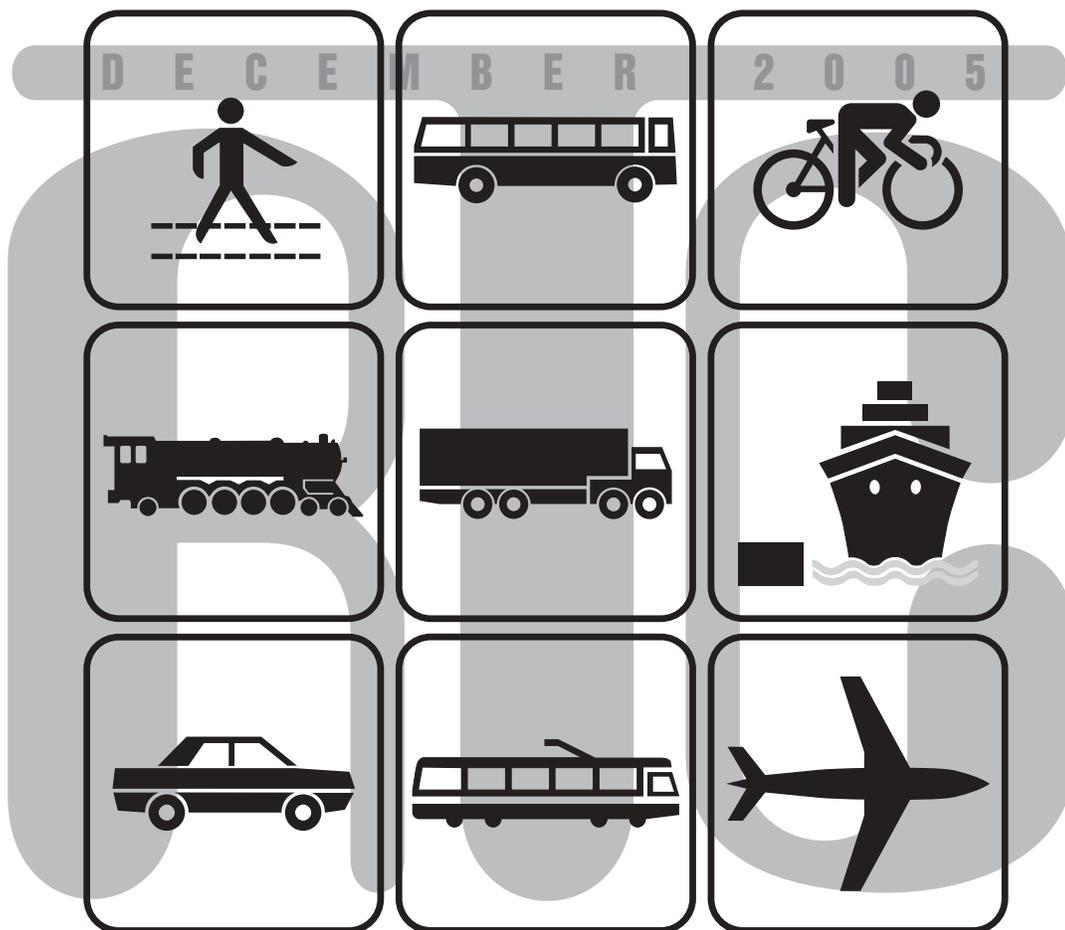


Metropolitan Transportation Plan for Clark County



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, at RTC offices and on RTC's web site for public to review. The Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program updates are considered at regular meetings of the RTC Board of Directors. All RTC Board meetings and technical committee meetings are open to the public. Meeting notices for the RTC Board of Directors are published in the local newspapers. At each month's meeting of the RTC Board, there is time set aside for public comment on regional transportation planning issues including MTP and Metropolitan Transportation Improvement Program (MTIP) development.

