

Coordinated Transportation System Planning for Western Washington

November 1, 2025



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Executive summary

Washington state is growing, with projections indicating a 28 percent increase in statewide population between 2020 and 2050.^[1] Research indicates the Cascadia Megaregion, which spans from metropolitan Portland, Oregon, to metropolitan Vancouver, British Columbia, will add three to four million people between 2020 and 2050,^[2] a 25 percent increase. While this continued growth presents significant opportunities for our state and region, it also presents challenges for our existing transportation system.

Population growth will create greater demand and greater strain on the transportation system, especially for the north-south transportation corridor in western Washington. These challenges are on top of existing needs today, including system preservation, safety, and resilience.

In the last several years, the Washington State Legislature has made multiple investments in multimodal planning efforts focused on the future of the transportation system in western Washington. These investments include projects led by the Washington State Department of Transportation (WSDOT) and additional efforts established by the Legislature, such as the [Commercial Aviation Work Group](#) (CAWG).

In 2023, the Legislature directed^[3] WSDOT to coordinate planning efforts focused on the transportation system in western Washington, including the following modes and needs:

- Interstate 5 (I-5) corridor planning.
- Existing intercity passenger rail infrastructure.
- Future high-speed rail (HSR).
- Commercial aviation capacity.

As required by 2025 Engrossed Substitute Senate Bill (ESSB) 5161, Section 219 (7), this report provides a status update for each of the current planning efforts focused on the future transportation system for western Washington. It also describes how WSDOT is coordinating these efforts to address system resilience and consider future investment options in the context of other modes along the corridor.

The Legislature directed WSDOT to coordinate this work with the goal of addressing system resilience and maximizing system performance consistent with the transportation system policy goals in Revised Code of Washington ([RCW](#) [47.04.289](#)) in the most cost-effective manner.

Consistent with this direction, the Cascadia High-Speed Rail and I-5 Program is leading the work to integrate I-5 corridor and future HSR planning. The Cascadia Program also provides a mechanism for coordination with other modal planning along the corridor, including existing passenger rail and aviation.

These efforts involve several WSDOT programs and divisions, including the Cascadia High-Speed Rail and I-5 Program; Rail, Freight and Ports Division; and Aviation Division, given its coordination with the CAWG. These projects are in the early planning stages, but are taking proactive steps now for consistent coordination across modes to share data and resources, align methodologies where possible, and coordinate outreach to regional and local government, which will provide the Legislature with the information needed to make future investment decisions.

¹ [State population forecast | Office of Financial Management](#)

² [Cascadia2050_CICAsModelForGrowth_Sep2020.pdf](#)

³ 2023 ESHB 1125, Section 219 (10)

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List of Abbreviations

Term	Definition
AAM	Advanced Air Mobility
ACSDP	Amtrak Cascades Service Development Plan
CAWG	Commercial Aviation Work Group
ESSB	Engrossed Substitute Senate Bill
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
HB	House Bill
HOV	High-occupancy vehicle
HSR	High-speed rail
I-5	Interstate 5
Corridor ID	Corridor Identification and Development
ODOT	Oregon Department of Transportation
RCW	Revised Code of Washington
SDP	Service Development Plan
WSDOT	Washington State Department of Transportation
WSTC	Washington State Transportation Commission

1.0. Introduction

With three to four million more people expected in the Cascadia Megaregion between 2020 and 2050, from metropolitan Portland, Oregon, to metropolitan Vancouver, British Columbia, the Washington State Legislature has made several investments in transportation system planning to keep people and goods moving reliably today and into the future.

To successfully meet the transportation system policy goals outlined by the Legislature (RCW 47.04.280) and align all modes of transportation in this planning work, close coordination will continue to take place between the Cascadia HSR and I-5 Program; Rail, Freight and Ports Division; and the Aviation Division, given its coordination with the Commercial Aviation Work Group. WSDOT Regions, other WSDOT divisions, and partner agencies will continue to be critical to advance coordinated planning across modes.

