Metropolitan Transportation Plan for Clark County

Updated: December 2002
Amended: December 2003

Southwest Washington Regional Transportation Council

CHAPTER 1

INTRODUCTION: MTP VISION, PURPOSE AND GOALS

The Metropolitan Transportation Plan (MTP) for Clark County is the region's principal transportation planning document. It represents a regional transportation plan for the metropolitan area of Clark County developed through a coordinated process between local jurisdictions in order to develop regional solutions to transportation needs. The *first Regional Transportation Plan* (RTP) for Clark County was adopted in December 1982. An *Interim Regional Transportation Plan*, which acted as a framework for development of Growth Management Act (GMA) transportation elements, was adopted in September 1993. The first MTP for Clark County adopted to comply with the requirements of the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 was adopted in December 1994. Significant updates were adopted in 1996 and 1999 and minor amendments to the Plan adopted in 1997, 1998, April 1999, December 2000[1] and December 2003. The 2002 update to the MTP uses 2023 as the horizon year, reports on the latest data available and incorporates recommendations from recent transportation studies. Project recommendations of the I-5 Partnership Governors' Task Force (June 2002) are included in a new section of the MTP Appendix, The Strategic MTP. The Strategic MTP provides a description of projects and/or planning concepts whose scale, financial structure and economic importance are beyond the 20-year list of projects contained in the "fiscally constrained" MTP. The MTP is intended to be a plan to meet transportation needs over the next 20 years and a plan to direct the metropolitan transportation planning process. This introductory chapter presents the vision, purpose, goals, scope, statutory requirements and decision-making process involved in development of the MTP for Clark County.

VISION

The MTP is a collective effort to address the development of a regional transportation system that will facilitate planned economic growth and help sustain the region's quality of life.

PURPOSE

The MTP identifies future regional transportation system needs and outlines transportation plans and improvements necessary to maintain adequate mobility within and through the region as well as accessibility to land uses within the region. The region has to plan for a future regional transportation system that can adequately support the population and employment growth projected for Clark County. The transportation system is multi-modal and includes the region's highway system for transportation of people and goods, the transit system, pedestrian and bicycle facilities, as well as ports, airports and rail facilities of regional significance. Intermodal connecting points are a vital part of the system. The MTP's goals, objectives and policies help to guide jurisdictions and agencies involved in planning and programming of transportation projects throughout Clark County.

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[1] A summary of Clark County MTP update and amendment activities can be found in Appendix C.

