
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 493 of the Local/Regional Plans section*.

State Plans and Reports	465
Washington Transportation Plan 2007-2026	466
Washington Transportation Plan 2030 (WTP 2030)	469
Strategic Highway Safety Plan: 2010 Target Zero	470
Highway System Plan (2007-2026).....	472
WSDOT Ferries Division Final Long-Range Plan	474
Washington Aviation System Plan (2009)	475
Public Transportation System Plan.....	477
Washington State Long-Range Plan for Amtrak Cascades	479
Amtrak Cascades Mid-Range Plan (2008)	480
Washington State 2010-2030 Freight Rail Plan	481
State Rail Plan	482
Bicycle Transportation and Pedestrian Walkways Plan	483
Marine Ports and Navigation Plan: Pacific Northwest Marine Cargo Forecast	484
Freight Mobility Plan	485

TITLE: **Washington Transportation Plan 2007-2026**
Federally-certified Long-Range Statewide Transportation Plan, Statewide Transportation Policy Plan, and Statewide Multimodal Transportation Plan

REQUIRED BY: [RCW 47.06.040](#); [RCW 47.01.071\(4\)](#); [23 USC Sec 135](#); [23 CFR Parts 450 and 500](#); and [49 CFR Part 613](#)

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

APPROVED BY: Secretary of Transportation and certified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)

NEXT UPDATE: Periodic. WSDOT has a stewardship agreement with FHWA and FTA to update this plan.

DESCRIPTION

- There are two current statewide plans containing the name Washington Transportation Plan (WTP).
 - The "WTP 2007-2026" described in this section is the federally-certified long-range statewide transportation plan required for the state to receive federal surface transportation funds. This plan was completed in November 2006 as a joint effort of WSDOT and the Transportation Commission.
 - The "WTP 2030," described in the next section, is the statewide policy plan completed by the Transportation Commission in December 2010. This latter plan updates the Transportation Policy Plan components of WTP 2007-2026, but was not certified to meet federal requirements.
 - For the next update in 2014, WSDOT and the Transportation Commission will produce a single WTP to meet both federal and state requirements.
- WTP 2007-2026 was designed to meet three requirements:
 - 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, and the public.
 - Consideration of seven broad policy areas -- economic vitality, safety and security, accessibility and mobility, protection of the environment, intermodal connectivity, efficient system management, and system preservation.
 - 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.

- State requirements for a transportation policy plan. Updated over the course of two years as a collaborative effort between the Transportation Commission and WSDOT, the plan established a vision and goals for the statewide system consistent with the state’s growth management goals.
- Statewide multimodal transportation plan as required by [RCW 47.06.040](#). 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.
 - 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 this plan.
- MAP-21 changed federal requirements for future updates; implementation rules have not yet been promulgated.

PURPOSE

- Produce a 20-year transportation vision to guide policy and investment decision and to 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 plan. 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 during 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](#). The federal factors include security, quality of life, integration and connectivity of the transportation system, and consistency with growth and economic development patterns;
 - 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.

ON THE WEB

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

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

Washington Transportation Plan 2030 (WTP 2030)
Statewide Multimodal Transportation Policy Plan

TITLE:

REQUIRED BY: [RCW 47.01.071\(4\)](#)

PREPARED BY: Washington State Transportation Commission, assisted by the Washington State Department of Transportation (as per [RCW 47.06.020](#))

APPROVED BY: Submitted to the Governor and the House of Representatives and Senate standing committees on transportation

NEXT UPDATE: 2014 and every four years thereafter

DESCRIPTION

- There are two current plans with the name Washington Transportation Plan (WTP) with different purposes and scopes. The WTP 2030 is the statewide transportation policy plan that recommends policies to the governor and legislature. The 2007-2026 WTP is the federally-certified long-range statewide multimodal transportation plan that is required to receive federal transportation funds. See the previous section for a fuller description.
- WTP 2030 establishes these three foundational themes and recommended strategies and actions based on these themes:
 - Washington Faces a Structural Transportation Funding Problem and Additional Revenue is Essential
 - The State’s Transportation System Needs to Work as an Integrated Network, Effectively Connecting across Modes and Jurisdictions
 - Preservation and Maintenance of the Existing Transportation System is the Most Critical Need
- Endorses JTC’s funding recommendations in [Implementing Alternative Transportation Funding Methods](#)

PURPOSE

- Recommends statewide transportation policies and a vision for the statewide transportation system to the governor and the legislature. These recommendations must be consistent with the growth management goals and the priorities of government, based on the transportation policy goals in [RCW 47.04.280](#), involve the public, and consistent with applicable laws.

ON THE WEB

[Washington Transportation Plan 2030, Washing State Transportation Commission, December 2010.](#)

TITLE: **Strategic Highway Safety Plan: 2010 Target Zero**

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 (*NEW with MAP-21*)

NEXT UPDATE: US DOT must establish the update period no later than July 5, 2013 (*NEW with MAP-21*)

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 have not yet been promulgated.

