

Beyond Tomorrow The Highway System Plan

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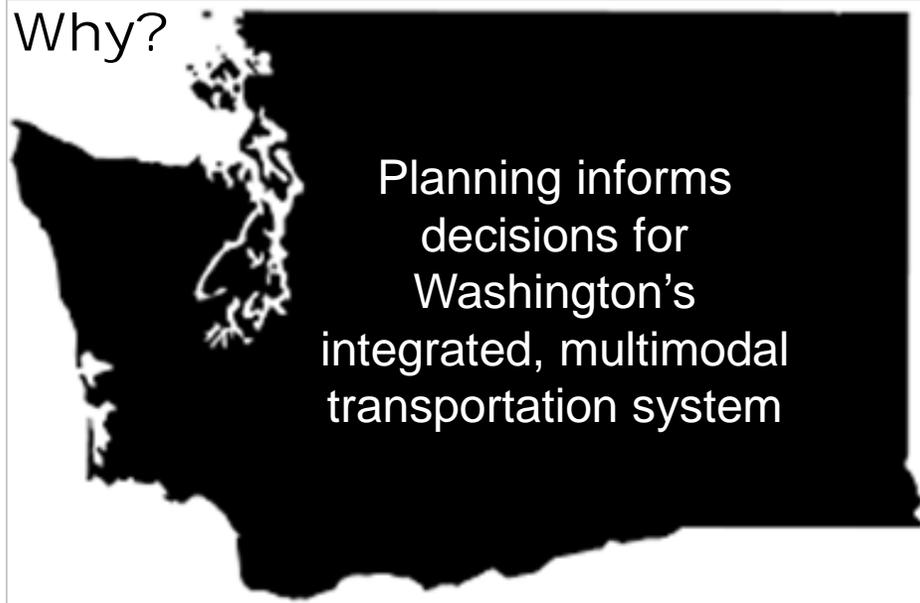
Washington State Transportation Commission Meeting
October 20, 2020

“Transportation planning must be cooperative because no single agency has responsibility for the entire transportation system.”



Multimodal Planning at WSDOT

Why?



How?

- Performance-based planning
- “3C’s Planning”: comprehensive, cooperative, continuous

Where?



Network
Corridor
Modes



Local



Metropolitan
Regional



Statewide

To What End?

Public investments in transportation should achieve these policy goals:

- Economic vitality
- Preservation
- Safety
- Mobility
- Environment
- Stewardship

What are we planning for?

Uncertain Revenue

Changing Technology

State of Good Repair

Resilience



Safety



Growth



Social Equity



What is the purpose of the HSP update?

To identify program and financing needs to:

Preserve
and maintain
the existing
state
highway
system

Improve
safety

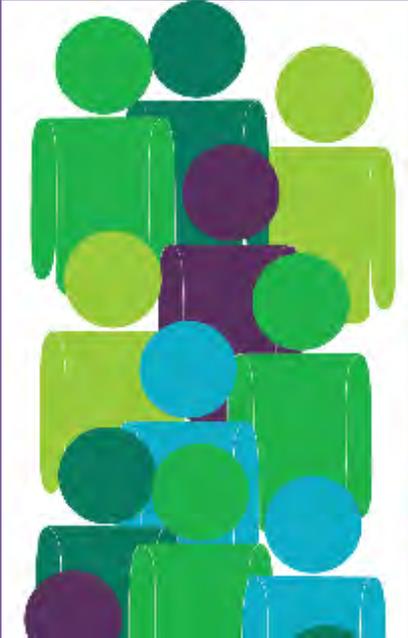
Maximize
operational
efficiency

Provide
people with
travel
choices

The plan will meet our collective responsibility to protect and leverage past taxpayer investment before investing in multimodal system expansion consistent with RCW 47.06.050.

How will the Highway System Plan meet today's challenges?

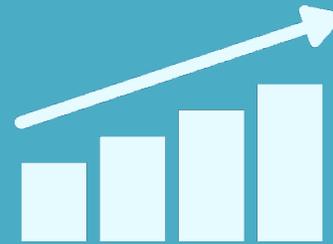
Rigorous
Community
Engagement



Address
Highway Modes



Apply Financial
Constraint +
Forecast
Assumptions



Analyze
Programmatic
Investments



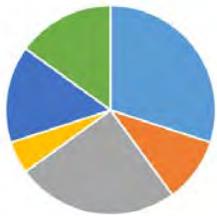
Develop Project
Evaluation
Criteria



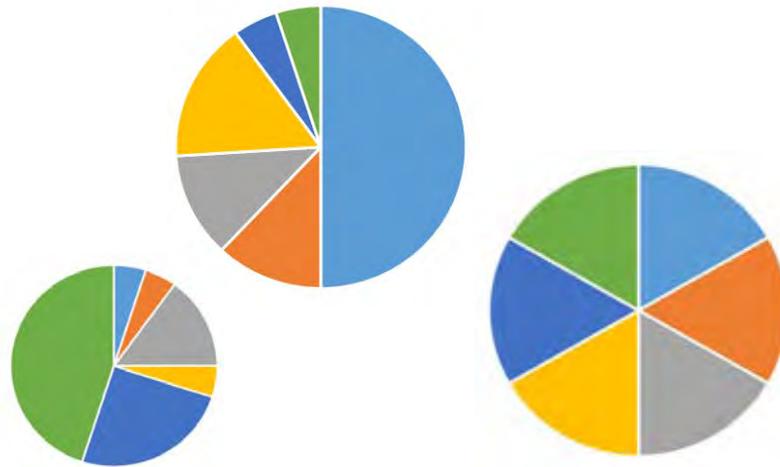
How does the HSP update address uncertainty?

