



**MEMORANDUM**

**TO:** Southwest Washington Regional Transportation Council Board of Directors  
**FROM:** Matt Ransom, Executive Director  
**DATE:** May 30, 2017   
**SUBJECT:** **2016 Congestion Management Process – Summary Report**

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**BACKGROUND**

The Congestion Management Process (CMP) is a federal planning requirement. All metropolitan planning organizations with a population over 200,000 must have a process for developing performance measures, system monitoring, and identifying strategies. As part of our regional congestion management process, RTC staff prepares an annual monitoring report that uses multiple measures. Multiple measures are used because the use of one measure can never fully capture the complexity of the transportation system.

At the May RTC Board meeting, staff highlighted some of the initial data. In June, staff will provide an overview of the draft 2016 CMP Summary Report. RTC staff will then return in August with the final report and to seek endorsement of its findings. The purpose of this memorandum is to report on the progress of the 2016 Congestion Management Process.

**2016 CMP SUMMARY REPORT**

The Congestion Management Process Monitoring Report includes transportation system performance measures that address volume, capacity, speed, occupancy, safety, and other multimodal performance measures. When tracked over time, performance measures provide quantitative information to decision makers. When viewed collectively, these performance measures provide a more comprehensive view of the needs of the transportation system.

The attached 2016 Congestion Management Summary Report includes key data and findings from the monitoring report in such a way that the reader can quickly understand the full 2016 Congestion Management Process Monitoring Report.

**CORRIDOR DEFICIENCIES AND NEEDS**

The corridor analysis shows that the region needs to continue to focus on operational improvements, and select capacity improvements, and address strong demand for bi-state travel. The following table identifies corridors that have deficiencies associated with capacity or speed. These corridors should be the focus of local governments for implementation of strategic transportation improvements:

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<b>Corridor</b>	<b>Capacity</b>	<b>Speed</b>	<b>Need</b>
<b>Highway 99</b>		X	Select road improvements, transit, and TSMO
<b>Hazel Dell Av.</b>		X	TSMO
<b>I-5 South</b>	X	X	I-5 Bridge Replacement, Interchanges, Transit, TSMO
<b>Main Street</b>	X	X	I-5 Bridge Replacement, Transit, and TSMO
<b>I-205 South</b>	X	X	Interchanges, lanes, Transit, and TSMO
<b>112<sup>th</sup> Avenue</b>		X	Urban Upgrade and TSMO
<b>Andresen South</b>		X	TSMO
<b>SR-503 South</b>	X	X	Intersections, Access Management, and TSMO
<b>137<sup>th</sup> Avenue</b>		X	Urban Upgrade and TSMO
<b>164<sup>th</sup> Av. South</b>		X	TSMO
<b>SR-14 Central</b>	X	X	Additional Auxiliary Lanes and TSMO
<b>Fourth Plain-Port</b>		X	New 32nd Avenue corridor and TSMO
<b>Mill Plain East</b>		X	TSMO
<b>SR-500 West</b>		X	Grade Separation at 42 <sup>nd</sup> and 54 <sup>th</sup> Avenues and TSMO
<b>Fourth Plain Central</b>		X	Transit and TSMO
<b>Fourth Plain East</b>	X	X	Fourth Plain/SR-500 Intersection, Urban Upgrade, TSMO
<b>Padden Parkway</b>		X	Intersection Improvements and TSMO
<b>Burton Road</b>		X	Urban Upgrade and TSMO
<b>18<sup>th</sup> Street</b>	X		Add Travel Lanes

Attachment