

WASHINGTON TRANSPORTATION PLAN 2030

PRESENTATION TO THE
Joint Transportation Committee

July 15, 2010

Carol Moser, Chairman
Washington State Transportation Commission

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| BERK & ASSOCIATES |



Washington State Transportation
Commission

WTP 2030 is Underway

- Project Timeline: April 2009 – December 2010
 - Eight Meetings of the Advisory Group
 - **DRAFT Plan Release August 2010**
 - Public comment through October 15, 2010
 - Five Regional Listening Sessions in September 2010
 - FINAL Plan Released December 2010

WTP 2030 Key Participants

- Commission Team: Commissioners Carol Moser, Elmira Forner, and Latisha Hill
- Consultant Team: BERK & Associates, Nelson\Nygaard, and Cocker Fennessy

Advisory Group Membership

- Association of Washington Business
- Association of Washington Cities
- Department of Commerce
- Department of Ecology
- Freight Mobility Strategic Investment Board
- Governor's Office
- Office of Financial Management
- Puget Sound Partnership
- Puget Sound Regional Council
- Transportation Choices Coalition
- Tribal Transportation Planning Organization
- Washington Economic Development Commission
- Washington Roundtable
- Washington Public Ports Association
- Washington State Association of Counties
- Washington Traffic Safety Commission
- Washington State Transit Association
- Whatcom Council of Governments
- WSDOT Strategic Planning & Programming

What is WTP 2030?

WTP 2030 IS:

- An overarching strategic transportation policy plan intended to guide policy and investment decisions across all transportation modes statewide

WTP 2030 Is Not:

- A project list
- A replacement of the current federally compliant 2007-2026 Washington Transportation Plan

Transition

- **WTP 2030 is a transitional plan, crafted at the beginning of a new era**
 - The next four years are likely to see broad changes and policy transitions
 - Federal transportation policy is evolving, as are environmental and economic policies that will influence the direction of transportation and funding investments

Key Components of WTP 2030

WTP 2030 is based upon three **Foundational Themes**, the big ideas that matter most, and four **Strategic Drivers**, key influences that reflect the current political, policy and economic environment within which this Plan was developed.

The Plan addresses each of the six POLICY GOALS in current law (RCW 47.04.280). The following information is provided for each policy goal:

- **BACKGROUND AND POLICY CONTEXT.** This section presents relevant policy background information and current challenges related to the Policy Goal. This section helps to define the existing opportunities and problems to be addressed by the Strategies.
- **STRATEGIES.** Strategies are the recommended approaches and targets that will enable achievement of each Goal. Strategies integrate multiple modes and jurisdictions.
- **ACTION PLAN.** Identifies the necessary steps and actions to accomplish key strategies in the context of time: near-term (2011-17), mid-term (2017-23) and long-term (2023 and beyond).

WTP 2030 Foundational Themes

- **The State's Transportation System Needs to Work as an Integrated Network, Effectively Connecting Across Modes and Jurisdictions**
 - Work towards achieving system connectivity and integration
- **Preservation and Maintenance of the Existing Transportation System is the Most Critical Need**
 - With limited resources, the focus should be on preservation and maintenance, with a lower priority placed on building new facilities.

WTP 2030 Foundational Themes

- **Washington Faces a Structural Transportation Funding Problem and Additional Revenue is Needed**
 - Statewide transportation system needs continue to grow, while revenues are declining
 - Alternatives to the gas tax are needed

Strategic Drivers

- **Transportation policy should support and reinforce other state policy objectives**
 - For example, fostering economic development, supporting healthy communities, reducing energy consumption, and addressing climate change
- **The relationship between land use and transportation is key**
 - Land use choices have consequences for the transportation system and vice-versa
 - The movement of people and goods changes in relation to residential, commercial, industrial, and other land uses

Strategic Drivers

- **There are significant differences across regions and one size does not fit all**
 - Transportation needs and challenges vary across the state based upon many factors: urban areas, rural areas, geographic location, local and regional industries, etc.
- **Policy planning must continue to evolve toward performance based programs**
 - Legislature needs to move towards making investment decisions based upon established desired outcomes, with performance measures to track progress

Goals

- **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
- **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

Economic Vitality (DRAFT Strategies)