Scenario Planning...

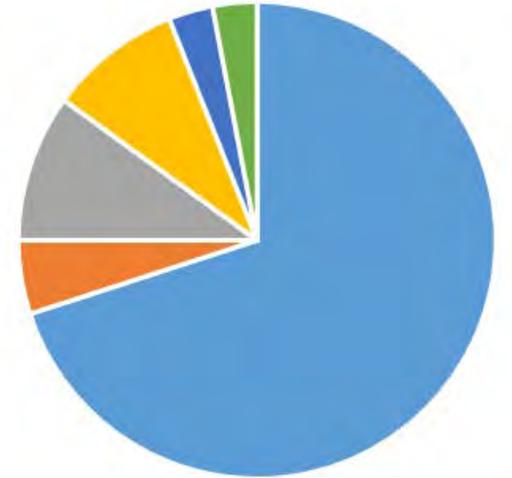
Creates and analyzes multiple plausible versions of the future.



BASELINE SCENARIO



INTERMEDIATE SCENARIOS



VISION SCENARIO

We can't predict the future, but we can better prepare for it.

“What’s the reason for taking this approach?”

- Exploring possibilities
- Telling the story
- Informing decisions
- Setting expectations
- Managing shifts in funding



“With this amount and mix of funding, this is the performance you can expect.”

How will the HSP be used?



Guide Corridor,
Subarea &
Network Planning



Inform Legislative
Proposals



Facilitate External
Coordination and
Alignment

How does the HSP align with statutes?



Do these 3 things

- Identify program needs
- Identify financing needs
- Recommended specific and financially realistic improvements



To accomplish these 3 things

- Preserve the structural integrity of the state highway system
- Ensure acceptable operating conditions
- Provide for enhanced access to scenic, recreational and cultural resources

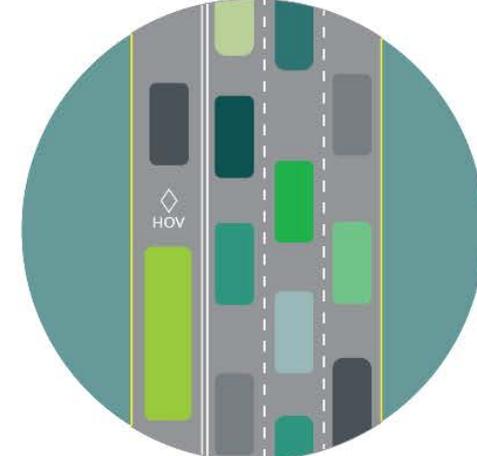
What are the elements of the HSP in statute?



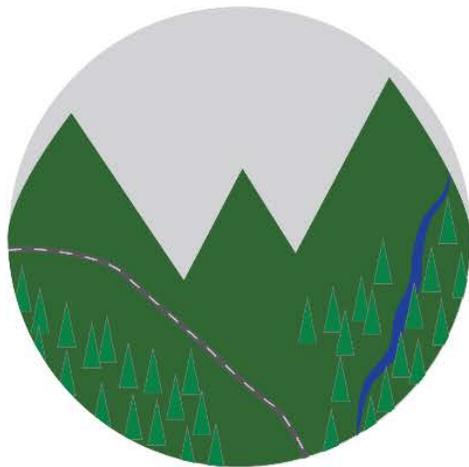
System
Preservation



Highway
Maintenance



Capacity &
Operational
Improvement



Scenic &
Recreational
Highways



Paths &
Trails

How do our plans connect?

-- Consistency Required --



**State
Transportation
Policy Plan
(WTP Phase 1)**



**Statewide
Multimodal
Transportation
Plan
(WTP Phase 2)**



**State-Owned
Facilities
Component**

Highways
Ferries



**State-Interest
Component**

Freight/Ports
Aviation
Rail
Bike/Ped
Public Trans.



