

MTP APPENDIX A

TRANSPORTATION CAPACITY IMPROVEMENTS ASSUMED IN MTP NETWORK

Assignment of forecast future year trips onto the *MTP* transportation network in the regional travel forecasting model process shows where there are likely to be deficiencies in the transportation system over the longer term. Locations where future traffic volumes exceed MTP system capacity require analysis and identification of remedial projects or strategies to help solve these forecast deficiencies. Along with technical analysis, the projects can only be identified in the MTP if they also meet the test of “fiscal constrain”; there must be a reasonable expectation that revenues will be available to complete the identified project or strategy.

Between now and 2030 Clark County jurisdictions have planned for transportation solutions in locations with existing or forecast future capacity problems. The MTP transportation system is the existing transportation network with improvements made on those links where projects are programmed in the Transportation Improvement Program. In addition, improvement projects are included where regional need has been identified in the MTP development process and for which there is strong regional commitment. Projects included in the MTP transportation system may eventually be programmed using funding from federal, state, Transportation Improvement Account (TIA), local sources and/or private sources.

The list (overleaf) is of the major transportation improvements¹ which have been incorporated into the *MTP* transportation network for Clark County. These listed projects are identified in the Metropolitan Transportation Plan needs analysis. Projects programmed for funding in the *Metropolitan Transportation Improvement Program (MTIP) for Clark County* should be identified in the MTP.

¹ Additional highway lanes, additional or re-constructed interchanges, construction of new highway segments, expanded transit service.

**Table A-1: Metropolitan Transportation Plan (MTP) Update (2007), Amended 2008
Projects Assumed to be Complete by 2030**

2030 MTP: LIST OF MTP AND LOCAL PROJECTS (110/27/07)					
(projects listed are included in the Regional Travel Forecast Model)					
This list includes both MTP Designated Regional Transportation System projects and local projects. <i>Projects in Italics are local transportation system and are not part of the MTP Designated Regional Transportation System</i>					
Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
I-5	Columbia River Crossing (CRC), <u>SR-500 in Vancouver, Washington to Columbia Boulevard in Portland, Oregon</u>	<u>Environmental Impact Statement/Design Replacement I-5 river crossing and reconstructed interchanges. Light Rail Transit with terminus in Clark College vicinity.</u>	3 lanes each direction	<u>2017</u>	WSDOT
I-5	Salmon Creek to I-205	3 lanes each direction	2 lanes each direction	2006	WSDOT
I-5	SR-502 Interchange	New Interchange	None	2008	WSDOT
I-5	Pioneer Street (Ridgefield)/ SR-501 Interchange	Replace Interchange	Interchange	2009	WSDOT/ Ridgefield
I-5	The Salmon Creek Interchange Project (SCIP) at 134th/139th Street	Construct NE 139th St. from NE 20th Ave. to NE 10th Ave. Reconstruct interchange with ramps added at 139th St. NE 10th Ave. Improve NE 10th Ave. from 134th to 149th St. with turn lanes	Interchange	2010-2013	WSDOT/ Clark Co
I-5/I-205	Salmon Creek Interchange Phase II	Improve access to I-205 with flyover from 134th St to I-205 southbound		2013-2020	WSDOT
I-5	319th Street Interchange	Rebuild Interchange	Interchange	2011-2015	WSDOT
I-5	I-205 to 179th Street	Auxiliary lane in each direction	3 lanes each direction	2012-2013	WSDOT

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Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
I-5	179th Street to SR-502	Auxiliary lane in each direction	3 lanes each direction	2016-2025	WSDOT
I-5	179th Street Interchange	Reconstruct Interchange	Interchange	2016-2025	WSDOT
I-205	Mill Plain Exit (112th Avenue connector)	Build direct ramp to NE 112th Avenue	None	2007	WSDOT
I-205	Mill Plain to NE 18th St - Stage I	Ramps/Frontage Road between Mill Plain and 18th Streets	No interchange at 18th	2011	WSDOT
I-205	Mill Plain to NE 18th St - Stage II	Ramps/Frontage Road between Mill Plain and 18th Streets	No interchange at 18th/28th	2016	WSDOT
I-205	Mill Plain to 28th Street	Ramps/frontage road between Mill Plain and 28th Streets	Overpass/underpass	2020-2030	WSDOT
I-205	I-205/SR14 Interchange	Rebuild Interchange		2020-2030	WSDOT
I-205	SR-14 to Mill Plain	Ramp Separation	Interchanges	2016-2025	WSDOT
I-205	28th St to SR 500	North ramps	None	2016-2025	WSDOT
I-205	SR-500	WB SR-500 to SB I-205 Flyover	Interchange	2016-2025	WSDOT
I-205	Padden Parkway Interchange	Rebuild interchange	2 lanes each direction	2016-2025	WSDOT
I-205	SR-500 to Padden Parkway	3 general purpose and 1 auxiliary lanes each direction	2 lanes each direction	2016-2025	WSDOT
I-205	Padden Parkway to 134th Street	3 lanes each direction	2 lanes each direction	2016-2025	WSDOT
SR-14	I-205 to 164th Avenue	3 lanes ea. direction	2 lanes each direction	2016-2025	WSDOT
SR-14	NW 6th Av. to SR-500/Union	2 lanes ea. direction w. interchange	1 lane each direction with intersections	2012	WSDOT

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SR-14	SE Union Street to 32nd Street	Add lanes and construct interchanges (for safety and capacity)	1 lane each direction with intersections	2016-2025	WSDOT
SR-500	at I-205	Extend westbound auxiliary lane	3 lanes each direction	2009	WSDOT
SR-500	St. Johns Interchange	New Interchange	Intersection	2011	WSDOT
SR-500	42nd Avenue	Grade Separation	Intersection	2016-2025	WSDOT
SR-500	54th Avenue	Interchange with collector-distributor connecting to Andresen	Intersection	2016-2025	WSDOT
SR-500	at SR-503/ Fourth Plain	Construct turn lanes	Intersection	2011-2016	WSDOT
SR-501, Port of Ridgefield Rail Crossing, vicinity of Pioneer Street, Ridgefield	Extend Pioneer St to Port of Ridgefield Rail Overcrossing to Port of Ridgefield	Grade separated crossing of mainline railway. Feasibility study and environmental impacts review	at-grade rail crossings	2010-2013	Port of Ridgefield/ WSDOT
SR-502	NE 10th Avenue to Battle Ground	2 lanes each direction	1 lane each direction	2013	WSDOT
SR-503	at SR-502	Intersection improvement		2011-2016	WSDOT
SR-503	at Padden Parkway	Add Interchange	None	2016-2025	Clark County/ WSDOT
SR-503	Padden to SR-502	Add Lanes, 3 lanes each direction	2 lanes each direction	2025-2030	WSDOT
SR-503	SR-502 to Gabriel Road	Add Lanes, 2 lanes each direction	1 lane each direction		WSDOT
SR-503	East Fork Lewis River	Northbound and southbound climbing lane	1 lane each direction	2011	WSDOT
Vancouver Rail and 39th Street	RR at 39th Street	Vancouver Rail Bypass and W. 39th Street	At-Grade Crossing	2010	WSDOT

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Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
Fleet Expansion and Replacement	System Wide	Fleet expansion and replacement for fixed route, demand response, and vanpool, including vehicles with alternative fuel technology	Follow replacement schedule, add vehicles as needed to provide service	Ongoing	C-TRAN
Transit Enhancements	System Wide	Improvements/amenities at bus stops, super stops, and transit centers - new and existing	Continuation of existing programs	Ongoing	C-TRAN
Administration, Operations, and Maintenance Facility	65th Street & 18th Street	Expansion/redevelopment	Current facility is 20 years old and over capacity	2010-2015	C-TRAN
7th Street Passenger Service	7th Street & Washington	Redevelopment of C-TRAN property at 7th Street	Transit Center being decommissioned, only passenger service remains		C-TRAN
Central County Park & Ride	I-205 & Padden Parkway	Develop Park & Ride	C-TRAN owns property	2010-2015	C-TRAN
Evergreen Park & Ride	18th Street & 136th Avenue	Replacement or expansion of existing facility	Current park and ride lacks visibility and easy access to I-205	2014-2023	C-TRAN
219th Street Park & Ride	I-5 & SR-502	Park & Ride facility at new interchange	N/A	2020-2030	C-TRAN
Salmon Creek Park & Ride	I-5 & 134th/ 139th Streets	Relocate existing park & ride as part of interchange project	Existing park & ride needs to move for interchange improvements	2008-2010	C-TRAN
179th/ Fairgrounds Park & Ride	I-5 & NE 179th Street	Develop Park & Ride	N/A	2020-2030	C-TRAN

