

# APPENDIX A: TECHNICAL MEMORANDUM #1 VISION, POLICIES, GOALS

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## PURPOSE

This memo includes the vision, policies, and key findings that will guide the Washington State Department of Transportation (WSDOT) during development of the Washington Transportation Plan (WTP) Phase 2 – Implementation (hereinafter called Phase 2). WSDOT researched and analyzed information from transportation plans, studies, laws, rules, and guidance documents. The project team will update this memo as new information becomes available.

The memo has the following purposes:

- Document information and sources used.
- Reference guide for transportation planners developing other plans and studies.

## BACKGROUND

The WTP established a 20-year vision for the development of the statewide transportation system, from state highways and ferries to sidewalks, bike paths, county roads, city streets, public transit, air, and rail. The WTP is updated in two phases:

- **Phase 1 – Policy** (Phase 1) is an update to the WTP 2030 that provides policy guidance and recommendations for all transportation modes. Phase 1 is based on the six transportation policy goals established by the Legislature: preservation, safety, mobility, environment, stewardship, and economic vitality (RCW 47.04.280). In January 2015, the Washington State Transportation Commission led and adopted it and delivered it to the governor and the Legislature.
- **Phase 2 – Implementation** (Phase 2) is an update to the 2007-2026 WTP that meets the federal and state requirements for the long-range statewide transportation plan. It implements policy recommendations from Phase 1 for the state’s multimodal transportation system. That system includes public roads, ferries, public transportation, aviation, freight and passenger rail, ports, and active transportation. Implementation of the WTP is a statewide responsibility led by WSDOT but completed with cooperation from metropolitan planning organizations (MPOs), regional transportation planning organizations (RTPOs), transit agencies, tribal governments, ports, advocacy groups, government agencies, and communities in order to achieve the plan’s vision. WSDOT will adopt this plan in December 2017.

The WTP’s Vision Statement is:

“By 2035, Washington’s transportation system safely connects people and communities, fostering commerce, operating seamlessly across boundaries, and providing travel options to achieve an environmentally and financially sustainable system.” (WTP 2035, page 14)

## REQUIREMENTS

WSDOT must follow federal and state requirements for plan process and plan content. The state requirements are found in Title 47 Revised Code of Washington (RCW), primarily in chapter 47.06. The

federal requirements are found in Title 23 U.S. Code, primarily in Section 135 and chiefly in Part 450 of Title 23 Code of Federal Regulations (CFR).

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), as per 23 CFR 450.218, require statewide transportation planning self-certification. As part of the self-certification, WSDOT will make available to FHWA and FTA a detailed crosswalk that shows how each of the approximately 144 requirements is addressed in Phase 2.

## Potential Environmental Mitigation

Phase 2 does not include a discussion of potential environmental mitigation, because it does not contain a project list. WSDOT and its partners maintain regular contact with federal, state, and local environmental regulatory agencies to ensure proper permits and regulations are followed. Projects that require federal approval or receive federal funding may be subject to the National Environmental Policy Act (NEPA) review process. Projects that require state approvals or permits may be subject to the State Environmental Policy Act (SEPA) review process. NEPA and SEPA reviews address potential adverse impacts to the natural and built environment. The natural environment includes fish and wildlife habitat, threatened and endangered species, water quality, and air quality. The built environment includes cultural resources, historical resources, and the transportation system. The public is invited to participate in the NEPA<sup>1</sup> and SEPA<sup>2</sup> processes.

## GOALS

Federal and state laws established the goals for transportation in RCW 47.04.280, 23 USC Sec 135, and 23 USC Sec 150.

## GOVERNOR'S EXECUTIVE ORDERS

As a state agency, WSDOT is required to comply with all of the [Governor's Executive Orders](#). The following orders have specific requirements that WSDOT will follow:

- **14-04 WASHINGTON CARBON POLLUTION REDUCTION AND CLEAN ENERGY ACTION:** This order requires WSDOT to include strategies that increase efficiencies, reduce costs, and reduce greenhouse gas emissions.
- **13-04 RESULTS WASHINGTON:** This order requires state agencies to adopt a LEAN culture and to increase citizen engagement, increase employee engagement, engage in cross-agency collaboration, regularly report to the governor, align with the five goal areas in Results Washington, and increase accountability. Phase 2 will implement these provisions in this order:
  - **Citizen Engagement:**
    - WSDOT's [Community Engagement Plan](#) provides a framework for community engagement

<sup>1</sup> See [Federal Highway Administration](#)

<sup>2</sup> See [the Washington State Department of Ecology](#)

efforts. It focuses on outcomes and usable guidance rather than process and includes best practices.

- Phase 2 Outreach Plan (Appendix E) details, whom WSDOT will reach out to, when WSDOT will conduct outreach, where the outreach will occur, and how WSDOT will conduct outreach. Feedback received in the development process helped guide the plan's strategies.
- o **Employee Engagement:** The project team will invite and rely on the participation of the whole WSDOT agency, particularly:
  - Senior leadership, who will provide guidance, provide one staff person to be on the Steering Committee, distribute drafts, contribute feedback, and recommend adoption to the WSDOT Secretary.
  - Planners from regions, modes, and offices, who will provide key findings from their plans and studies and conduct outreach.
  - Cartographers and analysts from Transportation Data and GIS, who will provide transportation and collision data, mapping products, and data analysis.
  - Engineers from Local Programs, who will jointly develop the statewide planning processes required by federal law to apply to both Phase 2 and the Statewide Transportation Improvement Program (STIP).
  - Programmers from Capital Program Development and Management, who will provide information on the state highway system and feedback on the level of detail they need to guide the programming (timing and cost) of improvements.
  - Biologists and planners from Environmental Services, who will provide planning-level environmental information and feedback on the level of detail they need to guide the scoping of improvements.
  - Engineers from regions and headquarters, who will provide feedback on the level of detail they need to guide the design and construction of improvements.
- o **Cross-Agency Collaboration:**
  - The Steering Committee from Phase 1 stayed on for Phase 2. This committee has one representative from each of the following: the Washington State Transportation Commission, an RTPO, and WSDOT.
  - WSDOT assisted the Transportation Commission in the development of Phase 1. Commission staff are aiding WSDOT with a smooth transition to Phase 2. For example, the two agencies have successfully collaborated on the July 2015 Voice of Washington State Survey (VOWS) to help inform key issues for Phase 2 (page A29).
  - WSDOT meets regularly with staff from FHWA and FTA to discuss best practices for statewide planning.

- WSDOT invited the Advisory Group from Phase 1, which includes representatives from other state agencies, to advance with Phase 2. The list of participants will be posted on the [Implementation Phase website](#).

## WSDOT SECRETARY'S EXECUTIVE ORDERS

These executive orders from the WSDOT secretary are particularly pertinent to the development of the long-range statewide transportation plan:

- **E 1025.01 TRIBAL CONSULTATION.** This order directs WSDOT to consult with tribal governments before a decision is made or any action is taken. WSDOT describes how this order is followed in the Tribal Communication and Consultation Protocols for Statewide Policy Issues and the draft Process for Consulting with Non-Metropolitan Local Officials, Tribes, and Federal Land Management Agencies. Details of this process are in Appendix E: Outreach Plan.
- **E 1090.00: MOVING WASHINGTON FORWARD: PRACTICAL SOLUTIONS.** This order directs WSDOT employees to implement least-cost planning and Practical Design principles throughout all phases of project delivery. WSDOT will implement least-cost planning principles during development of transportation performance expectations by engaging stakeholders in evaluating the social, environmental, and economic costs and benefits of their expectations. These expectations are high level and not for specific projects.