As required by ESSB 5161, Section 219 (7), the following report to the Washington State Legislature provides a status update on WSDOT's coordination efforts. In this report, you will find an overview of WSDOT's legislative direction received to date, program status updates, WSDOT's coordination approach, and next steps.

1.1. Legislative direction

1.1.1. Existing passenger rail infrastructure

In May 2021, the Washington State Legislature provided initial funding to advance planning for existing passenger rail service improvements. The Legislature directed WSDOT to advance a service development plan for Amtrak Cascades that would identify options for improvements to meet future service goals as identified in the State Rail Plan (2021 SSB 5165, Section 222 (2)).

1.1.2. Future high-speed rail and I-5 corridor planning

In March 2022, the Washington State Legislature passed the Move Ahead Washington transportation package, which included funding and direction for WSDOT to advance planning for:

- **Cascadia HSR:** Connecting the metropolitan areas of Portland, Oregon; Seattle, Washington; and Vancouver, British Columbia.
- **A Master Plan for I-5 in Washington state:** Along the I-5 corridor, from the north to the southern end of the state.

Consistent with legislative direction to coordinate planning work across modes, WSDOT integrated these two efforts into one program: the Cascadia HSR and I-5 Program. The Program is also working closely with other planning efforts along the corridor, including Amtrak Cascades and air mobility, to plan an integrated system that connects different modes smoothly and efficiently.

1.1.3. Commercial aviation capacity

In 2023, the Legislature established the [Commercial Aviation Work Group \(Engrossed Substitute House Bill \[ESHB\] 1791\)](#) to comprehensively evaluate the long-range commercial aviation needs of Washington

within the broader context of state transportation needs and the specific needs of western Washington. The Work Group must also consider alternatives to additional aviation capacity.

The Work Group consists of 19 voting members appointed by the Governor, and 11 non-voting members, including a WSDOT Aviation Division representative as a non-voting member.

1.1.4. Multimodal coordination

In 2023, the Legislature directed WSDOT to coordinate work between the I-5 highway corridor, existing intercity passenger rail infrastructure, future HSR alignment, and commercial aviation capacity with the goal of addressing system resilience and maximizing system performance in the most cost-effective manner, consistent with the transportation system goals identified in [RCW 47.04.280](#) and outlined below:

- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services, including the state ferry system;
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system;
- **Stewardship:** To continuously improve the quality, effectiveness, resilience, and efficiency of the transportation system;
- **Mobility:** To improve the predictable movement of goods and people throughout Washington State, including congestion relief and improved freight mobility;
- **Economic vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy; and
- **Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

During the 2025 legislative session, the Washington State Legislature directed WSDOT ([ESSB 5161](#), Sec. 219 (7)) to continue coordinating this planning work and provide a status update on these efforts, enclosed in this report.

2.0. Program status updates

Table 1 represents the primary planning efforts underway, including I-5 corridor planning, existing intercity passenger rail infrastructure, future HSR, and commercial aviation capacity. Additional statewide plans are outlined in Appendix B.

Table 1. Modes directed to coordinate the planning of the western Washington transportation system

Mode and lead	Description	Current status
<p><u>I-5 Master Plan</u> WSDOT Cascadia Program</p>	<p>The I-5 Master Plan will provide recommendations and an actionable investment strategy to address both near- and long-term needs along the I-5 corridor in Washington, between Oregon and British Columbia. The Master Plan will also identify opportunities for innovation in the I-5 system’s future and integration with other modes, including consideration of future scenarios such as an HSR system.</p> <p>Ultimately, the Master Plan will include prioritized recommendations to address current needs, such as preservation and maintenance, as well as recommended strategies and improvements to address long-term needs, such as congestion management.</p>	<p>The I-5 Master Plan is in the early stages of development and has completed the foundational activities, including:</p> <ul style="list-style-type: none"> • Establishing a draft I-5 vision. • Collecting and analyzing existing transportation and environmental conditions data along the entire corridor. • Completing a climate and natural hazards vulnerability assessment. • Assessment of, and steps to advance, high-occupancy vehicle (HOV) systemwide performance. • Assessment of advanced innovative technology opportunities. • Recommendations for seismic vulnerability analyses. <p>Next steps include identifying existing needs and gaps in the system and developing potential strategies and improvements to meet those needs. This work will be informed by coordination with other modes and engagement. Eventually, these will be prioritized based on how well they meet the I-5 vision and goals.</p>