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Fisher's Landing Transit Center	SR-14 & 164th Avenue	Expansion of park & ride facility	Existing park & ride with land for phase 2 expansion	2014-2023	C-TRAN
Vancouver Mall Transit Center	SR-500 & Thurston Way	Upgrades/improvements to transit center	Existing facility needs improvements/overhaul	2008-2010	C-TRAN
High Capacity Transit	TBD	Alternatives Analysis for recommended corridor(s) from HCT Study (New Starts and/or Small Starts)	Congested roadways with opportunities for HCT investment	2008-2009	C-TRAN
ITS Deployment	System Wide	Deploy ITS Phase 2 and 3, including digital radio system	Phase 1 complete	Ongoing	C-TRAN
119th Street	72nd Avenue to SR-503 (117th Av.)	2 lanes ea. direction, w/turn lane	1 lane each direction	2012	Clark County
119th Street	Salmon Creek Av. to 72nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2016	Clark County
119th Street	NW 7th Av to NW 16th Av	1 lane ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County
179th Street	NE 10th to NE 29th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2010-2013	Clark County
179th Street	NE 29th Avenue to NE 72nd Av.	2 lanes ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County
179th Street	NE 72nd Avenue to Cramer Road	1 lane ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County
179th Street	Cramer Road to NE 112th Av.	1 lane ea. direction, w/turn lane	None	2013-2030	Clark County
179th Street	I-5 to NW 11th Avenue	2 lanes ea. direction, w/turn lane	I-5 to Delfel: 2 lanes each direction w/ turn lane Delfel to NW 5th: 2 lanes EB, 1 lane WB w Center Turn Lane	Completion will be by frontage improvements 2013 to 2030	Clark County

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Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
63rd Street	<i>Andresen Road to I-205 overcrossing</i>	<i>2 lanes ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	2008	Clark County
72nd Avenue	N. of 88th Street to 110th St	2 lane ea. direction, w/turn lane	1 lane each direction	2008	Clark County
Andresen	Padden Parkway	Add Interchange	Intersection	2013-2030	Clark County
<i>Bridges and Misc. Projects</i>	<i>Various locations</i>			2007-2030	Clark County
<i>Hazel Dell Av.</i>	<i>99th Street to 114th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	2013-2030	Clark County
Highway 99	NE 99th Street to NE 119th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2016	Clark County
Highway 99	122nd to 129th Street	2 lanes each direction w/ turn lane	2 lanes each direction	2013-2030	Clark County
Highway 99	South RR Bridge (Ross Street) to NE 63rd Street	2 lane ea. direction, w/turn lane (rail bridge)	2 lanes each direction	2013-2030	Clark County
<i>Intersection Improvements</i>	<i>Various locations</i>			2007-2030	Clark County
<i>NE 10th Avenue</i>	<i>149th to 164th Street</i>	<i>1 lane ea. direction, with turn lane</i>	<i>1 lane each direction</i>	2007-2012	Clark County
<i>NE 10th Avenue</i>	<i>NE 141st St .to NE 149th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	2010-2014	Clark County
<i>NE 10th Avenue</i>	<i>NE 164th St to Fairgrounds Ent.</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	2013-2030	Clark County
NE 119th Street	SR-503 to NE 172nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County
<i>NE 137th/ 142nd Av</i>	<i>NE 119th St to 173rd Circle</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	2013-2030	Clark County
<i>NE 152nd Avenue</i>	<i>Ward Road to 99th St</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	2013-2030	Clark County
<i>NE 15th Avenue</i>	<i>179th Street to NE 10th Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	2013-2030	Clark County

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<i>NE 15th/ 20th Avenues</i>	<i>NE 154th to NE 15th Avenue</i>	<i>Street upgrade</i>	<i>1 lane each direction</i>	<i>2015-2020</i>	<i>Clark County</i>
NE 182nd Avenue	NE 159th to NE 174th St	Intersection improvements	1 lane each direction	2013-2030	Clark County
<i>NE 199th Street</i>	<i>NE 10th Av. To NE 72nd Av.</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Clark County</i>
<i>NE 29th Avenue</i>	<i>NE 134th to NE 179th St</i>	<i>Complete pedestrian connections</i>	<i>Some sidewalk segments</i>	<i>2013-2030</i>	<i>Clark County</i>
<i>NE 50th Avenue</i>	<i>LaLonde to 119th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Clark County</i>
<i>NE 50th Avenue</i>	<i>NE 119th to 179th St</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Clark County</i>
NE 72nd Avenue	119th to 133rd Street	2 lanes each direction w/ turn lane	1 lane each direction	2023	Clark County
NE 72nd Avenue	NE 133rd to NE 219th St	2 lanes ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County
<i>NE 88th Street</i>	<i>Highway 99 to St. Johns Road</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2015</i>	<i>Clark County</i>
<i>NE 88th Street</i>	<i>St. Johns Road to Andresen Road</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2009-2010</i>	<i>Clark County</i>
<i>NE 88th Street</i>	<i>Hazel Dell Avenue to Highway 99</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2013-2030</i>	<i>Clark County</i>
<i>NE 94th Avenue</i>	<i>Padden Parkway to NE 119th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane/none</i>	<i>2030</i>	<i>Clark County</i>
<i>NE 99th Street</i>	<i>St. Johns Rd. to 72nd Av.</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None/1 lane</i>	<i>2030</i>	<i>Clark County</i>
<i>NE 99th Street</i>	<i>72nd to 94th Av.</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None/1 lane</i>	<i>2030</i>	<i>Clark County</i>
<i>NE 99th Street</i>	<i>94th to 117th Av.</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None/1 lane</i>	<i>2030</i>	<i>Clark County</i>
<i>NE 99th Street</i>	<i>NE 117th to 137th Av</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2009-2010</i>	<i>Clark County</i>

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<i>NE 99th Street</i>	<i>NE 137th Av to 172nd</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	2013-2030	Clark County
NE Ward Rd.	NE 88th Street to NE 172nd Ave	2 lanes ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County
NE Ward Rd.	NE 172nd Avenue to Davis Rd	2 lanes ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County
NE Ward Rd.	NE Davis Rd to NE 182nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County
<i>NW 11th Ave.</i>	<i>NW 139th Street to 146th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	2013-2030	Clark County
<i>NW/NE 199th Street</i>	<i>NW 11th Av.to NE 10th Av.</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2013-2020	Clark County
Padden Parkway	SR-503	Add Interchange	Intersection	2013-2030	WSDOT/ Clark Co
St. John's Blvd.	NE 50th Avenue to 72nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2008	Clark County
St. John's Blvd.	NE 68th St to NE 50th Av.	2 lanes ea. direction, w/turn lane	1 lane each direction	2013-2020	Clark County
Ward/ 172nd Av.	S. 99th Street to 119th St.	Realignment	Curved	2009	Clark County
Grace Avenue	Grace Av/ East Main St	Align S Grace and N Grace	Unaligned intersections	2009	Battle Ground
<i>Heisson Rd/ NE 10th St</i>	<i>NE Heisson to East City Limits</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	2016-2025	<i>Battle Ground</i>
<i>N Parkway Avenue</i>	<i>NE 5th St. to N Onsdorff Blvd</i>	<i>1 lane ea. direction, w/turn lane, median, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	2008	<i>Battle Ground</i>
<i>N Parkway Avenue</i>	<i>Onsdorff to NE 244th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	2011-2015	<i>Battle Ground</i>
<i>NE 112th Ave</i>	<i>NE 244th to NE 239th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>		2016-2025	<i>Battle Ground</i>

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<i>NE 112th Ave</i>	<i>NE 199th to NE 189th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>		2016-2025	<i>Battle Ground</i>
<i>NE 132nd Ave</i>	<i>NE 199th to NE 179th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>		2016-2025	<i>Battle Ground</i>
<i>NE 189th Street</i>	<i>NE 12th Ave to SR-503</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>		2016-2025	<i>Battle Ground</i>
NE 199th Street	SE Grace to East City Limits	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2011-2015	Battle Ground
<i>NE 199th Street</i>	<i>NE 112th Av to SR-503</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>		2011-2015	<i>Battle Ground</i>
<i>NE 1st Street</i>	<i>N Parkway to Grace</i>	<i>Widen road lanes, w pedestrian facilities</i>	<i>1 lane each direction</i>	2011-2015	<i>Battle Ground</i>
<i>NE 244th Street</i>	<i>SR-503 to Parkway</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>		2011-2015	<i>Battle Ground</i>
<i>NE 244th Street</i>	<i>N Parkway to NE 142nd Av</i>	<i>New urban collector with bike lanes and sidewalks</i>		2011-2015	<i>Battle Ground</i>
<i>NE 244th Street</i>	<i>NE 112th Av to SR-503</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>		2016-2025	<i>Battle Ground</i>
<i>NE Onsdorff Blvd</i>	<i>N Parkway to NE 142nd Av</i>	<i>New urban collector with bike lanes and sidewalks</i>		2011-2015	<i>Battle Ground</i>
<i>NW 20th Ave</i>	<i>SR-502 to Onsdorff</i>	<i>1 lane ea. direction, w bicycle and pedestrian facilities</i>		2007-2010	<i>Battle Ground</i>
<i>NW 29th Av</i>	<i>NE 239th to NW 3rd St</i>	<i>New urban collector with bike lanes and sidewalks</i>		2011-2015	<i>Battle Ground</i>
<i>NW Onsdorff Blvd</i>	<i>NE 239th St to NE 20th Av</i>	<i>New urban collector with bike lanes and sidewalks</i>		2011-2015	<i>Battle Ground</i>
<i>NW/SW 1st St</i>	<i>Frontages parallel to Main St</i>	<i>1 lane ea. Direction</i>	<i>None</i>	2007-2010	<i>Battle Ground</i>

