

# 2035 Metropolitan Transportation Plan Capital Facilities Process Update

## *At a Glance:*

- ◆ *Provide a status report on Metropolitan Transportation Plan capital facilities review*
- ◆ *Compare region-wide and sub-area transportation system performance results for:*
  - ◆ *Existing 2035 MTP*
  - ◆ *2035 slower growth scenario*
- ◆ *Seek the RTC Board's feedback*

# MTP Capital Facilities Review

## Concept, Purpose, Scope

- ◆ Review MTP's 20-year identified regional capital projects
- ◆ Use a slower growth projection than current MTP
- ◆ Analyze which MTP projects are most critical in 20-year timeframe
- ◆ Consider alternative policy approaches



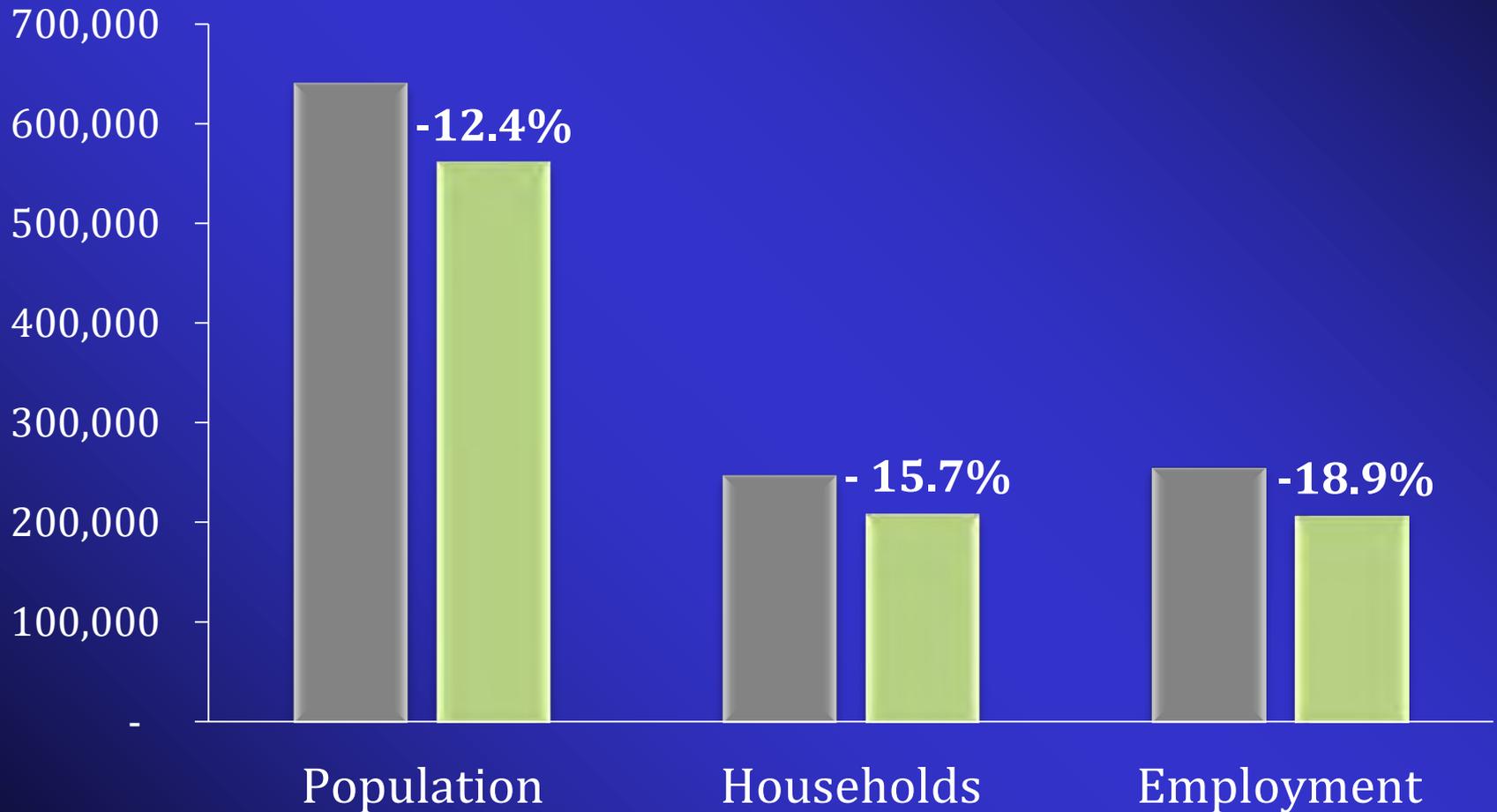
# Demographic Comparisons: Base Year 2010, RTC's MTP, and Slower Growth Forecast

	<b>Base Year Demographics 2010</b>	<b>RTC's MTP (Dec. 2011) 2035</b>	<b>Slower Growth Forecast (Apr. 2013) 2035</b>
Population	425,363	641,775	562,207
Households	157,826	248,750	209,779
Employment	131,954	256,200	207,681