Mode and lead	Description	Current status
<p><u>Cascadia High-Speed Rail Service Development Plan</u> WSDOT Cascadia Program</p>	<p>WSDOT and jurisdictional partners in Oregon and British Columbia are advancing planning for an HSR system serving the Cascadia Megaregion, which extends from the Portland, Oregon, metropolitan area to the Vancouver, British Columbia, metropolitan area.</p> <p>WSDOT was awarded a Corridor Identification and Development (Corridor ID) Program grant from the Federal Railroad Administration (FRA) to advance planning.</p>	<p>Currently in Step 2 of the FRA Corridor ID Program, the project team has begun work to deliver the Service Development Plan (SDP). The FRA has approved a project management plan, and the SDP is on track for completion by the end of 2028.</p> <p>By the end of 2025, the program will deliver three major deliverables to the FRA: market analysis, coordination plans, and a preliminary draft Purpose and Need Statement.</p>
<p><u>Amtrak Cascades Service Development Plan</u> WSDOT Rail, Freight and Ports Division</p>	<p>The Amtrak Cascades Service Development Plan (ACS DP) will provide paths to improve the future Amtrak Cascades service. WSDOT was awarded a Corridor ID Program grant from FRA to support infrastructure and service improvements to Amtrak Cascades.</p>	<p>WSDOT is working with the FRA to advance the Amtrak Cascades corridor into Step 2 of the FRA Corridor ID Program in coordination with the Oregon Department of Transportation (ODOT).</p> <p>WSDOT and ODOT anticipate advancing into Step 2 by Q1 2026.</p>
<p><u>Commercial Aviation Capacity and Aviation Needs</u> CAWG with staff support from the WSDOT Aviation Division</p>	<p>The CAWG is legislatively directed to evaluate the long-range commercial aviation and transportation needs of the state, including options for additional aviation capacity, which includes expanding the use of existing airports and multimodal opportunities.</p>	<p>In 2025, the CAWG will assess areas in conflict with military operations and areas that are unsuitable geographies due to either environmental impacts or effects on overburdened communities.</p> <p>In the 2025-2027 biennium, the CAWG will review the studies that currently exist, identifying state transportation needs and capacities, any information gaps, and conduct meaningful community engagement with overburdened and vulnerable populations.</p>

2.1. Regional planning

WSDOT's corridor-wide planning efforts will review and consider regional transportation plans, which reflect the transportation priorities of Tribes, local governments, ports, and transportation providers within the region.

As part of this work, WSDOT will continue to coordinate with regional planning organizations, including Tribal Transportation Planning Organizations, Metropolitan Planning Organizations (MPOs), and Regional Transportation Planning Organizations (RTPOs). This process starts with Tribes, MPOs and RTPOs identifying tribal and regional needs through consultation and analysis. They outline upcoming planning work and propose near-term projects. WSDOT reviews and integrates near-term projects into the Statewide Transportation Improvement Program, while also providing technical assistance, data, and consultation, helping ensure projects meet state and federal requirements.

Additionally, WSDOT corridor-wide planning activities will continue to coordinate with WSDOT Region-led projects or plans along the I-5 corridor, including the [I-5 Wildlife Habitat Connectivity Study](#).

