

Washington Transportation Plan Update

Federal Highway Administration/Federal Transit Administration

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**Washington State
Department of Transportation**

What are the Legal Requirements?

Federal Surface Transportation Act (TEA-21)

- Each state must prepare a transportation plan and program providing for development, management, and operation of systems and facilities considering all modes of transportation.
- Plan must be based on at least a 20-year forecast period and may include a financial plan.
- The plan shall be continually evaluated and periodically updated as appropriate.

Section 135 of title 23 of the U.S. Code

State Law

- WSDOT must prepare a “comprehensive and balanced statewide transportation plan” every two years based on legislative policies and applicable state and federal laws.
- The Commission must develop a state transportation policy plan that establishes a vision and goals for the transportation system consistent with the state's growth management goals; identifies significant transportation policy issues; and recommends statewide transportation policies to the Legislature.

RCW 47.01.071

RCW 47.06.030

What are the Stipulated Goals of the Plan?

How Clear is the Overall Guidance?

Federal Planning Factors (23USC135)	State Planning Emphasis Areas (RCW 47.06)	Required Modal Plans (RCW 47.06)
<ul style="list-style-type: none"> ▪ Support the economic vitality of the United States, the States, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency. ▪ Increase the safety and security of the transportation system for motorized and non-motorized users. ▪ Increase the accessibility and mobility options available to people and for freight. ▪ Protect and enhance the environment, promote energy conservation, and improve quality of life. ▪ 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. 	<ul style="list-style-type: none"> ▪ Relief of congestion. ▪ Preservation of existing investments. ▪ Preservation of downtowns. ▪ Ability to attract or accommodate planned population and employment growth. ▪ Improvement of traveler safety. ▪ Efficient movement of freight and goods. ▪ Improvement and integration of all transportation modes to create a seamless intermodal transportation system for people and goods. 	<p><u>State-owned</u></p> <ul style="list-style-type: none"> ▪ Highways ▪ Ferries <p><u>State Interest</u></p> <ul style="list-style-type: none"> ▪ Aviation ▪ Public Transportation ▪ Freight Rail ▪ Intercity Passenger Rail ▪ Bicycle & Pedestrian ▪ Marine Ports & Navigation

Base Chronology of Transportation Planning Efforts in Washington State

	Transportation Planning Environment	Example Documents & Plans
1960's	Interstate Era: Highway and Transit Expansion Plan	1964 Puget Sound Regional Transportation Plan
1970's	Freeway Revolt: <ul style="list-style-type: none"> • Removal of cross sound bridges from plan • Removed freeways from Central Puget Sound • Transit in Central Puget Sound voted down 	1975 Puget Sound Regional Transportation plan
1977	State DOT and Transportation Commission created and state transportation plan required.	1980 State Transportation Plan, with 1981 and 1982 Updates
Mid 80's	Financial Bust: WSDOT eliminated planning – “maintain only” operation with a pessimistic view on revenue.	No Plan
1987	Commission and WSDOT restart planning – Strategic Issues and Policy	1989 to 1993 State Transportation Policy Plans
1993	WSDOT begins system planning – First highway system plan published	1993 State Highway Systems Plan
1995	First Multimodal Plan published - Each mode in its own silo	1995 Washington's Transportation Plan
2001	Multimodal Approach: <ul style="list-style-type: none"> • Multimodal goals and objectives • Focused on objectives, not modes • No financial constraints 	2001 Washington's Transportation Plan

Aspiration for the 2005 Plan Update

- Data driven, analytically grounded and organized by major Issue areas.
- Program and investment proposals advanced for the state for each major issue area.
- Investment and programs proposals prioritized into high, medium, and low priority categories.
- Scale of proposed investment constrained by financial realities.

What we're hearing...

“The WTP should be a collection of information and data from which decision makers can make choices.”

“DOT’s analytic capability must be strengthened so that we have better information on which to take the long view... The key word everyone has to keep in mind is prioritization...”

“We must prioritize and make choices. The debate is not about how to keep doing just about what we are already doing. It’s about how to choose to spend the money we have on what we really want.”

How is the Process Taking Shape?

Phase 1: Data and Approach Development

- Build statewide transportation “data library”.
- Analyze statewide trends and system conditions.
- Identify key issues and choices.
- Share the learning and analysis with others.
- Working groups helping develop analysis.

Phase 2: Developing the Plan Update

- Commission guides tentative judgments on scale and direction of investment programs.
- WSDOT works with RTPOs and others to develop proposals for investment plans and funding scenarios.
- Commission matches priorities to funding scenarios
- Commission adopts the plan.

Strategic Issues for this Update

System Preservation

System Efficiencies

Safety

Transportation Access

Bottlenecks & Chokepoints

Strong Economy & Good Jobs

Moving Freight

Building Future Visions

Health & the Environment

WTP Data Library

A centralized body of information and resources that can support decision-making.

Four categories of information:

- Population
- Economy
- Transportation Facilities and Systems
- Use of Transportation Facilities and Systems

A few sample pages follow...

