

**MEMORANDUM**

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Dean Lookingbill, Transportation Director
DATE: August 27, 2013
SUBJECT: **2035 Metropolitan Transportation Plan (MTP) Capital Facilities Process Update**

AT A GLANCE – DISCUSSION

The purpose of this agenda item is to provide the RTC Board with a status report on review of the adopted Metropolitan Transportation Plan's identified capital facilities projects. Comparison of transportation system performance results between the existing MTP's 2035 level of growth forecast and the 2035 slower growth scenario will be presented to help inform transportation decision-making of the most significant transportation capacity needs.

BACKGROUND

At the August RTC Board meeting, RTC staff presented results from the 2013 RTC work program element to review the twenty-year capital projects identified in the current 2035 Metropolitan Transportation Plan (MTP, adopted December 2011). Results presented at the August meeting focused on transportation capacity needs resulting from the 2035 slower growth scenario when assigned to a committed transportation network. As requested by the RTC Board, the September meeting's presentation will provide comparative transportation system performance measures for 2010, the 2035 slower growth scenario and the more robust growth assumed in the existing 2035 MTP. The presentation will include both region-wide transportation performance analysis and more detailed sub-area analyses.

REGIONAL TRANSPORTATION SYSTEM PERFORMANCE: MTP 2035 and SLOWER GROWTH 2035 SCENARIO COMPARISONS

Regional travel forecast model scenarios are developed for both the travel demand resulting from the 2035 slower demographic growth assigned to the "Committed" transportation network and, for comparison purposes, the travel demand resulting from the existing MTP's 2035 demographic forecast assigned to the same "Committed" transportation network. In comparison with the MTP's 2035 demographic forecast, the slower growth scenario has 15.7% less households and 18.9% less employment than the MTP 2035 forecast. The "Committed" network includes today's transportation system together with state-funded Nickel/Partnership projects and improvements included in local six year Transportation Improvement Programs.

At the August meeting, regional transportation system performance measures focused on results for the 2035 slower growth travel demand assigned to the "Committed" network. The series of charts overleaf (Figures 1, 2 and 3), provide comparisons of region-wide transportation system performance for the evening peak hour for: 1) lane miles of congestion, 2) percentage of congested lane miles and 3) vehicle hours of delay.