**Regional
Transportation
Plans**

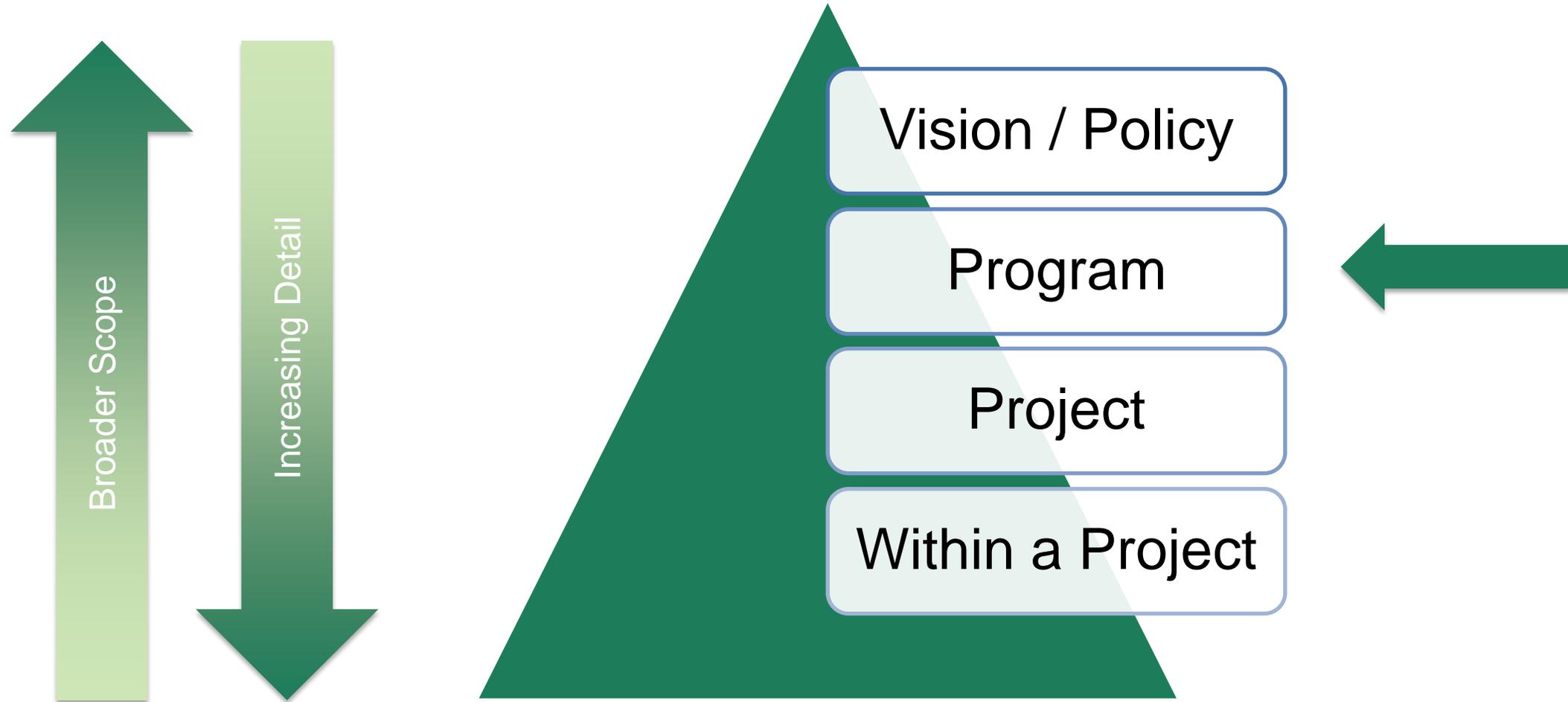


**Local
Comprehensive
Plans**

The Commission's statewide policy plan is the framework that helps ensure consistency between all the individual plans of local and state agencies and the state's priority transportation goals.

Source: WTP 2040 and Beyond

What is the level of decision-making in the HSP?



How will the HSP implement the WTP Vision?

WTP

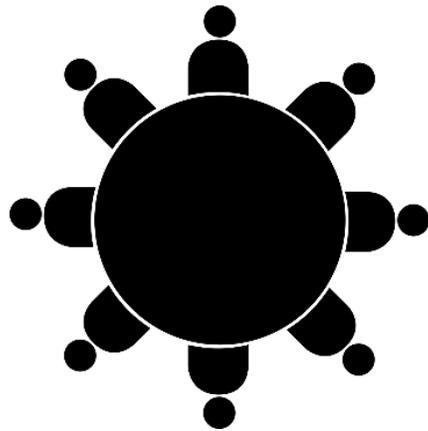
Washington's transportation system safely connects people and communities – fostering commerce and economic opportunity for all, operating seamlessly across boundaries, and providing travel options to achieve an environmentally and financially sustainable system.

WSDOT

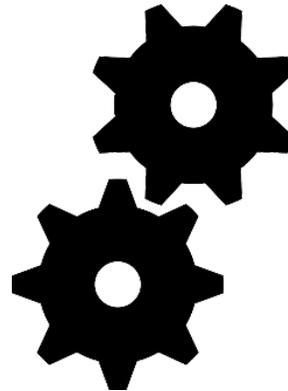
Washington travelers have a safe, sustainable and integrated multimodal transportation system.