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<i>S Parkway Avenue</i>	<i>S 10th St to NE 199th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	2007	<i>Battle Ground</i>
<i>SE 1st Street</i>	<i>S Parkway to Grace</i>	<i>Widen road lanes, w pedestrian facilities</i>	<i>1 lane each direction</i>	2010	<i>Battle Ground</i>
SE Grace Avenue	East Main St to NE 199th St	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2007-2010	Battle Ground
<i>SE Rasmussen Blvd</i>	<i>SE Grace to Commerce Ave</i>	<i>New road with sidewalks</i>	<i>None</i>	2007-2010	<i>Battle Ground</i>
<i>SE Scotton Way</i>	<i>East terminus to Grace</i>	<i>1 lane ea. direction, w bicycle and pedestrian facilities</i>	<i>None</i>	2007-2010	<i>Battle Ground</i>
<i>SR-502 and 29th Ave</i>		<i>Add south leg of intersection</i>		2011-2015	<i>Battle Ground</i>
SR-502/ 12th Avenue	Reconfigure roadway system and signal removal	1 lane ea. direction, w bicycle and pedestrian facilities	None	2009	Battle Ground
SR-503 and NE 199th St.		Improve intersection - add turn lanes		2011-2015	Battle Ground
<i>SR-503 and Scotton Way</i>		<i>Add east and west intersection legs</i>		2016-2025	<i>Battle Ground</i>
<i>SR-503 and SW Rasmussen Blvd.</i>		<i>Add east and west legs of intersection</i>	<i>No intersection</i>	2011-2015	<i>Battle Ground</i>
<i>SW 20th Ave</i>	<i>SW Rasmussen Blvd to NE 199th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>		2016-2025	<i>Battle Ground</i>
<i>SW 20th Avenue</i>	<i>SR-502 to SW Rasmussen</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	2007-2010	<i>Battle Ground</i>
<i>SW 4th St</i>	<i>S Parkway to west terminus</i>	<i>Widen road lanes, w pedestrian facilities</i>	<i>1 lane each direction</i>	2007-2010	<i>Battle Ground</i>
<i>SW 7th Av</i>	<i>Rasmussen to SW Scotton Way</i>	<i>1 lane ea. direction, w pedestrian facilities</i>	<i>None</i>	2007-2010	<i>Battle Ground</i>

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Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
SW 7th Avenue	<i>NE 199th St to SW Scotton Way</i>	<i>1 lane ea. Direction, w/turn lane, bike and pedestrian</i>	<i>None</i>	2007	<i>Battle Ground</i>
SW 7th Avenue	<i>Rasmussen to NE 199th St</i>	<i>1 lane ea. direction, w pedestrian facilities</i>	<i>None</i>	2009	<i>Battle Ground</i>
SW 7th Avenue	<i>Rasmussen to south terminus</i>	<i>1 lane ea. direction, w pedestrian facilities</i>	<i>None</i>	2007-2010	<i>Battle Ground</i>
SW Rasmussen Blvd	<i>SR-503 to SW 20th</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>None</i>	2007-2010	<i>Battle Ground</i>
SW Rasmussen Blvd	<i>SR-503 to S Parkway Av</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>None</i>	2011-2015	<i>Battle Ground</i>
38th Avenue	Bybee Road to Astor	1 lane ea. direction, w/turn lane	1 lane each direction	2010-2016	Camas
Leadbetter Drive	<i>Lake Road to Parker Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	2009	<i>Camas</i>
North Dwyer Creek Master Plan: Street "A"	<i>NW Lake Rd to Camas Meadows Dr</i>	<i>1 lane each direction</i>	<i>None</i>	2010-2016	<i>Camas</i>
North Dwyer Creek Master Plan: Street "B"	<i>#NW Friberg to NW Larkspur</i>	<i>1 lane each direction</i>	<i>None</i>	2010-2016	<i>Camas</i>
NW 16th/ Hood/18th	<i>Klickitat to Astor</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	2009	<i>Camas</i>
NW 18th Av	<i>Whitman to Brady</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	2010-2016	<i>Camas</i>
NW 18th Av/ SE Payne Rd	<i>Whitman St to NW Pac Rim Blvd.</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	2007	<i>Camas</i>
NW 38th Av	<i>Astor to Sierra</i>	<i>1 lane each direction</i>	<i>None</i>	2008	<i>Camas</i>
NW 38th Av/ SE 20th St	<i>SE Bybee Rd to 192nd</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	2010-2016	<i>Camas</i>
NW 43rd Av/ Astor St	<i>Sierra to 38th</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	2008	<i>Camas</i>
NW 6th Av	Ivy to Division	1 lane ea. direction, w/turn lane	2 lanes each direction	2010-2016	Camas

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<i>NW Astor St/ NW 11th Av</i>	<i>Forest Home Rd to McIntosh Rd</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	2008	Camas
<i>NW Brady Rd</i>	<i>16th to 25th</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	2007	Camas
<i>NW Cascade St</i>	<i>12th to 18th</i>	<i>1 lane each direction</i>	<i>None</i>	2008	Camas
<i>NW Friberg St</i>	<i>SE 1st St to Goodwin</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	2010-2016	Camas
<i>NW Larkspur St</i>	<i>Lake Rd to 60th</i>	<i>1 lane each direction</i>	<i>None</i>	2008	Camas
<i>NW McIntosh Rd</i>	<i>Brady to 11th</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	2010-2016	Camas
<i>NW Payne St</i>	<i>NW Lake Rd to Camas Meadows Dr</i>	<i>1 lane each direction</i>	<i>Private Drive</i>	2010-2016	Camas
<i>Breeze Creek</i>		<i>Creek Crossing Pedestrian/bicycle crossing</i>		2014-2030	La Center
<i>Collector roadway</i>	<i>Highland to E 4th Street</i>	<i>New eastside collector roadway</i>	<i>None</i>	2010-2016	La Center
<i>E 4th Street</i>	<i>Highland to E. City Limits</i>	<i>Urban upgrade</i>	<i>Unimproved road segment</i>	2007	La Center
<i>E 4th Street</i>		<i>Culvert/bridge replacement</i>		2010-2016	La Center
<i>East Fork Bridge</i>		<i>Second bridge crossing</i>	<i>None</i>	2014-2030	La Center.
<i>Highland Street</i>	<i>E 4th Street</i>	<i>Realignment and improved intersection</i>	<i>Offset intersection with poor sight visibility</i>	2007-2013	La Center
<i>Highland Street</i>	<i>High School to E City Limits</i>	<i>Urban upgrade</i>	<i>Unimproved road segment</i>	2010-2016	La Center
<i>La Center Road</i>	<i>at Timmen Road</i>	<i>Construct left turn lanes</i>	<i>Unimproved intersection</i>	2010-2016	La Center
<i>New Collector "A"</i>				2014-2030	La Center
<i>New Collector "B"</i>				2014-2030	La Center
<i>New Collector "C"</i>				2014-2030	La Center

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<i>Timmen Road</i>	<i>at La Center Road</i>	<i>Construct right-turn lane</i>	<i>Unimproved intersection</i>	2010-2016	<i>La Center</i>
SR-501 Deceleration Lane	SR-501 and NW 26th Street	Add deceleration lane on north side of SR-501	1 lane each direction	2009	Port of Vancouver
West Vancouver Freight Access	5 Schedules (stages) - Schedule 1 new access to BNSF mainline/spurs to LaFarge and Albina Fuel; Schedules 2 - 4 internal rail improvements; Schedule 5 new access to Columbia Gateway	Cost estimates are in the range of \$77 million to \$100 million	Hill track access from BNSF mainline, internal rail system. No service to Columbia Gateway	Phased, 2007-2020	Port of Vancouver
<i>289th Street</i>	<i>I-5 to NW 11th (65th Avenue)</i>	<i>Upgrade to minor arterial</i>	<i>1 lane each direction</i>	2012	<i>Ridgefield</i>
<i>6th Way</i>	<i>Timm Road to S 51st Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	2008	<i>Ridgefield</i>
<i>8th Street</i>	<i>Pioneer to Division Street</i>	<i>Extend existing road</i>	<i>Not continuous</i>	2015	<i>Ridgefield</i>
<i>Bertsinger Road</i>	<i>SR-501 to S 25th Place</i>	<i>Realign road</i>	<i>1 lane each direction</i>	2009	<i>Ridgefield</i>
<i>Carty Road</i>	<i>Hillhurst to I-5</i>	<i>Upgrade to minor arterial</i>	<i>1 lane each direction</i>	2020	<i>Ridgefield</i>
<i>Division</i>	<i>8th St. to Main St.</i>	<i>Rebuild road</i>	<i>1 lane each direction</i>	2015	<i>Ridgefield</i>
Hillhurst Road	Royle to 229th extension	Upgrade to 5 lane principal arterial	1 lane each direction	2012	Ridgefield
Hillhurst Road	SR-501 to Royle Road	1 lane each direction w/ turn lane	1 lane each direction	2013	Ridgefield
Hillhurst Road	Realign and connect to 8th Ave.	Extend existing road	1 lane each direction	2015	Ridgefield

