RTPOs and MPOs

Local/Regional Intros

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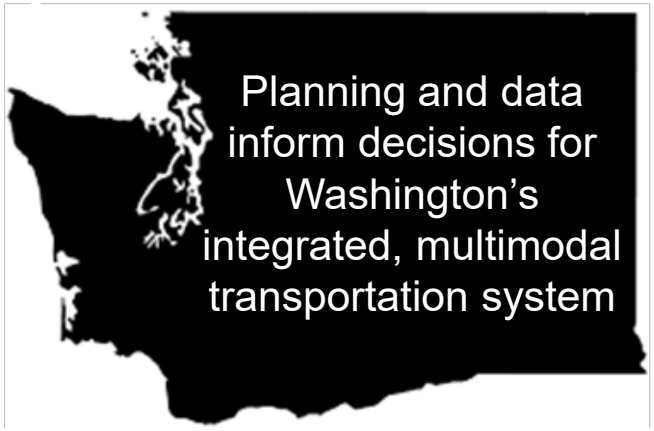
Marc Daily, WSDOT/MPO/RTPO Coordinating Committee Chair
Senate Transportation Committee Meeting
January 23, 2025

Julie Meredith, Secretary of Transportation
Mike Gribner, Deputy Secretary of Transportation

Why is regional planning important?

Transportation planning in WA

Why?



How?

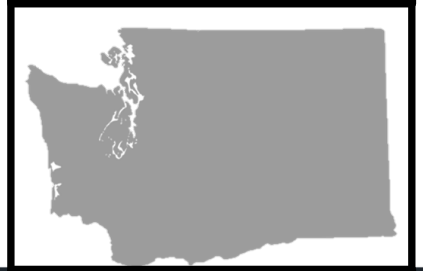
- Comprehensive
- Cooperative
- Continuous
- Informed by data
- Driven by values and vision
- Transparent
- Inclusive

Where?

Network, Corridor, Modes

Local

Metropolitan, Regional



Statewide

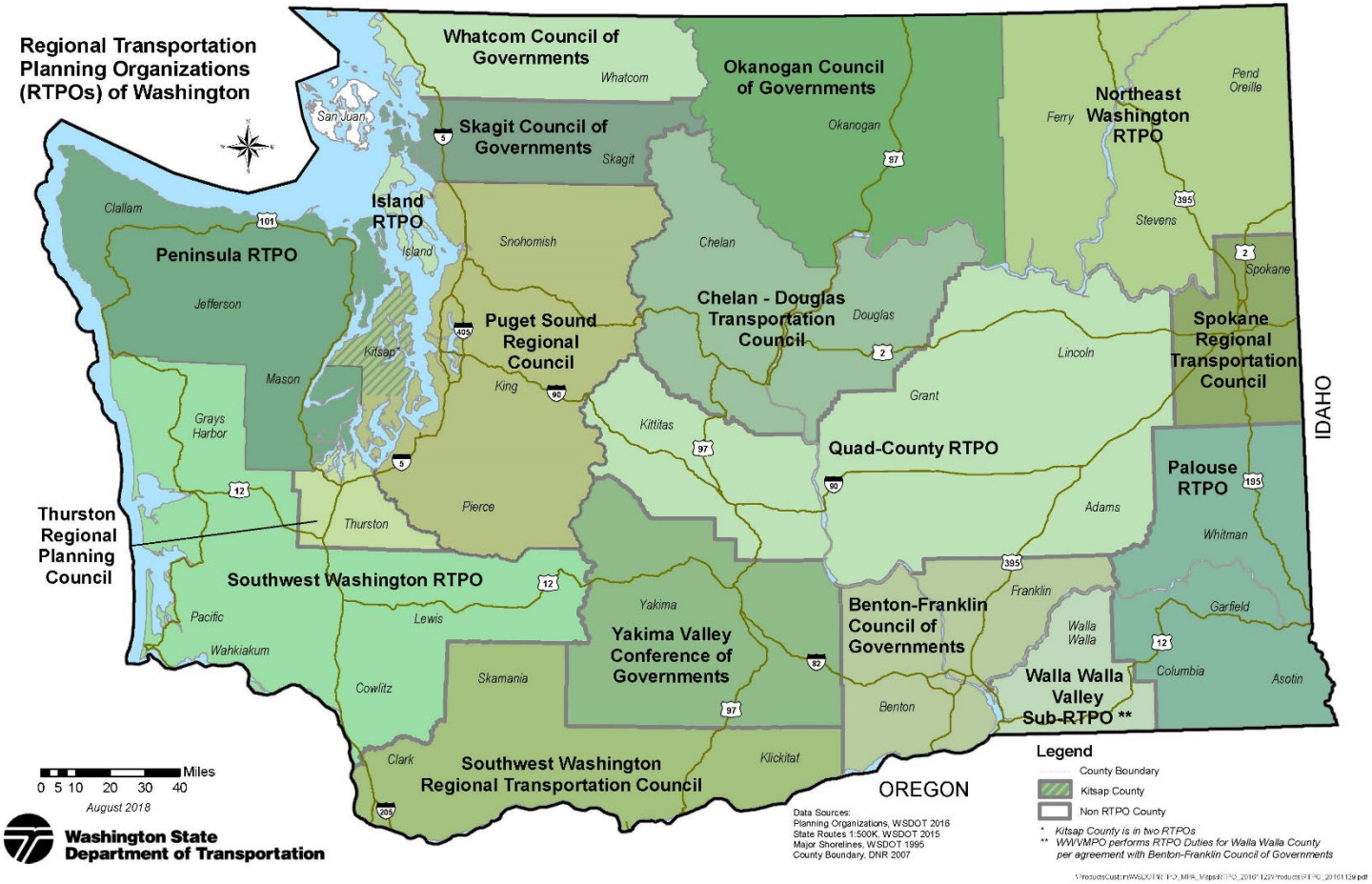
To What End?

