

Washington Transportation Plan

The WTP is...

- A 20 year plan which sets the policy guidance for the statewide transportation system
- A data driven guide to transportation investment decisions reflecting statewide input

The Commission Vision

Washington's transportation system should serve our citizens' safety and mobility, the state's economic productivity, our communities' livability and our ecosystem's viability.

What drives the Plan?

- **Existing State and Federal Directions:**
This long range planning document is required by state and federal law
- **Commission Policies:**
The Washington Transportation Commission existing policies and the recently developed investment guidelines
- **Priorities of Government:**
This is the statewide approach used by the Governor to identify results as the basis for budget decision-making. This approach establishes expectations that shape investments, project design, and accountability.

Key Issues identified in Phase I

- Preservation
- Safety
- Transportation Access
- System Efficiencies
- Bottlenecks and Chokepoints
- Moving Freight
- Strong Economy and Good Jobs
- Health and the Environment
- Building Future Visions

Phase I of the WTP concluded with the Milestone Event in October 2004. Phase I data analysis resulted in the identification of more than 85 key program targets for future investment. Phase II began the task of further vetting the benefits, urgency, and outcomes of these proposed investments. The data coupled with the proposed targets sent a very clear message during the prioritization process; the needs are abundant, the funding is limited, and prioritization must be strategic.



**Washington State
Transportation Commission**



**Washington State
Department of Transportation**



The Challenge

The challenge is to achieve the Commission's vision despite increasing demand for transportation of all kinds, funding constraints and instability, and reduced buying power of available funds. The Commission's approach in this plan to meeting the challenge is strategic—make targeted, prioritized investments to achieve the greatest benefits attainable with limited funding.

We must make wise investments to preserve our transportation system and keep it functioning safely and effectively. We must ensure that the system has the connectivity and continuity needed to address ever-increasing demands and options for travel. We will also need new and innovative mechanisms for financing that will sustain transportation revenue requirements in coming years.

In addition, we recognize that other transportation areas will require attention. Strengthened regional partnerships and collaboration will be required to provide regional investments to fund, build, operate, and maintain additional transportation services and facilities. Such investments will be tailored to promote regional economies and improve quality of life, promote goods movement to and through ports and border crossings, and support programs aimed at developing the state's economy.

The Transportation Commission's evaluation of each issue considered the feedback collected from regional transportation planning organizations, cities, counties, tribes, various organizations and associations as well as people who use or have an interest in the statewide transportation system.

Improved accountability is essential. Local, regional, and state transportation providers must make infrastructure investments on performance-based decision-making. This will ensure the right projects are delivered when needed and maintain the public's confidence in government's ability to meet their needs.

Stable transportation funding is needed to provide sound plans and programs and to prevent expensive and inefficient project starts and stops. Stable funding also supports the economy and local land use decisions. Innovative financing, public-private partnerships, and toll facilities or system management approaches will provide additional funding capacity and system management tools.

Commissioners' Perspectives

- The world is changing and Washington is a player in those changes and is impacted by those changes
- Washington has two of the largest international trade ports in the U.S.
- Projections are that container transport will triple in the next 20 years
- The mainline railroads are seeing increased demand for freight, coal, agriculture, and from environmental concerns and fuel prices
- The legislature has significantly increased the state's resources for transportation yet nearly \$38 billion more is needed
- Washington's transportation challenges cannot be solved solely by building more highways
- Transportation and growth are inextricably linked
- Implementing operational strategies are helping to optimize the system
- On behalf of the Legislature, the Commission is engaged in a tolling and rail study that will help provide guidance for the state's role in rail investment and a potential means to finance new capital projects and improve system management

▶ "When I think of transportation, I think of safety, economic development, and a legacy for our children."

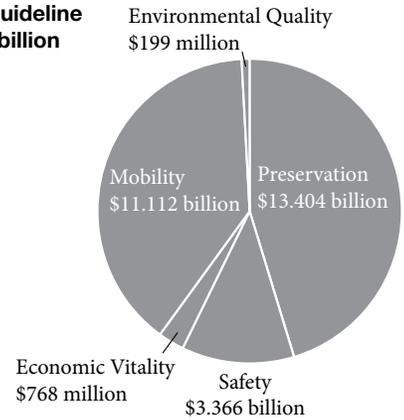
Christine Gregoire
Governor

Statewide Strategic Transportation Targets

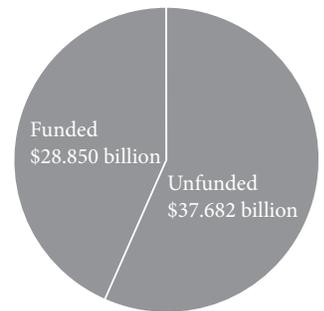
In the past several years, the Governor and the Legislature have provided critical investments that will move us far down the path to achieving the Commission’s vision. These actions were affirmed by the voter defeat of I-912, an initiative that would have repealed key investments of the 2005 Transportation Partnership Act.

