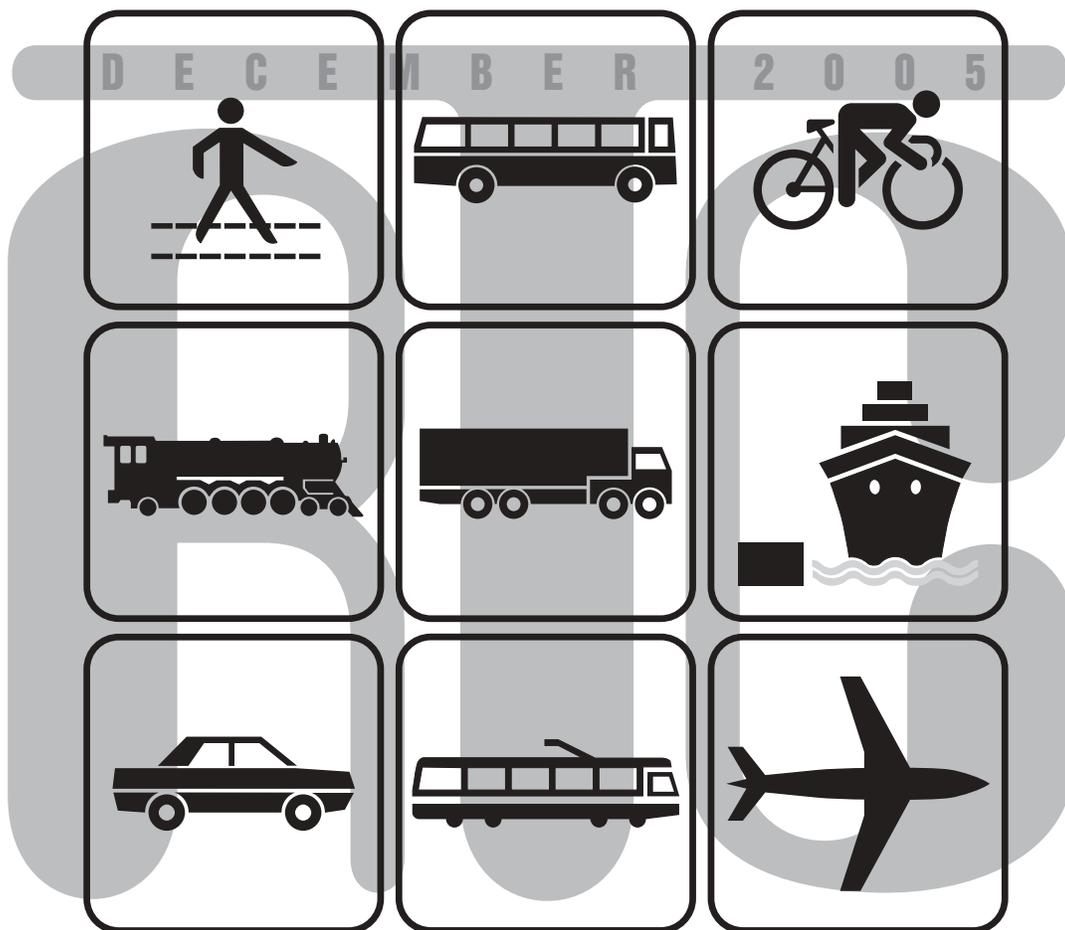


Metropolitan Transportation Plan for Clark County



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, 1999 and 2002 and minor amendments to the Plan adopted in 1997, 1998, April 1999, December 2000 and December 2003¹. The 2005 update to the MTP uses 2030 as the horizon year. The MTP update incorporates land uses and growth allocations resulting from the update to the local Comprehensive Growth Management Plans adopted in 2004. The MTP also includes updated transportation data and includes recommendations from recent transportation studies. 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 are included in the Strategic MTP section of the MTP’s Appendix. The MTP provides an overview of the metropolitan transportation planning process and is intended to be a plan to meet transportation needs over the next 20 years. This introductory chapter presents the vision, purpose, goals, scope, statutory requirements and decision-making process involved in development of the MTP for Clark County.

