

SSB 5412 Subcommittee Work Plan

SSB 5412 Subcommittee's Working Purpose

The SSB 5412 Subcommittee develops and recommends strategies to WSDOT for incorporating the Legislature's five transportation policy goals of preservation, safety, mobility, environment, and stewardship into the MPOs' and RTPOs' planning activities through education and advocacy, increased access to information, and by building partnerships that result in a coordinated transportation system that moves people and goods.

SSB 5412 WSDOT Activity	What is WSDOT doing to Implement SSB 5412?	What is the SSB 5412 Subcommittee doing to Implement SSB 5412?	Who in WSDOT is Responsible?
Maintain an inventory of the condition of structures and corridors in most urgent need of retrofit or rehabilitation	Preservation is a statewide goal to keep transportation facilities in sound operational condition. The objective is to achieve the best long-term financial investment for a transportation facility and prevent failure of the existing system. To help accomplish this WSDOT has added data to its inventory to track what has the greatest effect on the environment and on WSDOT's structures. 2007-2026 Highway System Plan	Will not work on this goal but have a presentation on how to access WSDOT data and GIS workbench at an MPO/RTPO/WSDOT Coordinating Committee meeting.	Pat Morin, 360.705.7141, morinp@wsdot.wa.gov
Develop long-term financing tools for ongoing maintenance and preservation of the transportation system	The transportation system uses a variety of financing tools for funding expenditures. State transportation taxes and fees, ferry fares, bond proceeds, local funds, and federal funds are all used to fund state transportation projects and programs. These sources of funds are available to be appropriated by the legislature to fund WSDOT's and other transportation agencies' budgets. Not all of the projected transportation revenue is available for spending. Bond sales are used to fund a significant number of capital projects built by WSDOT. This requires a portion of the state gas tax and other revenues to be committed to pay debt service on these long-term borrowings. The major sources of state revenue supporting transportation expenditures, including debt service, are from gas taxes, licenses, permits, fees, and ferry fares. These sources of revenue are deposited into various state treasury accounts as directed by law. The legislature then appropriates these funds. 2007-09 Budget Request	Will not work on this goal but may invite the Governor's Office and WSDOT's Economics & Budget offices to future meetings to update members on the progress of developing funding tools.	Doug Vaughn, 360.705.7401, vaughnd@wsdot.wa.gov Eric Meale, 360.705.7942, mealee@wsdot.wa.gov
Balance system safety and convenience through all phases of a project to accommodate all users of the transportation system to safely, reliably, and efficiently provide mobility to people and goods	FHWA has rules and practices in place that direct transportation agencies that use federal funds to bring roadways up to AASHTO standards. Expenditures of federal funds on preservation and improvement projects do not necessarily translate into an improvement in safety performance towards Washington State's Target Zero goal of "No fatalities or disabling/serious injuries by 2027." In 1994, the Legislature directed WSDOT to obtain more performance from each programmed project. WSDOT began discussions with FHWA to determine if an approach could produce more results in meeting Washington's Safety goals. These talks resulted in a new safety stewardship agreement with FHWA in 1995 that provided WSDOT more flexibility in where to invest federal dollars focused toward solving known collision problems or locations with high risk. The agreement allowed WSDOT to focus pavement preservation funding on roadway preservation with no added safety improvement work. Since this stewardship agreement in 1995, WSDOT's fatality rate has decreased from 2.1 per 100 million miles traveled to less than 1 per 100 million miles traveled and has drawn national attention from the transportation community. WSDOT is now monitoring the effectiveness of all capital construction projects for performance changes against the design assumptions.	Will not work on this goal but may invite the WSDOT's Design and Construction Engineers to a future meeting to discuss how WSDOT's project engineers can tap into MPOs/RTPOs as communicators.	Pasco Bakotich, 360.705.7231, bakotip@wsdot.wa.gov Linea Laird, 360.705.7821, Lairdl@wsdot.wa.gov

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Develop strategies to gradually reduce the per capita vehicle miles traveled based on consideration of a range of reduction methods	WSDOT is leading the way in reducing vehicles miles traveled through long-term transportation infrastructure investments that offer real and reliable alternatives to single occupancy vehicles. This includes commute trip reduction programs, park and ride lots, bike and pedestrian paths, and transit programs. Focus on: The Climate Advisory Team Reduce VMT-Commute Options Folio GNB-Commute Options TRPC's Strategies to Reduce VMT	Will not work on this goal but will have Lon Wyrick and Jeff Wilkens give update reports on the Governor's Climate Change Committees.	Brian Lagerberg, 360.705.7878, lagerbb@wsdot.wa.gov
Consider efficiency tools, including high-occupancy vehicle and high-occupancy toll lanes, corridor-specific and systemwide pricing strategies, active traffic management, commute trip reduction, and other demand management tools	Running parallel to virtually the entire state highway network is WSDOT's very important technology infrastructure. This technology infrastructure is typically referred to as Intelligent Transportation Systems, or ITS. ITS includes ramp meters, variable message signs, radio advisories, and several other systems. ITS helps communicate traffic and weather conditions to the public, manage traffic flow, and collect traffic data, among many other valuable functions. Intelligent Transportation Systems Operations: First Annual Update	Will continue to work on this goal and Brian Smith will include a discussion, at a future meeting, on WSDOT's "Moving Washington" which is a strategy to reduce traffic congestion in Washington State.	Ted Trepanier, 360.705.7280, trepant@wsdot.wa.gov
Promote integrated multimodal planning	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 policy plan ," WSDOT's "statewide multimodal transportation plan" and the modal and issue components that contribute to its makeup. In Washington State, many laws direct the planning process at the city, county, and statewide levels and WSDOT works with these organizations coordinating planning of transportation facilities in order to have an integrated, multimodal transportation system.	Will continue to work on this goal to lessen disconnects among organizations and plans.	Elizabeth Robbins, 705.7371, robbins@wsdot.wa.gov
Consider engineers and architects to design environmentally sustainable, context-sensitive transportation systems	WSDOT has launched the Safety and Aesthetics program, which is a multi-faceted effort that is considered vital to implementing the fundamental principles of context-sensitive design in Washington State. Context-sensitive design considers the elements of mobility, safety, environment, and aesthetics from beginning to end of the project development process. Safety, Aesthetics, and Context-Sensitive Design	Will not work on this goal but will have a WSDOT representative come to a future meeting to share more information on environmental design and sustainability.	Nancy Boyd, 360.705.7233, boydn@wsdot.wa.gov
WSDOT shall use transportation demand modeling tools to evaluate investments based on the best mode or improvement, or mix of modes and improvements, to meet current and future long-term demand within a corridor or system for the lowest cost. WSDOT will participate in the refinement, enhancement, and application of existing transportation demand modeling tools to be used to evaluate investments	WSDOT focuses on modeling that predicts the travel demand, and resulting transportation performance, of the transportation system. In the field of transportation modeling, there are three main types of models. The use of specific model types vary based upon the output desired. The three types of models are: 1. Macroscopic Travel Demand Forecasting Models—designed to forecast travel demand 2. Mesoscopic Operational Models—designed to provide more detailed operational factors to the assignment model without spending the resources required to go to a microsimulation 3. Microscopic Simulation Models—designed to be used to simulate very detailed operations of specific facilities WSDOT has built all three types of models, although most applications to date have centered on macroscopic models. However, as WSDOT moves forward with modeling requirements the meso- and microscopic models may become the standard modeling tools used by the organization.	Will continue to work on this goal and will look at how it may tie in with climate change.	Craig Helmann, 206.464.1274, helmanc@wsdot.wa.gov