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### 320.01 Introduction

Programming of WSDOT projects is required by law, and it is limited to solving state highway deficiencies (RCW 47.05.010).

As described in **Section 300.02**, the outcomes of the WSDOT project programming process are:

- Approval of a Statewide Transportation Improvement Program (STIP), by the FHWA and FTA. As required by federal law, the STIP includes any project that is eligible for federal funds or may need federal approval.
- Approval by the Legislature of WSDOT six- to ten-year Capital Improvement and Preservation Program (CIPP) and two-year budget, including legislative modifications.

RCW 47.05 requires that WSDOT's priority programming system for evaluating multi-modal solutions to state highway system deficiencies include a needs analysis to identify preservation and improvement problems and deficiencies; and an evaluation of alternative solutions and project tradeoffs or comparisons. The alternatives analysis must include an estimate of the costs and benefits of proposed projects and services. Evaluating the impacts of each project on the program objectives and performance measures is an essential part of the investment comparison. Each project in the investment comparison must satisfy needs identified in the Highway System Plan.

RCW 47.05 requires that WSDOT consider a broad range of multimodal solutions as appropriate to address identified state highway deficiencies, including but not limited to:

- Highway expansion projects
- Measures to improve highway efficiency

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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/>

- Transportation facilities serving non-motorized modes
- High occupancy vehicle (HOV) facilities
- Transit facilities and services
- Rail facilities
- Transportation demand management (TDM) programs

## 320.02 Ten-Year Implementation Plan

Ten-Year Implementation Plan projects are identified through a funding and fiscal analysis that updates revenue projections for the 20 year system plan and develops a preliminary allocation of anticipated resources (see **Section 300.02**).

RCW 47.05 requires that investments to implement the Highway System Plan include the kinds of improvements listed in the following two WSDOT Programs: Preservation and Improvement.

The Preservation Program includes:

- P1 Roadway** – Embodies preservation work on roadway surfaces and shoulder and restoration of existing safety features.
- P2 Structures** – Comprises preservation and prevention of catastrophic failure of bridges.
- P3 Other Facilities** – Includes preservation of rest areas, weigh stations, unstable slopes, and major drainage and electrical rehabilitation.

The Improvement Program includes:

- I-1 Mobility** – Includes projects to relieve congestion in rural and urban areas. Examples include additional general purpose lanes, truck climbing lanes, intersection improvements, route realignments, and surveillance control and driver information. Other objectives address bicycle connectivity, and the Puget Sound core HOV network.
- I-2 Safety** – Includes strategies to make highways safer by reducing collisions in accident corridors, and preventing collisions before they occur by bringing highways up to standards in selected high risk locations.
- I-3 Economic Initiatives** – Includes projects to upgrade roadway surfaces to withstand freeze-thaw effects; provide four lane limited access highways for all roads carrying 10 million tons or more of freight per year; provide new rest areas; replace or upgrade bridges that cannot currently carry legal overloads or have vertical clearance of 15 feet six inches or less; provide interpretive sites on scenic and recreational highways; and provide for rural bicycle touring loops.

**I-4 Environmental Retrofit** – Provides for stormwater runoff improvements; fish passage barrier removal; rehabilitation of WSDOT assets to correct chronic environmental deficiencies; noise abatement projects; and air quality improvement.

In addition to these ongoing WSDOT programs, there are two subprograms, which are funded for specific purposes:

**I-6 Sound Transit** – Sound Transit provides funding to improve transit access to state highways in the Puget Sound area.

**I-7 Tacoma Narrows** – The objective of this subprogram, added in the 1999-2001 biennium, is to improve mobility along the SR-16 Tacoma Narrows Bridge corridor by partnering with private firms to design and build improvements.

