

Promote Integrated Multimodal Planning

The basis for transportation planning in Washington State is both state and federal statutes, as well as just plain good sense.

At the federal level, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users ([SAFETEA-LU](#)), signed into law on August 10, 2005, contains multiple requirements for various transportation plans and programs at several levels of government, purpose, and geography. It requires that statewide planning efforts coordinate with metropolitan planning and with statewide trade and economic development planning activities. Requirements for plans include identifying environmental features and potential measures to mitigate the effects of implementing plans, improving performance of the transportation system, and multimodal capacity that represents bicycle, pedestrian, and disabled user interests. These plans identify existing and future transportation needs and deficiencies, assess options, and program solutions to implement statewide policy. At the state level, broad policy-type planning occurs through a number of efforts performed by a number of agencies, including the Transportation Commission's "statewide transportation plan," WSDOT's "statewide multimodal transportation plan" and the modal and issue components that contribute to its makeup. It is this "statewide multimodal transportation plan" that is the topic for discussion of this working group.

In Washington State, many laws direct the planning process at the city, county, and statewide levels. Washington State's RCW [47.80.030](#) directs each regional transportation planning organization to develop, adopt, and update in cooperation with WSDOT, providers of public transportation and high capacity transportation, ports, and local governments within the region a regional transportation plan that "...Sets forth a proposed regional transportation approach, including capital investments, service improvements, programs, and transportation demand management measures to guide the development of the integrated, multimodal regional transportation system..." This is just one section of the RCW directing planning of transportation facilities that should function as an integrated, multimodal transportation system.

With the passage and enactment of SB 5412, WSDOT is re-examining how best to meet its planning requirements.