



MEMORANDUM

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director 
DATE: January 30, 2018
SUBJECT: **Regional Transportation Plan – 2018 Update, Existing Conditions**

AT A GLANCE – INFORMATION

This agenda item will provide the Board with information regarding the region’s transportation system, particularly focused on the movement of people. Information will include an inventory of the various components of the transportation system along with data about their current use and performance. The background will serve the RTC Board as we begin to establish a regional policy framework to guide the transportation system development and set goals and outcomes for the 2018 RTP Update.

BACKGROUND

The long-range Regional Transportation Plan is a part of the required federal and state transportation planning process and represents the collective strategy for developing a regional transportation system to provide mobility, accessibility, and reliability for person trips and freight. The RTP includes all transportation modes and presents the framework plan to guide the longer-term development of the regional transportation system.

At the October 2017 RTC Board meeting, the board reviewed the region’s population and employment growth history as well as recent demographic trends that will continue to play out as we move forward. Additionally, we discussed the 2040 forecast of population and employment growth in the broader context of entire Portland-Vancouver metropolitan area and relative to what exists on the ground today. Having developed a good understanding of the region’s people, it is now time to look at the transportation system people in Clark County depend upon to go to work, shop, and play.

THE REGIONAL TRANSPORTATION SYSTEM

The efficient, safe movement of people and goods contributes to the quality of life for residents of this region and supports the economic activity that is vital for the region to thrive. The movement of people and goods in our region is made possible by a vast multimodal system of interconnected transportation networks comprised of the federal interstate system, state highways, local roadways, public bus routes, paratransit service, vanpools, intercity/interstate bus and rail service, bike lanes, sidewalks, multi-use paths, freight rail, airports, and marine freight facilities.

The RTP focuses on the designated regional transportation system. RTC has defined this regional system (see figure 1) in accordance with the state's Regional Transportation Planning Program Planning Standards and includes:

- All state transportation facilities and services
- All local freeways, expressways, and principle arterials (the definition of principle arterials can be the same as used for federal functional classification or be regionally determined)
- All high-capacity transit systems
- All transportation facilities and services, including airports, transit services and facilities, roadways, rail facilities, marine transportation facilities and etc., that an RTPO sees necessary to complete the regional plan
- Any transportation facility or service that regional need or impact placed in the plan, as determined by the RTPO

The designated regional transportation system includes all transportation facilities and service that are essential to the movement of people and goods within and through Clark County.

The attached draft existing conditions report focuses on the movement of people. Residents of Clark County travel for many reasons, including: work, school, shopping, medical appointments, recreation, picking up/dropping off a child, dinning, civic and religious activities, errands and etc. Work, education, purchasing goods and services, and recreation all contribute to our region's quality of life and are an integral part of our regional economy. The report reviews the following:

- Clark County's Roadway system
 - Inventory, definition, and classification
 - Use, volumes, and performance
- Clark County's Public Transit system
 - Inventory and Definition
 - Use and ridership
- Travel for Work

At the February board meeting there will be a brief presentation of the highlights from the report as well as an opportunity for discussion.

NEXT STEPS

RTC staff will be combining the Demographic Profile, the Existing Conditions – Moving People report with an upcoming report on freight movement into a single comprehensive Existing Conditions chapter for the 2018 RTP.