

Metropolitan Transportation Plan Capital Facilities Review



At a Glance:

- ◆ *Introductory information at outset of 2013 work element to review the adopted Metropolitan Transportation Plan's capital facility projects*
- ◆ *To seek the Board's input on approach.*

MTP Capital Facilities Review:



Introduction: Concept, Purpose, Scope

- ◆ Review MTP's 20-year list of capital projects
- ◆ Use a more conservative growth forecast than current MTP
- ◆ Analyze which MTP projects are most critical in 20-year timeframe
- ◆ Preparation for scoping next MTP update; due late 2015

Background: Adopted Metropolitan Transportation Plan (MTP) December 2011

- ◆ Long-range regional transportation plan
- ◆ Federal requirement; update every 4 years
- ◆ Multi-modal
- ◆ Person trips and freight movement
- ◆ Fiscal constraint
- ◆ Consistency with federal, state and local plans

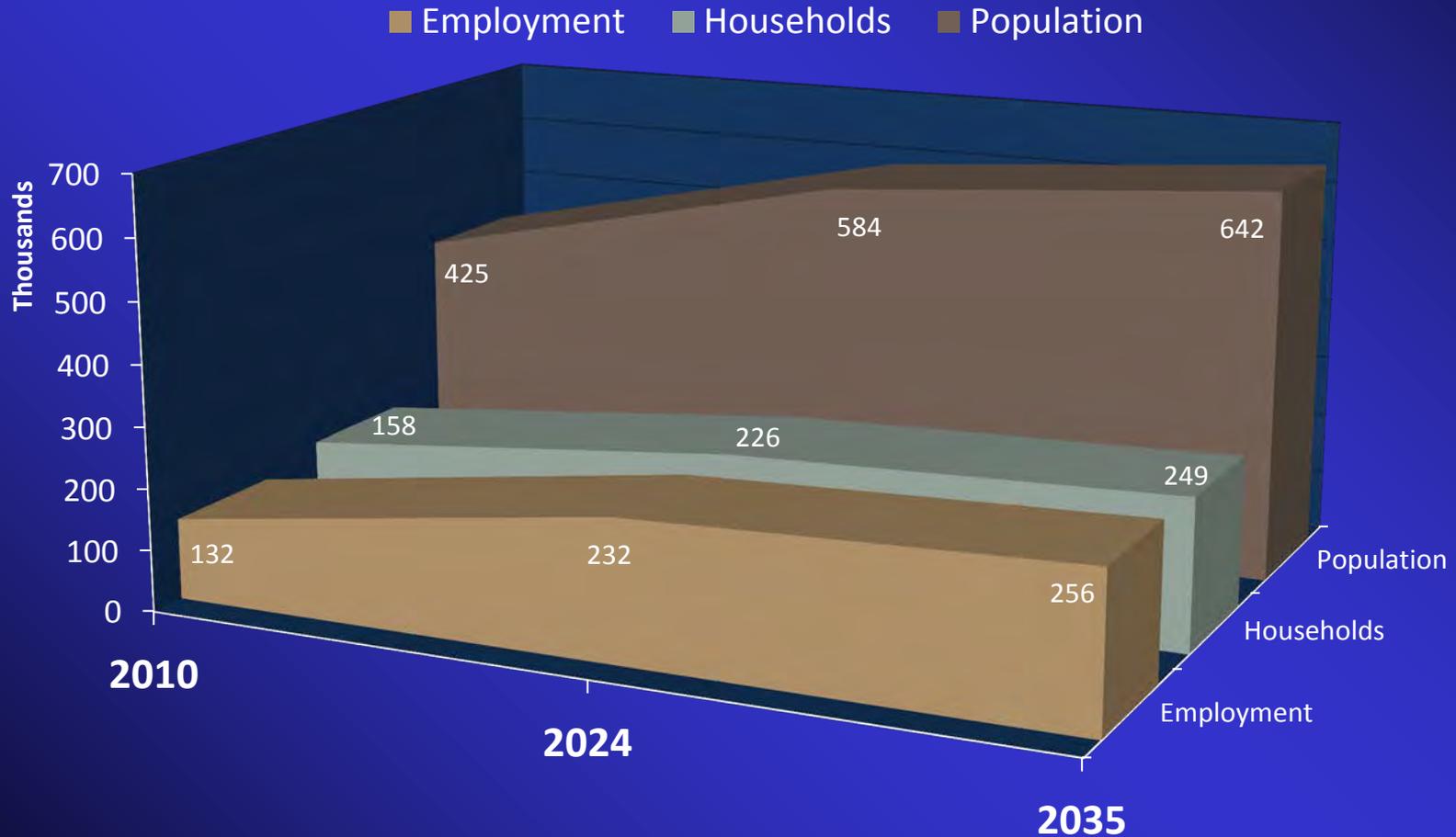
Metropolitan Transportation Plan Capital Facilities Review: Process



Relates:

- ◆ Land Use
- ◆ Growth Forecast
- ◆ Travel Demand
- ◆ Transportation Projects

Clark County Demographics



Clark County Demographics: Base Year and Comparative Forecasts



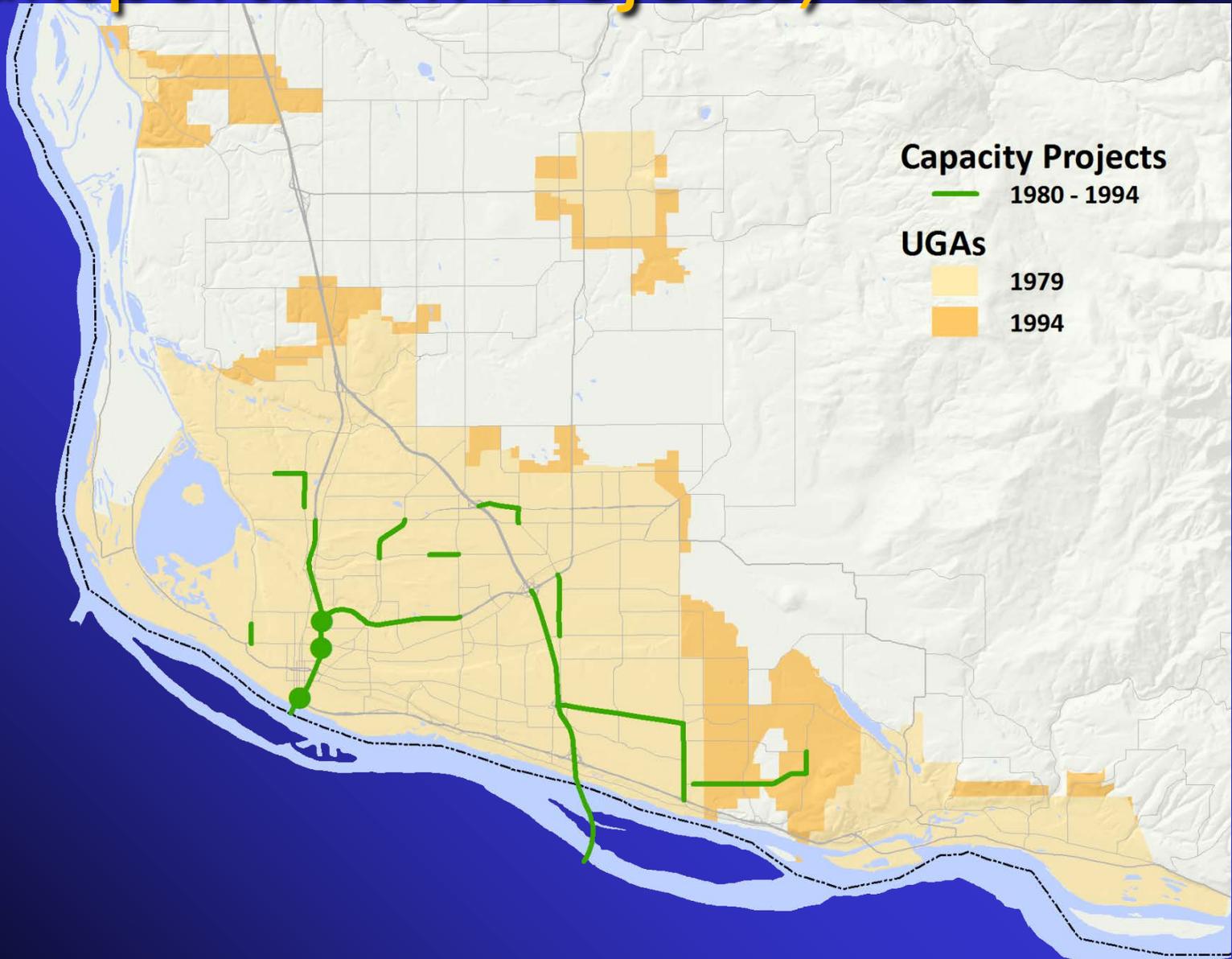
	Base Year Demographics	Clark County GMA Comp Plan (Sep. 2007)	RTC's MTP (Dec. 2011)
	2010	2024	2035
Population	425,363	584,310	641,775
Households	157,826	225,602	248,750
Employment	131,954	231,705	256,200