Public involvement efforts build from those carried out at the local level in development of local plans and programming of transportation projects. Since the last MTP update in December 2002 and amendment in December 2003, there have been numerous public meetings regarding regional transportation issues. These public meetings, hosted by RTC member agencies and jurisdictions, include regularly scheduled C-TRAN Board meetings, meetings hosted by C-TRAN regarding changes to transit service and fares, Clark County Transportation Improvement Program Involvement Team (TIPIT), public meetings held as part of the Clark County Comprehensive Growth Management planning process, four Walkable Community Workshops held in May 2004 that were organized by RTC and hosted by the City of Ridgefield, the City of Vancouver, Clark County and C-TRAN, the Fourth Plain Traffic Safety Corridor outreach efforts, the 18th Street Corridor Study Citizen Resource Team, open houses on the Section 30 Sub-area Plan, and WSDOT hosted outreach meetings focused on development of state "nickel package" projects, the SR-14 corridor planning study and on traffic operations and preservation projects. In addition, there were Transportation Priorities Project (TPP) outreach events hosted by Identity Clark County, a freight transportation workshop hosted by the Greater Vancouver Chamber of Commerce, RTC representation at Leadership Clark County transportation subject sessions, and RTCs participation on the annual Columbian newspaper's Economic Forecast panel. Public meetings for the I-5 Columbia River Crossing project (CRC) were held in 2005 and will continue to be held for the duration of the project. A full listing of public outreach efforts related to the regional transportation planning program is included in the Unified Planning Work Program's Annual Report published by RTC in late summer each year.

Through the coordinated efforts of RTC and local jurisdictions a public information booth on regional transportation issues is set up each year at the Clark County Fair. The Fair's attendance exceeds 220,000 people annually. RTC and jurisdictions' staff at the transportation booth solicit comments from 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 MTIP and the MTP. RTC and local jurisdictions also coordinate outreach events, usually held annually, at the Westfield Shoppingtown, Vancouver which is the regional mall for the Clark County region. RTC staff also make presentations to neighborhood associations and civic groups to provide information on regional transportation issues and to gather feedback from citizens.

Transportation issues, studies, plans and programs are outlined and reported on at RTC's web site at <http://www.rtc.wa.gov>. The adopted MTP is available for reference at the web site. Also, draft update elements of the Plan are posted to the web site and public comments are invited. The public is given opportunity to make formal comments on both the MTIP and the MTP at monthly RTC Board meetings which are advertised in the local media and which are open to the public. Board meetings agenda and minutes are posted to RTC's web site. Updates and amendments to the MTP are presented to the RTC Board for the Board's consideration and adoption.

METROPOLITAN TRANSPORTATION PLANNING PROGRAM: REQUIRED PLANNING FACTORS IMPLEMENTATION

Under the provisions of the Federal Transportation Act, SAFETEA-LU, Metropolitan Planning Organizations (MPOs) are required to consider eight planning factors in the development of transportation plans and programs. These factors are outlined in Table 7-1 below

Table 7-1: RTC's Implementation of Planning Factors, Status Report

<p align="center">METROPOLITAN PLANNING PROGRAM SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC) STATUS REPORT ON THE FEDERALLY-REQUIRED PLANNING FACTORS (OCT. 2005)</p>		
<p align="center"><i>Under the provisions of the Federal Transportation Act, SAFETEA-LU, Metropolitan Planning Organizations (MPOs) are required to consider eight planning factors in the development of transportation plans and programs.</i></p>		
	FACTORS	HOW RTC IMPLEMENTS THE FACTORS
1	<p>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency</p>	<p>Competitiveness, Productivity, Efficiency</p> <ul style="list-style-type: none"> • <u>Metropolitan Transportation Plan (MTP) Project Priorities</u>: Economic development is the prime policy criteria for prioritizing MTP transportation projects (MTP Prioritization Process (1998), updated December 2001). • <u>Interstate Travel</u>: In 1998, the Washington State Department of Transportation (WSDOT) partnered with the Oregon Department of Transportation (ODOT) and other local jurisdictions and agencies in Washington and Oregon, including RTC, to plan for and implement improvements along the I-5 corridor from I-84 in Oregon to I-205 in Washington. Two studies, the Portland/Vancouver I-5 Trade Corridor Freight Feasibility and Needs Assessment Study, completed in 2000, and the Portland/Vancouver I-5 Transportation and Trade Partnership Study, completed in 2002, included a variety of corridor-wide improvement and traffic management recommendations. Planning for the I-5 corridor continues with the Columbia River Corridor (CRC) project. The I-205 corridor in Clark County is addressed in the I-205 Corridor, Access Point Decision Report (2001). • <u>Access to Ports/Industry</u>: Mill Plain Extension for Port of Vancouver access was completed in 2000. There have been recent improvements to Fruit Valley Road and there are plans to construct NW 26th Avenue. The Port of Vancouver is currently reviewing potential alignments to improve rail access to the Port as part of the Port of Vancouver's Economic Development & Conservation Plan. SR-14/Grand

**METROPOLITAN PLANNING PROGRAM
 SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)
 STATUS REPORT ON THE FEDERALLY-REQUIRED PLANNING FACTORS (OCT. 2005)**

Under the provisions of the Federal Transportation Act, SAFETEA-LU, Metropolitan Planning Organizations (MPOs) are required to consider eight planning factors in the development of transportation plans and programs.