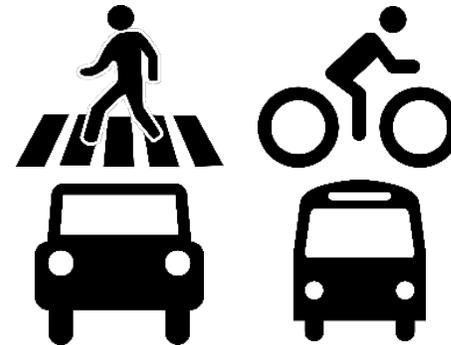
SAFE



EQUITABLE



INTEGRATED

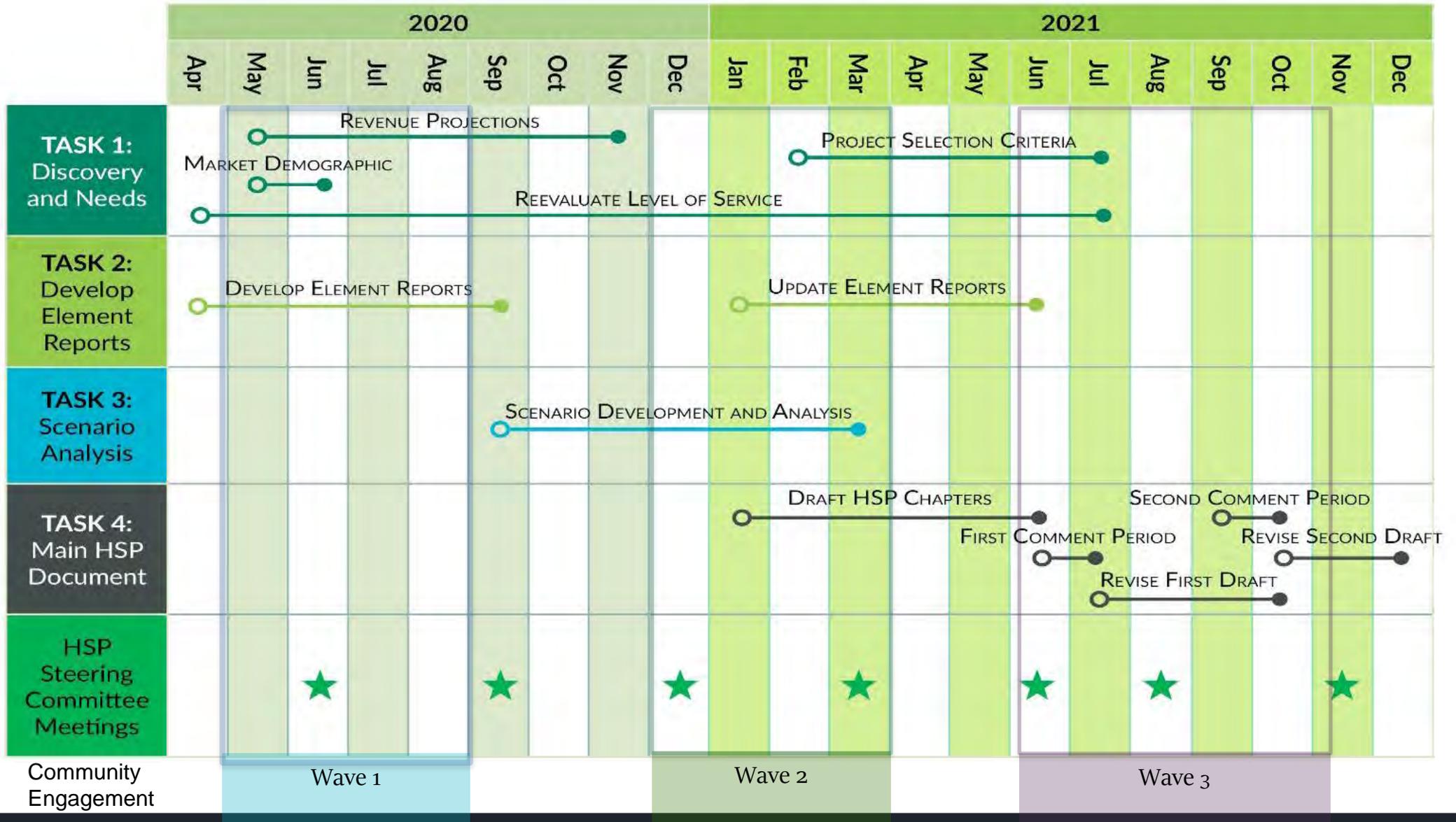


MULTIMODAL

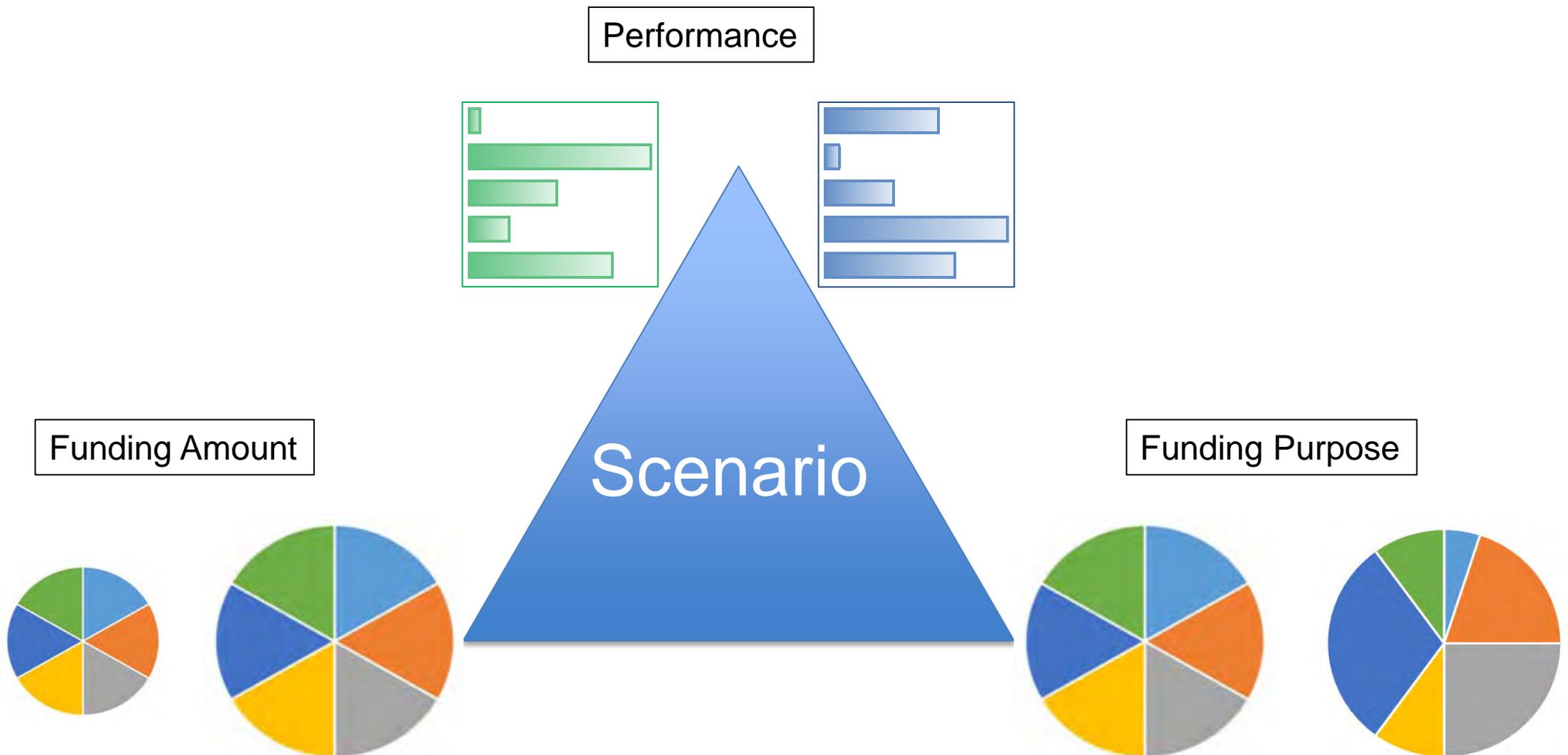