A. Enhance Washington's Economic Competitiveness and Vitality

- Improve travel time, reliability, and access on the state's corridors and connectors to freight hubs
- Work with regional and local public and private partners to maintain economic vitality and diversity through preserving and improving infrastructure, such as short line rail
- Streamline the state's public-private partnership law to allow for a wider range of financing opportunities, while maintaining the legislature's responsibility to balance public and private interests
- Build on the Ports of Seattle and Tacoma's Green Gateway Clean Air Strategy by marketing sustainable practices to attract business to Washington's ports
- Commit to meeting the speed, reliability, and service measures in the Northwest Corridor, a federally-designated high-speed rail corridor
- Work with the economic development organizations to invest in transportation investments to support key industry clusters

Economic Vitality (DRAFT Strategies)

B. Foster Improved Connectivity of People and Communities

- Support strategies and investments that better link people and commerce – e.g. transit oriented development, bicycle and pedestrian networks, park and ride lots, broadband access
- Support the role of public transportation in fostering economic development and system connectivity by providing linkages to other modes of transportation
- Support locating state facilities, such as transit only lanes, where transit operation in the corridor is critical to maintaining and improving mobility, particularly in urban centers
- Maintain and improve the state's competitive advantage in time and energy cost for access to regional, national and international markets
- Improve east-west passenger rail service within the state

C. Support Coordinated, Connected, & Efficient Movement of Freight & Goods

- Increase coordination of corridor-level freight planning and funding, and continue to develop partnerships for key corridors involving multiple jurisdictions and the private sector
- Improve intermodal connections at freight hubs, including seaports, airports, rail yards, warehouses, and distribution centers to assure efficiency of import and export of goods
- Identify, establish and fund a core all-weather transportation system to minimize the impacts of closures affecting agriculture and other freight dependent industries
- Coordinate consistent policies for freight movement across jurisdictions

Preservation (DRAFT Strategies)

A. Focus on Preserving the Existing Statewide Transportation Network

- Maintain tolls on roadways and bridges after project completion, to provide a source of user-paid preservation and maintenance funding
- Fund preservation costs by levying additional use surcharges on higher impact users
- Establish adequate and sufficient funding sources for local governments
- Explore establishing performance measures for new funding for cities and counties and assess whether the funding is adequate to achieve the desired performance outcomes

B. Explore New Funding Strategies for Public Transportation

(To be developed alongside the current JTC study on defining the state's role in public transportation.)

- The state should work with local agencies to identify the state role and interest in public transportation
- The state should provide public transportation agencies with adequate revenue authority to preserve current rolling stock and infrastructure (facilities, bus shelters etc.) and maintain access to service, particularly where service is critical to managing demand on the state-owned highway system
- Explore value capture approaches to pay for transit corridor construction projects
- The state should work with local agencies to identify transit corridors of statewide significance. This designation would influence prioritization of the speed and reliability of transit service on designated corridors

Preservation (DRAFT Strategies)

C. Invest in Preservation of Ferry Vessels and Terminal Infrastructure

- Invest in terminal infrastructure and vessels needed to meet service level objectives

D. Aviation is Critical to Washington's Economy and is Significantly Underfunded

- Invest in Next Gen aviation technologies to meet future aviation needs and reduce greenhouse gas emissions
- Establish a five-year capital improvement program to assist in identifying airport infrastructure needs and prioritizing system investments
- Work with the Legislature to identify new funding measures to support the preservation and infrastructure needs of the aviation system

Safety (DRAFT Strategies)

A. Foster Implementation of Comprehensive Safety Strategies Across All Jurisdictions and Transportation Modes

- Encourage agencies to consider the 4 E's of traffic safety (education, enforcement, engineering and emergency medical services) when planning and implementing transportation safety projects
- Continue to collect comprehensive safety data to identify and prioritize transportation safety problems, and evaluate program performance
- Encourage other transportation modes to adopt a data-driven approach to prioritize and target areas that pose the greatest risks to safety
- Continue statewide, highly-visible safety campaigns that combine education and enforcement to raise public awareness and change behaviors that affect transportation safety
- Support investments, such as the Safe Routes to School program, that improve safety for non-motorized travel by bicycle and on foot

