



Washington Transportation Plan – Phase 2 Implementation Focus Areas and Action Items

WTP Vision: By 2035, Washington’s transportation system safely connects people and communities, fostering commerce, operating seamlessly across boundaries, and providing travel options to achieve an environmentally and financially sustainable system.

Introduction: Phase 2 of the WTP meets the federal requirements for a long-range statewide transportation plan. It implements key policy recommendations from Phase 1 through four Focus Areas and eleven Action Items. While WSDOT is the lead agency for Phase 2, these draft focus areas and action items affect all publicly-funded transportation agencies located across the state. WSDOT engaged with the community, particularly with those listed as partners, since 2015. The eleven action items below are the initial list that the partners will address first. As partners accomplish action items, new ones will replace completed ones. The action items are backed by data collection and analysis, for which additional documentation is available in the plan and appendices.

Maintain and Preserve Assets

MP1: Maintain, preserve, and operate assets to meet desired performance on multimodal transportation systems before funding expansion projects.

Background: There is inadequate funding to both maintain and expand the transportation system.

Action Steps:

- Identify funding streams from all levels of government that feed into maintenance, preservation, operations, and capacity expansions.
- Work with all parties involved to establish desired performance for multimodal transportation systems.
- Better align funding streams with performance through practical solutions to focus on maintenance, preservation, and operations.

POTENTIAL PARTNERS: Association of Washington Business, Association of Washington Cities, Community Transportation Association of the Northwest, County Road Administration Board, Freight Mobility Strategic Investment Board, Metropolitan Planning Organizations, Regional Transportation Planning Organizations, Tribal Transportation Planning Organization, Transportation Improvement Board, Washington Public Ports Association, Washington Roundtable, Washington State Association of Counties, Washington State Department of Transportation, Washington State Transit Association.



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MP2: Support ways to help jurisdictions, transportation asset owners, and transportation service providers prepare for, respond to, and become resilient to emergencies and disasters.

Background: Emergency and disaster response exercises have revealed gaps to achieving a unified response.

Action Steps:

- Review how planning can support efforts to address Resilient Washington recommendations and actions.
- Ensure that resource sharing and interagency emergency coordination memorandums of understanding and agreements between local, regional, and state transportation agencies are complete and up-to-date and that key personnel are aware of their existence and potential uses.
- Assess data about potential transportation needs in the event of an emergency or disaster, identify gaps and opportunities, and recommend improvements.

POTENTIAL PARTNERS: Association of Washington Business, County Road Administration Board, Equipment rental companies, Federal Emergency Management Administration, Federal Highway Administration, Local governments, Professional associations, Transit Agencies, Washington State Department of Commerce, Washington State Department of Ecology, Washington State Department of Natural Resources, Washington State Department of Transportation, Washington State Governor's Office, Washington State Military Department, Washington State Patrol.

Manage Growth and Traffic Congestion

MG1: Promote transportation-efficient communities by coordinating state agency technical assistance to enhance planning's link to land use at all levels of government, the private sector, and other organizations.

Background: Past practices have led to congestion and inefficiency across the transportation network.

Action Steps:

- Explore ways to further encourage adoption of strategies that promote transportation-efficient communities.
- Implement strategies that support efficient development patterns, designs, and access to land use.
- Share data, policy briefs, training materials, best practices, and other resources.
- WSDOT will participate in Ruckelshaus Center growth management studies.

POTENTIAL PARTNERS: Association of Washington Business, Association of Washington Cities, Bicycle organizations, Metropolitan Planning Organizations, Pedestrian organizations, Regional Transportation Planning Organizations, Transit Agencies, Tribal Transportation Planning Organization, Washington



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Clean Air Agencies, Washington Public Ports Association, Washington State Department of Ecology, Washington State Department of Health, Washington State Department of Transportation.

MG2: Prioritize access for people and goods instead of throughput for vehicles to improve multimodal options, livable communities, and economic vitality for people and businesses.

Background: Commonly used measurement methods for vehicle throughput ignore the number of passengers and value of goods being transported.

Action Steps:

- Identify methods, data, and tools to measure access for people and goods.
- Evaluate the application of access measures in different transportation planning and decision-making processes.
- Explore connections between established levels of service and ability for condensed growth
- Develop, disseminate, and adopt best practices for measuring access.

POTENTIAL PARTNERS: Association of Washington Business, Association of Washington Cities, Bicycle organizations, Metropolitan Planning Organizations, Pedestrian organizations, Regional Transportation Planning Organizations, Transit Agencies, Tribal Transportation Planning Organization, Washington Clean Air Agencies, Washington Public Ports Association, Washington Roundtable, Washington State Department of Ecology, Washington State Department of Health, Washington State Department of Transportation.

MG3: Research, evaluate, adapt to, and deploy technologies and innovations in all modes; share best practices.

Background: New transportation technologies and innovations frequently affect travel more quickly than government is able to keep up.

