

Washington Transportation Plan 2011 - 2030

ITEM NO. 7A

DATE OF MEETING 10/12/10



Washington State
Transportation Commission

WTP 2030 is Underway

WTP 2030:

- An overarching strategic transportation policy plan intended to guide policy and investment decisions across all transportation modes state
- Identifies the necessary steps and actions to accomplish key strategies in the context of time: near-term (2011-17), and longer-term (2017 - 2030)

Project Timeline: April 2009 – December 2010

- Nine Meetings of the Advisory Group
- **DRAFT Plan Released August 2010**
- Public comment through October 15, 2010
- Five Regional Listening Sessions in September 2010
- **FINAL Plan Released December 2010**

WTP 2030 Key Participants

- Commission Team: Commissioners Carol Moser, Elmira Forner, and Latisha Hill
- Consultant Team: BERK & Associates, Nelson\Nygaard, Frause

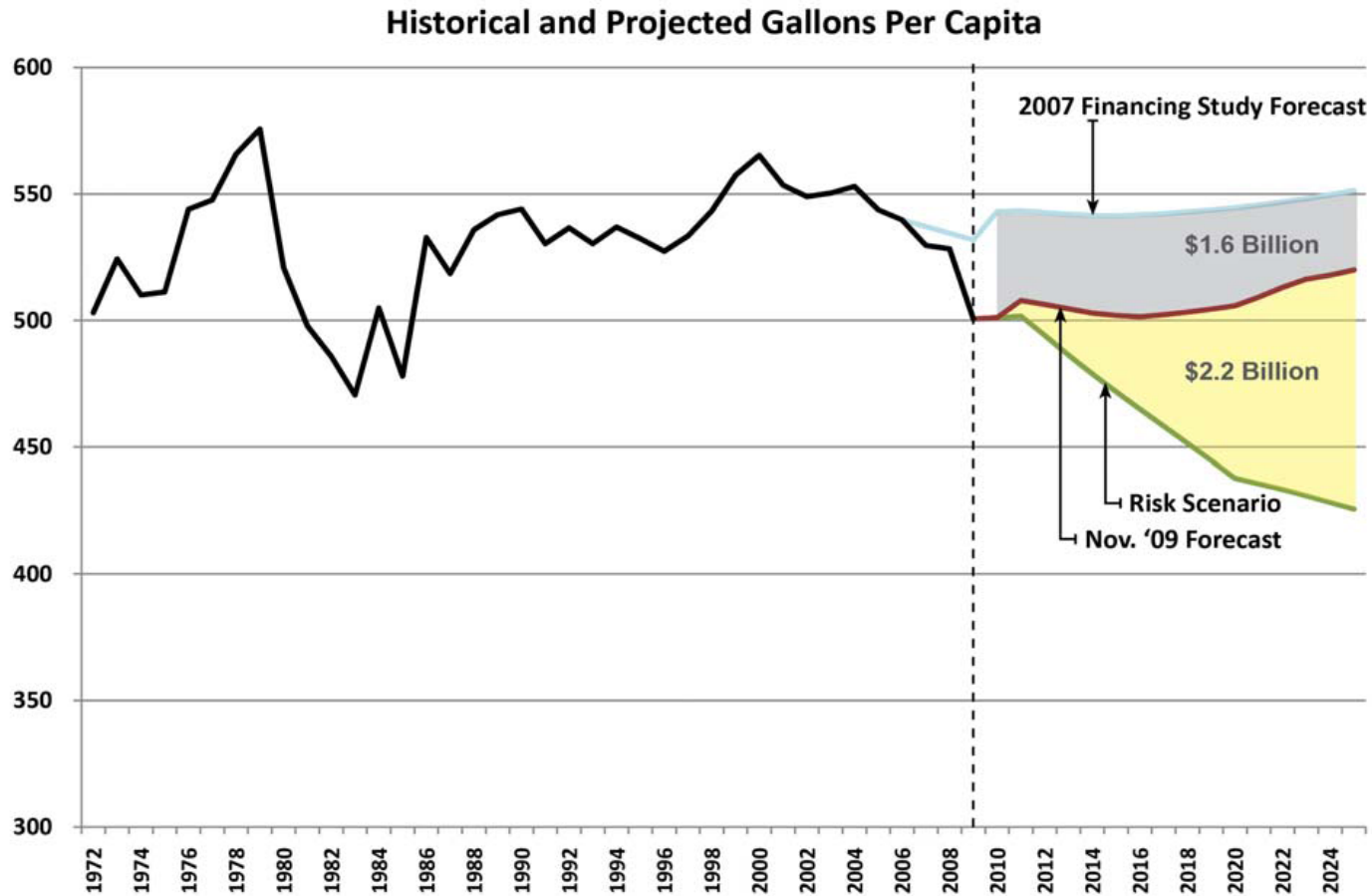
Advisory Group Membership

- Association of Washington Business
- Association of Washington Cities
- Department of Commerce
- Department of Ecology
- Freight Mobility Strategic Investment Board
- Governor's Office
- Office of Financial Management
- Puget Sound Partnership
- Puget Sound Regional Council
- Transportation Choices Coalition
- Tribal Transportation Planning Organization
- Washington Economic Development Commission
- Washington Roundtable
- Washington Public Ports Association
- Washington State Association of Counties
- Washington Traffic Safety Commission
- Washington State Transit Association
- Whatcom Council of Governments
- WSDOT Strategic Planning & Programming