3.0. Multimodal coordination

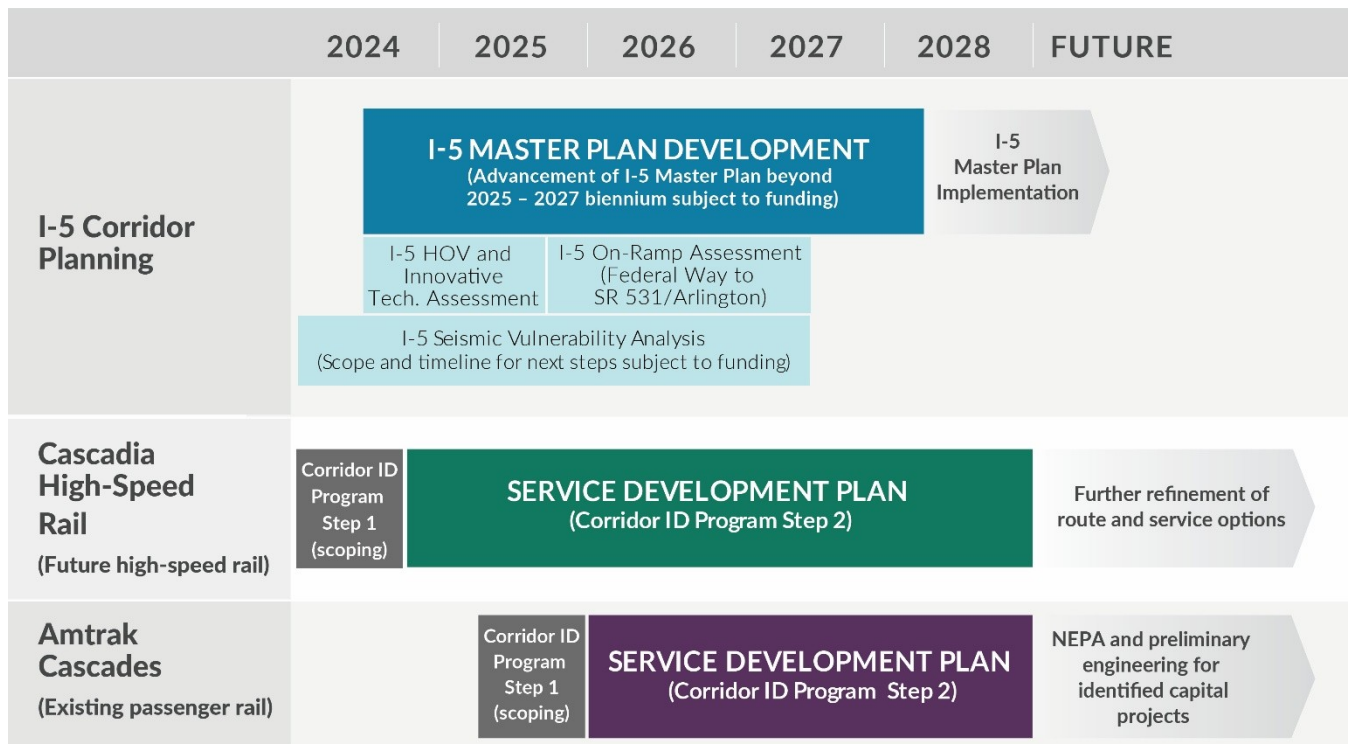
3.1. Coordination approach

The planning efforts across each mode are at different stages of project development, with overlapping but distinct geographic scopes, planning time horizons, and intended legislative outcomes. They also have varying levels of funding and associated resources available for multimodal coordination. WSDOT will coordinate across divisions and programs for review, and at key milestones, within the context of these program schedules and funding requirements. These schedules are shown below in [Figure 1](#).

Coordinated planning for a resilient and multimodal western Washington transportation system will consider modal integration, changing demand, and preservation needs by:

- Considering all modes of transportation critical to the movement of people and goods in western Washington and its connections throughout the state and beyond, consistent with the agency’s vision in the Strategic Plan for a resilient transportation system.
- Maintaining and preserving existing transportation assets, which serve as the backbone of our regional economy and transportation system.
- Proactively planning for future transportation investments across modes that meet future needs and challenges, including population growth, land use changes, climate, and natural hazards.