SUSTAINABLE

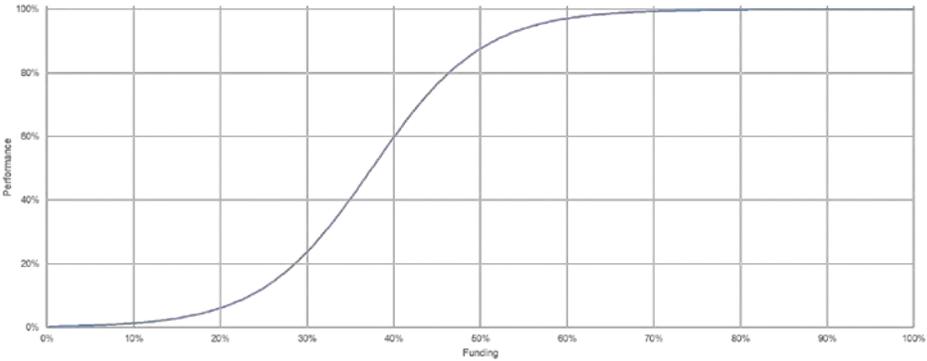
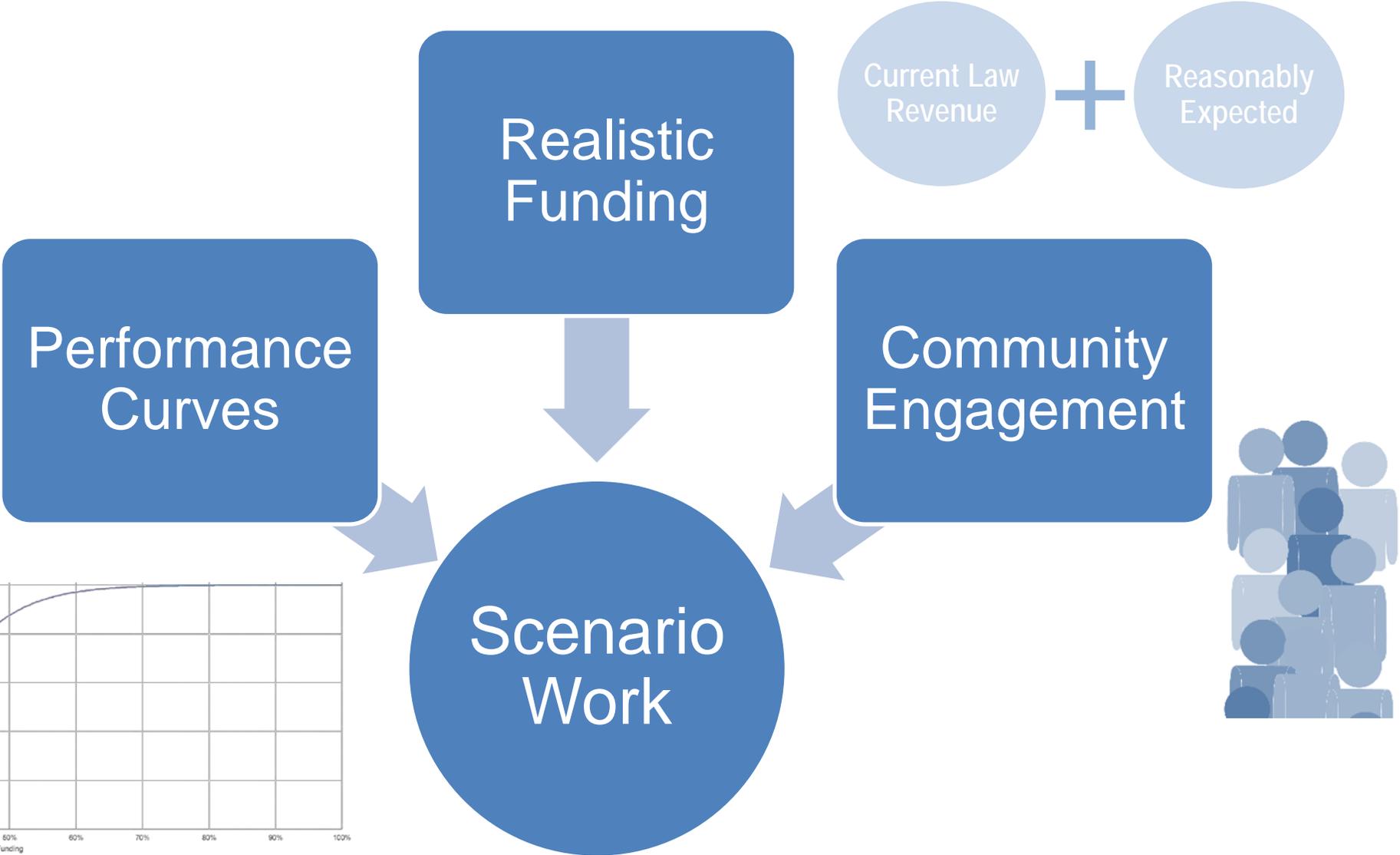
How will the HSP be developed?