FACTORS	HOW RTC IMPLEMENTS THE FACTORS
	<p>interchange project (completed 1996) improved access to Columbia Shores Business Park. MTP recommends SR-14 improvements to improve access to the Port of Camas/Washougal and improvements at the I-5/Ridgefield/269th Street interchange.</p> <ul style="list-style-type: none"> • <u>Airports</u>: Clark County is served by Portland International Airport. The small, general aviation airfields in the County are being encroached upon by urban development. Efforts to locate a new airport in the late 1980's resulted in Pioneer II site selection but public criticism halted any project development. Clark County Airports Advisory Task Force convened in 1997 to further address need for airfields in Clark County. Evergreen Airport (off Mill Plain) is closing. • <u>Intermodal transportation facilities</u>: freight, transit centers, park & rides. • <u>Freight distribution</u>: A 1994 freight study located major freight generators in Clark County. The Congestion Management Monitoring system monitors truck percentages on regionally significant corridors in Clark County. The Regional Freight Committee (Portland-Vancouver region) meets to address freight issues including planning for the regional freight data collection study. • <u>Rail</u>: BNSF lines run through Clark County (north to Seattle, south to Portland and east to Spokane) to serve increasing rail freight movement. RTC worked with BNSF on Amtrak rail station planning and on Commuter Rail Feasibility Study (May 1999). The Vancouver Rail Project, to improve rail through the Vancouver Yard and to cross the Yard by highway bridge at 39th Street, was funded by the 2002 Washington Legislature's "Nickel Package". • <u>Ship and Barge</u>: river transportation to Port of Vancouver. Use of barges includes use for transportation of garbage from Clark County to landfill in eastern Oregon. • <u>Pedestrian and Bicycle</u>: RTC hosted four Walkable Community Workshops in 2004. The workshops emphasized the contribution a quality pedestrian and bicycle environment can make to the area's economy, quality of life and health. <p>Recreational Travel and Tourism</p> <ul style="list-style-type: none"> • The Fort Vancouver National Historic Site, Officers' Row and Pearson Airfield are prime tourist sites near downtown Vancouver. Clark County is also the gateway to the Columbia River Gorge via SR-14. SR-503 provides access to the Mount St Helens National Scenic Area.

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	FACTORS	HOW RTC IMPLEMENTS THE FACTORS
2	Increase the safety of the transportation system for motorized and non-motorized users	Safety <ul style="list-style-type: none"> Safety is called out as a priority issue in the MTP. Assessment of highway system safety needs is carried out by WSDOT for interstate and state facilities and by the local jurisdictions for local arterials. RTC uses the information to help determine funding priorities as part of project programming. Washington State Department of Transportation (WSDOT) uses safety as a significant factor in benefit/cost analysis to determine funding priorities.
3	Increase the security of the transportation system	Security <ul style="list-style-type: none"> C-TRAN devotes a portion of its budget to transit security measures including surveillance cameras on buses and contract security personnel. Transit security measures are described in the MTP, Chapter 3.
4	Increase the accessibility and mobility options available to people and for freight ;	Overall <ul style="list-style-type: none"> Vehicle Miles Traveled, Vehicle Hours of Delay and other measures of performance of the regional transportation system are reported in the MTP with each MTP update. The Metropolitan Transportation Improvement Program (MTIP) contains a listing of all regionally significant transportation projects to be undertaken in local jurisdictions in the shorter term. Congestion Management <ul style="list-style-type: none"> Congestion is addressed in the adopted Congestion Management System (CMS) and subsequent annual Congestion Management Monitoring reports for the Clark County region. Monitoring of system performance and CMS strategies are incorporated into the MTP. Evaluation of CMS corridors is conducted annually with updated traffic counts and transportation system use data. Intelligent Transportation System (ITS) <ul style="list-style-type: none"> Vancouver Area Smart Trek (VAST) deployment plan. Implementation of ITS solutions and Transportation System Management (TSM) strategies to better manage the existing transportation system. Transit Service <ul style="list-style-type: none"> C-TRAN publishes the <i>Transit Development Plan</i> to outline plans for the future of the transit system within the next six years. C-TRAN coordinated initiated a 20-year planning process for the region's transit system in 2003/04. A C-TRAN 20-Year Transit Development Plan is anticipated in 2006. RTC coordinates with C-TRAN on ridership surveys and on travel forecasting. Transportation Enhancements <ul style="list-style-type: none"> Prioritization of enhancement projects is a collaborative process by Regional Transportation Advisory Committee (RTAC) representatives. Projects are ranked according to criteria established by RTAC members.

