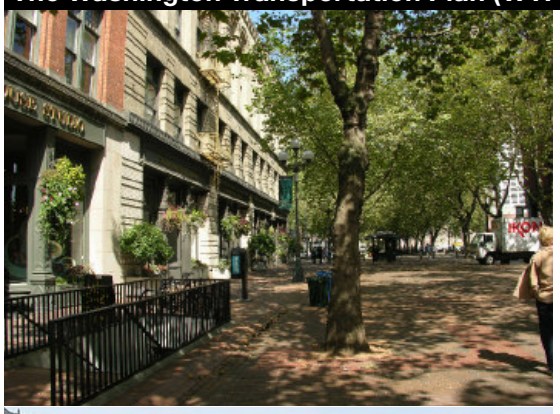
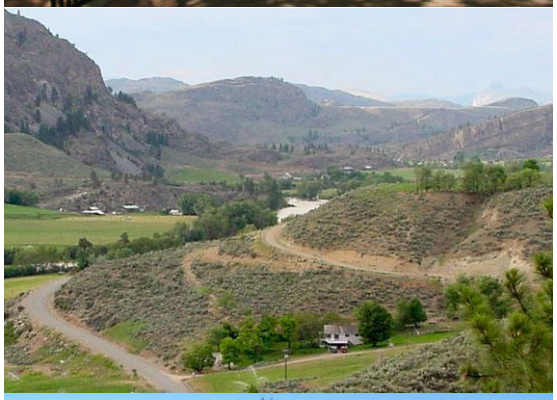




Discussion Guide for WTP Public Outreach

The Washington Transportation Plan (WTP) is...

- A 20-year plan that sets the policy guidance for the statewide transportation system.
- A data-driven guide to transportation investment decisions reflecting statewide input.
- A collaboration between the Washington State Transportation Commission and the Washington State Department of Transportation to address transportation needs for both state-owned and state-interest facilities.

Washington's transportation system should serve our citizens' safety and mobility, the state's economic productivity, our communities' livability, and our ecosystem's viability.

Recognized Influences Considered by the WTP

- The world is changing and Washington State is both involved in and is impacted by those changes. At the same time, Washington's population is projected to grow from 6 million to 8 million people in the next 20 years.
- Washington has two of the largest international trade ports in the United States. Globalization, competitive industry trends, and new technologies are increasing freight volumes twice as fast as Washington's overall population and traffic growth.
- Transportation and growth are inextricably linked.
- Since 2003, the legislature has significantly increased the state's resources for transportation investment, yet more than $37 billion in further needs remain.
- Washington's transportation challenges can only be solved by a combination of building new facilities and operating the system more effectively.
- Rail service and pricing issues, capacity-constrained and higher-cost trucking, environmental issues, and limited state resources have moved the state to examine what its role should be with respect to railroad operations. These issues are being addressed by the Transportation Commission's Rail Capacity and System Needs Study.
- The possibility of managing traffic flow through pricing methodologies is currently under review as part of the Transportation Commission's Tolling Study.

Washington State Transportation Commission

Washington State Department of Transportation

The Washington Transportation Commission from left to right: Bob Distler, San Juan County; Elmira Forner, Chelan County; Richard Ford, King County; Reema Griffith, Executive Director; Dale Stedman, Spokane County; Edward Barnes, Clark County; Dan O'Neal, Mason County; and Carol Moser, Benton County.

Key Findings

1. Mobility—The mobility of people and goods is fundamental to the functioning of an economically vibrant, physically healthy, mentally engaged, and politically free people. Within the borders of Washington State exists a complex interrelated network of transportation infrastructure that its citizens desire to have preserved and improved to maximize economic potential, to provide recreational and social opportunities, and to do that while enhancing personal health and safety.

2. Priorities—The amount of investment required but not currently available to meet the state's objectives exceeds $37 billion in the next 20 years. First, the existing system cannot be allowed to deteriorate. Accordingly, preservation continues to be the first order of business. The safety of the systems must be improved. Improvements are needed to enhance the state's economic vitality, its general mobility, the health of its citizens, and the environment in which they live, work and play.

3. Innovative Solutions—The state must continue its search for innovative technological, operational, and planning solutions that can achieve objectives through lower costs, more targeted revenue generation, and fully supported and enforced strategic planning for the network's future. Innovation might be found in employing the latest technologies. Innovation should also include facilitating readily available alternative transportation, including bicycles and walking, which conserve energy and contribute to personal health.

The Challenge—What the Data Tells Us

Washington's transportation system is expected to be safe and efficient and is an integral part of our state's social and economic fabric. The transportation needs in Washington significantly exceed available and forecasted future fiscal resources. The challenge is to achieve the Transportation Commission's vision despite increasing demand for transportation of all kinds, funding constraints and instability, and reduced buying power of available funds.

Preservation

The deterioration of Washington's transportation system grows substantially as population, employment, and vehicle miles traveled increase. A backlog of preservation needs across all modes exceeds available revenues and the system continues to age faster than it is being preserved.