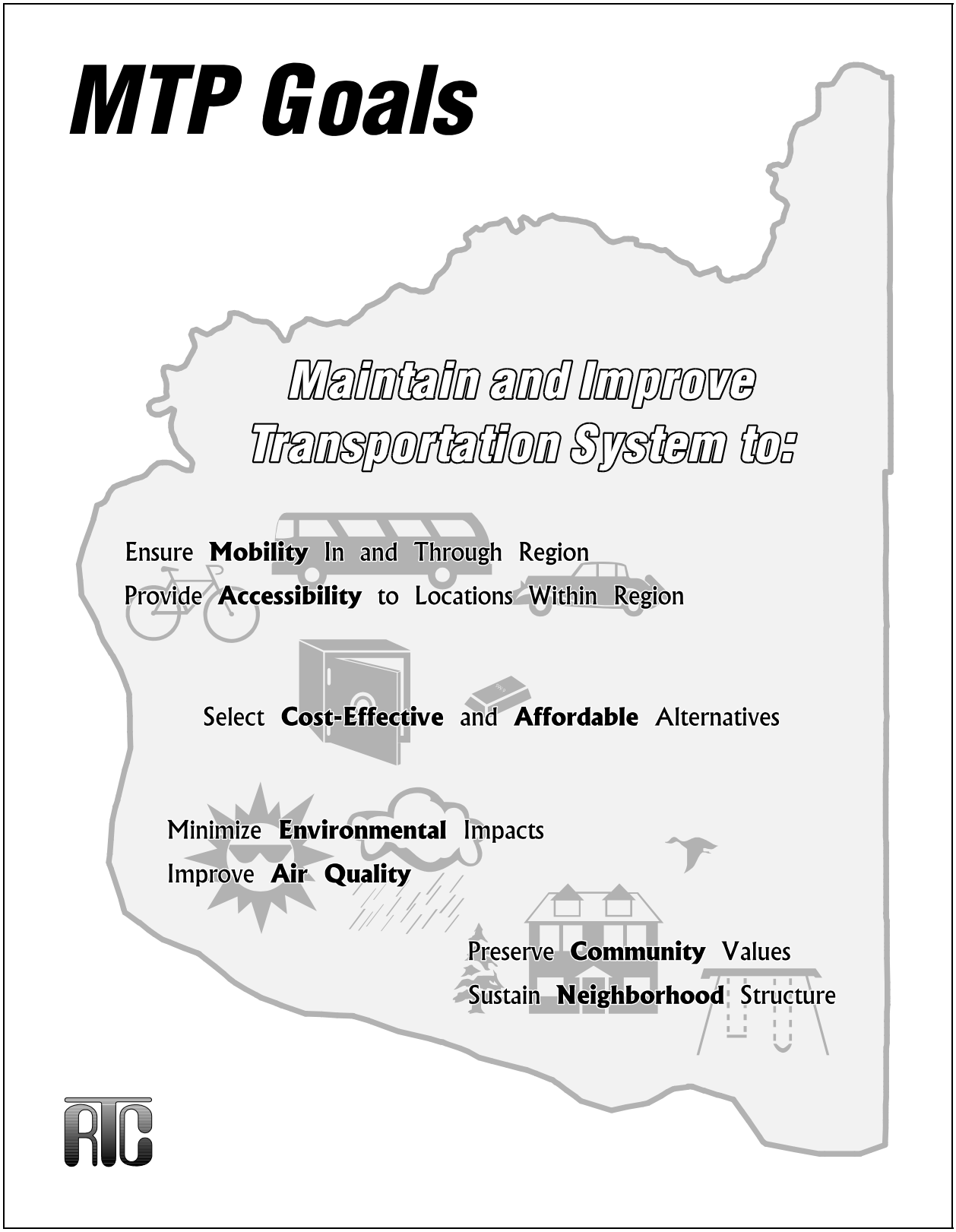
GOALS

The MTP is a long-range plan that outlines how transportation system and services will provide for the mobility and accessibility of people and freight within and through the region. Goals of the MTP include:

- Supporting community economic development.
- Providing for an acceptable level of mobility for personal travel and freight movement throughout the regional transportation network and adequate access to locations throughout the region.
- Providing for a balanced regional transportation system that allows for the development of the highway, bus transit, high capacity transit, rail, aviation, marine, bicycle and pedestrian modes as well as emphasis on transportation demand management and transportation system management strategies.
- Recommending transportation improvements that will minimize and/or mitigate environmental impacts. Recommended transportation improvements should be consistent with community environmental values and neighborhood structures.
- Considering safety as a prime concern in development of the regional transportation system.
- Identifying cost-effective recommendations; those solutions that provide adequate mobility to the users while minimizing total system costs.
- Recommending transportation improvements for which revenues are likely to be available to build or implement the improvement. The MTP has to be “fiscally constrained”.

Figure 1-1 provides an overview of MTP Goals.

Figure 1-1: RTP Goals



There is general consistency between the general MTP goals outlined above and the policies established by local jurisdictions and agencies working together through the Growth Management Act (GMA) planning process. Excerpts from the adopted *Community Framework Plan* and the County-wide Planning Policies relating to transportation are re-printed below and these constitute the Principles and Guidelines with which the transportation elements of local comprehensive plans required under the Growth Management Act are reviewed for certification purposes.

Transportation (5.0)

The Transportation Element is to implement and be consistent with the land use element. The *Community Framework Plan* envisions a shift in emphasis of transportation systems from private vehicles to public transit (including high-capacity transit and light rail), and non-polluting alternatives such as walking and bicycling. The following policies are to coordinate the land use planning, transportation system design and funding to achieve this vision.

COUNTY-WIDE PLANNING POLICIES (5.1)

a. Clark County, Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO), state, bi-state, municipalities, and C-TRAN shall work together to **establish a truly regional transportation system** which:

   1) **reduces reliance on single occupancy vehicle transportation** through development of a **balanced transportation system** which emphasizes **transit**, **high capacity transit**, **bicycle and pedestrian improvements**, and **transportation demand management**;

   2) encourages **energy efficiency**;

   3) recognizes **financial constraints**; and

   4) **minimizes environmental impacts** of the transportation systems development, operation and maintenance.

b. Regional and bi-state transportation facilities shall be planned for within the context of county-wide and **bi-state air, land and water resources**.