Washington State Department of Transportation

TRAFFIC & ROADS PROJECTS BUSINESS ENVIRONMENTAL MAPS & DATA

TRANSPORTATION PLAN

WTP Home > Data Library

The Washington Transportation Plan Data Library

Information about the state's population, its economy, and the conditions and uses of its transportation systems and facilities are essential for the preparation of the WTP update and are matters of great interest to those who will contribute to and use the plan.

The Data Library has begun to capture and present this information. It will continue to grow. The picture it presents also can be shaped and refined by others' questions and suggestions – including suggestions for additional material that the Data Library should include.

Here are some of the topics on which the Data Library already contains information. This listing will change from time to time as more information is added. For questions and comments on the WTP Data Library, email or call Seth Stark, starks@wsdot.wa.gov or 360-705-7960.

Jump ahead to:

- Population
- Economy
- Transportation Facilities and Systems
- Use of Transportation Facilities and Systems

The State's Population

- ✓ [Washington State's Population Growth: 1980 to 2003 and 2004 to 2030](#)
- ✓ [Population Growth in Relation to the Counties](#)
- ✓ [Population Growth in Relation to the State's Metropolitan Statistical Areas](#)
- ✓ [Population Growth: How Much from "Natural Increase"? How Much from Net In-Migration?](#)
- R [Urban Growth Boundaries & Building Permits](#)
- ★ [Licensed Drivers: How many? What Percent of Total Age-Eligible Population?](#)
- ★ [The Changing Age Mix of the Population](#)
- [The Changing Socio-Economic Mix of the Population](#)
- R [Educational Achievement Distribution of Population](#)

R [Summary: Transportation Implications of Washington's Demographic Trends](#)

Washington State Department of Transportation

TRAFFIC & ROADS PROJECTS BUSINESS ENVIRONMENTAL MAPS & DATA

TRANSPORTATION PLAN UPDATE

News Site Index Contact WSDOT WSDOT Home

Transportation Plan

Washington's Transportation Plan - 2005 Update

"How can transportation serve our economy's productivity, our communities' livability, our ecosystem's viability, and our citizen's convenience?"

Washington's Transportation Plan (WTP) is a blueprint for transportation programs of spending. The plan was most recently issued in February 2002 for the 2003-2022 planning period. The plan covers all modes of Washington's transportation system: roadways, ferries, public transportation, aviation, freight rail, passenger rail, marine ports and navigation, bicycles and pedestrians. The WTP is required by state and federal law to be regularly updated. The update for a new plan to be issued in 2005 is now beginning.



WTP LINKS

- WTP Home
- Work Plan 2005
- Background Papers
- Stay in Touch
- Links
- Accountability

Work Plan More >>

- Phase One
- Milestone Event
- Phase Two
- What's the schedule?
- Comments Received

Resources

- Current WTP 2003-2022
- Highway System Plan
- Aviation Plan
- Bicycle and Pedestrian Plan (pdf)
- Washington State Ferries Strategic Plan
- Public Transportation and Intercity Passenger Rail Plan

Strategic Issues

- Nine Key Statewide Issues

Charting the Financial Map

Financial information about the plan and revenue

Background Papers More >>

- Charting the Financial Map
- Understanding Demands and Expectations on Our Transportation System
- Direction the Legislature Has Given for Transportation Planning
- The Relationship Between Growth Management and Transportation
- Congestion Relief Analysis
- What's Next?

Links More >>

- WA State Transportation Commission
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Transportation planning organizations
- RTPO/MPO Directory (pdf)

Stay in Touch

- Send a message

If you would like a printed copy of the WTP, please contact [Stephanie Williams](#) in the Engineering Publications Office at (360) 705-7484. A printed copy of the WTP costs \$10.00, a single CD of the WTP will cost \$4.50 and includes a copy of the Washington State Highway System Plan 2003-2022.

For more information or to provide input contact:

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TRANSPORTATION PLAN

[WTP Home](#) > [Data Library](#)

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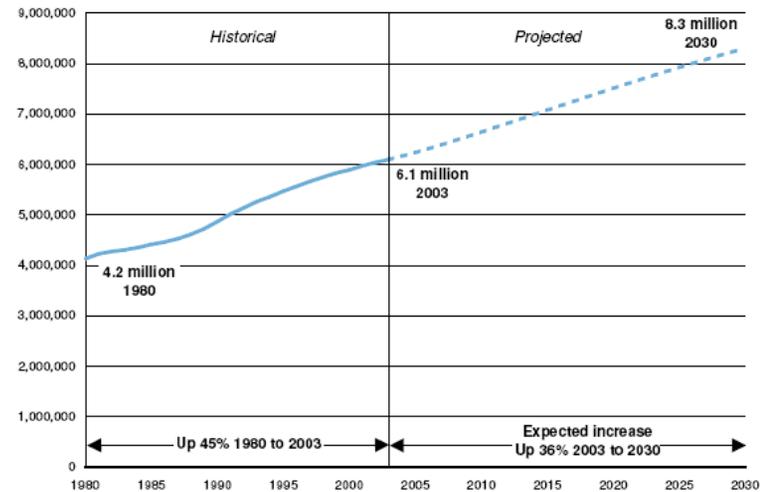
TRANSPORTATION PLAN