PURPOSE

- Maintains eligibility for highway safety improvement funds.
- Proposes strategies for how Washington's highway safety improvement program can achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal land. Washington State's target is zero traffic fatalities and serious injuries by the year 2030. Target Zero identifies four levels of priorities based on the percentage of traffic fatalities associated with each factor (note that many fatalities involve more than one causal factor):
 - Priority One includes three causal factors - impairment, run-off-the-road collisions, and speeding - associated with the largest number of fatalities in the state. Each of these areas was a factor in 40% or more of the traffic fatalities between 2006 and 2008.
 - Priority Two causal factors include young drivers, distracted drivers, unrestrained vehicle occupants, and intersection-related crashes. These areas each contributed to somewhere between 21% and 38% of traffic fatalities. Traffic Data Systems, while not a cause of fatalities, is considered a Level Two priority because of the potential for better data to improve our analysis of traffic fatalities and serious injuries.

- Priority Three causal factors each contributed somewhere between 12% and 20% of fatalities between 2006 and 2008. They include unlicensed drivers, opposite direction multivehicle collisions, motorcyclists, pedestrians, and heavy trucks. Emergency Medical Services is also a Level Three priority area.
- Priority Four includes causal factors that each contributed to less than 10% of all fatalities during this time, including older drivers, drowsy drivers, bicyclists, work zones, vehicle-train collisions, and school-bus-related collisions. While these areas do not have dedicated chapters in *Target Zero*, there is a brief discussion of current efforts included on pages 77-78. Generally, Target Zero's approach to making roads safer for all users is to address the more common factors such as impairment, speeding, and run-off-the-road collisions.

ON THE WEB

[WSDOT's Strategic Highway Safety Plan page](#)

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

[FHWA Highway Safety Improvement Plan Information](#)

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

- The current Highway System Plan covers 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.
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.
- 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.

ON THE WEB

<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.

The technical underpinnings (updated origin/destination survey and ridership forecasts) for an updated plan will be completed in the 13-15 biennium. This will give WSDOT the flexibility of updating the plan if required.

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

- Guides capital and operating investments in the state ferry system for vessels, terminals, 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](#)).

ON THE WEB

[WSDOT Ferries Division Final Long-Range Plan](#)

TITLE: **Washington Aviation System Plan (2009)**
Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.06.060](#) and [RCW 47.68.390](#)

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: Not scheduled. 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 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 latter requirement is also known as the Long-Term Air Transportation Study (LATS) which was governed by the Aviation Planning Council as directed by Chapter 316, Laws of 2005.

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.
 - Determine the placement of future commercial and GA airport facilities designed to meet the need for improved aviation planning in the region.

RELATED REPORTS

[The Washington State Airports and Compatible Land Use Guidebook](#) focuses on protecting public-use general aviation airports from incompatible adjacent land uses. It includes an overview, step-by-step guidance, an implementation toolkit, and references. The guidebook fulfills the requirement of [RCW 36.70.547](#) that WSDOT provide technical assistance to counties, cities, and towns in developing plans and regulations that will discourage the siting of incompatible uses adjacent to general aviation airports.

ON THE WEB

[WSDOT's Aviation System Plan](#)

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

<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 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.
- In developing the system plan update WSDOT involves local, state, and federal agencies; public and private providers of transportation services; and non-motorized interests.
- 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 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.

RELATED REPORTS

The [Public Transportation Annual Summary Report](#) provides annual comprehensive information on public transit systems in Washington State. The report contains information about directly operated and contracted transit and dial-a-ride; vanpool services; light rail; passenger only ferry; commuter rail; and a statewide summary of public transportation issues and data.

The Annual Summary Report inventory includes data on:

- Services for transit, community transportation providers, Medicaid brokers, intercity bus, ferry systems, Seattle monorail and a summary of statewide statistics.
- Revenue, expenses, and ending balances, by fund source.
- Two years of historical information and current year.
- Individual system data, statewide data; trend analysis.

The Annual Summary Report includes the following performance measures for transit systems: Farebox recovery, Operating Cost/Passenger Trip, Operating Cost/Revenue Vehicle Mile, Operating Cost/Revenue Vehicle Hour, Passenger Trips/Revenue Vehicle Hour, and Passenger Trips/Revenue Vehicle Mile.

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.

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

TITLE: **Washington State Long-Range Plan for Amtrak Cascades**
Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.06.090](#), [RCW 47.79.040](#) and [ESHB 1094 \(2007\), Sec. 226\(1\)](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: Will be superseded by the State Rail Plan (integrating passenger and freight rail systems); completion scheduled 2013.

