

Table of Contents

I.	Introduction	2
II.	Organization of the STIP	3
III.	Financial Plan and Resources	3
IV.	Operation and Maintenance	6
V.	Consistency with Long-Range Statewide & Metropolitan Transportation Plans	6
VI.	Performance Measures	7
VII.	Consultation & Selection Process	16
VIII.	Community Engagement	17
IX.	STIP Amendments & Administrative Modifications	19
Appendix		
	A. State Self-Certification Statement	20
	B. Financial Feasibility Table	21
	C. STIP Administration	22
	D. MPO/RTPO/WSDOT Directory	26
	E. STIP Format & Project Listing	48
	F. Source of Funds	51
	G. Grouped Projects	59
	H. Performance Measures & Targets Table	61
	I. Annual Obligation Listing	62
	J. MPO/RTPO Maps	63

I. Introduction

Washington State’s 2025-2028 Statewide Transportation Improvement Program (STIP) is a four-year, fiscally constrained prioritized multimodal transportation program of state, local, tribal, and public transportation (transit) projects, which includes highways, streets, roads, rail roads, transit-hubs, park-and-ride lots, bridges, sidewalks, bike lanes, ferry terminals, trails and safety projects funded with federal, state, tribal and local sources. The STIP is a calendar year document and is developed on an annual basis with monthly updates from January through October.

The STIP is developed from local, metropolitan planning organizations (MPOs), regional transportation planning organizations (RTPOs) and county transportation improvement programs (TIPs). Projects are identified through state, metropolitan, regional, tribal, and local planning processes, and includes consideration of how projects address racial inequity and economic development while simultaneously building a stronger safety culture for all users of the transportation system. An environment of community engagement is woven into each stage of the planning process merging public dialogue forums with practical solutions to deliver transportation projects that “fit” into the communities and augment their transportation needs.

Projects programmed in the STIP are the highest priority for the available funding, to preserve and improve the state's transportation network in the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) for FFYs 2022-2026 while continuing to achieve the national goals first established in Moving Ahead for Progress in the 21st Century Act (MAP-21).

Also, included are regionally significant projects that are funded through the Washington State Legislature Connecting WA and Move Ahead Washington, transportation packages that provides funding for state and local projects throughout the state.

Only those projects programmed in the STIP can be authorized by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to utilize federal funds. Once projects are approved in the STIP, agencies may request federal fund authorization of the project.

II. Organization of the STIP

Projects in the STIP are organized in alphabetical order by MPO/RTPO and lead agency and are shown in a standardized format (*Appendix E: STIP Format & Project Listing*). Project information such as project phases including planning activities only (PL), design/preliminary engineering including environmental (PE), right of way (RW) and construction (CN).

III. Financial Plan and Resource

The STIP is required to be a financially constrained program of projects for implementation during a four-year period (23 CFR 450.218(m)). To demonstrate the STIP is fiscally constrained, by the funding identified, the federal terminology of committed, available and/or reasonably available funds is used. The STIP is designed to document the total amount of funds (federal, state, tribal, local, etc.) programmed for each project by phase. In addition, the STIP includes a project and the identified phase(s) of a project, only if full funding is anticipated to be reasonably available within the time contemplated for completion and as documented in the Metropolitan Transportation Plan (MTP), etc. Accordingly, an investment level approach has been used for the second, third and fourth years of the STIP. The investment level is based upon the anticipated amount of funding available for the various sources.

Local agencies work through their metropolitan planning (MPO) or regional transportation planning organizations (RTPO) and county leads, as appropriate, to include projects into their TIPs and for inclusion in the STIP. Tribal Nations work either with their MPO/RTPOs or directly with Washington State Department of Transportation (WSDOT) to include their projects in the STIP. Robust community engagement is a key bridge between the limited transportation resources and increasing transportation needs to achieve maximum benefits for the statewide system.

To ensure federal compliance of a four-year program of projects, WSDOT collaborated with the MPOs to shift the way pavement preservation projects are programmed in the STIP. WSDOT is providing a program of prioritized pavement preservation projects expected in each of the MPO and RTPO areas for the next six years. This shift to programmatic projects in the STIP provides greater clarity to the public of WSDOTs expected pavement preservation projects in the pipeline. In addition, it provides opportunities for local communities to leverage and coordinate their nearby improvements. This approach also provides WSDOT the maximum flexibility to use available federal funding to expedite project delivery and quickly respond to emergent preservation and safety needs statewide.

It is difficult to completely accomplish a four year financially constrained program of projects in Washington, since WSDOT is limited by statute to a two-year capital construction program and local agency capital programs are adopted annually through their commissions and councils. Financial constraint of the STIP is summarized in *Appendix B: Financial Feasibility Table*, to demonstrate the projects to be implemented are using current and/or reasonably available revenues, while facilities are being adequately operated and maintained.

Financing **State/Local**

State & Local Revenues (dollars in millions)	2025	2026	2027	2028
State	3,112.00	3,112.00	3,112.00	3,112.00
Cities/Counties	992.00	992.00	992.00	992.00
Transit	3,919.00	3,919.00	3,919.00	3,919.00
Sub-total	\$ 8,023	\$ 8,023	\$ 8,023	\$ 8,023
Total State/Local Revenue (excluding bonds)	\$ 8,023	\$ 8,023	\$ 8,023	\$ 8,023

State revenue is from numerous taxes, fees, permits, tolls, and other revenues. Washington's fuel taxes (gasoline, diesel, biodiesel, etc.) comprise the largest share of state transportation revenue. Licenses, permits and fee revenues comprise the second largest share of state transportation revenues.

