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**240.01 Introduction**

Adoption of a comprehensive, balanced statewide transportation plan is one of the primary responsibilities of the Washington Transportation Commission under RCW 47.01.071. Washington's Transportation Plan (WTP) is a blueprint for transportation programs and spending for a 20-year period.

The WTP addresses transportation facilities owned and operated by the state: state highways, the Washington State Ferries, and state-owned airports. It also addresses facilities and services that the state has an interest in because they are vital to the entire transportation system. These are: public transportation, freight rail, intercity passenger rail, marine ports and navigation, bicycle and pedestrian travel, and aviation. System plans for each of these transportation modes are components of the WTP.

The WTP is developed with extensive public involvement and in cooperation with WSDOT Regions and divisions; MPOs and RTPOs; tribes; cities and counties; transit officials; and representatives of private carriers.

The WTP is updated every four to six years in response to changing federal and state legislation, updated growth and revenue projections, and emerging issues. The current WTP was adopted in November 2006, covering the period from 2007 to 2026. Component system plans are also updated at regular intervals.

For information on the WTP, the current update process, and corridor planning, see the WSDOT Web site:

🌐 <http://www.wsdot.wa.gov/>

Click on Transportation Plan (WTP).

Or by direct link:

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

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\*Web sites and navigation referenced in this chapter are subject to change. For the most current links, please refer to the online version of the EPM, available through the WSDOT Environmental Services Office (ESO) home page: <http://www.wsdot.wa.gov/environment/>

## 240.02 Plan Components

### (1) State Highway System Plan

The State Highway System Plan (HSP) provides service objectives and strategies for maintaining, operating, preserving, and improving our state highways. Updated every two years, the HSP defines service level objectives, action strategies, and costs.

The HSP describes the major highway programs including highway maintenance (Program M), traffic operations (Program Q), highway preservation (Program P), highway improvement (Program I), highway safety (Subprogram I2), economic initiatives (Subprogram I3), and environmental retrofit (Subprogram I4).

The objective of the environmental retrofit subprogram is to retrofit state highway facilities to reduce existing environmental impacts. The environmental retrofit program is in addition to WSDOT's commitment to mitigate environmental impacts of all highway system projects.

The environmental retrofit subprogram focuses on:

- **Noise Barriers** – Adding noise mitigation along state highways where neighborhoods are exposed to unacceptable noise levels as defined by federal statute.
- **Fish Passage** – Targeting the removal of fish barriers along state highways.
- **Stormwater Discharge** – Constructing new stormwater treatment facilities to treat runoff from untreated pavements.
- **Air Quality** – Implementing all transportation control measures identified in the SIP. Currently, there are no transportation control measures specifically identified in either the SIP or the HSP.
- **Chronic Environmental Deficiencies** – Addressing recent, frequent, and chronic maintenance and/or repair problems in the state transportation infrastructure that are causing impacts to fish and fish habitat.

For information on the state highway system, see WSDOT's Web site:

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

### (2) State Ferry System Plan

The State Ferry System Plan has three service objectives: ferry system maintenance, ferry preservation, and ferry system improvements. WSDOT also has prepared a Long-Range Ferry Plan for developing ferry capacity. Information on WSF is online at:

 <http://www.wsdot.wa.gov/Ferries/>

**(3) State Airport System Plan**

The State Airport System Plan has three service objectives: airport maintenance, airport preservation, and airport improvement. WSDOT manages 16 airports across the state that serve as staging areas for search and rescue operations and provide emergency landing sites for aircraft in distress.

**(4) Washington State Intercity and Rural-to-Urban Public Transportation Network Plan**

This upcoming plan will supersede the Washington Intercity Public Transportation Network Plan dated July 1999. The new plan will identify intercity public transportation needs and prioritize public investment on a network basis. Primary objectives of the plan include the identification and filling of service gaps, enhanced coordination and connectivity between public and private sector services, and the consistent assessment of unmet needs at the regional level.

**(5) Washington State's Long-Range Plan for Amtrak Cascades**

WSDOT's long-range master plan for the development of higher-speed intercity passenger rail service between Portland, Seattle, and Vancouver, BC is being updated. The plan includes service goals, ridership and revenue projections, capital project descriptions and cost estimates, equipment requirements, and service increments that could be added over time if funding is available. The plan will be available at:

 <http://www.wsdot.wa.gov/Freight/Rail/default.htm>

**(6) Freight Rail System Plan**

The Freight Rail System Plan has three service objectives:

- Ensure adequate mainline freight capacity and safety and enhance access to and capacity of intermodal terminals.
- Preserve and enhance service on branch lines, promote continued service on light density lines, and preserve essential lines threatened with abandonment.
- Identify and preserve essential rail corridors for future rail service.

**(7) Marine Ports and Navigation System Plan**

The Marine Ports and Navigation System Plan has five service objectives:

- Increase Washington ports' share of the West Coast trade and support the development and growth of port related tourist activities.
- Ensure adequate landside access to and capacity of intermodal terminals.
- Ensure adequate waterside access to and capacity of transportation routes.

- Facilitate and support port actions and investments in port districts that increase speed and efficiency of intermodal transfers.
- Enable marine ports to continue to operate and expand within their shoreline locations while adequately protecting the natural environment.

**(8) Bicycle and Pedestrian Transportation Plan**

The Bicycle and Pedestrian Transportation Plan has two service objectives:

- Improve bicycle and pedestrian safety.
- Increase the use of bicycling and walking for transportation purposes, principally utilitarian and commuting trips and connections to intermodal facilities.

**(9) Aviation System Plan**

The Aviation System Plan has five service objectives:

- Ensure adequacy and improve general aviation facilities to meet current and future growth and demand in support of the state's trade and economic vitality.
- Promote the development of adequate air carrier airport facilities, both airside and landside to meet preservation, growth, and safety needs.
- Ensure the highest level of aviation safety.
- Provide emergency response capability and public safety through search and rescue and by maintaining, preserving, and improving a system of general aviation and commercial aviation services and facilities.
- Facilitate compliance by pilots, aircraft owners, and airport operators with state aviation regulations to ensure safe aviation and provide funding for general aviation services and facilities.

Information on the Aviation Division is online at:

 <http://www.wsdot.wa.gov/Aviation/>

**240.03 Exhibits**

None.