTA to update this plan periodically. The next update will be completed in December 2017. The Commission’s policy plan is required by state law to be completed every four years. The next update for the Commission plan is due December 2018.

DESCRIPTION

- The WTP is being updated in two phases:
 - Phase 1, the "WTP 2035," is the statewide policy plan published by the Transportation Commission in January 2015. This plan provides policy guidance and recommendations for all transportation modes.
 - WSDOT is currently in Phase 2, updating the implementation of the policy plan, “WTP 2035.” Phase 2 is the federally-compliant, long-range statewide transportation plan necessary to receive federal surface transportation funds. The current federally-compliant plan is the “Washington Transportation Plan, 2007-2026,” completed in November 2006 as a joint effort of WSDOT and the Transportation Commission.
- The two phases of WTP 2035 are designed to meet state and federal requirements:
 - Phase 1 meets state requirements for a transportation policy plan. Updated over the course of two years as a collaborative effort between the Transportation Commission, WSDOT, and the state’s MPOs, the plan establishes a vision and goals for the statewide system consistent with the state’s transportation policy goals and growth management goals.
 - Phase 2 meets federal requirements for a long-range statewide transportation plan:
 - Analysis of current condition and 20-year forecast of future needs of highways and transit through consultation, coordination, and involvement with Metropolitan Planning Organizations, non-metropolitan transportation officials, tribal governments, federal land management agencies, and the public.
 - Consideration of broad planning factors -- economic vitality, safety and security, accessibility and mobility, protection of the environment, intermodal connectivity, efficient system management, system preservation, improved resiliency and reliability, and enhanced travel and tourism.
 - Including compliance with such federal laws as the Americans with Disabilities Act, Title VI of the Civil Rights Act of 1964, and the Presidential Executive Order regarding Environmental Justice.

- Phase 2 also meets state requirements for a statewide multimodal transportation plan. The Multimodal Transportation Plan must include a state-owned facilities component and a state-interest component.
 - The analysis of state-owned facilities guides investments for highways, including bicycle and pedestrian facilities and state ferries, and other state-owned facilities and services.
 - The analysis of state-interest components defines the state’s interest in aviation, marine ports and navigation, freight rail, intercity passenger rail, bicycle and pedestrian walkways, and public transportation and recommends actions to ensure the state’s interests in these components are met.
- WSDOT receives federal funds from FHWA and FTA to develop and update the plan.
- MAP-21 and the FAST Act changed federal requirements for future updates adopted after May 27, 2018.

PURPOSE

- The policy phase of the WTP informs statewide transportation policy discussions about different travel modes and jurisdictions. It provides an overview of Washington’s entire transportation system and proposes strategies and actions that would preserve and expand the system.
- The implementation phase of the WTP seeks to translate policy guidance into investment decisions which maintain eligibility to receive federal surface transportation funds for state and local projects.
 - Every state must have a FHWA- and FTA-approved Statewide Transportation Improvement Program (STIP) in order to receive federal surface transportation funds for projects. The STIP cannot be approved unless the state has a federally-compliant long-range statewide transportation planning process; and the WTP is one of the requirements of that process. STIPs have been approved based on the fact that the 2007-2026 WTP is a federally-compliant long-range statewide transportation plan.
- Strengthen relationships and coordination among transportation providers and agencies by requiring a planning process that must:
 - Be consistent with the Strategic Highway Safety Plan (Target Zero) and the Coordinated Public Transit Human Services Plan;
 - Consider the concerns and needs of non-metropolitan local officials; federal land management agencies; and Indian tribal governments. This consideration is accomplished through a documented consultation process;
 - Be coordinated with metropolitan planning activities; statewide trade and economic development planning; and the state’s air quality agency (Ecology);
 - Address the federal planning factors and the state policy goals in [RCW 47.04.280](#);
 - Be a product of a documented public involvement process that includes all the requirements in [CFR 450.210](#); and
 - Provide a data-driven guide to transportation priorities, reflecting input from entities, organizations, and citizens across the state.

