
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: **Statewide Transportation Policy**

REQUIRED BY: RCW 47.01.071

PREPARED BY: Transportation Commission

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

NEXT UPDATE: This is a new plan that is first due in 2010

DESCRIPTION

- This is the statewide transportation policy plan that will be prepared by the Transportation Commission. The plan is reviewed and revised every four years. It should be a product of an ongoing public process.
- State law requires the Department of Transportation to assist in the development of this plan.

PURPOSE

- Fulfills requirements of RCW 47.01.071.
- Recommends statewide transportation policies to the Governor and the Legislature.
- Establishes a vision for the development of the statewide transportation system.
- Identifies significant statewide transportation policy issues.
- Maintains consistency with the state’s growth management goals and transportation policy goals.
- Reflects the priorities of government.

<u>TITLE:</u>	Washington Transportation Plan
<u>REQUIRED BY:</u>	RCW 47.01.071(4), RCW 47.06.040, and 23 CFR 135
<u>PREPARED BY:</u>	Transportation Commission and Washington State Department of Transportation (WSDOT)
<u>APPROVED BY:</u>	Transportation Commission and submitted to the Legislature
<u>NEXT UPDATE:</u>	Beginning 2010, the WTP will be split into two plans. A statewide transportation policy plan prepared by the Washington State Transportation Commission and a long-range statewide transportation plan prepared by WSDOT.

DESCRIPTION

- This is a combination of the long-range statewide transportation plan (that analyzes facilities the state owns and those in which the state has an interest) and the statewide transportation policy plan.
- The Washington Transportation Plan (WTP) presents a 20-year vision for the state-owned and state-interest modes of transportation. The Washington Transportation Plan 2007–2026 was adopted November 14, 2006.
- State-owned systems include state highways, the Washington State Ferries, and state-owned airports. WSDOT provides the majority of funding for the operation of eight of the twelve daily trains operated as Amtrak’s Cascades passenger rail system.
- State-interest facilities and services include public transportation, freight, and other Amtrak long-distance trains; marine ports and navigation; bicycle and pedestrian transportation; and aviation (other than state-owned airports). These state-interest modes are mostly owned and operated by local agencies or private businesses.
- The 2007–2026 update of the statewide transportation plan (Washington Transportation Plan or WTP) is a data-driven, analytical, and strategic process organized into five prioritized investment guidelines:
 1. **Preservation** – Preserve and extend prior investments in existing transportation facilities and the services they provide to people and commerce.
 2. **Safety** – Target construction projects, enforcement, and education to save lives, reduce injuries, and protect property.
 3. **Economic Vitality** – Improve freight movement and support economic sectors that rely on the transportation system, such as agriculture, tourism, and manufacturing.
 4. **Mobility** – Facilitate movement of people and goods to contribute to a strong economy and a better quality of life for citizens.
 5. **Environmental Quality and Health** – Bring benefits to the environment and our citizens’ health by improving the existing transportation infrastructure.

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.
- Investment guidelines.
- An overview of the current conditions and challenges facing the statewide transportation system.
- A summary of currently funded investments.
- Recommended prioritized transportation investments 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.

It is the intent of the Transportation Commission and WSDOT to provide a WTP that strategically recommends investments, with investment guidelines and high-, medium-, and low-priority investment targets.

TITLE: Long-Range Statewide Transportation Plan

REQUIRED BY: RCW 47.06.040; 23 USC 135; 49 USC 53

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: Scheduled for 2011

DESCRIPTION

This plan will replace the Washington Transportation Plan (WTP) and is the 20-year long-range statewide transportation plan required by federal law as well as the statewide multimodal transportation plan required by state law. It 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, tribal, 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.

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.

- 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: 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: Currently being updated; scheduled for completion Fall 2008

DESCRIPTION

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

REQUIRED BY: 23 USC 402

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

APPROVED BY: U.S. Secretary of Transportation

NEXT UPDATE:

DESCRIPTION

- This is a statewide plan required by 23 USC 402 (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 State Ferries Long-Range Strategic Plan**

REQUIRED BY: RCW 47.06.040 and RCW 47.06.050(2)

PREPARED BY: Washington State Ferries

APPROVED BY: Secretary of Transportation

NEXT UPDATE: In Development Phase

DESCRIPTION

- A state-owned modal plan 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: **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 included in Washington Transportation Plan

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: **2007 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.
- Three new lines of intercity bus services have been established in Washington State in the past year: Travel Washington – Grape Line between Walla Walla and Pasco; Travel Washington – Apple Line between Omak and Wenatchee; and Travel Washington – Dungeness Line between Port Angeles and Seattle.

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 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: **Freight Rail Plan**

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: 2003 Addendum to the 1998 Washington State Freight Rail Plan; update scheduled for completion Summer 2007.

DESCRIPTION

- A state-interest modal plan that documents essential rail services and corridors.
- 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 encourage essential freight rail services.
- Allows public review and input to the rail abandonment and preservation process.

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: 2004 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 2004 update of the Marine Cargo Forecast is a significant source of information of the Washington Transportation Plan. This update identified the following:
 - The amount of waterborne cargo moving through Washington ports is projected to increase by two-thirds over the next two decades.
 - Challenges face Washington's freight rail system since the two fastest growing sectors of cargo movement—containers and grain—move primarily by train. Containers moving by rail are expected to increase by 4.5% per year.
 - Waterborne container trade has increased over 240% since 1982 and growth of 4% per year is predicted to last until 2025.
 - 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: 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: Scheduled for completion Summer 2009

DESCRIPTION

The Aviation Plan is a state-interest modal plan that fulfills state and federal 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: **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: 2008

DESCRIPTION

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: **Public Transportation Annual Summary Report**

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 certain municipalities

RELEASED: 2007 Public Transportation Annual Summary Report completed October 2008

DESCRIPTION

- Annual Summary Report to the Legislative Transportation Committee 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.