Public investments in transportation should achieve these policy goals:

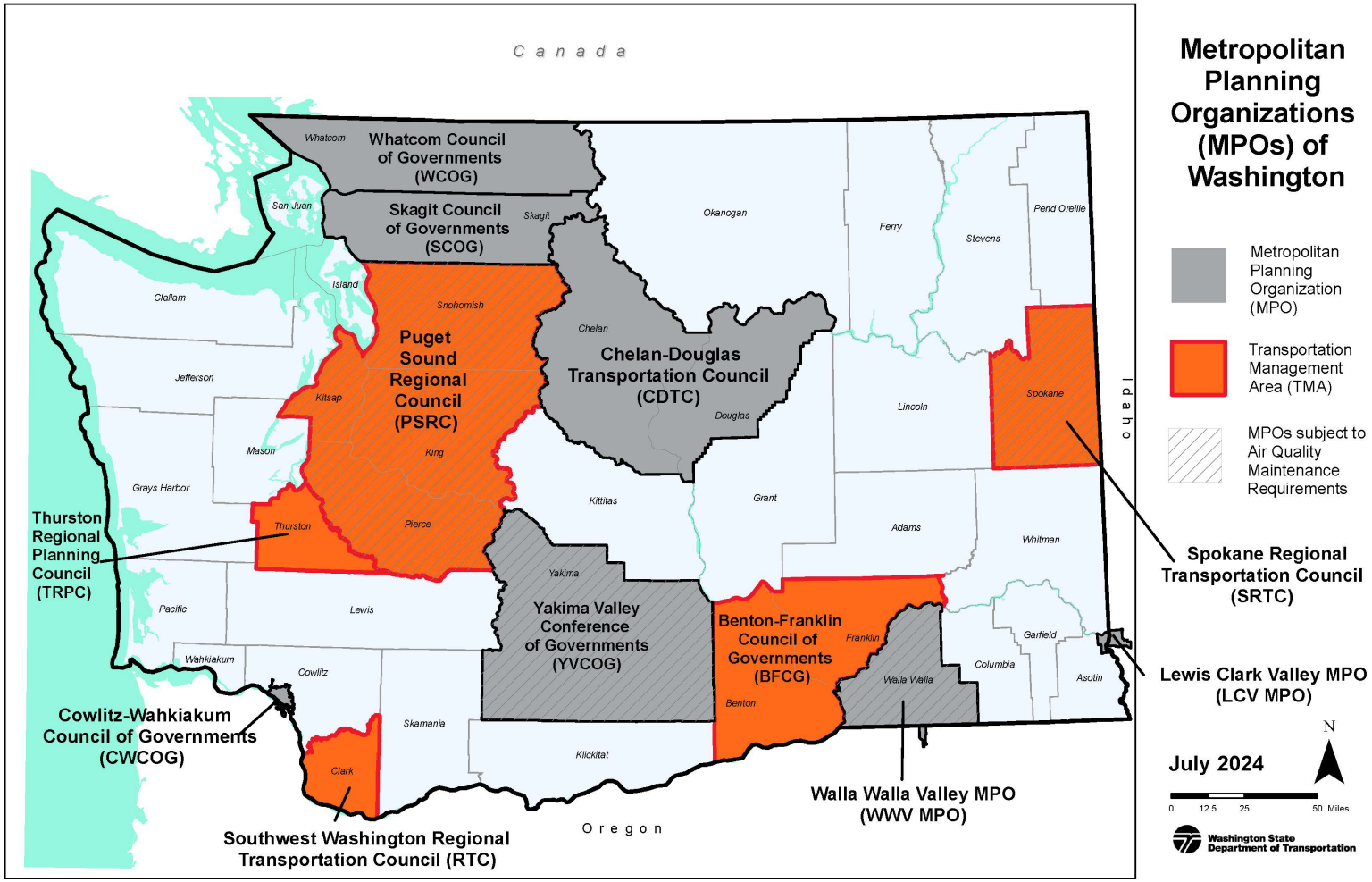
- Preservation
- Safety
- Mobility
- Economic vitality
- Environment
- Stewardship