# Clark County Demographic Projections



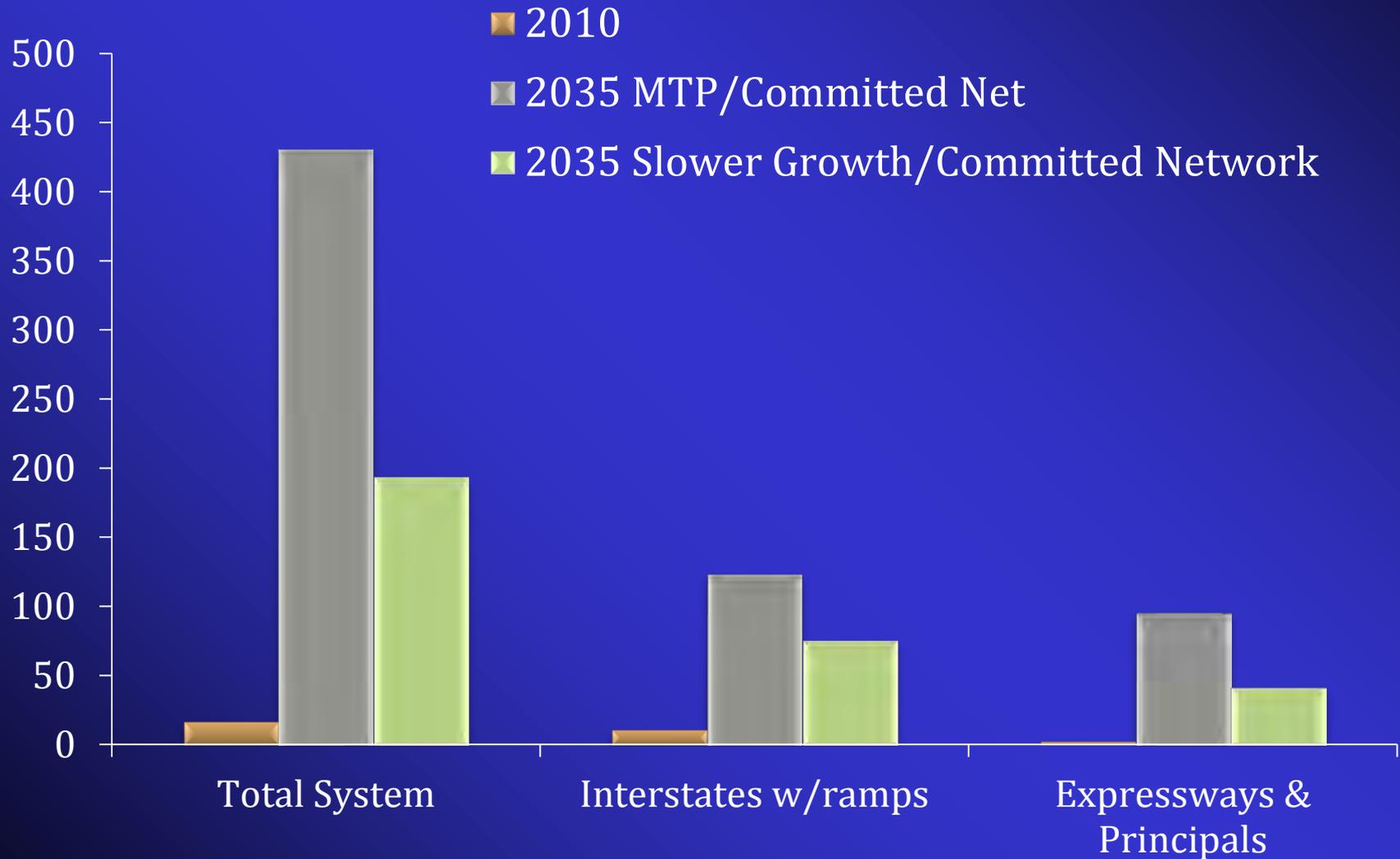
■ MTP 2035    ■ Slower Growth 2035



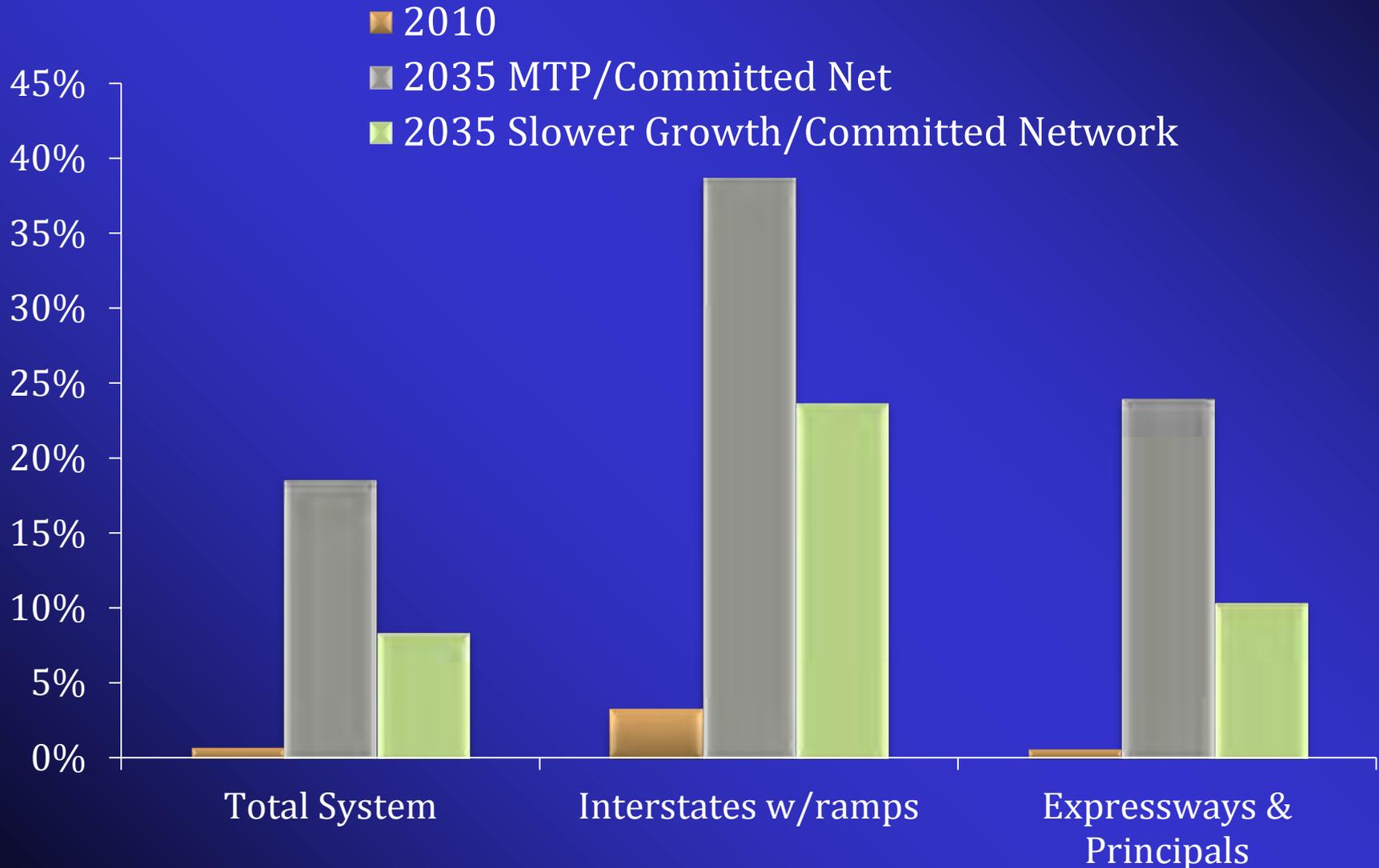
# The “Committed” Transportation Network

- ◆ The “Committed” Network includes today’s transportation network and TIP projects:
  - ◆ SR-14, improvements through Camas
  - ◆ SR-502, widening, I-5 to Battle Ground
  - ◆ I-5/Salmon Creek Interchange, 1<sup>st</sup> phase
  - ◆ I-205/18<sup>th</sup> Street, new interchange ramps with 18<sup>th</sup> St. improvement to Four Seasons
  - ◆ 137<sup>th</sup>/138<sup>th</sup> Ave., 28<sup>th</sup> to 49<sup>th</sup> St.
  - ◆ 88<sup>th</sup> Street, Hwy 99 to St. John’s
  - ◆ 119<sup>th</sup> St., 50<sup>th</sup> Ave. intersection, 72<sup>nd</sup> to 87<sup>th</sup> Ave.

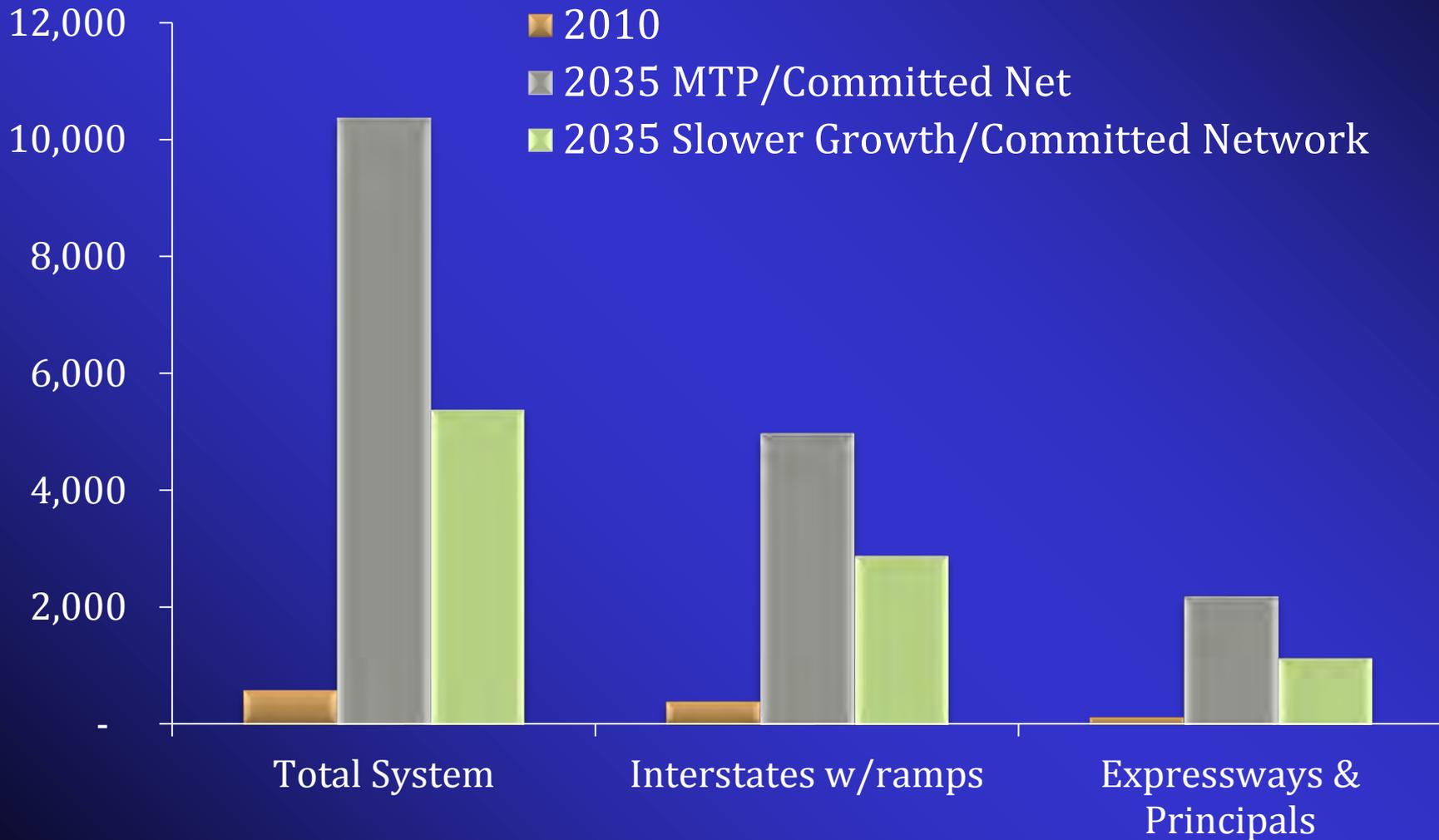
# Lane Miles of Congestion, PM Peak Hour