[WTP Home](#) > [Data Library](#) > The State's Population

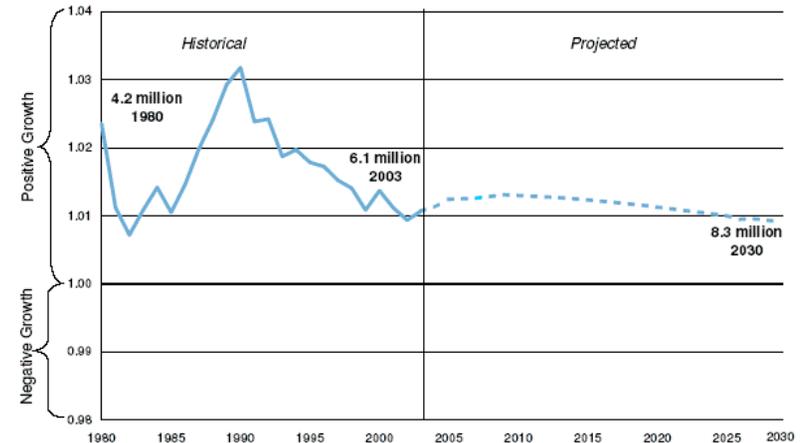
Washington State's Population Growth

Washington's population grew from 4.2 million in 1980 to 6.1 million in 2003 (average annual growth rate of 1.01%) and is expected to reach 8.3 million by 2030 (projected average annual growth rate of 1.01%).

Washington State Total Population



Washington State Annual Rate of Population Growth



For comparison, the U.S. annual population growth rate from 1980 to 2003 was 1.01% and is projected to continue that annual population growth rate through to 2030.

TRANSPORTATION PLAN

[WTP Home](#) > [Data Library](#)

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Use of Transportation Facilities and Systems in the State

PERSONAL TRAVEL

- [Commuter Trends](#)
- R [Statewide Commute to Work](#)
- R [Puget Sound Commute to Work](#)

ROADWAYS

- ★ [Vehicle Miles Traveled](#)
- ★ [Vehicle Registration](#)
- [Safety Rest Areas](#)
- R [Weigh Station Use](#)

FERRIES

- ★ [Ferry Ridership](#)

TRANSIT

- ★ [Urban Fixed Route Ridership](#)
- ★ [Rural Transit Ridership](#)

TRANSPORTATION PLAN

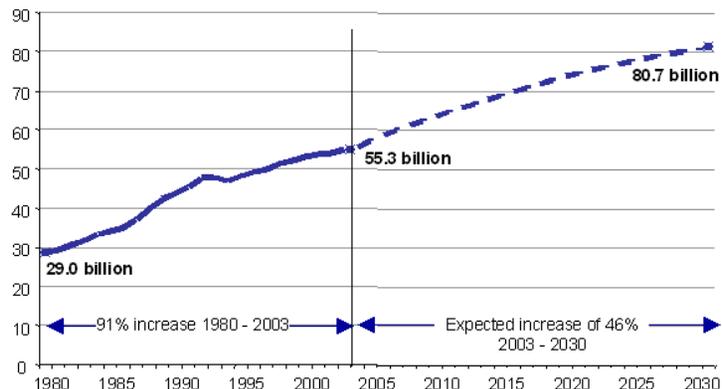
[WTP Home](#) > [Data Library](#) > Use of Transportation Facilities and Systems in the State

Vehicle Miles Traveled

Vehicle Miles Traveled by Licensed Drivers in Washington State has increased since 1980 and is expected to continue to increase in the future.

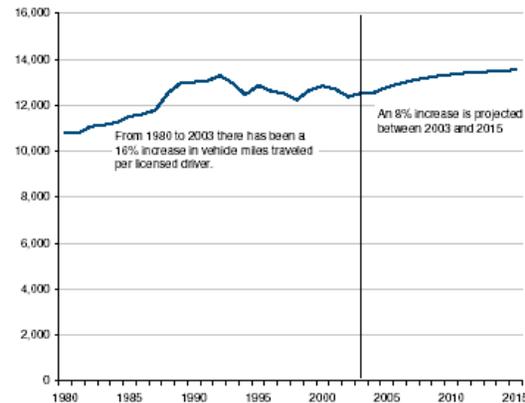
Total Vehicle Miles Traveled 1980 - 2030 (projected)

(Miles in billions)



In General, vehicle miles of travel by licensed drivers has seen an increase of 16% since 1980 to the present. Future increases are slightly less (10%) looking ahead from 2003 to 2030. This projected slowing is primarily due to population projections and to a lesser degree, the influence of other economic variables.

Vehicle Miles Traveled per Licensed Driver



Source: WSDOT Economics Division

What is the Outreach Program?

RTPO Outreach

- Briefing by Secretary MacDonald at quarterly meeting with all MPOs and RTPOs.
- WSDOT Modal Directors one on one meetings with each RTPO.
- WSDOT WTP briefings at RTPO policy or technical committees by WSDOT regional staff.
- Joint process for developing investment plan.

Document and Information Sharing

- The WTP web page.
- Creating web based documents accessible by everyone.
- Creating an on-line data library to share WTP data.
- Publishing and distributing folios describing WTP progress.