Figure 1. Timeline for Western Washington transportation system planning efforts



3.2. Current and upcoming coordination

WSDOT will advance these planning efforts through continued coordination between the Cascadia Program; Rail, Freight and Ports Division; and the Aviation Division. The programs will continue to coordinate to advance the work products associated with delivering the Corridor ID Program scopes of work, I-5 Master Plan, and CAWG reporting requirements.

As teams continue their planning efforts, they will continue to coordinate in the following ways:

- **Ongoing leadership and staff-level coordination:** Across the programs, leadership and staff meet and collaborate regularly at the strategic and technical levels. Program and project leadership are driving teams toward an aligned strategy in coordination with the WSDOT Executive Leadership Team. Staff are collaborating to leverage shared resources and best practices, align technical approaches, and identify upcoming needs and opportunities.
- **Corridor ID Program coordination:** The Cascadia Program and Rail, Freight and Ports Division are closely collaborating on strategy and work products required by the Corridor ID Program supporting both HSR and Amtrak Cascades planning. Teams are aligning technical methodologies and analyses for Corridor ID Program deliverables, including agency, tribal, and public coordination plans.
- **Data collection and consistency:** This will help provide the Legislature with high-quality information for future investment decisions, with outputs based on the same foundational data from one mode to another. For example, the existing conditions data collected for the I-5 Master Plan was leveraged to conduct the I-5 climate and natural hazard vulnerability assessment. It also provided a foundation for the Cascadia High-Speed Rail Market Analysis, which has been a focal point for coordination with the Rail, Freight and Ports Division for the State Rail Plan.
- **Coordinated engagement activities:** When appropriate, the programs will continue to engage with communities and interested parties across multiple corridor planning efforts. For example, the Cascadia Program and the Rail, Freight and Ports division have provided joint updates to Washington Tribes for a comprehensive overview of WSDOT's rail planning and development efforts. As the Cascadia Program prepares to begin broader engagement in 2026, the teams will continue to identify opportunities to include other modes and programs for maximally productive and informative engagement opportunities. In July 2025, the Cascadia Program convened regional planning organizations to provide an overview of Cascadia HSR and collect initial feedback on how best to coordinate and engage with regional planning organizations in current and future phases. MPOs indicated they are supportive of WSDOT's approach of providing updates in a coordinated way. The projects will look for opportunities to continue to align engagement opportunities and will incorporate this strategy in the project coordination plans.

In addition to the coordination strategies noted above, the activities by program identified in [Table 2](#) represent key focus areas for coordination between modes occurring or beginning in the 2025-2027 biennium. As the programs develop methodologies to advance these work products, they will identify associated multimodal coordination needs.

Table 2. Current and upcoming coordination with other modes by program

Mode and division	Current and upcoming coordination
<p>Cascadia High-Speed Rail Service Development Plan</p> <p>WSDOT Cascadia Program</p>	<ul style="list-style-type: none"> • Market Analysis (late 2025): The Market Analysis provides an assessment of existing modes, including existing rail, air, and highways and the potential for HSR given the constraints of these modes. It will focus on corridor-wide data trends, such as passenger travel volumes in the corridor by mode, current and future quality of transportation service, and demographic trends. This work included coordination with the Port of Seattle for Seattle-Tacoma International Airport passenger trip data. • Route and Service Options (expected 2026-2027): In Route Options Analysis, the Cascadia Program will develop potential options for an HSR route, looking at the corridor in smaller segments and using screening criteria to advance options that best meet the goals and objectives for Cascadia HSR. These potential corridors could include existing I-5 or other highway alignments, existing rail alignments, or other existing infrastructure, which would require coordination across modes. Service Options Analysis will look at different models for how to structure and operate the service to address the project goals and objectives, evaluating tradeoffs such as speed and travel time with conceptual station locations. Multimodal connections will be considered as part of this analysis.
<p>I-5 Master Plan</p> <p>WSDOT Cascadia Program</p>	<ul style="list-style-type: none"> • Identification of System Priorities (expected 2026): Based on an analysis of existing needs and gaps along the corridor, the I-5 Master Plan will identify system priority areas – e.g., preservation, bridge, seismic – for which the Master Plan will provide more detailed project-level recommendations, relative to other Master Plan topic areas. • Climate and Natural Hazards Analysis (2025-2027): This analysis identifies future risks for the I-5 corridor to inform strategic decisions about where to prioritize adaptation efforts and resource investment for maximum impact. The results will inform project prioritization and incorporate future conditions into options. Conclusions from this analysis will provide a foundation for Cascadia HSR’s route and service options analysis, identifying risks and opportunities for options involving or adjacent to the I-5 right-of-way. • Scenario Planning (expected 2027): The Cascadia Program will conduct scenario planning to inform I-5 investment priorities that preserve existing infrastructure and improve system performance consistent with transportation system policy goals.