# % Lane Miles Congested, PM Peak Hour

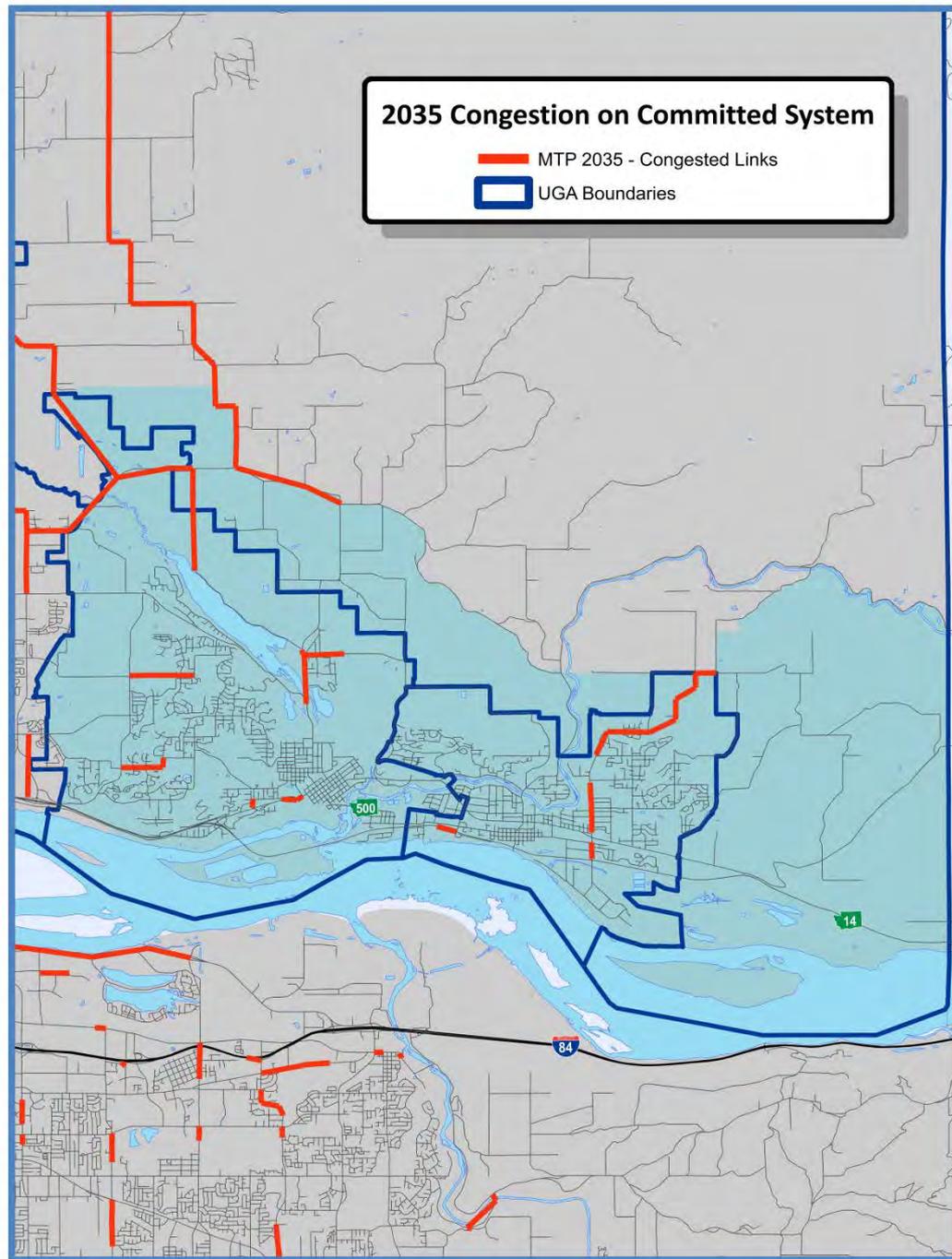


# Vehicle Hours of Delay, PM Peak Hour

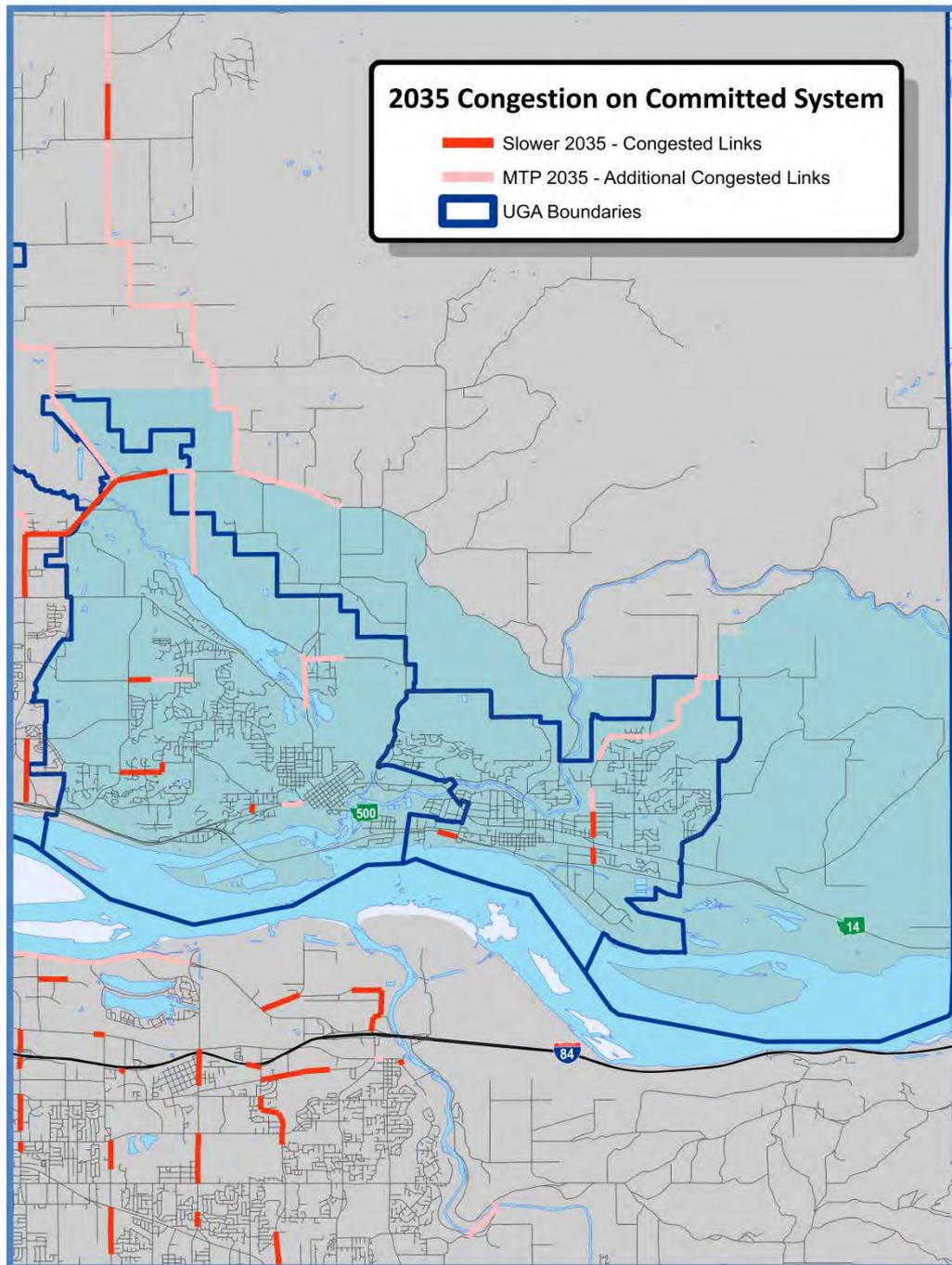


# Camas/Washougal Sub-Area

- ◆ 2035 MTP Congested Network (red links)



# Camas/Washougal Sub-Area



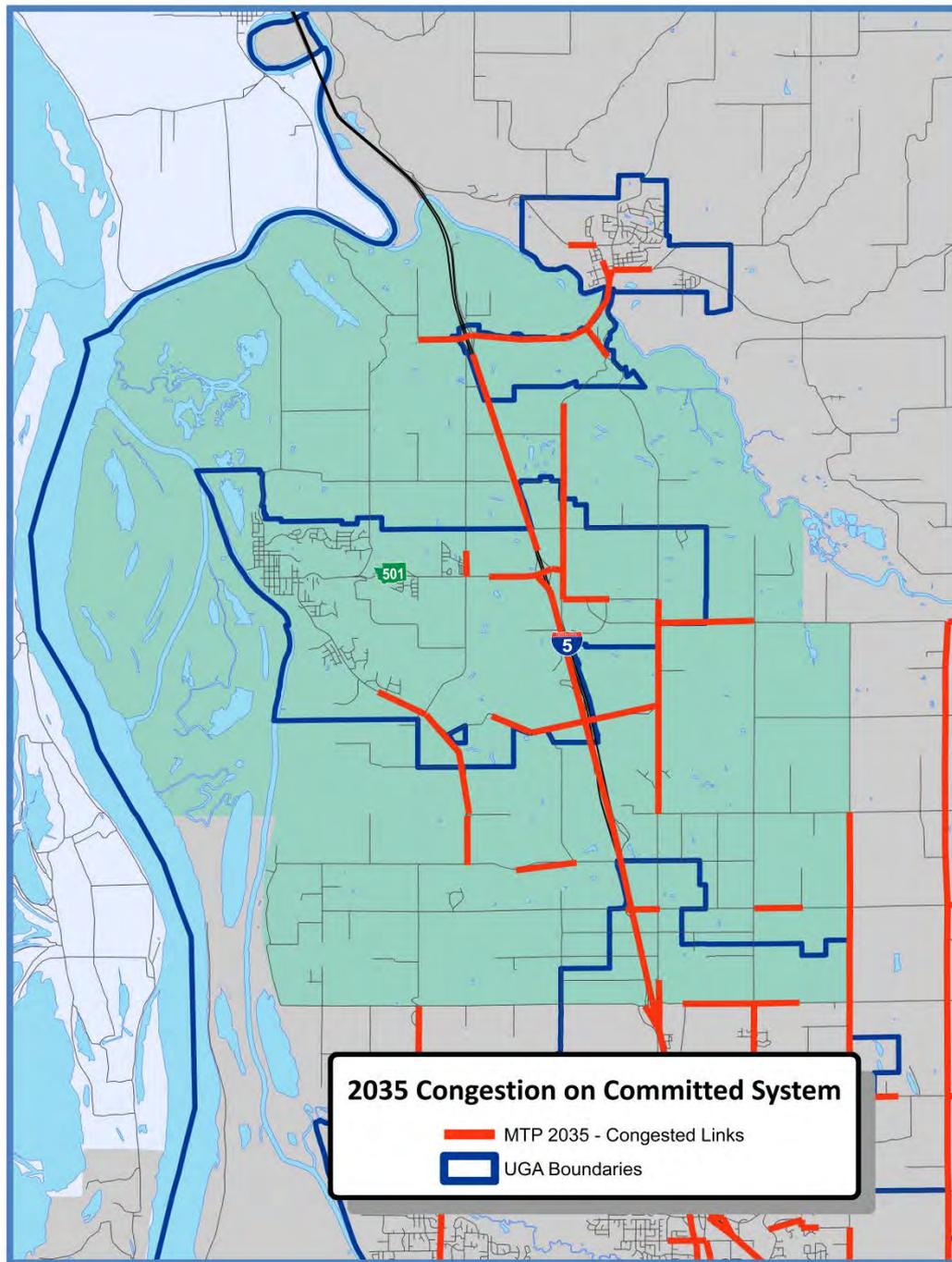
- ◆ *2035 Slower Growth Congested Network (red links)*
- ◆ *2035 MTP Added Congested Network (pink links)*

