
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, regional, 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 451 of the Local/Regional Plans section.

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Washington Transportation Plan (WTP)

TITLE:

REQUIRED BY:

[RCW 47.06.040](#); [RCW 47.01.071\(4\)](#); [23 USC Sec 135](#); [23 CFR Parts 450 and 771](#); and [49 CFR Part 613](#)

PREPARED BY:

Washington State Department of Transportation (WSDOT) and the Transportation Commission

APPROVED BY:

Transportation Commission adopted Phase 1. Secretary of Transportation approved Phase 2.

NEXT UPDATE:

There is no required update cycle for the implementation phase.. The policy phase must be updated every four years, with the most recent update due no later than December 2018.

DESCRIPTION

- The WTP established a 20-year vision for the development of the statewide transportation system. The WTP was based on the six transportation system policy goals established by the Legislature: preservation, safety, mobility, environment, stewardship, and economic vitality (RCW 47.04.280). The WTP was developed in two phases:
 - Phase 1. Policy: The Transportation Commission is required by state law to complete this plan every four years and submit it to the legislature. The next update is due December 2018 and is titled “2040 and Beyond.”
 - Phase 2. Implementation: WSDOT is required by state and federal laws to periodically update this plan as the official, statewide, multimodal, transportation plan covering a period of no less than 20 years developed through the statewide transportation planning process. The last update was in December 2017 and is titled “Phase 2 – Implementation 2017-2040.”

PURPOSE

- Phase 1 purposes include providing guidance to state and regional transportation agencies by:
 - Establishing a Vision for the development of the statewide transportation system;
 - Recommending policies to the Legislature that are consistent with the policy goals in RCW 47.04.280 and the growth management act;
 - Involving stakeholders and the general public and include coordination with regional transportation planning organizations, transportation stakeholders, counties, cities and citizens
 - Taking into account federal law and regulations relating to the planning, construction, and operation of transportation facilities..
- Phase 2 purposes include:
 - Meeting requirements of state law to guide investments of modes the state owns and to define the state’s interest in modes the state has in interest in;

- Ensuring consistency with other federally-required plans such as, the Strategic Highway Safety Plan (Target Zero), the Coordinated Public Transit Human Services Plan
- Ensuring consistency with the Statewide Transportation Improvement Program (STIP). The STIP is the statewide prioritized listing/program of state and local transportation projects covering a period of 4 years that must be consistent with the long-range statewide transportation plan, metropolitan transportation plans and TIPS and required for projects to be eligible for funding under title 23 USC and title 49 USC chapter 53;
- Considering 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;
- Coordinating with metropolitan planning activities; statewide trade and economic development planning; and the state’s air quality agency (Ecology);
- Addressing the federal planning factors and the state policy goals in [RCW 47.04.280](#);
- Following a documented public involvement process that includes all the requirements in state law, federal law, and federal guidance (which includes Civil Rights laws and policies).

Sources:

[Washington Transportation Plan \(WTP 2035 and Phase 2\)](#)

[Washington Transportation Plan \(2040 and Beyond\)](#)

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

[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.](#)

TITLE: **Strategic Highway Safety Plan: 2016 Target Zero**

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

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

APPROVED BY: Governor

NEXT UPDATE: Not scheduled; at a minimum states must complete an update no later than 5 years from the previous approved version.

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 because the state aims to end traffic deaths and serious injuries by 2030
- Contains specific goals, objectives, and strategies for reducing traffic fatalities and disabling injuries. Note that this plan does not offer safety strategies for non-surface transportation modes such as aviation, freight rail, passenger rail, and marine and river navigation.
- Must be consistent with the long-range statewide transportation plan (WTP Phase 2).

PURPOSE

- Maintains eligibility for federal highway safety improvement funds.
- Target Zero has strategies for:
 - Education. Give road-users the information to make good choices, such as driving unimpaired, wearing a seat belt, and avoiding distractions.
 - Enforcement. Use data-driven analysis to help law enforcement officers pinpoint and address locations with a high number of behavior-driven fatal and serious-injury crashes, such as speeding and impairment.
 - Engineering. Design roads and roadsides using practical solutions to reduce crashes, or to reduce the severity of crashes if they do occur.
 - Emergency Medical Services (EMS). Provide high-quality and rapid medical response to injury crashes.
 - Leadership/Policy. Change laws, agency rules, or policies to support safer roads and driving. In this version of the Target Zero plan, these strategies are included in a separate chapter for easy reference by policy-makers, legislators, and legislative staff.

Evaluation, analysis, and diagnosis help to determine how the agency is doing in meeting its goals, understand what is contributing to crash occurrences, and select appropriate countermeasures to reduce those crashes using the approaches listed above.

Sources:

[WSDOT's Safety Page](#)

[Target Zero Home](#)

[FHWA Highway Safety Improvement Program](#)

[FHWA Strategic Highway Safety Plan Q&A](#)

TITLE: **Highway System Plan (2007-2026)**
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.
- Includes the program and financing needs and recommendations for the state highway system, which consists of interstates, U.S. highways, and state routes.
 - Includes the following required elements:
 - System preservation.
 - Highway maintenance.
 - Capacity and operational improvement.
 - Scenic and recreational highways.
 - Path 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](#)

TITLE: **Washington State Ferries 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: Scheduled to be complete by Winter 2019. 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

- 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

- Consider demographic trends and ridership forecasts
- Look at the condition of the ferry fleet, terminals, and access to them
- Evaluate the ferry system work force and operations
- Develop and revise operational strategies to ensure full utilization of existing assets
- Identify opportunities to use new technology and prepare for climate change
- Review and update performance measures

Sources:

[WSF 2040 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 (WSDOT)

APPROVED BY: Secretary of Transportation.

NEXT UPDATE: There is no required updated 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 most recent Aviation System Plan was completed in 2017 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 government to carry out its 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, July 2017](#)

<u>TITLE:</u>	Public Transportation System Plan Multimodal Plan: State-Interest Component
<u>REQUIRED BY:</u>	RCW 47.06.110
<u>PREPARED BY:</u>	Washington State Department of Transportation (WSDOT)
<u>APPROVED BY:</u>	Secretary of Transportation
<u>NEXT UPDATE:</u>	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](#)
[2017 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: July 2019

DESCRIPTION

- The 2019 Washington State Rail System Plan provides a framework for future actions that that meet federal and state requirements.
- The plan is consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Identify a preferred growth/performance scenario for Amtrak Cascades, with a plan to achieve that scenario (including needed infrastructure, improvements, and equipment).
- Identify performance objectives for the state-owned shortline rail system and strategies to achieve them.
- Identify strategies to improve connections between rail and other modes.

Sources:

[WSDOT's Rail Planning page](#)

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: June 2019. The updated plan will be called the WSDOT Active 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

- The update will be a strategic plan, and will include a statewide assessment of where we are now, where we want to go, and how we are going to measure our process in getting there.
- 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.

Sources:

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

TITLE: **Freight System 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 and certified by the Federal Highway Administration

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 and federal requirements.

DESCRIPTION

- Washington State Freight System Plan 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 met 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 (23 USC 167 and 49 USC 70202)

PURPOSE

- Maintain eligibility for federal freight formula and grant funding;
- Analyze existing and future freight needs to improve the performance of the state’s freight systems, which include cargo hauled in trucks, ships, barges, rail, and aircraft.
- Analyze how trucks use the NHS and connect at intermodal facilities.
- Continue to engage industry stakeholders.

Sources:

[2017 Washington State Freight System Plan](#)

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