The Washington State Legislature must enact a statute authorizing the sale of bonds for a specific purpose. This statute requires a 60% legislative majority vote or approval by the voters in a statewide referendum (e.g., Referendum 49). Before bond proceeds may be delivered, the Legislature must first appropriate expenditure authority and a request for the sale must be made to the State Finance Committee.

In Washington, bond proceeds are only used for capital purposes and are primarily issued as "double barrel" bonds. They are general obligation bonds, meaning they are secured by the full faith and credit of the state and are secured by motor fuel taxes. Debt service on motor fuel tax general obligation bonds is paid from gas taxes. Debt service on toll-backed bonds is first payable from tolls, then motor fuel taxes. Rating agencies look at the state's financial health when assigning credit ratings to the motor fuel tax bonds.

In addition, to the state revenues, local entities receive transportation funding as shown in the above table. Funding is primarily from the property tax for roadway type projects and the sales tax for transit projects. Other sources of revenue for local transportation projects may include local vehicle registration fees, street use permits, mitigation fees, impact fees, local improvement districts (LID), and transportation benefit district (TBD).

Federal

Federal Revenue based on Apportionment (dollars in millions)	2025	2026	2027	2028
Highway	1,158.00	1,181.00	1,191.00	1,203.00
Transit	22.30	22.70	18.60	18.60
Other (BIA, CDBG, etc.)	\$ -	\$ -	\$ -	\$ -
Total	\$ 1,180.3	\$ 1,203.7	\$ 1,209.6	\$ 1,221.6

The federal revenue table above identifies the programmatic funds distributed to Washington State by FHWA and FTA based on IIJA/BIL.

Federal funds reported in this forecast are based on federal fiscal year (FFY) 2025 that began on October 1, 2024.

FHWA and FTA distribute funds to Washington State through federal apportionment. This distribution of funds uses a formula provided in law.

Forecast and additional details can be found on the Economic and Revenue Forecast Council's web site at [Transportation Forecast | Washington State Economic and Revenue Forecast Council](#).

Toll Credit

Section 120(j) of Title 23 permits states to substitute certain previous toll-financed investments for state matching funds on current Federal-aid projects. It permits the non-Federal share of a project's cost to be met through a "soft match" of toll credits. The amount of toll credits earned by Washington State is based on the amount of toll revenues expended by its toll authorities for capital outlays to build or improve highways, bridges, or tunnels that serve interstate commerce. The Washington State Ferry System qualifies as a toll authority, and the ferry fare box revenues qualify for eligible toll credits, up to the amount of capital expenditures on Washington State Ferries in the respective year. Because toll revenues will be used to pay the debt service for bonds issued, expenditures from several other projects qualify as well. Those projects include the Tacoma Narrows Bridge, and SR520, SR167, I405.

GARVEE

Grant Anticipation Revenue Vehicles (GARVEEs) enable the state to pay debt service and other bond-related expenses with future federal highway funds. The GARVEE financing mechanism generates up-front capital for major highway projects at generally tax-exempt rates and enables Washington State to construct a project earlier than if using traditional pay-as-you go federal funds. With projects in place sooner, costs are lower due to inflation savings, and the public realizes safety and economic benefits. By paying with future federal highway funds, the cost of the facility is spread over its useful life, rather than just the construction period.

The Washington State Legislature has authorized WSDOT to sell GARVEE bonds. Reimbursement for GARVEEs comes from a pledge of future Title 23 Federal-aid funding.

For more on information on GARVEEs see the web site at [FHWA - Center for Innovative Finance Support - Project Finance - Federal Debt Financing Tools \(dot.gov\)](#).

Advance Construction (AC)

The AC approach allows agencies to request and receive approval to advance a project phase prior to the receipt of the obligation authority being available for the federal share of the project. Using advanced construction, FHWA is asked to authorize the project without obligating federal funds. An agency will provide the up-front financing for the project and then at a later date "convert" the AC project to a regular federal-aid project by obligating the full federal share of the project costs when sufficient obligation authority is available. At the time of conversion, an agency can be reimbursed for the federal share of costs incurred up to the point of conversion. Partial conversion of AC is where the agency converts, obligates, and receives reimbursement for only a portion of its funding in a given year. This removes any requirement to wait until the full amount of obligation authority for the project is available. An agency can obligate varying

amounts for the project's eligible cost in each year; depending on how much of the state's obligation authority is available. For GARVEE and TIFIA debt-financing instruments that will utilize advanced construction, the project description of the STIP will identify taking advantage of advanced construction.

A similar process is used for FTA projects called a 'Letter of No Prejudice'. This technique allows transit agencies to start their projects prior to receipt of funds.

TIFIA

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Many surface transportation projects - highway, transit, railroad, intermodal freight, and port access are eligible for assistance.

For more information on the TIFIA program see the web site at [Program Overview | Build America \(transportation.gov\)](#)

IV. Operations and Maintenance

Operations and maintenance are those expenses of labor, goods, and services necessary for the provision of safe and responsive transportation facilities and services, but does not include special bonding, etc. for exceptionally large projects, such as, Sound Transit's match funding.

The statewide budget for operations and maintenance for each fiscal year in the 2025-2028 STIP is estimated as follows: 1) state highway system - \$1.893 billion; 2) cities and counties local transportation system - \$1.6 billion; and 3) governmental transit systems - \$1.98 billion which also includes contracted services, administration, and planning.

V. Consistency with Long-Range Statewide & Metropolitan Transportation Plans

The projects in the STIP are consistent with the Washington Transportation Plan (WTP) Phase 2 – Implementation 2017-2040 and the twelve Washington State MPO metropolitan transportation plans (MTPs) as required in 23 CFR 450.218 (k).