c. The State, MPO/RTPO, County and the municipalities shall adequately **assess** the **impacts of regional transportation facilities** to maximize the benefits to the region and local communities.

d. The State, MPO/RTPO, County and the municipalities shall strive, through **transportation system management strategies**, to optimize the use of and maintain existing roads to minimize the construction costs and impact associated with roadway facility expansion.

e. The County, local municipalities and MPO/RTPO shall, to the greatest extent possible, establish **consistent roadway standards**, **level of service standards** and **methodologies**, and **functional classification schemes** to ensure consistency throughout the region.

f. The County, local municipalities, C-TRAN and MPO/RTPO shall work together with the business community to develop **a transportation demand management strategy** to meet the goals of state and federal legislation relating to transportation.

g. The State, MPO/RTPO, County, local municipalities and C-TRAN shall work cooperatively to consider the development of transportation corridors for **high capacity transit** and adjacent land uses that support such facilities.

h. The State, County, MPO/RTPO and local municipalities shall work together to establish a **regional transportation system** which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility and movement of goods and people.

i. State or regional facilities that generate substantial travel demand should be sited along or near major transportation and/or public transit corridors.

SCOPE

The MTP for Clark County takes the year 2023 as its horizon year. Travel demand for the region is forecast for this future year and improvements to the transportation system are recommended based on the projected travel demand.

The area covered by the MTP is the whole of Clark County (see Figure 1-2). Clark County is located in the southwestern part of the state of Washington at the head of the navigable portion of the Columbia River. The Columbia River forms the western and southern boundaries of the county and provides over 41 miles of river frontage. The county's northern boundary is formed by the Lewis River and to the east are the foothills of the Cascades. Urban Clark County is part of the northeast quadrant of the Portland, Oregon metropolitan area.

People and goods move throughout the regional transportation system without consideration for city, county, and state boundaries. Transportation problems extend beyond jurisdictional boundaries so the MTP analyzes the future transportation needs for the entire region and, at the same time, provides a cooperative framework for coordinating the individual actions of a number of jurisdictions.

Figure 1-2: Clark County Washington (location map)

TRANSPORTATION ISSUES ADDRESSED IN MTP

- Transportation system maintenance, preservation and safety.
- Emphasis on existing regional corridors to minimize neighborhood disruption.
- Development of corridors to improve economic development potential.
- The role of transit in serving peak hour commuters and in serving general transportation needs in both peak and non-peak hours.
- The future role for high capacity transit alternatives in Clark County.
- Accessibility across the Columbia River in terms of capacity, economic development, corridor location, connecting roadways.
- Encouragement of non-motorized transportation modes.
- The role of system management (TSM) and demand management (TDM) techniques in transportation provision.
- Federal, state, local and private sources of revenue for transportation capital and maintenance projects.
- Air quality impacts of regional transportation system improvements.
- The role of the private sector in transportation system development.
- Intermodal transportation facilities, such as ports, rail terminals and airports.

STATUTORY REQUIREMENTS

FEDERAL

The joint Federal Highways Administration (FHWA) and Federal Transit Administration (FTA) regulations require that, as a condition for receiving federal transportation funding, urbanized areas with over 50,000 population establish a "continuing, cooperative, and comprehensive transportation planning process". The process should result in transportation plans and programs that are consistent with the comprehensive land use plans of all jurisdictions within the region.

Federal regulations require a designated **Metropolitan Planning Organization** (MPO) be the forum for cooperative decision-making by principal elected officials of the region's general purpose local governments. Southwest Washington Regional Transportation Council (RTC) was designated as the Metropolitan Planning Organization (MPO) for Clark County by agreement of the Governor of the State of Washington and units of general purpose local governments (representing at least 75 percent of the affected population, including the central cities) on July

8th of 1992. RTC succeeded the Intergovernmental Resource Center (IRC) as MPO for the Clark County region. With passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, Clark County became a federally-designated Transportation Management Area (TMA).

The Southwest Washington Regional Transportation Council, as the MPO, in cooperation with the Washington State Department of Transportation and C-TRAN, Clark County's transit operator, is responsible for carrying out federal transportation planning requirements. Federal requirements include the development of a long-range Metropolitan Transportation Plan.