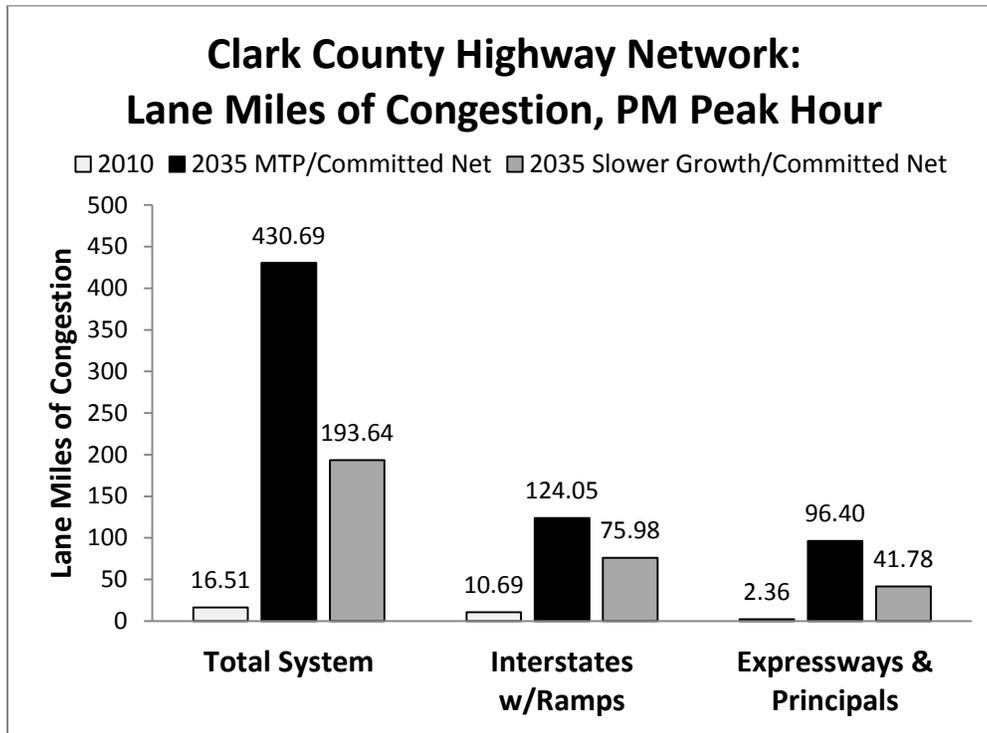


Figure 1: Clark County Highway Network, Lane Miles of Congestion, PM Peak Hour

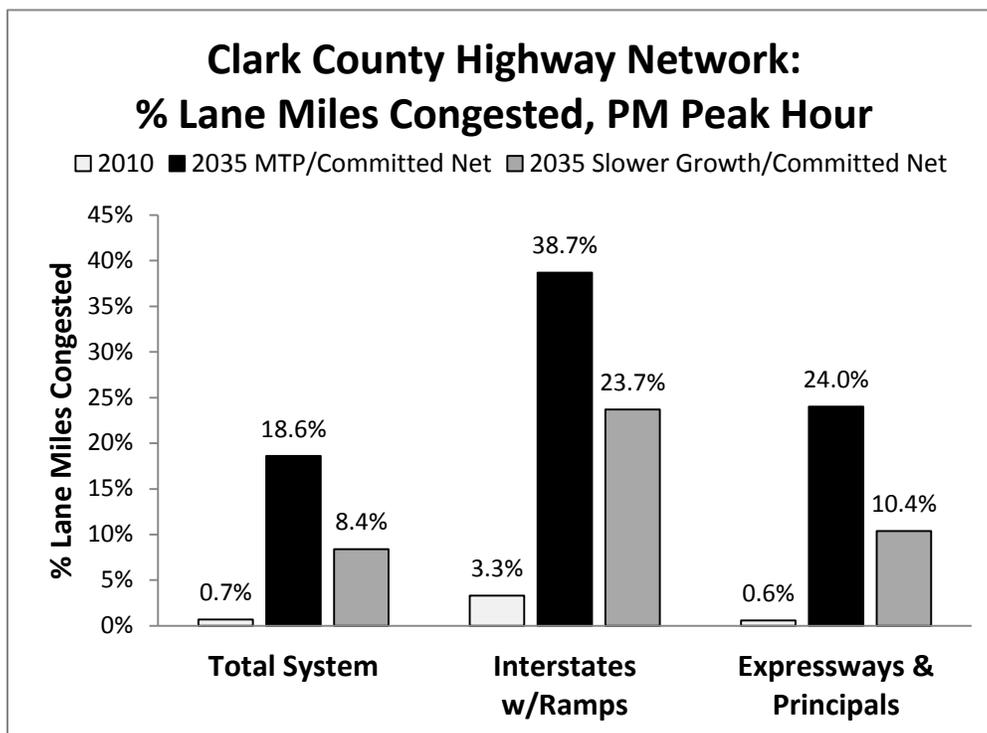


Figure 2: Clark County Highway Network, % Lane Miles Congested, PM Peak Hour

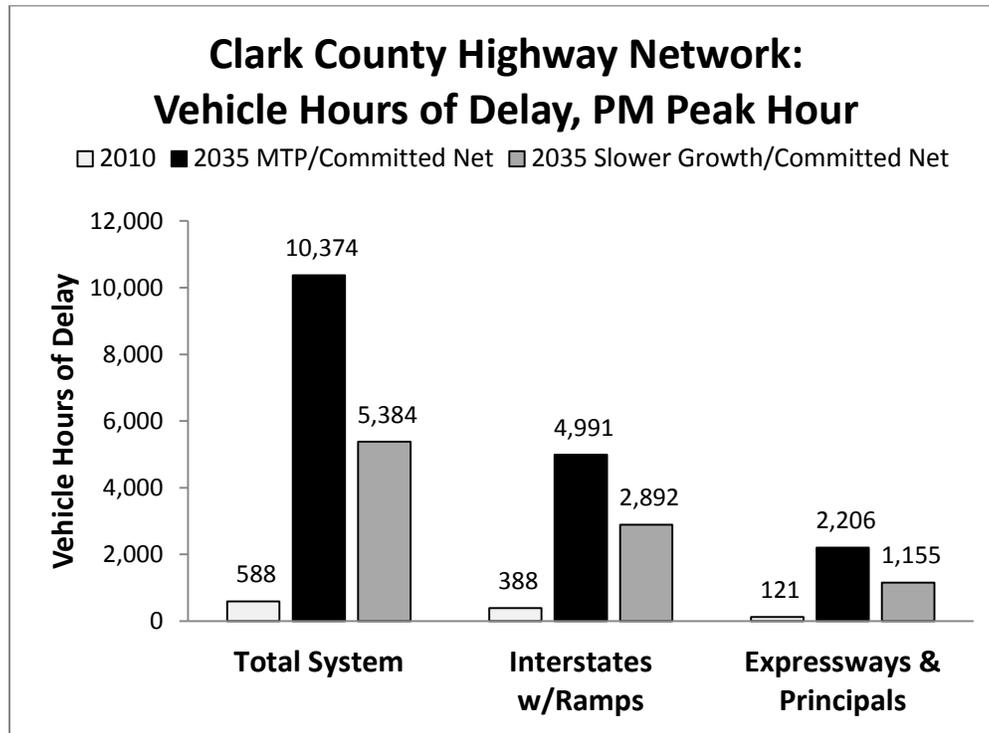


Figure 3: Clark County Highway Network, Vehicle Hours of Delay, PM Peak Hour

SUB-AREA TRANSPORTATION SYSTEM ANALYSES: MTP 2035 and SLOWER GROWTH 2035 SCENARIO RESULTS

At the August meeting, sub-area information sheets were distributed documenting demographic forecast and transportation analysis results for the following sub-areas: Camas/Washougal, the Discovery Corridor, Battle Ground, West Vancouver, and East Vancouver for the 2035 slower growth scenario. At the Board’s request, the attached information sheets now provide maps showing congested highway links with a volume to capacity ratio of 0.9 or greater for travel demand resulting from the 2035 slower growth forecast assigned to the Committed transportation network (shown in red) and the additional congested links resulting from the 2035 MTP forecast growth assigned to the same “Committed” network (additional links shows in pink). This provides for comparisons to be made between the two 2035 scenarios and shows the magnitude of change resulting from the 12.4% less population, 15.7% less households and 18.9% less employment in the slower growth scenario. For each of the 1-page sub-area summaries, demographic data and key sub-area performance measures relate only to the map area shaded green. At the September RTC Board meeting, these sub-area summary sheets will be used as the basis for discussing the most significant transportation capacity needs that will need to be addressed as part of the next MTP update.