B. Plan and Engineer Projects for Safety

- Implement effective, lower cost improvements to improve road safety
- Ensure that new facilities, such as bridges, are built to an appropriate seismic standard

Safety (DRAFT Strategies)

C. Encourage Inter-Agency Collaboration and Cooperation on Safety Issues

- Continue interagency collaboration to identify cost-effective ways to address safety and to focus resources where they will have the greatest impact
- Enhance Regional Catastrophic Preparedness planning by further defining and communicating regional approaches to coordination
- Continue to support the work of the Washington State Interoperability Executive Committee
- Reduce airspace impacts near airports related to birds and structures that obstruct critical airspace
- Recognize and support transit's role in emergency response efforts such as evacuating large numbers of people or transporting those with special needs

Mobility (DRAFT Strategies)

A. Support Mobility Options to Help Communities Meet the Public's Travel Needs

- Support transit corridor connections to and between job centers
- Invest in and maximize the use and effectiveness of high occupancy vehicle (HOV), high occupancy toll (HOT) lanes, and transit lanes, to improve reliability of travel times
- Support alternatives to driving or driving alone, through promotion and sponsorship of efficient commuter travel options, including convenient bus service, incentives to carpool or vanpool or work from home
- Improve connectivity of the local street network for all modes, multi-modal hubs, transportation-oriented development, and supporting bicycle and pedestrian transportation to preserve capacity on major facilities

B. Improve Connectivity to Facilitate Travel Across Modes and Communities

- Invest in strategic capacity enhancements to promote mobility
- Expand toll lanes to major highway corridors, to make more efficient use of highway capacity
- Help local governments to solve congestion issues through added connectivity and multimodal transportation instead of expanding highways
- Ensure that the transportation system functions as a reliable, predictable, integrated network, including connecting schedules across transportation systems
- Create additional separated grade crossings between freight trains and vehicles, where appropriate, to relieve congestion
- Integrate freight delivery into plans for livable communities

Mobility (DRAFT Strategies)

C. Provide Transportation Options for Aging and Special Needs Populations

- Accommodate the needs of the aging population through universal design principles for all modes. For highways this could include signage, roadway markings, lighting and design solutions. For transit and rail this could include easy to read schedules and terminal information and less challenging physical environments
- Produce and circulate information on transportation options and their benefits. Tailor information to the specific mobility and access needs and vary by locality
- Utilize existing volunteer organizations to set up travel-buddy systems, regardless of mode, so that people lacking confidence do not have to travel alone
- Facilitate access opportunities to seniors without mobility. For example, provide incentives for merchants with “necessity of life” goods to provide easy to use delivery services
- Regional coordination should be mandated for all state funded programs that include transportation in the services or programs offered. Use this coordination to increase efficiency and productivity of trips and enhance mobility for special needs populations
- Consider the needs of rural areas that currently lack transit, ride share, or vanpool options by enhancing and utilizing coordination opportunities with human service transportation and school transportation
- Enhance state-wide trip planning services, 511 systems, to be available online and by telephone and tailored to the special needs of each area

Environment (DRAFT Strategies)

A. Transportation Investments Should Support and Prioritize Healthy Communities

- Promote “Complete Streets” policies and implementation for arterials and collectors
- Promote bicycling and walking as viable transportation options, and as a strategy to improve public health and maintain environmental quality through identifying and addressing system gaps, such as sidewalk or trail connections
- Support State Ferry planning policies and fare structures that encourage walk-on passengers
- Consider demand management policies as a core element of state and regional transportation planning
- Continue to develop and promote programs, such as Commute Trip Reduction, to reduce traffic congestion, reduce air pollution, and petroleum consumption

B. Transition to Alternative Transportation Energy Sources

- Develop innovative solutions to move to transportation systems and infrastructure that reduce oil imports across modes Lead the nation in providing smart charging infrastructure for plug-in vehicles and create incentives for the purchase and conversion of plug-in vehicles
- Partner with federal agencies, primarily the Departments of Transportation and Energy and related laboratories and research programs to demonstrate a model transportation system using advanced communication, software and information tools from regional companies
- Promote the regional development of a smart energy grid through public and private investment
- Encourage the use of pricing strategies to reduce demand-side emissions

Environment (DRAFT Strategies)

