

## **APPENDIX B**

### **RELATIONSHIPS TO OTHER PLANS**

There are several plans that influence the RTP. These plans are at the state, regional, and county levels. Statewide plans included relate to strategic highway safety, bicycle facilities and pedestrian walkways, rail, freight mobility, sustainable transportation action, public transportation, coordinated human services transportation, the aviation system, ferries, the marine cargo forecast, community and brokered transportation, and tribal transportation. County plans included relate to comprehensive emergency management and sustainable transportation.

The Regional Transportation Plan (RTP) is a document that is built upon the priorities and objectives established in local agency plans and the Washington State Transportation Plan. Regional transportation planning provides a unified blueprint to ensure that the efforts of all affected jurisdictions are coordinated and that the individual parts of the overall transportation system function as a whole.

## Washington Transportation Plan

The Washington Transportation Plan (WTP) provides strategies to guide decisions and investments needed to develop Washington's transportation system to serve its citizens, communities, and its future economic needs, while safeguarding its environment.

The proposed WTP 2035 targets strategic investment recommendation at a policy level and proposes priorities among categories of investments that result in a roster of targeted investments. That priority setting is essential to maximizing investments in our state's key transportation services.

To address the above-mentioned challenging trends, WTP 2035 contains general strategies and more specific actions to help achieve the state's statutory policy goals as specified in RCW 47.04.280

- Economic vitality: To promote and develop a transportation system that stimulates, supports, and enhances 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 performance 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 investment that promotes energy conservation, enhances healthy communities, and protects the environment:
- Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system

## Washington State's Strategic Highway Safety Plan: Target Zero

The Strategic Highway Safety Plan (SHSP) was developed to identify Washington State's traffic safety needs and to guide investment decisions to achieve significant reductions in traffic fatalities and serious injuries on all public roads, with the latest plan having been released in 2013. The state of Washington seeks to build traffic safety partnerships throughout the state in order to align and leverage resources to address traffic safety challenges.

The Strategic Highway Safety Plan: Target Zero is the outgrowth of that partnership, setting forth a vision to reduce traffic fatalities and serious injuries to zero by the year 2030. It identifies Washington's traffic safety needs, helping to guide investments to achieve significant reductions in traffic fatalities and serious injuries on all public roads.

## State Rail Plan

The Washington State Rail Plan serves as a strategic blueprint for future public investment in the state's rail transportation system. It provides an integrated plan for freight and passenger rail, including 5- and 20-year funding strategies, that meets federal and state requirements. The plan informs the state Freight Mobility Plan, guides WSDOT as it develops strategic freight rail partnerships to support essential rail service, and establishes priorities for determining which freight rail investments should receive public support. It also guides Washington as it works with Oregon and British Columbia to implement intercity passenger rail service.

## Washington State Freight Rail Plan

Provides guidance on freight rail initiatives and investments, and identifies short- and long-term capital improvement projects and other initiatives to meet the system's projected demand.

### Findings:

- Over the next 20 years, rail corridors in the state are expected to be at or above their practical capacity.
- The state's ports face increased competition from other West Coast ports and an expanding Panama Canal.
- The state needs better information management capacity to analyze demand and utilization for freight rail.
- Total cost of requested projects is \$2.0 billion, of which 90 percent is unfunded.

### Recommendations:

- Develop a system to measure and prioritize projects for the maximum public benefit.
- Work with public and private partners to develop dedicated funding sources and close funding gaps.

## Washington State Freight Mobility Plan

The Washington State Freight Mobility Plan was guided by three key objectives:

- Develop an urban goods movement system that supports jobs, the economy, and clean air for all; and provides goods delivery to residents and businesses.
- Maintain Washington's competitive position as a Global Gateway with a robust freight system able to serve the multi-modal needs of trade, international, and interstate commerce, as well as state and national export initiatives.
- Support rural economies' farm-to-market, manufacturing, and resource industry sectors.

