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?
Planning informs decisions for Washington’s integrated, multimodal transportation system

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

Social Equity  Growth
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.

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

“What 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

Source: RCW 47.06.050
What are the elements of the HSP in statute?

- System Preservation
- Highway Maintenance
- Capacity & Operational Improvement
- Scenic & Recreational Highways
- Paths & Trails

Source: RCW 47.06.050
How do our plans connect?

-- Consistency Required --

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

Source: RCW 47.06.040
What is the level of decision-making in the HSP?

- Vision / Policy
- Program
- Project
- Within a Project

Increasing Detail

Broader Scope
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.
How will the HSP be developed?

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Wave 1 Wave 2 Wave 3
What are the building blocks of the scenario analysis?

- Performance
- Funding Amount
- Funding Purpose
How are the scenarios assembled?

- Performance Curves
- Realistic Funding
- Community Engagement

Current Law Revenue + Reasonably Expected

Scenario Work
What scenarios will be analyzed?

BASELINE SCENARIO

INTERMEDIATE SCENARIOS

VISION SCENARIO
What might the scenario analysis results look like? (Colorado Example)
What might the scenario analysis results look like? (Georgia Example)
Discussion – WTP and HSP Connections
“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?”

Source: WTP 2040 and Beyond
WTP Policy Connections

Economic Vitality
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.

Safety
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.

Preservation
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.

Stewardship
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.

Environment
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.

Mobility
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.

Source: WTP 2040 and Beyond
Thank you.

Questions and Discussion

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