Figure DG-1
Historical, Current and Future Look at Gas Tax Revenue Components (in millions)

	1991	2005 (Estimated)	2021 (Projected)
Vehicle Miles Traveled	45,500	55,100	75,500
Fuel Consumption (Gallons)	2,600	3,200	4,400
Gas Tax Revenue (1991 dollars)	$574	$681	$836

Source: WSDOT Financial Planning and Economic Analysis

Figure DG-2
Washington's Roadway System
Miles of Roads and Vehicle Miles Traveled (2004)

State Highways	Centerline Lines[1]	Lane Miles[2]	Daily Vehicle Miles Traveled	Amount of Traffic Carried
Interstate Highways	764	4,751	41,763,000	27.5%
Rural Highways	5,267	11,335	18,731,000	12.3%
Urban Highways	1,015	3,917	25,728,000	16.9%
Total	7,046	20,003	86,222,000	**56.7%**
County Roads				
Rural Highways and Roads	35,007	70,014	11,288,000	7.4%
Urban Highways and Roads	1,656	4,043	9,335,000	6.1%
Urban Local Streets	3,170	6,339	2,821,000	1.9%
Total	39,833	80,396	23,444,000	**15.4%**
City Streets				
Rural Roads	2,374	4,747	536,000	0.4%
Urban Streets	3,416	9,038	31,310,000	20.6%
Urban Local Streets	10,472	20,943	9,126,000	6.0%
Total	16,262	34,728	40,972,000	**26.9%**
Other Public Roads				
Other State Roads[3]	10,825	21,649	876,000	0.6%
Other Federal Roads[3]	7,193	14,386	545,000	0.4%
Tribal Roads	58	116	4,000	0.0%
Port District Roads	3	5	54,000	0.0%
Total	18,079	36,156	1,479,000	**1.0%**
Total Statewide Miles	81,220	171,283	152,117,000	100.0%

[1] Centerline miles count total miles of road but do not take lanes into account. A one-mile length of four lanes on I-5 measures the same as one-mile length of two lanes on SR-101. Both equal one centerline mile.

[2] Lane miles count lanes including ramps, special-use lanes, bike lanes, HOV lanes, etc. A one-mile length of four lanes on I-5 equals four lane miles.

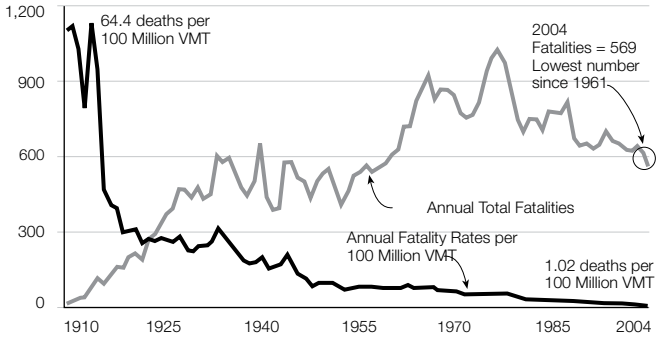
[3] Other roads include forest service and other service roads.

Source: WSDOT Transportation Data Office

Safety

Approximately 600 deaths from collisions occur each year; an unacceptable number despite progress to improve highways, as the following chart shows. Deaths and injuries on Washington's roadways result in an annual $5.3 billion societal cost. Sharply reducing fatalities and severe injuries will require more than better vehicle and road engineering. Extensive increases in enforcement and education are necessary to combat the greatest contributors to the problem: speeding and impaired driving. These two factors combined lead to 60% of all traffic fatalities. Eliminating these human behaviors is essential to reach the goal of zero fatalities by 2030.

Figure DG-3
Washington Motor Vehicle Total Fatalities and Fatality Rates
1910-2004

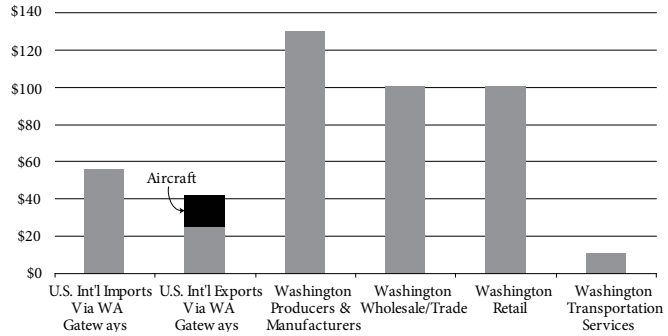


Source: WSDOT Transportation Data Office

Economic Vitality

When congestion causes a parent to be late to pick up a child from daycare, it costs money. When parts and merchandise are delivered late to manufacturers and stores, profit margins narrow and prices increase. In addition, the need to enhance Washington's global competitiveness remains paramount. Understanding how transportation can best respond to improve this is key.

Figure DG-4
Washington State Value of Freight Shipments (2004: Billions of Dollars)



Mobility

Improving travel time reliability and the movement of people and freight will increase our state's productivity. Without substantial new capacity or significant changes that affect how and when citizens travel, by 2030, users of Washington's transportation system will experience: increased delay and reduced travel time reliability, reduced system efficiency, reduced economic productivity, and higher consumer costs.