The first RTP for Clark County was developed by the MPO and was adopted in December 1982. An *Interim Regional Transportation Plan for Clark County* was adopted in September, 1993. The *Interim RTP* served to establish regional transportation policies and to provide consistency with the regional Transportation Improvement Program (TIP). This MTP version provides not only a bench-mark document for local decision-makers but also meets federal requirements of the FHWA and FTA. Prior to the development of the 1982 RTP, the Portland-Vancouver Metropolitan Area Transportation Study (PVMATS) served as the long-range plan for Portland and Vancouver. PVMATS was carried out by the Columbia Regional Association of Governments (CRAG) and listed a number of highway projects needed in the region by 1990.

The federal government requires the MPO to develop a Metropolitan Transportation Plan, to meet the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and its successor Act, the Transportation Equity Act for the 21st Century (TEA-21) of 1998. In air quality non-attainment areas, review and Plan updates are required at least every three years. Updates are to confirm the Plan's validity and its consistency with developing trends in transportation system use and conditions. The MPO also has to select and prioritize transportation projects for programming in a **Transportation Improvement Program** (TIP) to be updated at least every two years. The TIP specifies federally funded transportation projects to be implemented during the next three years. Projects are listed in the TIP based upon a realistic estimate of available revenues. Projects programmed for funding in the TIP have to be consistent with the adopted MTP.

The MTP should be a central mechanism for structuring effective investments to enhance transportation system efficiency. It should consist of short- and long-range strategies to address transportation needs. The transportation plan is to be consistent with the region's comprehensive long-range, land use plans, development objectives, and the region's overall social, economic, environmental, system performance, and energy conservation goals and objectives.

The urban transportation planning process to be followed in the development of a transportation plan shall include:

- consideration of the social, economic and environmental effects in support of Intermodal Surface Transportation Efficiency Act (1991) and the Clean Air Act,

- provisions for citizen participation,

- no discrimination on the grounds of race, color, sex, national origin, or physical disability under any program receiving federal assistance,
- special efforts to plan public mass transportation facilities and services for the elderly and for people with disabilities,
- consideration of energy conservation goals and objectives,
- involvement of appropriate public and private transportation providers, and
- the following activities as necessary, and to the degree appropriate, for the size of the metropolitan area and the complexity of its transportation problems:
  - analysis of existing conditions of travel, transportation facilities, vehicle fuel consumption and systems management,
  - projections of urban area economic, demographic, and land use activities consistent with urban development goals, and projections of potential transportation demands based on these activity levels,
  - evaluation of alternative transportation improvements to meet area-wide needs for transportation and make more efficient use of existing transportation resources and reduce energy consumption,
  - refinement of transportation plan by corridor, transit technology, and staging studies; and subarea, feasibility, location, legislative, fiscal, functional classification, institutional, and energy impact studies, and
  - monitoring and reporting of urban development, transportation and energy consumption indicators and a regular program of reappraisal of the transportation plan,

The MTP is to meet federal planning requirements outlined above and should comply with provisions set forth in the Intermodal Surface Transportation Efficiency Act (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21), the Clean Air Act, the Americans with Disabilities Act and Title VI of the Civil Rights Act of 1964. ISTEA outlined sixteen planning factors which were to be incorporated into the regional transportation planning process in non-attainment areas for carbon monoxide or ozone. TEA-21 legislation consolidates these planning factors into **seven** broad areas to be considered in the planning process. The growing importance of operating and managing the transportation system is recognized as a focal point for transportation planning. The seven areas are listed below:

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the **safety** and **security** of the transportation system for motorized and non-motorized users;

3. Increase the **accessibility** and **mobility** options available to **people** and for **freight**;

4. Protect and enhance the **environment**, promote **energy conservation**, and improve **quality of life**;

5. Enhance the integration and **connectivity** of the transportation system, across and between modes, for people and freight;

6. Promote efficient **system management** and **operation**; and

7. Emphasize the **preservation** of the existing transportation system.

STATE

Metropolitan Transportation Plans are expected to be consistent with the policy framework and objectives described in Washington's Transportation Plan (WTP) 2003-2022 (WSDOT; February 2002). In the 1998 session, the Washington State Legislature directed WSDOT to focus the 2002 WTP update on five primary goals for the state transportation system:

- Congestion Relief
- Preservation
- Safety
- Freight Mobility, and
- Seamless Connections

The WTP provides an overview of the state and its transportation systems, presents transportation issues and trends, and describes transportation issues and needs from an RTPO, a tribal and a statewide perspective. The WTP policy framework sets a course for the state's transportation future and determines which transportation investments are needed. Statewide policy is established to achieve three key elements of a desirable future: vibrant communities, a vital economy, and a sustainable environment.