## Comparison of 2035 MTP and 2035 Slower Growth:

- ◆ Lane Miles Congested:
  - ◆ 16.1 (MTP)
  - ◆ 3.6 (Slower)
- ◆ Vehicle Hours of Delay:
  - ◆ 150 (MTP)
  - ◆ 67 (Slower)

# Discovery Corridor Sub-Area

- ◆ 2035 MTP Congested Network (red links)

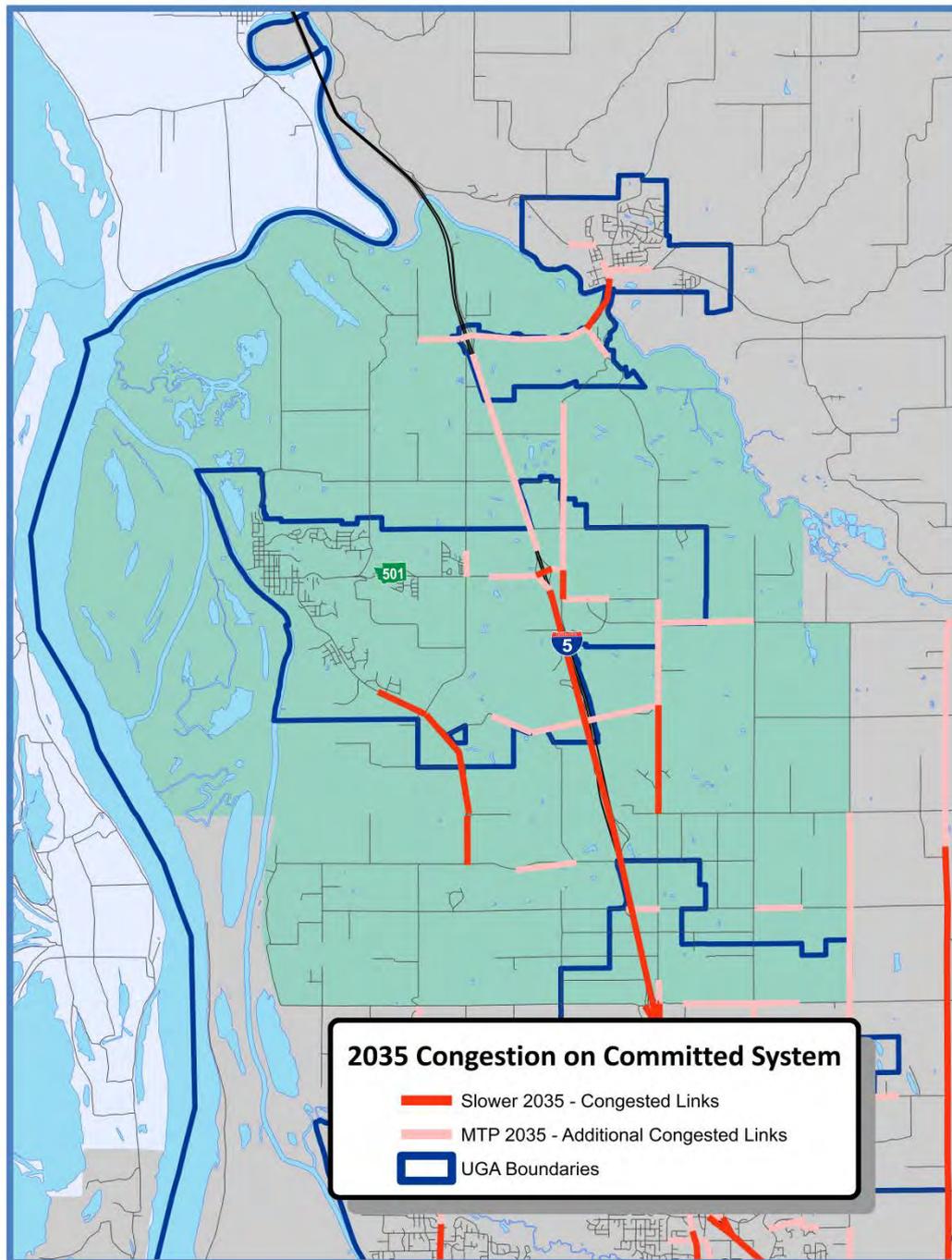


# Discovery Corridor Sub-Area

- ◆ 2035 Slower Growth Congested Network (red links)
- ◆ 2035 MTP Added Congested Network (pink links)

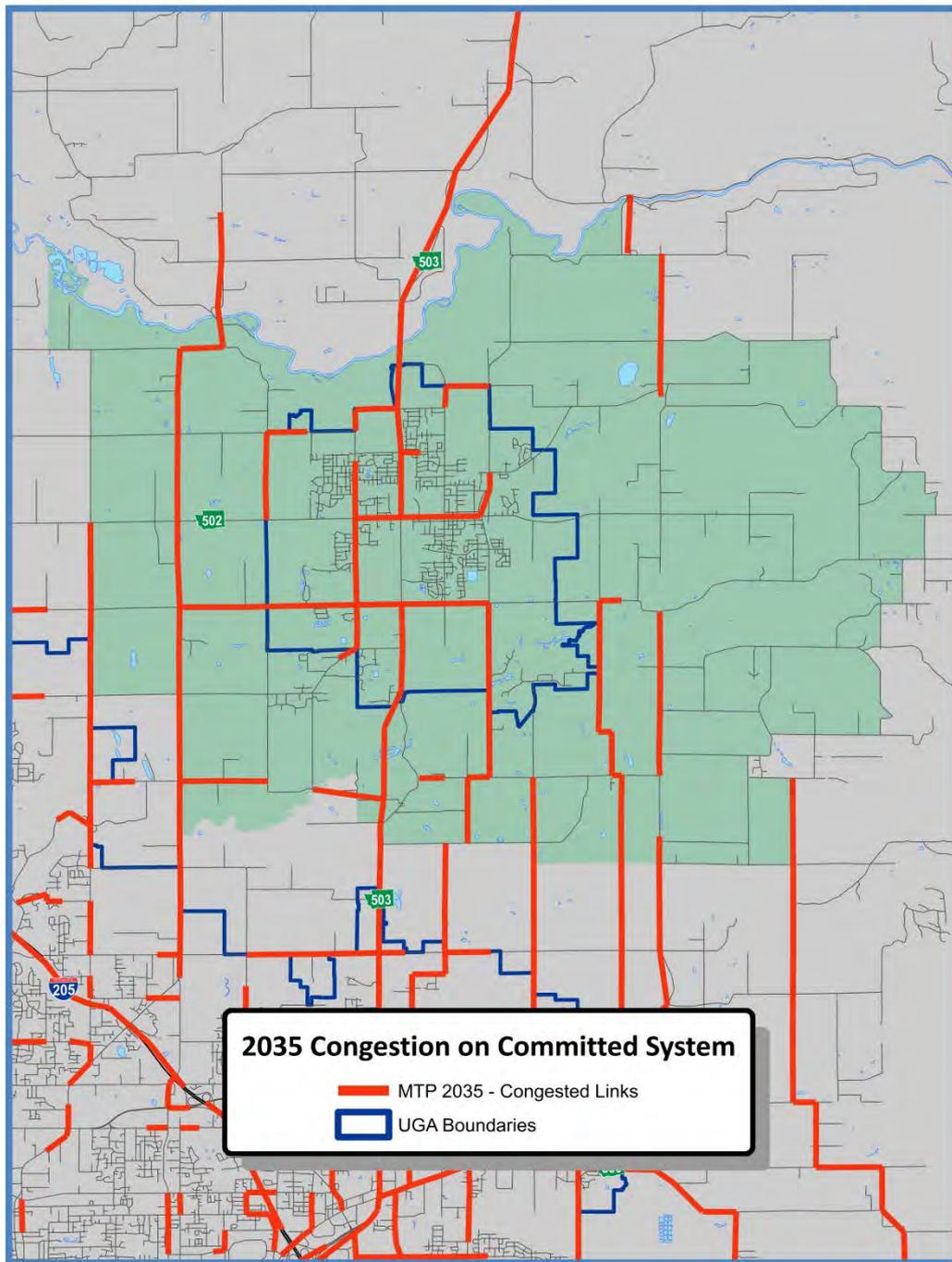
## Comparison of 2035 MTP and 2035 Slower Growth:

- ◆ Lane Miles Congested:
  - ◆ 56.7 (MTP)
  - ◆ 20.9 (Slower)
- ◆ Vehicle Hours of Delay:
  - ◆ 1,074 (MTP)
  - ◆ 470 (Slower)



# Battle Ground Sub-Area

- ◆ 2035 MTP Congested Network (red links)

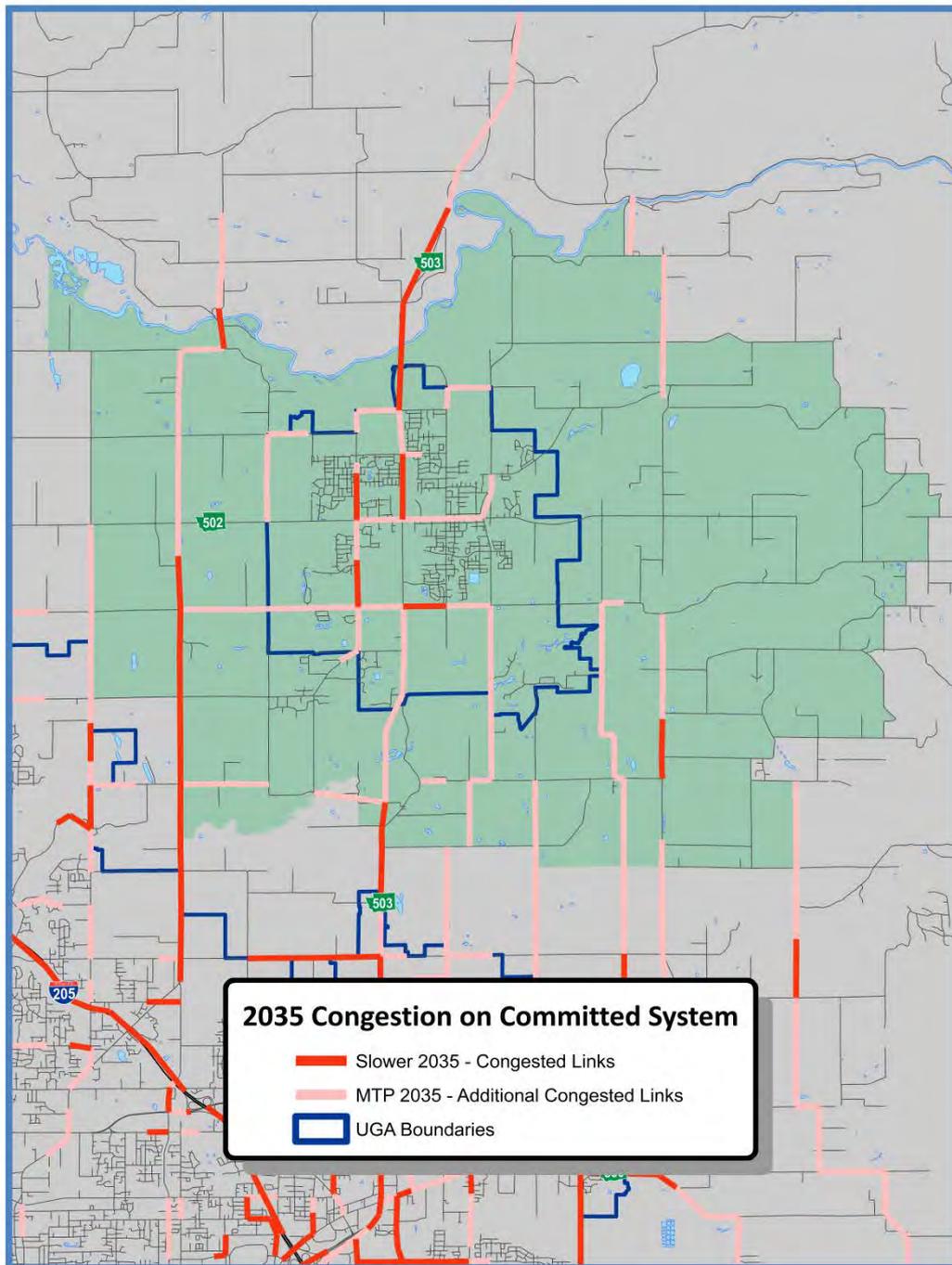


# Battle Ground Sub-Area

- ◆ 2035 Slower Growth Congested Network (red links)
- ◆ 2035 MTP Added Congested Network (pink links)

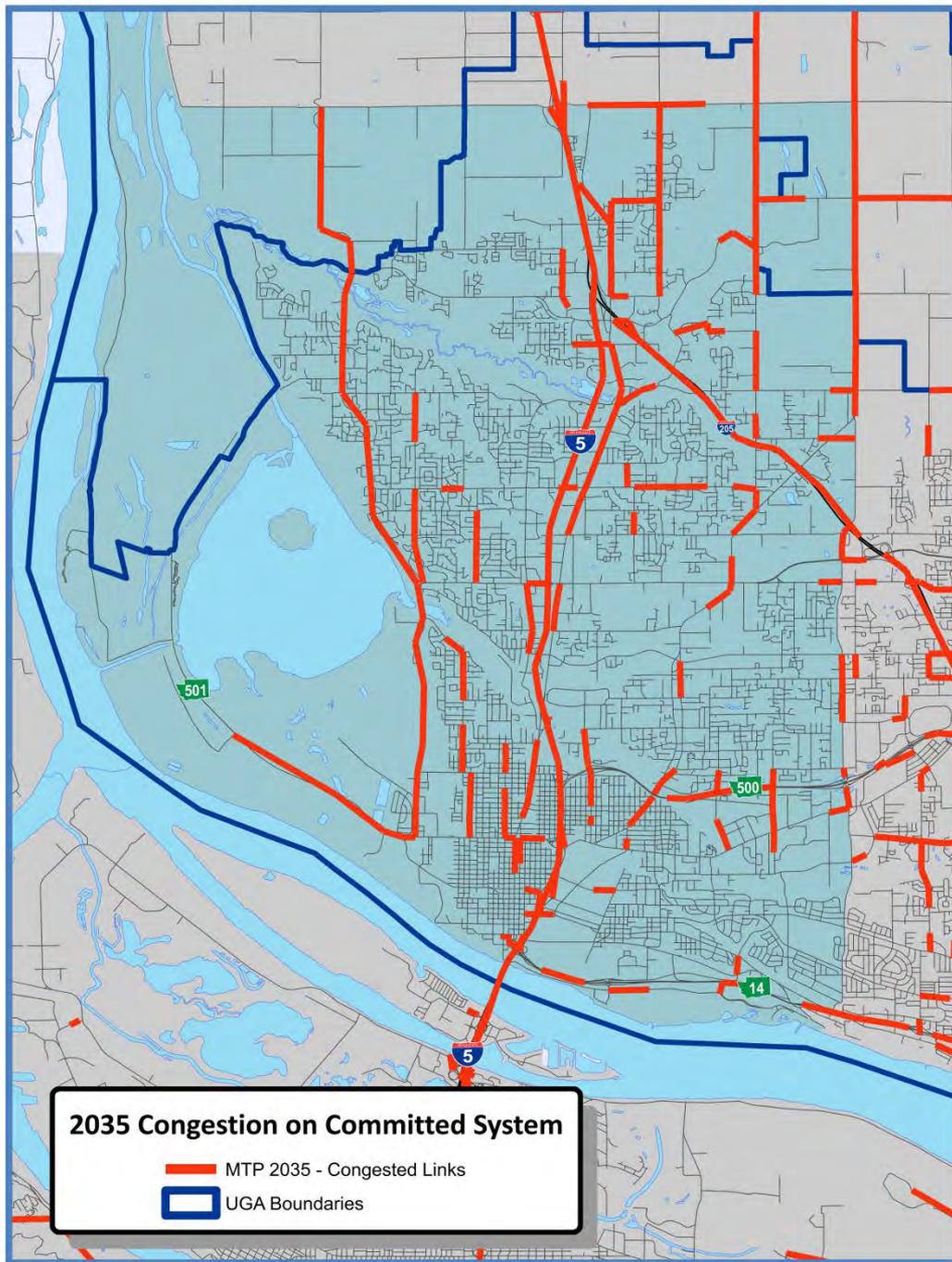
## Comparison of 2035 MTP and 2035 Slower Growth:

- ◆ Lane Miles Congested:
  - ◆ 48.9 (MTP)
  - ◆ 10.2 (Slower)
- ◆ Vehicle Hours of Delay:
  - ◆ 456 (MTP)
  - ◆ 95 (Slower)



# West Vancouver Sub-Area

- ◆ 2035 MTP Congested Network (red links)