Clark County Demographics: Base Year and Comparative Forecast Years

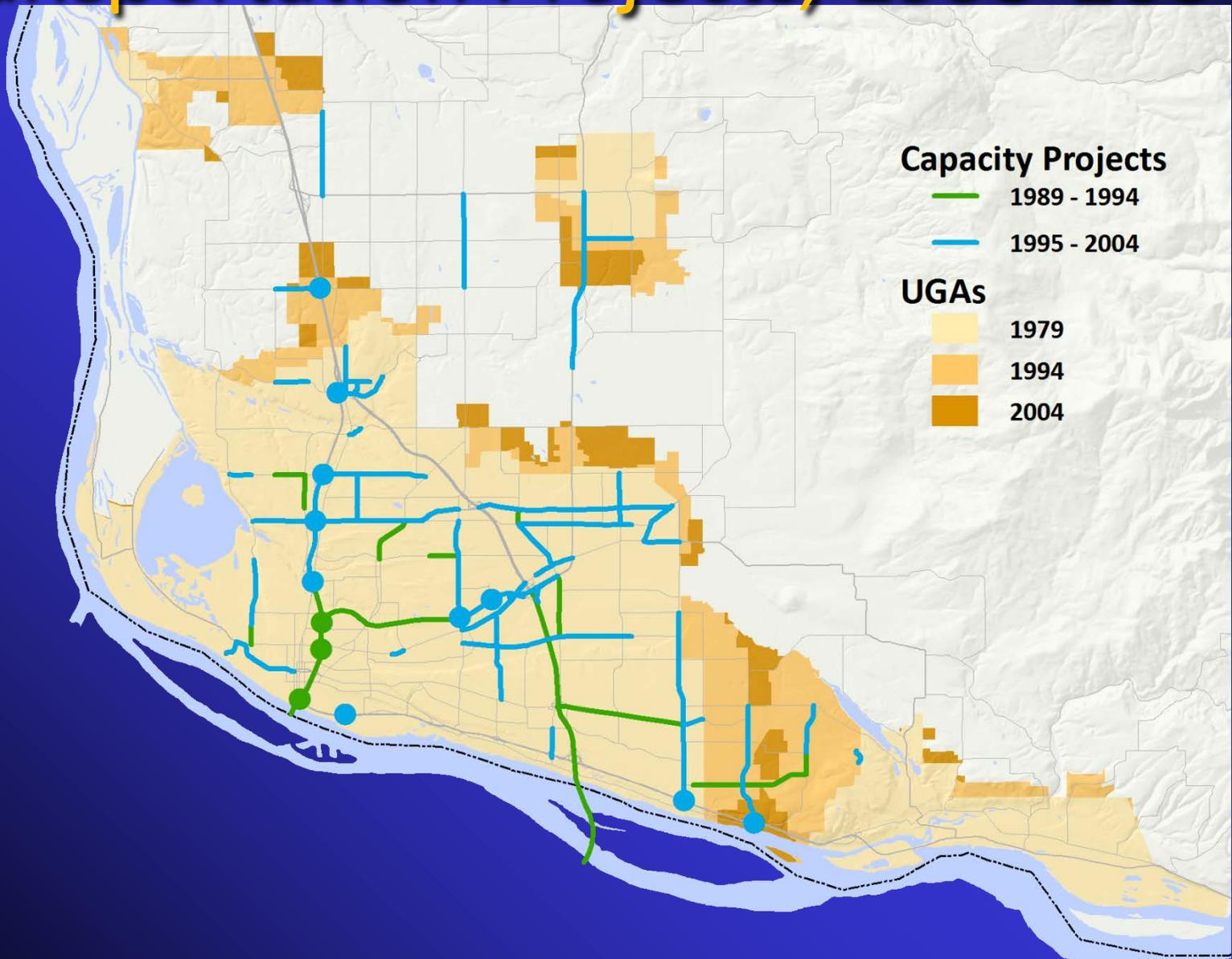


	Base Year Demographics	Clark County GMA Comp Plan (Sep. 2007)	RTC's MTP (Dec. 2011)
	2010	2024	2035
Persons per Household	2.70	2.59	2.58
Jobs per Household	0.84	1.03	1.03