Special Outreach Meetings

- Legislator and legislative committee staff conversations
- Tribal Transportation Planning Organization
- Washington Public Ports Planning Group
- Freight Customer Interviews
- Safety Conscious Planning Workshop
- Freight Workshop with FMSIB
- Congestion Relief Study in Puget Sound, Vancouver and Spokane
- Local roadways group
- Other Events

Late Summer “Milestone” Event

- Scheduled for October 19, 2004
- Hosted by Transportation Commission
- Opportunity to share what we’ve learned, to discuss approaches, and solicit views.

Core of the Outreach Program

E-mail News Service

- Bi-weekly e-mail updates, “factoids”, highlights of activities

Online Calendar of Events

- Conferences, interest group meetings, Commission workshops, etc.

WTP web pages

- Data Library, WTP issues, papers, presentations and opportunity to comment link

Talking Points

- For Divisions, Regions, others to use in presentations to interest groups

Folios

- Topical information and key messages

Powerpoint modules

- Ready-to-go presentations that can be tailored to suit a particular audience

Statewide survey

- Assess public opinion for needs of transportation

Working group meetings

- Targeted outreach and input

MPO/RTPO meetings

- Targeted outreach and input

Public Library Distribution

- Public access to documents, analyses, and opportunity to comment

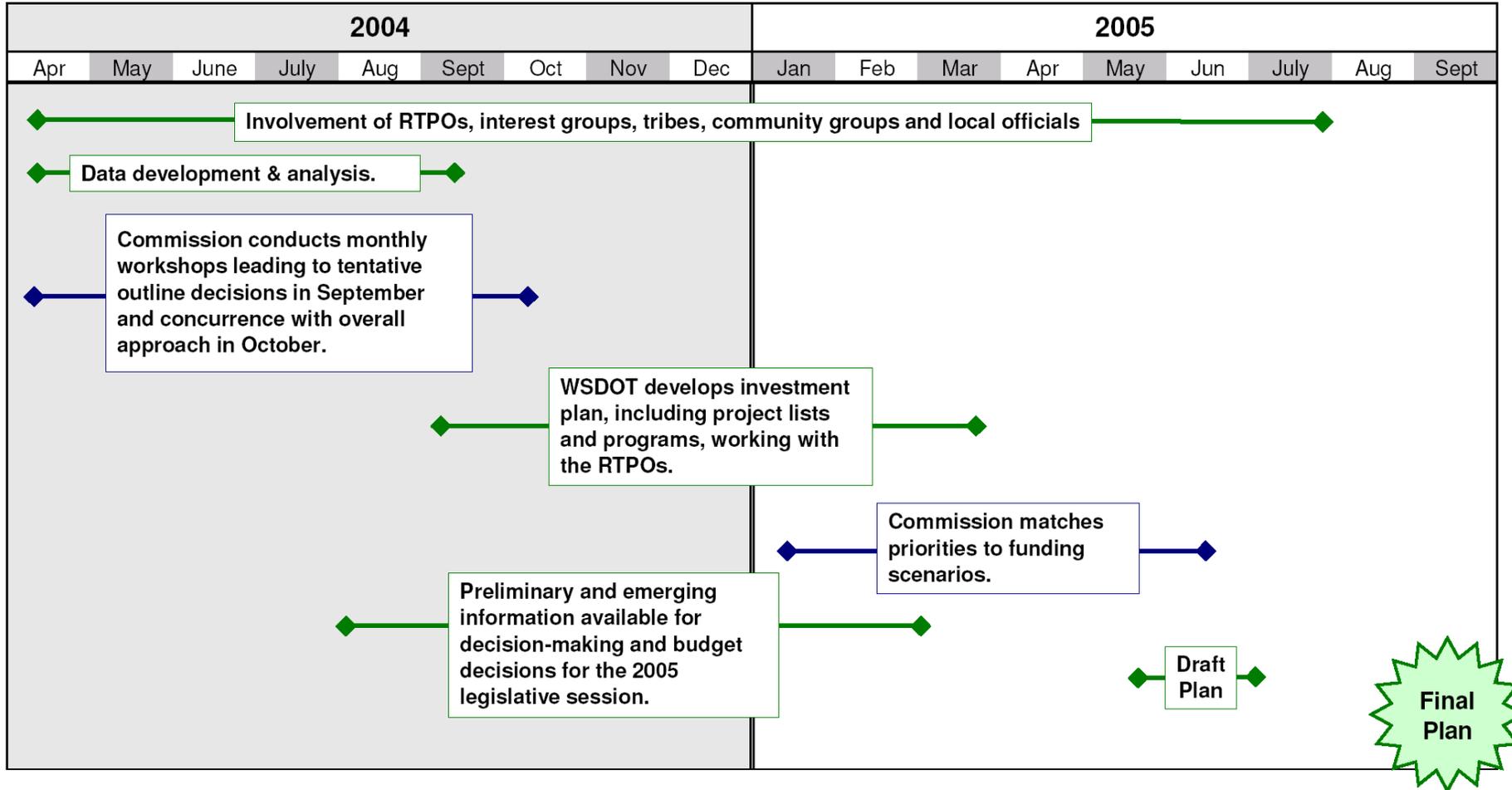
Title VI/Environmental Justice

- Identify location where additional outreach efforts may be needed
- Evaluate targeted investment approaches to avoid disproportionate impacts

Building the Record

- Centralized record of outreach, materials, and input received

What's the Schedule?