## PLAN REQUIREMENTS

Phase 2 will meet the requirements for these two plans:

- Federally required [Long-range Statewide Transportation Plan](#)
- State required [Statewide Multimodal Transportation Plan](#)

## FEDERAL GUIDANCE

WSDOT follows guidance from the FHWA and FTA. FHWA offers guidance for compliance with:

- [Americans with Disabilities Act Title VI of the Civil Rights Act of 1964](#)
- [Presidential Executive Order 13166 Improving Access to Services for Persons With Limited English Proficiency](#)
- [Environmental Justice Department of Transportation Order 5610.2\(a\)](#)

FTA offers guidance for compliance with:

- [FTA Circular C 4702.1 B Title VI Requirements and Guidelines for Federal Transit Administration Recipients](#)
- [FTA Circular C 4703.1 Environmental Justice Policy Guidance for Federal Transit Administration Recipients](#)

WSDOT documents compliance with this assistance in the statewide planning “self-certification” submitted to the FHWA and to the FTA. This self-certification is available upon request.

## TRANSPORTATION PLANS REVIEWED

This section summarizes transportation plans that are developed by federal, state, tribal, and local governments and are reviewed by the Phase 2 Project Team. Plan requirements are determined by each plan’s funding source. This section is organized by plan type.

### WHY ARE THERE SO MANY PLANS?

- Jurisdictions receive direction from laws, rules, and agency-specific guidance. Jurisdictions’ plans demonstrate to the public how they will implement the direction.
- Some project funding requires a specific plan within a specific timeline.
- Transportation owners and operators, such as Sound Transit or the Washington State Ferry System, need a more detailed plan that meets the needs of a specific constituency.
- Since plans are interdependent, big issues from the modes and jurisdictions will rise to the state level for consideration in Phase 2 and specific issues identified in Phase 2 will be passed to modes and jurisdictions for more analysis.

### KEY ISSUES COMMON TO ALL PLANS REVIEWED

- Define system performance.
- Identify right-size infrastructure to meet needs of performance and communities.
- Increase system reliability.
- Improve connections to other modes.

### STATEWIDE PLANS

These are broad policy-level plans that provide guidance and recommendations to decision-makers. These plans do not normally contain specific projects.

#### Long-range Statewide Transportation Plan

- Current Plan: [2007-2026 Washington Transportation Plan](#)
- Summary of Key Findings:
  - The plan recommended that the Legislature should adopt the following investment guidelines: preservation, safety, economic vitality, mobility, and environmental quality and health.
  - Mobility of goods and people is fundamental to a functional society. Investments must shift from moving vehicles to moving people and goods.
  - Needs exceed available funding and priorities must be established.

- There are limits to how much revenue can be raised through the gas tax. Innovative Solutions can lower costs, target revenue generation, and impact strategic planning for the future.
- Scheduled Update: December 2017
- Lead Agency: WSDOT develops this plan for adoption by the WSDOT Secretary of Transportation.
- Plan Purpose: Describe the current condition and the plausible future (minimum 20 years) of the following:
  - National Highway System (NHS)
    - [http://www.fhwa.dot.gov/planning/national\\_highway\\_system/nhs\\_maps/washington/index.cfm](http://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/washington/index.cfm)
    - Highway routes and connections to transportation facilities, which include:
      1. Interstates, U.S. highways, state routes.
      2. Urban principal arterials (city streets).
      3. Rural principle arterials (county roads).
      4. Major intermodal facilities.
      5. Strategic highway network that is of importance to the U.S. strategic defense policy.
    - Accessible pedestrian walkways and bicycle/pedestrian facilities used as forms of transportation – not purely recreational (See the Washington State Recreation and Conservation Office for information on recreational trails at <http://www.rco.wa.gov/>).
    - Connections between the NHS and public transportation, non-motorized modes, and facilities for rail, commercial vehicles, waterways, and aviation– particularly with respect to intercity travel.
    - Federal Lands Transportation: particularly access roads to and within federal land management areas, which include the U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife, National Park Service, and Army Corps of Engineers. See FHWA Western Federal Lands Highway for more information at: <http://flh.fhwa.dot.gov/>.
    - Tribal Transportation: Particularly access roads to and within Indian reservations. See FHWA Tribal Transportation for more information: <http://www.fhwa.dot.gov/tribal/index.htm>.
- Major Requirements:
  - [US 23 §135. Statewide and nonmetropolitan transportation planning](#)
  - [23 CFR Part 450, Subpart B –Statewide and nonmetropolitan transportation planning and programming](#)
- Funding:
  - WSDOT develops this plan with federal and state funds at approximately a 30/70 match. This means that WSDOT pays for plan development with state funds (primarily from the state gas tax) and then is reimbursed by FHWA and FTA for 30 percent of the total.

- WSDOT is eligible to be reimbursed by FHWA and FTA under the following conditions:
  - WSDOT has a [work plan](#) approved by FHWA and FTA.
  - WSDOT submits “self-certification” to FHWA and FTA that the plan was developed in accordance with federal laws, FHWA rules, and FTA rules in effect at the time of the plan’s adoption. If FHWA and FTA agree with this self-certification, then the agencies can approve the Statewide Transportation Improvement Program (STIP).

## Strategic Highway Safety Plan

- Current Plan: Washington State Strategic Highway Safety Plan 2016 ([Target Zero](#)).
- Summary of Key Findings:
  - The state has made significant progress, but it is not on track to achieve Target Zero.
  - To be most effective, Target Zero puts emphasis on the largest contributing factors:
    - Impairment contributed to 57 percent of all traffic fatalities.
    - Lane departure contributed to 56 percent of all traffic fatalities.
    - Speeding contributed to 38 percent of all traffic fatalities.
    - Overall, 81 percent of traffic fatalities involved at least one of the three factors listed above and 20 percent of the traffic fatalities involved all three.
- Scheduled Update: Not scheduled
- Lead Agency: The Washington State Traffic Safety Commission develops and adopts this plan.
- Plan Purposes: This plan contains specific goals, objectives, and strategies for reducing traffic fatalities and disabling injuries. Washington’s plan is titled “Target Zero” because the state aims to end traffic deaths and serious injuries by 2030.
- 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.
- Requirements:
  - 23 USC Section 148 - Each state is required to develop this plan as a condition of receiving federal surface transportation funds.
  - This plan does not offer safety strategies for non-surface transportation modes such as aviation, freight rail, passenger rail, and marine and river navigation.
- Funding: The commission receives federal funding (FHWA) and state funding to develop the plan.
- Connection to Phase 2: This plan must be consistent with Phase 2 as per 23 USC Sec 135. WSDOT ensures consistency by serving on the Traffic Safety Commission (the Secretary is a commissioner). Key issues from Target Zero are considered for inclusion in the Action Items.

## Statewide Transportation Policy Plan

- Current Plan: [WTP 2035](#)
- Summary of Key Findings:
  - Preservation and maintenance. Regular preventive maintenance and long-term preservation of key infrastructure components produce economic benefits and are more cost effective than deferred maintenance, which must then be remedied with expensive reconstruction.
    - A sustainable funding source, established at the state level and directed to state and local preservation, would support a more strategic approach to asset management.
  - Safety. The death toll on Washington’s streets, roads, and highways remains unacceptably high.
    - Further focus is needed to improve safety on tribal and rural two-lane roads, and to reverse the growth in pedestrian and bicyclist fatalities and injuries.
  - Freight mobility. The increase in truck and rail freight traffic raises concerns about future system reliability and safety.
    - Guidance from both the Washington Rail Plan and Freight Mobility Plan can help to develop strategic freight rail partnerships that support essential rail services and determine which freight rail investments should receive public financial support.
  - Public transportation. Support of further investment in public transportation, including improved access to transit, will help accommodate the growing demand for it.
    - Enhanced local transportation revenue options should be supported for those jurisdictions with a demonstrated need for additional funding capacity to ensure that the growing demand for public transportation can be met.