MTP UPDATE: A CHANGING TRANSPORTATION VISION?

As discussed at the August RTC Board meeting, regional transportation system analysis carried out to date has focused on “traditional” travel performance measures largely emphasizing highway network capacity. Even with a slower growth forecast, Clark County still has capacity issues to resolve. However, highway capacity is just one element of the transportation system and its needs. At the August meeting, Board members spoke of Clark County’s transportation needs but recognized that similar issues arise in many regions of the nation as a result of underinvestment in transportation infrastructure nationwide.

The scope of the MTP update to be carried out in 2014/15 will require us to look at a broader spectrum of transportation needs including preservation and maintenance needs, transportation safety and security issues, a re-assessment of forecast transportation revenues as well as project cost estimates. An aging population will need help in meeting its transportation needs and freight transportation is a vital component of the transportation system. Changes in demographic, lifestyle, and financial trends discussed at the March RTC Board meeting are resulting in a shift in the way transportation system performance is viewed and analyzed and will require the RTC Board to address transportation policy issues as part of the upcoming MTP update.

NEXT STEPS

To recap, the purpose of this MTP Capital Facilities review is to provide insight and a re-look at the transportation needs and transportation capital projects identified in the current MTP prior to initiating the next MTP update.

Attachments (sub-area information sheets)