Washington Transportation Plan Update

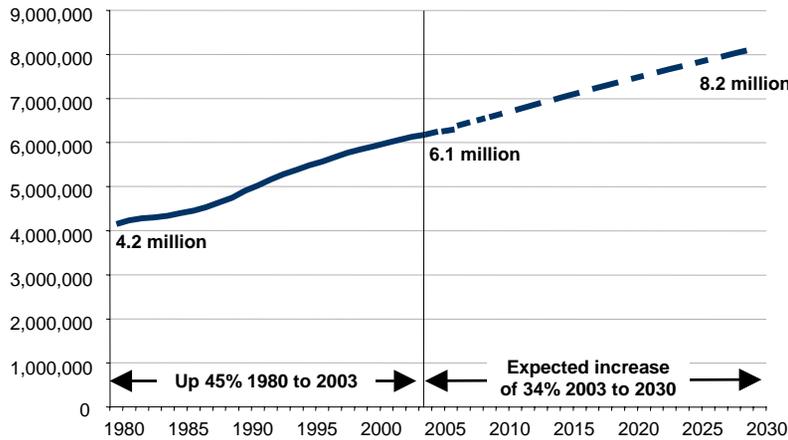
What you will hear over and over throughout this presentation and the update process. . .

- **Demands on our state's transportation systems are up, and have not been adequately addressed for years.**
- **Funds for transportation are not there to do what needs to be done.**
- **Aging and deterioration of our state's transportation system will require spending more and more to "stay in place."**

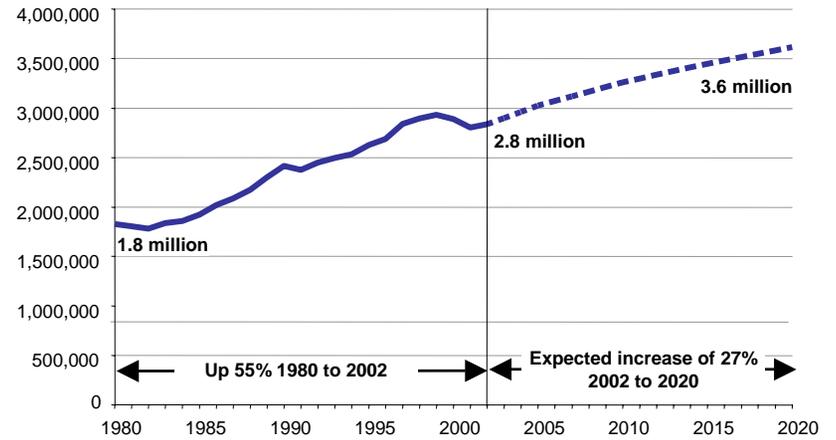
How do we talk about and settle on our real priorities in light of these paramount realities?

Demand is up...

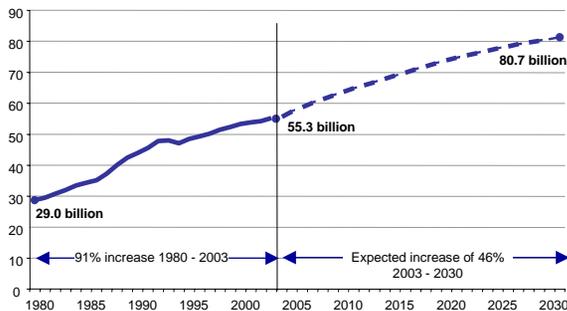
Population Will Continue to Grow



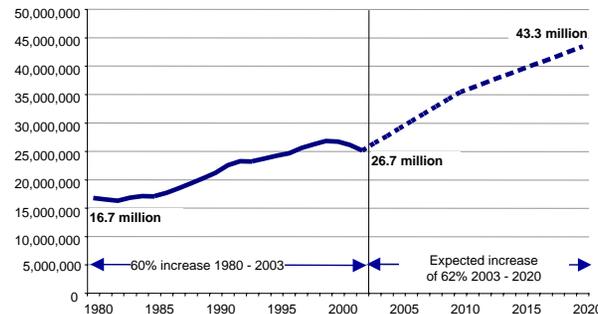
Employment Will Continue to Grow



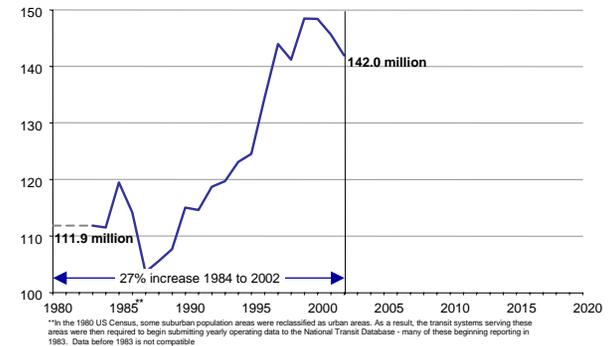
Vehicle Miles Traveled Will Continue to Grow (Miles in billions)