Mode and division	Current and upcoming coordination
<p><u>Amtrak Cascades Service Development Plan</u></p> <p>WSDOT Rail, Freight and Ports Division</p>	<ul style="list-style-type: none"> • Project planning (2026-2028): Undertake detailed analysis of service options, needed capital improvements, costs, and a phased implementation plan under Step 2 of the Corridor ID process. This will expand on a preliminary SDP published in 2024. It will identify and evaluate specific projects and/or changes that are necessary to increase the number of daily trips offered by Amtrak Cascades; improve on-time performance; reduce travel times with increased speeds; decrease emissions to improve the environment; and enhance multimodal connections. Community engagement, improved connectivity options, and market analysis will be undertaken in conjunction with the Cascadia HSR program. • NEPA and preliminary engineering (TBD): Once the SDP is finalized, the identified infrastructure projects and corridor improvements will be developed, based on an incremental schedule. Under Step 3 of the Corridor ID process, this work will include an evaluation of the environmental and related social and economic effects of implementing the proposed projects and actions. Preliminary engineering will further refine costs and identify timelines for implementing improvements. A 20 percent state match is required to undertake this phase of the Corridor ID process • Final design and construction (TBD): Once capital improvements have been identified and prioritized, they will be constructed as funding becomes available. The projects will be developed based on an incremental approach, which will allow for projects to be constructed over multiple years, with enhancements to the service realized by every package of constructed projects and/or other changes.
<p><u>Commercial Aviation Work Group</u></p>	<ul style="list-style-type: none"> • Annual Report (beginning December 2024): The CAWG will provide an annual progress report in December, along with the 2025 report, including an analysis of areas in conflict with military operations and areas with unsuitable geographies due to environmental impacts or effects on overburdened communities. The work group is in the process of selecting a consultant team to support the delivery of its reporting requirements. WSDOT anticipates working closely with the consultant team on topics across programs requiring coordination related to air travel and commercial aviation capacity planning.

4.0. Next steps

Coordination across the Cascadia Program; Rail, Freight and Ports Division; and the Aviation Division will continue as the teams coordinate on deliverables, develop and review alternatives, and at key milestones. The Cascadia Program will lead WSDOT's coordination between these modes and with other WSDOT divisions and regions.

Given that these planning efforts are at different stages of development, WSDOT will look for cost-effective ways that each mode can collaborate, within its available budget, to best prepare for resiliency and performance across the western Washington transportation corridor.

WSDOT will also continue to look for opportunities where collaboration can be cost-effective, particularly in areas like shared data inventory and analysis, interagency and external engagement, and scenario planning to understand tradeoffs between modes.

Continued funding beyond the 2025-2027 biennium will be needed to continue multimodal coordination for the western Washington transportation system.

