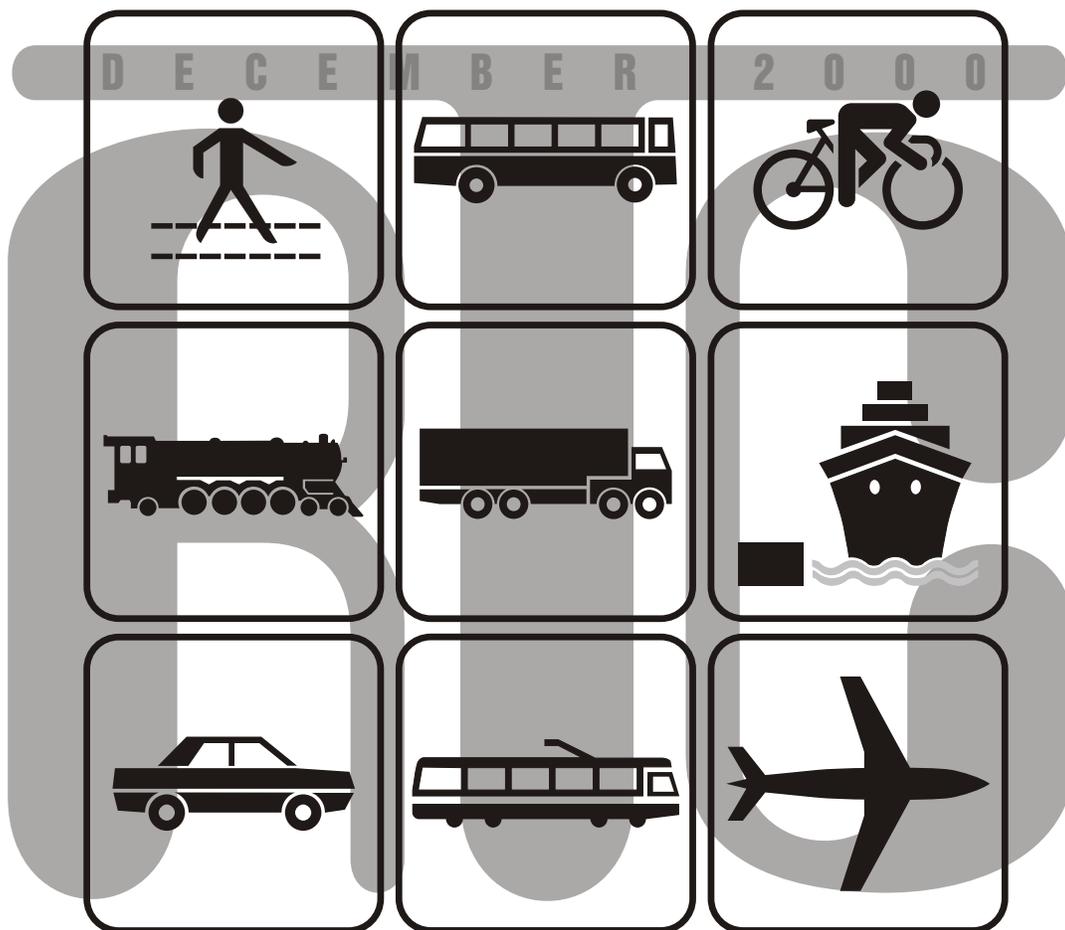


Metropolitan Transportation Plan for Clark County



Southwest Washington Regional Transportation Council

CHAPTER 7

PLAN DEVELOPMENT AND IMPLEMENTATION

PUBLIC INVOLVEMENT IN METROPOLITAN TRANSPORTATION PLANNING PROCESS

RTC has an adopted public involvement program, outlining the public involvement efforts in the development of regional transportation plans and programs. Copies of the public involvement program are available at the Fort Vancouver Library and at RTC offices for public review. All RTC Board meetings and technical committee meetings are open to the public. Public involvement efforts build from those carried out at the local level in development of local plans and programming of transportation projects. In 1996, RTC staff was involved in extensive public involvement efforts through the Transportation Futures Committee. RTC is represented at numerous public meetings regarding regional transportation issues. These meetings include the transit Special Services Advisory Committee (SSAC), representation at Clark County Transportation Improvement Program Involvement Team (TIPIT) Committee meetings, the Greater Vancouver Chamber of Commerce Transportation Sub-committee activities, InterAct, the I-205 Citizens' Advisory Committee, the Portland-Vancouver I-5 Transportation and Trade Partnership Governors' Task Force and Community Forum. Through the coordinated efforts of RTC and WSDOT a public information booth on regional transportation issues is set up each year at the Clark County Fair. The Fair is attended by over 300,000 people and staff at the transportation booth solicit comments from the Fair attendees and the public can fill in survey forms about the region's transportation system. Staff manned the booth to answer questions from the public and to receive comments on the TIP and the MTP. In September of each year, prior to the adoption of the Metropolitan Transportation Improvement Program, a public meeting is held to give the public opportunity to comment on the program of regionally selected and prioritized projects to be presented for federal funding during the forthcoming three year period as well as opportunity to learn about MTP development. In 2000, RTC joined with WSDOT, City of Vancouver, and Clark County to provide several public outreach opportunities at Westfield Shoppingtown, Vancouver (formerly Vancouver Mall).

