

**MPO/RTPO/WSDOT Coordinating Committee**  
**SSB 5412 Subcommittee**  
**July 29, 2008**

**Agenda Item 7 (3:00 p.m.) Cascading the Policy Goals**

- Background: How will organizations incorporate the policy goals into their plans and interpret the goals so as to be relevant to each organization?
- Materials: This packet
- Purpose: Information Sharing / Discussion

**Statewide Transportation Policy Goals – RCW 47.04.280 (SSB 5412 (3))**

Washington state has five statewide policy goals to guide the planning, operation, performance of, and investment in the state's transportation system:

1. Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
2. Safety: To provide for and improve the safety and security of transportation customers and the transportation system;
3. Mobility: To improve the predictable movement of goods and people throughout Washington state;
4. Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and
5. Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

**WHAT ARE STATE AGENCIES DOING TO INCORPORATE THE POLICY GOALS INTO THEIR PLANNING, BUDGETING, ETC.?**

**OFM Transportation Budget Instructions 2009-11**

For the first time, agencies with appropriations in the state transportation budget have been instructed to use the statewide transportation goals, objectives and performance measures as the framework for developing their:

- strategic plans;
- performance measures; and
- budget submittals.

Each agency is taking a slightly different approach with their strategic plans:

- Freight Mobility Strategic Investment Board (FMSIB) has three major strategies – and for each one, identifies “attainment benefits,” with specific reference to attainment report performance measures. (see attached excerpts from FMSIB strategic plan)
- WSDOT uses the five transportation goals as the framework for agency objectives and performance measures (some overlap with the objectives and performance measures in

the attainment report, but others are agency-specific). (see attached excerpts from draft WSDOT strategic plan)

Agencies are in the process of assessing and revising their agency-specific/budget-related performance measures to better align with the performance measures in the attainment report. For example, TIB and CRAB have added measures regarding local bridge and road conditions.

Agencies are currently developing their budget proposals, so we don't yet have specific examples to share with you.

**Priorities of Government (POG) 2009-11**

The Governor relies on the Priorities of Government (POG) approach for developing a strategic framework for making investment decisions. State agencies are currently reviewing the POG indicators to ensure consistency with the attainment report.

**Government Management Accountability & Performance (GMAP)**

The GMAP process for transportation agencies is being adjusted to address issues in each of the five transportation goal areas. The GMAP performance measures are consistent with the attainment report performance measures.

**ARE THERE POSSIBLE OPPORTUNITIES FOR MPOs/RTPOs TO LINK TO THE TRANSPORTATION POLICY GOALS?**

- ▶ Long-term Plans
- ▶ Unified Planning Work Programs (UPWPs)
- ▶ Transportation Improvement Programs (TIPs)
- ▶ Other?

## OBJECTIVES

To achieve the mission of improving freight mobility, the Board will pursue the following policy objectives, subject to available funding.

- Optimize freight mobility by reducing barriers on Washington's strategic freight corridors and lessen the impact of freight movement on communities.
- Employ existing and develop new techniques for anticipating future freight mobility requirements. Work with other agencies and partner modes to share data & projections.
- To the greatest extent possible, leverage state dollars with financial support from other public and private partners.
- Take a leadership role of informing the public regarding freight mobility transportation needs and issues.
- Bring public and private partners together to identify and help fund strategic projects and their most cost effective solutions.
- Measure improvements or deterioration in freight mobility against project completions and identified barriers.

## MAJOR STRATEGIES

1) The Freight Mobility Strategic Investment Board (FMSIB) will designate strategic freight corridors within the state, select strategic freight mobility projects for possible funding, leverage state funds to the greatest extent possible by assisting sponsors in securing partnership funding, brokering agreements, demonstrate the importance of projects to the public & policymakers, bring the public and private sectors together to identify and help fund freight mobility solutions, and develop biennial budget requests for legislative consideration.

*Strategy - Will facilitate lower freight costs and improve delivery time, which will influence the goal of enhancing competitiveness and removing barriers to freight movement.*

*Statewide Result - POG#6 - Improve the mobility of people, goods, information, and energy. All of the Board's efforts are targeted to improving the mobility of goods and improving the ability of businesses to compete economically. (Result POG# 5 - Improve the economic vitality of businesses and individuals would also be impacted by removal of barriers to movement of commerce.)*

*Activity Inventory - By statute, the Board is charged with developing a comprehensive and coordinated state policy that facilitates freight movement within the state to enhance local, national, and international markets. The Board designates the State's freight corridors every 2 years, a call-for-projects is issued every other year to maintain an active list of projects, and the last call was issued in 2007. Twenty-nine FMSIB projects*

Excerpt from FMSIB Strategic Plan

have been completed, twenty funded projects are in various phases of construction, and the Board will authorize at least five more projects to begin construction in 2009-11. Projects funded in the 2007-09 biennium will leverage more than \$5 in partnership match for every state FMSIB dollar invested.

**Attainment Benefits** – By removing identified chokepoints and barriers on strategic freight corridors, the travel time for freight movement and trip reliability will improve which will be reflected in attainment measures #3.1 & #3.3. The Board project selection process always evaluates the hours of delay with and without improvements to measure cost effectiveness of project investments prior to selecting projects to be added to the agency project portfolio. The reduction in hours of delay is reflected in attainment measure #3.2. Measure 1.2 – collision reduction and safety benefits are also measured for each project the board considers.

