



STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director
DATE: June 28, 2016 
SUBJECT: **2015 Congestion Management Process - Monitoring Report,
Resolution 07-16-15**

AT A GLANCE - ACTION

The RTC Board is being requested to endorse the Congestion Management Process 2015 Monitoring Report and its findings. The congestion management process is a federal planning requirement. The 2015 Monitoring Report meets the federal requirements by collecting and analyzing transportation system data, by providing information on regional transportation system performance measures, and by identifying potential strategies to help the region manage congestion.

INTRODUCTION

The Congestion Management Process (CMP) is a federal planning requirement for all metropolitan transportation planning organizations with a population of over 200,000. The CMP serves as the foundation for monitoring the regional transportation system.

The monitoring element of the congestion management process is designed as an informational tool to be used within the MPO transportation decision-making process. Overall, the Monitoring Report provides a summary assessment of the regional transportation system's operating conditions and deficiencies. Transportation projects which mitigate deficiencies are identified and implemented by local agencies and compete for federal funding through the regional project selection process.

The purpose of this memorandum is to present the Congestion Management Process: 2015 Monitoring Report. The RTC Board was provided information on preliminary data at the May Board meeting. In June, staff reviewed the draft 2015 CMP Summary Report. At the July meeting, RTC staff will provide an overview of the full report, including key findings and regional strategies.

2015 MONITORING REPORT

The 2015 Monitoring Report follows a similar format as previous years, with the addition of a new Chapter 4 (Bi-State). In Chapter 1 the Congestion Management Process is introduced and its general process, network, and performance measures are described. Chapter 2 provides an analysis of the system performance measures on the CMP network. Chapter 3 identifies potential transportation strategies and monitors the effectiveness of implemented strategies. New to the 2015 Monitoring Report is Chapter 4 which provides an overview of Bi-State transportation issues.

KEY FINDINGS

With recent population and employment growth, region-wide traffic congestion has been on the rise for the past five years. This has resulted in an increase in both morning and evening peak hour delay, especially on bi-state facilities.

Overall, the Monitoring Report shows that the implementation of the Regional Transportation Plan (RTP) can address most of the corridor capacity needs over the next 20 years. This does not mean that congestion will not exist, but through the implementation of additional operational improvements and by addressing localized bottlenecks the region can manage congestion.

The lack of transportation revenues and regional consensus for the I-5 Bridge replacement along with other key corridors, is contributing to worsening traffic conditions. Lack of progress on select projects will result in delay in achieving the project benefits and add to future project costs.

KEY STRATEGIES

The information and data contained in the Congestion Management Report is used to identify appropriate congestion management strategies for the region. The following strategies have been identified through the Regional Transportation Plan (RTP):

- Transportation System Management and Operations (TSMO) and Transportation Demand Management (TDM) strategies must be part of cost-effectively managing each corridor.
- Capacity should be selectively added where other strategies have been exhausted and where consistent with locally adopted Comprehensive Plans.
- The region should continue to work towards implementation of an I-5 Bridge replacement project. In the near-term, the region should complete an assessment of strategies that could be implemented in the I-5 Corridor in the interim.

KEY NEEDS

The Congestion Management Process identifies the need for the following key solutions to address congestion within Clark County:

Identified Needs	In RTP	Funded
I-5 Interstate Bridge and interchanges	✓	
I-5/Mill Plain Interchange (2026 Construction)	✓	✓
I-5/I-205/SR-500/SR-503 Corridor Operational Improvements	✓	
I-205, SR-500 to Padden Widening	✓	
I-205/SR-14 Interchange	x	
SR-14, I-205 to 164 th Av. Widening	✓	
SR-500/42 nd & 54 th Av. Grade Separation	✓	
SR-502 Widening (Under Construction)	✓	✓
Fourth Plain, 117 th to 164 th Av. Operational Improvements	✓	
Mill Plain, I-205 to 192 nd Av. Operational Improvements	✓	
NE 18 th Street Widening, 112 th to 164 th Av	✓	(P)
(P) 18 th St, Four Season to 136 th Av (2017 Construction)		✓
NE 112 th Av., 49 th St. to SR-500 Operational Improvements	✓	
Padden Parkway Intersection Improvements	✓	(P)
(P) Padden/94 th Av. Intersection (Under Construction)		✓
Bi-State Transit Expansion/Operational Improvements	✓	
Other Select Intersection Improvements	✓	
Other Select Operational/Capacity Improvements	✓	

POLICY IMPLICATION

The federal planning requirements call for the development and implementation of a Congestion Management Process. The Board's endorsement of the CMP and its findings completes that program requirement. Further, the CMP's strategies are drawn from the region's Regional Transportation Plan (RTP) and will be implemented through the Transportation Improvement Program (TIP).

BUDGET IMPLICATION

The budget for the Congestion Management Process comes from federal Surface Transportation Program and local match funds. These funds are included in the annual adopted RTC Budget and Unified Planning Work Program.

ACTION REQUESTED

Adoption of Resolution 07-16-15 "2015 Congestion Management Process - Monitoring Report."

ADOPTED this _____ day of _____ 2016,
by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

ATTEST:

Jack Burkman
Chair of the Board

Matt Ransom
Executive Director

Attachments: Congestion Management Process 2015 Monitoring Report
2015 CMP Summary Report