



MEMORANDUM

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Dean Lookingbill, Transportation Director
DATE: November 26, 2013
SUBJECT: **Metropolitan Transportation Plan Capital Facilities Review**

AT A GLANCE – DISCUSSION

The purpose of this agenda item is to provide the RTC Board with an update on the review of the adopted Metropolitan Transportation Plan's identified capital facilities projects using a 2035 slower growth scenario than the MTP (adopted December 2011). This month the focus is on forecast volume to capacity ratios to determine the most significant transportation capacity needs in Clark County.

BACKGROUND

The goal of the Capital Facilities Review is to analyze the adopted Metropolitan Transportation Plan's identified regional transportation system projects in light of a slower growth projection. At the September RTC Board meeting, RTC staff provided analysis results by sub-area, comparing performance of the transportation system with the adopted MTP's 2035 level of growth and with the 2035 slower growth forecast. This month, the focus is on 2035 slower growth traffic volume-to-capacity ratios to determine the most critical highway capacity needs in Clark County in the 20-year timeframe. The information is to be used to inform scoping for the Regional Transportation Plan (RTP) update to begin in 2014. In preparation for the next RTP update, given recent slower growth trends, we knew we would be looking at slower growth levels and wanted to take a look at how this slower growth might affect capacity-driven projects identified in the current MTP.

2035 SLOWER GROWTH DEMOGRAPHIC FORECAST

As discussed at previous RTC Board meetings, the 2035 slower growth scenario uses a population forecast of 562,207, consistent with Washington State Office of Financial Management's (OFM's) August 2012 mid-range forecast for year 2035. A population forecast within the range of OFM's population projection must be used for growth management planning purposes in Washington State. Slower growth household and employment forecasts pivot off the population forecast. The slower growth scenario has 12.4% less population, 15.7% less households and 18.9% less employment than the forecast used in the current Metropolitan Transportation Plan (adopted December 2011).

RTC is coordinating with Clark County to ensure consistency of 2035 demographic forecasts to be used by the County in its 2016 Comprehensive Growth Management Plan update and by RTC in the Regional Transportation Plan update to begin in 2014.

MTP CAPACITY PROJECTS: 2035 SLOWER GROWTH VOLUME-TO-CAPACITY RATIO ANALYSIS

Highway Network

The attached table presents the 2035 slower growth volume to capacity ratio analysis. Included in the table are capacity expansion projects included in the adopted Metropolitan Transportation Plan (Dec. 2011) that still show a V/C ratio of .9 and above even with the 2035 slower growth. Volume to capacity ratio results are provided for both 2035 slower growth assigned to the committed, 6-year Transportation Improvement Program, transportation system and 2035 slower growth assigned to the full MTP transportation system. Slower growth would likely mean lower transportation revenues available than what was forecast in the current MTP so it is somewhat optimistic to assume all MTP projects could be constructed in the 20-year timeframe. Listed projects are not in priority order but are categorized by (1) interstate and state route projects and (2) local jurisdictions' projects. Not included in the attached table are safety projects, including two significant WSDOT projects to provide grade-separation on SR-500 at 42nd and 54th Avenues and on SR-14 from 2nd to 32nd Street in Washougal, intersection projects and projects to upgrade streets to urban standards

Transit Transportation System

MTP capacity projects not only include highway projects but also include transit and freight projects as part of the transportation system investment. Consistent with *C-TRAN 2030*, C-TRAN's 20-year transit development plan, the MTP forecasts a 35% increase in transit system service hours (from 300,000 hours to 408,000 hours) to support Clark County's growing population. The MTP includes these key transit capital projects:

C-TRAN Capital Projects Included in Metropolitan Transportation Plan (Dec. 2011)			
Facility	Location	Project Description	Project Cost Estimate (Dec. 2011)
Bus Stop Replacement	System Wide	Replace and upgrade signage	\$771,000
Transit Enhancements	System Wide	Improvements/amenities at bus stops, super stops, and transit centers - new and existing	\$42,440,000
Administration, Operations, and Maintenance Facility	65th Street & 18th Street	Expansion/redevelopment	\$22,725,000
Fisher's Landing Transit Center Expansion	164th Avenue & SR 14	Expansion of park & ride facility on property already owned by C-TRAN	\$7,500,000
Bus Rapid Transit Improvements	Fourth Plain	Develop and construct BRT project	\$78,000,000
18th Street Park & Ride	18th St. & I-205	Relocation of Evergreen Park & Ride	\$14,600,000
219th Street Park & Ride	I-5 & SR-502	Park & Ride facility at new interchange	\$16,200,000

Freight Transportation System

A freight project significant for the region’s transportation system and included in the MTP is the West Vancouver Freight Access project:

Freight Rail Project Included in Metropolitan Transportation Plan (Dec. 2011)			
Facility	Location	Project Description	Project Cost Estimate (Dec. 2011)
West Vancouver Freight Access	West Vancouver and Port of Vancouver	Construct new freight rail entrance to the Port from the BNSF Railway mainline, a grade separated entrance to T-5 and improves internal rail storage to accommodate unit trains	\$150,000,000

2014 REGIONAL TRANSPORTATION PLAN UPDATE

RTC’s 2014 Work Plan includes update of the 2035 long-range, Regional Transportation Plan for Clark County as one of the Work Plan's principal activities. The RTP must include all surface modes of transportation and the federal transportation act, MAP-21, now requires the transition to “performance-managed” transportation system investments. The RTP Update will reflect MAP-21 requirements and will maintain consistency with the Clark County Comprehensive Growth Management Plan, and reflect changing regional transportation system needs that result from the following: a slower 2035 growth forecast, changing demographic and income levels, a shifting Clark County economy, more limited transportation revenues, and new emerging transportation policy trends.

The slower growth scenario analysis will allow us to begin to re-address transportation system policy which will need to be reviewed as part of the MTP update with consideration of a shift from past emphasis on mobility and capacity expansion to an emphasis on reliability, accessibility, modal choices, and priorities. In addition, the transportation system analysis carried out as part of the 2035 slower growth begins the process to consider “performance-managed” transportation system needs analysis and investment decision-making.

NEXT STEPS

Next steps will include use of the 2035 slower growth transportation data to inform the Regional Transportation Plan update in 2014. RTC staff will be working in coordination with Clark County staff as the Comprehensive Growth Management Plan update is in process to ensure consistency between Plans and will coordinate with other local jurisdictions as Capital Facilities Plan updates are made.

Attachment: Table: 2035 Slower Growth Volume-to-Capacity

**2035 SLOWER GROWTH HIGHWAY SEGMENT and INTERCHANGE CAPACITY NEEDS:
VOLUME-TO-CAPACITY ANALYSIS (PM Peak Hour)
(projects listed are part of the MTP's Designated Regional Transportation System)
Projects are listed by corridor and are not in priority order**