In addition, those who cannot drive because of age or illness, or for other reasons, may not have access to jobs, education, medical care, and social interaction without public transportation options.

Environmental Quality

Transportation systems touch many complex health and environmental concerns: citizen and community health, natural ecosystems, species protection, climate change, and land use. When individuals can't walk or ride a bicycle safely, the health of communities suffer. Enhancing the environment and Washington's communities is vital to sustaining the quality of life citizens value and rely upon.

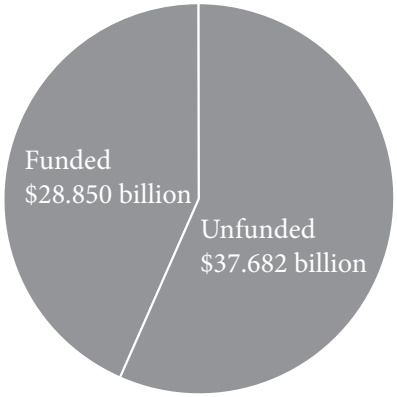
This quality of life is directly linked to how clean our air and water remain, and the ability of communities to maintain their identities and their unique sense of place. The health of the economy is directly linked to livable communities and the enhanced protection of natural resources, which both attract and keep a diverse and innovative workforce in Washington.

> "When I think of transportation, I think of safety, economic development, and a legacy for our children."
>
> **Christine Gregoire**
> ***Governor***

Governor's Priorities of Government
The Governor's Priorities of Government is the statewide approach used to identify results as the basis for budget decision making. This approach facilitates strategic thinking and uses performance evidence to make investment choices that maximize results. Transportation investments relate to three priorities: *Improve the economic vitality of businesses and individuals, improve statewide mobility of people, goods, and services,* and *improve safety of people and property.* These performance goals establish expectations that shape transportation investments, project design, and accountability at all jurisdictional levels.

Governor Gregoire signing the Transportation Partnership Act, June 2005.

Figure DG-5
WTP Funded and Unfunded Amounts



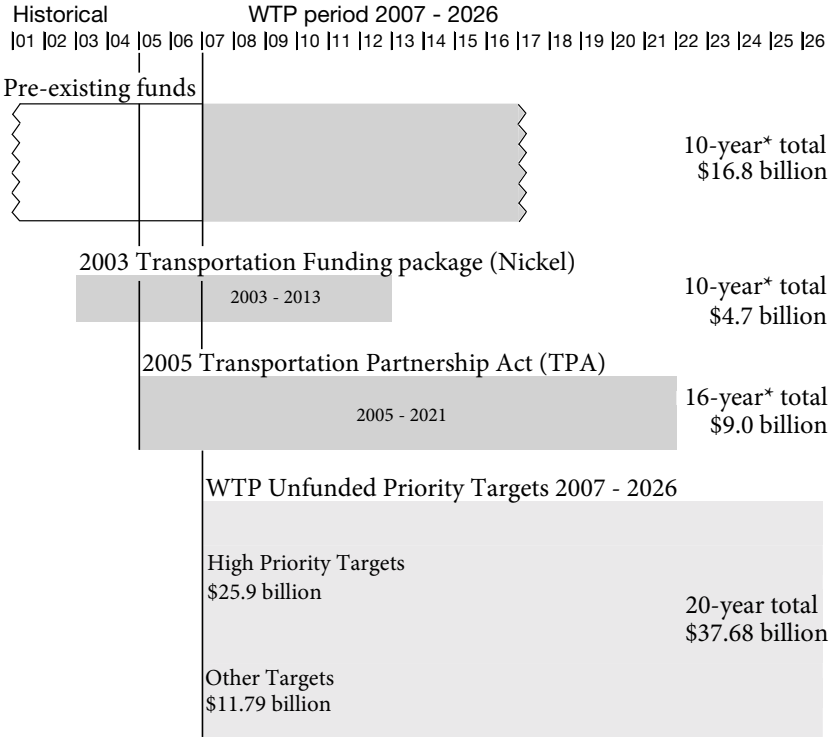
Phase I of the WTP Spurs Investments

The budget proposal submitted to the legislature in 2005 by the Transportation Commission was based on early findings from the Washington Transportation Plan data analyses and stakeholder input collected in Phase I. Page five summarizes where existing transportation funds are targeted for projects and programs identified by the WTP. These recent funding decisions by the legislature and the Governor clearly define policy as they set clear priorities for the WTP and currently available revenues.

During recent years, the Governor and the legislature have provided critical investments that will move us forward to achieving the WTP vision. With the 2005 Transportation Partnership Act (TPA), state leadership added to programs and projects already funded from prior sources (pre-existing funds) and the 2003 "Nickel" funding package as Figure DG-6 illustrates. The TPA provides bold direction for future transportation investments in Washington.

These actions were affirmed in November 2005 by the voter defeat of I-912, an initiative that would have repealed key investments of the 2005 Transportation Partnership Act. The following pie chart (figure DG-5) compares these constrained available funds to the unfunded gap identified in the WTP.

