
State Plans and Reports

Overview and Table of Contents

Transportation plans are required by local ordinances, state laws, and federal regulations and are developed by federal, state, local, regional, and tribal governments. This chapter includes the transportation plans that are developed by the following state agencies: Washington State Department of Transportation, Washington State Transportation Commission, and the Washington Traffic Safety Commission.

State planning requirements are more extensive than federal planning requirements. A subset of the transportation plans prepared at the state level (Long-Range Statewide Transportation Plan, Strategic Highway Safety Plan, and the State Rail Plan) are a prerequisite to receiving federal funds from the U.S. Department of Transportation. In addition, metropolitan transportation plans are federally-required. See page 473 of the Local/Regional Plans section.

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TITLE: **Washington Transportation Plan (WTP)**

REQUIRED BY: [RCW 47.01.071\(4\)](#); [RCW 47.06.040](#); [23 USC Sec 135](#); [23 CFR Parts 450 and 771](#); and [49 CFR Part 613](#)

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

APPROVED BY: Transportation Commission adopts the policy phase. Secretary of Transportation approves the implementation phase.

NEXT UPDATE: The policy phase must be updated every four years, however, there is an exception during the 2021-23 fiscal biennium (See RCW 47.07.071, amended in SB 5689, section 702). There is no required update cycle for the implementation phase.

DESCRIPTION

- Because of the two RCW directing the WTP, it is developed in two “phases”; policy and implementation:
 - Phase 1. Policy: The Transportation Commission is required by state law to complete this plan every four years and submit it to the legislature. The next update is due beyond the 2021-23 fiscal biennium (see note above)
 - Phase 2. Implementation: WSDOT is required by state and federal laws to periodically update this plan as the official, statewide, multimodal, transportation plan covering a period of no less than 20 years developed through the statewide transportation planning process. The last update was in December 2017 and is titled “Phase 2 – Implementation 2017-2040.”

PURPOSE

- Phase 1 as outlined in RCW 47.01.071:
 - To prepare a comprehensive and balanced statewide transportation plan consistent with the state's growth management goals and based on the transportation policy goals provided under RCW 47.04.280 and applicable state and federal laws.
 - Reflect the priorities of government developed by the office of financial management and address regional needs, including multimodal transportation planning.
 - Establish a vision for the development of the statewide transportation system.
 - Identify significant statewide transportation policy issues.
 - Recommend statewide transportation policies and strategies to the legislature to fulfill the requirements of RCW 47.07.071 (1).
 - The plan must be the product of an ongoing process that involves representatives of significant transportation interests and the general public from across the state.
 - The plan shall take into account federal law and regulations relating to the planning, construction, and operation of transportation facilities.

- Phase 2, summarized from RCW 47.06.040:
 - Meeting requirements of state law to guide investments of modes the state owns and to define the state’s interest in modes the state has an interest in;
 - Ensuring consistency with other federally-required plans such as, the Strategic Highway Safety Plan (Target Zero), the Coordinated Public Transit Human Services Plan
 - Ensuring consistency with the Statewide Transportation Improvement Program (STIP). The STIP is the statewide prioritized listing/program of state and local transportation projects covering a period of 4 years that must be consistent with the long-range statewide transportation plan, metropolitan transportation plans and TIPS and required for projects to be eligible for funding under title 23 USC and title 49 USC chapter 53;
 - Considering the concerns and needs of non-metropolitan local officials; federal land management agencies; and Indian tribal governments. This consideration is accomplished through a documented consultation process;
 - Coordinating with metropolitan planning activities; statewide trade and economic development planning; and the state’s air quality agency (Ecology);
 - Addressing the federal planning factors and the state policy goals in [RCW 47.04.280](#);
 - Following a documented public involvement process that includes all the requirements in state law, federal law, and federal guidance (which includes Civil Rights laws and policies).

Sources:

[Washington Transportation Plan Overview](#)

[Washington Transportation Plan \(WTP 2035 and Phase 2\)](#)

[Washington Transportation Plan \(2040 and Beyond\)](#)

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

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

TITLE: **Strategic Highway Safety Plan: 2019 Target Zero**

REQUIRED BY: [23 USC 148](#) (Federal Highway Safety Improvement Program)

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

APPROVED BY: Governor

NEXT UPDATE: Not scheduled; at a minimum, states must complete an update no later than five years from the previous approved version.