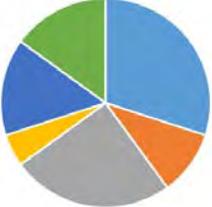
What are the building blocks of the scenario analysis?



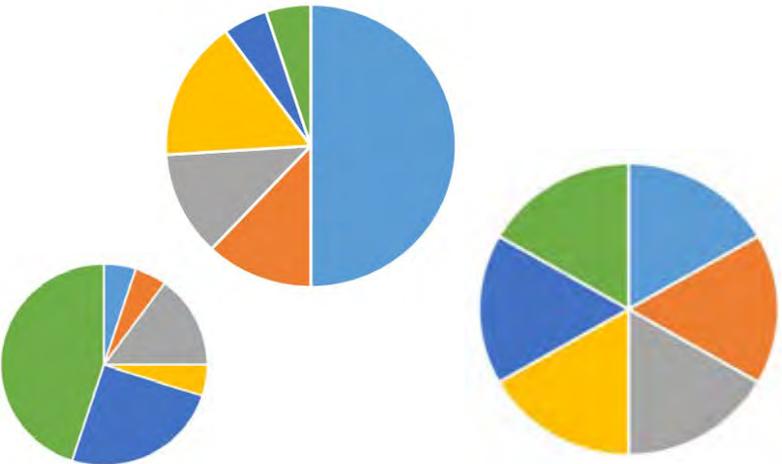
How are the scenarios assembled?