Figure DG-6
WTP Priority Investments and Current Funding
20-Year Outlook—2005 dollars



Source: WSDOT Gray Notebook and Transportation Planning Office

* A 10-year total is shown for pre-existing funds because the Transportation Commission proposes and the Legislature typically enacts a 10-year investment program. The 2003 and 2005 funding packages were enacted for the periods specified.

Summary of TPA Investments

Preservation Investments Underway

$13.4 billion is dedicated to preserving, maintaining, and rehabilitating:

- Highway pavements and unstable slopes
- Seismically vulnerable, narrow, aging bridges
- Safety rest areas and weigh stations
- Transit system capital
- County roads and ferries
- City streets and bridges
- State ferry vessels and terminals
- Public-use general aviation airport pavements

Safety Investments Underway

$3.36 billion is dedicated to improving safety for:

- State highways and safety rest areas
- Bicycle and pedestrian facilities statewide
- County two-lane roadways
- City streets
- General aviation airports
- The state ferry system

Economic Vitality Investments Underway

$768 million is dedicated to:

- Preparing for events of statewide significance, such as the 2010 Olympics in Vancouver, BC
- Reducing severe weather closures on I-90
- Addressing freight constraints on I-5

Mobility Investments Underway

$11.112 billion is dedicated to maintaining, operating, and providing:

- Incident Response
- Intelligent Transportation Systems (ITS)
- High occupancy vehicle lanes
- Safety rest areas and weigh stations
- Ferry vessels and terminals
- Passenger rail
- Commute trip reduction
- Park and ride policy development and grants
- Transit service expansion
- Assistance to transit agencies for providing intercity connecting service
- Support for the Agency Council on Coordinated Transportation
- Relief from bottlenecks and chokepoints on highways

Environmental Quality Investments Underway

$198.6 million is dedicated to addressing:

- Fish passage barriers on state highways
- Urgent locations of stream bank failures
- Noise barriers
- Stormwater treatment retrofits
- Wildlife hazards on or adjacent to airports

Regional Partnerships

In 2006, the legislature and the Governor created the Regional Transportation Commission (RTC) to evaluate transportation issues in the central Puget Sound region and to develop a regional transportation governance proposal. The RTC is comprised of nine members, all private citizens appointed by the Governor, plus the Secretary of Transportation as a nonvoting member. Their work will play an important role in guiding transportation operation and accountability decisions.

> The approach in the WTP is strategic: make targeted, prioritized investments to achieve the greatest benefits attainable with limited funding.

Strengthened regional partnerships and collaboration are required to provide regional investments to fund, build, operate, and maintain additional transportation services and facilities. Such investments should be tailored to promote regional economies and improve quality of life, promote goods movement to and through ports and border crossings, and support programs aimed at developing the state's economy while increasing Washington's global competitiveness.

The Work That Remains

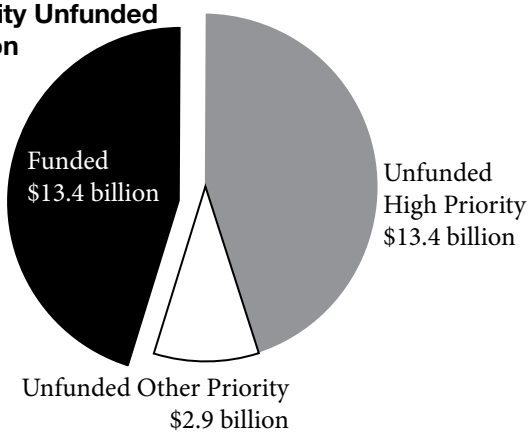
It is critical to make wise investments to preserve our transportation system and keep it functioning safely and effectively; to ensure the system has the connectivity and continuity needed to address ever-increasing travel demands; and to explore new and innovative mechanisms for financing that will sustain transportation revenue requirements in coming years.

Nearly $38 billion is needed to address statewide unfunded transportation needs over the next 20 years. Recognizing that securing revenue for this significant amount was not probable over 20 years, the Transportation Commission prioritized the needs into high, medium, and low priorities. The high priorities were then evaluated further as the targets relate to the five investment categories. Many investments have multiple benefits. For example, ramp meters can smooth traffic flow, reduce congestion, increase throughput, and improve safety; all leading to improved economic productivity. However, there are almost $26 billion in high priority targets that are currently unfunded.

The Work That Remains—Unfunded High Priorities

1. Preservation—Invest to take care of the transportation systems we have today, to preserve and extend prior investments in these facilities and the services they provide to people and commerce.