The Washington Transportation Plan (WTP) Phase 2 – Implementation 2017-2040 is a blueprint for transportation investment in Washington State. The plan is built around the state transportation policy goals listed in RCW 47.04.280 (Economic Vitality, Preservation, Safety, Mobility, Environment, and Stewardship). The plan also addresses the planning factors spelled out in federal rule, 23 CFR 450.206. The Statewide Long-range Transportation Plan was guided by a Steering Committee composed of WSDOT, the Washington State Transportation Commission, and a representative from the MPOs.

WSDOT adopted the Statewide Long-Range Transportation Plan April 30, 2018. This is an umbrella plan that recommends policy-level actions for big, unresolved policy issues that

rise to the statewide level. These issues were identified through public and stakeholder involvement, particularly through numerous consultations with the WTP Steering Committee, WTP Advisory Group, and WSDOT staff.

VI. Performance Measures

The Federal Transportation Acts established performance measures to better align funding priorities with system performance and monitor and manage capital assets used for providing public transportation. FHWA and FTA continue to work with WSDOT to establish and report on these measures.

Performance management provides a means to the most efficient investment of federal transportation funds by (1) focusing on national transportation goals, and (2) improving project decision making through performance-based planning and programming (23 USC 150).

Since MAP-21 was passed in 2012, WSDOT, MPOs, and providers of public transportation have developed a robust and collaborative approach to implementing Transportation Performance Management (TPM). Some of the major accomplishments we've achieved together are:

Target Setting Framework

In Washington, significant effort went into developing a strong, collaborative TPM target setting framework process, whereby target setting development and reporting follow a pre-determined and thorough process. Also, WSDOT and its partners are continually working to improve coordination and collaboration in the framework process. The TPM Target Setting Framework structure facilitates the collaborative process through two groups with specific functions and responsibilities:

Target Setting Framework Group

The Target Setting Framework Group is the major decision-making group, composed of WSDOT representatives and MPO Directors. This group meets to address issues using three types of decision points:

- **Process decisions:** The group decides how early and often WSDOT, the MPOs, and providers of public transportation (as appropriate) will engage each other, and the types of engagement that are best for all parties.
- **Data decisions:** The group addresses the types of data used, roles and responsibilities for data collection and analysis, and the process by which MPOs will adopt the state targets or report their own separate or additional targets. This is also an opportunity for the group to discuss performance progress and achievements.
- **Target setting decisions:** The group is responsible for making advisory target setting decisions.

Final recommendations are forwarded to the MPOs as well as WSDOT's Executive Leadership Team and the Secretary of Transportation. The MPOs may choose to support the state in meeting its statewide targets or set their own regional targets. For the measures related to FHWA requirements, the majority of Washington's MPOs have chosen to support the state in

meeting its targets. For measures related to FTA requirements, MPOs must set their own quantifiable targets. Prior to the adoption of the final targets, the Secretary may consult with the Governor's office to ensure alignment with the Governor's strategic directions.

Target Setting Technical Teams

The Target Setting Technical Teams are comprised of WSDOT and MPO subject matter experts actively engaged in conducting analysis associated with the federal performance management rules. These participants review the TPM rules and performance measures to ensure methodology, data, and performance and reporting requirements are fully understood by all target setting participants.

Separate Target Setting Technical Teams are formed around each of the TPM performance target areas (i.e., safety, pavement/bridge, system performance/freight/CMAQ, and emissions). For state targets, WSDOT technical team members provide initial target recommendations for the entire technical team to further vet and assess feasibility, fiscal and resource impacts, and data needs. In addition, respective MPO data is provided directly to the MPOs for analysis and review prior to adopting targets that align and support the state adopted targets. Technical Team meetings continue to be held based on each respective target area's need for collaboration, typically between one and three times per year.

Outcomes from Target Setting Technical Team meetings are reported to the Framework Group for further deliberation and consensus. As part of technical team logistics, participants report to their respective MPO or WSDOT office, as well as work with local governments and other partners/stakeholders to conduct analysis work. This important collaborative process at the Technical Team level allows each MPO or transit provider to use their expertise and perspective regarding methodology, data requirements, and analysis and it facilitates direct communication with WSDOT TPM technical leads.

Transportation Performance Management (TPM) Folios

To support the collaborative effort between the state, MPOs, and providers of public transportation on all the work related to TPM performance measures and target setting, WSDOT maintains TPM folios, which are summaries of the federal rules and associated state targets, timelines, and reporting requirements. These folios are updated regularly and have been used on a national scale and throughout Washington. The folios serve as educational tools for policy boards, technical advisory committees, and other groups who need key information in an easy-to-read document. These folios are available online at [Transportation Performance Management reports | WSDOT \(wa.gov\)](https://www.wa.gov/transportation-performance-management-reports).

Regional Integrated Transportation Information System (RITIS)

In addition to the folio summaries, WSDOT purchased access to the Regional Integrated Transportation Information System (RITIS) data tool, procured by the American Association of State Highway and Transportation Officials (AASHTO) TPM Pool Fund contract TPF-5(326). Since targets must continue to be monitored, analyzed, and reported for future years, this data tool allows WSDOT and MPOs to have valuable data for PM3 travel time-based measures on the front end, which can be used to analyze NPMRDS data and monitor the performance trends of PM3 measures, and support the target setting process. This tool is also used by WSDOT to extract PM3 travel time data for HPMS reporting, which FHWA uses to compute performance measures for biennial determination of significant progress towards achieving targets. WSDOT has ensured that the RITIS tool is gathering data based on each metropolitan planning area

boundary so that each MPO has data specific to their organization. WSDOT will consider recommendations to adjust the level of investment in this or other tools to serve the needs of its MPO partners more effectively.