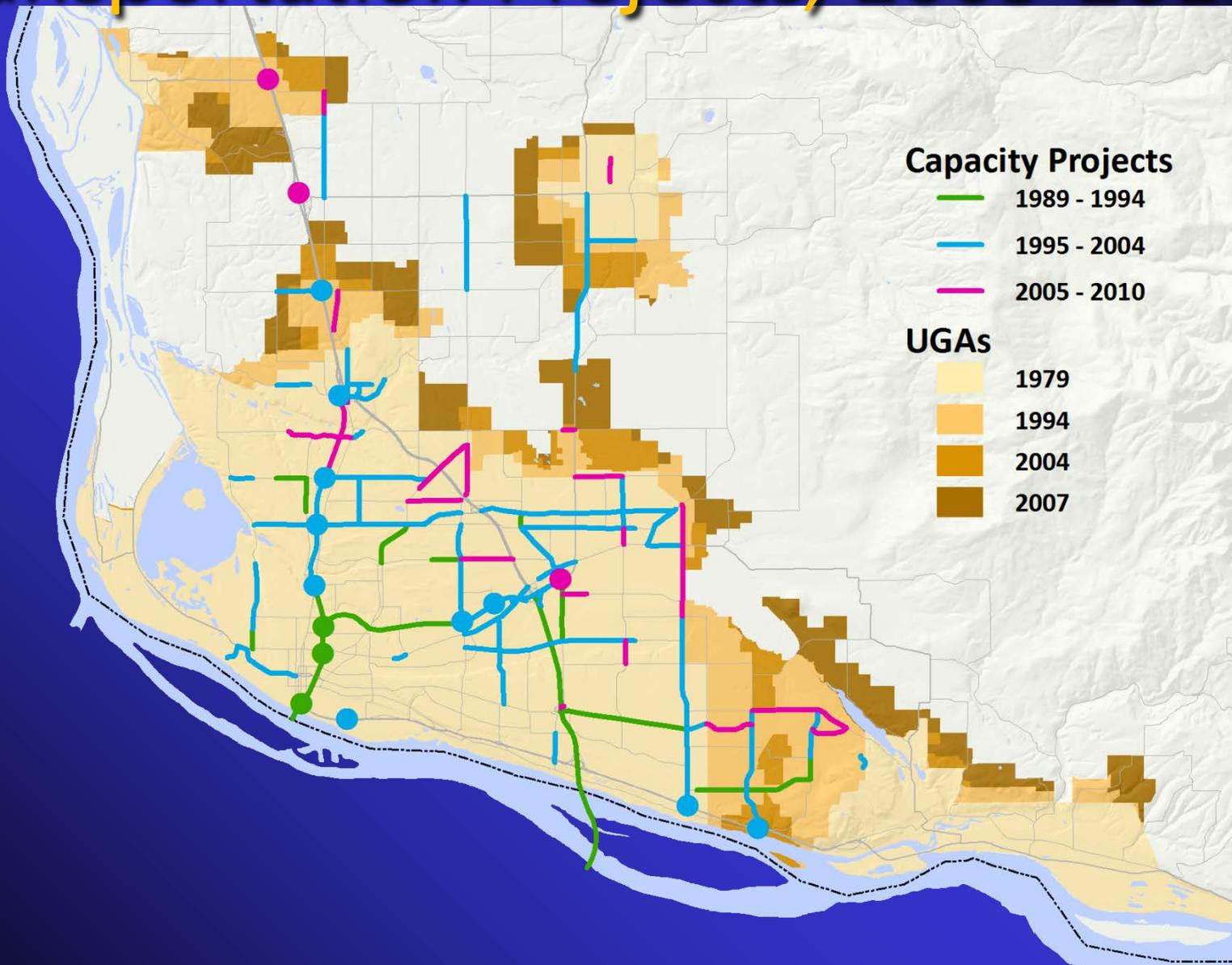
Transportation Projects, 1980-1994



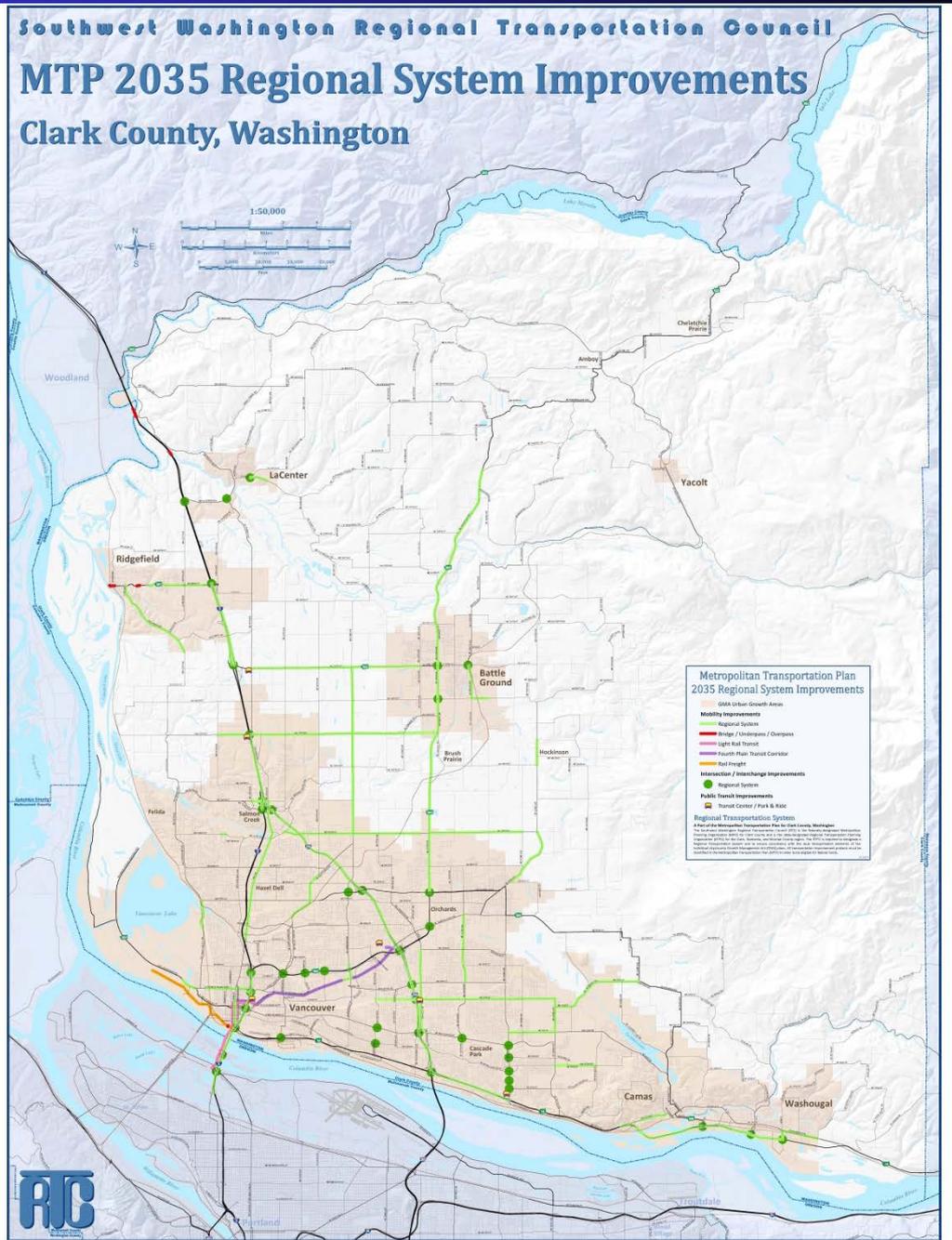
Transportation Projects, 1995-2004