A formal public meeting is held before *MTP* adoption and, at a minimum, an annual public meeting is held to allow the public to review the status of *Plan* development. Updates and amendments to the MTP are presented to the RTC Board for the Board's consideration and adoption. All meetings of the RTC Board are open to the public. Transportation issues, studies, plans and programs are outlined and reported on at RTC's web site at <http://www.rtc.wa.gov>.

MTP IMPLEMENTATION

Implementation of regional transportation goals, policies and actions established by the *MTP* are carried forward through the regional decision-making process which takes place in development of the regional **TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**. It is in the TIP that transportation needs identified in the *MTP* can be programmed for receipt of federal funding.

MTP UPDATE PROCESS

Under the GMA, the *MTP* is to be reviewed for currency every two years. Updates are required at least every three years by federal agencies and the Plan is required to have at least a twenty-

year horizon. Should changing policies, financial conditions or growth patterns warrant, *Plan* amendments can take place, subject to findings of air quality conformity and subject to a public involvement process. A summary of Metropolitan Transportation Plan for Clark County adoption, update and amendment actions is provided in Table 7-1.

The 1998 MTP amendment focused on changes to Chapter 4 (Financial Plan) and Chapter 5 (System Improvement and Strategy Plan). The language in the Chapter 4 Financial Plan was amended to make clear that the Plan is fiscally constrained. Only projects from a fiscally constrained Plan can be included in the air quality conformity analysis. In turn, only projects from air quality conforming plans can be advanced for programming of funds in the Transportation Improvement Program. The description of funding programs in Chapter 4 was also updated to reflect the new funding levels in the federal Transportation Equity Act for the 21st Century (TEA-21) and recent funding history for state Transportation Improvement Board (TIB) programs. Chapter 5 was amended to include description and recommendations of the MTP Prioritization Process carried out during 1998. The 1998 amendments did not change the identified projects listed in Appendix A of the MTP. Therefore the air quality conformity analysis carried out on the December 1997 version of the MTP (documented in Appendix A of the Plan) remained valid.

A minor amendment in April, 1999 incorporated plans for a new interchange at I-5 and NE 219th Street into the MTP. The 1999 MTP update addressed the need to keep the MTP up-to-date with developments in the planning of transportation facilities and services. The focus of the 1999 MTP update was to extend the horizon year of the Plan to 2020, thereby meeting federal requirements to have a Plan with at least a twenty year horizon. Demographic data was updated to the 2020 horizon year, a revised regional travel forecasting model prepared, transportation deficiencies considered, the list of transportation needs and projects revised, the financial plan reviewed and updated and an update to the air quality conformity analysis prepared.

The issue of cross-Columbia travel continues to be the subject of bi-state transportation efforts. The feasibility and utility of High Occupancy Vehicle (HOV) treatments in Clark County was studied during 1998 which culminated in the publication of "Clark County High Occupancy Vehicle Study" (December, 1998). The 1998 Study defined HOV policies and objectives, identified HOV need and benefits and identified the location of possible HOV corridors and/or facilities. A study of the operational feasibility of an I-5 HOV lane was carried out in 2000. A report on commuter rail as a cross-river travel option was published in May, 1999. A Bi-State Transportation Committee has recently convened and the Portland-Vancouver I-5 Transportation and Trade Partnership is underway.

Results and recommendations from studies underway will be incorporated in future MTP update or amendment. The next major update to the MTP is anticipated in synch with update to the Comprehensive Growth Management Plan for Clark County due in late 2001 or early 2002.