Transition

- **WTP 2030 is a transitional plan, crafted at the beginning of a new era**
 - The next four years are likely to see broad changes and policy transitions
 - Federal transportation policy is evolving, as are environmental and economic policies that will influence the direction of transportation and funding investments
 - Fuel tax revenue is declining

Gas Tax Revenue: An Uncertain Future



WTP 2030 Foundational Themes

- **The State's Transportation System Needs to Work as an Integrated Network, Effectively Connecting Across Modes and Jurisdictions**
- **Preservation and Maintenance of the Existing Transportation System is the Most Critical Need**
 - With limited resources, the focus should be on preservation and maintenance, with a lower priority placed on building new facilities.
- **Washington Faces a Structural Transportation Funding Problem and Additional Revenue is Needed**
 - Statewide transportation system needs continue to grow, while revenues are declining
 - Alternatives to the gas tax are needed

Statewide Transportation Funding

How much is invested in transportation today?

- 2009-11 Washington State Transportation Budget: \$8.6 billion for the biennium (includes nearly \$1.1 billion in federal stimulus grants)
- Annual county, city and transit investment statewide from local sources: over \$3 billion
- In 2008, Washington citizens spent over \$16 billion on gasoline and diesel fuel. New car sales in the state totaled \$11 billion.

Cities, Counties, Ports and Transit

- 70% of cities' transportation funding and 62% of counties' transportation funding comes from local revenue sources. For cities, it is largely sales tax revenue and for counties, it is primarily from the county road share of the property tax.
- Federal funds account for 11% of both cities' and counties' transportation revenue. Both counties and cities receive a share of state gas tax revenue.
- The 28 transit agencies in the state get most of their operating revenue from locally-approved sales tax and fare box receipts. Federal grants often provide capital funding.
- The 75 port districts across the state can engage in both transportation and economic development. Ports are funded by user fees, leases, property tax and federal grants.

Strategic Drivers

- **Transportation policy should support and reinforce other state policy objectives**
 - For example, fostering economic development, supporting healthy communities, reducing energy consumption, and addressing climate change
- **The relationship between land use and transportation is key**
 - Land use choices have consequences for the transportation system and vice-versa
 - The movement of people and goods changes in relation to residential, commercial, industrial, and other land uses

Strategic Drivers

- **There are significant differences across regions and one size does not fit all**
 - Transportation needs and challenges vary across the state based upon many factors: urban areas, rural areas, geographic location, local and regional industries, etc.
- **Policy planning must continue its evolution to performance based programs**
 - Legislature needs to move towards making investment decisions based upon established desired outcomes, with performance measures to track progress

Policies and Strategies

WTP 2030 contains Draft Strategies and Action items organized by the six policy goals set out by the Legislature:

- **ECONOMIC VITALITY**
- **PRESERVATION**
- **SAFETY**
- **MOBILITY**
- **ENVIRONMENT**
- **STEWARDSHIP**

Economic Vitality

ECONOMIC VITALITY: To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods to ensure a prosperous economy

- A. Enhance Washington's Economic Competitiveness and Vitality
- B. Foster Improved Connectivity of People and Communities
- C. Support the Coordinated, Connected, and Efficient Movement of Freight & Goods
- D. Invest in Aviation, a Critical Component of Washington's Economy

Preservation

PRESERVATION: To maintain, preserve and extend the life and utility of prior investments in transportation systems and services

A. Focus on Preserving the Existing Statewide Transportation Network

B. Explore New Funding Strategies for Public Transportation

(To be developed alongside the current JTC study on defining the state's role in public transportation.)

C. Invest in Preservation of Ferry Vessels and Terminal Infrastructure

Safety

SAFETY: To provide for and improve the safety and security of transportation customers and the transportation system

- A. Foster Implementation of Comprehensive Safety Strategies Across All Jurisdictions and Transportation Modes
- B. Plan and Engineer Projects for Safety
- C. Encourage Inter-Agency Collaboration and Cooperation on Safety Issues

Mobility

MOBILITY: To improve the predictable movement of goods and people throughout Washington State

- A. Support Mobility Options to Help Communities Meet the Public's Travel Needs
- B. Improve Connectivity to Facilitate Travel Across Modes and Communities
- C. Provide Transportation Options for Aging and Special Needs Populations

Environment

ENVIRONMENT: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment

- A. **Transportation Investments Should Support and Prioritize Healthy Communities**
- B. **Manage The Transportation System To Foster Environmental Sustainability**
- C. **Transition to Alternative Transportation Energy Sources**

Stewardship

STEWARDSHIP: To continuously improve the quality, effectiveness, and efficiency of the transportation system

- A. Continue to Develop and Implement Performance Measures to Align with Federal Direction and Ensure Accountability
- B. Use Technology to Realize Maximum Efficiency in the Movement of People and Goods
- C. Review Regulations That Require Road Improvements to Meet Uniform Standards and Performance Levels, Regardless of the Quantity and Type of Traffic
- D. Strengthen the Integration between Land Use and Transportation Decision-making
- E. Ensure the Ability to Build and Expand Essential Public Facilities (difficult to site facilities such as airports, major highways and intercity rail projects)

Stay Connected

PLAN: <http://www.wstc.wa.gov/WTP/default.htm>

BLOG: <http://wtp2030.wordpress.com>

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