The WTP is a statewide multimodal transportation plan that addresses transportation facilities owned and operated by the state, including state highways, the Washington State Ferries, and state-owned airports. It also addresses facilities and services that the state does not own, but has an interest in. These include public transportation, freight rail, intercity passenger rail, marine ports and navigation, non-motorized transportation, and aviation. Specific state highway needs are identified in the *State Highway System Plan (HSP), 2003-2022* (WSDOT; February, 2002). The HSP is a primary element of the WTP and is updated every two years to guide WSDOT in prioritizing and budgeting for highway projects. The *Public Transportation and Intercity Rail Passenger Plan for Washington State, 1997-2016,* (December 1996), is the twenty-year Plan for preserving public transportation systems while improving mobility for a growing population.

WASHINGTON STATE'S REGIONAL TRANSPORTATION PLANNING PROGRAM

Washington State's Growth Management Act, enacted in 1990, approved the Regional Transportation Planning Program which created a formal mechanism for local governments and the state to coordinate transportation planning for regional transportation facilities. The Growth Management Act (GMA) authorized the creation of Regional Transportation Planning Organizations (RTPOs) by units of local government. Southwest Washington Regional Transportation Council (RTC) is the designated RTPO for the three-county area of Clark, Skamania and Klickitat. In 1994 further state legislation (SHB 1928) clarified the duties of the RTPO outlined in the GMA and further defined RTPO planning standards.

The duties of the RTPO, as outlined in the GMA and SHB 1928, include:

- Designation of the regional transportation system.
- Development of a six-year **Transportation Improvement Program** (TIP) to include regionally significant city road projects, county road projects, transit capital projects and WSDOT transportation projects. The TIP must include a financial plan.
- Development of a **Regional Transportation Plan** (RTP) to include a regional transportation strategy, identification of existing and planned facilities and programs, Level of Service standards, a financial plan, assessment of regional development patterns and capital investment using a regional transportation approach. The Plan should also establish the relationship of High Capacity Transit to other public transportation providers. The concept of least cost planning was introduced in SHB 1928 and it is required that it be employed in development of the RTP.
- Review of the Regional Transportation Plan at least every two years to ensure that it is current.
- Establish guidelines and principles for development and evaluation of local comprehensive plan transportation elements and certify that the transportation elements meet the requirements of the GMA and are consistent with the MTP.
- Develop a regional Level of Service (LOS) standard for the regional system as required by the LOS Bill (HB 1487).

It is intended that the Regional Transportation Planning Program be integrated with, and augment, the federally-required Metropolitan Planning Organization (MPO) Program. The RTPO has to be the same organization as that designated as the current MPO. The regional transportation planning program extends transportation planning by the RTPO's to rural areas not covered by the federal program. It is intended that the program tie in and be consistent with local comprehensive planning in urban, and rural areas.

It is intended that the regional transportation planning process follow the listed principles. The process should:

- guide the improvement of the regional transportation system
- use regionally consistent technical methods and data
- consider environmental impacts
- ensure early and continuous public involvement
- be consistent with the local comprehensive planning process
- be an ongoing process
- incorporate multimodal planning activities
- address major capacity expansion and operational improvements to the regional transportation system
- be a partnership, including federal, state, and local governments, special districts, private sector, general public and others during conception, technical analysis, policy development and decision-making

RTC will continue the previously established regional transportation planning process for the MPO, supplemented by the regional transportation planning standards formulated by WSDOT for RTPOs, in order to meet the requirements of the state's 1990 Growth Management Act. To comply with the state standards the MTP will include the following components:

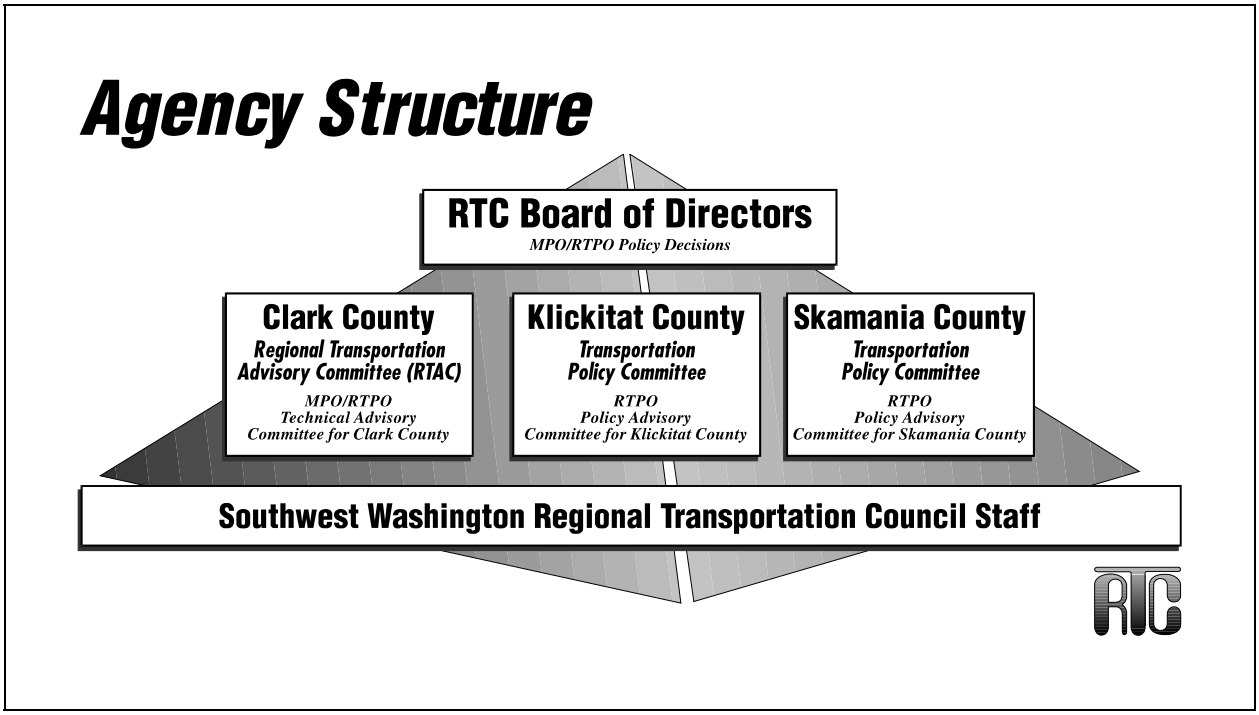
- description of the designated regional transportation system,
- regional transportation goals and policies. Level of service standards will be established and used to identify deficient transportation facilities and services,
- regional land use strategy. Existing and proposed land uses defined on local comprehensive land use plans determine the regional development strategy and will be used as the basis for transportation planning,
- identification of regional transportation needs. An inventory of existing regional transportation facilities and services, identification of current deficiencies and forecast of future travel demand will be carried out,
- development of financial plan for necessary transportation system improvements,
- regional transportation system improvement and strategy plan. Specific facility or service improvements, transportation system management and demand management strategies will be identified and priorities determined,
- establishment of a performance monitoring program. The performance of the transportation system will be monitored over time. The monitoring methodology, data collection and analysis techniques to be used will be outlined, and
- plans for implementation of the MTP.

State legislation of significance in regional transportation planning includes the Growth Management Act (1990), High Capacity Transit legislation (1990), the Clean Air Washington Act (1991), the Commute Trip Reduction law (1991) and SHB 1928 (1994).

INTERGOVERNMENTAL COORDINATION - CLARK COUNTY MTP UPDATE DEVELOPMENT PROCESS

In order to make the MTP not only a Plan to provide carefully thought-out solutions to transportation issues and problems but also a Plan that all jurisdictions can subscribe to and implement, the regional transportation planning committee structure has been established. The committees established by RTC to carry out MPO/RTPO activities work to strengthen the process of MTP development. Consistent with the 1990 GMA legislation, a three-county RTC Board of Directors has been established to serve the RTPO region. Individual County Committees and Boards also play a part in regional transportation decision-making. Representation on the RTC Board of Directors includes three representatives from Clark County, one from Skamania County, one from Klickitat County, two from the City of Vancouver, one from small cities to the East, one from small cities to the north, one from C-TRAN, and one representative of the Ports of Clark County. The role of, and representation on, the RTC Board of Directors and individual County Policy Boards and Committees is described in the *Bylaws of Southwest Washington Regional Transportation Council* (July 7, 1992) and *Interlocal Agreement for Establishment of the Southwest Washington Regional Transportation Council*. The regional transportation committee structure is outlined in Figure 1-3. For Clark County, the Regional Transportation Advisory Committee (RTAC) provides technical advice to the RTC Board of Directors.