- Public health. Strategies that promote increased bicycling and walking, as well as greater use of public transportation, are shown to increase physical activity levels, contribute to overall improved personal health, and reduce individual and public spending on health care.
  - State and local agencies should more effectively coordinate policies on transportation and public health, which will generate significant long-term health benefits and economic savings to individuals and the state as a whole.
- Accountability and transparency. State and local agencies, business and industry groups, and many others seek improved efficiency and greater accountability for expenditure of transportation funds.
  - State and local transportation agencies should adopt broad performance management practices to improve accountability for expenditure of both federal and state transportation funds.
- Scheduled Update: Adopted before December 2018
- Lead Agency: Washington State Transportation Commission (WSTC) develops and adopts this plan.
- Plan Purpose: Provides policy guidance and recommendations across all transportation modes and regions in the state.
- Requirements:
  - [RCW 47.01.071 \(4\) - Commission – Functions, Powers, and Duties](#)
  - [RCW 47.04.280 - Transportation system policy goals](#)
  - [RCW 47.01.250 - Consultation with designated state officials](#)
- Funding: The WSTC, with assistance from WSDOT, uses state funding (primarily from state gas tax) to develop this plan.
- Connection to Phase 2: State law RCW 47.06.020 requires WSDOT to assist the Transportation Commission with the Statewide Transportation Policy Plan. WSDOT provides staff for the plan project team, data and information, comments on drafts, and provides support.

## Statewide Multimodal Transportation Plan

- Current Plan: [2007-2026 Washington Transportation Plan](#)
- Summary of Key Findings:
  - The following investment guidelines should be adopted by the legislature: preservation, safety, economic vitality, mobility, and environmental quality and health.
  - Mobility of goods and people is fundamental to a functional society. Investments must shift from moving vehicles to moving people and goods.
  - Priorities must be established because the need exceeds the available funding.

- There are limits to how much revenue can be raised through the gas tax. Innovative Solutions can lower costs, target revenue generation, and impact strategic planning for the future.
- Scheduled Update: December 2017 by WTP Phase 2- Implementation
- Lead Agency: WSDOT develops this plan for adoption by the Washington State Secretary of Transportation.
- Plan Purposes:
  - Ensure continued mobility of people and goods within regions and across the state in a safe, cost-effective manner.
  - The plan must include:
    - A state-owned facilities component to guide investments in state highways, including bicycle and pedestrian facilities, and state ferries.
    - A state-interest component to define the state's interest in aviation, marine ports and navigation, freight rail, intercity passenger rail, bicycle transportation and pedestrian walkways, and public transportation.
  - WSDOT often combines this plan with the long-range statewide transportation plan.
- Requirements:
  - [RCW 47.06.040 - Statewide multimodal transportation plan](#)
  - [RCW 47.04.280 - Transportation system policy goals](#)
  - [RCW 47.01.250 - Consultation with designated state officials](#)
- Funding: WSDOT uses state funding (primarily from the state gas tax) to develop this plan.
- Connection to Phase 2: WSDOT often combines this plan with the long-range statewide transportation plan.

## FEDERAL UMBRELLA PLANS

### Federal Lands Collaborative Long Range Transportation Plan (CLRTP) Pilot Project

- Current Plan: Scheduled to be adopted in 2017 or 2018
- Plan Goals:
  - Place-based Collaboration: Plan and manage a transportation system based on collaboration and mutually beneficial actions.
  - Resource Protection: Plan and manage federal lands transportation networks to emphasize stewardship of natural and cultural resources and promote ecological sustainability.
  - Safety: Provide safe and appropriate multimodal transportation access for all users of federal lands.

- Access and Connectivity: Provide a seamless, multimodal transportation system that supports community connectivity and access to public lands.
- Visitor Experience: Promote ease and enjoyment of travel to and within federal lands.
- Asset Management: Provide a transportation system with sustainable assets that endure over time.
- Scheduled Update: Not scheduled
- Lead Agency: Western Federal Lands Highway Division
- Plan Purposes:
  - Create a template for a policy-level plan for how federal land management agencies (FLMAs) in Washington and Oregon will plan and manage their transportation systems over the next 20 years. These FLMAs include: the U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service, National Park Service, and U.S. Army Corps of Engineers.
  - FLMAs work with other federal agencies, tribes, WSDOT, Oregon Department of Transportation, and local governments to identify opportunities, benefits, strategies, and guidance for long range transportation planning. Through interagency coordination, the plan will establish common goals and objectives for maintaining and improving the transportation system (including roads, bridges, trails, and transit) that provide public access to and within federal lands.
  - CLRTPs consist of two components:
    - A multi-agency “umbrella plan” that focuses on issues common to all agencies in the region.
    - Agency-specific “drop-down plans,” which provide agency-specific details for participating FLMAs.
- Requirements: [23 USC §201 - Federal lands and tribal transportation programs](#)
- Funding: Federal funds (FHWA) are used to develop this plan.
- Connection to Phase 2: Federal law requires this planning process to be consistent with the metropolitan and statewide planning processes. WSDOT provides staff to serve on the CLRTP’s core team to advise maintaining consistency in the process.

## MODAL PLANS

WSDOT develops modal plans that are consistent with and include strategies to implement the state’s “umbrella plans.” There are two types of modal plans: state-owned modal plans are for modes that WSDOT owns or manages; state-interest modal plans are for modes that connect with state-owned modes. WSDOT updates modal plans periodically and the timing of the update is often determined by eligibility of federal project funds. For example, WSDOT was able to compete for and ultimately secure nearly \$800 million in federal funds for passenger rail improvements because the State Rail Plan was updated to meet Federal Rail Administration requirements.

## State-owned Modal Plans

### Highway System Plan

- Current Plan: [2007-2026 Highway System Plan](#)
- Summary of Key Findings:
  - Safety: The number of fatalities remains unacceptably high and WSDOT continues to look for ways to achieve further reductions. Speeding and impaired driving cause 60 percent of all traffic fatalities in Washington. Statewide prevention measures can include low cost fixes such as centerline rumble strips.
  - Mobility: The growth in travel demand has caused many urban and suburban highways to operate less efficiently. Mobility needs are separated into three investment tiers that build upon previous work to maximize every dollar invested.
  - Economic Vitality: Investments in the freight transportation network generate overall economic prosperity and wealth for Washington's citizens.
  - Health and the Environment: Investing in the state's transportation system can help address individuals' goals for a healthy environment.
- Scheduled update: Not scheduled
- Lead Agency: WSDOT develops this plan for adoption by the Washington State Secretary of Transportation.
- Plan Purposes:
  - Include the program and financing needs and recommendations for the state highway system, which consists of interstates, U.S. highways, and state routes.
  - Include the following required elements:
    - System preservation
    - Highway maintenance
    - Capacity and operational improvement
    - Scenic and recreational highways
    - Path and trails
- Requirements:
  - [RCW 47.06.040](#) - Component of statewide multimodal transportation plan
  - [RCW 47.06.050\(a\)](#) - State-owned component of the statewide multimodal transportation plan.
- Funding: WSDOT uses state funding (primarily from the state gas tax) to develop this plan.
- Connection to Phase 2:
  - State highways are a required element of the federal long-range statewide transportation plan

- Key unresolved statewide policy issues are considered for inclusion in the Phase 2 Action Items.

### Ferry System Plan

- Current Plan: [Ferries Division Final Long-Range Plan June 30, 2009](#)
- Summary of Key Findings:
  - WSDOT must adopt operational and pricing strategies to maximize the use of its existing assets and provide the most cost effective service, while responding and adapting to the changing characteristics of its customer base.
  - Ridership is expected to grow by 37 percent between 2006 and 2030.
  - Lack of vehicle capacity during peak periods is the greatest constraint.
  - Excess vehicle capacity during non-commute and off-season is also a challenge.
  - Adopting operational and pricing strategies will allow WSF to provide the best service at the lowest possible cost, minimize fare increases, and fill under-used non-peak capacity.
- Scheduled Update: Adopted before December 2016.
- Lead Agency: WSDOT develops this plan for adoption by the Washington State Secretary of Transportation.
- Plan Purposes:
  - Presents vision for future of the system.
  - Maintains current level of service.
  - Presents service and capital investment strategies.
  - Outlines service changes, vessel purchases, and terminal improvements to meet the demand for travel on WSDOT's ferries on Puget Sound.
- Requirements:
  - [RCW 47.06.040](#) Component of statewide multimodal transportation plan
  - [RCW 47.06.050\(b\)](#) State-owned component of the statewide multimodal transportation plan
  - [RCW 47.60.375](#) Capital Plan
  - [ESB 5096 - 2017-18](#) Making transportation appropriations for the 2017-2019 fiscal biennium
- Funding: WSDOT uses state funding to develop this plan.
- Connection to Phase 2:
  - Ferry service is considered a form of public transportation and is a required element of the federal long-range statewide transportation plan.
  - Key unresolved statewide policy issues are considered for inclusion in the Phase 2 Action Items.