Sources:

[WSDOT's Multimodal Transportation Planning Page](#)

[Washington Transportation Plan 2035, Washington State Transportation Commission, December 2014](#)

[WSDOT's Community Engagement Plan](#)

[WSDOT's Process for Consulting with Non-Metropolitan Local Officials, Tribes, and Federal Land Management Agencies](#)

["Evaluation of State-Level Transportation Plans, Final Report," Joint Transportation Committee, January 2011.](#)

Strategic Highway Safety Plan: 2013 Target Zero

TITLE:

REQUIRED BY:

[23 USC 148](#) (Federal Highway Safety Improvement Program)

PREPARED BY:

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

APPROVED BY:

Governor or responsible state agency approves the plan. US Secretary of Transportation approves the planning process

NEXT UPDATE:

2018 - Every 5 years (proposed FHWA rule)

DESCRIPTION

- Strategic Highway Safety Plan that federal law requires each state department of transportation to develop in order to carry out a highway safety improvement program.
- Washington State's plan is known as Target Zero.
- Identifies Washington's traffic safety needs and guides investment decisions in order to achieve significant reductions in traffic fatalities and serious injuries.
- Must be based on traffic safety data, road safety audits, locations of fatalities and serious injuries, rural roads, motor vehicle crashes that include fatalities or serious injuries to pedestrians or bicyclists, cost-effectiveness of improvements, improvements to rail-highway grade crossings, and safety on all public roads.
- Must be consistent with the long-range statewide transportation plan.
- MAP-21 changed federal requirements for future updates; implementation rules were not issued as of publication of this Resource Manual.
- Target Zero is a high-level strategic plan which:
 - Sets state-wide priorities for all traffic safety partners
 - Provides a resource for potential strategies to address each of the priority areas
 - Monitors outcomes at a statewide level for each of the priority areas

PURPOSE

- Maintains eligibility for highway safety improvement funds.
- To focus efforts, the primary factors in fatal and serious traffic collisions have been grouped into three Priority Levels.
 - **Priority Level One** includes the factors associated with the largest number of fatalities and serious injuries in the state. Each of these factors was involved in at least 30% of the traffic fatalities or serious injuries between 2009 and 2011. Traffic Data Systems, while not a cause of fatalities, is considered a Level One priority because of the potential for better data to significantly improve our analysis of traffic fatalities and serious injuries.

- **Priority Level Two** factors while frequent, are not seen as often as Priority Level One items. Level Two factors were seen in at least 10% of traffic fatalities or serious injuries. Emergency Medical Services (EMS) is included here due to the significant impact effective EMS response has on preserving life and minimizing injury.
- **Priority Level Three** factors are associated with less than 10% of fatalities and serious injuries. There is less discussion of these areas in the Target Zero plan. However, we believe if we address the more common factors in Priority Levels One and Two such as impairment, speeding, and run-off-the-road collisions Level Three factors will see numbers go down as well. The roads will be safer for all users.

Sources:

[WSDOT's Safety Page](#)

[Target Zero Home: www.targetzero.com](http://www.targetzero.com)

[FHWA Highway Safety Improvement Program](#)

Highway System Plan (2007-2026)
TITLE: Multimodal Plan: State-Owned Facility Component

REQUIRED BY: [RCW 47.06.050](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There is no required schedule. As a state-owned plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

- State-owned modal plan for the state highway system. The plan:
 - Addresses current condition;
 - Forecasts 20-year performance gaps; and
 - Identifies practical strategies to fill them.
- The HSP encompasses the following elements:
 - Maintenance, operation, and preservation of state and interstate highway system. These state and interstate highways form the backbone of Washington’s surface transportation system by networking with city, county, state, and federal roads.
 - Improvement of the state highway system’s capital and operational infrastructure to increase efficiency, address congestion, , enhance safety, promote economic vitality, 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 state investments and decisions for highways
- WSDOT is updating this plan to shift the focus from providing a project list to describing the performance and strategies using practical solutions principles.

Sources:

WSDOT’s Highway System Plan page: <http://www.wsdot.wa.gov/planning/HSP>

TITLE: **WSDOT Ferries Division Final Long-Range Plan**
Multimodal Plan: State-Owned Facility Component

REQUIRED BY: [RCW 47.06.050\(2\)](#) & [RCW 47.60.375](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There is no required update schedule. As a state-owned plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

- The WSDOT Ferries Division Final Long-Range Plan, dated June 30, 2009, covers the years 2009-2030. This plan fulfills the requirements for a Ferry System Plan in [RCW 47.06.050](#) and a Capital Plan in [RCW 47.60.375](#).
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Provide information about the needs of ferry customers
- Establish new operational and pricing strategies to meet those needs
- Identify vessel and terminal operations and capital requirements.
- Guides capital and operating investments in the state ferry system for vessels, terminals, and service
- Establishes service objectives for ferry routes
- Develops strategies
- Forecasts travel demands
- Details maintenance

Outlines the service changes, vessel purchases, and terminal improvements to meet the demand for ferry travel.