Ferry Ridership Will Continue to Grow

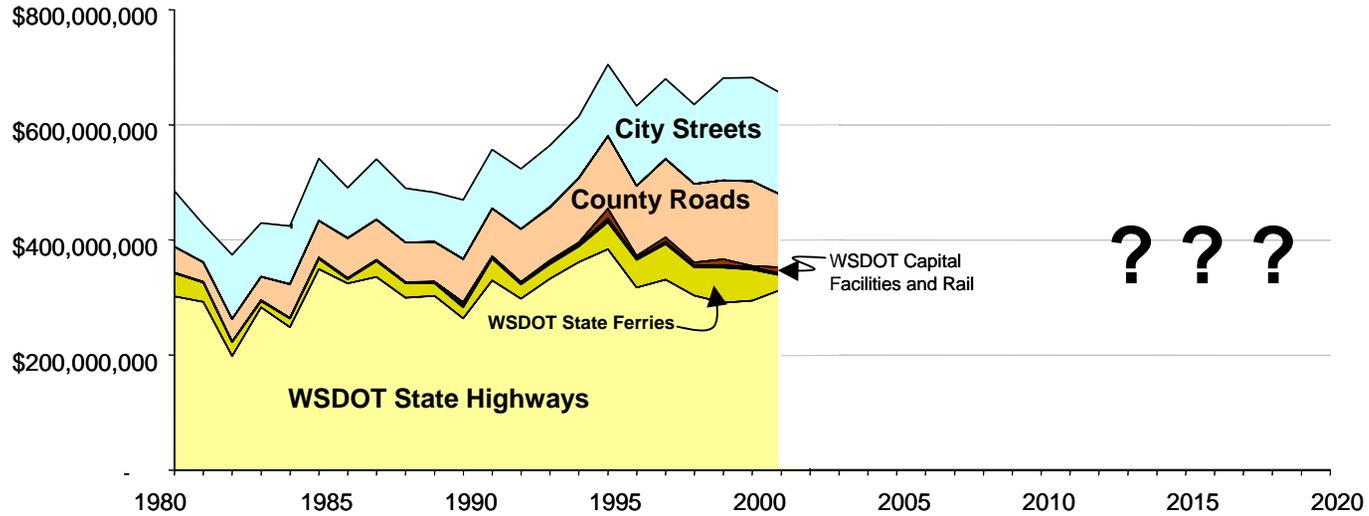


Transit Ridership Will Continue to Grow (Fixed Urban Passenger Trips displayed)

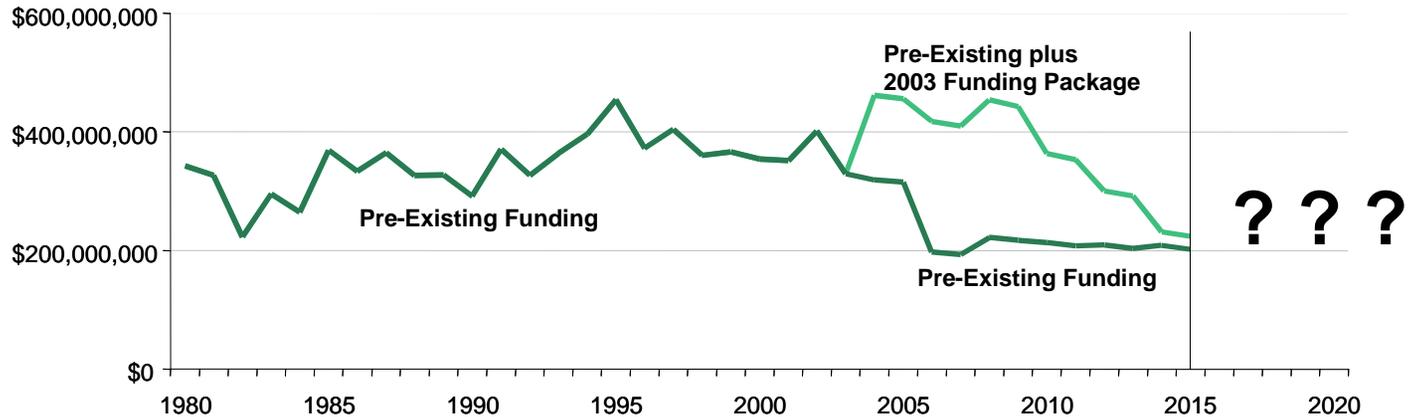


Funding: Down or flat...more or less....???

Transportation Capital Investment by WSDOT, Counties, & Cities
1980 – 2001 - projections to 2020 (1980 dollars)



Over the Next Decade WSDOT Funding is Declining
Even With the Last Funding Package
(in 1980 constant dollars)



What are we hearing about funding issues from the cities and counties and transit systems?

- County road levy and the current share of the gas tax cannot meet current funding needs.
- Most rural counties do not have an adequate tax base to fund general government needs let alone local transportation improvements.
- Local options cannot generate enough funds to provide for construction maintenance and preservation programs.
- Recent statewide initiatives have repealed local transportation funding tools.
- For transit, the state provides less than 2% of their total funding.
- Capital needs of transit systems vary depending on size and location, but are most acute in urban areas.
- Most critical for transit is augmenting funding for operations.
- In some areas of the state, the sales tax imposed by transit will not grow by enough to support funding for current operations.