### 2035 Congestion on Committed System

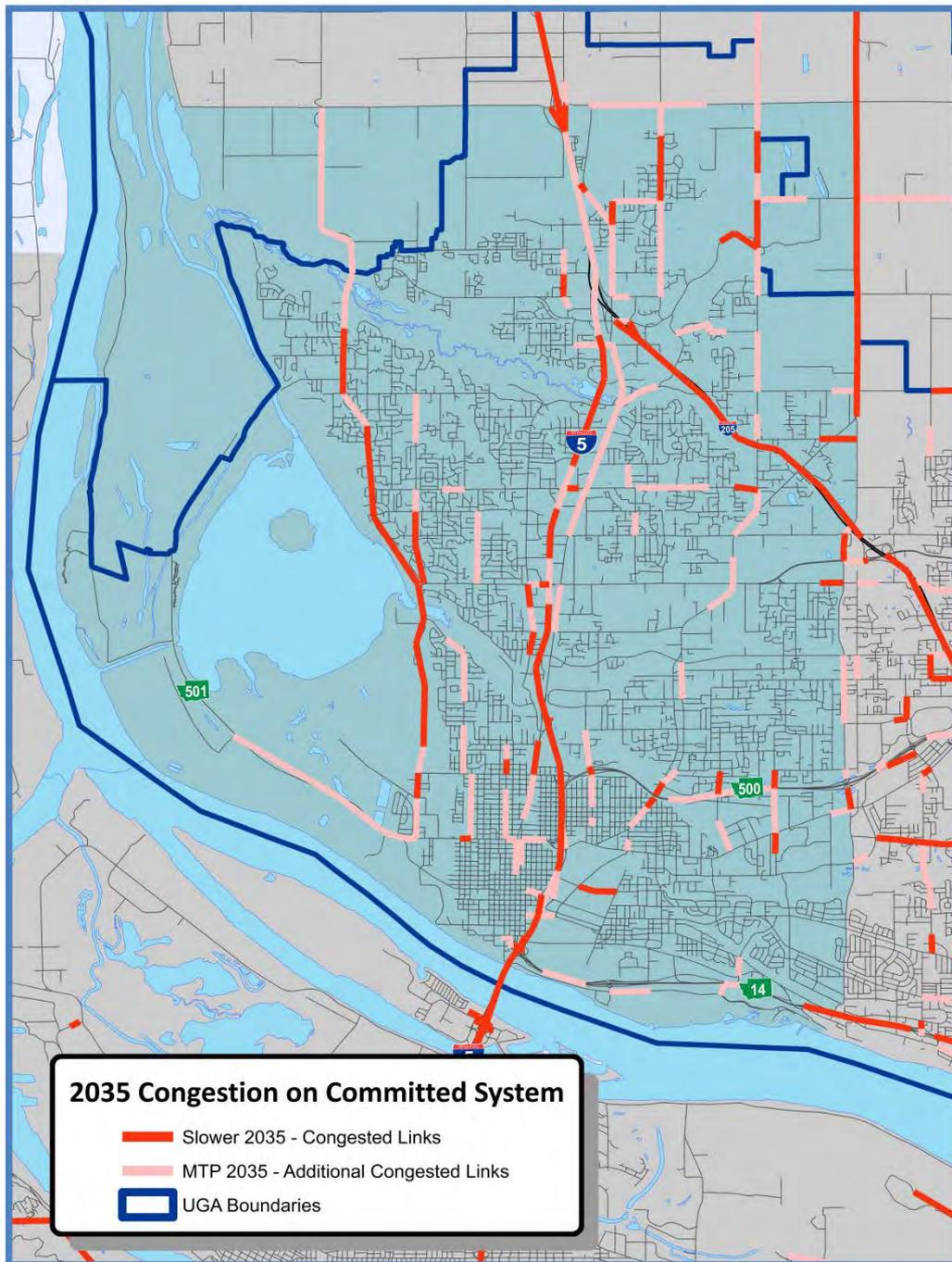
- MTP 2035 - Congested Links
- UGA Boundaries

# West Vancouver Sub-Area

- ◆ 2035 Slower Growth Congested Network (red links)
- ◆ 2035 MTP Added Congested Network (pink links)

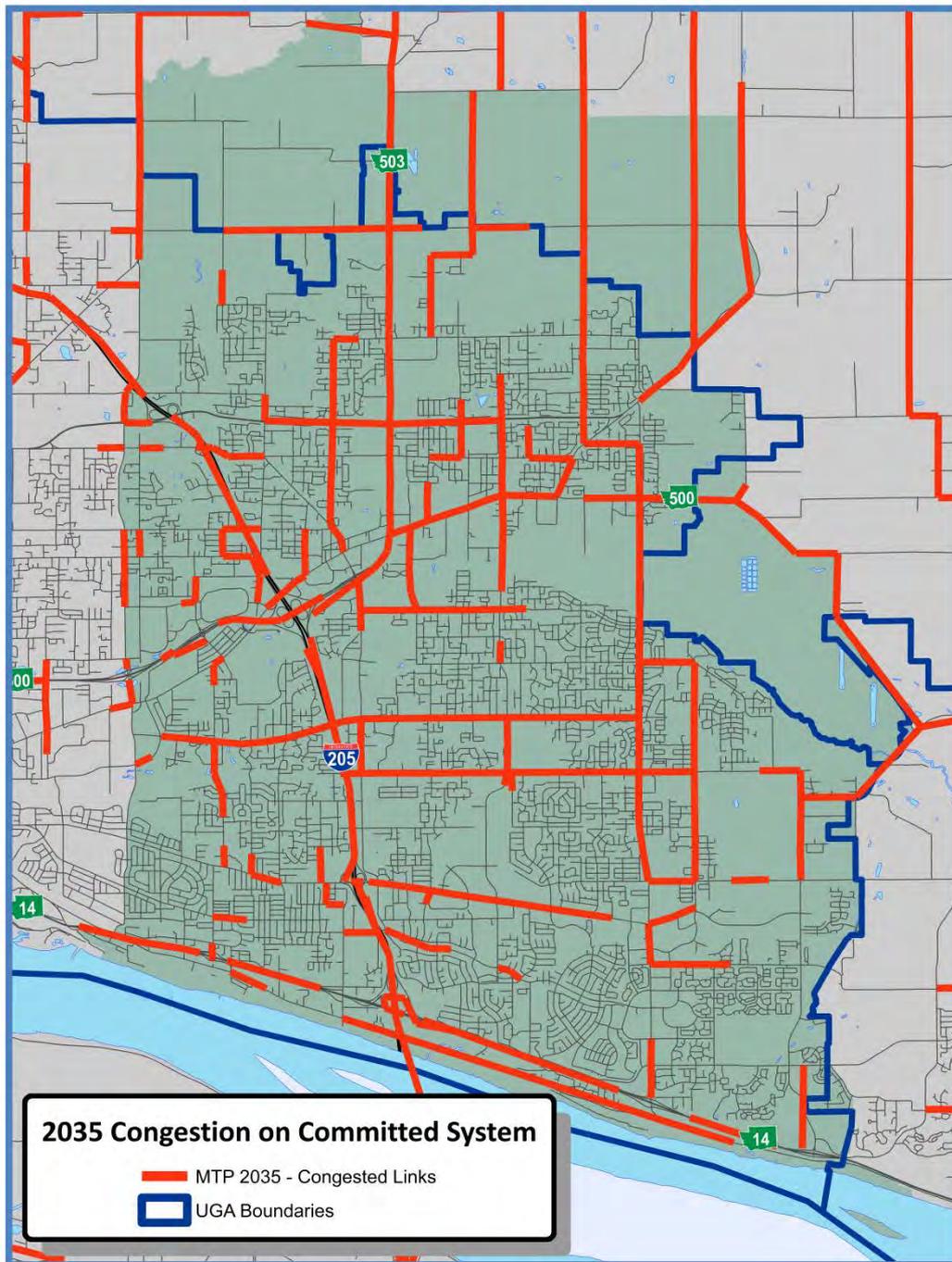
## Comparison of 2035 MTP and 2035 Slower Growth:

- ◆ Lane Miles Congested:
  - ◆ 117.8 (MTP)
  - ◆ 47.8 (Slower)
- ◆ Vehicle Hours of Delay:
  - ◆ 3,759 (MTP)
  - ◆ 1,856 (Slower)



# East Vancouver Sub-Area

- ◆ 2035 MTP Congested Network (red links)