C. Manage The Transportation System To Foster Environmental Sustainability

- Improve integration of transportation and land use planning with the goal of reducing vehicle miles traveled and GHG
- Support efforts for efficient and effective environmental permitting processes while still protecting the environment
- Reduce stormwater impacts on Puget Sound and other state waterways consistent with the Clean Water Act
- Consider impacts of climate change such as changing storm events and sea level rise in transportation policy and infrastructure planning
- Develop strategies responding to both mitigation and adaptation consistent with the Governor's Climate Action Team findings

Stewardship (DRAFT Strategies)

A. Continue to Develop and Implement Performance Measures to Align with Federal Direction and Ensure Accountability

- Work with the Joint Transportation Commission, the Office of Financial Management, and other transportation partners to develop an implementable set of performance objectives for all state-funded investments
- Strengthen the authority of regional transportation planning organizations to certify the transportation and land use elements of comprehensive plans and development regulations

B. Use Technology to Realize Maximum Efficiency in the Movement of People and Goods

- Continue to use technology, communications and operational management techniques, such as signal coordination, integrated traveler information, and metered on-ramps to optimize the existing system
- Maintain and expand HOV and HOT lanes, and optimize their speed and reliability performance
- Encourage transportation agencies to make data available to software application developers to develop and improve real time travel and scheduling information
- Continue implementation of the Washington State Ferry system's reservation system, to manage demand, spread peak vehicle traffic, improve asset utilization, and reduce wait times. Integrate new improvements with WSDOT and other technology applications

Stewardship (DRAFT Strategies)

C. Review Regulations That Require Improvements to the Same Standard and Performance Level for Every Roadway

- Establish acceptable levels of preservation and maintenance for the state system, city streets, and county roads; use available and recognized performance measures to assess network performance and new investment needs
- Explore options for differential standards based on community and roadway characteristics

D. Strengthen the Integration between Land Use and Transportation

- Support coordinated land use and transportation planning that facilitates mixed-use infill and redevelopment and regional growth centers (where designated); that separates manufacturing and industrial centers; and that is served by well connected streets, pedestrian, bicycle and transit infrastructure
- Require use of multi-modal concurrency approaches, where possible, to promote density and reduce development cost
- Discourage the siting of incompatible development adjacent to public use airports
- Limit access to state highways through careful access management decision-making
- Use the Centennial Accord between the Federally Recognized Indian Tribes in Washington and the state to improve state-tribal cooperation on transportation and related land use and environmental issues

Stewardship (DRAFT Strategies)

E. Ensure the Ability to Build and Expand Essential Public Facilities

- Encourage identification of key transportation corridors for the movement of people and goods and connecting communities through multiple transportation modes such as rail corridors, water ports, airports and pedestrian corridors, in local and state land use and transportation plans
- Expand protection of rail corridors for the movement of goods and people beyond the largest container ports
- Implement the recommendations of the Long-Term Air Transportation Study (LATS)
- Specific plans protecting difficult to site facilities, such as airports and rail corridors, from encroachment associated with incompatible land uses should be part of local transportation plans. Such plans should also provide for the future expansion of such facilities
- Integrate local and state land use, transportation and capital investment plans to the greatest possible degree to ensure a systems approach in building and maintaining transportation assets, and in efficiently employing scarce public resources

Action Plan

- Identifies the necessary steps and actions to accomplish key strategies in the context of time: near-term (2011-17), mid-term (2017-23) and long-term (2023 and beyond)
- Action Plans include both recommendations that good policy currently in place remain and that new actions be taken to do things differently in the future

Regional Listening Sessions

Objectives

- Share information with transportation stakeholders about the WTP 2030 vision, foundational themes, and strategies
- Actively engage transportation stakeholders across the state in helping to shape the content and priorities of the WTP and solicit input on key questions
- Learn about regional and local perspectives on transportation system needs, challenges and opportunities

Locations and Dates

- Vancouver, September 9
- Yakima, September 14
- Spokane, September 23
- Everett, September 29
- Bremerton, September 30

Outreach for Draft and Final Plan

- **News Releases**
- **Online input tool to solicit input on key questions**
- **Blog posts, Commission website, and social media**
- **Newsletters and stakeholder websites**
- **Op-eds and editorial board briefings**

Stay Connected

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