Performance Measure 1 – Safety

The stated goal for safety: *to achieve a significant reduction in traffic fatalities and serious injuries on all public roads*. Pursuant to these national goals, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program (HSIP) regulations under 23 CFR 924 to set five performance targets. These five required performance targets use five year rolling averages for (1) number of fatalities, (2) rate of fatalities per 100 million Vehicle Miles Traveled (VMT), (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and non-motorized serious injuries. These targets are required for all public roads regardless of ownership or functional class.

Washington State's *Target Zero* Strategic Highway Safety Plan (SHSP) is the basis for setting safety targets in Washington State. *Target Zero* (2019) sets the goal of zero fatalities and serious injuries by 2030.

Metropolitan Planning Organizations (MPOs) are also required to establish the same five targets in coordination with the state DOT for all public roads within 180 days of submittal of the state established targets. An MPO can agree to either support the State DOT targets or establish separate MPO numerical targets specific to the metropolitan planning area boundary.

WSDOT HSIP Methodology

WSDOT prioritizes and programs state projects based upon the Strategic Highway Safety plan approved by the Governor in 2006 and updated in 2019. WSDOT also develops an HSIP implementation plan, *Getting to Zero*, which outlines its safety program implementation and approach to reducing deaths and serious injuries in Washington.

Local HSIP Methodology

Federal safety funds from the HSIP are split between state highways and local roads in a data-driven process following *Target Zero* using the emphasis areas and priorities outlined in that document. The funds are split according to the proportion of fatal and serious injury crashes in Priority One infrastructure areas (Lane Departure and Intersection crashes, as of the 2019 Target Zero). Per the most recent 5-year period, the funds are split 30% for state highways and 70% for local roads.

The funding is divided into two programs, the County Safety Program, and the City Safety Program, per guidance received from both cities and counties on a local agency safety program review panel (2009). All safety projects must address fatal or serious injury crashes per HSIP funding requirements.

County Safety Program

The County Safety Program methodology has remained consistent since 2010. That methodology requires counties to apply only for systemic safety projects. Systemic safety involves a data-driven, prioritized approach to address crash risk (typically lower-cost and widespread improvements). With the widely dispersed nature of fatal and serious injury crashes across a vast county road network (over 39,000 centerline miles), this has been the preferred

approach to try to achieve results to support *Target Zero*. Since 2014, counties have also been required to submit a Local Road Safety Plan (LRSP) as part of their application to be eligible for HSIP funds. This plan describes the data-driven prioritization process for the county, including identification of risk factors.

Once counties submit their funding applications and LRSP, WSDOT Local Programs identify projects for funding based on fatal and serious injury crash history, risk factors associated with fatal and serious injury crashes, cost effectiveness of the countermeasures proposed, vulnerable road user assessment ratings, and agency delivery record based upon prior project selections. The County Safety Program has a call for projects every two years.

City Safety Program

The City Safety Program methodology has remained consistent since 2012. That methodology requires cities to apply for spot location projects or systemic safety projects. Since 2012, about half of the City Safety Program funds have been awarded to spot location projects and about half to systemic safety projects. In 2018, cities were required to submit a LRSP as part of their application to be eligible to apply for the systemic safety part of the program. Since 2020, all cities were required to submit a LRSP as part of their application to be eligible for HSIP funds.

Once cities submit their funding applications and LRSP, WSDOT Local Programs identify projects for funding. For systemic safety projects, funding is based on fatal and serious injury crash history, risk factors associated with fatal and serious injury crashes, cost effectiveness of the countermeasures proposed, vulnerable road user assessment ratings, and agency delivery record based upon prior project selections. For spot location projects, funding is based on the benefit/cost ratio of the project and agency delivery record based upon prior project selections. The City Safety Program has a call for projects every two years.

Summary

Washington MPOs and WSDOT coordinate the planning and programming of projects that work towards achieving Washington's safety targets. Progress toward achieving the safety targets is reported as part of WSDOT's HSIP annual submittal to FHWA and in the Gray Notebook.

Performance Measure 2 - Pavement and Bridges

WSDOT's Highway System Plan and RCW 47.05 set the direction for management of infrastructure condition in Washington State, which is to preserve pavements and bridges at lowest life cycle cost. The lowest life cycle strategy for any pavement or bridge is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. WSDOT has demonstrated this by taking a preservation first approach to pavement and bridge management over several decades.

Preservation - State Facilities - Pavements

Washington State Transportation budget funding levels for preservation needs are well short of the needs for the next ten years.

For the last 15 years, WSDOT has taken an approach to extend the condition of pavements as much as possible, such as doing more low-cost fixes (such as chip seal). This was a short-term strategy and is not sustainable to preserve the entire state highway system. However, Preservation and maintenance are a Washington State priority in both state law and Move Ahead Washington.

Move Ahead Washington provides \$1.5 billion towards Highways Preservation and lays the foundation to meet this statutory priority. The \$1.5 billion is a good down payment on the need, but backlog still exists, and additional future funding is needed. WSDOT is using this down payment to ramp up and deliver projects that address the backlog and priority needs. There is a lot of work ahead of us and we are working on delivery plans.

Preservation - Local - Pavements

Local agencies manage approximately 31% of the non-Interstate NHS in Washington State. Using the [Target Setting Framework](#), WSDOT worked with MPOs to establish performance measures and communicate its pavement and bridge management practices, as well as what these practices mean in the context of the National Highway System (NHS). WSDOT has also communicated the annual average state facility needs for pavements and bridges within each MPO boundary. Further supporting asset performance and investments on the NHS; WSDOT Local Programs issues a call for projects specifically focused on asset management practices, for pavements on NHS roadways.