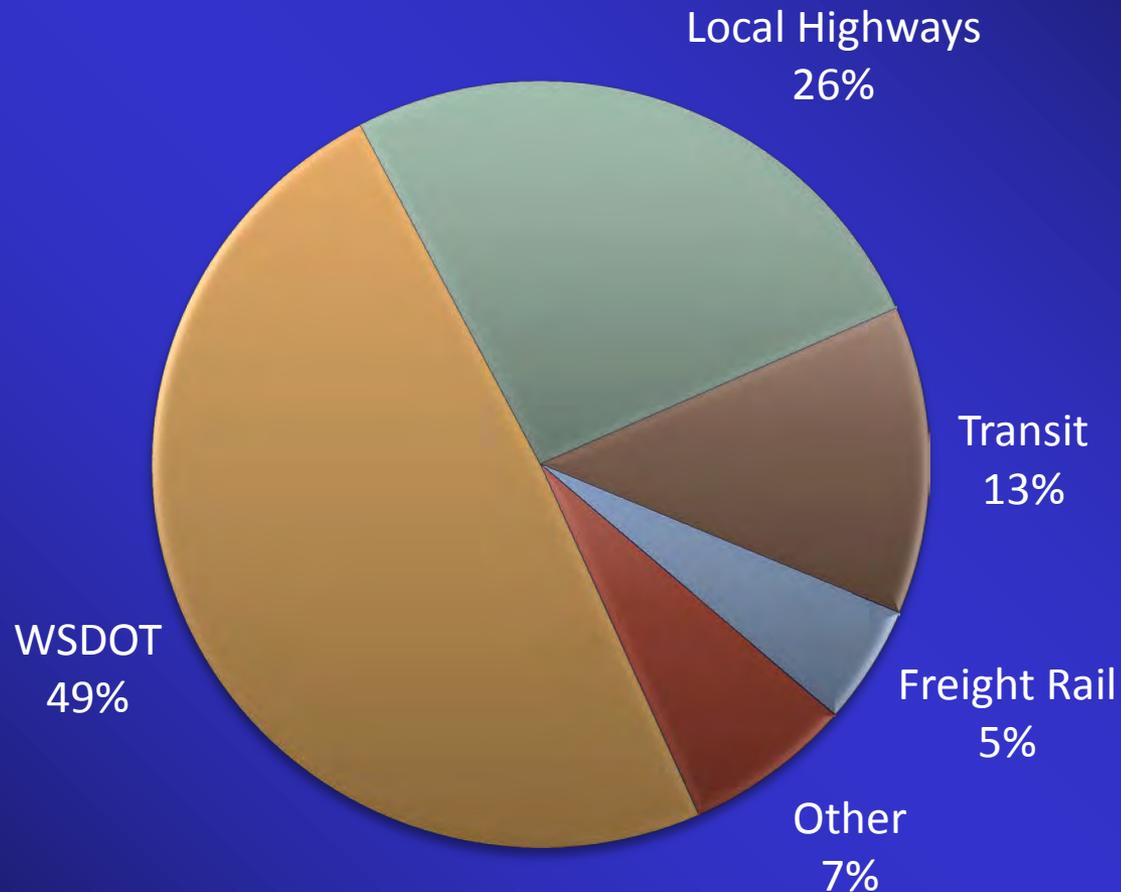
Transportation Projects, 2005-2010

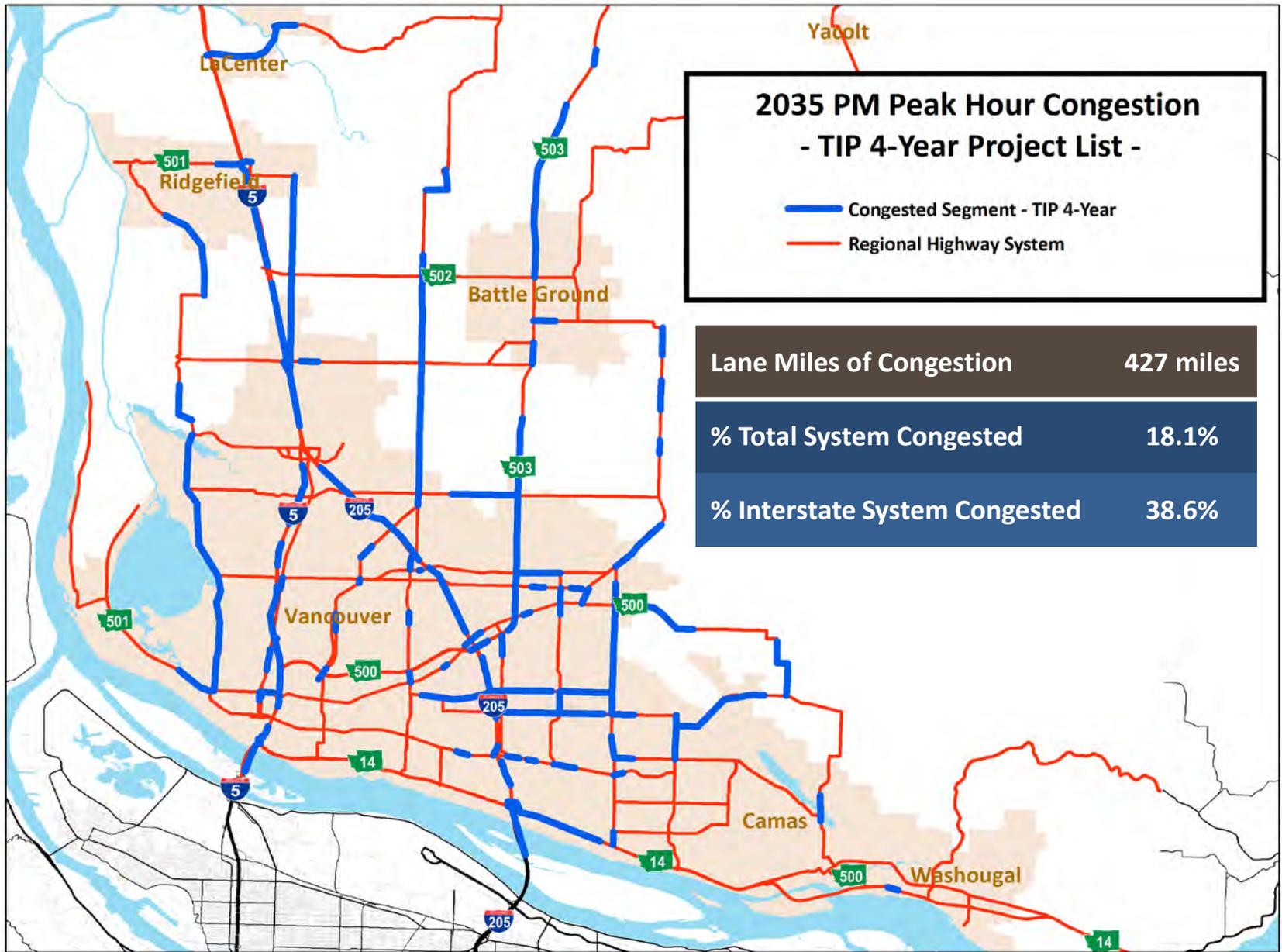


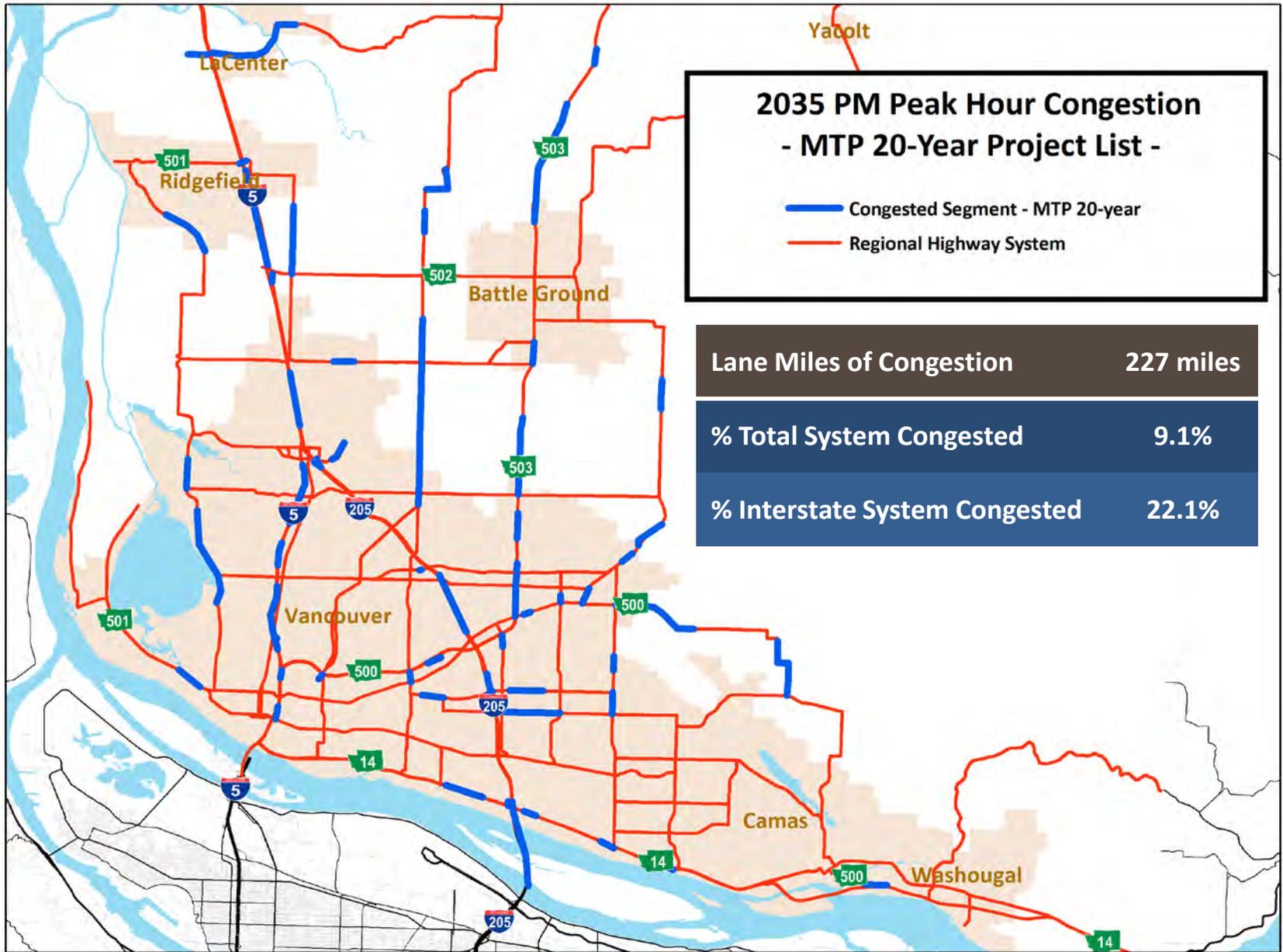
MTP: Regional System Improvement Projects 2011-2035 (MTP Chapter 5)



Identified MTP Capital Costs: \$2.8 Billion







Trends: What is Changing?

