

CHAPTER 1

INTRODUCTION

PURPOSE

The Washington Transportation Plan Phase 2–Implementation (Phase 2) is an update to the state multimodal long-range statewide transportation plan for 2017-2040. Many social, demographic, economic, and technological changes have occurred in the decade since the last plan update.

Phase 2 explores how all jurisdictions in Washington can reach the statewide vision for transportation established in Washington Transportation Plan Phase 1 - Policy (Phase 1) given conditions of the system today, and trends and challenges that communities face over the next 23 years. Phase 2 also lays out a process for putting the policy recommendations from Phase 1 into action.

The purposes of this Phase 2 update are summarized in Table 1. Appendix A: Technical Memorandum #1-Vision, Policies, Goals includes more information on plan requirements.



PLAN ORGANIZATION

- Chapter 2 lays out the vision for transportation in Washington that originates from the Phase 1 – Policy plan. It introduces the four focus areas that serve as the pillars of Phase 2, the action items that will move Washington closer to its vision for transportation, the framework for creating a resilient plan, and the performance and tracking program.
- Chapter 3 provides an overview of the transportation system today, including conditions and key issues for active transportation, aviation, highways, pipelines, public transportation, rail, and waterways.
- Chapter 4 reviews trends and issues that make the plan update necessary, including growth in population and economic activity in areas of the state, transportation funding, climate change, natural disasters, and technology.

- Chapter 5 details how Washington can reach its vision for transportation through the four focus areas and policy-level action items.
- Chapter 6 explains tracking, reporting, and next steps during implementation of Phase 2.

Table 1: Phase 2 Purpose Summary

Phase 2 will:	Phase 2 will NOT:
Be based on consultation and coordination with Metropolitan Planning Organizations (MPO), Regional Transportation Planning Organizations (RTPO), Tribal Governments, Ports, Transit Agencies, and Federal Land Management Agencies (FLMA)	Identify local transportation priorities
Describe the state’s existing performance program.	Propose performance measures or targets.
Propose Action Items for each Focus Area for WSDOT and partners to work on after plan adoption.	Contain a project list or financial plan.
Reach out to advocacy groups, non-transportation agencies, business interests, and the public with opportunities to participate.	
Meet federal requirements in 23 USC 135 and 23 CFR Part 450; and state requirements in RCW 47.06.040.	

FAMILY OF PLANS

WSDOT and its partners (jurisdictions) agree on the need for an integrated process based on collaboration with each other and the public to arrive at planning and investment decisions. Shared performance expectations are necessary to guide successful integration. The statewide planning process is not a straight line with one plan directing another plan to take action. Instead, it can be thought of as a puzzle - with each partner providing a piece that together forms the overall planning process as illustrated in Figure 1. The partners and their plans are described in greater detail in Appendix A.

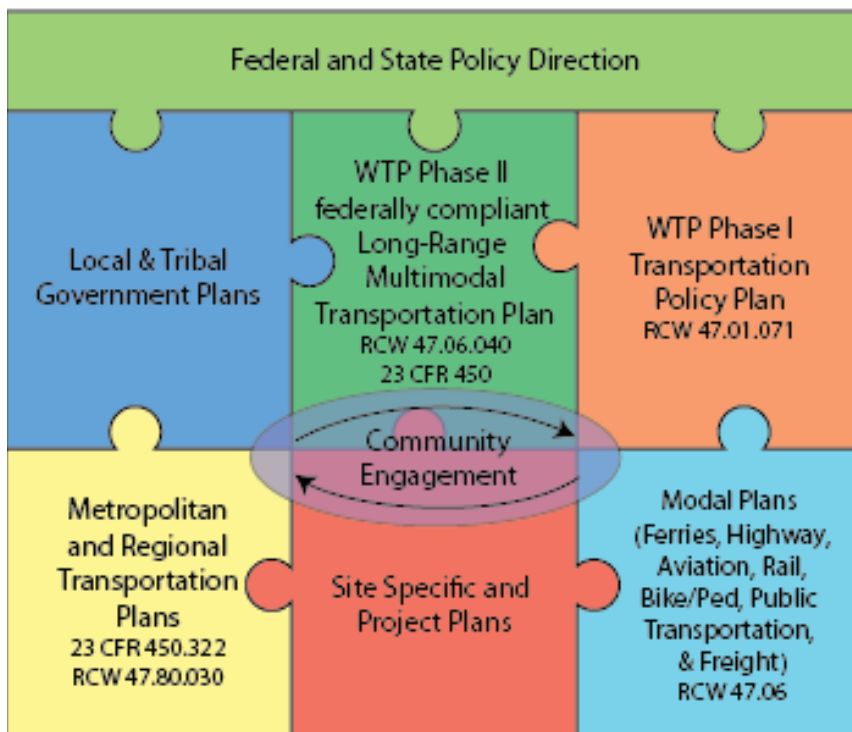
The plans are integrated because jurisdictions all share the same:

- Goal to move people and goods on the multimodal transportation system.
- Purpose to demonstrate to the public how they will implement policy direction.
- Commitment to coordinate plans with each other.

There are different plans because:

- They have different purposes. Some, like Phase 1 and Phase 2, are umbrella policy plans that guide decision-makers. Others, like Metropolitan Transportation Plans, include specific transportation projects. Further plans are created by transportation owners and operators, such as Sound Transit or the Washington State Ferry System, which need a more detailed plan that meets the needs of a specific constituency.
- They have different requirements. Jurisdictions receive direction from laws, rules, and agency-specific guidance. These laws, rules, and guidance come from Congress, federal agencies, the state legislature, and city hall. Jurisdictions' plans demonstrate to the public how they will implement the direction.
- They have different timelines. Some project funding requires a specific plan within a specific timeline and with specific plan content. Other plans are required by law to be updated on a specific schedule.

Figure 1: Transportation Planning Coordination



Why is Phase 2 important?

- Phase 2 will implement specific action items that help achieve the goals of the modal, regional, federal, and tribal plans and fulfill the vision established in Phase 1.
- Phase 2 meets the federal and state requirements for a multimodal long-range statewide transportation plan.

PLAN DEVELOPMENT

Many partners contributed to the development of Phase 2, including:

- **Steering Committee:** The Phase 2 Steering Committee has the same make-up from Phase 1 – one member each from the Washington State Department of Transportation, Washington State Transportation Commission, and a representative of the Metropolitan/Regional Planning Organizations.
- **Advisory Group:** The Phase 1 Advisory Group members agreed to continue their work on Phase 2 with the participation of additional groups. Members come from a variety of backgrounds in transportation including:
 - Public agencies, non-profit organizations, professional associations, business groups, advocacy groups, and Tribal governments.
- **Subject Matter Experts:** This group advised on conditions and needs of the system today, transportation trends and challenges, and policy recommendations. Experts included staff from Federal Highways Administration, Federal Transit Administration, U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service, Volpe Center, Army Corps of Engineers, and WSDOT.
- **Planning Organizations:** These organizations provided insight into their key issues and the best way to address them. The organizations included metropolitan planning organizations (MPOs), regional transportation planning organizations (RTPOs), Tribal Transportation Planning Organizations, Washington Indian Transportation Policy Advisory Committee, and the Washington Transportation Commission.
- **Advocacy Groups:** These organizations provided insight into their key issues and the best way to address them: Washington State Transit Association, The Affiliated Tribes of Northwest Indians, Washington State Community Airports Association, Walkable Washington, Association of Washington Business.
- **Public:** The 2015 [Voice of Washington State Survey](#) gauged attitudes and priorities around transportation issues, and the results helped shape Phase 2. The graphic below provides summary information on the VOWS Survey as well as outreach conducted by the Project Team.

Figure 2: Public Outreach Summary



Source: Voice of Washington State Survey, <http://wstc.wa.gov/StatewideTransportationSystem/2014.htm>