The sources of funds for these investments are illustrated in the bar chart below. The appropriation of these funds according to the five investment guidelines is illustrated in the pie chart on the top right. The pie chart on the bottom right illustrates the comparison of known funding and the unfunded gap.

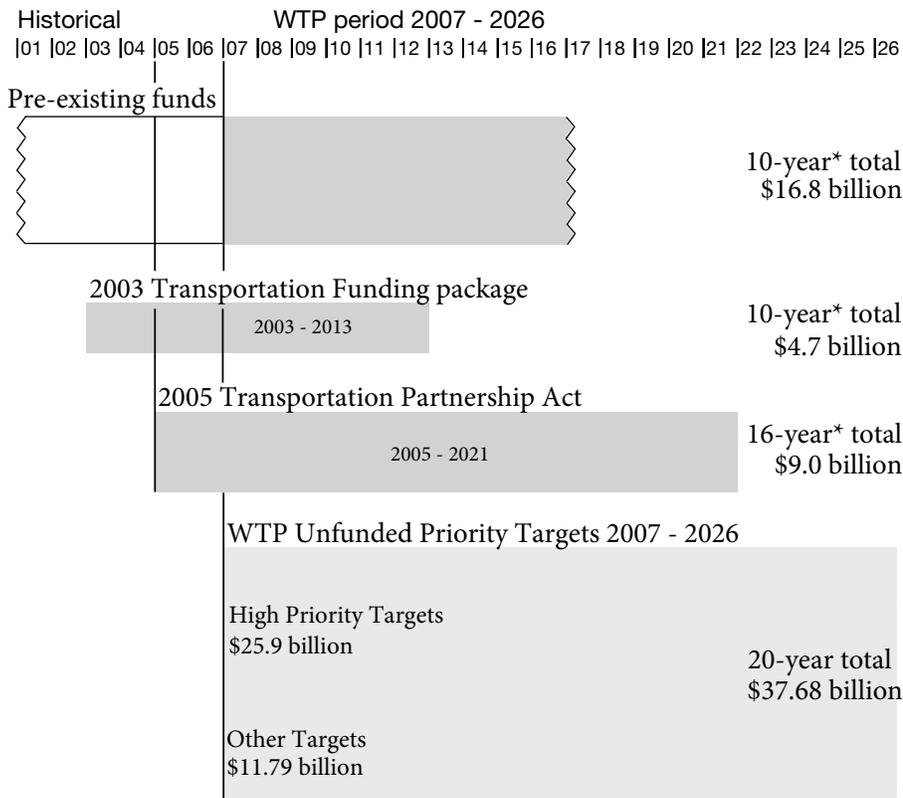
Funded Amounts by Investment Guideline
Total: \$28.85 billion



WTP Funded and Unfunded Amounts



WTP Priority Investments and Current Funding
20-Year Outlook—2005 dollars



Source: WSDOT Gray Notebook and Transportation Planning Office

* A 10-year total is shown for pre-existing funds because the Transportation Commission proposes and the Legislature typically enacts a 10-year investment program. The 2003 and 2005 funding packages were enacted for the periods specified.

The first pie chart at right compares available funding to strategically address unfunded needs statewide. Nearly \$38 billion is needed to address transportation over the next 20 years.

Recognizing that securing revenue for this significant amount was not probable over 20 years, the Transportation Commission prioritized the needs into high, medium and low priorities. The second pie chart shows the prioritization.

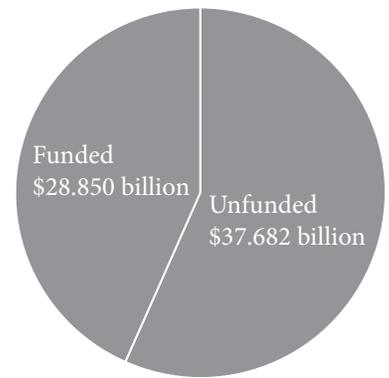
To be more strategic the high priorities were then evaluated further as the targets relate to the five investment guidelines. This third pie chart shows this relationship. There are almost \$26 billion in high priority targets that are currently unfunded.

Many investments have multiple benefits. For example, ramp meters can smooth traffic flow, reduce congestion, increase throughput and improve safety all leading to improved economic productivity. It should also be noted that nearly all projects improve environmental conditions. Environmental issues are considered to be a core part of the planning, design and engineering processes, even when the primary project scope is to improve safety or create system efficiencies.