FRAMEWORK AND VISION

Development of the transportation system is one component required to support the land uses defined in local Comprehensive Growth Management Plans. The MTP is a collective effort to address the development of a regional transportation system that will help to achieve the land use vision presented in the local comprehensive plans, to 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 mobility within and through the region as well as accessibility to land uses within the region. The MTP is one of the reports needed to fulfill federal requirements to ensure the continued receipt of federal transportation funding to this 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 freight, the transit system, pedestrian and bicycle system, as well as ports, airports and rail facilities of regional significance. Intermodal connecting points are a vital part of the system.

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

The MTP's goals, objectives and policies help to guide jurisdictions and agencies involved in planning and programming of transportation projects throughout Clark County.

MTP 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. The Goals of the MTP are outlined below:

- **Maintain, preserve and improve the existing regional transportation system.**

It is important to protect the significant investment already made in the existing transportation system by maintaining and preserving the system to keep it usable. Both the structural and operational integrity of the system need to be maintained and preserved as well as the system's capacity to meet travel needs. This is a priority transportation policy at federal, state and local levels.

- **Provide a safe and secure transportation system that allows for the movement of people and freight.**

Transportation systems must be safe and secure for users. Transportation safety is a priority concern for all transportation modes and users including vehicle drivers and passengers, bicyclists and pedestrians. Transportation system safety relates to safety features and design for all users, behavior of the user and to transportation system policing and enforcement. Transportation system security has also become a prominent concern for all transportation modes that use road, rail, air or water.

- **Support economic development and community vitality.**

There is a significant link between transportation investment and benefits to a region's economic development and vitality. Transportation system investment can help the region's economic stability and sustainability.

The goal relates to the strategic use of funds for transportation system investment to support new businesses that will increase the number of family wage jobs within the County.

The goal also relates to sustaining established businesses already located in the community that currently provide jobs for Clark County workers.

- **Provide an efficient, balanced, multi-modal regional transportation system including highway, bus transit, high capacity transit, rail, aviation, marine, bicycle and pedestrian modes as well as transportation demand management and transportation system management strategies.**

The region's transportation system must be balanced and multi-modal to accommodate transportation choices and options for people and freight. Providing connections between modes is also important as well as managing the system to make it most efficient.

- **Provide an acceptable level of mobility for personal travel and freight movement throughout the regional transportation network and adequate access to locations throughout the region.**

The transportation system must perform to provide mobility and access. This goal ranges from meeting overall travel demand, easing movement through the region, providing access to land uses throughout the region and to providing an accessible system with removal of barriers to personal mobility.

- **Provide a transportation system that is sensitive to the quality of the environment and natural resources.**

Provision of a transportation system to meet travel needs should be balanced with the need to protect the environment and provide for a healthy community. Environmental considerations include air quality, stormwater, noise, sprawl, habitat, cultural resource protection, environmental justice, active living, and neighborhood structure. As transportation projects are developed, environmental analyses are carried out to ensure that identified environmental impacts can be avoided, minimized and/or mitigated.

- **Provide for the development of a financially viable and sustainable transportation system.**

The region must be able to afford the transportation system that is planned for in the MTP or, in other words, the region needs to be able to implement the Plan.

There are limited revenues available for transportation system development. Federal law requires that the MTP be “fiscally constrained”. There must be a reasonable expectation that revenues will be available to maintain and operate the existing system as well as implement transportation projects and strategies recommended for the next 20 years.