Two other WSDOT programs have their own project scoping and programming processes for capital improvements:

W – Washington State Ferries Construction

F – Aviation

Others are typically funded as a program, instead of project-by-project, although they do engage in on-the-ground project-type work. These programs are:

D – Highway Management and Facilities

K – Economic Partnerships

M – Highway Maintenance and Operations

Q – Traffic Operations

R – Sales and Services to Others

X – Washington State Ferries Operations and Maintenance

Y – Rail Programs

Z – Highways and Local Programs

### 320.03 Biennial Budget

All projects, including road and ferry projects in WSDOT's biennial budget, must be tied to the Washington Transportation Plan. They are also tied to medium range implementation plans like the 10-Year Implementation Plan for highway projects. Every two years, the budget and system plan are reviewed to consider the addition of new service objectives, action strategies, and programs to address highway deficiencies. Conversely, as service objectives are met or further refined, existing programs may be modified or eliminated in future Highway System Plan documents and biennial budgets.

## 320.04 Statewide Transportation Improvement Program

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA LU) requires Transportation Improvement Programs (TIPs) to be prepared by Metropolitan Planning Organizations (MPOs) and Transportation Management Agencies (TMAs), such as the Puget Sound Regional Council, and approved by the FHWA and the Federal Transit Administration (FTA). (See **Chapter 230**.)

The Statewide Transportation Improvement Program (STIP) includes:

- All TMA TIPs
- All MPO TIPs
- A TIP for the remainder of the state

Agencies involved in preparing the STIP include local governments, RTPOs, TMAs, MPOs, WSDOT, transit agencies, and the Governor's Office.

WSDOT's Highways and Local Programs Office has lead responsibility in developing guidelines and procedures for preparing the STIP and manages STIP amendments and financial feasibility throughout the year.

For details, see WSDOT's Web site at:

 <http://www.wsdot.wa.gov/localprograms/ProgramMgmt/STIP.htm>

### (1) **STIP Requirements**

TIPs prepared by transportation management agencies or MPOs include all federally funded projects in the region (including projects on native lands). Projects for TIPs are selected based on each agency's long-range plan, need, priority rating defined by a clear set of criteria, and the availability of funds. TIPs usually are prepared annually and provide a three year "window" for projects at both the regional and statewide levels. They must be prepared at least every two years.

In air quality nonattainment areas, projects funded with state or local funds must be included in the TIP as well. This is to ensure that Washington's TIPs reflect important changes to the transportation system with potential air quality impacts. (See **Chapter 425** for details.)

The current STIP contains federally funded projects plus state and local regionally significant projects programmed for calendar year 2005 through 2007. These projects have been identified through the planning process as the highest priority for the funding available to the state's transportation program.

The STIP also includes state and local roadway, bridge, bicycle, pedestrian, safety and public transportation (transit) projects. Eligible activities include project-related activities, such as preliminary engineering, right-of-way acquisition, and construction for roadways, and capital and operating expenses

for public transit. Projects are organized in alphabetical order by MPO, county and lead agency, and are shown in a standardized format, which includes similar information for each project.

In Washington, most of the TIPs and the STIP have been developed on a yearly basis. A two-year budget is developed in even years and approved in approximately May of odd years. A supplemental budget is developed on the off-year. Puget Sound Regional Council, the largest MPO in the state, develops its TIP on even years, and a major amendment on odd years. The timing of the STIP process results in its approval in advance of the two-year budget. Most projects in the two-year budget are also in the approved STIP, although some must be added by amendment. The development of the TIPs includes an extensive public involvement process.

## (2) **STIP Contents**

Following are the basic required elements of the STIP:

- Identifies all proposed highway and transit projects in the state funded under title 23 USC and the Federal Transit Act, including Federal Lands projects.
- Incorporates the metropolitan transportation improvement programs approved by the TMAs and MPOs.
- In carbon monoxide, ozone, or PM10 nonattainment areas, includes projects that conform with the State Implementation Plan (SIP).
- Maintains consistency with expected available funding.
- Identifies selection priorities developed with appropriate consultation and/or coordination with local jurisdictions, metropolitan planning organizations, and Federal Lands agencies.
- Contains all regionally significant transportation projects requiring FHWA or FTA approval, regardless of funding.
- Meets the requirements of 23 USC 135(f), Statewide Planning, coordination with local jurisdictions, and review by FHWA.

## **320.05 Exhibits**

None.