Nationally:

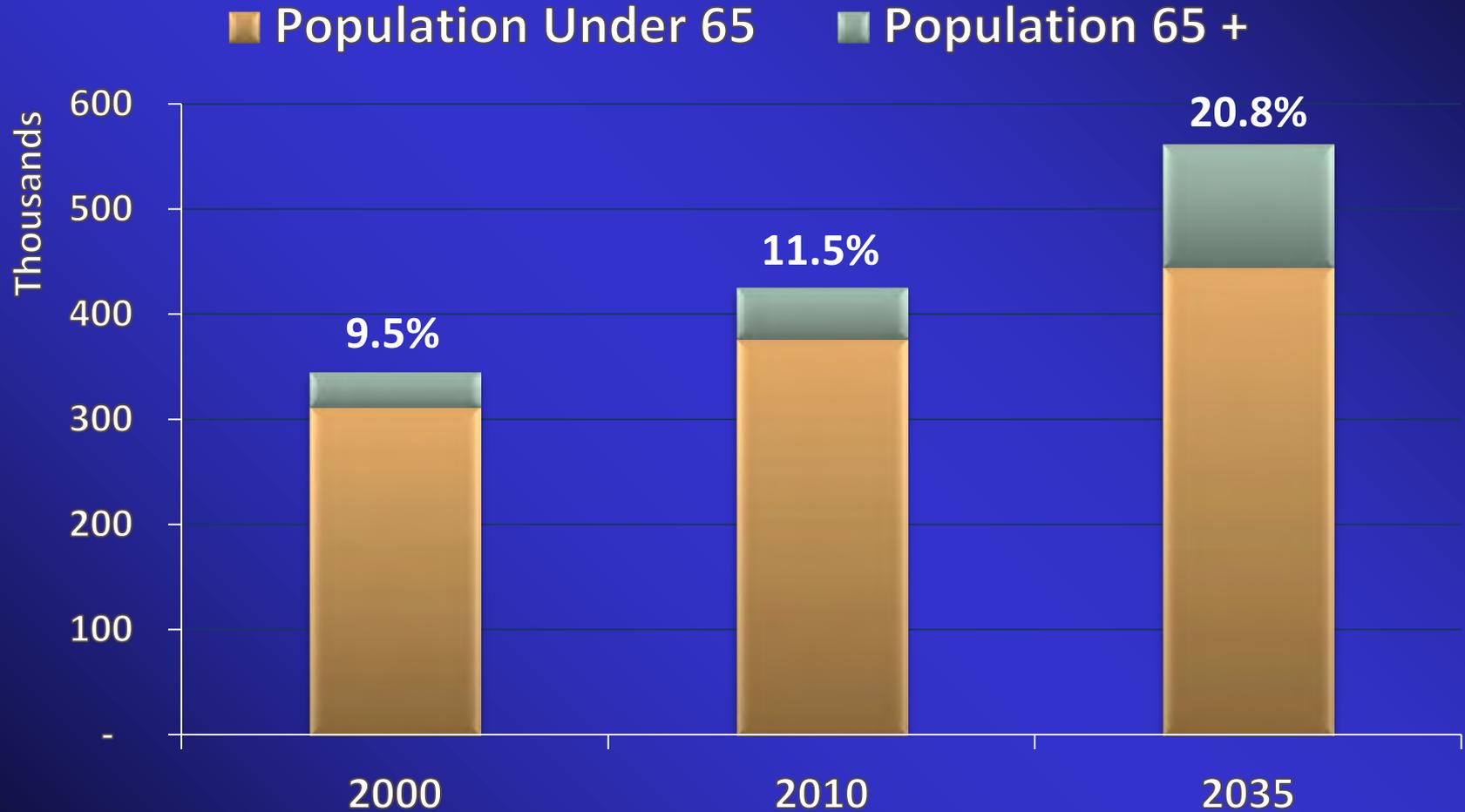
- ◆ The population is aging
- ◆ Minority populations are increasing
- ◆ Generation Y have changed aspirations and lifestyle expectations
- ◆ Incomes are flat or decreasing

Demographic Trends: What is Changing?