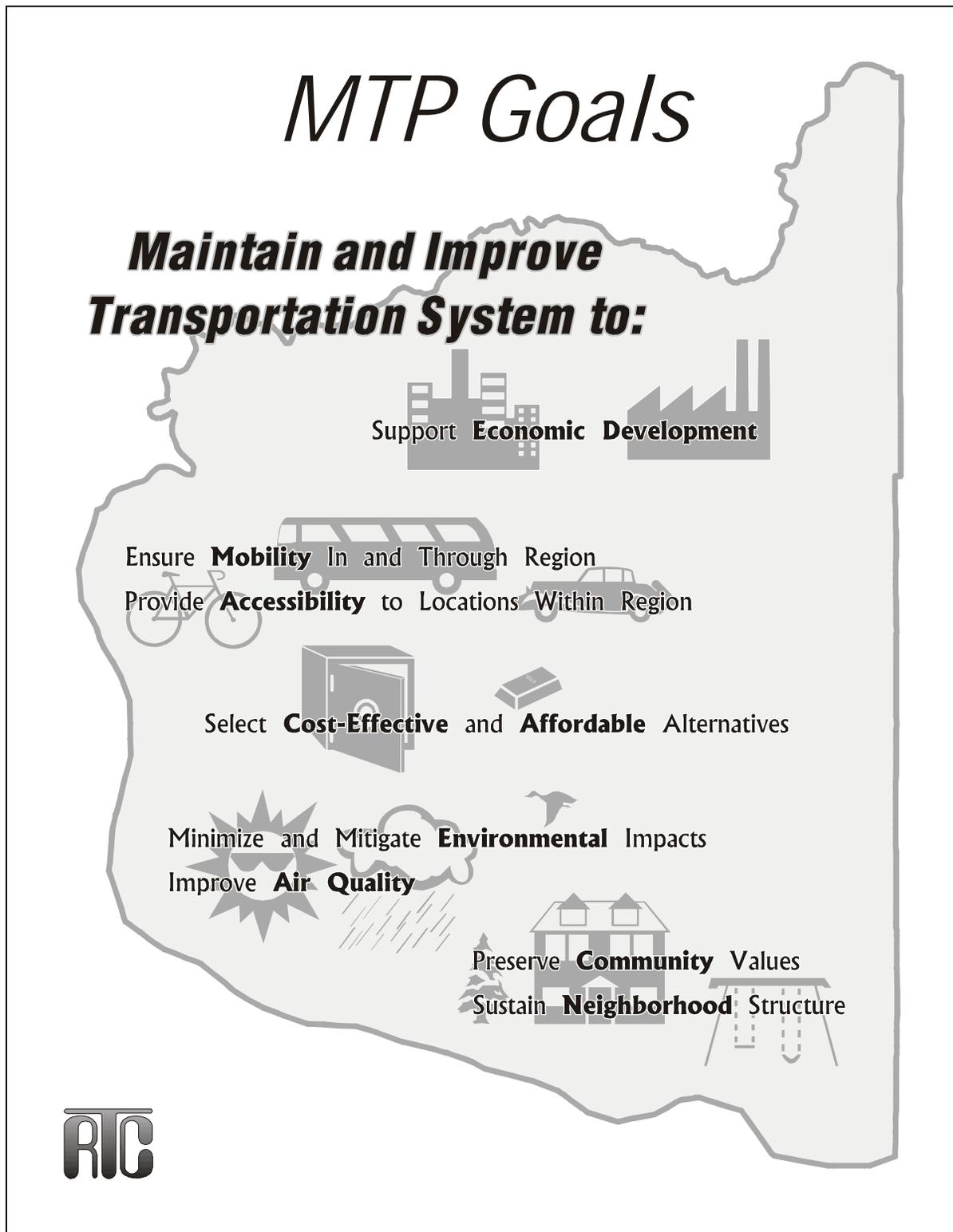
Least cost planning, benefit/cost analysis and value engineering are some of the tools employed in Washington State to aid the decision making process relating to financial viability.

- **Provide a transportation system that reflects community vision and community values.**

The MTP identifies a transportation system that reflects the views, values and vision of the community. As its basis, the MTP uses the community vision of local Comprehensive Plans. The MTP also reflects the community’s willingness to invest in the transportation system. During the MTP development process, public comment will be sought and will be reflected in the adopted Plan.

Figure 1-1 provides an overview of MTP Goals.

Figure 1-1: RTP Goals



There is general consistency between the MTP goals outlined above and the policies established by local jurisdictions and agencies working together through the state's Growth Management Act (GMA) planning process. These planning policies 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. Excerpts from the adopted County-wide Planning Policies relating to Transportation found in Chapter 5, Transportation Element, of the 2004 Comprehensive Growth Management Plan are re-printed in the MTP's Appendix C.

SCOPE

The MTP for Clark County takes the year 2030 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

The following section describes federal and Washington state statutory requirements that govern development of the MTP.