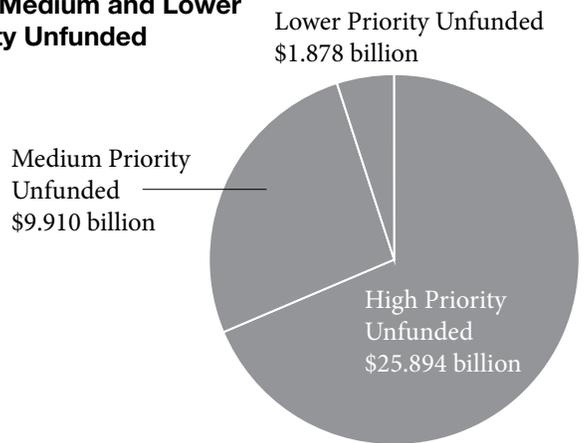
Prioritized Investment Guidelines:

- 1. Preservation**—Invest to take care of the transportation systems we have today to preserve and extend prior investments in these facilities and the services they provide to people and commerce
- 2. Safety**—Invest in key safety targets to save lives, reduce injuries, and protect property
- 3. Economic Vitality**—Strong Economy and Good Jobs, Moving Freight: Invest in ways to improve freight movement and support economic sectors that rely on the transportation system
- 4. Mobility**—Transportation Access, System Efficiencies, Bottlenecks and Chokepoints, Building Future Visions: Invest in better movement of people and goods to contribute to a strong economy and better quality of life for citizens
- 5. Environmental Quality**—Health and the Environment: Invest in transportation improvements to bring benefits to the environment and our citizens' health

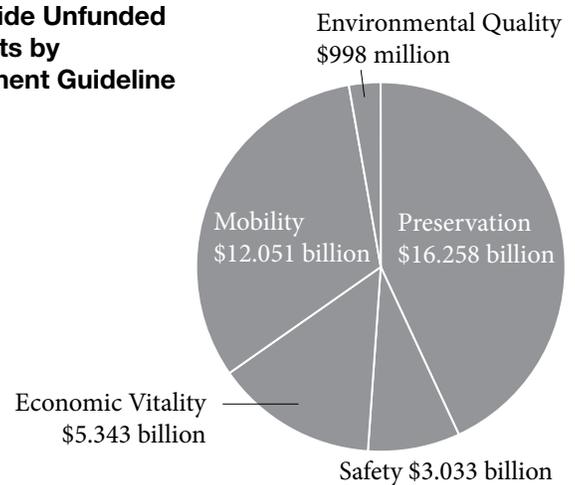
WTP Funded and Unfunded Amounts



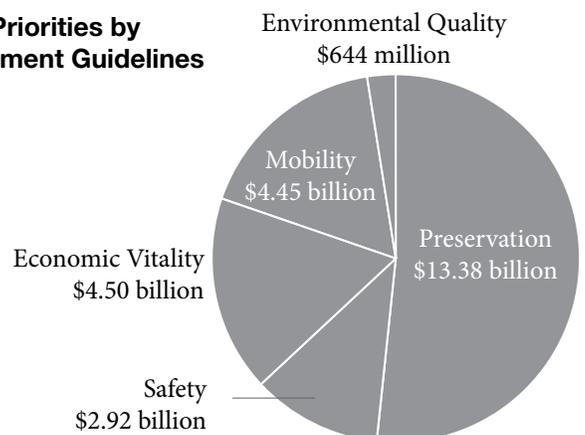
High, Medium and Lower Priority Unfunded



Statewide Unfunded Amounts by Investment Guideline



High Priorities by Investment Guidelines



Preservation—\$13.843

billion

Highway Pavement Preservation—\$483.5 million

- Rehabilitate concrete pavement on interstate routes—\$483.5 million (P) (EV) (M)

Highway Bridge Preservation—\$6.8 billion

- Replace major seismically vulnerable and aging bridges and replace seismically vulnerable bridges on remaining critical highway corridors:
 - Alaska Way Viaduct and SR520 Floating Bridge—\$4.8 billion (P) (S) (EV) (M)
 - I-5 Columbia River crossing—\$750 million (P) (S) (EV) (M)
- Retrofit non-interstate highway bridges in areas that are at moderate or lower risk for seismic events—\$650 million (interstate bridges are already funded for this type of retrofit) (P) (S) (EV) (M)
- Replace city and county short-span and high-cost bridges—\$645 million (P) (S) (EV) (M)

Other Facility Preservation—\$6.5 billion

- Preserve electrical and drainage—\$50 million (P) (S) (EV) (M)
- Replace or refurbish ferry terminal and vessel systems, including construction of three new ferries—\$464 million (P) (EV) (M)
- Preserve, maintain and operate city streets—\$6 billion (P) (EV) (M)

Safety—\$2.921 billion

Highway Safety—\$620.6 million

- Improve state highway safety by reducing risk on rural two-lane highways including passing lanes, intersection improvements, and new interchanges or overpasses—\$275 million (S) (EV) (M)
- Continue bringing interstate highways up to current safety standards—\$100 million (S) (EV) (M)
- Address drunk driving, seatbelt use, aggressive driving, and motorcycle safety with behavioral programs—\$210 million (S) (EV) (M)
- Make small-scale safety enhancements on state highways, including warning signs, ramp signal coordination, rumble strips, vehicle detection loops, and collision data reporting—\$35.6 million (S) (EV) (M)