### 2035 Congestion on Committed System

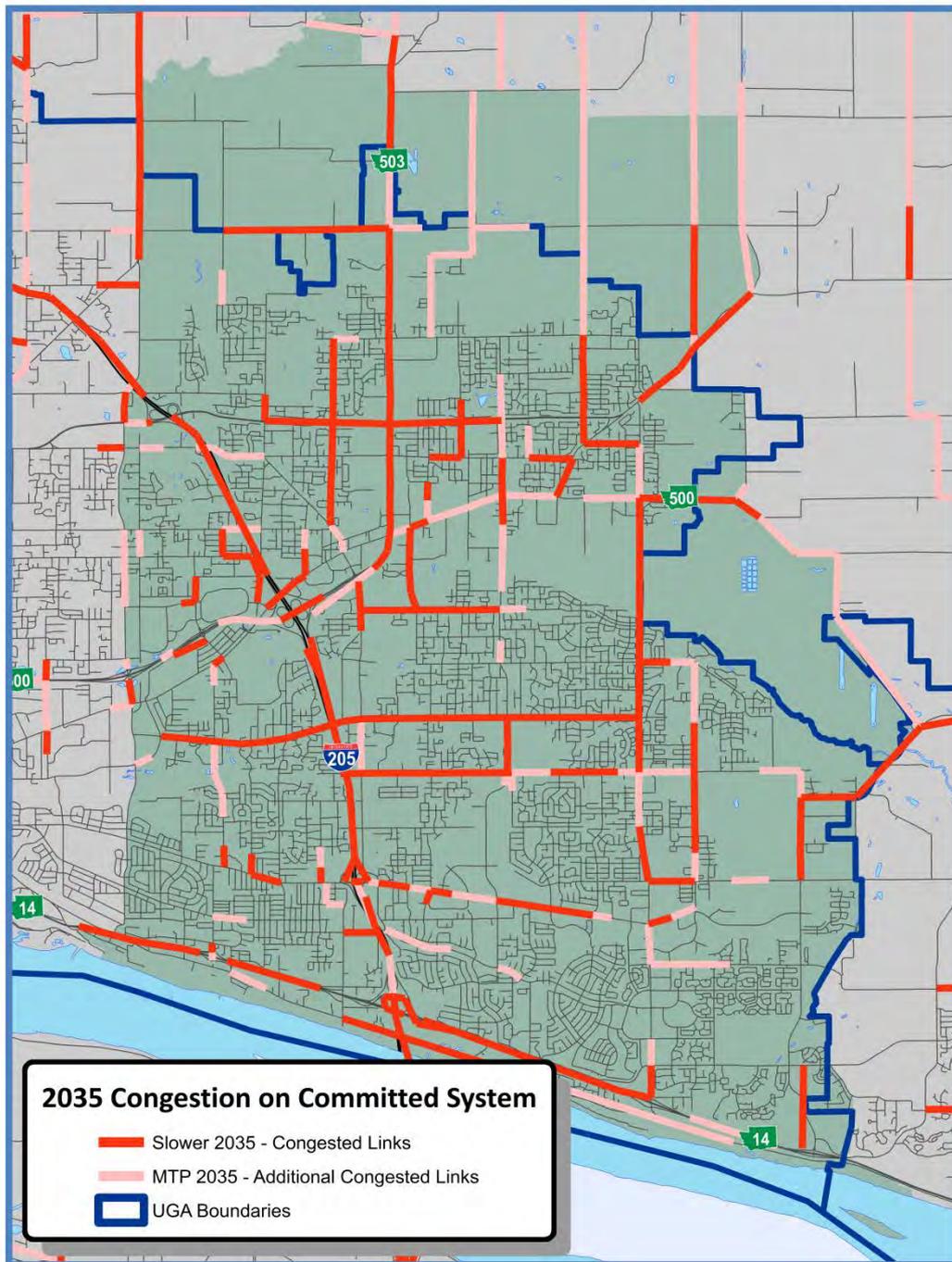
- MTP 2035 - Congested Links
- UGA Boundaries

# East Vancouver Sub-Area

- ◆ 2035 Slower Growth Congested Network (red links)
- ◆ 2035 MTP Added Congested Network (pink links)

## Comparison of 2035 MTP and 2035 Slower Growth:

- ◆ Lane Miles Congested:
  - ◆ 177.2 (MTP)
  - ◆ 109.9 (Slower)
- ◆ Vehicle Hours of Delay:
  - ◆ 4,168 (MTP)
  - ◆ 2,442 (Slower)

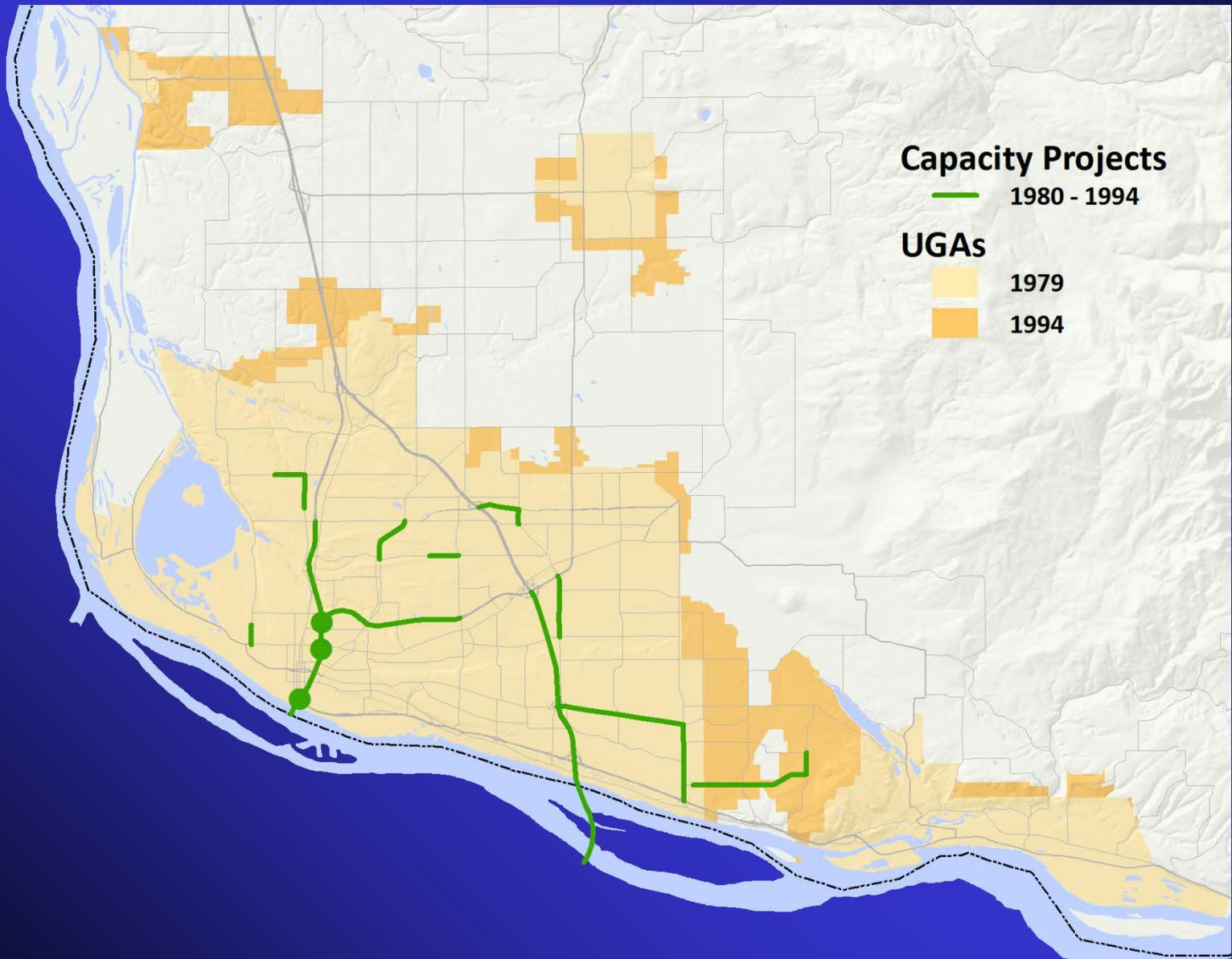


# MTP Capital Facilities Review and MTP Update Process

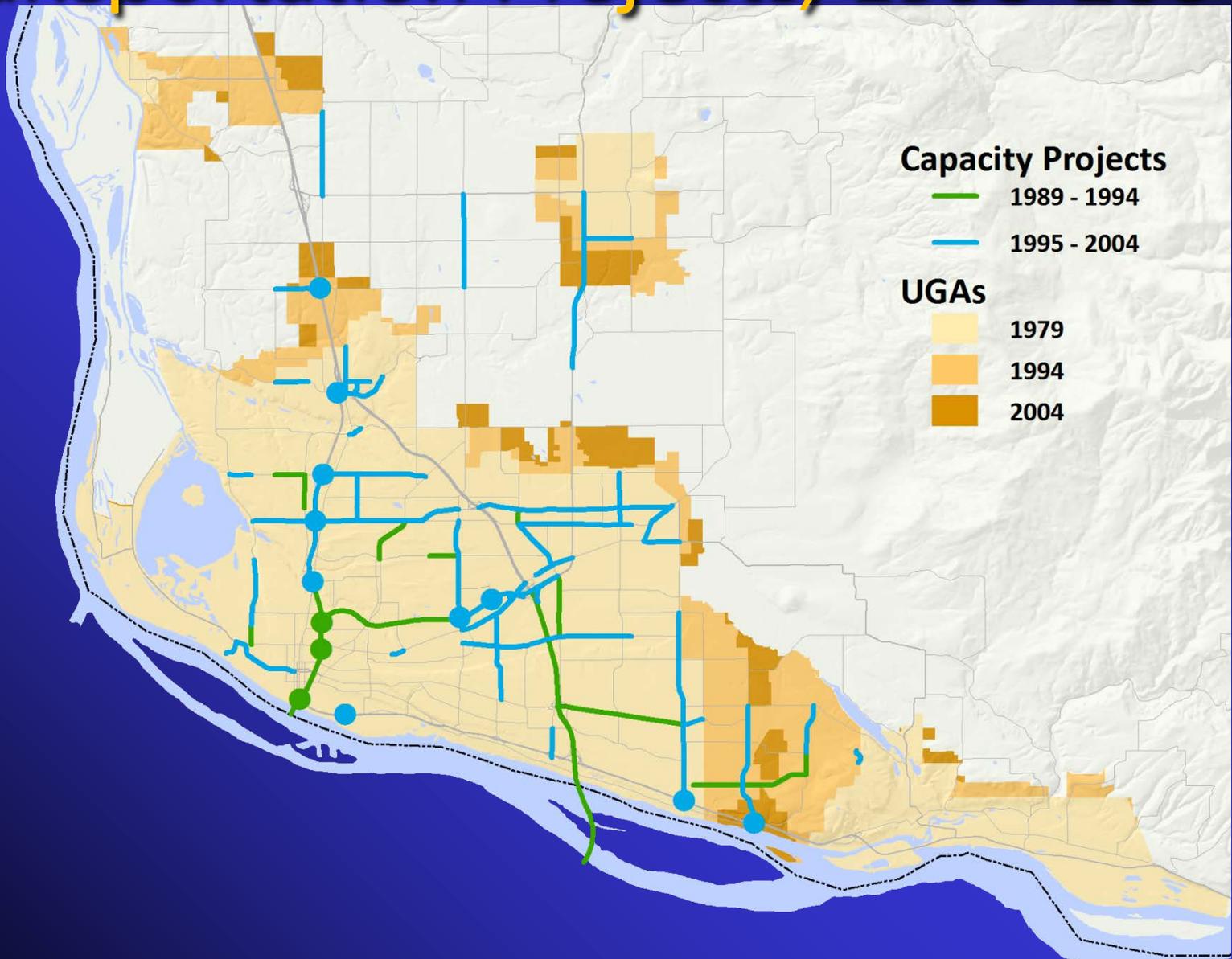
*The MTP Capital Facilities Review is intended to inform the MTP Update Process*