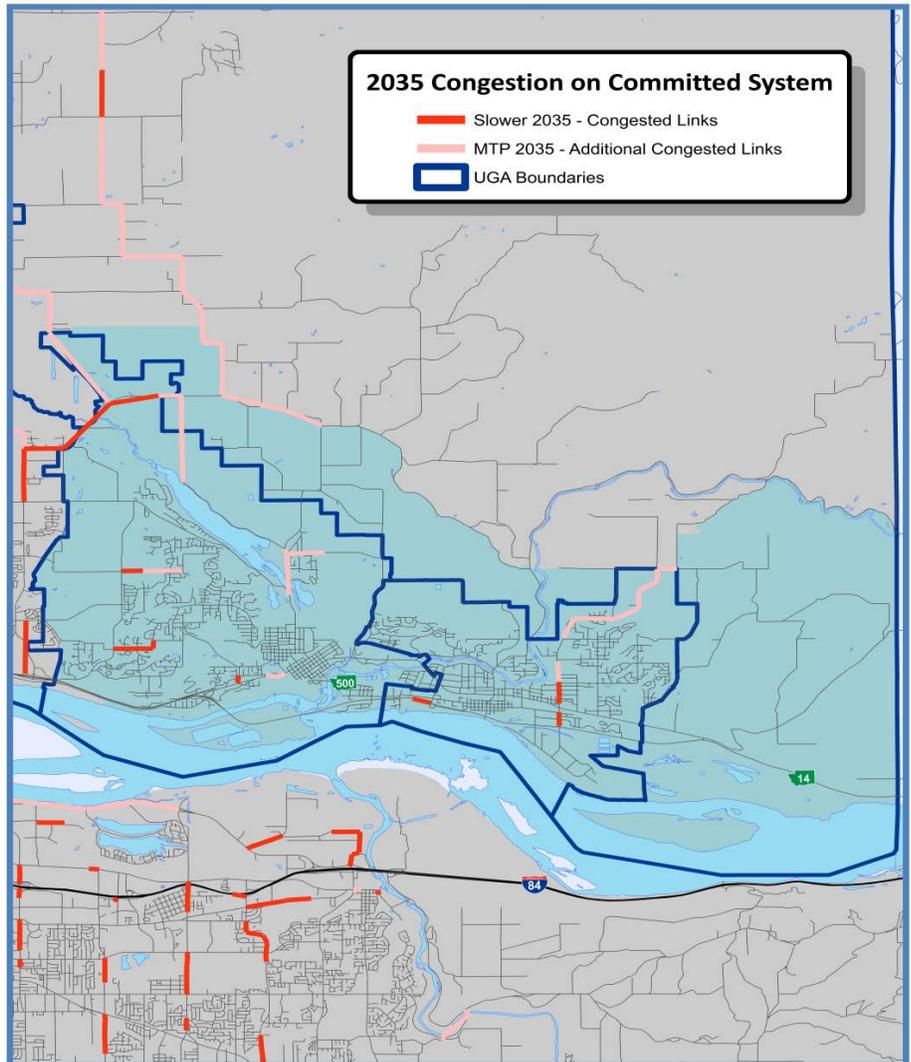
Camas/Washougal Subarea

The Camas/Washougal subarea is comprised of the Camas and Washougal Urban Growth Areas and some of the surrounding vicinity. The slower growth forecast for 2035 shows the area growing by over 20,000 households and over 20,000 jobs. This represents 12.9% of the county’s household growth and 15.2% of the employment growth.

Identified System Needs

- SR-14 – grade separation (safety)
- Camas Slough Bridge
- Goodwin Rd. – 18th St. to NE 242nd Ave. (bridge capacity)
- 192nd Ave. – 1st to 18th St.
- 27th St. rail overpass, Washougal (access)

PM Peak Hour Subarea Network Performance Measures			
	Vehicle Miles Traveled	Vehicle Hours of Delay	Lane Miles Congested
2010	33,299	2	0.2
Slower 2035	60,235	67	3.6
MTP 2035	75,722	150	16.1



Camas/Washougal Subarea Household and Employment Growth, 2010 to 2035					
	2010	MTP 2035	Slower 2035	2010 to 2035 Slower Growth	% of Regional Growth
Households	13,686	23,202	20,364	6,678	12.9%
Employment	9,095	21,577	20,602	11,507	15.2%

MTP Capital Facilities Review – 2035 Slower Growth Forecast on Committed Transportation Network (8/13), 2035 Metropolitan Transportation Plan Forecast on Committed Network