DESCRIPTION

- Strategic Highway Safety Plan that federal law requires each state department of transportation to develop in order to carry out a highway safety improvement program.
- Washington State's plan is known as Target Zero because the state aims to end traffic deaths and serious injuries by 2030
- Contains specific goals, objectives, and strategies for reducing traffic fatalities and disabling injuries. Note that this plan does not offer safety strategies for non-surface transportation modes such as aviation, freight rail, passenger rail, and marine and river navigation.
- Must be consistent with the long-range statewide transportation plan (WTP Phase 2).

PURPOSE

- Maintains eligibility for federal highway safety improvement funds.
 - The most recent update includes a new chapter on the Safe Systems Approach.
- 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.

Sources:

[Target Zero Home](#)

[FHWA Highway Safety Improvement Program](#)

[FHWA Strategic Highway Safety Plan Q&A](#)

TITLE: **Highway System Plan (2007-2026)**
Multimodal Plan: State-Owned Facility Component

REQUIRED BY: [RCW 47.06.050](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There is no required schedule. As a state-owned plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

- State-owned modal plan for the state highway system. The plan:
 - Addresses current and future condition;
 - Forecasts 20-year performance gaps; and
 - Recommends specific and financially reasonable improvements to preserve the structural integrity of the state highway system, ensure acceptable operating conditions, and provide for enhanced access to scenic, recreational, and cultural resources.
- Includes the program and financing needs and recommendations for the state highway system, which consists of interstates, U.S. highways, and state routes.

Includes the following required elements:

- System preservation.
- Highway maintenance.
- Capacity and operational improvement.
- Scenic and recreational highways.
- Path and trails

PURPOSE

- Guides state investments and decisions for highways

Sources:

[WSDOT's Highway System Plan page](#)

<u>TITLE:</u>	Washington State Ferries Long-Range Plan Multimodal Plan: State-Owned Facility Component
<u>REQUIRED BY:</u>	RCW 47.06.050(2) & RCW 47.60.375
<u>PREPARED BY:</u>	Washington State Department of Transportation (WSDOT)
<u>APPROVED BY:</u>	Secretary of Transportation
<u>NEXT UPDATE:</u>	Final plan completed in January 2019. There is no required update schedule. As a state-owned plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

- This plan fulfills the requirements for a Ferry System Plan in [RCW 47.06.050](#) and a Capital Plan in [RCW 47.60.375](#).
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Identify changes in the demographics of users of the system.
- Review route timetables and propose adjustments that take into consideration ridership volume, vessel load times, proposed and current passenger-only ferry system ridership, and other operational needs.
- Review vessel needs by route and propose a vessel replacement schedule, vessel retirement schedule, and estimated number of vessels needed. This analysis should also articulate a reserve vessel strategy.
- Identify the characteristics most appropriate for replacement vessels, such as passenger and car-carrying capacity, while taking into consideration other cost-driving factors.
- Review vessel dry dock needs, consider potential impacts of the United States Navy, and propose strategies to meet these needs.
- Address the seismic vulnerability of the system and articulate emergency preparedness plans.
- Evaluate leased and state-owned property locations for the ferry headquarters, to include an analysis of properties outside the downtown area of Seattle.
- Evaluate strategies that may help spread peak ridership, such as time-of-day ticket pricing and expanding the reservation system.
- Identify operational changes that may reduce costs, such as nighttime tie-up locations.

Sources:

[WSF 2040 Long Range Plan](#)

[Ferry Planning: Plans, Publications, and Statistics](#)

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

REQUIRED BY: [RCW 47.06.060](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation.