Local Road Safety Improvements—\$2.3 billion

- Improve rural two-lane county roads safety by reducing risk locations—\$200 million (S) (EV) (M)
- Improve safety by addressing accident locations on city streets—\$800 million (S) (EV) (M)
- Improve safety on city streets that are state routes in larger cities by addressing accident locations—\$1.3 billion (S) (EV) (M)

- (P) Preservation
- (S) Safety
- (EV) Economic Vitality
- (M) Mobility
- (EQ) Environmental Quality

Investment Benefits:

- Extend service life of the highway system, which leads to increased efficiency, safety, and delay reduction
- Preserve the current basic operations of Washington State Ferries
- Eliminate city street maintenance and preservation backlog
- Extend the service life of bridges in the local road network

Investment Benefits:

- Reduce societal costs due to collisions on the interstate system, state highways, county roads, and city streets by:
- Separating cross traffic
 - Providing safe passing zones
 - Improving intersections
 - Reducing the incidence and risk of collisions on the interstate
 - Reducing fatal and disabling collisions related to behaviors such as driving under the influence, failure to properly use seat belts, and aggressive driving

Economic Vitality—\$4.504 billion

Moving Freight

Address Freight Constraints in the I-5 corridor—\$3.46 billion

- Complete missing links on the major north-south freight corridor system—\$3.46 billion (S) (EV) (M)
- Replace vulnerable and failing structures critical to freight movement (funding needs associated with this target are listed in the Preservation discussion)

Freight Rail

- Support growth in east-west mainline rail capacity and port-rail connections and preserve rail yards in metropolitan areas. Cost is unknown and will be examined in the Transportation Commission’s Rail Study. (EV) (M)

Weather-Related Constraints on Freight Routes—\$1 billion

- Reduce severe weather closures and eliminate low-clearance structures on major east-west highway freight corridors (I-90 at Snoqualmie Pass)—\$813 million (EV) (M)
- Develop a statewide core all-weather county road system—\$200 million (EV) (M)

Technology for Freight Movement—\$31 million

- Complete the Commercial Vehicle Information Systems and Networks (CVISN) / Weigh-in-Motion (WIM) system—\$31 million (EV) (M)
- Continuously improve traffic management and incident response

- (P) Preservation
- (S) Safety
- (EV) Economic Vitality
- (M) Mobility
- (EQ) Environmental Quality

► Investment Benefits:

- Support our state’s growing economy, improve safety, maintain freight access to major markets and seaports, lower business costs, and sustain jobs in manufacturing, agribusiness, construction, warehousing, and transportation.
- Complete north-south freight corridor to ensure statewide market access and connectivity.
- Relieve congestion in Puget Sound region by improving I-5 and creating better access for freight generators.
- Freight rail capacity is able to accommodate future demand and remain a viable option for the movement of goods.
- Prevent increased congestion on alternative corridors and support growth of regional and national trade.
- Reduce severe weather closures on Snoqualmie Pass and other major east-west highway freight corridors.
- Ensure that Washington state agricultural growers and processors, manufacturers and timber/lumber businesses, and freight-dependent industries can ship products to market year-round.
- Reduce travel delay, safety hazards, congestion, for commercial vehicles and minimize air quality impacts from vehicle idling.
- Ensure the state’s highway system is protected from overweight and illegal vehicles.
- Improve the statewide transportation system so that businesses can meet customer delivery requirements, and support the state’s ability to remain competitive.

Mobility—\$4.446 billion

- P** Preservation
- S** Safety
- EV** Economic Vitality
- M** Mobility
- EQ** Environmental Quality

Transportation Access—\$890 million

- Distribute operating funds to transit agencies for special needs transportation in order to maintain fixed-route bus service—\$860 million (EV) (M)
- Support the Agency Council on Coordinated Transportation’s performance measurement activities and re-establish support for community coalitions of providers—\$30 million (EV) (M)

Investment Benefits:

- Maintain the current level of special needs transportation service without diminishing fixed-route service
- Increase access to jobs, medical care, education, and communities, for people who can’t or don’t drive
- Increase numbers of people with access to inter-city bus service

System Efficiencies—\$1.56 billion

- Address increased maintenance and operations responsibilities with additions to the highway system—\$292 million (S) (EV) (M)
- Add maintenance facilities to support the increased need for maintenance and operations of highway system additions—\$2.1 million (S) (EV) (M)
- Add traffic management centers at high-volume locations to improve throughput and increase real time travel information—\$16.3 million (S) (EV) (M)
- Integrate, maintain and operate new technology—\$68 million (S) (EV) (M)
- Complete the 10-year intelligent transportation systems (ITS) plan (capital and operating but not security)—\$600 million (S) (EV) (M)
- Address incident response shortfall—\$8 million (S) (EV) (M)
- Expand the commute trip reduction tax credit program increasing number of small employers in the program—\$20 million (EV) (M)
- Complete the Puget Sound high occupancy vehicle lanes to reduce travel delay and increase travel time reliability for transit and carpools—\$550 million (EV) (M)

Investment Benefits:

- Maximize safety, mobility, and the capacity of the highway
- Improve management of traffic and increase traveler information and incident response
- Encourage more employers to create programs that reduce drive-alone commuting
- Increase travel time reliability for all lanes.