## The Freight Plan

- It is a multi-modal plan that examines the needs of the entire freight system. With input from every Metropolitan Planning Organization and Regional Transportation Planning Organization in the state, the plan identified and mapped the Washington State Freight Economic Corridors.
- It is a performance based plan, in compliance with the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP 21), and sets measurable freight performance goals for both the state truck and the waterway freight economic corridors.
- It has developed and tested methods to analyze the economic impacts of truck freight improvements on highways
- It systematically analyzes current performance gaps and needs on highways in state truck freight economic corridors, and incorporates freight rail needs identified in the State Rail Plan.
- The Washington State Department of Transportation and the Freight Mobility Investment Board jointly developed a new process to include Tribal, MPO, RTPPO, port, and state freight strategies to improve performance on the Washington State Freight Economic Corridors in the Plan.

## Aviation System Plan

Washington's aviation system is served by a diverse mixture of airports ranging in size from small back-country airports to Seattle-Tacoma International Airport, the state's busiest commercial airport. The system is comprised of public use airports, both publicly and privately owned, which are conveniently located to meet a full range of transportation needs for commercial, business, personal, recreation, training, and medical emergencies.

With significant change expected in coming years, WSDOT Aviation conducts long-term planning to face the challenge of maintaining and improving our aviation system for the future. There is a growing recognition that Washington's network of 138 public use airports needs to be managed as an integrated system to more strategically invest the public resources necessary to preserve future aviation capacity. It is the state's role to guide development of a coherent statewide strategy to ensure that adequate aviation capacity exists to accommodate predicted growth.

## Washington State Ferries (WSF) Division Long Range Plan

The plan presents a vision for the future of the WSF system. Consistent with legislative direction, it maintains current levels of service with limited improvements (as new vessels are acquired to replace retiring vessels) and the state's role as principal owner and operator of the marine transportation system. The plan presents a realistic service and capital investment strategy that seeks to balance service goals and long-term funding requirements.

The plan provides a service and capital improvement strategy for the Ferry System that maintains service levels, maximizes existing assets, and improves cost effectiveness. To do this, the plan establishes operational and pricing strategies to manage demand and outlines a 22-year capital funding program.

## Sustainable Transportation Action Plan

The Washington State Department of Transportation (WSDOT) Sustainable Transportation Action Plan (Action Plan) describes major WSDOT activities that promote sustainable practices and clean transportation in Washington State for the 2013 – 2015 biennium. The Action Plan connects related WSDOT activities to goals outlined in the WSDOT Strategic Plan (Results WSDOT) and/or Results Washington. The Action Plan summarizes ongoing and future actions and is intended for use by WSDOT and external audiences. The Action Plan will be updated at least each biennium to form a record of agency progress over time and status of individual items will be updated regularly.

## Washington State Bicycle Facilities and Pedestrian Walkways Plan

Washington's statewide goal is to increase bicycling and walking while reducing injuries and deaths. The 2008 Washington State Bicycle and Pedestrian Plan sets a goal of decreasing collisions by five percent per year for the next 20 years, while doubling the amount of biking and walking. The state law (RCW 47.06.100) calls for the plan to include strategies for:

- Improving connections;
- Increasing coordination; and
- Reducing traffic congestion.

It also calls for an assessment of statewide bicycle and pedestrian transportation needs. This bicycle and pedestrian plan satisfies the federal requirement for a long-range bicycle transportation and pedestrian walkways plan.

## Statewide Public Transportation Plan

The Washington State Public Transportation Plan is a multi-modal response to the growing and evolving transportation needs of our diverse state and its residents. Its vision is for a coordinated system of providers and services that can provide mobility and access for all.

It presents strategies and early actions to give us a way to better manage and leverage our existing public transportation assets and recommends performance goals and metrics to gauge progress toward broader community and system goals.

WSDOT has developed the Washington State Public Transportation Plan with the counsel of public and private providers, tribal representatives, researchers, planners, and technology experts throughout Washington State.

The plan's intent is to facilitate the ability of transportation partners to provide even more options to people, communities, and the overall system. Because of its strong emphasis on partnership, the policies contained in this plan will be carried out over a number of years. Statewide system integration cannot happen overnight. This plan envisions that Washington State will be flexible and supportive of practical innovation in public transportation. This innovation may involve new technology, but the innovation is just as likely to manifest into new types of partnerships, new business models, new systems for measuring and ensuring mutual accountability, and better services. Through the plan, the state will purposefully promote access and mobility for all and continue to work with its partners to promote strategic investment in the long-term sustainability of public transportation in Washington State.