Preservation - State Facilities - Bridges

Washington State Transportation budget funding levels for preservation needs are well short of the needs for the next ten years.

For the last 15 years, WSDOT has taken an approach to extend the condition of bridges as much as possible, such as doing more low-cost fixes (such as regionwide deck patching). This was a short-term strategy and is not sustainable to preserve the entire state highway system. However, Preservation and maintenance are a Washington State priority in both state law and Move Ahead Washington.

Move Ahead Washington provides \$1.5 billion towards Highways Preservation and lays the foundation to meet this statutory priority. The \$1.5 billion is a good down payment on the need, but backlog still exists, and additional future funding is needed. WSDOT is using this down payment to ramp up and deliver projects that address the backlog and priority needs. There is a lot of work ahead of us and we are working on delivery plans.

Preservation - Local - Bridges

WSDOT Local Programs also funds and administers the Local Bridge Program, which provides federal funding to local agencies to preserve and improve the conditions of city and county bridges that are physically deteriorated or in generally poor condition. Grants from this program may fund bridge replacements or bridge rehabilitation and preservation projects such as scour repair, steel bridge painting, seismic retrofit, and deck repair overlays. Local agency bridges on NHS routes are given preference to meet the MAP-21 target of no more than 10% of bridges by deck area in poor condition.

Summary

Washington MPOs and WSDOT coordinate the planning and programming of projects that work towards achieving Washington's pavement and bridge condition targets for infrastructure condition under 23 CFR 490. As required under 23 CFR 515, the specific strategies for pavement and bridge preservation are documented in WSDOT's [Transportation Asset Management Plan 2022](#). Progress toward achieving these targets is made through the Mid Performance Period Progress Report for progress toward the achievement of 2-year targets, and

the Full Performance Period Progress Report for progress toward the achievement of 4-year targets and in the Gray Notebook.

Performance Measure 3 - System Performance, Freight, and CMAQ

In 2022, WSDOT, in collaboration with MPOs developed, adopted, and reported statewide targets to FHWA for the System Performance, Freight, Congestion Mitigation and Air Quality performance areas.

WSDOT and its partners have set performance targets and are tracking progress towards achievement of the Transportation Performance Management Performance Measure 3 targets using the FHWA provided NPMRDS dataset accessed through the Regional Integrated Transportation Information System (RITIS) data tool that produces required performance measures. The state's financial participation makes this tool available for WSDOT and MPOs to use in evaluating regional targets and to assist in other decision-making processes.

In Washington State, many of the projects selected to address mobility are prioritized through the legislative process. Therefore, WSDOT does not have direct control over many of the project funding decisions reflected in the STIP. However, in coordination with MPOs, several state plans identify transportation priorities that contribute towards performance targets and can be the basis for future legislative packages. Those include the Highway System Plan (WSDOT), Strategic Highway Safety Plan (Washington Traffic Safety Commission; called "Target Zero"), and Washington Transportation Plan (Transportation Commission), and others.

Also, in Washington State, CMAQ funding is passed through to the MPOs, who select projects for funding; thus, WSDOT does not play a direct role in selecting these projects. The rule applies to all air quality nonattainment and maintenance areas—for ozone, carbon monoxide, coarse particulate matter (less than 2.5 to 10 micrometers in diameter) and fine particulate matter (2.5 micrometers or smaller)—in Washington. Targets must reflect cumulative emissions reductions to be reported in the CMAQ Public Access System

To guide freight investments and improve freight system performance in Washington, WSDOT updated and published the 2022 Washington State Freight System Plan including a freight investment plan. Throughout the plan development, WSDOT has engaged freight partners and stakeholders, including MPOs and RTPOs, to identify a list of freight priority projects and determine how those priorities would be funded through National Highway Freight Program (NHFP) for federal fiscal years 2022-2025 per state legislative direction. The freight reliability performance metric was incorporated into the project scoring criteria to inform NHFP investment decisions. These NHFP investments are being reflected in the STIP and TIPs and contribute to improving statewide freight performance on National Highway Freight Network. For more information on the Freight Investment Plan, please visit [Freight plans | WSDOT \(wa.gov\)](https://www.wa.gov/transportation/freight-plans).

Summary

Progress toward achieving the established targets is monitored through the *Mid Performance Period Progress Report* due on October 1, 2024, and the *Full Performance Period Progress Report*, due on October 1, 2026. The 2-year and the 4-year results will be available on the FHWA website and in the WSDOT Gray Notebook, which provides further insights into performance tracking. Cumulative emissions reductions are reported annually in the CMAQ Public Access System

Greenhouse Gas Emissions

FHWA proposed the Transportation Performance Management Greenhouse Gas (GHG) emissions rule on July 15, 2022. This rule added transportation related GHG reduction as a new National Highway System performance measure. The final rule implementing the GHG measure was published in the Federal Register (88 FR 85364) on December 7, 2023, and WSDOT submitted GHG emission reduction targets to FHWA on February 1, 2024. However, on March 27, 2024, US District Court Judge James Wesley Hendrix of Texas issued a ruling concluding that FHWA was not authorized to enact the 2023 GHG Performance Measure Rule. WSDOT still plans on voluntarily calculating and submitting emissions reduction targets based on the Washington State Legislature's GHG limits.