Bottlenecks and Chokepoints—\$2 billion

- Reduce or eliminate bottlenecks and chokepoints at over 200 locations on highways around the state—\$2 billion (EV) (M)

Environmental Quality— \$644 million

- P** Preservation
- S** Safety
- EV** Economic Vitality
- M** Mobility
- EQ** Environmental Quality

- Provide enhanced tribal transportation planning capacity, to increase staff levels in tribes and to provide technical resources, and data collection and analysis to tribes—\$11 million **S** **EV** **M** **EQ**
- Add sidewalks and trails between destinations in communities—\$75 million **S** **M** **EQ**
- Remove nearly 900 additional fish passage barriers created by state highways—\$188 million **EQ**
- Complete the inventory of stormwater facilities on the state highway system to develop a strategic implementation plan and to begin retrofit installations at selected locations—\$340 million **EQ**
- Retrofit existing state highway shoulders and medians as part of the Integrated Vegetation Management program to improve filtration of stormwater runoff and establish desired grass or other native vegetation—\$30 million **EQ**

Investment Benefits:

- Improve tribal planning capacity
- Increase safety, access, and mobility for walkers and bicyclists and increase opportunities for physical activity
- Improve streams for fish habitat and watershed performance, improve fish passage and habitat connectivity
- Improve water quality of runoff, improve performance of highway drainage facilities, and reduce damage to the highway system
- Decrease maintenance costs and herbicide use, reduce weeds and invasive species on roadsides, while reducing runoff volumes by filtering contaminants

Washington's Strategic Highway Safety Plan

Purpose: The Strategic Highway Safety Plan (SHSP) has been developed to identify Washington state's traffic safety needs and to guide investment decisions to achieve significant reductions in traffic fatalities and serious injuries. In developing this plan, Washington state seeks to build traffic safety partnerships throughout the state in order to align and leverage our resources to address Washington's traffic safety challenges.

This plan is a new federal requirement of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act A Legacy for Users (SAFETEA-LU), the act that establishes transportation policies.

Following the successfully adopted American Association of State Highway and Transportation Officials (AASHTO) Strategic Highway Safety Plan, Washington state's SHSP is strongly data driven. The core of Washington state's SHSP are traffic safety emphasis and proven strategies/countermeasures that target problems on Washington roadways. These emphasis areas are organized under the following five basic categories: Driver and Occupant Behaviors, Other Special Users, Roadways, Emergency Medical Services and Traffic information Systems. The SHSP provides a comprehensive framework of specific goals, objectives and strategies for reducing traffic fatalities and serious injuries.

Our Mission: *Washington state's Strategic Highway Safety Plan: Target Zero has been developed to identify Washington state's traffic safety needs and guide investment decisions to achieve significant reductions in traffic fatalities and serious injuries on all public roads.

Our Vision: By the year 2030, Washington state will achieve a transportation system that has zero traffic deaths and zero disabling injuries.

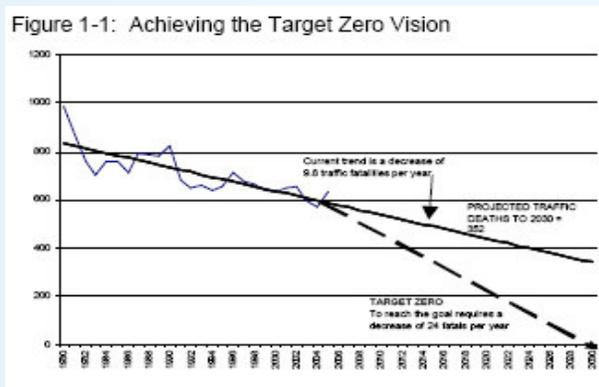
Our Goal: Washington state seeks to eliminate traffic deaths and disabling injuries. In order for Washington state to achieve Target Zero, the state must experience 24 fewer fatalities each year for the next twenty-five years. Figure 1-1 illustrates the goal.

Statewide Trends:

- Impairment and speed are the top two reasons cited in fatal crashes in Washington. From 1993-2004, impairment accounts for 35 percent and speeding accounts for 25 percent of all fatal crashes.

- From 1993-2003 data from Fatal Accident Reporting System (FARS) shows that nearly 80 percent of people who die in traffic collisions are vehicle occupants, 12 percent are pedestrians, seven percent are motorcyclists and less than two percent are bicyclists. Males account for 68 percent of traffic deaths, while females account for 32 percent. By age group, 15-20 year-olds suffer the highest number of fatalities at 1,181 followed by 21-25 year-olds at 908 deaths.