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I-5	219th St. to SR-501	NB auxiliary lane along I-5	None		Ridgefield/ WSDOT)
I-5	SR-501 to 219th St.	SB auxiliary lane along I-5	None		Ridgefield/ WSDOT)
<i>N 10th Street</i>	<i>N 45th to N 51st Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2015</i>	<i>Ridgefield</i>
<i>N 10th Street</i>	<i>Reiman Road to N 45th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2017</i>	<i>Ridgefield</i>
<i>N 10th Street/ 279th street</i>	<i>E side of I-5 to N 65th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	<i>2009</i>	<i>Ridgefield</i>
<i>N 35th Street</i>	<i>SR-501 to N 10th Avenue</i>	<i>1 lane each direction</i>	<i>Not continuous</i>	<i>2009</i>	<i>Ridgefield</i>
<i>N 51st Avenue</i>	<i>S 15th to Pioneer</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2010</i>	<i>Ridgefield</i>
<i>N 51st Avenue</i>	<i>Pioneer to N 10th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2010</i>	<i>Ridgefield</i>
<i>N 56th Avenue</i>	<i>SR-501 to N 5th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2010</i>	<i>Ridgefield</i>
<i>N 5th Street</i>	<i>N 45th Avenue to N 56th Place</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2012</i>	<i>Ridgefield</i>
<i>N 65th Ave./ NW 11th</i>	<i>Pioneer to NW 289th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	<i>2009</i>	<i>Ridgefield</i>
<i>NE 10th Avenue</i>	<i>NE 259th Street to S 5th Street</i>	<i>Rebuild road w/ shoulder</i>	<i>1 lane each direction</i>	<i>2008</i>	<i>Ridgefield</i>
<i>NE 10th Avenue</i>	<i>S 5th to NE 279th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	<i>2012</i>	<i>Ridgefield</i>
<i>NE 20th Ave.</i>	<i>NE 279th to NE 259th St</i>	<i>Upgrade to collector arterial</i>	<i>1 lane each direction</i>	<i>2017</i>	<i>Ridgefield</i>
<i>NE 259th St</i>	<i>NE 10th to NE 20th Av.</i>	<i>Upgrade to collector arterial</i>	<i>1 lane each direction</i>	<i>2017</i>	<i>Ridgefield</i>
<i>NE 279th Street</i>	<i>NE 10th to NE 20th Av.</i>	<i>Upgrade to collector arterial</i>	<i>1 lane each direction</i>	<i>2017</i>	<i>Ridgefield</i>
<i>NW 11th</i>	<i>Pioneer to S 5th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	<i>2012</i>	<i>Ridgefield</i>

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<i>NW 279th Street Extension</i>	<i>NW 11th Avenue to NE 10th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2015	<i>Ridgefield</i>
Pioneer Street Bridge	over Gee Creek	Bridge Replacement	2 lane bridge	2015	Ridgefield
Pioneer Street/ SR-501	I-5 NB Ramps to S 10th Street	2 lanes each direction w/ turn lane	1 lane each direction	2008	Ridgefield
Pioneer Street/ SR-501	.5 mile west of S 45th to I-5 NB ramps	2 lanes each direction w/ turn lane	1 lane each direction	2010	Ridgefield
Pioneer Street/ SR-501	.5 miles west of S 45th to W of Reiman Road	Widen, 1-2 lanes each direction	1 lane each direction	2015	Ridgefield
<i>Reiman Road</i>	<i>SR-501 to NW 279th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2012	<i>Ridgefield</i>
<i>Royle Road</i>	<i>Hillhurst Road to S 45th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2012	<i>Ridgefield</i>
<i>S 10th Street</i>	<i>Pioneer Extension to NE 10th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	2010	<i>Ridgefield</i>
<i>S 10th Way</i>	<i>S 35th Place to S 25th Place</i>	<i>Rebuild road</i>	<i>1 lane each direction</i>	2012	<i>Ridgefield</i>
<i>S 15th Street</i>	<i>S 45th Avenue to S 35th Place</i>	<i>Rebuild road</i>	<i>1 lane each direction</i>	2012	<i>Ridgefield</i>
<i>S 15th Street</i>	<i>Pioneer Extension to S 45th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	2015	<i>Ridgefield</i>
<i>S 15/35th Av./ Birtsinger</i>	<i>S 45th Ave to Birtsinger</i>	<i>New collector</i>	<i>None</i>	2015	<i>Ridgefield</i>
<i>S 20th Way</i>	<i>Timm Road to S 51st Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2015	<i>Ridgefield</i>
<i>S 25th Place</i>	<i>S 10th to S 4th Way</i>	<i>Rebuild road</i>	<i>1 lane each direction</i>	2015	<i>Ridgefield</i>
<i>S 35th Avenue</i>	<i>SR-501 to South UGA</i>	<i>1 lane each direction</i>	<i>Not continuous</i>	2010	<i>Ridgefield</i>
<i>S 35th Avenue</i>	<i>South UGB to S 15th Street</i>	<i>1 lane each direction</i>	<i>Not continuous</i>	2015	<i>Ridgefield</i>

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<i>S 45th Avenue</i>	<i>S 15th to N 10th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2012	<i>Ridgefield</i>
<i>S 51st Avenue</i>	<i>S 15th Way to 234th Street</i>	<i>New minor arterial</i>	<i>None</i>	2012	<i>Ridgefield</i>
<i>S 51st Avenue</i>	<i>S 20th Way to S 15th Way</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	2015	<i>Ridgefield</i>
<i>S 5th Street</i>	<i>Pioneer Extension to NE 10th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2015	<i>Ridgefield</i>
<i>S 5th Street</i>	<i>NW 11th Street to Pioneer Street Extension</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2015	<i>Ridgefield</i>
<i>Timm Road</i>	<i>S 15th St to S 20th Way</i>	<i>Widen, 1 lane each direction</i>	<i>1 lane each direction</i>	2008	<i>Ridgefield</i>
112th Avenue	Mill Plain to 49th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2016-2025	Vancouver
<i>131st Avenue</i>	<i>Fourth Plain to 59th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>intermittent roadway</i>	2013-2030	<i>Vancouver</i>
<i>136th Ave.</i>	<i>SE 7th St. Intersection</i>	<i>Intersection improvement</i>	<i>Substandard</i>	2011	<i>Vancouver</i>
137th Avenue	49th Street to Vancouver City Limits	2 lanes ea. direction, w/turn lane	1 lane each direction	2007-2012	Vancouver
138th Avenue	28th Street to 39th Street	2 lanes ea. direction, w access management	1 lane each direction	2007-2012	Vancouver
<i>152nd Avenue</i>	<i>Fourth Plain south to city limits</i>	<i>New arterial street</i>	<i>No street</i>	2013-2030	<i>Vancouver</i>
<i>157th Avenue</i>	<i>Fourth Plain to 59th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>intermittent roadway</i>	2013-2030	<i>Vancouver</i>
164th Avenue	SE 1st to SE 34th St	Reconstruct intersections to improve traffic flow	Unimproved intersections	2007-2012	Vancouver
<i>164th Avenue</i>	<i>SR-14 to Evergreen</i>	<i>Upgrade to urban standard</i>	<i>1 lane each direction</i>	2013-2030	<i>Vancouver</i>
18th Street	162nd Avenue to 192nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2012	Vancouver
18th Street	97th Avenue to NE 138th	2 lanes ea. direction, w/turn lane		2007-2012	Vancouver