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	FACTORS	HOW RTC IMPLEMENTS THE FACTORS
		<ul style="list-style-type: none"> • Enhancement projects are incorporated into MTP and MTIP. • For bike and pedestrian projects, guidance for system development is provided by <i>Clark County's Trails and Bikeway System Plan</i> (Dec. 1992) and by the transportation elements of local Comprehensive Growth Management plans. • Walkable Community Workshops were hosted by RTC in 2004. <p>Movement of Freight</p> <ul style="list-style-type: none"> • WSDOT Freight and Goods Transportation System (FGTS). • Port access proposed improvements: SR-14 Camas/Washougal area, I-5/Ridgefield Junction. • Lewis and Clark Railroad.
5	Protect and enhance the environment , promote energy conservation , and improve quality of life	<p>Environment</p> <ul style="list-style-type: none"> • The natural, built and human environments are considered at the earliest opportunity in the transportation planning process. RTC relies on the inventory of resource lands and critical areas undertaken by Clark County as part of the Comprehensive Plan for the County. RTC carries out air quality conformity analysis for the MTP, the MTIP and for local, regionally significant transportation projects. <p>Energy Conservation</p> <ul style="list-style-type: none"> • Commute Trip Reduction program. • Analysis of Vehicle Miles Traveled. • Jobs/housing balance. • Planning and construction of facilities for non-motorized modes (consistent with <i>Clark County Trails & Bikeway System Plan</i>, Dec. 1992). <p>Quality of Life (Land Use and Transportation Linkage)</p> <ul style="list-style-type: none"> • The 50-year Community Framework Plan for Clark County (March 1993) and the 20-year Comprehensive Growth Management Plan for Clark County (December 1994) specifically link policies and planning for land use and transportation. • The MTP and Comprehensive plans are consistent.
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	<ul style="list-style-type: none"> • Hierarchical functional classification system for Clark County roads. Clark County maintains an "Arterial Road Atlas" that shows desired classifications and design standards for arterials within the County. • SR-14 to east (RTC's planning area includes Skamania and Klickitat counties to the east). • I-5 to north (information and formal coordination with Southwest Washington RTPO to north). • I-5 south (includes coordination with Metro, ODOT, TriMet and Oregon local jurisdictions on bi-state issues).

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	FACTORS	HOW RTC IMPLEMENTS THE FACTORS
7	Promote efficient system management and operation	<ul style="list-style-type: none"> • Congestion Management System (adopted by RTC, May 1995) and annual Congestion Management Monitoring report process. • Vancouver Area Smart Trek (VAST) implementation includes intelligent transportation system implementation, fiber network for communications, signal timing and signal coordination projects, ramp metering, coordination with Oregon on a Regional Advanced Traveler Information System.
8	Emphasize the preservation of the existing transportation system	<ul style="list-style-type: none"> • Preservation receives high priority in policies and programming of projects through the Washington’s Transportation Plan (WTP), WSDOT Highway Systems Plan, local Comprehensive Growth Management Plans, the Metropolitan Transportation Plan (MTP), and the Metropolitan Transportation Improvement Program (MTIP). • As road improvements occur, sidewalks and bike lanes are added. • Cost to maintain pavement and bridges is addressed in the MTP. • I-5 bridge (life expectancy, maintenance needs). • Bridge needs are documented in the MTP.

