

## **INTRODUCTION AND OVERVIEW OF WTP 2030**

### **About WTP 2030**

The Washington State Transportation Commission is responsible for development of the Washington Transportation Plan (WTP), which by statute is updated every four years. The WTP is the overarching state policy framework that guides transportation policy and investment decisions statewide. WTP 2030 encompasses the 2011-2030 planning horizon, a period in which significant change is expected in the state's growth, economy, climate change policies, and mobility and infrastructure investment needs. To meet these challenges effectively requires an integrated, systemic view of transportation in the state that includes the regions, counties, cities, and all modes of transportation. One that recognizes the central role that transportation plays in our economic and social wellbeing and establishes a policy platform against which projects and investments can be assessed and prioritized.

### **Plan Development**

WTP 2030 was developed under the leadership of the Washington State Transportation Commission and ongoing engagement of a diverse stakeholder Advisory Group, frequent briefings to the Legislature, and outreach to communities, partners and stakeholders across the state. Throughout the 18-month planning process, the team worked to involve and integrate the issues, accomplishments and needs of the Washington State Department of Transportation (WSDOT), regional transportation planning organizations (RTPOs), metropolitan planning organizations (MPOs), counties, cities, tribal governments, transit agencies, ports, economic development agencies, and the citizens of Washington.

### **WTP 2030 Foundational Themes**

Development of WTP 2030 is taking place in a time of tremendous economic and environmental challenges for citizens and policy makers across the nation. The following three themes serve as the foundation upon which WTP 2030 has been developed.

#### **1. Washington Faces a Structural Transportation Funding Problem and Additional Revenue is Needed**

The state's transportation needs continue to grow, revenues are stagnant and even slowly decreasing, and the ability to maintain and operate the statewide transportation system effectively is at risk. Most cities and counties face revenue challenges at least as severe as the state in terms of meeting transportation needs. Transit agencies, attempting to meet record demand for services with a revenue base tied to stagnant or declining sales tax revenue, are also struggling. Additional revenue is needed to maintain the existing system.

This WTP DRAFT document is a work-in-progress; revisions and modifications are ongoing. Any sharing of this document should communicate to readers that this is a work in progress. Comments and concerns should be shared directly with Commission Staff Paul Parker at 360.705.7070 or at [parkerp@wstc.wa.gov](mailto:parkerp@wstc.wa.gov)

## **2. Preservation and Maintenance of the Existing Transportation System is the Most Critical Need**

Safe operation of our existing system is fundamental to a sustainable economy and livable communities and must be made a top priority. With limited resources, we cannot continue to build new facilities at the expense of preservation and maintenance.

## **3. The State's Transportation System Needs to Work Together as an Integrated Network, Effectively Connecting Across Modes and Jurisdictions**

The fundamental goal of our state's transportation system over the next 20 years must be to work towards achieving "system" connectivity and integration. "System" is defined as all modes at all jurisdictional levels. As part of this goal, we must focus on moving people and goods in the most efficient and cost effective manner, with system connectivity employed as a critical factor in decision-making.

### **Strategic Drivers**

In addition to the three foundational themes, the following strategic drivers have informed Plan development.

- **Transportation Policy Should Support and Reinforce Other State Policies.** A strategic transportation policy plan should embrace goals, principles and policies that are directly related to the desired policy outcomes for the state, not just the transportation system. For example, given that fostering economic development, addressing climate change, and reducing energy consumption are all desired outcomes and policy goals, the transportation system must be shaped and managed in a way to help achieve these goals.
- **Continue the Shift to Performance Based Programs.** WTP 2030 supports the state's focus on the shift to a performance-based investment paradigm driven by established expectations and resulting outcomes. There are indications that federal funding will move away from a block grant approach to a performance-based one. If the state were to adopt a similar investment approach, it could be well positioned to take advantage of new federal programs and funding.
- **The State Plan Recognizes Regional and Local Differences: One Size Does Not Fit All.** WTP 2030 is a statewide policy Plan that recognizes transportation needs and challenges vary by region, between urban and rural communities, and by types of user. While we must take a holistic systems approach to transportation planning, local jurisdictions and agencies should craft the desired outcomes into plans, programs, projects and activities that best meet the unique needs of their area.
- **The Relationship Between Land Use and Transportation is Key.** The transportation system is a direct reflection of the way in which land is developed and used, as it is the "glue" that holds everything together. Choices in either area have serious implications for the other. WTP 2030 acknowledges this relationship and supports strengthening the link between desired outcomes in both land use development and the transportation system.
- **WTP 2030 is a Transitional Document, Crafted at the Beginning of a New Era.** This Plan sets the stage for many conversations and decisions still to come. Much remains uncertain in 2010, but a

This WTP DRAFT document is a work-in-progress; revisions and modifications are ongoing. Any sharing of this document should communicate to readers that this is a work in progress. Comments and concerns should be shared directly with Commission Staff Paul Parker at 360.705.7070 or at [parkerp@wstc.wa.gov](mailto:parkerp@wstc.wa.gov)

sea change may be underway. Federal Reauthorization of the Transportation Bill while still to come is likely to look significantly different than past Bills. The effects of the recession may continue to produce changes in transportation behaviors, new land use patterns, and other areas that last through the economic recovery.

## Six Policy Goals

The Plan is organized around six statutory policy goals defined by the Washington State Legislature.<sup>1</sup> Economic Vitality was added by the Legislature in 2010. While the six policy goals are shared statewide, the implementation strategies to make the goals a reality may vary.

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

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

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

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

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

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

---

<sup>1</sup> Note that the transportation policy goals are listed in the order they appear in Substitute Senate Bill 6577 amending RCW 47.04.280.

This WTP DRAFT document is a work-in-progress; revisions and modifications are ongoing. Any sharing of this document should communicate to readers that this is a work in progress. Comments and concerns should be shared directly with Commission Staff Paul Parker at 360.705.7070 or at [parkerp@wstc.wa.gov](mailto:parkerp@wstc.wa.gov)



# Washington Transportation Plan: 2011 - 2030 PROJECT SCHEDULE