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	Avenue				
18th Street	138th Avenue to 162nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2007-2012	Vancouver
18th Street	87th Avenue to 97th Avenue	Extend existing street 1 lane ea. direction, w/turn lane	No street	2013-2030	Vancouver
192nd Avenue	SE 1st Street to NE 18th Street	2 lanes ea. direction, w/turn pockets	1 lane each direction	2010	Vancouver
26th Avenue	<i>SR-501 to Fruit Valley Road</i>	<i>1 lane ea. direction, w/turn lane new minor industrial arterial</i>	<i>None</i>	2007-2012	<i>Vancouver</i>
39th Street	<i>At Railroad Tracks</i>	<i>Over-Crossing</i>	<i>At-Grade Crossing</i>	2008	<i>Vancouver</i>
39th Street	<i>Columbia to Main St</i>	<i>Minor Widening</i>	<i>1 lane each direction</i>	2013-2030	<i>Vancouver</i>
49th Street	122nd to 137th Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2013-2030	Vancouver
49th Street	<i>15th Avenue to St James</i>	<i>Reconstruct, widen and upgrade to urban standards</i>	<i>1 lane each direction</i>	2013-2030	<i>Vancouver</i>
54th Street	<i>18th Avenue to St James</i>	<i>Reconstruct, widen and upgrade to urban standards</i>	<i>1 lane each direction</i>	2013-2030	<i>Vancouver</i>
59th/56th Street	<i>137th Avenue to 122nd Avenue</i>	<i>upgrade to urban minor arterial</i>	<i>intermittent roadway</i>	2013-2030	<i>Vancouver</i>
82nd Av./ Thurston Way	<i>Van Mall Drive to NE 54th Street</i>	<i>Urban upgrade to standard</i>	<i>Substandard</i>	2013-2030	<i>Vancouver</i>
94th Avenue	<i>Van Mall Drive to NE 54th Street</i>	<i>Urban upgrade</i>	<i>1 lane each direction</i>	2007-2013	<i>Vancouver</i>
9th Street	<i>I-205 to NE 136th Avenue</i>	<i>Close gaps and complete corridor</i>	<i>Unconnected street system</i>	2013-2030	<i>Vancouver</i>

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<i>9th Street/ 11th Street</i>	<i>NE 136th to 162nd Av</i>	<i>Close gaps and complete corridor to 2 lane urban collector</i>	<i>Unconnected street system</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>Brady Road West Extension</i>	<i>192nd Ave. interchange to 171st Ave.</i>	<i>New arterial roadway from 192nd interchange, west to existing neighborhoods</i>	<i>None</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>Columbia Shores</i>	<i>S. of SR-14</i>	<i>Rail Trestle, Widen Portal</i>	<i>Under-Pass</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>E. Mill Plain</i>	<i>136th Ave. Intersection</i>	<i>Intersection improvement</i>	<i>Substandard</i>	<i>2010</i>	<i>Vancouver</i>
<i>Ellsworth</i>	<i>SE 10th St to SR-14</i>	<i>Upgrade to minor arterial standard</i>	<i>Substandard</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>Ellsworth</i>	<i>SE 10th St to Mill Plain</i>	<i>Upgrade to minor arterial standard</i>	<i>Substandard</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>Esther Street</i>	<i>At RR Tracks</i>	<i>Railroad undercrossing, new road</i>	<i>None</i>	<i>2007-2012</i>	<i>Vancouver</i>
<i>Evergreen Highway and Trail</i>	<i>Chelsea to 192nd Ave.</i>	<i>Improve to urban standard with multi-purpose trail on one side</i>	<i>1 lane each direction, no sidewalk or bike lane</i>	<i>2007-2012</i>	<i>Vancouver</i>
<i>Fourth Plain</i>	<i>I-5 to Railroad Bridge</i>	<i>2 lanes each direction</i>	<i>1 lane each direction with center turn lane</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>Fourth Plain Boulevard/ Andresen</i>	<i>Intersection Influence Area</i>	<i>Reconstruct Fourth Plain in vicinity of 65th/66th Avenue to Andresen</i>		<i>2007-2013</i>	<i>Vancouver</i>
<i>Fruit Valley Rd</i>	<i>Whitney to 78th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2013-2020</i>	<i>Vancouver</i>
<i>Grand Blvd.</i>	<i>Columbia House Way Intersection</i>	<i>Intersection improvement</i>	<i>Substandard</i>	<i>2008</i>	<i>Vancouver</i>
<i>Jefferson St./ Grant Street</i>	<i>8th St. to Railroad Ave.</i>	<i>Reconstruct and grade separate</i>	<i>1.5 lane each direction</i>	<i>2010</i>	<i>Vancouver</i>
<i>Jefferson/ Kauffman St.</i>	<i>Mill Plain to 8th St.</i>	<i>Realign offset @ 13th, grade separate from rail @ 8th St.</i>	<i>Substandard</i>	<i>2012</i>	<i>Vancouver</i>

2030 MTP: LIST OF MTP AND LOCAL PROJECTS (110/27/07)					
(projects listed are included in the Regional Travel Forecast Model)					
This list includes both MTP Designated Regional Transportation System projects and local projects. <i>Projects in Italics are local transportation system and are not part of the MTP Designated Regional Transportation System</i>					
Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
<i>Lieser Road. NE 87th Ave.</i>	<i>Lieser to E 5th St</i>	<i>Intersection improvement</i>	<i>Offset intersection</i>	2013-2030	Vancouver
MacArthur Blvd.	Lieser Rd. Intersection	Intersection improvement	Substandard	2012	Vancouver
Main Street	5th Street to McLoughlin	Convert to two-way street	One-way street	2008	Vancouver
Main Street	5th Street to Columbia Way	Re-connect to waterfront S. of rail berm	No street	2011	Vancouver
<i>NE 104th Avenue</i>	<i>NE 14th Street to NE 18th Street</i>	<i>Extend existing street 1 lane each direction</i>	<i>Improve & construct new N/S corridor west of I-205</i>	2007-2012	Vancouver
<i>NE 11th/ NE 13th</i>	<i>172nd Avenue to 192nd Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>none</i>	2013-2030	Vancouver
<i>NE 122nd Avenue</i>	<i>NE 39th Street to NE 49th Street</i>	<i>1 lane ea. direction, w/turn lane (collector standards)</i>	<i>1 lane each direction</i>	2007-2012	Vancouver
<i>NE 127th Avenue</i>	<i>Fourth Plain to NE 59th Street</i>	<i>Upgrade to urban standard</i>	<i>partial built</i>	2013-2030	Vancouver
<i>NE 131st Avenue</i>	<i>Fourth Plain to NE 59th Street</i>	<i>Upgrade to urban standard</i>	<i>partial built</i>	2013-2030	Vancouver
<i>NE 147th Avenue</i>	<i>Ward Road/ Fourth Plain to NE 59th St.</i>	<i>Construct new minor arterial 1 lane each direction with turn lane</i>	<i>No street</i>	2008	Vancouver
<i>NE 15th/ 18th Av</i>	<i>49th to 54th St</i>	<i>New 2 lane urban collector</i>	<i>No street</i>	2013-2030	Vancouver
NE 28th Street	142nd Avenue to 162nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2013-2030	Vancouver
<i>NE 4th St</i>	<i>Western Terminus to SE 1st</i>	<i>New street connection to urban standard</i>	<i>No street</i>	2007-2012	Vancouver
<i>NE 59th Street</i>	<i>137th to 162nd Avenue</i>	<i>Construct new minor arterial 1 lane each direction with turn lane</i>	<i>No street</i>	2013-2030	Vancouver

2030 MTP: LIST OF MTP AND LOCAL PROJECTS (110/27/07)					
(projects listed are included in the Regional Travel Forecast Model)					
This list includes both MTP Designated Regional Transportation System projects and local projects. <i>Projects in Italics are local transportation system and are not part of the MTP Designated Regional Transportation System</i>					
Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
<i>Olympia Drive north extension</i>	<i>Mill Plain to 1st St.</i>	<i>New N/S roadway through Evergreen Airport property</i>	<i>No Street</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>Parkway Dr Extension</i>	<i>72nd to 77th Av</i>	<i>Gap completion, urban collector</i>	<i>Unconnected street system</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>Railroad Avenue</i>	<i>Columbia to new Lincoln Avenue grade separated facility</i>	<i>New waterfront east-west arterial</i>	<i>No street</i>	<i>2031-2030</i>	<i>Vancouver</i>
<i>SE 10th Street</i>	<i>Ellsworth to 98th Av</i>	<i>Upgrade to collector arterial</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>SE 10th Street</i>	<i>Ellsworth to Chkalov</i>	<i>Upgrade to minor arterial</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>SE 15th Street</i>	<i>164th to 192nd Ave.</i>	<i>Upgrade to collector arterial</i>		<i>2013-2030</i>	<i>Vancouver</i>
<i>SE 188th Ave</i>	<i>E Mill Plain to SE 1st St</i>	<i>New connector access</i>	<i>No street</i>	<i>2007-2012</i>	<i>Vancouver</i>
<i>SE 1st Street</i>	<i>164th Avenue to 192nd Ave.</i>	<i>2 lanes ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2007-2012</i>	<i>Vancouver</i>
<i>SE 20th Street</i>	<i>192nd Ave. to Camas City Limits</i>	<i>New urban minor arterial roadway</i>	<i>No Street</i>	<i>2007-2012</i>	<i>Vancouver</i>
<i>SE 5th Street</i>	<i>Blandford to East Reserve</i>	<i>Upgrade to 3-lane Modified Collector</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>Vancouver Mall Drive Extension</i>	<i>Andresen Road to 66th Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2007-2012</i>	<i>Vancouver</i>
<i>27th St Extension and RR overpass</i>	<i>B to E Street</i>				<i>Washougal</i>
<i>27th Street</i>	<i>B Street to SR- 14</i>	<i>Widen for turn lane, bike lanes and sidewalk</i>			<i>Washougal</i>
<i>32nd Street</i>	<i>SR-14 to E Street</i>	<i>Widen to 3 lanes</i>			<i>Washougal</i>
<i>32nd Street</i>	<i>E Street to 34th Street</i>	<i>Widen to 3 lanes, plus bike lanes and sidewalk</i>			<i>Washougal</i>
<i>342nd Av/ Lehr Rd</i>	<i>34th to 20th St</i>	<i>Widen to collector standard with sidewalks</i>			<i>Washougal</i>

