
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*.

State Plans and Reports	407
Washington Transportation Plan 2007-2026	408
Washington Transportation Plan 2035 (WTP 2035)	411
Strategic Highway Safety Plan: 2013 Target Zero	412
Highway System Plan (2007-2026)	414
WSDOT Ferries Division Final Long-Range Plan	416
Washington Aviation System Plan	417
Public Transportation System Plan	419
State Rail Plan	421
Bicycle Transportation and Pedestrian Walkways Plan	422
Marine Ports and Navigation Plan: Pacific Northwest Marine Cargo Forecast	423
Freight Mobility Plan	424

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, adopted by the Transportation Commission, 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 2014 update, 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](#)

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

["Evaluation of State-Level Transportation Plans, Final Report," Joint Transportation Committee, January 2011.](#) (completed prior to the adoption of MAP-21)

TITLE: **Washington Transportation Plan 2035 (WTP 2035)**
Statewide Multimodal Transportation Policy Plan

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: Adopted by the Transportation Commission and then submitted to the Governor and the House of Representatives and Senate standing committees on transportation

NEXT UPDATE: 2018 and every four years thereafter

DESCRIPTION

- There are two current plans with the name Washington Transportation Plan (WTP) with different purposes and scopes. Finalized December 2014, the WTP 2035 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 2035 establishes 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

PURPOSE

- Informs statewide transportation policy across 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. WTP 2035 draws from a range of existing policy plans and seeks to align with and support broader state policy objectives in areas including the environment, economy, and energy.

ON THE WEB

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

<u>TITLE:</u>	Strategic Highway Safety Plan: 2013 Target Zero
<u>REQUIRED BY:</u>	23 USC 148 (Federal Highway Safety Improvement Program)
<u>PREPARED BY:</u>	Washington State Department of Transportation (WSDOT), Washington Traffic Safety Commission, and Washington State Patrol
<u>APPROVED BY:</u>	Governor or responsible state agency approves the plan. US Secretary of Transportation approves the planning process
<u>NEXT UPDATE:</u>	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 yet 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.

ON THE WEB

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

Target Zero Home: 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 by the end of 2014. This will allow WSDOT to update the plan in 2015.

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**
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: 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.
 - 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](#)

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 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.

ON THE WEB

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.

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\(d\)](#)). 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.

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: 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 addresses the period from 2014-2030, was created to meet state and federal legal requirements; to align with the Legislature’s six transportation policy goals, with a significant focus on the newest goal, economic vitality; and to support freight-related strategies and recommended actions in the statewide Washington Transportation Plan 2030.
- This Plan also incorporates key points and findings from WSDOT’s statewide Rail Plan, Highway System Plan, and statewide Aviation System Plan by highlighting the essential role that these modes play in freight mobility.

PURPOSE

- Guide cost effective capital and operating investments in the state freight system to ensure maximum benefit and efficient movement of goods.
- Help Washington successfully compete for federal freight funds by providing a data-driven benefit/cost analysis supporting truck freight and intermodal freight projects that meet federal criteria and goals
- Three objectives guided development of this plan:
 - Developing an urban goods movement system that supports jobs, the economy, and clean air for all; and provides goods delivery to residents and businesses.
 - Maintaining Washington’s competitive position as a Global Gateway to the nation with intermodal freight corridors serving trade and international and interstate commerce, and the state and national Export Initiatives.
 - Supporting rural economies’ farm-to-market, manufacturing, and resource industry sectors.

Integrate existing state plans into a single state freight plan to address all freight modes in the state system: truck, rail, marine, and aviation.

ON THE WEB

[Washington State Freight Mobility Plan](#)