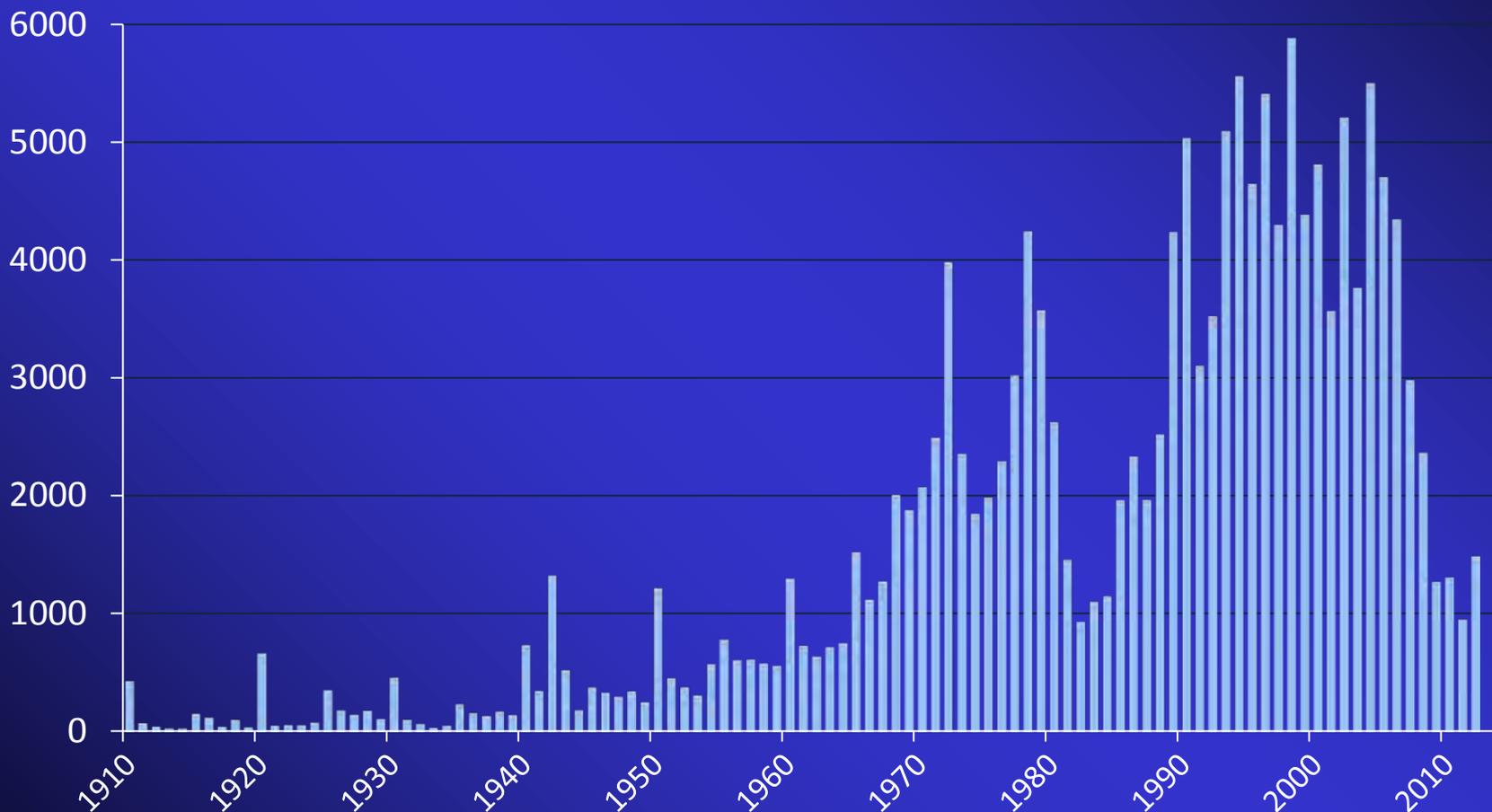
In Clark County:

- ◆ Population increasing but much slower rate than 1990s and early 2000s
- ◆ Population aged 65 and over increasing
- ◆ Minority populations increased
- ◆ Net-migration decreased
- ◆ Residential building permits/construction decreased

Clark County's Population is Aging



Residential Units - Year Built



The "New" 2035 Demographic Forecast



	Base Year Demographics	RTC's MTP (Dec. 2011)	"New 2035" OFM Medium (Aug. 2012)
	2010	2035	2035
Population	425,363	641,775	562,207
Households	157,826	248,750	209,779
Employment	131,954	256,200	207,681

The "New" 2035



Per Household Demographic Forecast

	Base Year Demographics	RTC's MTP (Dec. 2011)	"New 2035" OFM Medium (Aug. 2012)
	2010	2035	2035
Persons per Household	2.70	2.58	2.68
Jobs per Household	0.84	1.03	0.99

Timeline

- ◆ March: Study kickoff
- ◆ May: Consider MTP project list and travel demand
- ◆ July: Comparison of transportation system performance
- ◆ Sept: Conclude 20-year capital facilities review. Prepare for scoping 2015 MTP update.

Next Steps

- ◆ Work with local jurisdictions on “new 2035” demographic scenario
- ◆ Develop regional travel demand model
- ◆ Compare MTP 2035 and “new 2035” transportation system performance

**SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL BOARD OF
DIRECTORS RESOLUTION
TO PROVIDE VOTER APPROVAL FOR FUNDING**

WHEREAS, the Southwest Washington Regional Transportation Council (RTC) is listed by the Columbia River Crossing (CRC) Project as a sponsoring agency; and

WHEREAS, the RTC Board of Directors recognizes that Light Rail is an integral part of the CRC project as proposed; and

WHEREAS, the CRC project as proposed requires a lawful means of funding the Operation and Maintenance (O&M) of the Light Rail component of the project; and

WHEREAS, RCW 81.104 provides a lawful means of providing for the CRC project Light Rail O&M funding; and

WHEREAS, RCW 81.104 states that any form of funding Light Rail O&M requires a vote of the people to authorize that funding; and

WHEREAS, in compliance with RCW 81.104, a means of funding Light Rail O&M was placed on the November 6, 2012 General Election ballot as C-Tran Proposition One; and

WHEREAS, that C-Tran Proposition One ballot measure asked the voters to authorize a 0.1% sales tax increase to provide funding for the CRC project Light Rail O&M and for a new Fourth Plain Bus Rapid Transit project; and

WHEREAS, the majority of the voters in that election defeated that ballot measure and rejected the proposed funding for Light Rail O&M and funding for the proposed Bus Rapid Transit project; and

WHEREAS, no alternate means have been authorized to lawfully fund the proposed CRC project Light Rail O&M or for the proposed Bus Rapid Transit project,

WHEREAS, the meaning of the failed Proposition One vote has been challenged by some who say that it did not indicate that the community did not support these projects; and

WHEREAS, this body supports and welcomes the opportunity for the community to better communicate their support or rejection of support these projects; and

NOW THEREFORE, BE IT RESOLVED that this Board of the RTC supports the opportunity for the voters of this community to more clearly indicate their support or rejection of these projects in a future election.

Submitted by:
Commissioner David Madore
3-5-2013