Figure 1-3: RTC Agency Structure



BI-STATE COORDINATION

Clark County, Washington forms part of the Portland-Vancouver metropolitan area; the remainder of the metropolitan area being in the state of Oregon. Planning for the metropolitan area is undertaken by two regional planning agencies, the Metropolitan Service District (Metro) in Portland, Oregon and the Southwest Washington Regional Transportation Council (RTC) in Clark County. Each agency carries out transportation planning activities for its respective geographic areas in accordance with the designated federal, state and local authority. However, since the two agencies represent the interests of a single metropolitan area it is necessary to have coordination between them to address interstate transportation issues and problems.

Coordination and cooperation in transportation planning activities between the two states are afforded by cross-representation on transportation committees and by coordination in development of the Metropolitan Transportation Plans, Transportation Improvement Programs and Unified Planning Work Programs (UPWPs) for the two respective areas. Membership of both the RTC Board of Directors and Regional Transportation Advisory Committee (RTAC) includes representatives from Oregon Department of Transportation (ODOT) and Metro. The Metro Joint Policy Advisory Committee on Transportation (JPACT) includes representatives from WSDOT, Clark County and the City of Vancouver and the Metro Transportation Policy Alternatives Committee (TPAC) includes representatives of WSDOT and RTC, with C-TRAN an associate member.

TRANSPORTATION FUTURES COMMITTEE AND THE REGIONAL TRANSPORTATION PLANNING PROCESS

In February 1995 Clark County voters defeated the financing proposal for the Clark County portion of the South/North Light Rail Transit (LRT) project. The defeat of the LRT vote led to an extensive discussion of the next steps for addressing bi-state transportation needs. Policy makers agreed that it was imperative to engage the community in a full debate on a wide range of transportation issues and needs facing Clark County. Hence, shortly after the vote, local elected officials recommended that a citizen-based discussion of future transportation issues be implemented. This led to the appointment of the Transportation Futures Committee. The Committee's purpose was to provide elected officials with a set of citizen findings that can be considered as transportation plans and programs are developed. Between September 28, 1995 and July 11, 1996, the Committee met twenty times. These included evening meetings and three all-day Saturday workshops. The findings of the Transportation Futures Committee are outlined in Chapter 5 (System Improvement and Strategy Plan).

LEVEL OF SERVICE STANDARDS

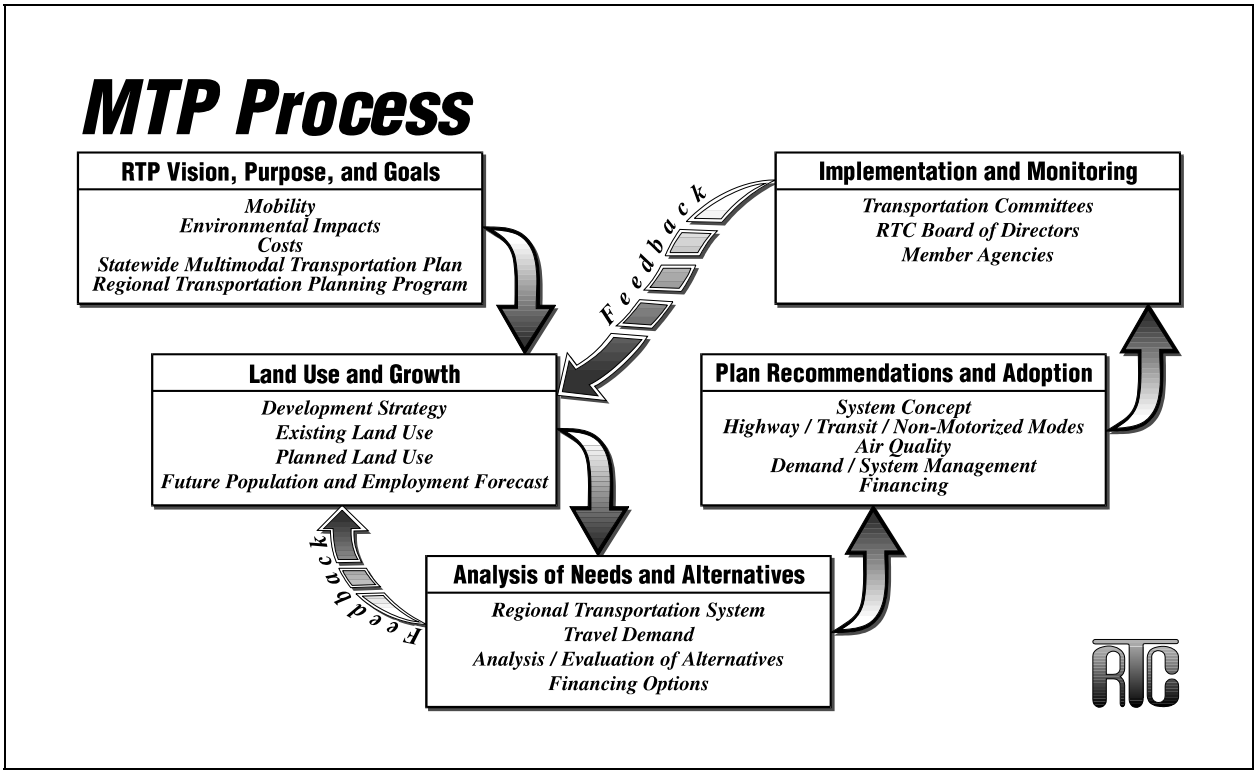
Level of service standards represent the minimum performance level desired for transportation facilities and services within the region. They are used as a gauge for evaluating the quality of service on the transportation system and can be described by travel times, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. The Washington State Growth Management Act states that these standards should be regionally coordinated. The standards are used to identify deficient facilities and services in the transportation plan, and are also to be used by local governments to judge whether transportation funding is adequate to support proposed