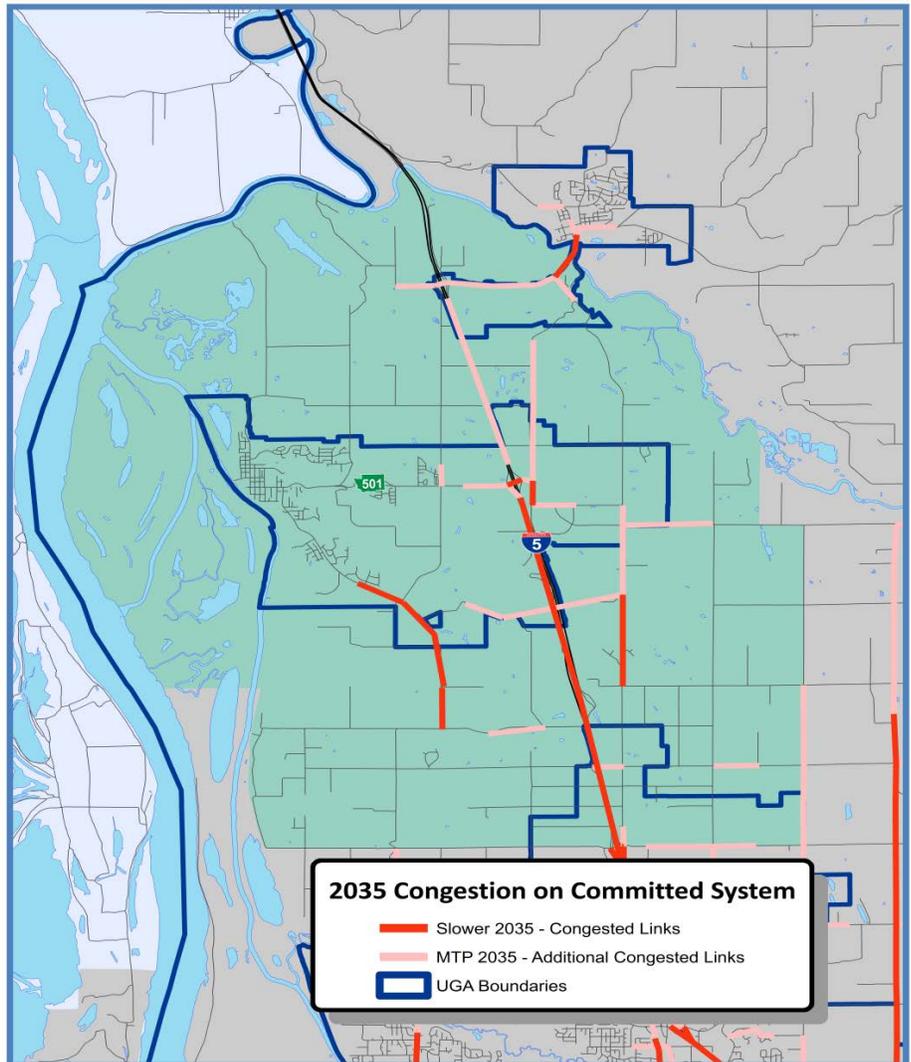
Discovery Corridor Subarea

The Discovery Corridor subarea is comprised of the area north of 179th, west of NE 50th and south of the East Fork of the Lewis River. It includes the entire Ridgefield Urban Growth Area and La Center Junction. The slower growth forecast for 2035 shows the area growing by over 6,800 households and over 9,700 jobs. This represents 13.3% of the county's household growth and 12.9% of the employment growth.

Identified System Needs

- I-5 aux lanes – 179th to 269th
- I-5 Lewis River bridge replacement – both forks
- Hillhurst Rd.
- La Center bridge

PM Peak Hour Subarea Network Performance Measures			
	Vehicle Miles Traveled	Vehicle Hours of Delay	Lane Miles Congested
2010	71,209	6	0
Slower 2035	123,766	470	20.86
MTP 2035	151,844	1,074	56.73



Discovery Corridor Subarea Household and Employment Growth, 2010 to 2035					
	2010	MTP 2035	Slower 2035	2010 to 2035 Slower Growth	% of Regional Growth
Households	4,324	19,269	11,218	6,894	13.3%
Employment	2,499	24,037	12,294	9,795	12.9%