## Coordinated Human Services Transportation Plan

The purpose of the Coordinated Human Services Transportation Plan (CHSTP) is to analyze the regional transportation needs of individuals

who are disabled, elderly, or low income. Furthermore, the plan provides a framework for prioritizing projects to receive state and federal transportation funds. The Washington State Department of Transportation (WSDOT) has a competitive consolidated grant application process for both state and federal public transportation grants. WSDOT serves as the designated recipient for the federal funds listed above intended for non-urbanized portions of the state, and, in turn, distributes them to local entities through this competitive grant process. Applicants submit a completed grant to WSDOT and they determine the appropriate type of funding to be used on the submitted project. This process eliminates the need for applicants to fill out multiple applications.

The goal of this planning effort is to respond both to MAP-21 and the State of Washington requirements for receiving these federal funds. WSDOT identifies seven specific goals for the Consolidated Grant Program:

- Address deficiencies: Encourage communities to identify and address deficiencies in paratransit/special needs or rural public transportation.
- Provide a community benefit: Assist local areas with determining community benefits and support for paratransit/special needs or rural public transportation.
- Preservation or enhancement: Provide funding to preserve or enhance paratransit/special needs or rural public transportation where there is a demonstrated need and measurable benefit.
- Community connections: Support a sustainable network of transportation services within and between communities.
- Financial partnerships: Establish opportunities for collaboration among local jurisdictions, regional organizations, private sector agencies, state and federal governments, and tribal governments.
- Support coordination and multi-modal development: Local organizations are required to coordinate services with other transportation providers in their area, as well as other organizations potentially able to use or purchase the services.

- Maintain fleets: WSDOT has been given the goal of maintaining the percentage of transit vehicles in the state that are within their minimum useful life.

## Great Streets Concept for Longview & Kelso

The Great Streets Concept for Longview and Kelso plan was funded with urban surface transportation program (STP) funds. The plan seeks to guide development of a sustainable transportation system that not only addresses roadway congestion and safety, but also helps to enhance local quality of life and economic development goals. To that end, this plan blends traditional transportation planning and engineering with urban design, economic, and visualization elements.

The plan has identified a system of great streets including a specific strategy for each that is based on the unique character of the street and its function in the transportation system.

## Cowlitz County Regional Trails Plan

The purpose of the Cowlitz County Regional Trails Plan is to identify new and enhanced pedestrian and bicycle trails and bikeways throughout the county. The plan is intended to be used to assist the cities and county in the development of new trails and bikeways and improve existing facilities. These bicycle and pedestrian facilities will interconnect jurisdictions, parks, open space, commercial areas, schools, and other activity centers and promote recreation and healthy lifestyles.

## Cowlitz County Comprehensive Emergency Management Plan

The purpose of the Cowlitz County Comprehensive Emergency Management Plan is to provide effective guidance to mitigate, prepare for, respond to, and recover from natural, human-caused or technological emergencies, and/or disasters in Cowlitz County. To accomplish this, the plan describes a comprehensive program that

defines who does what, when, where, and how. A major goal of the plan is to facilitate restoration of basic government operations following disasters as defined in the Cowlitz County Hazard Identification and Vulnerability Assessment. The plan outlines:

- Functions, authorities, and responsibilities of the Cowlitz County Department of Emergency Management, county/city agencies, special districts, volunteer organizations, commissions, boards, and councils.
- How the emergency management plans and programs of the State of Washington, emergency management jurisdictions within the county and surrounding jurisdictions, and the federal government are coordinated.
- Use of government, private sector, and volunteer resources.
- Training and educating of the public, the business community, government agencies, and volunteers

## County and City Comprehensive Plans

Local comprehensive plans guide growth and development patterns for county or city jurisdictions over the long term. These plans identify capital improvements and other services necessary to support the types and level of growth desired by the community. For local governments planning under the Washington State Growth Management Act, there is a requirement that local comprehensive plans be coordinated with regional transportation plans. It is also good planning practice to examine local comprehensive plans early in the process of developing the regional transportation plan. This approach respects the character of existing communities and the paths they have established to define their future growth.