## State-Interest Modal Plans

### Aviation System Plan

- Current Plan: [July 2017 Washington Aviation System Plan](#)
- The significant challenges that face the state's aviation system in the next 25 years include:
  - Washington's growing population, which has doubled in the last 30 years and will increase by an additional 2.5 million or 40 percent by 2030.
  - Limited funding.
  - Concentration of aviation activity in key regions of the state.
  - Local land use conflicts.
  - Uncertain economic conditions.
- Scheduled Update: 2017
- Lead Agency: WSDOT develops this plan for adoption by the Washington State Secretary of Transportation.
- Plan Purposes:
  - Addresses existing statewide aviation capacity and implementation strategies for future air transportation needs for all general aviation and commercial airports.
  - Includes the WSDOT owned and managed airports.
- Requirements:
  - RCW 47.06.040 - Statewide multimodal transportation plan
  - RCW 47.06.060 - State-interest component of the statewide multimodal transportation plan
  - 49 USC Sec 47101 - Policies
- Funding: WSDOT uses state and federal funding to develop this plan. The Federal Aviation Administration (FAA) oversees Aviation and makes available FAA funds for developing this plan as per federal law 49 USC Sec 47101 and FAA guidance.
- Connection to Phase 2: Aviation is not surface transportation and is not a required element of the federal long-range statewide transportation plan. However, this plan provides information on surface transportation connections to airports and statewide policy issues to the long-range statewide transportation plan.

### State Rail Plan

- Current Plan: [Washington State Rail Plan 2013-2035](#)
- Summary of Key Findings:
  - Funding and implementation of this plan relies on a mix of private and public actions, including public-private partnerships.

- System needs far exceed public funds available and the plan focuses on actions that can be completed with existing resources.
- Scheduled Update: Not scheduled
- Lead Agency: WSDOT develops this plan for adoption by the Washington State Secretary of Transportation.
- Plan Purposes:
  - Outlines strategies and provides a blueprint for ensuring the continued movement of people and goods on the rail system in support of a healthy economy.
  - Consistent with federal and state requirements, this is the first state rail plan to incorporate freight rail and passenger rail into a unified planning document.
  - Describes what is working well, identifies the strengths and challenges, and highlights policy priorities.
  - Sets a course for state action and investment to ensure that these vital services continue to meet transportation needs now and through 2035.
- Requirements:
  - [RCW 47.06.080](#) - Freight Rail Plan
  - [RCW 47.06.090](#) - Intercity Passenger Rail Plan (Amtrak Cascades)
  - [RCW 47.06.040](#) - Statewide Multimodal Transportation Plan
  - [RCW 47.79.040](#) - Rail Passenger Plan
  - [RCW 47.76.220](#) - State Rail Plan
  - 49 CFR 266.15 - State Rail Plan
- Funding: WSDOT uses state and federal funding to develop this plan.
- Connection to Phase 2:
  - This plan identifies and evaluates capacity issues, access, and abandoned lines on the state's rail system.
  - Rail is not surface transportation, does not receive funds from FHWA or FTA, and is not a required element of the long-range statewide transportation plan
  - Washington State requires WSDOT to develop this plan as a state-interest component of the statewide multimodal transportation plan as per Title 47 RCW. This plan combines all the state requirements for a rail plan.
  - The Federal Rail Administration oversees rail and administers FRA funds for developing this plan as per federal rule 49 CFR 266.15.
  - Provides information on connections to rail and key unresolved statewide policy issues to the long-range statewide transportation plan.

### Public Transportation System Plan

- Current Plan: [2016 Washington State Public Transportation Plan](#)
- Summary of Key Findings:
  - Recognizes that a connected, coordinated transportation system that serves all people is instrumental to thriving communities.
  - Acknowledges that widespread innovation and continuous improvement are key to meeting ever-changing transportation needs.
  - Advocates for ongoing emphasis on delivering positive customer experiences.
  - Provides a framework for a more performance focused and integrated approach to transportation.
  - Advances the state's interest and role as a public transportation provider.
- Scheduled Update: Not scheduled
- Lead Agency: WSDOT develops this plan for adoption by the Washington State Secretary of Transportation.
- Plan Purposes: Recommend goals, criteria, and strategies for coordinating a statewide public transportation network.
- Requirements:
  - [RCW 47.06.110](#) - Public Transportation Plan (State-interest component of the statewide multimodal transportation plan)
  - [RCW 47.06.040](#) - Statewide Multimodal Transportation Plan
- Funding: WSDOT uses state funding to develop this plan.
- Connection to Phase 2: Key unresolved statewide policy issues are considered for inclusion in the Phase 2 Action Items.

### Bicycle and Pedestrian Walkways Plan

- Current Plan: [State Bicycle Facilities and Pedestrian Walkways Plan \(2008\)](#)
- Summary of Key Findings:
  - The popularity of bicycling and walking is increasing.
  - There are more than \$1.6 billion in unfunded improvement needs.
  - People support investments in facilities that make bicycling and walking easier and safer. This plan takes a major step towards accomplishing that goal by establishing policies, guidelines, and strategies that support bicycling and walking as an integrated part of the transportation network.
- Schedule Update: Not scheduled

- Lead Agency: WSDOT develops this plan for adoption by the Washington State Secretary of Transportation.
- Plan Purposes:
  - Propose statewide strategies for improving connections, increasing coordination, and reducing traffic congestion.
  - Assess the statewide bicycle and pedestrian transportation needs.
- Requirements:
  - RCW 47.06.040 - Statewide Multimodal Transportation Plan
  - RCW 47.06.100 - Bicycle Transportation and Pedestrian Walkways Plan (State-interest component of the statewide multimodal transportation plan)
- Funding: WSDOT uses state funds to develop this plan.
- Connection to Phase 2: Key unresolved statewide policy issues are considered for inclusion in the Phase 2 Action Items.

### State Freight Mobility Plan

- Current Plan: [2014 Washington State Freight Mobility Plan](#)
- Summary of Key Findings:
  - Washington is one of the most trade-dependent states in the nation.
  - Washington has a strong freight system.
  - Preserving Washington’s multimodal freight system is its greatest need.
  - The top trends that shape future freight demand are population growth, U.S. energy production, port completion, and automated vehicles.
  - If we want more jobs, more regional domestic product, and a larger tax base in the future we must make needed policy changes at the federal and state levels and invest in freight mobility improvements.
- Schedule Update: Not scheduled
- Lead Agency: WSDOT develops this plan for adoption by the Washington State Secretary of Transportation.
- Plan Purposes:
  - 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.
- Requirements:
  - RCW 47.06.040 - Statewide Multimodal Transportation Plan

- RCW 47.06.045 - Freight Mobility Plan
- Funding:
  - WSDOT uses state funds (primarily gas tax) and FHWA provides funds.
- Connection to Phase 2:
  - The State Freight Plan had the option to be a stand-alone plan that is consistent with the long-range statewide transportation plan or it can be incorporated into it. WSDOT chose to create a separate plan.
  - Key unresolved statewide policy issues are considered for inclusion in the Phase 2 Action Items.