Figure DG-7
Preservation
High Priority Unfunded
$13.4 billion



Outcomes and Benefits

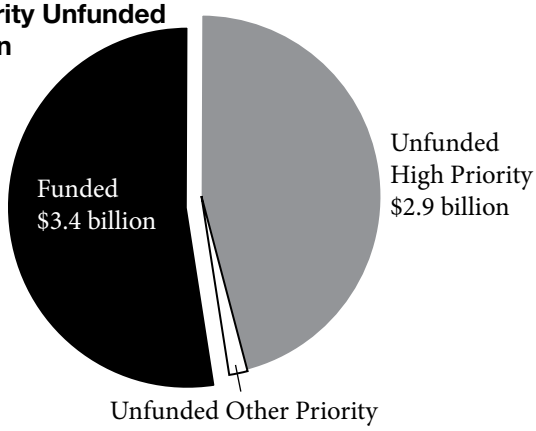
- Extend the service life of the state highway system, which leads to increased efficiency, safety, and reliability of travel times
- Eliminate the city street maintenance and preservation backlog
- Extend the service life of bridges in the local road network

Proposed Strategic Investment Level:
$13.379 billion

- Rehabilitate concrete pavement on interstate routes
- Replace major seismically vulnerable and aging bridges and replace seismically vulnerable bridges on remaining critical highway corridors:
  - Alaskan Way Viaduct
  - SR 520 Floating Bridge
  - I-5 Columbia River crossing
- Preserve, maintain, and operate city streets
- Replace city and county short-span and high-cost bridges
- Preserve electrical and drainage systems of highway maintanence and operations facilities
- Retrofit non-interstate highway bridges in areas that are at moderate or lower risk for seismic events

2. Safety—Invest in key safety targets to save lives, reduce injuries, and protect property.

Figure DG-8
Safety
High Priority Unfunded
$2.9 billion



Outcomes and Benefits

- Reduce societal costs due to collisions on the interstate system, state highways, county roads, and city streets by: separating cross traffic, providing safe passing zones, creating wider shoulders, removing roadside hazards, and improving intersection configurations
- Reduce the incidence and risk of collisions on interstate highways
- Reduce fatal and disabling collisions related to behaviors such as impaired driving, speeding, failure to properly use seat belts, and aggressive driving

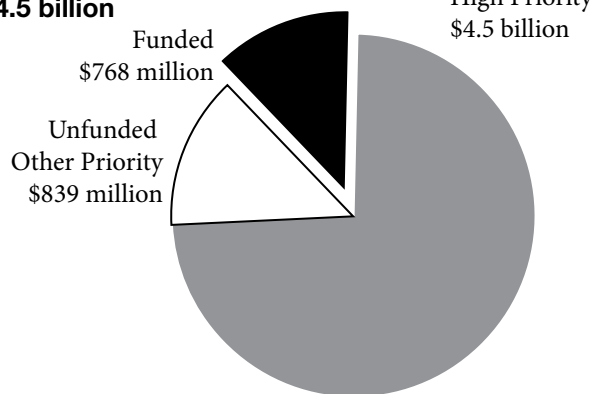
Proposed Strategic Investment Level:
$2.921 billion

- Improve state highway safety by reducing risk on rural two-lane highways, two lane county roads, and city streets
- Continue bringing interstate highways up to current safety standards
- Address speeding, impaired driving, seatbelt use, aggressive driving, and motorcycle safety with behavioral programs
- Make small-scale safety enhancements on state highways, including warning signs, ramp signal coordination, rumble strips, vehicle detection loops, and collision data reporting

The Work That Remains—Unfunded High Priorities

3. Economic Vitality—Invest in ways to improve freight movement and support economic sectors that rely on the transportation system.

Figure DG-9
Economic Vitality
High Priority Unfunded
$4.5 billion



Outcomes and Benefits

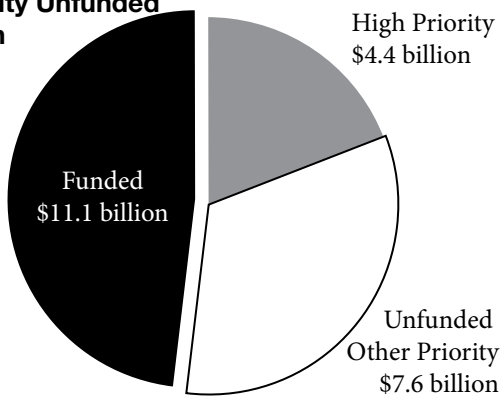
- Reduce severe-weather closures on Snoqualmie Pass
- Improve the statewide transportation system to support our state's growing economy, improve safety, maintain freight access to major markets and seaports, and support the state's ability to remain globally competitive
- Relieve congestion in the central Puget Sound region and the north-south freight corridor by improving I-5 and creating better access and connectivity for freight operators
- Create all-weather county roads to move products to market year-round
- Reduce travel delay and safety hazards from commercial vehicles and reduce air pollution due to vehicle idling
- Enforce regulations for overweight and illegal vehicles

Proposed Strategic Investment Level: $4.504 billion

- Reduce severe-weather closures on major east-west highway freight corridors: improve I-90 over Snoqualmie Pass
- Develop a statewide core all-weather county road system
- Complete missing links on the major north-south freight corridor system: I-5
- Continuously improve traffic management, incident response, the Commercial Vehicle Information Systems and Networks (CVISN), and the Weigh-in-Motion (WIM) system
- Implement the Transportation Commission's Rail Study

4. Mobility—Invest in better movement of people and goods to contribute to a strong economy and better quality of life for citizens.