2030 MTP: LIST OF MTP AND LOCAL PROJECTS (110/27/07)					
(projects listed are included in the Regional Travel Forecast Model)					
This list includes both MTP Designated Regional Transportation System projects and local projects. <i>Projects in Italics are local transportation system and are not part of the MTP Designated Regional Transportation System</i>					
Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
<i>6th Street</i>	<i>SR-14 to E Street</i>	<i>Widen to 3 lanes, plus bike lanes and sidewalk</i>			<i>Washougal</i>
<i>A Street/ Addy Street Connection</i>	<i>20th to 27th Street</i>				<i>Washougal</i>
<i>Addy Street</i>	<i>27th to 45th Street</i>	<i>Widen for turn lane, bike lanes and sidewalk</i>			<i>Washougal</i>
<i>B Street, C Street, 17th Street</i>	<i>15th to 18th Streets</i>	<i>Downtown Streetscape Improvements</i>			<i>Washougal</i>
<i>Crown Rd/ 283rd Ave</i>	<i>North UGB to Camas city limits</i>	<i>Widen to 3 lanes, plus bike lanes and sidewalk</i>			<i>Washougal</i>
<i>E Street/ D Street</i>	<i>West City Limits (Lechner/6th) to 32nd St</i>	<i>Boulevard Design Improvement (1 lane each direction with left turn, sidewalks and bikelanes)</i>	<i>2 lanes each direction (west of 39th St) 1 lane each direction (east of 39th St)</i>	<i>2009</i>	<i>Washougal</i>
<i>Evergreen Way</i>	<i>32nd Street to Sunset View Rd</i>	<i>Widen to 3 lanes, plus bike lanes and sidewalk</i>			<i>Washougal</i>
<i>Miscellaneous west city collectors</i>					<i>Washougal</i>
<i>Stiles Rd/ 34th Street</i>	<i>32nd Street to UGB</i>	<i>Widen to 3 lanes, plus bike lanes and sidewalk</i>			<i>Washougal</i>
<i>Sunset View Road</i>	<i>Evergreen Way to East city limits</i>	<i>2 lane collector with shoulders for bike and pedestrians</i>			<i>Washougal</i>
<i>W Street</i>	<i>32nd to 49th St.</i>	<i>2 lane collector and extension across creek</i>			<i>Washougal</i>
County-wide	County Wide	Walkway & Bicycle Programs		Continuing	County-wide
County-wide	County Wide	Demand Management		Continuing	County-wide
Various	System Wide	Intelligent Transportation System (ITS) Additions	None	Continuing	County-wide

In addition to the listed projects, the RTP is supportive of any other project for which a need has been demonstrated through the regional transportation planning process that will serve to enhance the efficiency and operation of the regional transportation system. These project include MAINTENANCE, PRESERVATION, SAFETY, PEDESTRIAN, BICYCLE, ENHANCEMENT, TRANSPORTATION SYSTEM MANAGEMENT (TSM), TRANSPORTATION DEMAND MANAGEMENT (TDM).

Table A-2: Other Transportation System Development Elements

TABLE A-2: OTHER TRANSPORTATION SYSTEM DEVELOPMENT ELEMENTS	
MAINTENANCE	
	Maintenance work ensures a safe, reliable and efficient transportation system on a day to day basis with such activities as pothole filling, repair of damaged bridges, incident response, maximizing operational efficiency by signal timing, snow clearing, vegetation planting and clearing, drainage and fence maintenance and litter removal. The MTP supports regional system maintenance work identified by WSDOT and local agencies.
PRESERVATION	
	Preservation projects ensure that investment in the regional transportation system is protected. Specific projects include repaving of highways, refurbishing rest areas and bridge rehabilitation. Needs and projects are identified by local agencies and WSDOT through such programs as the Highway Performance Monitoring System (HPMS), ISTEA-required Pavement Management System (PMS) and Bridge Management System (BMS).
SAFETY	
	Needs identified through the WSDOT “Strategic Highway Safety Plan: Target Zero” (SHSP, revised February 2007), the WSDOT Highway System Plan and local analysis.
PEDESTRIAN AND BICYCLE MODE (SEE CHAPTER 5)	
	Needs identified through state and local planning programs including recommendations from the Clark County Bicycle Advisory Committee, the Comprehensive Growth Management Plans, local plans and the <i>Regional Trails and Bikeway System Plan</i> (2007). There is community interest in providing a trail along the Chelatchie Prairie/Clark County Railroad. Trails of regional significance within Clark County include Bells Mountain Trail, Burnt Bridge Creek Trail, Columbia Renaissance Trail, Cougar Creek Trail, the Discovery Loop, Evergreen Highway Trail, Jason Lee Park Trail, Lamas Park Trail, Lamas Heritage Trail, La Center Bottoms Trail, Lewisville Park Trail, Lucia Falls and Moulton Falls Trails, Orchards Park Trail, Salmon Creek Greenway Trail, Steigerwald Trail, Vancouver Lake and Frenchman’s Bar Trails, Whipple Creek Park Trail and Wy-East Park Trail. Trails identified in the updated <i>Regional Trails and Bikeway System Plan</i> (2007) are: 1) Lewis & Clark Discovery Greenway, 2) Chelatchie Prairie Railroad, 3) Lake to Lake, 4) Salmon Creek Greenway, 5) Padden Parkway, 6) I-5 Corridor, 7) I-205 Corridor, 8) East Fork of the Lewis River, 9), Battle Ground/Fisher’s Landing, 10) Washougal River Corridor, 11) North Fork of the Lewis River Greenway, 12) Whipple Creek Greenway, 13) North/South Powerline, 14) East Powerline, 15) Livingston Mountain Dole Valley, 16) Camp Bonneville and 17) Lower Columbia River Water Trail. Some of the trails can accommodate equestrians. Detailed information on the trails system can be found at: http://www.ci.vancouver.wa.us/parks-recreation/index.asp

TABLE A-2: OTHER TRANSPORTATION SYSTEM DEVELOPMENT ELEMENTS	
PEDESTRIAN AND BICYCLE MODE (CONTINUED)	
	<p>Also of regional significance is improvement of pedestrian and bicycle facilities that will improve access to transit facilities. Bike racks are already provided on C-TRAN fixed-route buses and bike lockers are provided at C-TRAN Transit Centers and Park and Rides.</p> <p>Local jurisdictions have adopted design standards for arterials that include sidewalks for most facilities and bike lanes for some of the arterial segments.</p> <p>Local jurisdictions work in partnership with School Districts on the Safe Routes to Schools Program to identify transportation improvements that can improve safe access to schools. These improvements can include signage, curb cuts, sidewalks, crosswalks and bike lanes and bike paths. Examples of schools within the region that could benefit from improved walk and bike access include to Sarah J. Anderson Elementary School in unincorporated Clark County, to Union Ridge Elementary and the adjacent View Ridge Junior High School in Ridgefield and to Discovery Middle School, Ellsworth, Ogden, Crestline and Image Elementary Schools in the City of Vancouver.</p> <p>The pedestrian and bicycle mode are promoted through the Active Community Environments program through Community Choices which has established a Walkability Policy Team and a Walkability Awareness Team.</p>
TRANSIT	
Fixed-route and Paratransit System	<p>Service Hours [per C-TRAN’s service and financial planning process. C-TRAN anticipates completion of a 20-Year Transit Development Plan in 2008. Results will be reported in the 2008 MTP]</p> <p>2006 Annual Service Hours: 307,667 2030 Forecast Annual Service Hours: 633,750 +/-</p> <p>MTP financial information provided for C-TRAN assumes an additional 0.4 percent sales tax to maintain service levels commensurate with population growth. This yields an estimated 633,750 service hours for fixed route and paratransit in 2030.</p>
Capital Equipment Needs	Bus Purchases to support service hours and replace older fleet.
HIGH CAPACITY TRANSIT CORRIDORS	
	<ul style="list-style-type: none"> • Frequent bi-state bus service. • High Capacity Transportation Corridors are currently being studied in the Clark County High Capacity Transit System Study. The Columbia River Crossing Project is addressing bi-state HCT. <u>The I-5 Columbia River Crossing Project’s Locally Preferred Alternative includes Light Rail Transit extending into Clark County with a terminus in the Clark College vicinity.</u>
REGIONAL TRANSPORTATION PLANNING STUDIES	
	<p>Transportation Studies and Related Studies Currently Underway Include:</p> <ul style="list-style-type: none"> • Columbia River Crossing project (CRC) • Clark County High Capacity Transit System Study (RTC) • New Transportation Corridors Visioning Study (RTC) • SR-14 Corridor (Camas/Washougal area) • Section 30 Sub-area Plan (Clark County/Vancouver) • Highway 99 Plan (Clark County)