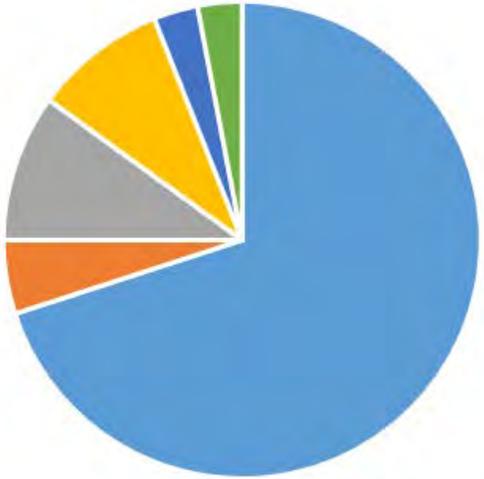
What scenarios will be analyzed?



BASELINE SCENARIO



INTERMEDIATE SCENARIOS



VISION SCENARIO

What might the scenario analysis results look like?
(Colorado Example)

Figure 46. Estimated 2035 State Highway System Performance Outcomes



Estimated 2035 State Highway System Performance Outcomes

INVESTMENT SCENARIO	Forecast Revenue	Cost to Sustain Current Performance	Cost to Accomplish Vision	
TOTAL INVESTMENT (2008 Dollars in Billions) CDOT Highway Funds Only	\$28B	\$64B	\$107B	
PERFORMANCE MEASURE	Congestion* (Average minutes of daily delay per traveler in congested corridors)	70	Corridor Vision Improvements / Modal Choices <22	
	Maintenance Grade	F	B	
	Pavement Condition	25% Good/Fair	60% Good/Fair	75% Good/Fair
	Bridge Condition	60% Good/Fair	95% Good/Fair	100% Good/Fair
	Safety (Fatality Rate per 100M vehicle miles traveled)	1.26	1.10	1.00**

*Congestion is one component of the mobility investment category

**Fatality Rate may decrease with the passage of a primary seat belt law

What might the scenario analysis results look like? (Georgia Example)