### Washington State Electric Vehicle Action Plan: 2015-2020

This [WSDOT plan](#) describes the current conditions, challenges, and 13 action items to reach the state's goal of increasing the number of plug-in vehicles in Washington from 10,000 in 2014 to 50,000 by 2020. The action items are:

1. Renew the sales and use tax exemption for the purchase or lease of clean cars.
2. Transform public and private fleets.
3. Conduct public education and outreach to increase consumer awareness and demand.
4. Provide more electric vehicle (EV) charging signage to increase public awareness of availability.
5. Explore providing other incentives to increase use of electric vehicles.
6. Complete the build-out of Washington's fast charging network along highways.
7. Explore funding mechanisms and business models to bolster installation of electric vehicle supply equipment (EVSE).
8. Support workplace charging.
9. Address building codes, policy, and zoning barriers to EV infrastructure.
10. Engage utilities.
11. Require future state-supported DC fast charging stations to serve more vehicles.
12. Support and participate in regional partnerships to advance EVs.
13. Track and participate in national EV efforts.

## TRIBAL, REGIONAL AND LOCAL PLANS

### Tribal Transportation Plans

There are 29 federally-recognized tribes located in Washington. Tribes may, but are not required to, develop transportation plans following FHWA guidance. During WTP 2035, WSDOT requested each tribe to provide their estimated 20-year transportation needs. This section summarizes this information.

- Summary of Key Findings:
  - The transportation needs exceed the current and expected funding.
  - There is a need for increased coordination between tribes, MPOs, and RTPOs.
  - There is a concern about tolling on reservations and on usual and accustomed areas.
  - There is a concern about transportation and treaty obligations – such as fisheries and access to cultural sites.
- Plan Purpose: The Secretary of Transportation recognizes the need for all public, federal, and tribal transportation facilities to be treated under uniform policies similar to those that apply to federal-aid highways and other public transportation facilities. In collaboration with the secretaries of the appropriate federal land management agencies, the Secretary of Transportation shall coordinate a uniform policy for all public, federal, and tribal transportation facilities that shall apply to federal lands transportation facilities, tribal transportation facilities, and federal lands access transportation facilities.
- Requirements: [23 USC §201 - Federal lands and tribal transportation programs](#)
  - Federal Law (23 USC 201) requires tribal transportation planning to be consistent with statewide and metropolitan planning according to rules developed by FHWA. As of 2017, FHWA has not developed these rules.
  - Washington State tribes develop management plans that include transportation elements.
  - For more information on tribal transportation planning, see <http://www.wsdot.wa.gov/planning/Tribal/>.
- Connections to Phase 2:
  - Transportation planning procedures for the Tribal Transportation Program (TTP) must be consistent with statewide and metropolitan planning processes.
  - Regionally significant TTP projects must be developed in cooperation with state and metropolitan planning organizations and included in tribal transportation plans, federal lands transportation plans, federal lands access program plans, state and metropolitan plans, and transportation improvement programs.

## FEDERAL LAND MANAGEMENT TRANSPORTATION PLANS

- Current Plan: Umbrella plan and templates for agency-specific plans are in development.
- Plan Purposes: Identify the condition and future needs of the NHS, which was expanded to include some roads on federal lands.
- Requirements: Federal law (23 USC 201) requires federal land management transportation planning to be consistent with statewide and metropolitan planning according to rules developed by FHWA. As of 2017, FHWA has not developed these rules.

- Funding: Agencies can receive federal (FHWA) funds to develop their plans.
- Connection to Phase 2: The five agencies in Washington State that manage federal lands are the U.S. Forest Service, the Bureau of Land Management, the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the National Park Service. WSDOT consults with these agencies by:
  - Participation in the Federal Lands Collaborative Long Range Transportation Planning Assistance and Pacific Northwest Pilot core team. This team is developing an umbrella plan and templates for each agency to use to create its own transportation plan.
  - WSDOT's role is providing transportation planning advice, providing transportation data, sharing information, and receiving feedback on its proposed plans.
  - The core team is developing processes for continued collaboration and consultation between the Federal Land Management Agencies, WSDOT, Oregon Department of Transportation, and the Western Federal Lands Highway Division of the FHWA.

## METROPOLITAN TRANSPORTATION PLANS (MPO PLANS)

- Current Plans: Each MPO has a plan, which can be found on its website. A list of MPO contact information is available on [WSDOT's directory](#).
- Summary of Key Findings: These are gathered each year by the Washington State Transportation Commission as part of its [Annual Report](#).
- Scheduled Updates: Every four-to-five years, depending on the MPO's air quality attainment status.
- Plan Purposes: Like Phase 2, the plan purposes must include the current condition and 20-year forecasted needs of the surface transportation system within the MPO's boundaries.
- Major Requirements:
  - [US 23 §134 - Metropolitan transportation planning](#)
  - [23 CFR Part 450, Subpart C Metropolitan transportation planning and programming](#)
  - [Americans with Disabilities Act](#)
  - [Title VI of the Civil Rights Act of 1964](#)
  - [Presidential Executive Order 13166 Improving Access to Services for Persons With Limited English Proficiency](#)
  - [Environmental Justice Department of Transportation Order 5610.2\(a\)](#)
  - [FTA Circular C 4702.1 B - Title VI Requirements and Guidelines for Federal Transit Administration Recipients](#)
  - [FTA Circular C 4703.1 - Environmental Justice Policy Guidance for Federal Transit Administration Recipients](#)

- Funding
  - MPOs develop this plan with federal and state funds at approximately a 30/70 match. Each MPO pays for plan development with non-federal funds and is subsequently reimbursed by FHWA and FTA for 30 percent of the total.
  - Each MPO is eligible to be reimbursed by FHWA and FTA under the following conditions:
    - MPO has a work plan approved by FHWA and FTA.
    - MPO submits “self-certification” to FHWA and FTA that the plan was developed in accordance with federal laws, FHWA rules, and FTA rules in effect at the time of plan adoption. If FHWA and FTA agree with the self-certification, then the agencies can approve the Metropolitan Transportation Improvement Program (MTIP).
- Connection to Phase 2:
  - Each MPO must develop this plan every four or five years, depending on air quality attainment status, as a condition for receiving federal surface transportation funds for planning, scoping, designing, constructing, operating, and maintaining NHS and transit systems within the metropolitan area as per 23 USC Sec 134.
  - This plan is considered part of the federally required “metropolitan transportation planning process.”
  - MPOs conduct their metropolitan transportation planning process according to rules and guidance issued by two federal U.S. Department of Transportation Agencies, the FHWA and the Federal Transit Administration (FTA).
  - MPOs must submit documentation that they followed the rules and guidance (self-certification) to FHWA and FTA every year.
  - If FHWA and FTA agree that the MPO followed the rules and guidance, the agencies can approve the MPO’s TIP.

## REGIONAL TRANSPORTATION PLANS (RTPO PLANS)

- Current Plan: Each RTPO has a plan, which can be found at its website. A list of RTPO contact information is available on [WSDOT’s directory](#).
- Summary of Key Findings: These are gathered each year by the Washington State Transportation Commission as part of their [annual report](#).
- Plan Purposes:
  - Identify existing or planned transportation facilities, services, and programs. This includes but is not limited to: major roadways, such as state highways and regional arterials, transit and active transportation services and facilities, multimodal and intermodal facilities, marine ports and airports, railroads, and noncapital programs, including transportation demand management that should function as an integrated regional transportation system.

- Establish levels of service standards for state highways and state ferry routes, except those considered transportation facilities of statewide significance.
- Address concurrency strategies required under RCW 36.70A.070 (transportation elements of the local comprehensive plan).
- Requirements:
  - RCW 47.08.030 - Regional transportation plan – Contents, review, use
  - Chapter 468-86 WAC - RTPO Planning Standards and Guidance
- Funding: RTPOs use state funds, primarily from the state gas tax, to develop plans.
- Connections to Phase 2:
  - The Washington State Legislature authorized counties to form RTPOs in order to coordinate local land use planning with regional transportation services in RCW chapter 47.80.
  - Each RTPO must periodically develop a regional transportation plan that identifies existing or planned transportation facilities, services, and programs. These include but are not limited to: major roadways, such as state highways and regional arterials, transit and active transportation services and facilities, multimodal and intermodal facilities, marine ports and airports, railroads, and noncapital programs, including transportation demand management that should function as an integrated regional transportation system.
  - Each regional transportation plan must be consistent with countywide planning policies and with state transportation plans.
  - RTPOs receive state transportation funds to develop this plan. They do not receive FHWA planning funds and are not subject to federal planning requirements.