- Sixty-one percent of traffic fatalities occur on rural roads, while 39 percent occur on urban roads. By road type, 38 percent of deaths occur on state or U.S. highways; 31 percent on county roads; 18 percent on city streets and 11 percent on interstates. However, the rate of death per 100 million vehicle miles travelled (VMT) county roads suffer the highest fatality rate at 2.28 per 100 million VMT, while State and U.S. highways have a rate of 1.65; city streets are .90 and the interstate is .53 per 100 million VMT.



*For additional details refer to www.wsdot.wa.gov/planning/HighwaySafetyPlan.htm

Emphasis Area Examples from the Strategic Highway Safety Plan

Impaired Driving

Background: 47% of traffic deaths over the past five years.

Objective: Encourage the enactment of state laws that will enhance enforcement, prosecution, and adjudication of impaired driving laws.

Strategies

- Support legal changes to allow vehicle checkpoints in Washington.
 - Support efforts to develop a DUI statutory scheme that provides laws that are sound, rigorous, and easy to enforce and administer.
 - Support the establishment of DUI courts.
 - Support efforts to use any money collected from DUI fines in excess of \$101 to support impaired driving programs.
-

Speed Related Collisions

Background: 38% of traffic deaths over the past five years.

Objective: Reduce speed through enforcement activities.

Strategies

Increase use of photo-radar automatic speed enforcement.

Conduct high visibility enforcement efforts that strategically address speeders, locations, and conditions most common, or most hazardous, in speeding-related crashes

Ensure law enforcement officers have appropriate equipment for speed enforcement.

Objective: Reduce speed through engineering measures to effectively manage speed.

Strategies: Use roadway design factors to influence driver speed selection appropriate to type of roadway.

Employ traffic calming devices where appropriate.

Pedestrian Fatalities

Background: 74% of all pedestrian fatalities occurred in urban areas from 1999-2004.

Objective: Improve Pedestrian and Motorist Safety Awareness and Behavior

(Partial) Strategies

Continue to provide education, outreach, and training

- Distribute School Zone Safety Curriculum Kit and Resource Guide and the School Administrator's Guide the School Walk Routes and Student Pedestrian Safety.
 - Improve pedestrian and motorists safety awareness and behavior.
 - Implement programs (engineering, enforcement and education) to influence impaired pedestrians. Solutions for improving the built environment should focus on appropriate zoning, crossing treatments and other safety improvements near high speed, high volume, multi-lane arterials.
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The Public Comment Period for the **Strategic Highway Safety Plan** is June 8 - July 14, 2006

Remaining Priorities

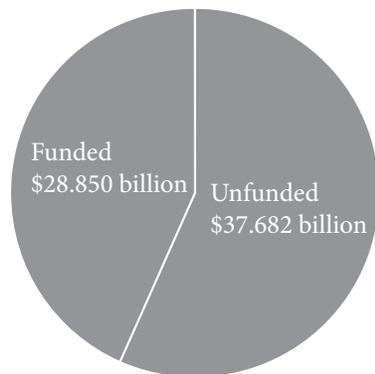
The unfunded high priorities are the core of the WTP. This section includes those program targets that the Transportation Commission prioritized as medium or lower priorities. Many of this proposed targets are related to either current Commission studies, determined to need further data, or were simply not considered the most strategic investments needing immediate attention.

Given the fact that future revenue increases will require increasingly creative financing solutions and demand the most strategic approach to garnering legislative, gubernatorial, and citizen support, not all program targets can be high priorities.

The following medium and lower priorities should be further reviewed in the next two to five years, following completion of the studies and their respective findings.

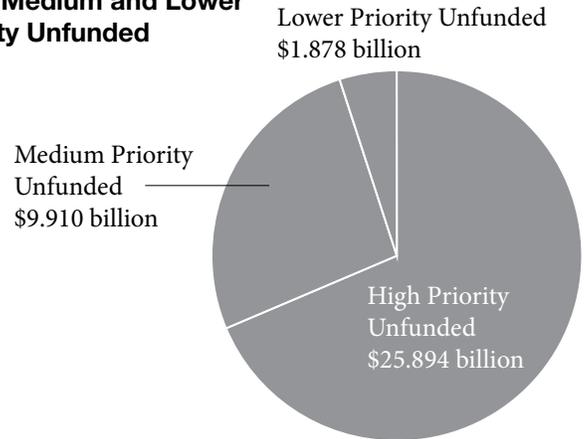
The chart below shows the relationship between the funded and unfunded program targets over the next twenty years.

WTP Funded and Unfunded Amounts

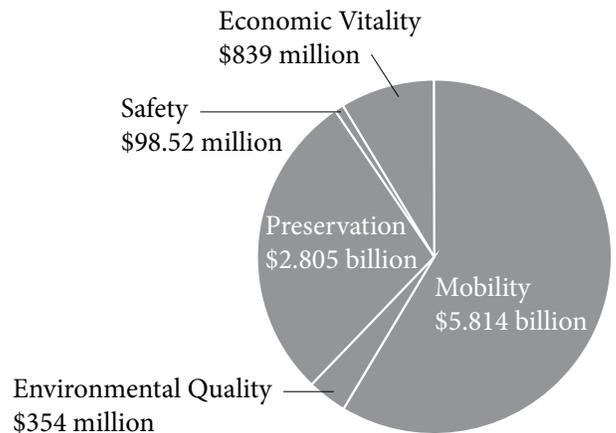


The chart below, at the top, shows the distribution of all the program targets considered grouped by high, medium and lower priority ranking. The medium and lower priorities are grouped by the five investment guidelines as shown in the remaining charts below.