MTP IMPLEMENTATION

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

MTP UPDATE PROCESS

The state’s Growth Management Act requires that the *MTP* be reviewed for currency every two years. Under the federal Intermodal Surface Transportation Efficiency Act (1991) and Transportation Equity Act for the 21st Century (TEA-21), MTP update was required at least every three years. The federal transportation reauthorization act, 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. The revised requirements under SAFETEA-LU include expanded consultation requirements, discussion of potential environmental mitigation activities developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies, and changes to participation requirements.

Metropolitan Planning Organizations, such as RTC, have until July 1, 2007, to comply with the revised requirements. The Plan is required to have at least a twenty-year horizon. Should changing policies, financial conditions or growth patterns warrant, then *Plan* amendments can take place with public outreach and subject to findings of air quality conformity and fiscal constraint. A summary of Metropolitan Transportation Plan for Clark County adoption, update and amendment actions is provided in Table 7-2.

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 was convened in 2000 to address transportation issues of bi-state concern and has continued to meet throughout 2001 and 2002.

The 2002 MTP update provided a new base year of 2000, incorporated newly-available 2000 Census data, extended the horizon year of the MTP to 2023, included recommendations from recently completed corridor studies of I-5 North and I-205, and included recommendations of the I-5 Partnership in the new Strategic MTP. The Plan update included a revised list of proposed transportation improvements anticipated within the next twenty years and an update to the air quality conformity analysis. The 2003 MTP amendment added the Port of Ridgefield’s Rail Overpass

Project and made minor amendment to the Financial Plan element to acknowledge the State's "nickel projects". The MTP's Strategic Plan that provides for the inclusion of "illustrative projects" and/or planning concepts not fully developed and not ready for inclusion in the fiscally-constrained MTP, was also amended to focus description on need and purpose for transportation improvements and to update the status of the Strategic Plan elements. A description of the Federal Transit Administration's New Start Alternatives Analysis (AA) process for high capacity transit in the I-5/I-205/SR-500 loop was provided.

The 2005 MTP update includes extending the horizon year of the Plan to 2030 together with accompanying demographic forecasts. It also includes update to the Plan Goals and Policies, update to the Designated Regional Transportation System, to the Financial Plan and a major update to the list of projects identified in the MTP to include a large number of projects needed to provide internal circulation improvements for the rapidly growing smaller cities of Clark County.

Results and recommendations from transportation studies underway will be incorporated into future MTP updates or amendments. The next major update to the MTP is anticipated in coordination with update to the Comprehensive Growth Management Plan for Clark County, now underway, in late 2006. In 2006, revised Urban Growth Areas, land uses and demographic forecasts will be incorporated into the MTP coming from the local comprehensive planning process. A revised federal functional classification system will also be incorporated that will reflect the updated Comprehensive Growth Management Plans of local jurisdictions.

Table 7-2: Chronology of MTP Update and Amendment, 1994 to 2005

Chronology of MTP Update and Amendment, 1994 to 2005														
Date	Action	Notes <i>Employment is Bureau of Labor Statistics (BLS) equivalent or 'covered' employment</i>												
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>80,100</td> </tr> <tr> <td>Forecast 2015</td> <td>380,425</td> <td>152,170</td> <td>138,300</td> </tr> </tbody> </table>	Year	Population	Households	Employment	Base 1990	238,053	88,438	80,100	Forecast 2015	380,425	152,170	138,300
Year	Population	Households	Employment											
Base 1990	238,053	88,438	80,100											
Forecast 2015	380,425	152,170	138,300											
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>80,100</td> </tr> <tr> <td>Forecast 2017</td> <td>437,167</td> <td>171,842</td> <td>154,500</td> </tr> </tbody> </table>	Year	Population	Households	Employment	Base 1990	238,053	88,438	80,100	Forecast 2017	437,167	171,842	154,500
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Base 1990	238,053	88,438	80,100											
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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>80,100</td> </tr> <tr> <td>Forecast 2017</td> <td>437,167</td> <td>175,577</td> <td>154,500</td> </tr> </tbody> </table>	Year	Population	Households	Employment	Base 1990	238,053	88,438	80,100	Forecast 2017	437,167	175,577	154,500
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Base 1990	238,053	88,438	80,100											
Forecast 2017	437,167	175,577	154,500											
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 												