## TRANSPORTATION ELEMENTS OF LOCAL COMPREHENSIVE PLANS

Each local government that is required or elects to plan under the Growth Management Act must develop and update a comprehensive plan. Transportation is an obligatory element of this comprehensive plan. The level of detail for each component varies depending on the size and budget of the local government.

- Purpose: Implement the land use element of the comprehensive plan.
  - Inventory the air, water, and ground transportation facilities and services and include regionally-coordinated level of service standards.
  - Describe the current and future needs and funding.
- Requirements: RCW 36.70A.070 - Comprehensive plans—Mandatory elements
- Connection to Phase 2:

- The Washington state legislature requires certain counties and cities to plan for current and future growth in local comprehensive plan, as per chapter 36.70A.RCW.
- Each comprehensive plan must include a transportation component that is consistent with the plan's land use element.
- The transportation element must include:
  - Land use assumptions.
  - Estimated traffic impacts.
  - Facilities and services needed.
  - Financing analysis.
  - Intergovernmental coordination efforts.
  - Demand-management strategies.
  - Pedestrian and bicycle component.
- The transportation element must be consistent with the RTPO's Regional Transportation Plan.

## SIX-YEAR TRANSIT PLANS

- Current Plan:
  - There are 31 transit districts and each has a plan.
  - Districts are classified as rural, small urban, and urban, and plans vary depending on size, services, and budget.
- Summary of Key Measures from the [Washington State 2014 Summary of Public Transportation](#):
  - 83.8 percent of the state's population lives within the boundaries of a transit district.
  - The Americans with Disabilities Act (ADA) requires transit agencies to provide paratransit services (demand response) to individuals that cannot use fixed route service because of a functional disability. This service is not required if the transit system provides fixed route deviated services.
  - Voters in Grays Harbor County and Okanogan County approved an increase in a local sales and use tax to fund public transportation.
  - Skagit County, Sound Transit, and Ellensburg are seeking to create or expand their respective transit districts.
  - Total expenditures (of which "operating" is the largest) = \$2,469,154,950
  - Total revenues (of which "local sources" is the largest) = \$ 2,501,117,450

- Plan Purpose: The six-year plan for each municipality and regional transit authority shall specifically set forth those projects of regional significance for inclusion in the transportation improvement program within that region.
- Requirements: [RCW 35.58.2795 - Public transportation systems – Six-year transit plans](#)
- Connection to Phase 2
  - The Washington State Legislature requires each municipality and each regional transit authority to prepare a six-year transit development plan.
  - This plan shall be consistent with local governments’ comprehensive plans.
  - The plan shall consider the policy recommendations affecting public transportation contained in the state transportation plan approved by the State Transportation Commission (WTP 2035-Phase 1).

### **Regional Transit Authority Maintenance and Preservation Management Plan**

State law allows two or more contiguous counties each having a population of 400,000 to establish a regional transit authority to develop and operate a high-capacity transportation system. Sound Transit is the state’s only regional transit authority. It operates Sounder commuter rail and Link light rail.

- Current Plan: [Sound Transit Long-Range Plan adopted December 18, 2014](#)
- Summary of Key Findings:
  - Continue expansion of high-capacity transit, especially light rail.
  - Build the system faster than currently planned.
  - The system should be easy to use.
  - Transit should be fast, reliable, frequent, and separated from vehicle traffic.
- Plan Purposes:
  - Inventory all transportation system assets.
  - Describe how assets will be preserved based on lowest life-cycle cost methodologies.
  - Provide a high-capacity public transit system that provides for long-term mobility, connectivity, and convenience.
  - Strengthen communities’ use of the regional transit system.
  - Create a financially feasible system.
  - Improve the economic vitality of the region.
  - Preserve and promote a healthy and sustainable environment.
- Requirements: [Chapter 81.112 RCW - Regional Transit Authorities](#)
- Funding: State funding is available for WSDOT-certified plans.

- Connection to Phase 2:
  - Sound Transit is the state's only regional transit authority.
  - Serves as the basis for mass transit expansion in King, Snohomish, and Pierce counties' urban growth areas upon the 2023 completion of the current set of projects funded through Sound Transit 2.

## MPO/RTPO SUMMARIES

### [2016 Annual Report – Washington State Transportation Commission](#)

Each RTPO and MPO submitted regional priorities for the 2016 annual report. All regions reported a need for increased funding for preservation and maintenance because the needs exceed available funding. Region-specific concerns are as follows:

#### **Benton-Franklin Council of Governments**

[This](#) is the MPO and Transportation Management Area (TMA) for the Tri-City Metropolitan Area and the RTPO for Benton and Franklin counties. Agriculture is a critical component of the regional economy. Area issues include:

- Mainstreaming active transportation into planning, rather than considering it an alternative.
- Maintaining their regional traffic count program; securing complete funding for partially funded projects in Connecting Washington package.
- Obtaining data and technical analysis for a comprehensive freight profile.
- Maintaining their travel demand model.

#### **Chelan-Douglas Transportation Council**

[This](#) is the MPO and RTPO for all of Chelan and Douglas counties. Area priorities include:

- Having adequate and ongoing funding sources to maintain their transportation system in a state of good repair.
- Reliably moving agricultural commodities.
- Building a third access point over either the Wenatchee River or Columbia River to connect Wenatchee urban core to the state highway system.
- Reducing the impact of unit trains by relocating the BNSF switchyard out of downtown Wenatchee.

#### **Island RTPO**

This is the RTPO for Island County. The county does not have an MPO. The RTPO held its first meeting on September 28, 2016 and does not have a regional transportation plan. The county is composed of two islands. Camano Island connects via a state highway bridge. Whidbey Island connects via one state highway bridge and two Washington State Ferry routes. Passenger ferry connections to employment centers in central Puget Sound is a top area priority.

### **Northeast Washington Regional Transportation Planning Organization**

[This](#) is the RTPO for Ferry, Pend Oreille, and Stevens counties, none of which has an MPO. Area priorities include maintaining safe and reliable use of state highways that are located adjacent to rivers and across mountain passes.

### **Palouse Regional Transportation Planning Organization**

[This](#) is the RTPO for Asotin, Columbia, Garfield, and Whitman counties. None of these counties has an MPO. Area priorities include securing funding to maintain and improve pavement, maintaining regional rail network, moving the Connecting Washington funding for SR 26 to earlier than 2021, and preserving the inland waterway transportation system.

### **Peninsula Regional Transportation Planning Organization**

[This](#) is the RTPO for Clallam, Jefferson, Kitsap, and Mason counties. None of these counties has an MPO. Area priorities include preserving existing highways, lack of local match for needed projects, and a need for a dedicated source to meet alternative-fuel vehicle state requirements by 2018.

### **Puget Sound Regional Council**

[This](#) is the MPO and RTPO for all of King, Pierce, Snohomish, and Kitsap counties. Key issues for the region are job and population growth that exceeded projections with subsequent increases in traffic congestion. Remaining priorities are additional funding for city streets, county roads and local transit; near-term operational improvements that can provide congestion relief in state freeway corridors; and building an integrated regional transit network around the approved Sound Transit system.

### **Quad County Regional Transportation Planning Organization**

[This](#) is the RTPO for Adams, Grant, Kittitas, and Lincoln counties. None of these counties has an MPO. Concerns in the region include state funding to rehabilitate rail lines for the Port of Moses Lake, the Port of Warden, and the Palouse River and Coulee City Railroad as well as preserving and maintaining existing infrastructure in a safe condition.

### **Southwest Washington Regional Transportation Council**

[This](#) is the MPO for all of Clark County, and the council also serves as the RTPO for Clark, Skamania, and Klickitat counties. A chief concern in this region is the connection and separation of truck, rail, and river freight movement. Vancouver-area concerns include population growth, particularly in the suburbs, and access across the Columbia River. The council collaborates with the adjacent MPO in Portland, Oregon area to address accommodating commuters that live in one state and work in the other.