Figure DG-10
Mobility
High Priority Unfunded
$4.4 billion



Outcomes and Benefits

- Maintain the state highway system to improve efficiency, safety, and mobility
- Improve travel time reliability, traveler information, and incident response
- Increase numbers of people with access to intercity bus service
- Increase access to jobs, medical care, education, and communities, for people who don't drive
- Maintain the current level of special-needs transportation service while maintaining fixed-route service
- Encourage more employers to create programs that reduce drive-alone commuting

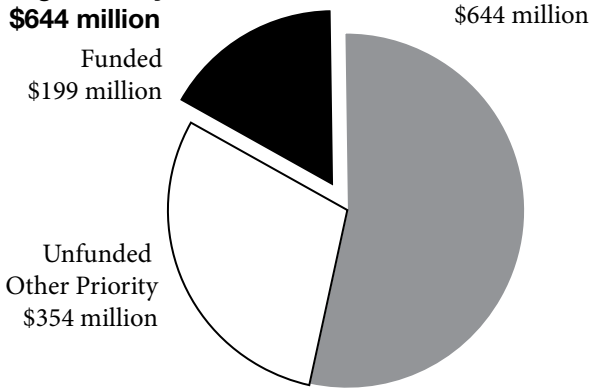
Proposed Strategic Investment Level: $4.446 billion

- Address increased maintenance and operations responsibilities with additions to the highway system and maintenance facilities
- Add traffic management centers and integrate, maintain, and operate intelligent transportation systems (ITS), including incident response
- Complete the Puget Sound high occupancy vehicle lanes to reduce travel delay and increase travel time reliability for transit and carpools
- Reduce or eliminate bottlenecks and chokepoints at over 200 locations on highways around the state
- Support the Agency Council on Coordinated Transportation's performance measurement activities
- Distribute operating funds to transit agencies for special-needs transportation
- Expand the commute trip reduction tax credit program

The Work That Remains—Unfunded High Priorities

5. Environmental Quality—Invest in transportation improvements to bring benefits to the environment and our citizens' health.

Figure DG-11
Environmental Quality High Priority Unfunded $644 million



Outcomes and Benefits

- Improve tribal transportation planning capability
- Increase safety, access, and mobility for pedestrians and bicyclists and create increased opportunities for physical activity
- Improve streams for fish habitat and watershed performance, improve fish passage and habitat connectivity
- Improve water quality of runoff, improve performance of highway drainage facilities, and reduce damage to the highway system
- Decrease maintenance costs, herbicide use, weeds and invasive species on roadsides, and runoff volumes

Proposed Strategic Investment Level: $644 million

- Fund tribal transportation planning to increase planning staff capacity in tribes and provide technical resources and data collection and analysis
- Add sidewalks and trails to link neighborhoods with employment, schools, and medical care locations
- Remove nearly 900 fish passage barriers
- Complete the inventory of stormwater facilities on the state highway system and begin retrofit installations at selected locations
- Retrofit existing state highway shoulders and medians to improve filtration of stormwater runoff and establish desired native vegetation

Policy Studies and Plans

Transportation Commission Tolling Study— The study will help the state make policy-level decisions on if, where, when, and how to toll by providing a practical step-by-step tolling strategy for Washington State.

Transportation Commission Rail Capacity and System Needs Study—The purpose of the study is to review the state's current powers, authorities, and interests in freight and passenger rail services and to recommend policies for state participation and ownership of rail infrastructure and service delivery. The study will also prepare a plan for managing state-owned rail assets.

Washington State Ferry System Finance Study— The 2006 Legislature instructed the Joint Transportation Committee to conduct a finance study of the Washington State Ferry System to facilitate policy discussions and decisions regarding the Washington State Ferry System.

Washington State Long-Term Air Transportation Study—This study examines airport capacity and facilities needs for general aviation and commercial airports statewide.

Statewide Transportation System Plans— Various system plans have influenced the WTP update. These plans are updated on various cycles and their relationships to each other and to the WTP continue to evolve. They will continue to guide transportation policy over the coming 20-year WTP planning period.

- Aviation System Plan
- Bicycle Transportation and Pedestrian Walkways Plan
- Corridor Management Plans and Route Development Plans
- Freight and Goods Transportation System Update
- Highway System Plan
- Public Transportation and Intercity Rail Passenger Plan
- Washington State Ferries Long-Range Strategic Plan
- Washington's Strategic Highway Safety Plan

Urban Areas Congestion Relief Analysis— This legislatively directed report addresses how investments in transportation systems and facilities can best offset the substantial increases in congestion and delays that are expected to occur in Seattle, Spokane, and Vancouver, Washington.

Policy Development Recommendations

The Commission recommends that the state's role in making specific transportation investments needs to be further clarified. In addition, the Commission recommends that data collection and study are needed in several areas to better understand a problem.

Tolling—Complete the Transportation Commission Tolling Study and implement key recommendations.

Funding—Define the strategy for securing and sustaining sources of revenue for transportation.

Safety—Implement the Strategic Highway Safety Plan, including a comprehensive, statewide traffic safety records data collection, analysis, and sharing strategy.

Basic Access—Develop a policy that defines the state's role and level of investment in public transportation for those who do not or cannot drive.

Corridor Efficiency—Develop a state policy for implementing a strategy for increasing integration between roadway and transit operations, including maximizing the effectiveness of the carpool lanes and park and ride lots.