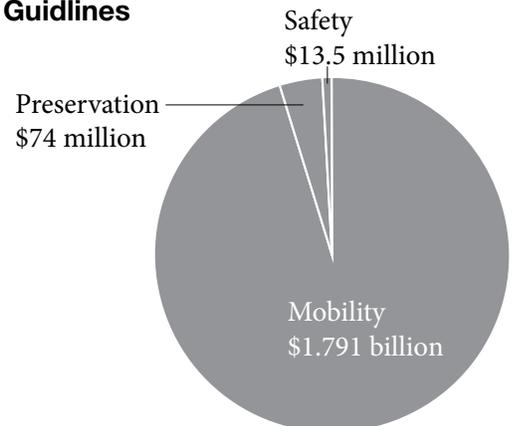
High, Medium and Lower Priority Unfunded



Medium Priority Unfunded Investment Guidelines



Lower Priority Unfunded Investment Guidelines



Medium Priority Unfunded Targets

Preservation—\$2.805 billion

- Rehabilitate concrete pavement on non-Interstate—\$18 million
- Replace and extend the life of safety rest areas—\$15 million
- Replace aging support facilities such as maintenance sheds—\$181 million
- Preserve county roads and ferries—\$41 million
- Replace transit system bus capital—\$2 billion
- Address capital needs of public transit for new vehicles, equipment and replace facilities replacements—\$550 million

Safety—\$98.52 million

- Provide better weather information to pilots—\$150,000
- Prevent railroad trespassing with fencing and signage and other methods (the dollar amount necessary for this target is unknown until completion of the rail study)
- Improve air transportation safety and airport operations by restricting the encroachment of obstructions within airport runway approach and departure areas and other critical airspace surfaces—\$8.17 million
- Improve state highway infrastructure security by enhancing or establishing surveillance systems and reinforcement of bridges and structures—\$25 million
- Complete the highway security vulnerability assessment to identify additional security needs and guide implementation—\$50 million
- Add safety rest areas and make other necessary interstate system improvements to reduce driver fatigue and related collisions—\$15.2 million

Economic Vitality—\$839 million

- Prepare and respond to events of statewide significance (such as Vancouver 2010 Olympics)—\$44.26 million
- Mitigate regional economic development and freight system—\$793 million
- Study the benefits of a public-private truck-toll highway from Central Puget Sound to the Oregon border (possibly an extension of I-5)—\$500,000
- Create a plan for freight system security and restoration of service—\$175,000
- Study fuel pipeline capacity and distribution alternatives—\$750,000

- Develop a diesel emission reduction strategy for freight transportation—\$110,000

Mobility—\$5.814 billion

- Improve services for special needs populations in both rural and urban areas through demonstration projects—\$20 million
- Expand existing web-based information system to enable people to plan detailed itineraries between communities across Washington and into Oregon—\$8 million
- Fund remaining needs for additional rural mobility grants to assist non-profit providers in areas of the state with limited transit service—\$364 million
- Connect communities and rural areas to urban centers with bus service—\$32 million
- Improve capacity at five ferry terminals: Clinton, Edmonds, Tahlequah, Seattle, and Southworth and construct four new ferry vessels—\$520 million
- Connect urban area local corridors that span several jurisdictions—\$150 million
- Address a backlog of maintenance and operations facility upkeep to extend life of facilities, reduce maintenance costs, and increase efficiency of operations based at these locations—\$208 million
- Address travel demand management and commute trip reduction needs—currently unknown, expected to be available in late 2006
- Expand the trip reduction performance program (part of Commute Trip Reduction) to fund cost effective projects, implementing recommendations to improve the program, and provide technical support to grant recipients—\$20 million
- Implement a park and ride program in coordination with transit systems, including alleviating overcrowding of existing lots, providing safety and security, and accommodate growing demand—\$200 million
- Provide incentives and support for local jurisdictions to develop Growth & Transportation Efficiency Centers, as employers located in these areas tend to have higher levels of trip reduction—\$32 million
- Provide additional funds for Commute Trip Reduction County Support to help counties experiencing highway congestion integrate regional and local plans to reduce solo driving commute trips—\$25 million
- Educate the public and use marketing to increase travelers use of commute options for Commute Trip Reduction—\$10 million