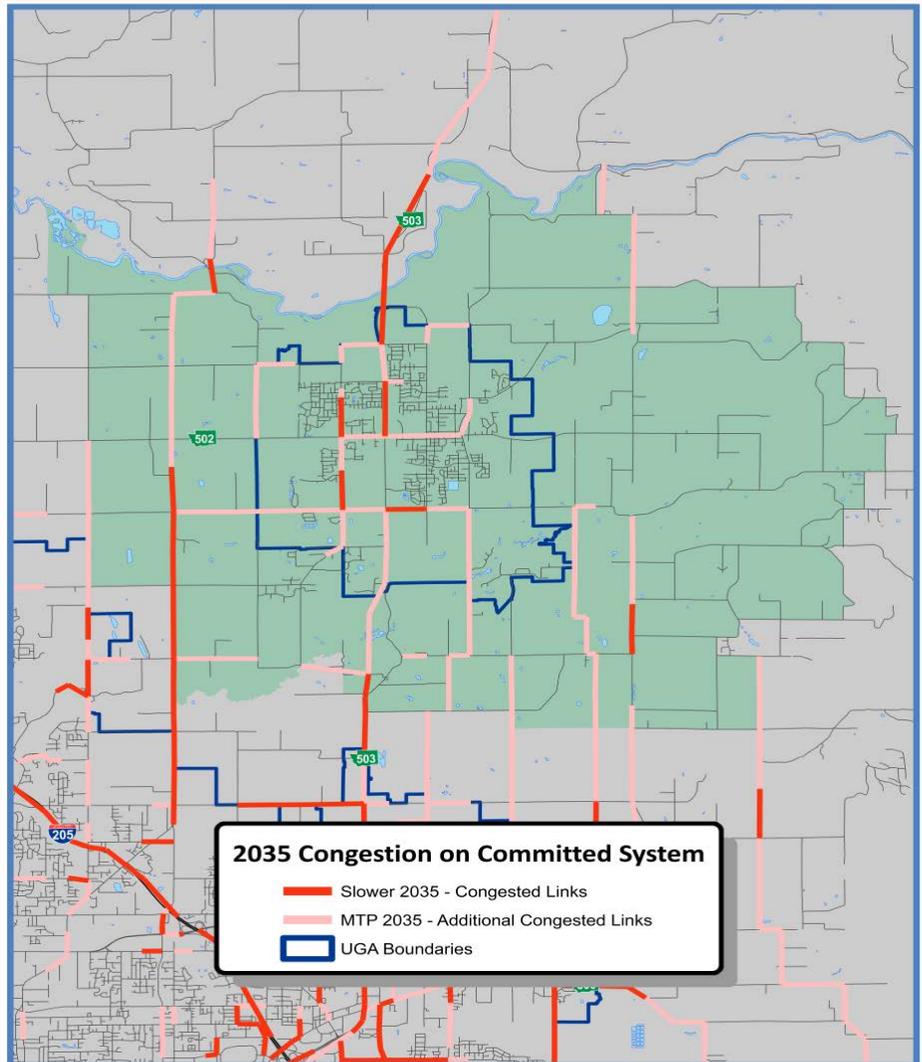
Battle Ground Subarea

The Battle Ground subarea is comprised of the Battle Ground Urban Growth Area and its surrounding vicinity. The 2035 slower growth forecast shows the area growing by over 4,600 households and over 4,100 jobs. This represents 8.9% of the county’s household growth and 5.5% of the employment growth. The area serves as central hub for many of the rural areas of north county.

Identified System Needs

- SR-503 – segments both north and south of Battle Ground.
- 72nd Ave., 119th Street to Dollars Corner
- Significant investment in developing the local street system and corridor completion, including:
 - Eaton Blvd.
 - 20th Ave.

PM Peak Hour Subarea Network Performance Measures			
	Vehicle Miles Traveled	Vehicle Hours of Delay	Lane Miles Congested
2010	40,562	2	0
Slower 2035	70,726	95	10.2
MTP 2035	101,774	456	48.9



Battle Ground Subarea Household and Employment Growth, 2010 to 2035					
	2010	MTP 2035	Slower 2035	2010 to 2035 Slower Growth	% of Regional Growth
Households	10,931	21,361	15,558	4,627	8.9%
Employment	7,343	17,439	11,500	4,157	5.5%

MTP Capital Facilities Review – 2035 Slower Growth Forecast on Committed Transportation Network (8/13), 2035 Metropolitan Transportation Plan Forecast on Committed Network