The 4-year target for the 2022-2025 Baseline Performance Period is based on the Washington State Legislature's (GHG) limits calling for the state to reduce emissions to the following:

- 1990 levels by 2020
- 45% below 1990 levels by 2030
- 70% below 1990 levels by 2040
- 95% below 1990 levels by 2050 (net zero)

Summary

For the first performance period only, there will be no significant progress determinations (SPD) made for the Mid Performance Period Progress Report. Instead, the first significant progress determination for the State Initial GHG Report will occur for the Full Performance Period Progress Report (due October 1, 2026).

For more information on the performance measures, please visit *WSDOT's transportation performance management* web site at [Transportation Performance Management reports | WSDOT \(wa.gov\)](#).

(See Appendix H for the table of performance measures and targets for the state).

Transit Asset Management

The Federal Transit Administration (FTA) and Washington State Legislature delegated to WSDOT's Public Transportation Division (PTD) the duties for ensuring compliance with Transit Asset Management (TAM) plan required by State RCW 36.57A.191 and FTA 49 CFR 625.

Since the passage of MAP-21, WSDOT PTD, transit agencies and respective MPOs developed a strong and collaborative process in the development and implementation of TAM performance management.

WSDOT PTD, continues working with the transit agencies and MPOs to update their TAM Plan and reevaluate TAM State of Good Repair (SGR) criteria and performance measures for each transit asset class based on SGR goals and performance targets. WSDOT PTD worked with transit agencies to update their plan, due by October 2022 as required.

Transit agencies submitted their 2023 annual inventory report to WSDOT PTD, as required by RCW 35.58.2796. WSDOT PTD used the annual inventory report data to conduct statewide transit asset performance analysis based on SGR criteria and establish investment prioritization

list. WSDOT PTD uses this investment prioritization to strategically prioritize capital investment through WSDOT PTD Consolidated Grant Program. The projects selected and programmed in the STIP are the highest priority for achieving the SGR goal and performance targets.

In 2022, the Washington State Legislature passed the Move Ahead Washington 16-year transportation package that funds transit for \$3 billion. This package created a new capital State Buses and Bus Facilities Grant Program and provided additional funds for existing capital grant programs such as the Green Transportation Capital Grant Program that focuses on transitioning the transit fleet to zero emissions. Despite recent increases in capital funding for transit, the state and federal funding allocations are not sufficient to support transit agencies' capital investment needs to meet the statewide public transportation state of good repair goal. WSDOT PTD continues to leverage a state and federal commitment to develop a dedicated account to support statewide public transportation state of good repair goal.

WSDOT PTD and transit agencies continue to coordinate with and share TAM performance data to the respective MPOs. This collaboration ensures that transit agencies performance data is accurately reflected in MPOs' performance targets and measurements, facilitating better regional planning and resource allocation.

For more information regarding transit asset management, please visit *WSDOT's Transportation Performance Management* web site [Transportation Performance Management reports | WSDOT \(wa.gov\)](https://www.wa.gov/transportation-performance-management).

Public Transportation Agency Safety Plans, Performance Measures and Targets

Washington state transit agencies and sub-recipients receiving federal funding under the Urbanized Area Formula Program (49 U.S.C. 5307) are required to develop and implement a Public Transportation Agency Safety Plan (PTASP) and establish safety performance targets (SPTs) that address safety performance measures (SPMs) identified in FTA's [National Public Transportation Safety Plan](#) (NSP) (49 CFR Part 673). As a result of the COVID-19 pandemic, the FTA extended the enforcement deadline from July 2020 to July 21, 2021. FTA deferred the development and implementation of a PTASP for agencies that only receive funds through FTA's Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program (Section 5310) and/or Rural Area Formula Program (Section 5311).

To reflect the broad and varied nature of public transportation, FTA's NSP relies on SPMs that: (1) can be applied to all modes of public transportation and (2) are based on data currently submitted to the National Transit Database (NTD).

As described in the NSP, transit providers must establish by mode seven SPTs in four categories:

- Fatalities: **Total number** of fatalities reported to NTD and **rate per total vehicle revenue miles (VRM)** by mode.
- Injuries: **Total number** of injuries reported to NTD and **rate per total VRM** by mode.
- Safety Events: **Total number** of safety events reported to NTD and **rate per total VRM**
- System Reliability: **Mean distance** between major mechanical failures by mode.

MPOs are required to set performance targets for each performance measure, per 23 C.F.R. 450.306. Those performance targets must be established 180 days after the transit agency

established their performance targets. In accordance with 49 U.S.C. 5303(h)(2)(B) and 5304(d)(2)(B), each transit agency must make its safety performance targets available to States and Metropolitan Planning Organizations to aid in the planning process. To the maximum extent practicable, a transit agency is required to coordinate with States and MPOs in the selection of State and MPO safety performance targets (49 C.F.R. 673.15(b)).

MPOs are also required to reference safety performance targets and agency safety plans in their Transportation Improvement Programs and Metropolitan Transportation Plans.

To review transit agency performance targets within an MPO, please visit their specific web site (*Appendix D: MPO/RTPO/WSDOT Directory*).

The WSDOT State Safety Oversight (SSO) is responsible for overseeing the development, implementation and subsequent annual updates of a rail transit agency's (RTA) PTASP ensuring proper Safety Management Systems (SMS) implementation and execution. RTAs are required to annually review and update their PTASPs. Any substantive changes must be approved by the Accountable Executive and notified to the SSO. In addition, the SSO reviews and concurs with an RTA's safety certification plans and its Safety and Security Certification Verification Report (SSCVR) to verify that an RTAs followed its plans and procedures for entering a new system into revenue service (49 CFR parts 673 and 674), i.e., Sound Transit light rail expansion.