(RCW 47.04.280)

Regional Transportation Planning Organizations (RTPOs)



Metropolitan Planning Organizations (MPOs)



Who is the MPO/RTPO?

A transportation policy-making and planning body that convenes counties, cities, tribal nations, state, and special purpose districts around one table to work across jurisdictional boundaries

Where can you find their work?

- Regional Transportation Plan (RTP)
- Transportation Improvement Program (TIP)
- Title VI and Public Participation Plan (PPP)
- Unified Planning Work Program (UPWP)

RTPO-specific duties

Certify that countywide planning policies and the transportation element of comprehensive plans are consistent with the RTP

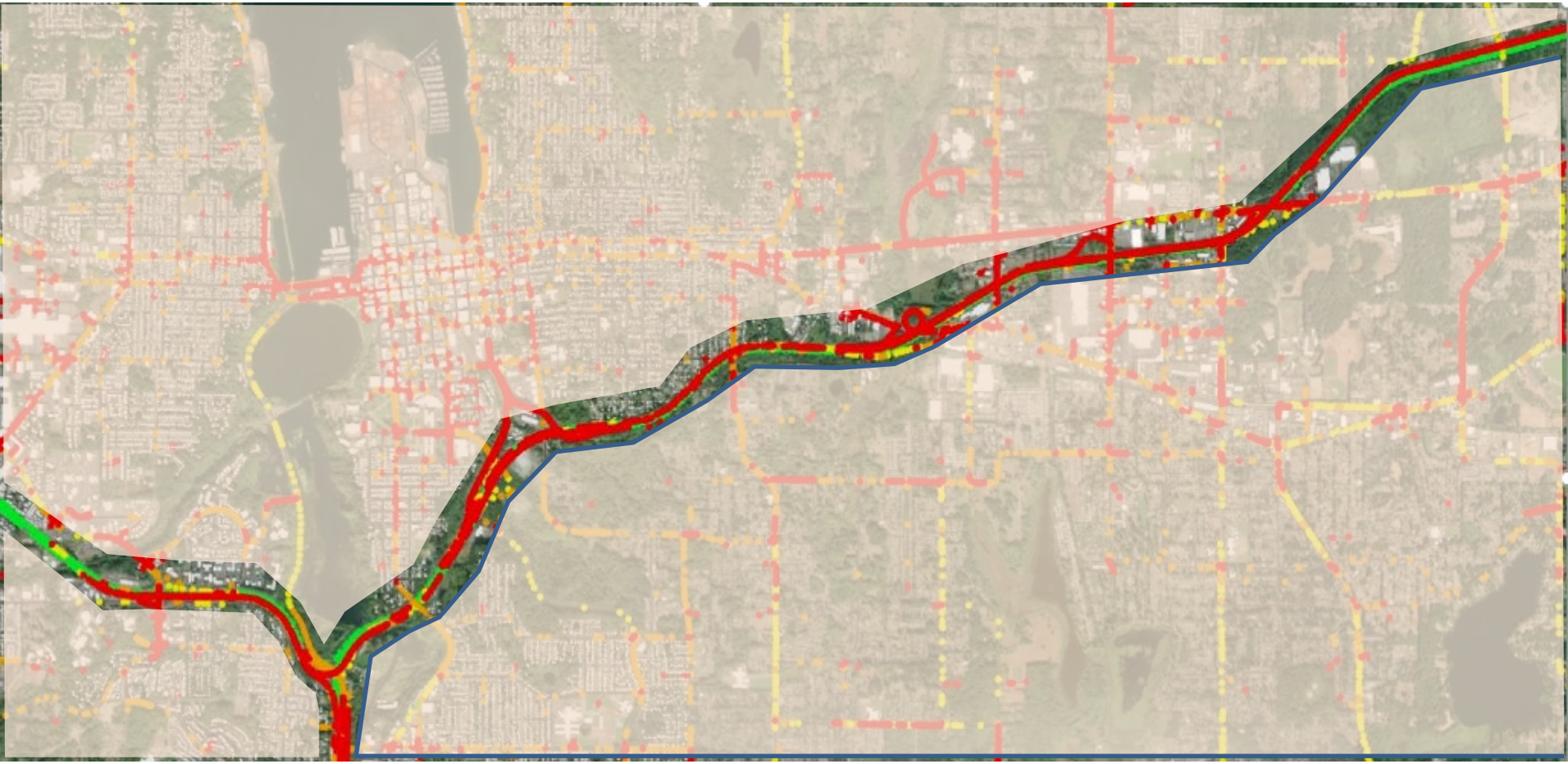
Work with WSDOT, cities, counties and transit agencies to develop level of service standards or alternative performance measures