TABLE A-2: OTHER TRANSPORTATION SYSTEM DEVELOPMENT ELEMENTS	
TRANSPORTATION SYSTEM MANAGEMENT (TSM)	
	<p>Potential System Management solutions are outlined in the State’s <i>Statewide Multimodal Transportation Plan, System Plan Component</i> as well as local Growth Management plans. A key strategy of transportation system management is the implementation of an intelligent transportation system (ITS) for the Clark County region. The Vancouver Area Smart Trek Program (VAST) is the ITS initiative for the region developed as a cooperative effort by jurisdictions and transportation agencies in Clark County. It is made up of seven initiatives to improve the management and operation of the system: 1) Communications infrastructure, 2) Traveler information, 3) incident management, 4) transportation management, 5) advanced traffic control, 6) transit priority, and 7) transit operation and management. The VAST Implementation Plan is a twenty-year project list developed around the initiatives above. It contains a description of each project, its priority, estimated costs and benefits and its relationship with other projects in the plan. There is also an Implementation Schedule for the plan that, in general, lists short, medium, and long-term time frames. Short term projects include interconnected and adaptive signal control, freeway cameras and roadway detection, variable message signs, a traveler information system, and a traffic management center. C-TRAN’s VAST projects include automatic vehicle locators, automatic passenger counters and computer aided dispatch. For more information, refer to the VAST website at http://www.vastrek.org/travelinfo.htm</p>
TRANSPORTATION DEMAND MANAGEMENT (TDM)	
	<p>Demand management activities are determined through the Commute Trip Reduction program in the Clark County region.</p> <p>The Portland-Vancouver I-5 Transportation and Trade Partnership (2002) also included a set of TDM recommendations relevant to the I-5 corridor and the Columbia River Crossing is continuing planning for TDM in the I-5 corridor.</p> <p>Recommended Regional CTR Plan implementation strategies include:</p> <ul style="list-style-type: none"> • Building upon existing and successful CTR programs, expand programs to unaffected CTR employers and integrate CTR into the region’s strategy for managing its transportation system. • Policies and Regulations: <ul style="list-style-type: none"> ○ Allow a reduction in the minimum/maximum number of required parking spaces if a development provides ride-share programs. ○ Encourage new development to incorporate supporting elements that will encourage the use of transit and ridesharing activities. • Services and Facilities <ul style="list-style-type: none"> ○ Increase transit services as population in Clark County grows. ○ Expand the vanpool market and encourage employer participation. ○ Expand ridematching services through on-line programs. ○ Improve bicycle and pedestrian connections • Marketing and Incentives <ul style="list-style-type: none"> ○ Encourage employers to offer alternative work schedules and telework programs to their employees. ○ Conduct area-wide promotional campaigns. ○ Offer transit pass discounts and incentive programs. ○ Implement parking management programs. ○ Encourage employers to offer carpool subsidies for carpool commuters ○ Encourage employers to allow employees to work from home or a closer work site.

When projects in the categories listed above require state or federal funding, they are brought forward to RTC as the region's MPO to carry out a coordinated decision-making process whereby projects are prioritized and selected for funding. Project level conformity analysis, where required, is prepared by RTC for local projects and by WSDOT for State projects.

DETERMINATION OF CONFORMITY WITH AIR QUALITY STATE IMPLEMENTATION PLAN (SIP)

INTRODUCTION

Required under the Federal Clean Air Act, the State Implementation Plan (SIP) provides a blueprint for how maintenance areas will meet the National Ambient Air Quality Standards (NAAQS). Plan conformity analyses and a positive finding of conformity are required by the Federal Clean Air Act, the Transportation Equity Act for the 21st Century (TEA-21) and the Clean Air Washington Act. Positive conformity findings allow the region to proceed with implementation of transportation projects in a timely manner.

Transportation conformity is a mechanism for ensuring that transportation activities, plans, programs and projects are reviewed and evaluated for their impacts on air quality prior to funding or approval. The intent of transportation conformity is to ensure that new projects, programs, and plans do not impede an area from meeting and maintaining air quality standards. Specifically, regional transportation plans, improvement programs, and projects may not cause or contribute to new violations, exacerbate existing violations, or interfere with the timely attainment of air quality standards.

On March 15, 1991, the Governor of Washington State designated the urban area of the Vancouver portion of the Portland-Vancouver Interstate Air Quality Maintenance Area as a marginal non-attainment area for ozone (O₃) and a moderate carbon monoxide (CO) non-attainment area. This action was taken in accordance with Section 107 of the Federal Clean Air Act as amended in 1990.

The Southwest Clean Air Agency (SWCAA) developed, as supplements to the State Implementation Plan, two Maintenance Plans; 1) for Carbon Monoxide (CO) and 2) for Ozone (O₃). In October 1996, the Carbon Monoxide Maintenance Plan and in April 1997, the Ozone Maintenance Plan were approved by the Environmental Protection Agency (EPA). Mobile source strategies contained in the Maintenance Plans were endorsed for implementation by the RTC Board of Directors (Resolution 02-96-04).

AIR QUALITY STATUS

Under the new 8-hour federal Ozone standard, the Vancouver/Portland Air Quality Maintenance Area (AQMA) was re-designated from “maintenance” to “unclassifiable/attainment” for Ozone and no longer needs to demonstrate conformity for Ozone. Consequently, as of June 15, 2005, regional emissions analyses for ozone precursors in the Plan (MTP) and Program (MTIP) were no longer required.

The Vancouver AQMA is currently designated as a CO maintenance area. In January 2007, the Southwest Clean Air Agency submitted a Limited Maintenance Plan (LMP) for CO to the Environmental Protection Agency. Based on the population growth assumptions contained in the Vancouver Limited Maintenance Plan and the LMP’s technical analysis of emissions from the on-road transportation sector, it was concluded that the area would continue to maintain CO standards. Therefore, regional conformity is presumed and regional emissions analyses and emission budget tests are no longer required.

APPLICABLE STATE IMPLEMENTATION PLAN

The implementation plans currently in effect are the 1996 Limited Maintenance Plan for Carbon Monoxide and the 1997 Ozone Maintenance Plan for Vancouver, Washington. The SWCAA adopted an Ozone Maintenance Plan for the Vancouver portion of the Portland-Vancouver AQMA in November 2006 for submittal to EPA. The plan demonstrates compliance with the 8-hour ozone standard through 2015 and contains an ozone contingency plan prevent or correct any measured violation of the 8-hour ozone standard. The CO Limited Maintenance Plan for the Vancouver AQMA was found to be adequate

by the Environmental Protection Agency (EPA) and on November 19, 2007, EPA published notice of its adequacy for transportation conformity purposes in the Federal Register.

CO LIMITED MAINTENANCE PLAN

Carbon monoxide emissions forecasts contained in the Limited Maintenance Plan for on-road mobile sources show a continued decline in CO emissions during the Maintenance Plan period. The 2002 base year for the Limited Maintenance Plan shows 383,058 pounds a day for CO on-road mobile sources. Forecast CO emissions for 2019, three years beyond the time period of the Limited Maintenance Plan, are almost half (52%) of the base.

The mobile source emissions forecasts were derived using the population and employment growth assumptions contained in the adopted Clark County Comprehensive Plan. As described in Chapter 2 of this MTP, the population forecast in the Comprehensive Plan is based on the high range of allowable population growth from the Office of Financial Management (OFM) projection. Regional population growth in the long range plan increases at an annual rate of 2.35% to 639,300 in 2030. By comparison, the measured rate of population growth in Clark County was 2.14% per year from 2004 to 2005. OFM data will be used to monitor population growth for Clark County and will be compared with the growth rates assumed in the Comprehensive Plan.

The Maintenance Plan calls for the Southwest Clean Air Agency to track countywide mobile emissions through the Ecology emission inventories triennially to verify continued attainment. Transportation analysis and Vehicle Miles Traveled data required to estimate emission inventories will be provided by RTC.