DESCRIPTION

- This plan serves as the intercity passenger rail plan component of the Multimodal Transportation Plan required by [RCW 47.06.090](#), the Amtrak Cascades long-range plan required by the 2006 transportation budget ([SSB 6241](#)), and the Rail Passenger Plan required by [RCW 47.79.040](#).
- The Long-Range Plan for Amtrak Cascades:
 - Plans for statewide passenger rail service for the time period 2003-2023;
 - Analyzes service on the existing Amtrak Cascades route that runs between Portland, Oregon and Vancouver, B.C. with connections in 11 cities in Washington;
 - Recommends improvements, identifies assets, provides a preservation plan; and
 - Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Ensures that the state 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.

ON THE WEB

[WSDOT's Passenger Rail Reports and Studies](#)

TITLE: **Amtrak Cascades Mid-Range Plan (2008)**

REQUIRED BY: 2007-09 Biennial Transportation Budget, [ESHB 1094 \(2007\), sec. 226 \(1\)](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: Will be superseded by the State Rail Plan (integrating passenger and freight rail systems); completion scheduled 2013.

DESCRIPTION

Required as a one-time report by the 2007-09 biennial transportation budget bill. Submitted December 31, 2008, to the Office of Financial Management and the transportation committees of the Legislature. The Mid-Range Plan identified specific steps WSDOT proposed to achieve additional service beyond current levels for Amtrak Cascades.

PURPOSE

The Amtrak Cascades Mid-Range Plan recommends four strategic options for infrastructure development. These options incrementally enhance service capacity, improve on-time performance, and increase ridership on the segment between Seattle and Portland between FY2010 - FY2017.

ON THE WEB

[WSDOT's Passenger Rail Reports and Studies](#)

TITLE: **Washington State 2010-2030 Freight Rail Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.06.080](#) and [RCW 47.76.220](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: Will be superseded by the State Rail Plan (integrating passenger and freight rail systems); completion scheduled 2013.

DESCRIPTION:

- Fulfills the requirements for a state-interest component of the statewide multimodal transportation plan that:
 - Identifies freight rail mainline issues
 - Identifies light-density freight rail lines threatened with abandonment
 - Establishes criteria for determining line or service preservation
 - Recommends priorities for using state rail assistance, state rail banking program, and other funds
 - Identifies existing intercity rail rights-of-way that should be preserved for future transportation use
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Evaluate and encourage essential freight rail services and corridors.
- Allow public review and input to the rail abandonment and preservation process.
- Provide information for other transportation providers and planners in order to coordinate intermodal connectivity at freight hubs (such as seaports, river ports, airports, inland ports).

ON THE WEB

[Washington State 2010-2030 Freight Rail Plan](#)

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: Currently underway, completion scheduled 2013. Will supersede existing separate plans for passenger and freight rail.

DESCRIPTION

- The Washington State Rail Plan will serve as a strategic blueprint for future public investment in the state's rail transportation system. It will provide an integrated plan for freight and passenger rail, including 5- and 20-year funding strategies, that meets federal and state requirements. The final plan will be released in the fall of 2013.
- This plan will replace 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 must be 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 will be 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 is needed to provide 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 new plan will help guide implementation of that change.
- Serve as a reference for other states and contribute to the National Rail Plan.

ON THE WEB

[WSDOT's State Rail Plan 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: 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\(d\)](#)). Nonmotorists 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.

ON THE WEB

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

TITLE: **Marine Ports and Navigation Plan: Pacific Northwest Marine Cargo Forecast**

Update and Rail Capacity Assessment (2011-2030)

Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.06.070](#) requires a marine ports and navigation plan as part of the Multimodal Transportation Plan state-interest components.

PREPARED BY: Washington Public Ports Association and Washington State Department of Transportation (WSDOT)

APPROVED BY: N/A

NEXT UPDATE: Scheduled for 2013, the most recent update was conducted in 2011 to assess the effects of the economic recession.

DESCRIPTION

- Since 1985, the Washington Public Ports Association and WSDOT have jointly conducted 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.
- RCW 47.06.070 requires an assessment of "the transportation needs of Washington's marine ports, including navigation, and [identification of] transportation system improvements needed to support the international trade and economic development role of Washington's marine ports."

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 prioritized 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.

ON THE WEB

[WSDOT's Marine Freight Page](#)

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

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

REQUIRED BY: [RCW 47.06.045](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: Scheduled to be complete July 2013. 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:
 - Assesses the transportation needs to ensure the safe, reliable, and efficient movement of goods within and through the state
 - Ensures the state’s economic vitality.
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Analyze existing and future freight needs to improve the performance of the state’s freight systems.
- Develop state freight strategies to support:
 - Livable urban communities - economic vitality and a healthy environment,
 - Rural economic growth,
 - Regional, state and national economies, and
 - The U.S. military supply chain.
- Guide capital and operating investments in the state’s freight systems.
- Information from this plan is needed to update the long-range statewide transportation plan, the statewide multimodal transportation plan, the highway system plan, the ferry system plan, the aviation system plan, the bicycle and pedestrian walkways plan, the marine ports and navigation plan, and the freight rail plan.

ON THE WEB

[Washington State Freight Mobility Plan](#)