Develop and maintain a Human Services Transportation Plan for community members with special transportation needs. Prioritize projects each biennium and submit to the state

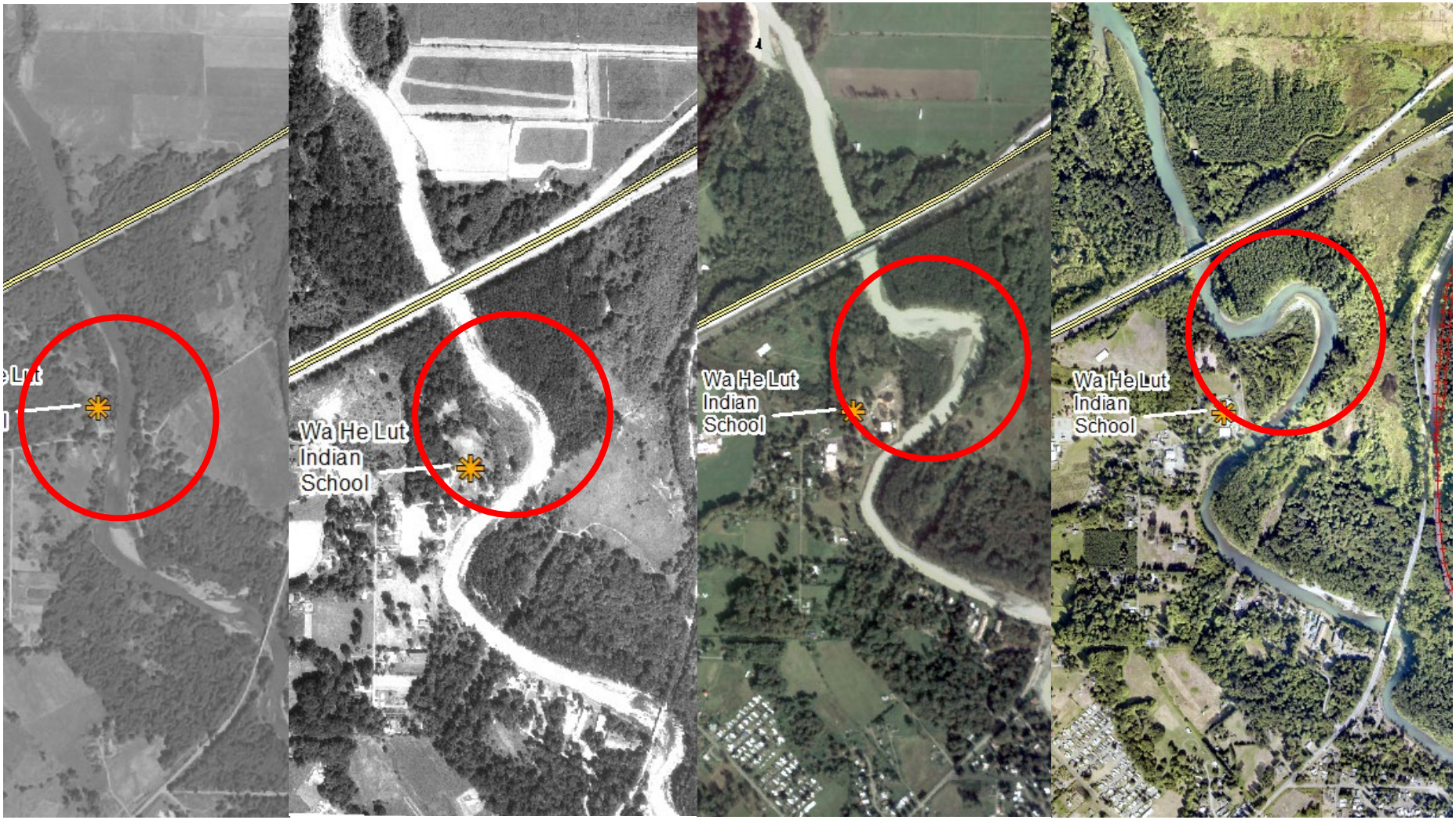
RCW 47.80.023

2045 – I-5 North of Mounts Road (MP 116)

2045 – I-5 at U.S. 101 Interchange (MP 102)



I-5 at Risk

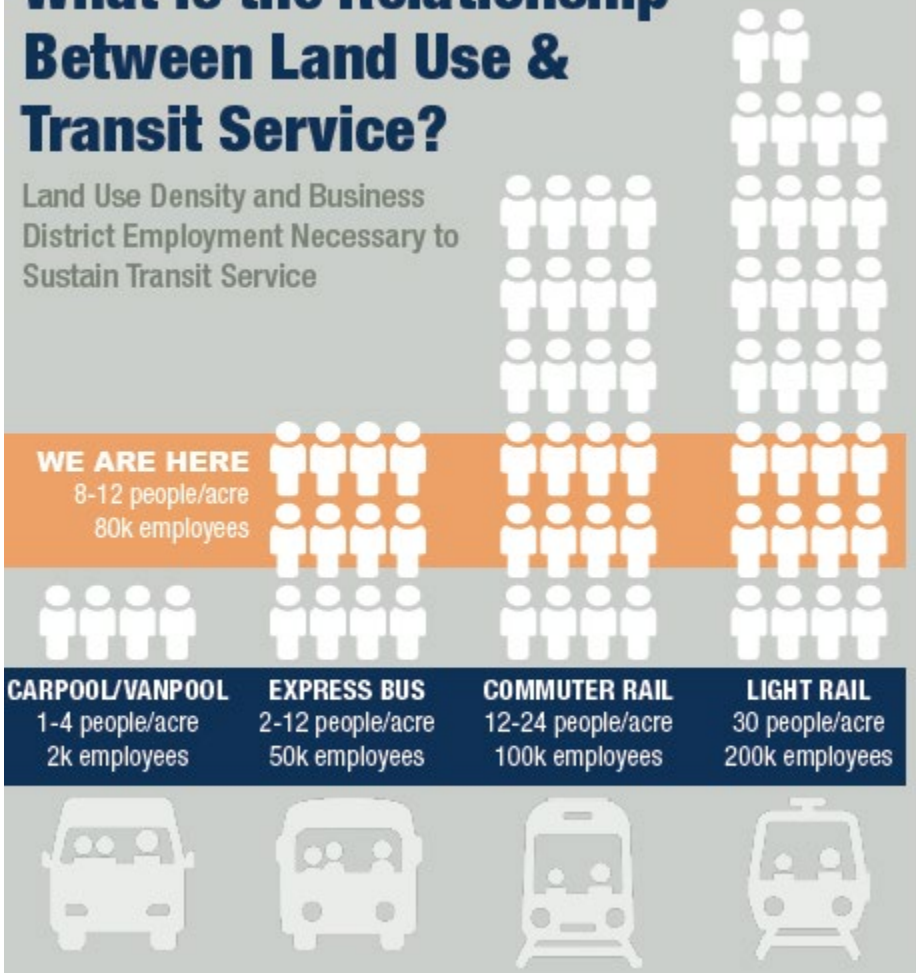


1957 1990 1997 2016

High-Capacity Transportation

What is the Relationship Between Land Use & Transit Service?

Land Use Density and Business District Employment Necessary to Sustain Transit Service



What Does This Mean for the Region?

1. There is not enough density for the foreseeable future to support light rail.

2. Future household and employment densities solidly support bus transit and vanpools, but are marginal for commuter rail.

3. Any HCT expansion will require additional transportation revenue and more collaboration between agencies in Thurston and Pierce counties and partners like WSDOT.

How can you help transportation planning work better?

Questions?

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Transportation planning must be cooperative because no single agency has responsibility for the entire transportation system.