- Purchase more vans for the vanpool enhancement program—\$45.9 million
- Develop and sustain a vanpool rideshare incentive program, using vanpool financial incentives and technical assistance—\$12.5 million
- Improve capacity at five ferry terminals: Clinton, Edmonds, Tahlequah, Seattle, and Southworth and construct four new ferry vessels— \$520 million
- Connect urban area local corridors that span several jurisdictions— \$150 million
- Conduct statewide air transportation capacity and demand study (remainder of Phase II and Phase III of the study)—\$500,000
- Extend the state highway system, expand the corridor, improve interstate capacity, and complete non-interstate corridor—\$2.25 billion
- Develop interstate capacity projects in conjunction with the update of the highway system plan—\$2 billion

Environmental Quality—\$354 million

- Fix additional locations on state highways with recurring maintenance activities such as stream bank failures, which will reduce maintenance costs and protect existing highway, reduce flooding risk, and improve habitat for important fish species—\$98 million
- Complete noise retrofit at the 60 remaining pre-1977 locations on state highways where high noise levels are present—\$205 million
- Increase habitat connectivity by providing safe highway crossing opportunities for wildlife migrations—\$50 million
- Complete the Cities and Counties Inventory and assessment of fish passage barriers, stormwater retrofit, and habitat connectivity and other environmental needs—\$1 million

**Lower Priority Unfunded Targets
Preservation—\$74 million**

- Institute an all-weather airport access program to include the installation of airport weather reporting equipment, development of instrument approaches, installation of navigation aids, and data communication systems—\$74 million

Safety—\$13.5 million

- Implement general aviation airport safety program—\$13.5 million

Mobility—\$1.790 billion

- Assist transit agencies in providing additional and new on-demand (Dial-a-Ride) service—\$1 billion
- Analyze Regional Mobility Grant Program for transit expansion.
- Provide Amtrak Cascades intercity passenger rail service and work towards achieving long-range service goals—\$790.7 million

The Transportation Commission is currently conducting a rail study. Findings from this study will further inform priority consideration of this target.

Local Priorities Align With Commission Priorities

Preservation High Priorities

- Replace city and county short-span and high-cost bridges
- Preserve, maintain and operate city streets



Remaining Priorities

- Preserve county roads and ferries
- Replace transit system bus capital
- Address capital needs of public transit for new vehicles, equipment and replace facilities replacements

Safety High Priorities

- Improve state highway safety by reducing risk on rural two-lane highways including passing lanes, intersection improvements, and new interchanges or overpasses
- Improve rural two-lane county roads safety by reducing risk locations
- Improve safety by addressing accident locations on city streets
- Improve safety on city streets that are state routes in larger cities by addressing accident locations



Economic Vitality High Priorities

- Develop a statewide core all-weather county road system





Mobility High Priorities

- Distribute operating funds to transit agencies for special needs transportation in order to maintain fixed-route bus service
- Reduce severe weather closures and eliminate low-clearance structures on major east-west highway freight corridors (I-90 at Snoqualmie Pass)

Remaining Priorities

- Fund remaining needs for additional rural mobility grants to assist non-profit providers in areas of the state with limited transit service
- Provide incentives and support for local jurisdictions to develop Growth & Transportation Efficiency Centers, as employers located in these areas tend to have higher levels of trip reduction



- Connect urban area local corridors that span several jurisdictions
- Analyze Regional Mobility Grant Program for transit expansion

Environmental Quality High Priorities

- Add sidewalks and trails between destinations in communities



Remaining Priorities

- Complete the Cities and Counties Inventory and assessment of fish passage barriers, storm water retrofit, and habitat connectivity and other environmental needs

WTP Outreach Venues

- July 25 Yakima
- July 27 Colfax
- July 31 Olympia
- August 1 Ephrata
- August 2 Wenatchee
- August 3 Colville
- August 22 Vancouver
- August 27 Colfax
- August 10 Spokane
- August 23 Seattle
- August 24 La Conner

Outreach Goals

1. Key Commission Message

- Demonstrate relevance of WTP content to the general public
- Focus on Key Findings, Proposed Actions and High Priorities
- Outreach conversations will come from a variety of venue scales
- Outreach events based on geographic/population distribution: i.e. urban/rural—westside/eastside

2. Ask Key Questions

- Does WTP communicate the right messages to public?
- Is the WTP reflective of Regional Transportation Plans?
- What's missing in the WTP?
- Are the priorities in the WTP correct?
- Does the Vision Statement set the right course?

3. Use a Variety of Venues

- Maximize public participation
- Reach non-transportation related groups

Who We Are Working With

- Regional Transportation Organizations
- Tribal Transportation Planning Organization
- Scenic Byway Organizations
- Professional Organizations, Statewide Conference Committees, etc.

Web Basics & Comments

Email:

WTPUpdate@wsdot.wa.gov

Comment Form:

<http://www.wsdot.wa.gov/planning/wtp>

Data Library:

<http://www.wsdot.wa.gov/planning/wtp/datalibrary/default.htm>

Supporting Documents:

<http://www.wsdot.wa.gov/planning/wtp/documents/>

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