4.1. Future reporting

WSDOT will provide several reports to the Legislature on these efforts in 2025 and 2026, including:

- Cascadia HSR Corridor ID Program Annual Report – *due December 1, 2025, and December 1, 2026.*
- Amtrak Cascades Annual Update – *due annually beginning December 1, 2025.*
- State Commercial Aviation Work Group Progress Report - *due December 1, 2025, and December 1, 2026.*
- I-5 Master Plan Interim Report – *due June 30, 2026.*

4.2. Contact

For additional information regarding this report, please direct questions to:

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Appendix A: Proviso

Appendix A: Proviso

The department shall continue to coordinate planning work focused on the transportation system in western Washington across modes with the goal of maximizing system performance toward the policy goals in RCW 47.04.280 in the most cost-effective manner. This coordination must include, but is not limited to: the Interstate 5 highway corridor, existing passenger rail infrastructure, and future high-speed rail alignment, and commercial aviation capacity. The department must report on the status of these planning efforts including, but not limited to, a long-term strategy for addressing resilience of the transportation system in western Washington through consideration of changing demand, modal integration, and preservation needs. The coordinated work must include an analysis of different alternatives to promote system resilience, including performance and cost of each scenario. The report is due to the Joint Transportation Committee by November 1, 2025.

Appendix B: Additional statewide plans

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Planning facilitates decision-making that is driven by values and vision, informed by data, and documented transparently so that the people of Washington State understand how important decisions are made about their transportation system and how their input can shape those decisions.

Transportation planning is useful at different scales. Statewide plans recommend policies and program investment levels and strategies to achieve them. Within this statewide framework, metropolitan and regional transportation planning identifies shared priorities among local governments for regionally significant transportation facilities within their boundaries. Local transportation planning lays out the community's vision for a connected network that serves people who walk, bike, take transit, drive, and carpool to their destinations. Different modes (e.g., walking, rolling, transit, aviation, rail) also need to work as a system and require integration across systems. Long-range plans develop the strategies necessary to make sure these modal systems are implemented effectively and are pointed strategically toward Washington's transportation policy goals.

Planning efforts focused on the western Washington transportation system will align with the following statewide plans, which both focus on the major modes of transportation along the corridor and establish policy objectives and guidelines across several modes:

- **[State Rail Plan](#), WSDOT Rail, Freight and Ports Division:** WSDOT prepares a State Rail Plan every four years. The plan's purpose is to provide a framework for future actions that meets federal and state requirements. WSDOT is preparing the draft State Rail Plan for public review in the first quarter of 2026.
- **[Highway System Plan](#), WSDOT Multimodal Planning & Data Division:** The Highway System Plan is Washington's roadmap for preserving, maintaining, operating, and improving state highways for the next 20 years. The plan, adopted in 2024, provides recommendations for new revenue for state highways over the next 20 years to be dedicated to first fund maintenance and operations, capital preservation, critical programs such as the required fish passage projects, and support programs. The remaining funds are to be spent, with two-thirds going to safety and efficiency strategies and one-third going to highway expansion.
- **[Freight System Plan](#), WSDOT Rail, Freight and Ports Division:** The building on the 2017 plan, the 2022 Freight System Plan provides new and up-to-date information needed by WSDOT and other statewide stakeholders to inform freight transportation policy and investment decisions, including potential solutions and improvements to address freight transportation needs and issues.
- **[Public Transportation Plan](#), WSDOT Public Transportation Division:** The plan is a 20-year blueprint to guide decisions and, ultimately, improve public transit performance. Last published in 2016, the plan includes a decision-making framework focused on system performance and multimodal integration. The next update of this plan is expected late 2026 or early 2027.
- **[Advanced Air Mobility Aircraft Plan](#), WSDOT Aviation Division:** The Advanced Air Mobility (AAM) Aircraft Plan establishes a strategic vision for Washington to embrace next-generation aviation technologies and includes near-, mid-, and long-term steps for implementation. The Plan, published in April 2025, also provides policy recommendations to facilitate AAM

development.