The System is Aging and Deteriorating...

These problems are best recognized by the public as:

- Alaskan Way Viaduct
- SR 520 (Evergreen Point Floating Bridge)
- Interstate Pavements

On inspection, this is the problem of “preservation” investment. It is statewide and multimodal. It affects bridges, pavement and other facilities that the public assumes it can “take for granted”.

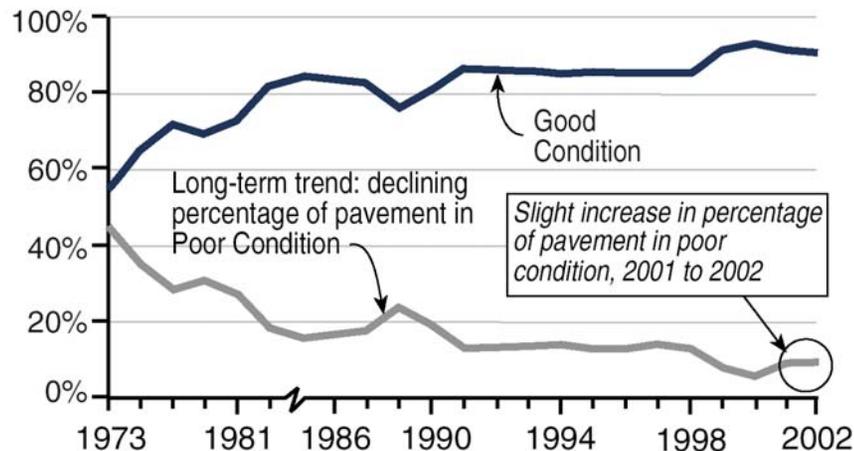
But preservation cannot be taken for granted and needs to be funded.

The System is Aging and Deteriorating...

Even though *asphalt pavement* conditions are improving, **concrete pavement** conditions on the state's most important highways are in decline and will be expensive and inconvenient to fix.

Pavement Condition Trends

Percent of Pavements



Source: WSDOT Materials Lab.

2004 Concrete Lane Miles*

Current Age (Construction or Reconstruction)	Total Lane Miles	Lane Miles Rehabilitated to Date by Dowel Bar Retrofit
0-10	147.1	0.0
11-20	274.0	0.0
21-30	566.8	35.0
31-40	642.0	322.4
41-50	279.1	58.1
51-60	5.0	0.2
61 or more	66.1	0.0
Total	1980.0	415.7

* Does not include 321 lane miles of bridge sections and 112 lane miles of ramps.

The System is Aging and Deteriorating

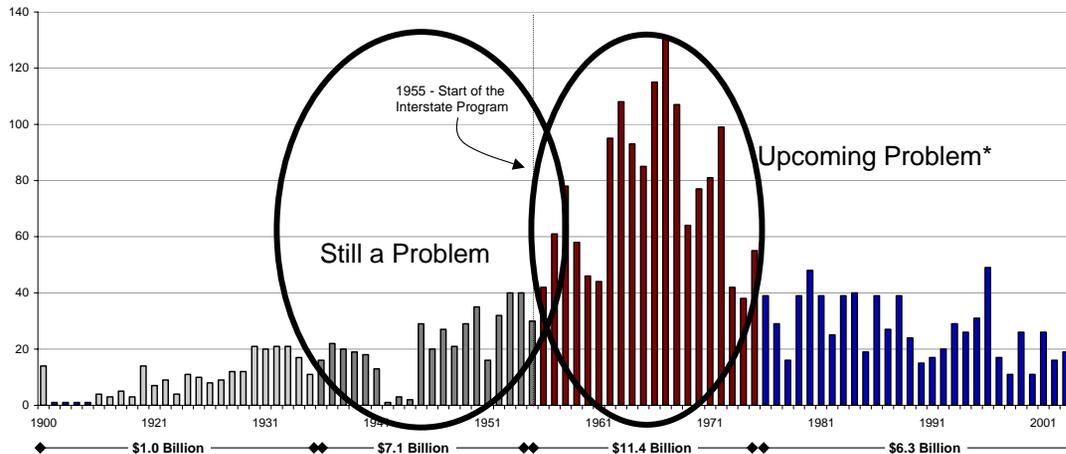
Bridges are getting older.

- In the next 20 years, much of the bridge inventory will reach the age of 50 or more years.
- As more of our bridge inventory reaches the age of 50, investment needs for bridge rehabilitation will continue to rise sharply with the most pressing needs being to replace the oldest structures in the system.

Ferry system assets are getting older.

- Just as with bridges the time is coming when expensive investments in ferry terminals and vessels will need to be made.
- Of our 28 ferry boats, 21 are more than 20 years old and six are 50 years or older.