Action Steps:

- Explore plausible and desired futures
- Research trends in emerging technologies and innovations
- Determine related transportation system needs
- Identify opportunities for technologies and innovations to address these needs
- Deploy technologies and innovations or execute pilot projects to test them; provide and circulate recommendations to interested parties

POTENTIAL PARTNERS: Association of Washington Business, Bicycle organizations, Federal Aviation Administration, Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, Other State DOTs, Pedestrian organizations, Private sector companies, Seattle



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Department of Transportation, Washington State Department of Transportation, Washington State Governor's Office, Washington State Transportation Center (TRAC).

Enhance Multimodal Connections and Choices

EC1: Work to achieve better travel time reliability and door to door multimodal connections for people of all backgrounds and abilities through continued application of practical solutions.

Background: Unreliable travel times and poor connections between different travel modes exist throughout the state and local jurisdictions.

Action Steps:

- Propose metrics to track travel time reliability and multimodal connections for all users.
- Develop case studies and best practices for applying practical solutions.
- Increase our understanding of how practical solutions can improve reliability and multimodal connections.
- Create template for reporting the effect on travel time reliability and multimodal connections.

POTENTIAL PARTNERS: Association of Washington Business, County Road Administration Board, Federal Aviation Administration, Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, Freight Mobility Strategic Investment Board, Local governments, Transit Agencies, Washington Public Ports Association, Washington State Department of Transportation.

EC2: Provide transportation facilities and services to support the needs of all communities, including populations with specialized needs, those in rural areas, and those who are under-represented, under-served, or disproportionately affected.

Background: Jurisdictions and agencies are at different stages of accommodation for users with special transportation needs.

Action Steps:

- Document ongoing needs of populations with special transportation needs, those in rural areas, and those who are under-represented, under-served, or disproportionately affected.
- Determine ongoing needs of transportation service providers and asset owners to support these populations.
- Establish and document measurable strategies to improve access for these populations. For example, examine the jobs/housing balance.
- Track the implementation of strategies to provide facilities and services that support the needs of these populations; share leading practices.



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POTENTIAL PARTNERS: Association of Washington Business, Community Transportation Association of the Northwest, Federal Transit Administration, Local governments, Non-profit organizations, Transit Agencies, Transportation service providers, Tribal Transportation Planning Organization, Washington State Department of Transportation, Washington State Transit Association.

EC3: Adopt metrics for all modes to align with performance objectives.

Background: Metrics for evaluating investments in multimodal transportation are evolving and have not yet been established in Washington.

Action Steps:

- Research evaluation methods, including identification of investments that affect active transportation.
- Establish metrics and evaluation programs.
- Determine steps for adopting metrics into policy documents.
- Recommend, implement, and disseminate evaluation metrics.

POTENTIAL PARTNERS: Association of Washington Business, Association of Washington Cities, Bicycle organizations, Local governments, Metropolitan Planning Organizations, Pedestrian organizations, Regional Transportation Planning Organizations, Transportation Improvement Board, Washington State Department of Health, Washington State Department of Transportation.

Align the Funding Structure with the Multimodal Vision

FS1: Support funding flexibility to reduce barriers to creating an integrated multimodal system that achieves performance objectives.

Background: Transportation funding is frequently divided up into silos that cause confusion for users (ex: separate payment methods for tolls, transit, ride hailing) and make investments in the transportation network challenging.

Action Steps:

- Identify common circumstances where restrictions exist that prevent use of available funds.
- Document opportunities and risks to providing flexibility in use of these funds.
- Recommend steps to improve funding flexibility that includes links to travel time reliability, performance, connections, and modal choice.

POTENTIAL PARTNERS: Association of Washington Business, Bicycle organizations, Local governments, Metropolitan Planning Organizations, Pedestrian organizations, Regional Transportation Planning Organizations, Washington Public Ports Association, Washington Roundtable, Washington State



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Association of Counties, Washington State Department of Commerce, Washington State Department of Transportation, Washington State Governor's Office, Western Federal Lands Highway Division.

FS2: Work to diversify and strengthen transportation revenue sources without compromising existing indebtedness.

Background: Gas tax revenues are predicted to decrease in the future due to increased fuel efficiency and vehicles powered by alternative fuels.

Action Steps:

- Explore alternative transportation funding strategies.
- Assess how different funding methods impact users, potential transportation revenues, and existing indebtedness.
- Propose funding options that can strengthen and diversify our transportation funding structure.

POTENTIAL PARTNERS: Association of Washington Business, Association of Washington Cities, County Road Administration Board, Federal Highway Administration, Metropolitan Planning Organizations, National Association of Aviation Officials, Private sector companies, Regional Transportation Planning Organizations, Transit Agencies, Washington Roundtable, Washington State Department of Transportation, Washington State Office of Financial Management, Washington State Transportation Commission.

FS3: Address the constraints and opportunities for public-private partnership programs.

Background: Public agencies and private sector companies indicate interest in public-private partnerships generally, but few of them currently move forward.

Action Steps:

- Determine common constraints and opportunities for public-private partnerships.
- Explore options for value capture. Develop strategies to overcome or address these constraints to public-private partnerships.
- Identify areas of opportunity where public-private partnerships can address transportation needs.

POTENTIAL PARTNERS: Association of Washington Business, Federal Highway Administration, Local governments, Private sector companies, Professional associations, Washington Roundtable, Washington State Department of Transportation, Washington State Office of Financial Management, Washington State Transportation Commission.