- **[Washington Transportation Plan](#), Washington State Transportation Commission:** The Washington Transportation Plan Vision 2050 is a transportation policy plan that provides an overarching transportation policy framework along with strategies for use by state, regional, and local jurisdictions and statewide agencies that issue a transportation plan or operate a transportation mode. WSDOT uses this plan to develop the Statewide Multimodal Transportation Plan, focused on strategies to implement policy goals.
- **[West Coast Transportation Network Plan Scoping and Assessment](#), Washington State Transportation Commission:** As directed by the Legislature in 2023 ESSB 1125, Section 205 (9), Washington State Transportation Commission (WSTC), in partnership with the transportation commissions of Oregon and California, developed recommendations for a West Coast Transportation Network Plan that would proactively identify and coordinate improvements and investments across the west coast states to freight rail, passenger rail, highways, and air transportation. WSTC published its recommendations in July 2025—an early step toward a potential future plan. WSDOT participated in the assessment and will continue to monitor developments as this assessment continues to take shape.
- **[Strategic Highway Safety Plan](#), WSDOT and Washington State Traffic Safety Commission:** Also known as Target Zero, the 2024 Strategic Highway Safety Plan is a requirement of the Federal Highway Administration (FHWA)'s Highway Safety Improvement Program. Target Zero is a data-driven, long-term plan to identify priorities and solutions, create goals, and develop a common understanding among the agencies working to keep Washingtonians safe, with the goal of zero traffic deaths and serious injuries on Washington's roadways by the year 2030. The plan is used to set statewide priorities, identify strategies for addressing each emphasis area and factor, guide federal and state project funding toward the highest priorities and most effective strategies, and monitor statewide outcomes for each priority area.
- **[Safety Rest Area Strategic Plan](#), WSDOT Capital Facilities Office:** The 2023 Safety Rest Area Strategic Plan addresses the evolving needs and challenges for sustaining 47 state-owned safety rest areas that support 24 million annual users. Developed with significant stakeholder input, the plan includes strategic goals and focus areas developed to increase safety, support financially sustainable operations, improve customer experience, support the freight community, and build resilient programs and facilities.
- **[Washington State Aviation System Plan \(WASP\)](#), WSDOT Aviation Division:** The WASP, completed in July 2017, updates previous system plans to provide a current assessment of how the entire aviation system operates and how individual airports interact to contribute to the system as a whole. The WASP is a comprehensive, long-range plan that guides the development and management of the state's aviation system. It provides a framework for decision-making, investments, and policy development for Washington's system of over 134 public-use airports. The plan establishes system goals across seven key areas, including aeronautical and airport safety, economic development and vitality, education and community engagement, infrastructure improvement, aviation innovation, modal mobility and accessibility, and stewardship and sustainability. The WASP is currently being updated with an expected completion by the end of 2025.
- **[Active Transportation Plan 2020 and Beyond](#), WSDOT Active Transportation Division:**

Active transportation describes human-scaled and often person-powered ways of getting around, such as walking, bicycling or rolling a wheelchair. The Active Transportation Plan addresses the transportation policy goals identified in statute and provides a foundation for policies, procedures, investments, and improvements to the state's active transportation system. The plan also builds on the Washington Transportation Plan 2040 and Beyond, and connects with the Strategic Highway Safety Plan, the Highway System Plan, and other modal plans.

- **[Transportation Carbon Reduction Strategy](#), WSDOT Environmental Services Office:** WSDOT submitted the Washington State Transportation Carbon Reduction Strategy to FHWA in November 2023. The strategy describes the policy framework for reducing future transportation carbon emissions and documents the multiple actions currently happening statewide to reduce transportation greenhouse gas emissions. It builds on the State Energy Strategy, which focuses on two ways to reduce transportation greenhouse gas emissions. The strategy is required for the state to receive federal Carbon Reduction Program funds. FHWA has certified that WSDOT's strategy meets all statutory requirements.
- **[Transportation Asset Management Plan](#), WSDOT Capital Program Development and Management Office:** WSDOT manages over 18,600 lane-miles of state highway and more than 4,100 bridges—including the world's three longest floating bridges, carrying more than half of all vehicle traffic in the state—and the largest vehicle-ferry system in the nation, with 21 active vessels moving more than 24 million passengers per year. The 2022 Transportation Asset Management Plan outlines how the agency maintains and preserves its assets within a limited budget. It also communicates the anticipated condition of statewide bridge and pavement assets over a 10-year period, and how WSDOT and its partners proactively address risks to maximize performance within existing resources.