Chronology of MTP Update and Amendment, 1994 to 2005														
Date	Action	Notes <i>Employment is Bureau of Labor Statistics (BLS) equivalent or 'covered' employment</i>												
		<p>transportation needs.</p> <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>80,100</td> </tr> <tr> <td>Forecast 2017</td> <td>437,167</td> <td>175,577</td> <td>154,500</td> </tr> </tbody> </table>	Year	Population	Households	Employment	Base 1990	238,053	88,438	80,100	Forecast 2017	437,167	175,577	154,500
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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>104,200</td> </tr> <tr> <td>Forecast 2020</td> <td>473,898</td> <td>192,716</td> <td>170,900</td> </tr> </tbody> </table>	Year	Population	Households	Employment	Base 1996	303,500	120,312	104,200	Forecast 2020	473,898	192,716	170,900
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Forecast 2020	473,898	192,716	170,900											
December 2000	MTP Amendment RTC Board Resolution 12-00-30	<p>The amendment included 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>112,490</td> </tr> <tr> <td>Forecast 2020</td> <td>473,898</td> <td>192,716</td> <td>170,900</td> </tr> </tbody> </table>	Year	Population	Households	Employment	Base 1999	337,000	137,974	112,490	Forecast 2020	473,898	192,716	170,900
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Update: December 2002	MTP Update RTC Board Resolution 12-02-24	<p>The update included the following elements:</p> <ul style="list-style-type: none"> (i) Base year updated to year 2000 and horizon year extended to 2023. (ii) Update to Chapter 4 Finance Plan. (iii) Updated list of MTP "fiscally-constrained" recommended improvements. (iv) Strategic Plan element incorporated into MTP Appendix includes recommendations of the I-5 Partnership Governors' Task Force (June 2002). <table border="1"> <thead> <tr> <th>Year</th> <th>Population</th> <th>Households</th> <th>Employment</th> </tr> </thead> <tbody> <tr> <td>Base 2000</td> <td>345,238</td> <td>127,203</td> <td>118,310</td> </tr> <tr> <td>Forecast 2023</td> <td>486,225</td> <td>200,094</td> <td>185,370</td> </tr> </tbody> </table>	Year	Population	Households	Employment	Base 2000	345,238	127,203	118,310	Forecast 2023	486,225	200,094	185,370
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Base 2000	345,238	127,203	118,310											
Forecast 2023	486,225	200,094	185,370											
December 2003	MTP Amendment RTC Board Resolution 12-03-32	<p>The amendment included the following elements:</p> <ul style="list-style-type: none"> (i) Add Port of Ridgefield Rail Overpass Project. (ii) Amend Strategic Plan Recommendations (Appendix B). (iii) Minor Amendments to Financial Plan to acknowledge funding of state "nickel package" projects. <table border="1"> <thead> <tr> <th>Year</th> <th>Population</th> <th>Households</th> <th>Employment</th> </tr> </thead> <tbody> <tr> <td>Base 2000</td> <td>345,238</td> <td>127,203</td> <td>118,310</td> </tr> <tr> <td>Forecast 2023</td> <td>486,225</td> <td>200,094</td> <td>185,370</td> </tr> </tbody> </table>	Year	Population	Households	Employment	Base 2000	345,238	127,203	118,310	Forecast 2023	486,225	200,094	185,370
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Chronology of MTP Update and Amendment, 1994 to 2005															
Date	Action	Notes													
	RTC Board Resolution 12-05-24	<p><i>Employment is Bureau of Labor Statistics (BLS) equivalent or 'covered' employment</i></p> <ul style="list-style-type: none"> (i) Review and update of MTP Goals and Policies. (ii) Horizon year extended to 2030. (iii) Update to the Designated Regional Transportation System Map. (iv) Update to Chapter 4 Finance Plan. (v) Updated list of MTP "fiscally-constrained" recommended improvements. (vi) Strategic Plan element update in Appendix B. <table border="0"> <thead> <tr> <th>Year</th> <th>Population</th> <th>Households</th> <th>Employment</th> </tr> </thead> <tbody> <tr> <td>Base 2000</td> <td>345,238</td> <td>127,203</td> <td>118,310</td> </tr> <tr> <td>Forecast 2030</td> <td>486,225</td> <td>200,094</td> <td>238,515</td> </tr> </tbody> </table>		Year	Population	Households	Employment	Base 2000	345,238	127,203	118,310	Forecast 2030	486,225	200,094	238,515
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