Bridge Inventory by Age and Replacement Costs
2004 dollars



*May last longer than assumed life of 50 years

8/10/2004

Class	Name	Year Constructed	Age
Jumbo Mark II	Tacoma	1997	7
	Wenatchee	1998	6
	Puyallup	1998	6
Jumbo	Spokane	1972	32
	Walla Walla	1972	32
Super	Hyak	1967	37
	Kaleetan	1967	37
	Yakima	1967	37
	Elwah	1967	37
Issaquah 130	Issaquah	1979	25
	Kitsap	1980	24
	Kittitas	1980	24
	Cathlamet	1981	23
	Chelan	1981	23
Issaquah	Sealth	1982	22
Evergreen State	Evergreen State	1954	50
	Klahowya	1958	46
	Tillikum	1959	45
Steel Electric	Quinault	1927	77
	Illahee	1927	77
	Nisqually	1927	77
	Klickitat	1927	77
Miscellaneous	Rhododendron	1947	57
	Hiyu	1967	37
Passenger-Only	Skagit	1989	15
	Kalama	1989	15
Chinook	Chinook	1998	6
	Snohomish	1999	6

The System is Aging and Deteriorating...

Concrete pavement rehabilitation and bridge replacement are not the only preservation items in need of new investment funding.

- **Chip Seal roadways** on freight and goods transportation system routes that carry trucks and freight tonnage in excess of the roadway structures load carry capacity.
- **Rest Area buildings** which have reached the end of their economic life (i.e. renovation costs often exceed replacement costs).
- **Major Electrical features** are either aging or reaching the point where replacement parts are difficult to purchase and the systems have become obsolete.

Modernization of Narrow Bridges

New Program for Consideration

What would qualify a bridge for the new program?

- Two-lane bridges with a roadway width equal to or less than 24 feet.
- Most built prior to 1950.
- No funding currently available.
- Replacement costs include realignment of approach roadway to ensure adequate stopping distance.

Two-Lane Narrow Bridges on the State Highway System		
	number	cost to replace*
On Highways of Statewide Significance (HSS)	99	\$557 million
Other State Highways (non-HSS)	132	\$832 million

*includes roadway approach

The System Needs Added Safety Features

- WSDOT is analyzing the existing transportation system as part of the new WTP to determine the needed safety investment over the next ten (10) years.
- WSDOT will work with the Traffic and Design Offices as well as with the Washington State Patrol and the Washington Traffic Safety Commission and the Cities and Counties and other to develop recommendations for future safety investments.

So how should we approach the problem of making choices and setting priorities?

Capital investment in preservation and current investment in maintenance and operations are paramount issues.

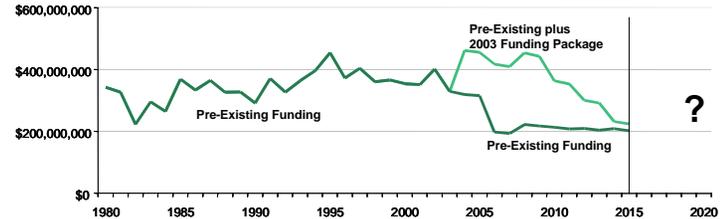
Also:

- The ability to address “New Capacity” for congestion relief will be an issue.
- Targeted safety investments that provide the highest benefit will also need to be made.
- There are many other potential priorities in the area of rural roads and freight mobility - to name a few.

Reality Intrudes

Recall the funding situation. Unless there is new funding there won't be much money for decision making.

Over the Next Decade WSDOT Funding is Declining Even With the Last Funding Package (in 1980 constant dollars)



How much additional funding could be raised over the next decade? Choose a Scenario!

Dollars in millions

Three scenarios, 2 options each.	Option A				Option B			
	Local Share	State Share		Total	Local Share	State Share		Total
	50%	50%			25%	75%		
		20% Maintenance	80% WSDOT Capital*		20% Maintenance	80% WSDOT Capital*		
Scenario 1: 1¢ gas tax increase each year for the next 10 years	\$993	\$199	\$1,835	\$3,027	\$497	\$298	\$2,722	\$3,517
Scenario 2: 10¢ gas tax increase beginning July 1, 2005	\$1,781	\$356	\$2,526	\$4,663	\$890	\$534	\$3,790	\$5,214
Scenario 3: 10¢ gas tax increase beginning July 1, 2005, plus another 10¢ increase July 1, 2011	\$2,675	\$535	\$4,344	\$7,554	\$1,337	\$802	\$6,577	\$8,716

*Amounts shown for WSDOT Capital Investment include assumptions for the sale of bonds using the available revenue stream. The funding level can vary depending on the timing of expenditures and the resulting bond sales needed, as well as from financing assumptions including interest rates and debt service coverage requirements.

The Discussion Involves:

- Even with RTID, more will be needed from the state for the Alaskan Way Viaduct, SR 520 (Evergreen Point Floating Bridge), interstate pavements, and other preservation needs.
- Maintenance and other operating and capital programs were not augmented by Transportation 2003 Funding Package. Safety programs need more funding.
- Only the very worthiest “new works” (i.e., capacity enhancement) projects can be funded at the likely levels of future investment capacity. How should they be prioritized?
- The 18th Amendment will continue to present a roadblock to multimodal funding – other sources besides the gas tax and vehicle fees will need to be tapped.
- Increased state funding will need to be shared with cities, counties and transit.
- Equity amongst areas of the state will continue to be an issue: the “donor areas” are very restless.