West Vancouver Subarea

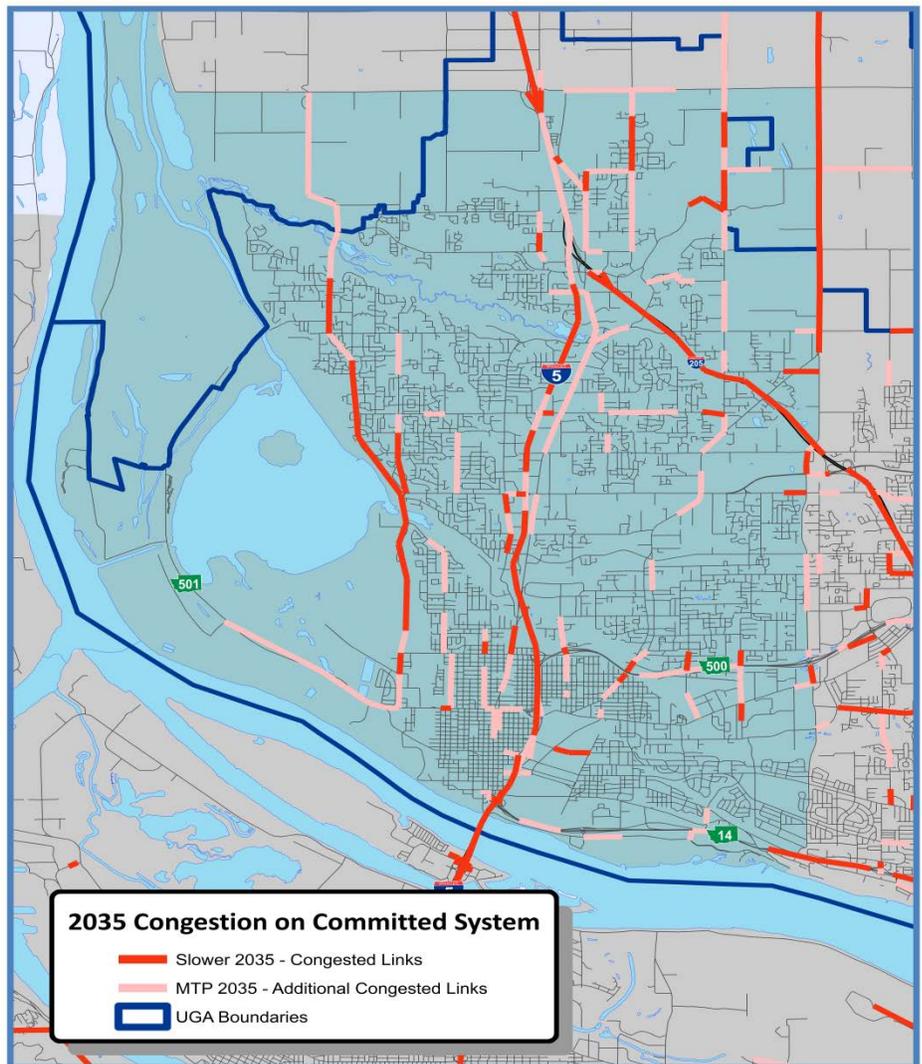
The West Vancouver subarea is comprised of the area bounded by the Columbia River, 179th St. and 72nd Ave. The slower growth 2035 forecast shows the area growing by over 17,000 households and 21,700 jobs. This represents 32.8% of the county’s household growth and 28.8% of the employment growth.

Identified System Needs

- I-5 Bridge (capacity)*
- SR-500 – 42nd & 54th interchange and grade separation (safety)
- Hwy 99 improvements (urban standards)
- NE 50th Ave., north of WSU (capacity)

* I-5 Columbia River Crossing Project is not included in this Committed Transportation Improvement Program network

PM Peak Hour Subarea Network Performance Measures			
	Vehicle Miles Traveled	Vehicle Hours of Delay	Lane Miles Congested
2010	200,187	304	4.17
Slower 2035	315,549	1,856	47.79
MTP 2035	368,447	3,759	117.83



West Vancouver Subarea Household and Employment Growth, 2010 to 2035					
	2010	MTP 2035	Slower 2035	2010 to 2035 Slower Growth	% of Regional Growth
Households	53,409	79,852	70,430	17,021	32.8%
Employment	56,218	92,088	78,012	21,794	28.8%

MTP Capital Facilities Review – 2035 Slower Growth Forecast on Committed Transportation Network (8/13), 2035 Metropolitan Transportation Plan Forecast on Committed Network