RELATED ACTIVITIES

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](#)).

Sources:

[WSDOT Ferries Division Final Long-Range Plan](#)
[Ferry Planning: Plans, Publications, and Statistics](#)

TITLE: **Washington Aviation System Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.06.060](#)

PREPARED BY: Washington State Department of Transportation Aviation Division

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

NEXT UPDATE: The next update to the Aviation System Plan begins December 2014 and will be completed by December 2016.

DESCRIPTION

The most recent Aviation System Plan was completed in 2009 and fulfilled the requirements for a state-interest component of the Statewide Multimodal Transportation Plan and an Airport Capacity and Facilities Assessment.

The plan:

- Identifies the type, location, cost, and timing of airport development needs statewide to establish a balanced and integrated system of airports serving Washington residents.
- Helps state and federal governments to carry out their legislative authority under RCW 47.68 to promote aviation and aviation safety and assist in developing the statewide aviation system.
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Information from this plan is necessary for updating the long-range statewide transportation plan, the statewide multimodal transportation plan, the highway system plan, the ferry system plan, the freight mobility plan, the intercity passenger rail plan, and the public transportation plan.
- Assess the existing system's capacity and facilities. Forecast demand/market analysis. Provides 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.

Sources:

[WSDOT's Aviation System Plan](#)

[WSDOT Aviation Division's Planning Page](#)

TITLE: **Public Transportation System Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.06.110](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There is no required update schedule. As a state-interest plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

- A state-interest component of the statewide multimodal transportation plan that:
 - Provides a 20-year blueprint to help guide decisions and integrate all modes of public transportation;
 - Represents a statewide partnership among agencies, service providers, community organizations, and the public; and
 - Includes five goals, strategies for each goal, and a program of near-term actions for each goal to be completed by December 2017.
- The plan was adopted in June 2016, after a community engagement effort. Roles are defined through the state plan and identified with each near-term action. The plan provides direction to achieve program goals by:
 - Emphasizing a strong state role in public transportation, while leveraging the actions and support of local implementation; and
 - Utilizing WSDOT’s practical solutions approach as a framework for integration; throughout the transportation system.
- The statutory requirements for this plan are fulfilled by the 2007-2026 Washington Transportation Plan and the Public Transportation Annual Summary Report required by [RCW 35.58.2796](#).
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Improves public transit services through coordination and defined objectives.
- Defines the state's interest and the state's responsibility regarding public transportation.
- Provides goals, objectives, and strategies to target the allocation of state resources for public transportation and system integration.

Sources:

[WSDOT’s Public Transportation Planning page](#)
[2015 Summary of Public Transportation](#)

WSDOT's [Public Transportation Library](#) contains numerous other reports and information.

TITLE: **State Rail Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.76.220](#), [47.06.080](#), [47.06.090](#), [47.79.040](#), and [49 CFR 266.15](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation, Governor and submitted to Federal Rail Administration

NEXT UPDATE: Periodically, subject to federal guidance

DESCRIPTION

- The Washington State Rail Plan 2013-2035 serves as a strategic blueprint for future public investment in the state’s rail transportation system. It provides an integrated plan for freight and passenger rail, including 5- and 20-year funding strategies, that meets federal and state requirements. This plan replaces the following plans:
 - Washington State 2010-2030 Freight Rail Plan
 - Amtrak Cascades Mid-Range Plan (2008)
 - Washington State Long-Range Plan for Amtrak Cascades (2006)
- The plan is consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- New urgency for developing funding strategies: in October 2013, states with intercity passenger rail service were required to fund the operations and maintenance of their entire service, instead of partially relying on federal dollars through Amtrak.
- To refresh forecasts and to update data to comply with federal and state statutes, regulations and planning guidance.
- Existing plans separate freight and passenger rail planning. This update provides a single comprehensive policy-level planning document that integrates intercity passenger rail, freight rail and commuter rail.
- Washington and Oregon have recently agreed to manage the Pacific Northwest Rail Corridor as one continuous corridor. The plan helps guide implementation of that change.
- Serves as a reference for other states and contribute to the National Rail Plan.