- ◆ The MTP Process is a proven transportation process that includes:
  - ◆ System analysis
  - ◆ Needs identified
  - ◆ Projects or strategies proposed
  - ◆ Cost estimation for projects/strategies
  - ◆ Fiscal constraint
  - ◆ Public input

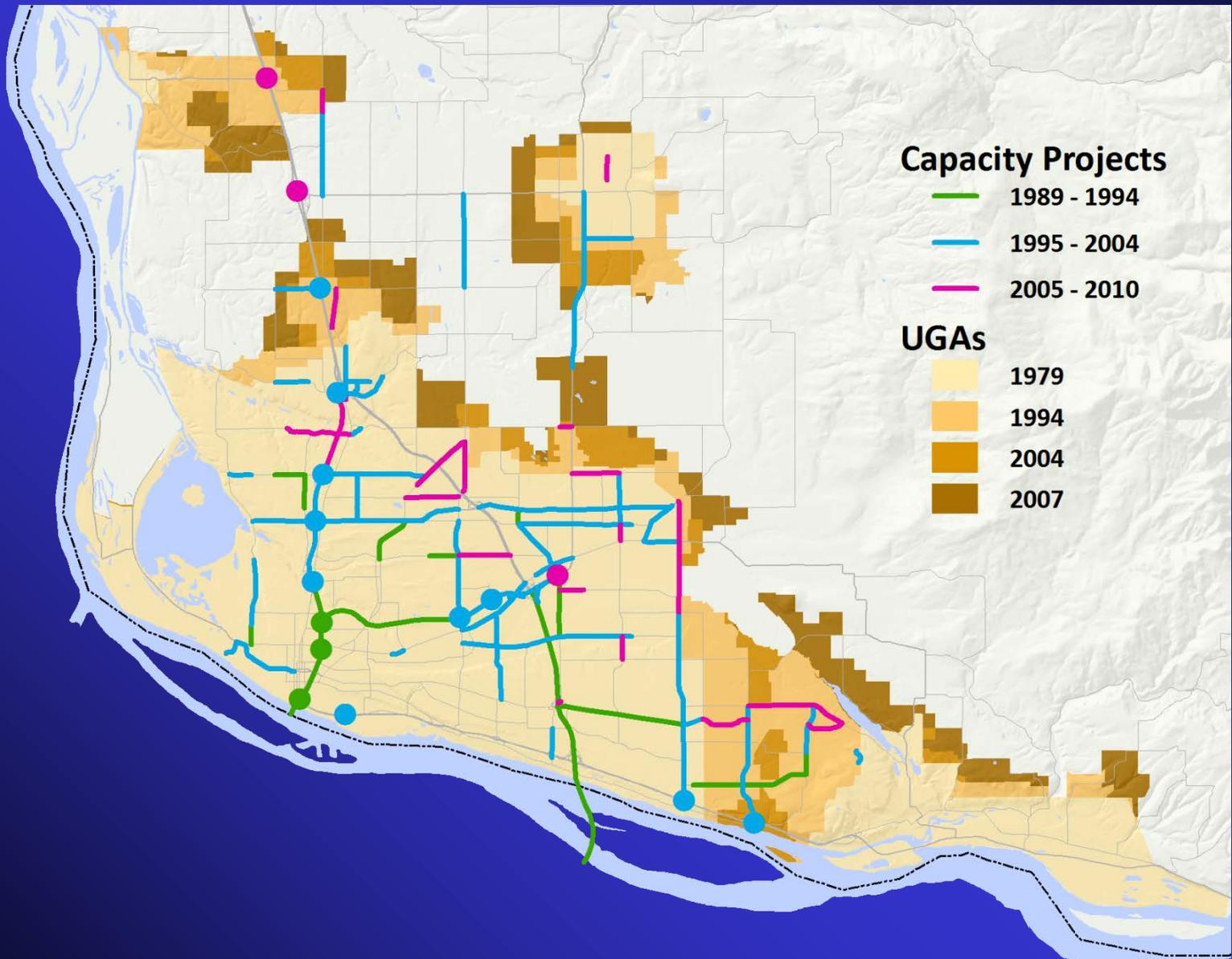
# Transportation Projects, 1980-1994



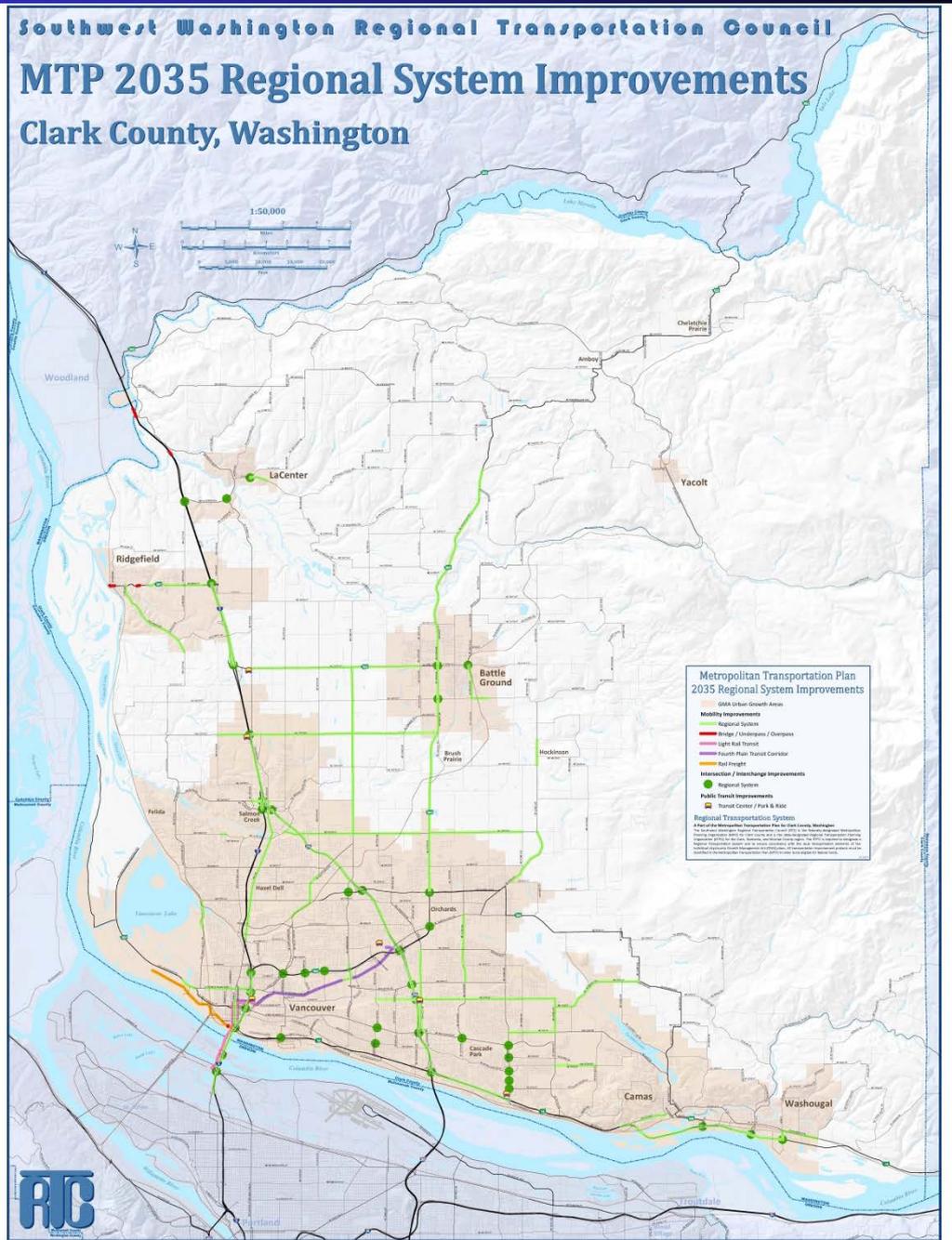
# Transportation Projects, 1995-2004



# Transportation Projects, 2005-2010



# MTP: Regional System Improvement Projects 2011-2035 (MTP Chapter 5)



# Metropolitan Transportation Plan Capital Facilities Review: Next Steps

- ◆ **Sept:** Consideration of highest need transportation capacity needs; comparisons between Existing 2035 MTP and 2035 slower-growth scenario
  
- ◆ **Nov:** Scoping for 2014 MTP update process:
  - Policy direction (mobility, reliability)
  - Demographic forecast
  - Transportation needs identified, solutions proposed, projects assumed, fiscal constraint
  - MAP-21 performance measures and monitoring
  - Consistency between MTP and Local Comprehensive Growth Management Plans