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 that 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. 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. It established regional transportation policies and provided consistency with the regional Transportation Improvement Program (TIP). This MTP version provides a bench-mark document for local decision-makers and 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. The current federal transportation act, SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users) builds upon the previous transportation acts. It was signed into law by President George W. Bush in August 2005. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. SAFETEA-LU has revised requirements for update of regional transportation plans requiring update at least every four years instead of every three years in air quality maintenance areas. However, before the MTP can be prepared under the new update cycle, the Plan must comply with all the revised requirements for the planning process established in SAFETEA-LU. MPOs have until July 1, 2007 to comply with the revised SAFETEA-LU requirements. Plan updates should confirm the Plan's validity and its consistency with developing trends in transportation system use and conditions.

The MPO must also select and prioritize transportation projects for programming in a **Transportation Improvement Program** (TIP). SAFETEA-LU requires that metropolitan TIPs be updated at least every 4 years and must contain at least 4 years of projects and strategies. The TIP specifies federally funded transportation projects to be implemented during the next four 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 consist of short- and long-range strategies to address transportation needs and should guide effective investments to enhance transportation system efficiency. The transportation plan must be consistent with the region's comprehensive long-range, land use

plans and development objectives as well as 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 comply with provisions set forth in SAFETEA-LU, the Clean Air Act, the Americans with Disabilities Act, Title VI of the Civil Rights Act of 1964 and Executive Order 12898, a 1994 Presidential Order that directed every federal agency to make environmental justice a part of its mission. 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 consolidated

these planning factors into seven broad areas to be considered in the planning process and SAFETEA-LU now requires security of the transportation system be a stand-alone planning factor. The growing importance of operating and managing the transportation system is recognized as a focal point for transportation planning as well as an increase in importance from prior legislation for security which previously was coupled with safety in the same planning factor. The eight planning factors are listed below and RTC's implementation of the factors as part of the metropolitan transportation planning program is reported in Chapter 7. The planning factors are:

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the **safety** of the transportation system for motorized and non-motorized users;
3. Increase the **security** of the transportation system for motorized and non-motorized users;
4. Increase the **accessibility** and **mobility** options available to **people** and for **freight**;
5. Protect and enhance the **environment**, promote **energy conservation**, and improve **quality of life**;
6. Enhance the integration and **connectivity** of the transportation system, across and between modes, for people and freight;
7. Promote efficient **system management** and **operation**; and
8. 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). The WTP is required by state and federal law to be regularly updated. The update currently underway will be adopted by the Transportation Commission and will cover the period 2007-2026. It will be the basis for an investment proposal to the legislature in 2007. The 2005 update to the Washington Transportation Plan (WTP) is a blueprint for transportation programs and investments. The plan covers all modes of Washington's transportation system: roadways, ferries, public transportation, aviation, freight rail, passenger rail, marine ports and navigation, bicycles and pedestrians. The 2005 update is addressing nine key transportation issues as follows:

- **System Preservation**

Fundamental issue: What will it take to make sure that the elements of the transportation system that we take for granted today will still be in place when we need them in two, six or twenty years?

- **System Efficiencies**

Fundamental issue: How can we best work toward optimizing how efficiently we derive the benefits of our current transportation system facilities and those we are able to create in the future?

- **Safety**

Fundamental issue: How do we make transportation systems and facilities throughout the state safer for their users?

- **Transportation Access**

Fundamental issue: Where basic transportation services are indispensable for all citizens' societal engagement, how is a "safety net" for transportation needs to be provided for every citizen in every community?

- **Bottlenecks and Chokepoints**

Fundamental issue: What opportunities for investment in new facility and system assets can help address system chokepoints and bottlenecks? What are the most effective near-term solutions through expanding capacity to move people and goods in shorter and more reliable times?

- **Contributing to a Strong Economy and Good Jobs**

Fundamental issue: What investments in new facility and system assets can help support the state's economic vitality and strengthen the job picture?

- **Moving Freight**

Fundamental issue: How are the special needs of freight movement to be incorporated into the state's transportation plan?

- **Building Future Visions**

Fundamental issue: What are the visions of transportation system futures - shared and unshared - that should shape today's transportation planning to help create pathways to the future?

- **Health and Environment**

Fundamental issue: How can transportation investments be developed, implemented and used in ways that at the same time enhance our citizens' transportation goals and our citizens' goals for healthy communities and a well-protected environment?

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.