Table 7-1: Chronology of MTP Update and Amendment, 1994 to 2000

Chronology of MTP Update and Amendment, 1994 to 2000														
Date	Action	Notes												
December, 1994	MTP Adoption RTC Board Resolution 12-94-30	This was the first MTP adopted following formation of RTC. The 1994 MTP met all requirements of the federal Intermodal Surface Transportation Efficiency Act passed in 1991. The Plan was fiscally constrained and met air quality standards. <table border="1"> <thead> <tr> <th>Year</th> <th>Population</th> <th>Households</th> <th>Employment</th> </tr> </thead> <tbody> <tr> <td>Base 1990</td> <td>238,053</td> <td>88,438</td> <td>86,500</td> </tr> <tr> <td>Forecast 2015</td> <td>380,425</td> <td>152,170</td> <td>157,200</td> </tr> </tbody> </table>	Year	Population	Households	Employment	Base 1990	238,053	88,438	86,500	Forecast 2015	380,425	152,170	157,200
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1995	None	RTC staff reviewed the 1994 MTP and listed elements to change and enhance at the next MTP update. An RTAC memo, dated October 31, 1995, outlined the changes and enhancements identified for the next update.												
December, 1996	MTP Update RTC Board Resolution 12-96-22	The update extended the horizon year from 2015 to 2017. Land use inputs consistent with the <i>Clark County 20 Year Comprehensive Growth Management Plan</i> and forecasts consistent with the population forecast supplied by Washington Office of Financial Management (OFM) were used in MTP process. Also updated was the designated regional transportation system, transportation system performance measures and list of identified transportation projects for the 20-year period. <table border="1"> <thead> <tr> <th>Year</th> <th>Population</th> <th>Households</th> <th>Employment</th> </tr> </thead> <tbody> <tr> <td>Base 1990</td> <td>238,053</td> <td>88,438</td> <td>86,500</td> </tr> <tr> <td>Forecast 2017</td> <td>437,167</td> <td>171,842</td> <td>206,211</td> </tr> </tbody> </table>	Year	Population	Households	Employment	Base 1990	238,053	88,438	86,500	Forecast 2017	437,167	171,842	206,211
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December, 1997	MTP Amendment RTC Board Resolution 12-97-23	The amended MTP included changes to the designated regional transportation system, transportation system performance measures and list of identified transportation projects for the 20-year period. <table border="1"> <thead> <tr> <th>Year</th> <th>Population</th> <th>Households</th> <th>Employment</th> </tr> </thead> <tbody> <tr> <td>Base 1990</td> <td>238,053</td> <td>88,438</td> <td>86,500</td> </tr> <tr> <td>Forecast 2017</td> <td>437,167</td> <td>175,577</td> <td>206,211</td> </tr> </tbody> </table>	Year	Population	Households	Employment	Base 1990	238,053	88,438	86,500	Forecast 2017	437,167	175,577	206,211
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October, 1998	MTP Prioritization Process RTC Board Resolution 10-98-16	The MTP Prioritization Process was adopted in October, 1998. This focussed on major mobility type projects. A Summary Report on the Prioritization Process was published including policy criteria, technical evaluation of projects and results. Economic development and existing commitments to business and industry were prime criteria for prioritization. Congestion Mitigation/Concurrency Deficiencies, project cost-effectiveness, completion of the transportation system, freight movement and bi-state movement were all considered. The significance of Transportation Demand Management (TDM) was noted.												
December, 1998	MTP Amendment RTC Board Resolution 12-98-24	Incorporated into the Dec. 1998 MTP amendment were <ul style="list-style-type: none"> • Results from the prioritization process. • A matrix of potential TDM strategies. • Chapter 4 (finance) updated to show balance between estimated revenues and forecast expenditures on MTP transportation needs. 												

Chronology of MTP Update and Amendment, 1994 to 2000														
Date	Action	Notes												
		<ul style="list-style-type: none"> Chapter 5 (system development) updated to include Prioritization Process, additional TDM detail and economic development description.. <table border="1"> <thead> <tr> <th>Year</th> <th>Population</th> <th>Households</th> <th>Employment</th> </tr> </thead> <tbody> <tr> <td>Base 1990</td> <td>238,053</td> <td>88,438</td> <td>86,500</td> </tr> <tr> <td>Forecast 2017</td> <td>437,167</td> <td>175,577</td> <td>206,211</td> </tr> </tbody> </table>	Year	Population	Households	Employment	Base 1990	238,053	88,438	86,500	Forecast 2017	437,167	175,577	206,211
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April, 1999	MTP Amendment RTC Board Resolution 04-99-09	Phase I of the I-5/NE 219 th Street; planning and design of a proposed new interchange was included in the MTP.												
October, 1999	MTP Update RTC Board Resolution 10-99-26	<p>The demographic forecast was extended to 2020. The MTP update includes the new federally-required planning factors, adds several arterial improvements and has an updated air quality conformity analysis.</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Population</th> <th>Households</th> <th>Employment</th> </tr> </thead> <tbody> <tr> <td>Base 1996</td> <td>303,500</td> <td>120,312</td> <td>138,884</td> </tr> <tr> <td>Forecast 2020</td> <td>473,898</td> <td>192,716</td> <td>227,910</td> </tr> </tbody> </table>	Year	Population	Households	Employment	Base 1996	303,500	120,312	138,884	Forecast 2020	473,898	192,716	227,910
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December, 2000	MTP Amendment RTC Board Resolution 12-00-30	<p>The amendment includes the following elements:</p> <ul style="list-style-type: none"> (i) I-5 AM Peak Period HOV Lane project (ii) Base Year updated from 1996 to 1999 C-TRAN Service description updated (July, 2000) (iii) Appendix A; projects under construction or fully funded noted. <table border="1"> <thead> <tr> <th>Year</th> <th>Population</th> <th>Households</th> <th>Employment</th> </tr> </thead> <tbody> <tr> <td>Base 1999</td> <td>337,000</td> <td>137,974</td> <td>148,102</td> </tr> <tr> <td>Forecast 2020</td> <td>473,898</td> <td>192,716</td> <td>227,910</td> </tr> </tbody> </table>	Year	Population	Households	Employment	Base 1999	337,000	137,974	148,102	Forecast 2020	473,898	192,716	227,910
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