The SSO is currently developing a risk-based inspection program, as part of the Bipartisan Infrastructure Law. A risk-based inspection program uses qualitative and quantitative data analysis to inform inspection activities and is designed to prioritize safety concerns and hazards associated with the highest levels of risk.

The SSO also provides technical assistance to bus transit agencies in the development and annual review of their PTASPs as part of 49 U.S.C. § 5307, 49 CFR 673.11 and 49 CFR 673.31. However, the SSO does not provide approval to bus transit agency PTASPs, only operators designated as a rail fixed guideway (noted below). The SSO provided technical assistance to the following transit operators:

- Asotin County
- Columbia County
- Everett Transit
- Kitsap Transit
- Link Transit
- Seattle Monorail Services*
- Seattle Streetcar*
- Skagit Transit
- Sound Transit Central and Tacoma Link*
- Valley Transit
- Whatcom Transportation Authority
- Yakima Transit

* *SSO regulated oversight per (49 U.S.C. Section 5329)*

The SSO will continue to support transit operators as they review and update their safety plans.

VII. Consultation & Selection Process

IIJA/BIL emphasizes consultation during statewide, metropolitan, and non-metropolitan planning.

There are 12 Metropolitan Planning Organizations (MPOs) in Washington (*Appendix J: MPO/RTPO Maps*). Each provides a forum for local decision-making on metropolitan transportation issues. Metropolitan planning, including metropolitan transportation improvement programs are coordinated with statewide planning and local land-use and economic development planning. MPOs annually self-certify that they meet all the federal metropolitan transportation planning requirements. Additionally, for the five MPOs that are Transportation Management Areas (TMAs), FHWA and FTA are required to formally review and verify their long-range transportation at least every four years.

The TMAs select projects in consultation with WSDOT.

In non-TMA MPOs and in Regional Transportation Planning Organizations (RTPOs), projects are selected in cooperation with WSDOT.

In addition, it is the practice in Washington State to provide federal funds to rural counties to prioritize and select transportation projects in their respective area in cooperation with WSDOT. The transportation needs of the rural counties are often much different from the needs of metropolitan areas. Rural counties frequently partner with the smaller local jurisdictions to meet the broader needs of the countywide transportation system.

WSDOT sub-allocates Surface Transportation Block Grant (STBG), Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA) funds annually to MPOs, RTPOs and county lead agencies who prioritize and select projects in cooperation with WSDOT and member jurisdictions. This cooperative transportation decision-making process follows the respective public participation plan to provide a forum for member jurisdictions and the public to discuss regional transportation issues to plan and program transportation improvements. For details of the regional transportation planning organizations selection and programming process, please visit their web site (*Appendix D: MPO/RTPO/WSDOT Directory*).

For Bridge, National Highway Performance Program and Highway Safety Improvement Program funds, projects are selected by WSDOT based on asset performance condition (pavement and bridge) and Target Zero (zero deaths and fatal crashes by 2030) priorities in combination with the performance and economic improvement created by the project (by using life cycle cost and/or benefit/cost analysis).

MPOs coordinate with WSDOT and public transportation providers in developing transportation plans, and programs for the metropolitan planning areas consistent with the long-range statewide transportation plan (Washington Transportation Plan (WTP) Phase 2 – Implementation 2017-2040). In addition to the requirement for MPOs to address the federal planning factors, transportation plans need to address the national performance goals. All transportation plans in Washington must also address the six transportation system policy goals in RCW 47.04.280.

IIJA/BIL requires a project selection process that "selects" the projects for implementation from the STIP. All projects in the STIP are deemed selected for implementation. WSDOT is

responsible for the statewide coordination of the STIP. Once local agency projects are programmed, WSDOT manages the local portion of the federal highway funds based on priorities set by the MPO, RTPO, and county lead selections on a first come, first-serve basis as applicable. WSDOT manages their portion of the federal highway funds based on a biennial program of projects. This assures that all federal funds are utilized in a timely manner. For example, if a local agency project in Year One cannot be built according to schedule because of right-of-way problems, then a second- or third-year project could move forward.

MPOs are responsible for the management of their Metropolitan Transportation Improvement Programs (MTIPs) (i.e., their regional portion of the STIP). The regional procedures allow any federal project included in the STIP to be advanced or delayed without a STIP amendment contingent upon the financial balance being maintained for each fiscal year. With the uncertainty at the federal level and multiple fiscal controls at the state level, it is imperative that WSDOT have the flexibility to deliver the federal program in the most effective and efficient manner.

Tribal Nations

The cooperative effort extends to Tribal Nations both through the WTP and through the regional process. In addition, WSDOT consults with Tribes on statewide planning through the Washington Indian Transportation Policy Advisory Committee (WITPAC). WITPAC is a forum for government-to-government consultation on policy and statewide issues of concern to Tribes. WSDOT also participates in meetings of the Tribal Transportation Planning Organization (TTPO). TTPO is a forum for tribes to take an active role in statewide transportation planning to discuss and participate in tribal transportation system needs and opportunities.

Tribal Transportation Improvement Programs (TTIPs) projects may be listed in the STIP separately. TTIPs are available separately from the STIP web page at: [Statewide Transportation Improvement Program \(STIP\) | WSDOT \(wa.gov\)](#).

Western Federal Lands

WSDOT further coordinates with Western Federal Lands (WFL) Highway Division as a participant on the Program Decision Committee. The committee also includes the County Road Administration Board (CRAB) and FHWA. The committee is responsible for selecting projects for the Federal Lands Access Program.

The WFL Transportation Improvement Program is an essential component of the Federal Lands Planning Program. It is developed cooperatively between Federal Lands Highway Division offices and the Federal Land Management Agencies (FLMA) and provides a list of transportation improvements for a four-year period among the primary programs administered by the Office of Federal Lands Highway, the Federal Lands Transportation Program, and the Federal Lands Access Program. FLH has responsibility for approval of the TIP.