### **Skagit Council of Governments**

[This](#) is the MPO and RTPO serving all of Skagit County. Region priorities include securing funding for maintenance and preservation; addressing identified key at-grade rail crossings; and securing reliable funding for Skagit Transit's regional connector service.

### **Cowlitz-Wahkiakum Council of Governments**

[This](#) is the MPO for urbanized areas in Cowlitz County (Longview, Kelso and Rainier, Oregon) and the RTPO for Cowlitz, Grays Harbor, Lewis, Pacific, and Wahkiakum counties. The biggest challenge is securing sustainable funding to maintain and preserve the existing transportation network.

### **Spokane Regional Transportation Council**

[This](#) is the MPO and RTPO serving all of Spokane County. Concerns in this county include: completing the North-South Freeway, separating railroads from roads, and preserving and maintaining pavement and bridges.

### **Thurston Regional Planning Council**

[This](#) is the MPO and RTPO serving all of Thurston County. Concerns in this county include changing population demographics, improving travel mode split, main street highways, high capacity transportation, and changing technology. Addressing Joint Base Lewis-McChord (JBLM) traffic congestion, especially on I-5, also remains a priority.

### **Walla Walla Valley MPO and Walla Walla Sub-RTPO**

[This](#) is the bi-state MPO for urbanized areas in Walla Walla and Umatilla counties in Oregon and the RTPO for Walla Walla County in Washington, per agreement with the Benton-Franklin Council of Governments. The primary concerns for this region are maintaining and preserving the existing transportation network and maintaining walkable communities with adequate transit service.

### **Whatcom Council of Governments**

[This](#) is the MPO and RTPO serving all of Whatcom County. The primary concern in this county is maintaining security and freight mobility at the four U.S./Canada border crossings. The COG leads the International Mobility and Trade Corridor Program to address border crossings issues. Other challenges include maintaining the County Connector regional bus service and continuing Smart Trips, the partnership among local governments, public agencies, employers, and schools that promotes transportation by walking, biking, sharing rides, and riding the bus.

### **Yakima Valley Conference of Governments**

[This](#) is the MPO for the greater Yakima area and the RTPO for Yakima County. Challenges include finding alternative sources (other than state and federal) to maintain and preserve the transportation system, exploring the need for expanding regional public transportation, and enhancing strategic freight improvements to meet the needs of the agricultural economy.

**Counties not in an RTPO:**

- Okanogan County wildfire recovery and preparedness is a major issue with transportation aspects. The short line for freight rail is important for sustaining industrial development and employment. Ferry service and connections to ferry service dominate transportation issues in San Juan County. Without public transportation on the islands, the WSF reservation system and multimodal connections to and from the ferry terminal in Anacortes are of increasing significance.

**KEY ISSUES FROM VOICE OF WASHINGTON STATE SURVEY**

The Voice of Washington State Survey (VOWS) is a survey panel that is maintained by the Transportation Commission. WSDOT partnered with the Commission to develop the 2015 survey.

The purposes of the survey were to:

- Gauge attitudes and priorities.
- Introduce Phase 2.
- Include questions from past surveys to track trends.

Results of the survey:

- 78 percent favored retaining the Phase 1 Vision Statement.
- Grades have been progressively worse since 2012.

Top Transportation Issues:

- Traffic/Congestion
- Public/Mass Transportation
- Rail
- Streets/Roads
- Growth and Development
- Infrastructure

Grades:

- Funding Fairness: D+
- State System: C-
- Local System: C

**TOTAL NUMBER OF SURVEYS SENT:**

**30,631**

**TOTAL NUMBER OF SURVEYS COMPLETED:**

**7,524**

**RESPONSE RATE:**

**25%**

## REQUIREMENTS

### Transportation System Policy Goals

- It is the intent of the legislature to establish policy goals for the planning, operation, performance of, and investment in, the state's transportation system. The policy goals established under this section are deemed consistent with the benchmark categories adopted by the state's blue ribbon commission on transportation on November 30, 2000. Public investments in transportation should support achievement of these policy goals (State Law: RCW 47.04.280):
  - Economic vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
  - Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
  - Safety: To provide for and improve the safety and security of transportation customers and the transportation system.
  - Mobility: To improve the predictable movement of goods and people throughout Washington State, including congestion relief and improved freight mobility.
  - Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
  - Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

### Federal Planning Factors

- In general - Each state shall carry out a statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will (Federal Law: 23 USC 135):
  - Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
  - Increase the safety of the transportation system for motorized and nonmotorized users.
  - Increase the security of the transportation system for motorized and nonmotorized users;
  - Increase the accessibility and mobility of people and freight;
  - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
  - Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.
  - Promote efficient system management and operation.

- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

## National Goals

- National Goals: It is in the interest of the United States to focus the Federal-aid highway program on the following national goals (Federal Law: 23 USC Sec 150):
  - Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
  - Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair.
  - Congestion reduction - To achieve a significant reduction in congestion on the National Highway System.
  - System reliability - To improve the efficiency of the surface transportation system.
  - Freight movement and economic vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
  - Environmental sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
  - Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

## Centennial Accord

The state and federally recognized tribes in Washington entered into an Accord on August 4, 1989 that established the framework for a government-to-government relationship. Each state agency's directors, including the Secretary of Transportation, established a documented plan to implement the Centennial Accord.

- WSDOT also follows the Consultation Protocol for Policy & Statewide Issues and a Secretary Executive Order on Tribal Consultation (E 1025.01) For more information see <http://www.wsdot.wa.gov/tribal/>.

## Nondiscrimination

- The Americans with Disabilities Act of 1990 requires recipients of federal funds to provide equal access in its programs, services, and activities for persons with disabilities. WSDOT's plan to comply with ADA can be found in the Secretary's Executive Order: E 1069.01. [http://www.wsdot.wa.gov/NR/rdonlyres/EA8B0C20-F4E8-4125-9978-D9B771E4A2F5/0/SEO\\_106901.pdf](http://www.wsdot.wa.gov/NR/rdonlyres/EA8B0C20-F4E8-4125-9978-D9B771E4A2F5/0/SEO_106901.pdf)
- Presidential Executive Order #13166: Improving Access To Services For Persons With Limited English Proficiency (LEP). This requires federal agencies to ensure that recipients of federal financial assistance (WSDOT) provide meaningful access to their Limited-English-Proficiency applicants and beneficiaries.
  - FHWA and FTA requires WSDOT to develop and follow an LEP Plan.
- Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin.
  - FHWA requires recipients of federal funds (WSDOT) to develop a Title VI Plan and submit accomplishment reports.
  - FTA requires recipients of federal funds (WSDOT) to develop a Title VI Plan and submit accomplishment reports – these requirements and reports are different from those required by FHWA.
- Presidential Executive Order #12898: Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations. This requires federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations.
  - FHWA requires recipients of federal funds (WSDOT) to develop EJ strategies and follow them during development of the long-range statewide transportation plan.
  - FTA requires recipients of federal funds (WSDOT) to develop EJ strategies and follow them during development of the long-range statewide transportation plan– these strategies are different from those required by FHWA.
  - See <http://www.wsdot.wa.gov/Environment/EJ/> for more information.

## Governor's Executive Order 14-04: Washington Carbon Pollution Reduction and Clean Energy Action

Specifies that WSDOT develop the federally-compliant, long-range statewide transportation plan with a renewed focus on transportation strategies to increase efficiency and reduce costs and greenhouse gas emissions. For more information see <http://www.governor.wa.gov/office-governor/official-actions/executive-orders>.