land use developments. Level of service standards for Clark County, are further addressed in Chapter 3.

CLARK COUNTY METROPOLITAN TRANSPORTATION PLAN UPDATE: WORK PLAN

As a first step in preparation of the Clark County MTP a work plan to be followed in the development process was put together (see Figure 1-4). The work plan outlines major tasks to be covered in the development of the MTP. The MTP is designed as a benchmark Plan to meet federal MPO requirements for regional transportation planning in Clark County and incorporates elements required by the state regional transportation planning standards as a result of the 1990 GMA legislation and SHB 1928 legislation passed in 1994.

Figure 1-4: MTP Process



An outline of the chapters of the Plan is provided below. The MTP relies on regional transportation policies, known growth trends and base case regional travel forecasting results to present regional transportation needs.

OUTLINE OF MTP CHAPTERS

Chapter 1: **Introduction; MTP Vision, Purpose and Goals**. The MTP is introduced and its general goals, policies, statutory authority and purpose are described. The MTP process is outlined as well as regional transportation committee structure and intergovernmental cooperation and coordination in MTP development. The concept of level of service standards is introduced.

Chapter 2: **Regional Land Use and Growth**. Clark County's demographic data, development trends and regional development strategy are discussed. Existing and future land uses and development patterns are identified.

Chapter 3: **Identification of Regional Transportation Needs**. The regional transportation system is designated and defined. The characteristics and patterns of today's and future regional travel demand, today's transportation problem locations and future regional needs are described. Needs criteria such as acceptable levels of service, safety and accessibility are outlined. Transportation system alternatives are described and evaluated.

Chapter 4: **Financial Plan**. Revenue sources are identified and described and a plan for financing transportation system improvements is presented.

Chapter 5: **System Improvement and Strategy Plan**. Recommendations for development of the regional transportation system are made. Highways, transit systems and demand management alternatives are considered. The findings of the Transportation Futures Committee are also addressed.

Chapter 6: **Performance Monitoring**. Performance monitoring measures are described. Procedures to maintain the MTP's consistency with the state transportation plan, local transportation plans, major land use decisions and regional demographic projections are outlined.

Chapter 7: **Plan Development and Implementation**. Provisions for involvement of the public in development of the MTP are described. Provisions for implementation of regional transportation goals, policies and actions established by the MTP are described. The MTP review and amendment process is outlined, should changing policies, financial conditions or growth patterns warrant amendment of the Plan. The GMA-required biennial review process and need for triennial update to satisfy federal requirements is described.

Appendices: The Appendices to the MTP contain a list of projects included in the regional travel forecast model for air quality planning purposes, a description of the methodology used and results of air quality conformity analysis as well as the Strategic Plan element of the MTP that outlines MTP projects and/or planning concepts that currently cannot be brought into the “fiscally-constrained” MTP but that have been considered and/or recommended in regional transportation studies and should be brought to the attention of the community for possible future inclusion into the Plan.