Aviation—Complete the long-term air transportation study and determine the state's role in investing in general aviation weather-related improvements.

Rail—Complete the Transportation Commission Rail Study to define the state's role in making investments to both short line and main line rail preservation and improvements. Define the state's role in investing in future intercity passenger rail capacity improvements to improve intercity connections.

Truck Parking—Define the state's role in making transportation infrastructure investments to address truck parking capacity on state highways.

Washington State Ferries—Complete the ferry system finance study and address the recommendations.

All-Weather Roads—Define the state's role in establishing and funding a year-round statewide core all-weather county road system to reduce freeze-thaw restrictions.

Emergency Preparedness—Clarify the state's role in ensuring timely restoration of freight service and personal mobility in the event of a major disruption to the transportation system.

Fuel Distribution and Pipeline Capacity—Determine the state's role in providing fuel distribution and pipeline capacity alternatives to meet long-term demand.

Waterborne Freight Movement—Define a policy concerning the long-term operation of the Columbia-Snake River trade corridor, including addressing the issue of lock maintenance and dredging.

Economic Benefits to Regional Economies—Determine a way to measure transportation investment outcomes and identify investments that contribute to regional economies, and define the state's role in making such investments. Identify the transportation system elements critical to maintaining and improving system performance contributing to Washington's global competitiveness.

Events of Statewide Significance—Continue preparing the transportation system for events of statewide significance, defining the state's role and investment level on a case-by-case basis.

New Technology and Alternative Fuels—Develop a strategy to adapt to the demand for alternative fuels and the evolving technologies related to smart vehicles and fuel supply distribution challenges.

Measuring Progress

In Washington, statewide performance is not uniformly measured across all modes or jurisdictions. State, federal, tribal, and local entities collect data about a variety of system performance activities and conditions. A key finding of this plan identifies the need to create statewide system performance measures. The Transportation Commission proposes to lead the effort to convene a study team to develop such measures.

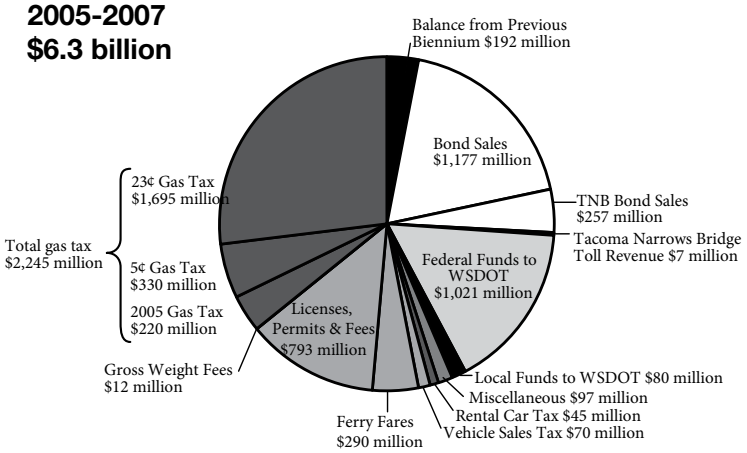
The Gray Notebook (GNB) Performance Measures

The Gray Notebook: Measures, Markers and Mileposts is WSDOT's quarterly publication for performance reporting and accountability about the Department of Transportation and those projects and services under its management. The GNB provides transparency and external accountability to the public, while serving as an internal management tool.

Transportation Funds—Sources and Distribution

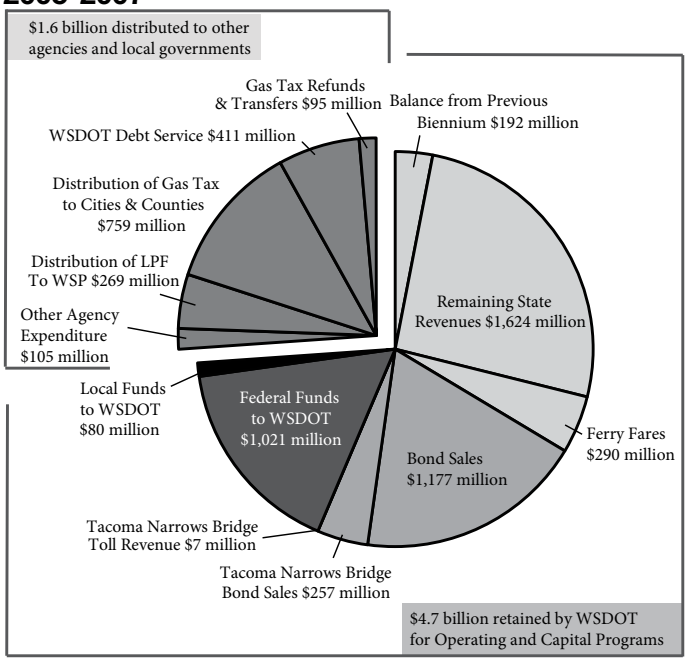
The state collects gas tax revenues, vehicle licenses, permits, and fees. Portions are distributed (by statute) to cities and counties and other state agencies. The State Transportation Funds chart (Figure DG-12) depicts projected transportation funds coming into the state for 2005–2007. The Distribution of State Transportation Funds chart (Figure DG-13) shows how these funds are distributed. This pattern of collection and expenditure is expected to continue into the future.