2) The Board will monitor the implementation of current freight mobility laws and programs, propose new legislation if deemed necessary, broker agreements between partners, develop funding alliances and act as an advocate for freight mobility. This will enable Washington to quickly maximize opportunities and construct safety and capacity improvements that will reduce the cost of moving goods.

**Strategy** - Requires the Board to analyze new and proposed federal regulations that are included in Federal Authorization proposals and make state policy and funding recommendations that maximize the state's ability to access new funding. The Board also provides input to the Congressional delegation on specific freight investments and policies that would improve Washington's freight corridors. Creating public understanding of the importance of aggressively pursuing improvements to the freight delivery system will be a key in developing the necessary support for changes. The current publicity on increased fuel costs provides an opportunity to relate the cost & importance of transportation to the delivery of goods. The Board's outreach video to educate the public on the importance of maintaining a strong freight mobility system continues to be aired around the state and nation.

**Statewide Result** - POG# 6 -Improve the mobility of people, goods, information, and energy. All of the Board's efforts are targeted to improving the mobility of goods and improving the ability of businesses to compete economically. (Result POG# 5 - Improve the economic vitality of businesses and individuals would also be impacted by removal of barriers to movement of commerce.)

**Activity Inventory** – The 2007-09 budget funded many FMSIB projects, and the Board continues to work aggressively with sponsors to keep projects advancing. To provide accountability on project commitments the Board has removed funds from projects that can not advance and reprogrammed them into projects that can advance so money is not dormant. Additional funding will be requested for the emerging high priority freight projects that are ready to go to construction during the 2009-11 budget cycle as well as accelerating some projects that are funded in the future, but ready to go to construction now. These locally sponsored projects include safety and air quality elements.



# Summary of WSDOT 2009-15 goals and objectives

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3.	<b>Mobility</b>	
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Goal	Objectives	page number
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# Strategic Goal: Safety

*Legislative Goal: To provide for and improve the safety and security of transportation customers and the transportation system.*

*WSDOT's Business Direction: Vigilantly reduce risks and increase safety on all state-owned transportation modes; reduce fatalities and serious injuries; assist local communities in identifying effective solutions to transportation safety needs.*

WSDOT's draft system-wide safety result indicators and performance measures include:

- § Number of traffic fatalities, all roads\*
- § Rate of traffic fatalities per 100 million miles traveled, all roads\*
- § Percent reduction in collisions before and after state highway improvements\*



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\* OFM Attainment Report.

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# Strategic Initiatives for Safety

Legislative goal: To provide for and improve the safety and security of transportation customers and the transportation system.

**Objective 1.1 Performance measures (draft):**

- Percent of bridges in good or fair condition
- Number of bridge seismic retrofit projects completed
- Number of bridge seismic retrofit projects completed within I-5 lifeline corridor
- Number of bridge foundation scour retrofit projects completed

**Objective 1.1 Bridge Risk Reduction: Reduce the risk of bridge collapse due to earthquakes, liquefaction, and foundation scour during high water flows.**

**2009-11 Strategies:**

- a) Complete bridge seismic retrofit of projects funded by the Transportation Partnership Account, bridges with single columns, and approaches to the I-5 Ship Canal Bridge.
- b) Begin developing an I-5 lifeline corridor seismic plan, and re-structure future funding around this plan.
- c) Scour retrofit of the highest priority bridges.

**2011-15 Strategies:**

- d) Begin implementing the I-5 lifeline corridor plan from McChord Air Force base to I-90 (milepost 127 to 164).
- e) Address seismic generated soil liquefaction issues for bridge foundations.
- f) Continue scour retrofit of the highest priority bridges.

**2015-19 Strategies:**

- g) Complete implementation of the I-5 lifeline corridor plan from Paine Field (Everett), to I-90 (milepost 186 to 164).
- h) Continue scour retrofit of the highest priority bridges.

**Objective 1.2 Performance measures (draft):**

- Traffic fatalities
- Number of highway safety capital projects completed
- Percent reduction in injury and damage before and after safety improvements

**Objective 1.2 Highway Safety: In partnership with state and local agencies, reduce fatal and serious injury collisions by 50% over the next 20 years by using a holistic approach that includes improving driver behavior, traffic operations, and capital facilities.**

**2009-11 Strategies:**

- a) Work with the Washington State Traffic Safety Commission and the Washington State Patrol to address highway sections where driver behavior contributing circumstances are significant
- b) Complete safety capital projects funded by the Nickel and Transportation Partnership Accounts
- c) Use available funding sources to quickly implement low-cost, short-term projects to address circumstances contributing to collisions.
- d) Monitor before and after results of safety enhancement activities and projects.
- e) Develop and begin using new highway safety analysis tools to identify and prioritize safety activities and projects on state highways and local roads.

**2011-15 and 2015-19 Strategies:**

- f) Develop low-cost safety solutions for corridors with dispersed collisions (e.g. head-on, run-off-the-road, and those caused by sleepy drivers).

# Strategic Goal: Preservation

*Legislative Goal: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.*

*WSDOT's Business Direction: Catch up with all necessary maintenance and preservation needs on existing highways, bridges, facilities, ferry vessels, airports, and equipment, while keeping pace with new system additions.*

WSDOT's draft system-wide preservation result indicators and performance measures include:

- § Percent of state highway pavement in fair or better condition\*
- § Percent of state bridges in fair or better condition\*
- § Percent of targets reached for state highways and bridge maintenance and operations\*
- § Percent of state ferry vessels in fair or better condition\*
- § Percent of state ferry terminals in fair or better condition\*
- § Percent of city and county roadway pavement in fair or better condition\*

\* OFM Attainment Report.



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