Figure 23. Recommended Funding Split Across Investment Programs

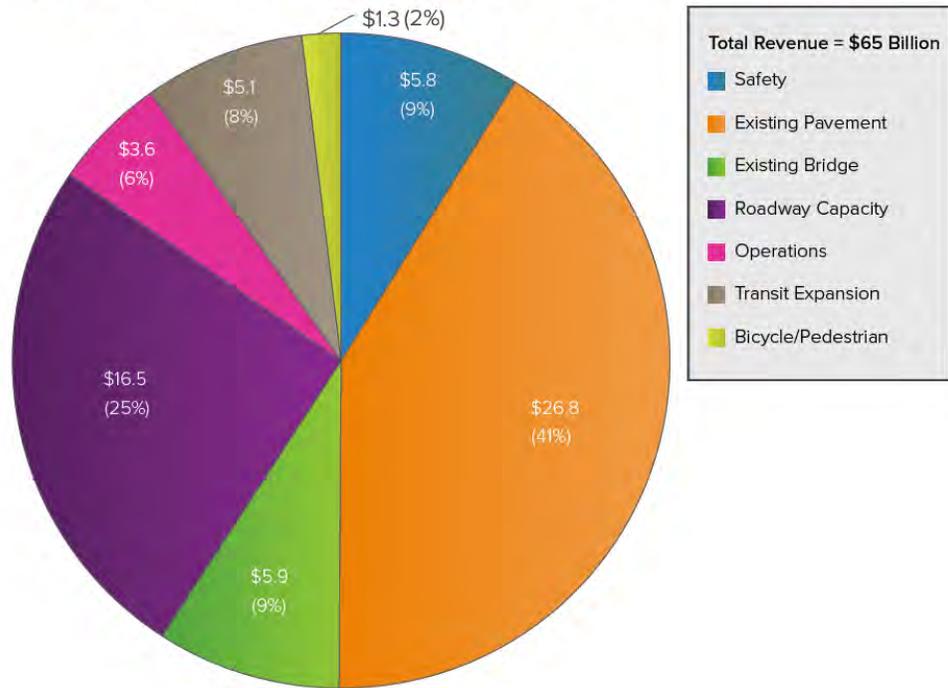
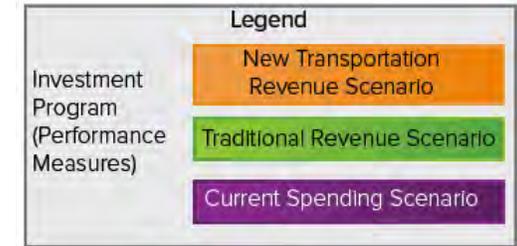
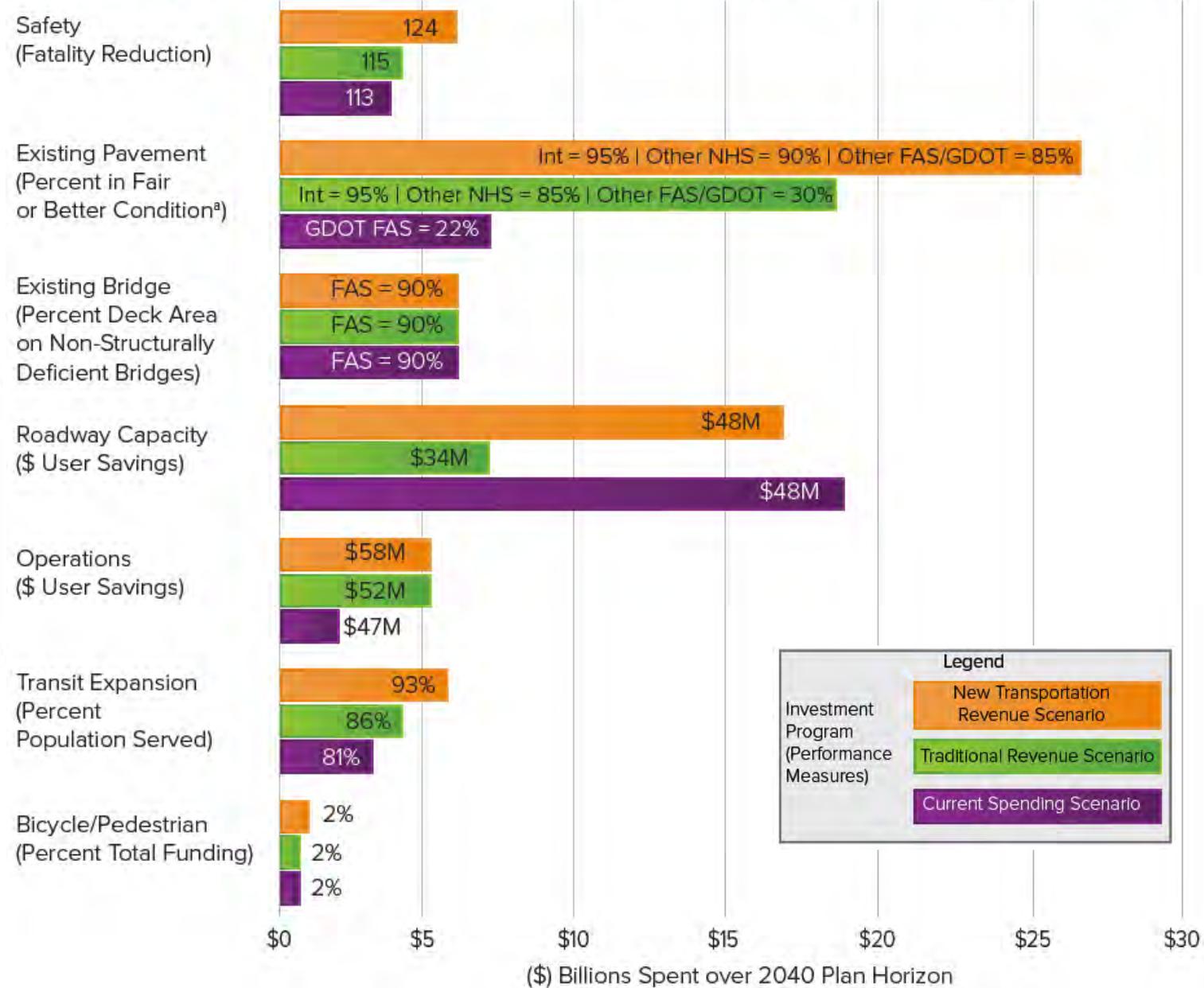


Figure 22. Performance Impacts of Alternative Investment Scenarios



Discussion – WTP and HSP Connections



WTP Cross-Cutting Topic Connections - Paying for Transportation

SIX LEGISLATIVE POLICY GOALS

HCW 47.04.280



“Misalignments exist between existing revenues and their earmarked uses compared to what needs to be funded. For example, if preservation is a funding priority and there isn’t enough money to take care of the existing system, why is so much new revenue directed to capital expansion projects?”

WTP Policy Connections



Align investments with desired performance outcomes to get the greatest mobility and safety benefit from existing infrastructure and services at the least cost to the traveling public, which may require revisiting existing funding programs to better align with the kinds of projects that offer cost-effective solutions.



Make preservation and asset management of the existing state and local transportation network a funding priority and work to reduce the backlog of deferred infrastructure maintenance.



Work to avoid highly sensitive environments for transportation infrastructure, minimize impacts where it is unavoidable, and continue to make progress on retrofitting outdated infrastructure to lessen existing impacts on fish habitat and other sensitive environments.



Support Target Zero goals by encouraging an integrated, multi-disciplinary approach to system safety that includes engineering, enforcement, education, evaluation, and emergency response, and which harnesses emerging technologies as they are proven to reduce crash hazards.



Support economic competitiveness across the state with strategic multimodal transportation investments coordinated with corresponding land use and other infrastructure policies to improve efficient and reliable movement of goods and services, and workforce access.



Monitor and respond to 21st century changes in demographics, transportation technologies and lifestyle preferences when evaluating and prioritizing transportation system needs and investments to make over the next 20 years.

Thank you.

Questions and Discussion

For additional information, please contact:

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