Figure DG-12
Total State Transportation Funds (Reflects 2006 Legislative Supplemental Budget) 2005-2007 $6.3 billion



Source: WSDOT Financial Planning and Economic Analysis Office

Figure DG-13
Distribution of State Transportation Funds (Reflects 2006 Legislative Supplemental Budget) 2005-2007



Source: WSDOT Financial Planning and Economic Analysis Office

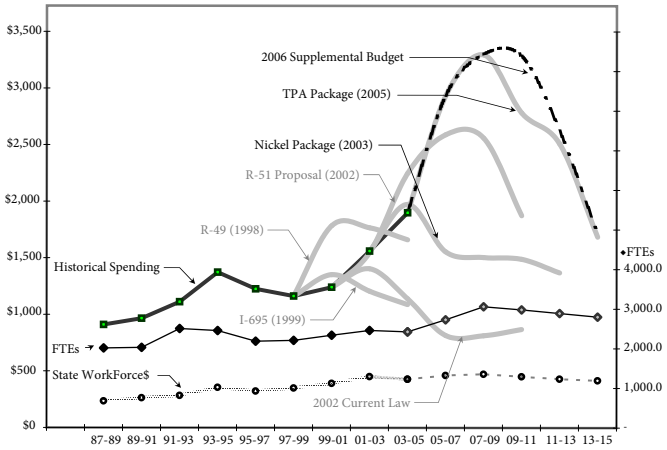
Funding for Local Roads and Streets

Funding for local roads, streets, public transit districts, and ports plays a crucial role in the delivery of key components of Washington's transportation system.

Local governments play an important role in transportation finance. Property taxes and local general funds have historically been the local revenues supporting transportation. However, increased pressure has caused local governments to turn increasingly to such revenues for special assessments, development fees, local highway user revenue, and debt initiatives.

Lack of stability in funding sources is another problem facing the transportation system. The Highway Capital Trends Graph (Figure DG-14) illustrates this unpredictability and how the starting and stopping of projects results in inefficient management of the system. This instability is also frustrating to travelers.

Figure DG-14
Highway Capital Program Trends Historical and Projected Dollars and FTEs (1987-2015)
$ in millions



Source: WSDOT Systems Analysis and Program Development

New Funding Sources

In addition to the pending findings from the Transportation Commission's current tolling study, other revenue sources to consider include:

- Implementing user fees based on a vehicle's miles of travel on the highway
- Connecting some existing taxes to an inflation rate
- Special sales tax on vehicle parts, accessories, and services; sales tax on fuels
- Tolls and pricing strategies
- General sales tax increase
- Development impact fees
- Private sector contributions

Participants at one of many WTP Freight Summits

How to Comment on the WTP:

To view or download the full version of the plan, or to fill out the online public comment form, please visit the WTP website at http://www.wsdot.wa.gov/planning/wtp or call 1-800-606-3868.

Los materiales, o los servicios de traducción en español pueden ser arreglados llamando (800) 606-3868.

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Photos: Front Cover- Seattle Streetwalk, Urban Setting; Okanogan Agriculture, County road, looking east to the Colville Nation Reservation; Vancouver Transit, CTRAN and community festival for 4th of July; Washington State Ferry and Bicycle Commuters; Construction underway, Puget Sound freight and personal mobility. Page 12- Washington State Ferry on Puget Sound with Mt. Rainier; Snowplow; Harvest Time; Aircraft Carrier in Port; General Aviation Airport near Chelan; Freight moved by rail in the scenic Columbia River Gorge; Central Washington.

Washington State Transportation Commission

Washington State Department of Transportation

WTP Chronology

Washington Transportation Plan (WTP) Update Milestones

Phase I—Identifying the Issues
April 2004 to October 2004

Transportation Commission Retreat, April 2004

Data collection and analyses were conducted and organized by the following nine issues: preservation, safety, transportation access, system efficiencies, bottlenecks and chokepoints, moving freight, strong economy and good jobs, health and the environment, and building future visions.

Washington Transportation Plan Data Library created.

Nine issue papers and presentations were drafted, data analysis shared, core challenges identified, emerging directions targeted, and preliminary stakeholder input gathered.

"Sharing What We Learned" Milestone Event, October 2004—this event validated that the WTP update was on track and dealt with the right issues.

Phase II—Developing Investment Targets, Guidelines, and Priorities
November 2004 to September 2006

Spurred by WTP early findings, the Transportation Partnership Act (Spring 2005) secured $9 billion for critical transportation investments.

More than 85 transportation program options were identified during the planning process and needs inventory. These were prioritized into high, medium, and low priorities. (February 2005).

Commission visits Regional Transportation Planning Organizations and tribes to collect perspectives to advise setting priorities for the plan (Fall 2005).

Investment Guidelines for future investments defined by the WTP Commission Team (Spring 2006).

The update concludes with public comment on the Draft WTP (Public Comment period July 19, to September 1, 2006).

Final Adoption (September 2006).