Projects may be listed separately in the STIP. WFL TIP is available separately from the STIP web page at: [Statewide Transportation Improvement Program \(STIP\) | WSDOT \(wa.gov\)](#).

VIII. Community Engagement

Community engagement is an integral part of the planning process at all levels. WSDOT encourages community engagement throughout the entire STIP process and is continuously looking for additional opportunities and innovative ways to engage the public.

Local agencies are required to develop and adopt six-year transportation programs. All local agencies are required to hold at least one public hearing during the development of the six-year transportation program. Local agencies work through their metropolitan planning or regional transportation planning organizations and county lead agency as appropriate to include projects into their Transportation Improvement Programs (TIPs) and the STIP. Agencies submitting projects to the TIPs for project selection conduct public involvement. In addition, the Governor's Office and the state legislature seek public involvement during all phases of the biennial budget development and approval process.

Tribal nations are required by federal law to develop a Long-Range Transportation Plan and Tribal Transportation Improvement Program (TTIP). The Bureau of Indian Affairs (BIA), FHWA, or the tribal nation must solicit public involvement in the development of the long-range plan. The tribal nation is required to conduct public involvement for the TTIP by publishing a notice in local and/or tribal newspapers when the draft TTIP is complete. In the absence of local public newspapers, the BIA or the tribal nation may post notices under locally acceptable practices.

In metropolitan areas, each MPO develops a federally required Metropolitan Transportation Plan (MTP) and a Metropolitan Transportation Improvement Program (MTIP). Before a project is included in the MTIP, projects are presented publicly, and the community is provided opportunity to participate as per the MPO's public participation process.

RTPOs also develop a regional transportation plan (RTP) and a six-year transportation improvement program (RTIP). Based upon agreed procedures, county lead agencies, rural cities, tribes, transit providers and the state can submit federally funded and regionally significant projects directly to WSDOT for inclusion in the STIP or to the RTPOs. Before a project is included in a RTIP, projects are presented publicly, and the community is provided opportunity to participate as per the RTPO's public participation process.

The public involvement process for the STIP is as follows:

- Each local agency holds a public hearing on their six-year transportation program.
- Each MPO/RTPO holds a public meeting and/or public forum in August or September of each year. This provides the public with an opportunity to review and comment on the transportation improvement program within the region. The meetings are coordinated with all the member jurisdictions within the region. For additional information, contact your respective planning organization.
- The Governor's Office and the state legislature seek public involvement during all phases of the biennial and supplemental budget development and approval process.
- WFL seeks public involvement during the development of the WFL TIP.
- Tribal Nations, seeks public involvement when the draft TTIP is complete.
- A "draft" STIP is available for public review and comment on WSDOT's website in November. As comments are provided during the 30-day STIP public review and comment period, WSDOT works with the MPOs, RTPOs, county lead agencies and rural cities to support and clarify any concerns and ensure the public participation processes at the local, regional, and state level are followed and issues addressed. Requests for materials in alternative formats are considered as received and are provided where reasonable and appropriate, consistent with WSDOT's Title VI and limited English proficiency plans. Written comments will be accepted at any time during the comment period and may be submitted in person, by fax, by mail or by e-mail. WSDOT provides a

log of comments received and the actions taken as part of the STIP submittal to FHWA and FTA in December.

- After approval by FHWA and FTA, a searchable database of the STIP is created and posted on WSDOT's website. In addition, a copy of the approved STIP is available at the state library.

See also WSDOT's Community Engagement Plan at [Community Engagement Plan | WSDOT \(wa.gov\)](#) and Chapter 12 of the Local Agency Guidelines (LAG) at [Local Agency Guidelines \(LAG\) manual | WSDOT \(wa.gov\)](#).

IX. STIP Amendments & Administrative Modifications

The STIP is a dynamic document in Washington due to the various budget cycles for the corresponding lead agencies and the selection cycles of the various state and regional transportation agencies. After FHWA and FTA initially approve the STIP in January, there is often a need to make changes to the STIP to ensure project delivery of the federal program.

When a change to the STIP is necessary, the MPO and WSDOT determine if the change is classified as either an amendment or administrative modification (23 CFR 450.104). WSDOT establishes a STIP amendment schedule annually that identifies the monthly deadline for submitting changes to the STIP. This schedule allows the various entities to work through their internal processes and approvals required for amending the STIP. The amendment schedule is available on the web site at [Statewide Transportation Improvement Program \(STIP\) | WSDOT \(wa.gov\)](#).

An amendment is a major revision to a project included in the STIP, such as adding or deleting a project to the STIP, major change in project scope, any change requiring a new regional air quality conformity finding etc.

An administrative modification is a minor revision to a project included in the STIP, such as minor changes to project/project phase initiation dates, minor change in project scope, lead agency change, etc., which do not require federal approval. Therefore, administrative modifications are posted to the web site after processing by WSDOT and provided to FHWA and FTA as informational twice a year.

Approval of a STIP amendment at the state and federal level is dependent upon public involvement and continued financial constraint of the STIP. After review and concurrence by WSDOT, the amendment is submitted to FHWA and FTA for approval and is available for public review and comment on WSDOT's website concurrently for 10 calendar days. WSDOT notifies MPOs, RTPOs and others on the status of STIP amendments and are available on the web site after approval at [Statewide Transportation Improvement Program \(STIP\) | WSDOT \(wa.gov\)](#). For more information, see *Appendix C: STIP Administration*.