NEXT UPDATE: There is no required updated schedule. As a state-interest plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

The most recent Aviation System Plan was completed in 2017 and fulfilled the requirements for a state-interest component of the Statewide Multimodal Transportation Plan and an Airport Capacity and Facilities Assessment. A new system plan is underway. Begun in December of 2021, the plan is set to be finalized in the spring of 2024. This system plan is also accompanied by a site selection study for a possible new commercial airport, and a statewide airport sustainability study. The plan:

- Identifies the type, location, cost, and timing of airport development needs statewide to establish a balanced and integrated system of airports serving Washington residents.
- Helps state government to carry out its legislative authority under [RCW 47.68](#) to promote aviation and aviation safety and assist in developing the statewide aviation system.
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Information from this plan is necessary for updating the long-range statewide transportation plan, the statewide multimodal transportation plan, the highway system plan, the ferry system plan, the freight mobility plan, the intercity passenger rail plan, and the public transportation plan.
- Assess the existing system's capacity and facilities. Forecast demand/market analysis. Provides recommendations regarding how best to:
 - Meet the statewide commercial and general aviation capacity needs of the state.
 - Determine which regions of the state are in need of improvement regarding the matching of existing, or projected, airport facilities, and the long-range capacity needs at airports within the region expected to reach capacity before the year 2030.

Sources:

[WSDOT's Aviation System Plan, July 2017](#)

TITLE: **Public Transportation System Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.06.110](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There is no required update schedule. As a state-interest plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan.

DESCRIPTION

- A state-interest component of the statewide multimodal transportation plan that:
 - Provides a 20-year blueprint to help guide decisions and integrate all modes of public transportation;
 - Represents a statewide partnership among agencies, service providers, community organizations, and the public; and
 - Includes five goals, strategies for each goal, and a program of near-term actions for each goal to be completed by December 2017.
- The plan was adopted in June 2016, after a community engagement effort. Roles are defined through the state plan and identified with each near-term action. The plan provides direction to achieve program goals by:
 - Emphasizing a strong state role in public transportation, while leveraging the actions and support of local implementation; and
 - Utilizing WSDOT’s practical solutions approach as a framework for integration; throughout the transportation system.
- The statutory requirements for this plan are fulfilled by the 2007-2026 Washington Transportation Plan and the Public Transportation Annual Summary Report required by [RCW 35.58.2796](#).
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Improves public transit services through coordination and defined objectives.
- Defines the state's interest and the state's responsibility regarding public transportation.
- Provides goals, objectives, and strategies to target the allocation of state resources for public transportation and system integration.

Sources:

[2016 Washington State Public Transportation Plan](#)

[2021 Summary of Public Transportation](#)

TITLE: **State Rail Plan**
Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.76.220](#), [47.06.080](#), [47.06.090](#), [47.79.040](#), and [49 CFR 266.15](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation, Governor and submitted to Federal Rail Administration

NEXT UPDATE: July 2019

DESCRIPTION

- The 2019 Washington State Rail System Plan provides a framework for future actions that that meet federal and state requirements.
- The plan is consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- Identify a preferred growth/performance scenario for Amtrak Cascades, with a plan to achieve that scenario (including needed infrastructure, improvements, and equipment).
- Identify performance objectives for the state-owned shortline rail system and strategies to achieve them.
- Identify strategies to improve connections between rail and other modes.

Sources:

[WSDOT's Rail Planning page](#)

TITLE: **Bicycle Transportation and Pedestrian Walkways Plan (State Active Transportation Plan)**

Multimodal Plan: State-Interest Component

REQUIRED BY: [RCW 47.06.100](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation

NEXT UPDATE: There is no required update schedule. The next update is expected by or before 2026. The current plan was finalized in 2019 and is named Washington State Active Transportation Plan.

DESCRIPTION

- The 2021 version, the Washington State Active Transportation Plan, 2020 and Beyond, provides a framework for future actions that meet federal and state requirements.
- It is a state-interest modal plan for bikeways and pedestrian walkways. The plan assesses bicycle and pedestrian transportation needs and establishes statewide goals that fit within transportation system policy goals, implementation strategies, and state/federal performance metrics.
- Must be consistent with the state transportation policy plan (WTP) and with the other state-owned facility and state-interest component plans.