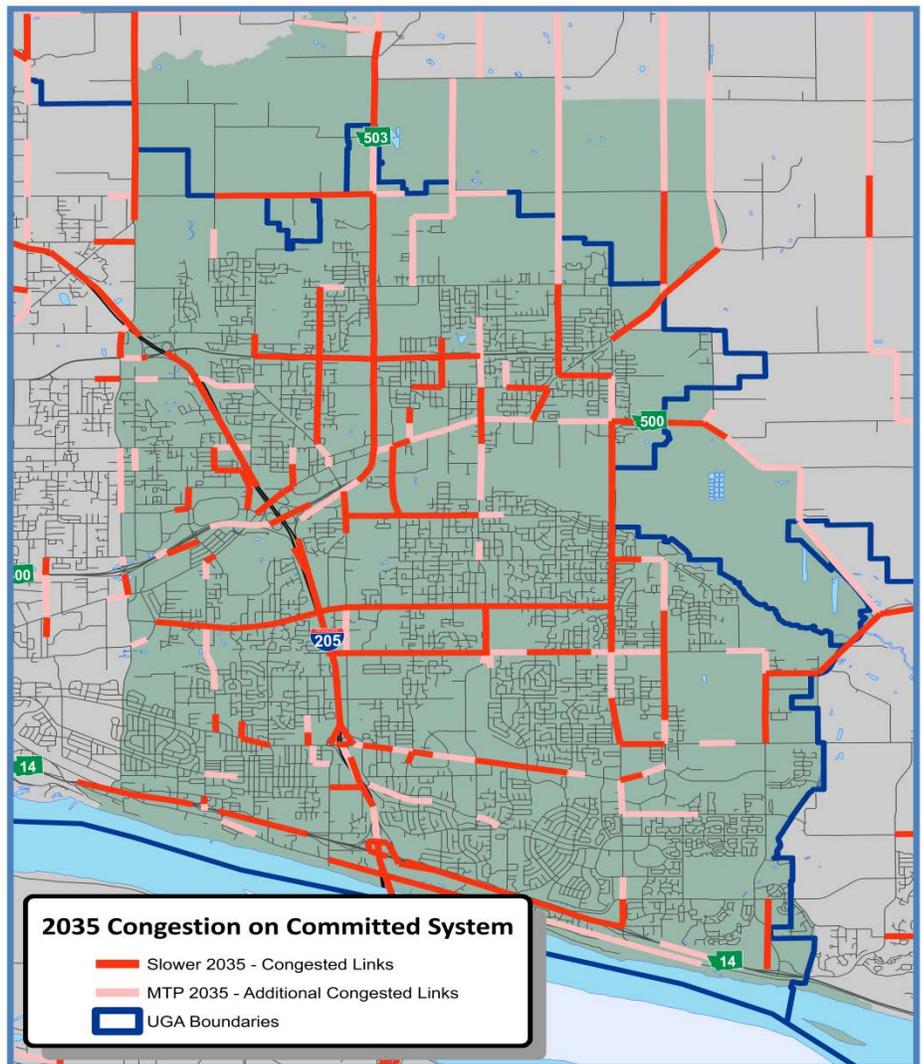
East Vancouver Subarea

The East Vancouver subarea is comprised of the area north to 119th St. and between NE 72nd Ave. and 192nd Ave. The slower growth forecast for 2035 shows the area growing by over 13,500 households and over 28,100 jobs. This represents 26.1% of the county’s household growth and 37% of the employment growth.

Identified System Needs

- NE 18th St. (capacity)
- I-205 Core Projects (capacity)
- Padden @ SR-503 interchange
- Ward Road improvements
- 192nd Ave.

PM Peak Hour Subarea Network Performance Measures			
	Vehicle Miles Traveled	Vehicle Hours of Delay	Lane Miles Congested
2010	240,639	280	12.6
Slower 2035	356,567	2,442	109.9
MTP 2035	368,447	3,759	117.83



East Vancouver Subarea Household and Employment Growth, 2010 to 2035					
	2010	MTP 2035	Slower 2035	2010 to 2035 Slower Growth	% of Regional Growth
Households	63,061	84,040	76,601	13,540	26.1%
Employment	53,304	87,048	81,492	28,188	37.2%

MTP Capital Facilities Review – 2035 Slower Growth Forecast on Committed Transportation Network (8/13), 2035 Metropolitan Transportation Plan Forecast on Committed Network