## WSDOT Strategic Plan: Results WSDOT

Results WSDOT identifies six goals for WSDOT to implement in order to achieve the department's vision, mission, and values:

- **Goal 1 Strategic Investments:** Effectively manage system assets and multimodal investments on corridors to enhance economic vitality.
- **Goal 2 Modal Integration:** Optimize existing system capacity through better interconnectivity of all transportation modes.
- **Goal 3 Environmental Stewardship:** Promote sustainable practices to reduce greenhouse gas emissions and protect natural habitat and water quality.
- **Goal 4 Organizational Strength:** Support a culture of multi-disciplinary teams, innovation and people development through training, continuous improvement and Lean efforts.
- **Goal 5 Community Engagement:** Strengthen partnerships to increase credibility, drive priorities and inform decision-making.
- **Goal 6 Smart Technology:** Improve information system efficiency to users and enhance service delivery by expanding the use of technology.

## Stewardship and Oversight Agreement on Project Assumption and Program Oversight by and between FHWA and WSDOT

Includes the provision that WSDOT will prepare and submit the long-range statewide transportation plan to the FHWA Division as needed and that FHWA will review and comment on the plan. For more information, see <http://www.wsdot.wa.gov/NR/rdonlyres/B4C90CCE-2585-426F-A518-1352CE8814A9/0/2015FHWAStewardshipAgreement.pdf>.

## WSDOT's Strategic Planning and Research (SPR) 2017-2019 Biennium Work Program

The SPR meets federal requirements for WSDOT to have a work program to remain eligible to receive and use federal transportation planning and research funds. It includes the commitment that WSDOT will develop Phase 2 by December 2017 as the federally-compliant long-range statewide transportation plan to meet the requirements in 23 CFR Parts 450 and 500 and 40 CFR Part 613 dated February 14, 2007.

## Washington State Transportation Budget

Washington has three state budgets: Operating; Capital; and Transportation. The biennial transportation budget appropriates state and federal transportation funds to state agencies. This budget may require agencies to develop specific plans, studies, and projects.

## Federal Surface Transportation Act

This federal law funds the state’s surface transportation programs, which includes development of the long-range statewide transportation plan.

- Each act amends federal laws in Title 23 – Highways and Title 49 – Transportation.
- FHWA issues rules to implement the federal laws in the Code of Federal Regulations.
- In order for WSDOT to spend federal surface transportation funds, the agency must have an FHWA-approved work plan and appropriation in the state transportation budget.
- Plans adopted after May 26, 2018 are required to follow FAST Act rules.
- Phase 2 will be adopted in December 2017 and is required to meet the SAFETEA-LU rules from February 14, 2007.

**Table 1: Further Information by Topic**

Topic	Source	Title	Website
State Information: Transportation Budget, Taxes, Agencies, Jurisdictions, Modes, Planning, & Glossary	Washington State Legislature Joint Transportation Committee	Transportation Resource Manual January 2015 Update	<a href="http://leg.wa.gov/JTC/trm/Pages/TRM2015.aspx">http://leg.wa.gov/JTC/trm/Pages/TRM2015.aspx</a>
Federal Rules (CFRs)	U.S. Government Publishing Office	Electronic Code of Federal Regulations	<a href="https://www.ecfr.gov/cgi-bin/ECFR?page=browse">https://www.ecfr.gov/cgi-bin/ECFR?page=browse</a>
Federal Laws (U.S. Code)	Office of the Law Revision Counsel	United States Code	<a href="http://uscode.house.gov/">http://uscode.house.gov/</a>
State Laws (RCW) and Rules (WAC)	Washington State Legislature	Office of the Code Reviser	<a href="http://leg.wa.gov/CodeReviser/Pages/default.aspx">http://leg.wa.gov/CodeReviser/Pages/default.aspx</a>
State Budgets	Washington State Legislative Evaluation & Accountability Program Committee	Senate and House Budget and Funding Proposals	<a href="http://leap.leg.wa.gov/leap/archives/index_budgetsp.asp">http://leap.leg.wa.gov/leap/archives/index_budgetsp.asp</a>

Table 1: Further Information by Topic (continued)

Topic	Source	Title	Website
FTA Requirements	U.S. Department of Transportation Federal Transit Administration	FTA Circulars	<a href="https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/fta-circulars">https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/fta-circulars</a>
FHWA Requirements and Guidance	The Federal-Aid Highway Program Policy & Guidance Center	Statewide Planning	<a href="https://www.fhwa.dot.gov/pgc/index.cfm?ddisc=95&amp;dsub=1246">https://www.fhwa.dot.gov/pgc/index.cfm?ddisc=95&amp;dsub=1246</a>
State Requirement	Washington Governor Jay Inslee	Executive Order 14-04 WASHINGTON CARBON POLLUTION REDUCTION AND CLEAN ENERGY ACTION	<a href="http://www.governor.wa.gov/office-governor/official-actions/executive-orders">http://www.governor.wa.gov/office-governor/official-actions/executive-orders</a>
Tribal Information	Governor's Office of Indian Affairs	Washington State Tribal Directory	<a href="http://www.wsp.wa.gov/">http://www.wsp.wa.gov/</a>
FHWA Requirements	U.S. Department of Transportation Federal Highway Administration, Office of Planning, Environment & Realty	Environmental Justice	<a href="https://www.fhwa.dot.gov/environment/environmental_justice/">https://www.fhwa.dot.gov/environment/environmental_justice/</a>
FHWA Requirements	U.S. Department of Transportation Federal Highway Administration	Civil Rights	<a href="https://www.fhwa.dot.gov/civilrights/programs/tvi.cfm">https://www.fhwa.dot.gov/civilrights/programs/tvi.cfm</a>
FHWA Guidance	Office of Planning, Environment & Realty	Planning Glossary	<a href="https://www.fhwa.dot.gov/planning/glossary/">https://www.fhwa.dot.gov/planning/glossary/</a>
State Information	Office of Financial Management	Washington State Data Book	<a href="http://www.ofm.wa.gov/databook/default.asp">http://www.ofm.wa.gov/databook/default.asp</a>
Statewide Transportation Policy Plan	Washington State Transportation Commission	WTP 2035	<a href="https://washtransplan.com/">https://washtransplan.com/</a>
Statewide Surveys	Washington State Transportation Commission	Voice of Washington State & Ferry Riders Opinion Group	<a href="http://wstc.wa.gov/">http://wstc.wa.gov/</a>
Local Government Resource Website	MRSC	Planning; Transportation	<a href="http://mrsc.org/Home.aspx">http://mrsc.org/Home.aspx</a>

**Table 1: Further Information by Topic (continued)**

Topic	Source	Title	Website
WSDOT Planning	Washington State Department of Transportation	Multimodal Transportation Planning	<a href="http://www.wsdot.wa.gov/planning/default.htm">http://www.wsdot.wa.gov/planning/default.htm</a>
County Road & Ferry Data	County Road Administration Board (CRAB)	Homepage	<a href="http://www.crab.wa.gov/">http://www.crab.wa.gov/</a>
Driver & Vehicle Information	Department of Licensing	Homepage	<a href="http://www.dol.wa.gov/">http://www.dol.wa.gov/</a>
Designates and administers freight mobility grants on strategic freight corridors (T1-T5)	Freight Mobility Strategic Investment Board (FMSIB)	Homepage	<a href="http://www.fmsib.wa.gov/">http://www.fmsib.wa.gov/</a>
Administers grants to cities and counties	Transportation Improvement Board (TIB)	Homepage	<a href="http://www.tib.wa.gov/">http://www.tib.wa.gov/</a>
Develops Strategic Highway Safety Plan (Target Zero) and collects traffic safety data	Traffic Safety Commission (WTSC)	Homepage	<a href="http://wtsc.wa.gov/">http://wtsc.wa.gov/</a>
Regulates some transportation service rates (not tolls or ferry fares) and responsible for rail safety	Utilities and Transportation Commission (UTC)	Homepage	<a href="https://www.utc.wa.gov/Pages/Default.aspx">https://www.utc.wa.gov/Pages/Default.aspx</a>
Traffic Enforcement, Collision Data	Washington State Patrol (WSP)	Homepage	<a href="http://www.wsp.wa.gov/">http://www.wsp.wa.gov/</a>