Facility	Cross Streets	Project Description	Project Cost Estimate	V/C Ratios for Scenarios	
				2035 Slower Growth Committed	Slower Growth 2035 MTP
Key to v/c ratio cells: Yellow = .9 to 1.0, Orange = > 1 and < 1.2, Red = 1.2 and above					
INTERSTATES and STATE ROUTES					
I-5	219th St. to SR-501	NB auxiliary lane along I-5	\$8,600,000	0.97	0.87
I-5	179th Street to SR-502	Auxiliary lane in each direction	\$22,000,000	0.99	0.90
I-5	179th Street Interchange	Reconstruct Interchange	\$40,000,000	0.92	0.66
I-5	SR 500	Build Direction Connection	\$120,000,000	1.29	1.00
I-5	Columbia River Crossing (CRC). SR-500 in Vancouver, Washington to Columbia Boulevard in Portland, Oregon	Replacement I-5 river crossing and reconstructed interchanges, Light Rail Transit with terminus in Clark College vicinity.	\$3.2 to \$3.6 Billion	1.20	0.71
I-205	Padden Parkway to 134th Street	3 lanes each direction	\$90,000,000	0.99	0.81
I-205	SR-500 to Padden Parkway	3 general purpose and 1 auxiliary lanes each direction	\$58,000,000	1.03	0.94
I-205	SR-500	WB SR-500 to SB I-205 Flyover	\$33,000,000	0.98	0.85
I-205	18th St to SR 500	Construct 28th St. Ramps and Connector Roads	\$100,000,000	0.99	0.91
I-205	I-205/SR14 Interchange to Mill Plain	Rebuild Interchange and Construct Braided Ramps	\$140,000,000	1.01	0.85
SR-14	West Camas Slough Bridge	Rebuild and widen bridge	\$28,000,000	1.02	0.53
SR-14	I-205 to 164th Avenue	3 lanes ea. direction	\$35,000,000	1.07	0.78
SR 500	Fourth Plain	Construct SR 500 Flyover	\$50,000,000	1.00	0.86
SR-503	SR-502 to Gabriel Road	Add Lanes, 2 lanes each direction	\$34,000,000	1.12	0.77
SR-503	at Padden Parkway	Add Interchange	\$32,000,000	1.00	0.91
SR-503	Padden to SR-502	Add Lanes, 3 lanes each direction	\$132,000,000	0.92	0.92
LOCAL JURISDICTIONS					
32nd Street, Washougal	Evergreen Way to 34th Street	Widen to 3 lanes, plus bike lanes and sidewalk	\$5,476,000	0.92	0.85
Andresen	Padden Parkway	Add Interchange	\$52,000,000	0.93	0.81
Fourth Plain	I-5 to Railroad Bridge	Corridor improvements with targeted widening for capacity	\$15,000,000	0.94	0.75
Lieser Road/ NE 87th Avenue	Lieser to E 5th St	Intersection improvement	\$7,500,000	0.92	1.03
NE 112th Avenue	Mill Plain to 49th Street	2 lanes ea. direction, w/turn lane	\$7,000,000	1.11	0.94
NE 119th Street	87th Avenue to 110th Avenue	2 lanes ea. direction, w/turn lane	\$28,000,000	1.02	0.38
NE 137th Avenue	49th Street to Vancouver City Limits	2 lanes ea. direction, w/turn lane	\$8,000,000	1.02	0.58
NE 18th Street	Goodwin to 192nd Av	2 lanes each direction w/ turn lane, bike and pedestrian	\$9,340,000	1.37	0.89
NE 18th Street	87th Avenue to 97th Avenue	Extend existing street 1 lane ea. direction, w/turn lane	\$9,000,000	1.00	0.73
NE 18th Street	97th Avenue to NE 138th Avenue	2 lanes ea. direction, w/turn lane	\$21,000,000	1.43	0.99
NE 18th Street	138th Avenue to 162nd Avenue	2 lanes ea. direction, w/turn lane	\$15,000,000	1.03	0.93

Facility	Cross Streets	Project Description	Project Cost Estimate	2035 Slower Growth Committed	Slower Growth 2035 MTP
NE 18th Street	162nd Avenue to 192nd Avenue	2 lanes ea. direction, w/turn lane	\$12,000,000	0.91	0.78
NE 192nd Avenue	SE 1st Street to NE 18th Street	2 lanes ea. direction, w/turn pockets	\$7,000,000	1.41	0.68
NE 28th Street	142nd Avenue to 162nd Avenue	1 lane ea. direction, w/turn lane	\$6,000,000	1.06	0.77
NE 72nd Avenue	NE 133rd to NE 219th St	2 lanes ea. direction, w/turn lane	\$55,159,000	1.23	0.85
NE Goodwin Rd	18th St to 232nd Av	2 lanes each direction w/ turn lane, bike and pedestrian	\$20,530,000	1.17	0.75
NE Ward Rd.	NE 88th Street to NE 172nd Ave	2 lanes ea. direction	\$5,000,000	1.60	0.91
SE 1st Street, Vancouver	164th Avenue to 192nd Ave.	2 lanes ea. direction, w/turn lane	\$20,000,000	1.18	0.50