Sources:

[WSDOT’s Rail Planning page](#)

[WSDOT's State Rail Plan, 2013 - 2035](#)

TITLE: **Bicycle Transportation and Pedestrian Walkways Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.06.100](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There is no required update schedule. As a state-interest plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

- The current version, the Washington State Bicycle Facilities and Pedestrian Walkways Plan, covers 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.
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- This plan includes strategies for improving connections, increasing coordination, reducing traffic congestion, and assessing statewide bicycle and pedestrian transportation needs.
- Data from this plan is necessary to complete the next update of Washington Transportation Plan, the Highway System Plan, metropolitan transportation plans, and regional transportation plans.
- The State and Metropolitan Planning Organization (MPO) planning regulations describe how walking and bicycling are to be accommodated throughout the planning process (e.g., see [23 CFR 450.200](#), [23 CFR 450.300](#), [23 U.S.C. 134\(h\)](#), and [135\(d\)](#)). Non-motorists must be allowed to participate in the planning process and transportation agencies are required to integrate walking and bicycling facilities and programs in their transportation plans to ensure the operability of an intermodal transportation system.

Sources:

[State Bicycle Facilities and Pedestrian Walkways Plan](#)

TITLE: **Freight Mobility Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.06.045, 47.06.070, 23 USC 167, and 49 USC 70202](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: December 2017. There is no required update schedule. As a state-interest plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

- Washington State Freight Mobility Plan 2014 meets state and federal legal requirements in place at time of adoption; aligns with the state’s six transportation policy goals, with a significant focus on the newest goal, economic vitality; and to supports freight-related strategies and recommended actions in the statewide Washington Transportation Plan – Phase 1.
- The 2017 update will meet the state requirements for:
 - Freight Mobility Plan (RCW 47.06.045)
 - Marine Ports and Navigation Plan (RCW 47.06.070)
 - WSDOT to convene key stakeholders and develop a list of prioritized projects as part of the 2017-19 biennial budget process. (ESBH 2524 Sec. 218 (4)(a)).
 - Federal requirements for a State Freight Plan (49 USC 70202) to
 - Identify significant system trends, needs and issues;
 - Describe freight policies, strategies and performance measures to guide investments;
 - Describe how the state’s freight network performance helps achieve national freight policy and program goals; and
 - Develop a financially constrained prioritized project list with the involvement of key stakeholders.

PURPOSE

- Maintain eligibility for federal freight formula and grant funding;
- Prioritize investments; and
- Continue to engage industry stakeholders.

Sources:

[Washington State Freight Mobility Plan](#)

[WSDOT Rail, Freight, and Ports Division: Freight](#)

TITLE: Marine Ports and Navigation Plan: Pacific Northwest Marine Cargo Forecast Update and Rail Capacity Assessment (2011-2030)

Planning study

REQUIRED BY: Not applicable (previously referenced as meeting the Marine Ports and Navigation Plan required by RCW 47.06.070)

PREPARED BY: 2016 edition being prepared by the Freight Mobility and Strategic Investment Board in partnership with the Washington Public Ports Association

APPROVED BY: Not applicable

NEXT UPDATE: Currently underway (2016)

DESCRIPTION

- Since 1985 the Washington Public Ports Association has partnered with the state (currently FMSIB, previously WSDOT) to conduct periodic cargo forecasts and performance assessments of the state's marine port transportation system which includes waterways (Pacific Ocean, Puget Sound, Columbia/Snake River system), rail lines, roads, and pipelines.
- The 2011 update found that rail traffic has rebounded to pre-recession levels, and many of the ports in the region are anticipating major increases in cargo, especially exports of dry bulk such as grain, minerals, ores, and other bulk commodities. The anticipated volumes of these new cargos could significantly impact the mainline rail system in the northwest, impacting the marine cargos as well as passenger traffic and domestic cargo.

PURPOSE

- Forecasts marine cargo (by commodity and cargo type) to guide future development of Washington's marine ports.
- Compares the projected level of rail traffic with the capacity of the various mainline segments in the region.
- Produces a list of projects (rail mainline and port access improvements) to alleviate anticipated capacity constraints.
- The 2011 analysis includes the mainline rail system in Oregon.
- Highlights role of marine ports in development of Washington's economy.
- Information from this report is used for statewide transportation plans, regional transportation plans, metropolitan transportation plans, and harbor plans.

Sources:

[2011 Marine Cargo Forecast Update and Rail Capacity Assessment](#)