PURPOSE

- The 2021 update is a strategic plan that includes a statewide needs assessment. It also includes an estimate of needs on local systems.
- The plan includes strategies for improving connections, increasing coordination across jurisdictions, reducing traffic congestion, and assessing statewide bicycle and pedestrian transportation needs.
- The plan emphasizes safety needs to address continued increases in serious and fatal crashes involving pedestrians and bicyclists at rates that trigger federal requirements under the Infrastructure Investment and Jobs Act.
- Data from this plan is necessary to complete the next update of Washington Transportation Plan, the Highway System Plan, metropolitan transportation plans, and regional transportation plans. It is designed to complement other modal plans including those for public transportation, rail, ferries and aviation.
- This plan is specified as a resource to be considered in analysis under active transportation programs created in 2022, as referred to in RCW 47.04.380 and RCW 47.04.390.

Sources:

[Washington State Active Transportation Plan](#)

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

REQUIRED BY: [RCW 47.06.045, 47.06.070, 23 USC 167, and 49 USC 70202](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation and certified by the Federal Highway Administration

NEXT UPDATE: Anticipated December 2026. There is no required update schedule. As a state-interest plan element of the Multimodal Transportation Plan, updates are scheduled as needed to meet the requirements of the Washington Transportation Plan and federal requirements.

DESCRIPTION

- Washington State Freight System Plan meets state and federal legal requirements in place at time of adoption; aligns with the state’s six transportation policy goals, with a significant focus on the newest goal, economic vitality; and to supports freight-related strategies and recommended actions in the statewide Washington Transportation Plan – Phase 1.
- The 2022 update met the state requirements for:
 - Freight Mobility Plan (RCW 47.06.045)
 - Funding direction and allocation between state and local responsibilities (ESSB 5689 Sec. 306(6), 310 (7)(8) and 2022 LEAP transportation document.
 - Federal freight plan requirements under the Bipartisan Infrastructure Law.
 - Federal requirements for a State Freight Plan (23 USC 167 and 49 USC 70202)

PURPOSE

- Maintain eligibility for federal freight formula and grant funding.
- 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.
- Continue to engage industry stakeholders.

Sources:

[2022 Washington State Freight System Plan](#)

[WSDOT Rail, Freight, and Ports Division: Freight Transportation](#)

TITLE: **Transportation Asset Management Plan (TAMP)**

REQUIRED BY: Federal Highway Administration (FHWA) as required by [23 CFR 515.9](#)

PREPARED BY: Washington State Department of Transportation (WSDOT)

APPROVED BY: Secretary of Transportation and certified by the Federal Highway Administration Washington State Division Office

NEXT UPDATE: WSDOT is required to update the plan on a 4-year cycle. The next required update is expected to be completed by June 2026.

DESCRIPTION

The Transportation Asset Management Plan (TAMP) outlines the asset management practices by providing an in-depth look at how Washington State preserves and maintains bridge and pavement assets on the National Highway System (NHS). WSDOT is required by 23 CFR 515.9 to develop a risk-based asset management plan that describes how the NHS will be managed to achieve system performance effectiveness and targets for asset condition, while managing the risks, in a financially responsible manner, at a minimum practicable cost over the life cycle of its assets.

The Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) in 2021 added the requirement that State DOTs to consider extreme weather and resilience in lifecycle planning and risk analyses for bridges and pavements on the NHS.

PURPOSE

- Provides an overview of WSDOT’s asset management processes, which is linked to the framework defined in RCW 47.04.280.
- Communicates asset management objectives, performance measures and targets for bridge and pavement assets on the NHS. Also includes Metropolitan Planning Organization/Regional Transportation Planning Organization (MPO/RTPO) engagement on target setting for bridge and pavement assets.
- Details the bridge and pavement asset inventory on the NHS, age, asset condition and MAP-21 condition measures.
- Explains WSDOT’s life cycle processes for bridge and pavement assets to maximize asset life and condition at the lowest practicable cost.
- Summarizes WSDOT’s approach to developing a risk management plan for bridge and pavement assets.
- Summarizes how WSDOT uses and aligns planned expenditures to bridge and pavement asset needs. Also provides investment activity levels and an estimated replacement value for bridge and pavement assets.
- Provides results of bridge and pavement condition modeling over a 10-year plan period and evaluates asset management planning with other WSDOT planning efforts.
- Aligns asset specific investment strategies within anticipated funding levels to various WSDOT plans and communicates how asset management informs WSDOT’s capital plans.

SOURCE

[2022 WSDOT Transportation Asset Management Plan \(TAMP\)](#)