On February 20, 2002, the Washington State Transportation Commission (WSTC) adopted the Washington State Highway System Plan 2003-2022 (HSP). The HSP is a component of Washington's Transportation Plan (WTP) that addresses the state's highway system. The HSP includes a comprehensive assessment of the current deficiencies and the conceptual solutions for our state's highway system for the next 20 years. Highway System Plan solutions can be accessed through the WTP database. The database was developed through a collaborative effort between the state, Regional Transportation Planning Organizations (RTPO), Tribal Governments, local jurisdictions, transit agencies, and private transportation providers. The data was gathered as part of the planning process for Washington's Transportation Plan. 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 clarified the duties of the RTPO outlined in the GMA and further defined RTPO planning standards.

The duties of the RTPO, as outlined in state law, 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 is to be used 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.

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 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.

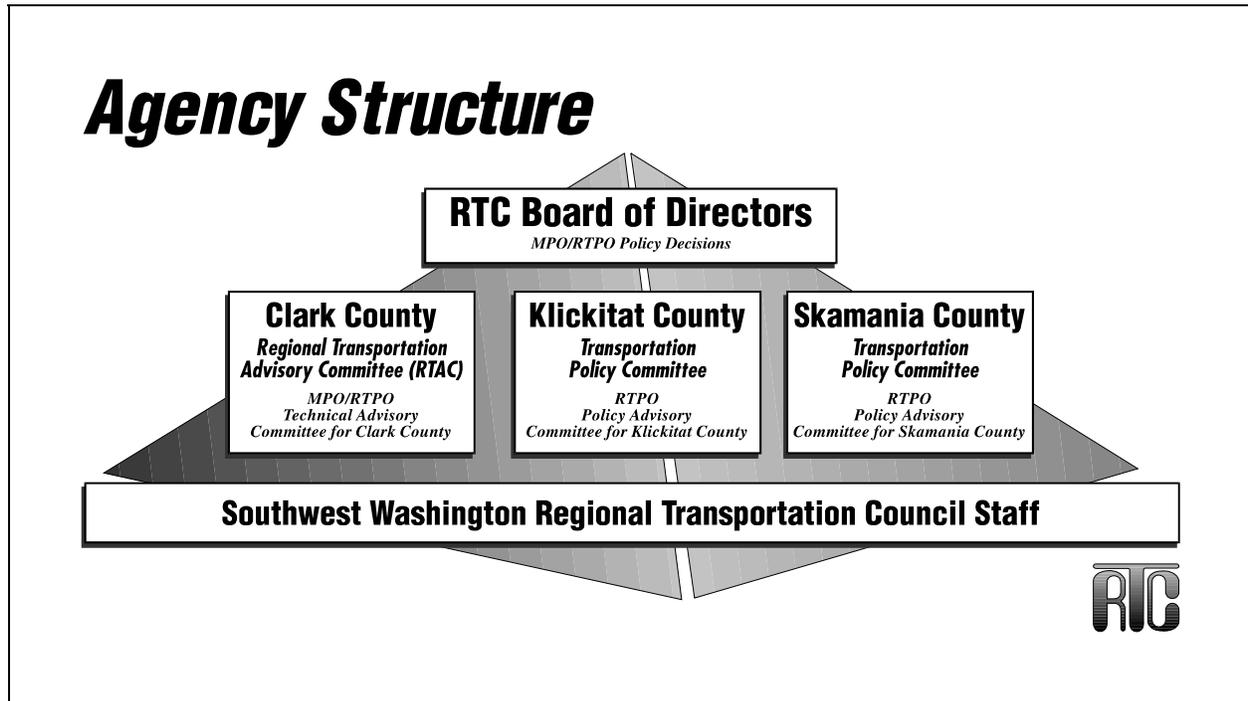
State legislation of significance in regional transportation planning includes the Growth Management Act (1990), High Capacity Transit legislation (1990), the Clean Air Washington Act (1991), and the Commute Trip Reduction law (1991).