CONSULTATION PROCESS

Federal and state rules and regulations require formal consultation procedures for conducting conformity analyses. Consultation procedures require the presentation of key assumptions made in the process of conducting conformity analyses. As part of the consultation process, RTC staff reviews with federal and state agencies key analytical assumptions involved in the conformity analysis.

AIR QUALITY CONFORMITY METHODOLOGY AND RESULTS

Regional conformity analysis for ozone and carbon monoxide is no longer required for the Metropolitan Transportation Plan for Clark County.

STATUS OF TRANSPORTATION CONTROL MEASURES

The SIP for Washington State does not include Transportation Control Measures (TCMs) for the Vancouver portion of the Portland-Vancouver Air Quality Maintenance Area.

Although no TCM's are required, the region and the MTP does provide for improved public transit and transit facilities. Washington's vehicle emission inspection program was added to the Vancouver urban area in 1993 and expanded to Brush Prairie, Battle Ground, Ridgefield and La Center in 1997. Additional efforts that contribute to emissions reductions include the Commute Trip Reduction (CTR) Efficiency Act, effective June 2006 (that replaced the 1991 CTR Program). The CTR Program calls for reduction of single occupant vehicle travel by major employers in the affected Urban Growth Areas of Clark County. As required by the CTR Efficiency Act, the RTC Board of Directors adopted RTC's Regional CTR Plan and local CTR Plans for Vancouver, Camas, Washougal and unincorporated Clark County in early October 2007 (Resolution 10-07-21). Vancouver has also voluntarily developed the Downtown Vancouver Growth and Transportation Efficiency Center (GTEC) Plan that was certified by RTC and

submitted to the State along with the regional and local CTR Plans. In addition, public education and outreach programs are supported by Southwest Clean Air Agency.

CONFORMITY DETERMINATION

The 2007 update to the Metropolitan Transportation Plan (MTP) for Clark County does not contribute to violations of ozone or carbon monoxide emission standards.

APPENDIX B

THE STRATEGIC METROPOLITAN TRANSPORTATION PLAN (MTP)

RTC Board approval is required for projects and concepts to be listed in the Strategic Plan. The Strategic Plan projects and planning concepts may be identified through study recommendations outside of the MTP but must have been the result of a public planning process. RTC action on the Strategic MTP can occur as part of action on the full MTP or as a separate action on only the Strategic MTP Appendix.

Though it is required that the MTP be fiscally constrained, federal rules governing MTP development do allow for the MTP to include “illustrative projects” that the region recognizes may be needed as a part of the future regional transportation system. The purpose of including an MTP Strategic Plan is to recognize that there are a number of emerging, long-term regional transportation projects that require major transportation and land use policy decisions coupled with financial commitment that are outside of the fiscally-constrained MTP. However, the Strategic Plan element acknowledges the importance of beginning a process that can examine these potential projects’ impacts, their benefits and their contribution toward achieving the region’s long-range, 20+ year, land use and transportation system vision and goals. The MTP’s Strategic Plan allows for the planning, land use, and financing analysis to move forward without formally incorporating them into the federally approved MTP at this time.

The Strategic Plan is included as an Appendix to the MTP to provide a description of potential projects and concepts that are currently beyond the list contained in the approved, “financially constrained” MTP. These are potential projects and concepts that require additional investigation and analysis. They may be projects of large scale that need further work to determine their financing, and/or projects that may be of economic significance to the region that require further analysis and definition. The Strategic Plan may also provide an outline of concepts that have emerged in the planning process that could have significant land use, economic development and transportation system impacts if they were implemented and developed in the future. While projects that are outlined in the Strategic Plan are outside of the financially-constrained MTP, their inclusion in the Strategic Plan provides a way to identify the concepts and transportation projects that require further analysis to define their purpose/need and feasibility. Description of the potential projects and concepts in the MTP’s Strategic Plan also helps to raise awareness in the community regarding emerging land use and transportation issues.

The MTP Strategic Plan outlines three major regional projects and/or planning concepts. They are: ~~A) the Columbia River Crossing project~~, ~~B) the~~ Clark County High Capacity Transit System Study, and ~~C)~~ future needs of the regional transportation system that have been noted during development of the 2007 MTP update.

The region's adopted long-range Metropolitan Transportation Plan must include a financial plan that shows how projects are to be implemented. The financial plan includes revenues from public and private sources and additional funding strategies in order for the region to be eligible for federal transportation revenues. The Federal Transportation Act, SAFETEA-LU, allows for "illustrative projects" to be identified in the regional transportation planning process outside of the requirements for financial feasibility and transportation air quality conformity. The first three projects/concepts will undergo a regionally coordinated, analytically sound, transportation planning process to investigate project feasibility.

~~A) — COLUMBIA RIVER CROSSING~~

~~Following a decision on the Locally Preferred Alternative in June 2008, the CRC project is now included in the fiscally-constrained MTP. a bridge, transit, and highway improvement project for the purpose of addressing the congestion and mobility problems on I-5 between Washington and Oregon. The Columbia River Crossing Draft Environmental Impact Statement will be completed in 2008. A key decision element of the DEIS is the Locally Preferred Alternative. The LPA will include the following major decision points: 1) a high capacity transit mode (Bus Rapid Transit or Light Rail Transit), 2) a high capacity transit alignment (I-5 or Vancouver), 3) a river crossing (supplemental or replacement bridge), and 4) a project funding strategy. In addition to the completion of the DEIS, the project will also submit a request for Federal Transit New Start's Funding in August 2008. It is anticipated that the MTP will be amended in mid 2008 to incorporate the CRC project recommendations along with a determination of financial feasibility.~~

~~B) — CLARK COUNTY HIGH CAPACITY TRANSIT SYSTEM STUDY~~

High levels of traffic congestion and a constrained ability to expand highway capacity in parts of the I-5, I-205 and SR-500 corridors, along with Clark County's growth management policies, calls for the analysis of high capacity transit alternatives. The high demand for travel between the Vancouver and Portland metropolitan area and across the limited capacity of the existing I-5 and I-205 bridges has also created a transportation system bottleneck between the two regions that dramatically increases delay for commuters, business and industry. The I-5 and I-205 corridors provide only marginal room for freeway expansion. Additional high capacity transit can significantly add person-moving capacity for commuters and allow for improved business and economic development capacity.

The purpose of the Clark County High Capacity Transit System Study is to identify a high capacity transit system that provides efficient and high quality transit service connecting county residents with where they want to go. The study will result in the identification of the most promising high capacity transit corridors and modes needed to improve future transit service in Clark County. The study's framework for an HCT system throughout Clark County is targeted for incorporation into future updates to RTC's Metropolitan Transportation Plan, C-TRAN's 20-year Transit Development Plan and the Comprehensive Growth Management Plan. The next phase in the HCT project development process would be to identify the top priority corridor to go into the Federal Transit Administration's New Starts Alternatives Analysis process.

C) — NEW TRANSPORTATION CORRIDORS VISIONING STUDY

- The Southwest Washington Regional Transportation Council Board of Directors acknowledged the need to plan for, and evaluate, future transportation and development. The Board therefore initiated a long-range, visioning process to study the need for new transportation corridors in Clark County.
- Currently adopted land use plans and regional transportation plans include a 20-year growth forecast and transportation needs for the next 20 years but do not look at the longer-term timeframe. Yet, new transportation corridors take a considerable time to plan for and construct. It was felt that now is the time to define a vision for where long-term growth may take place and the transportation facilities needed to serve it.
- The purpose of conducting the transportation corridor visioning process is to answer the question: “How would we get around within our own community in the longer-term future if our County reaches one million in population?” The study is focused on regional corridors connecting places and nodes of growth in Clark County and is looking at Eastside, north-south, connections between East Vancouver/Camas/Washougal and Battle Ground, east to west connection between Battle Ground and the Discovery Corridor and Westside connections. The study is also analyzing the need for future crossings of the Columbia River.

D) — THE REGIONAL TRANSPORTATION SYSTEM: FUTURE NEEDS

- The 2030 travel demand analysis shows that future volumes could exceed capacities on several corridor segments and locations where transportation projects are not currently identified. These segments and locations need further consideration and analysis, within the constraints of funding availability, as part of the comprehensive planning process and future MTP update process.
- There is need to analyze further the need to provide a transportation grid network as Urban Growth Areas develop to maximize route choice.
- As part of the 2007 MTP update process, specific locations and corridors needing further analysis are identified as:
 - SR-500 to I-5 North connection (this is ~~being analyzed~~included as part of the CRC project).
 - SR-14, between I-5 and I-205, as identified by WSDOT in the Highway System Plan 2007-2026.
- **Next Steps** – The potential projects, listed above, will be analyzed further as part of the Comprehensive Growth Management planning process and MTP updates. If projects are feasible, and there is funding capability, then projects can become part of the “fiscally-constrained” MTP.