INTERGOVERNMENTAL COORDINATION

- CLARK COUNTY MTP UPDATE DEVELOPMENT PROCESS

In order to make the MTP a Plan to provide solutions to transportation issues and problems and a Plan that all jurisdictions can subscribe to and implement, the regional transportation planning committee structure has been established. Committees are established by RTC to carry out MPO/RTPO activities and 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. Current 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, one representative of the Ports of Clark County and state legislators of the 15th, 17th, 18th and 49th districts. 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; amended February 3, 2004 and April 6, 2004) 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 is in the state of Oregon. Planning for transportation within 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 as an associate member. The Bi-State Coordination Committee is key to the coordination of bi-state transportation issues. The Committee is charged with reviewing all issues of bi-state significance for transportation and presenting recommended actions to RTC and JPACT.

Membership is drawn from agencies serving on JPACT and the RTC Board with representation in Washington from WSDOT, C-TRAN, City of Vancouver, Clark County, the Port of Vancouver, and a small city. In Oregon, membership is from ODOT, Tri-Met, one of the counties of the tri county region, City of Portland, Metro, the Port of Portland and smaller city.

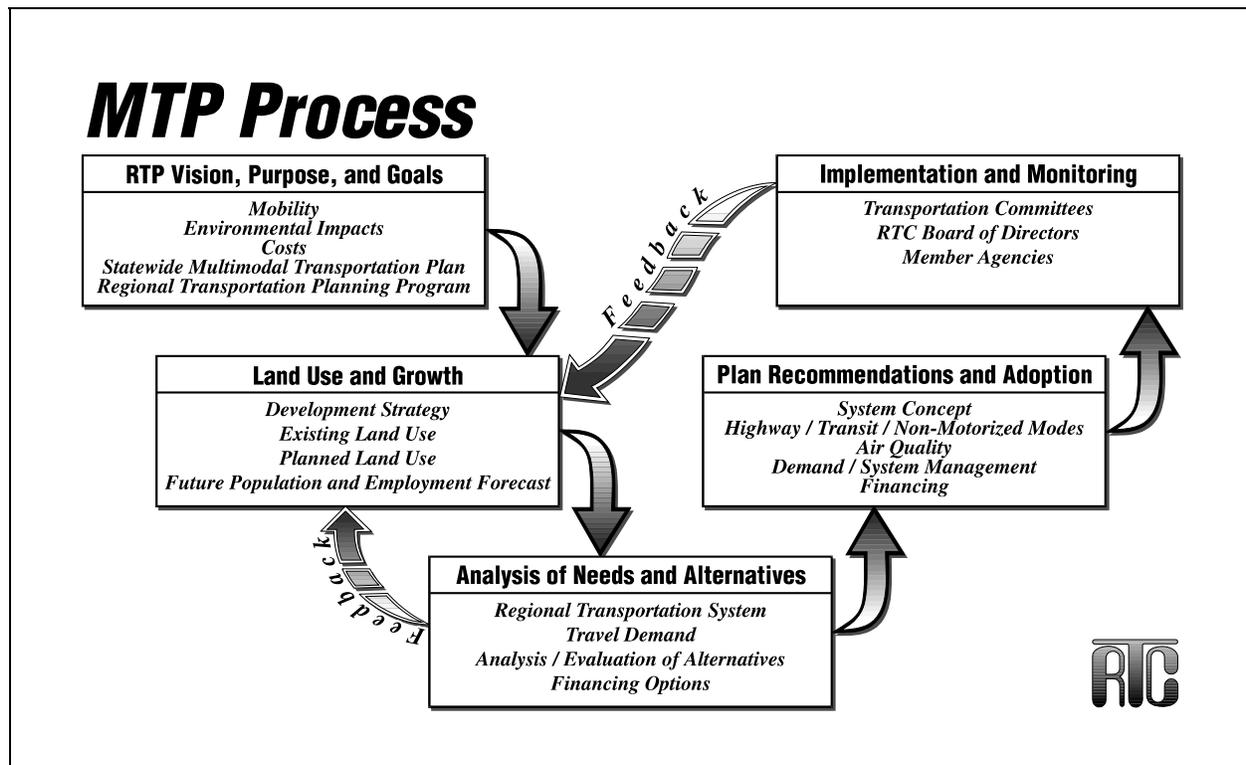
LEVEL OF SERVICE STANDARDS

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

Development of the MTP for Clark County follows a work plan outlined in 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 resulting from 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, analysis of growth trends and regional travel forecasting results to determine 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, transportation system management and demand management are considered.
- 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.