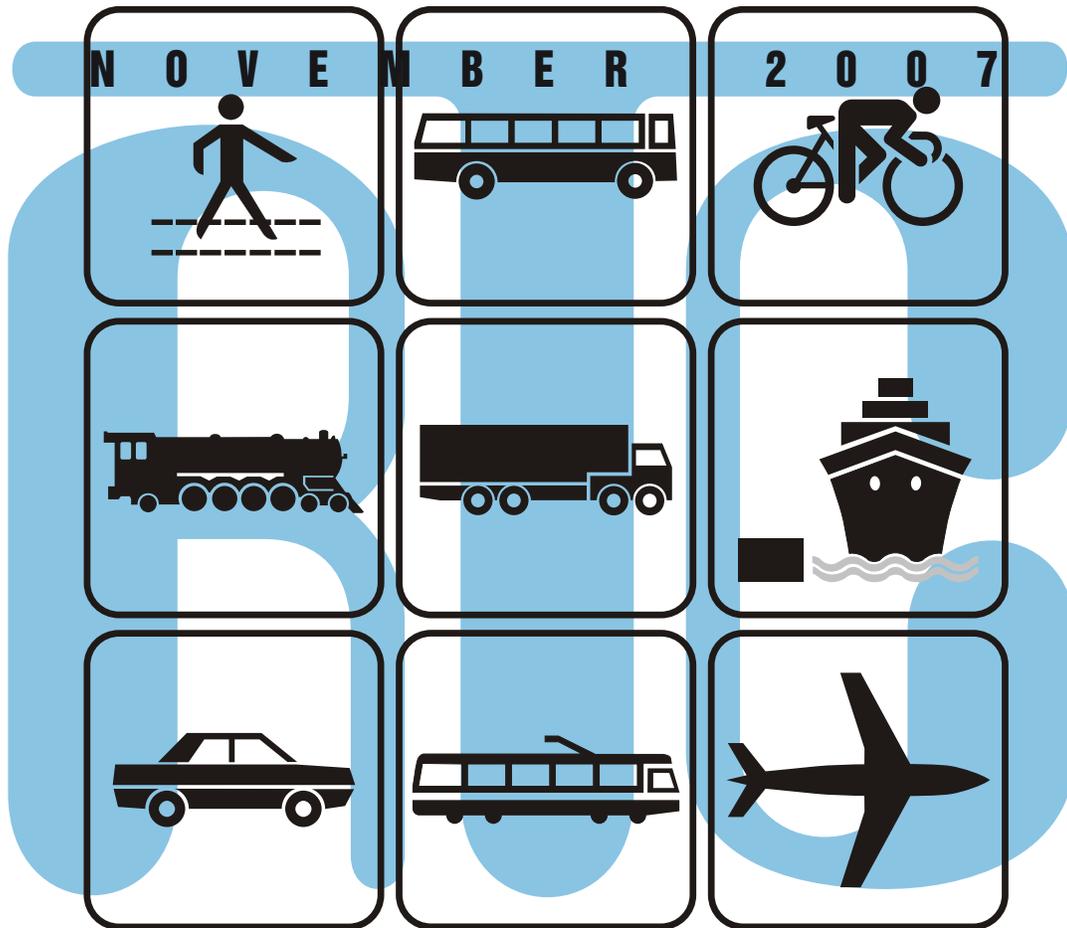


Metropolitan Transportation Plan for Clark County

Final Draft



Southwest Washington Regional Transportation Council

MTP APPENDIX A

TRANSPORTATION CAPACITY IMPROVEMENTS ASSUMED IN MTP NETWORK

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

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

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

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

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

2030 MTP: LIST OF MTP AND LOCAL PROJECTS (110/27/07)					
(projects listed are included in the Regional Travel Forecast Model)					
This list includes both MTP Designated Regional Transportation System projects and local projects. <i>Projects in Italics are local transportation system and are not part of the MTP Designated Regional Transportation System</i>					
Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
I-5	Columbia River Crossing (CRC)	Environmental Impact Statement/Design	3 lanes each direction		WSDOT
I-5	Salmon Creek to I-205	3 lanes each direction	2 lanes each direction	2006	WSDOT
I-5	SR-502 Interchange	New Interchange	None	2008	WSDOT
I-5	Pioneer Street (Ridgefield)/ SR-501 Interchange	Replace Interchange	Interchange	2009	WSDOT/ Ridgefield
I-5	The Salmon Creek Interchange Project (SCIP) at 134th/139th Street	Construct NE 139th St. from NE 20th Ave. to NE 10th Ave. Reconstruct interchange with ramps added at 139th St. NE 10th Ave. Improve NE 10th Ave. from 134th to 149th St. with turn lanes	Interchange	2010-2013	WSDOT/ Clark Co
I-5/I-205	Salmon Creek Interchange Phase II	Improve access to I-205 with flyover from 134th St to I-205 southbound		2013-2020	WSDOT
I-5	319th Street Interchange	Rebuild Interchange	Interchange	2011-2015	WSDOT
I-5	I-205 to 179th Street	Auxiliary lane in each direction	3 lanes each direction	2012-2013	WSDOT
I-5	179th Street to SR-502	Auxiliary lane in each direction	3 lanes each direction	2016-2025	WSDOT
I-5	179th Street Interchange	Reconstruct Interchange	Interchange	2016-2025	WSDOT
I-205	Mill Plain Exit (112th Avenue connector)	Build direct ramp to NE 112th Avenue	None	2007	WSDOT

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This list includes both MTP Designated Regional Transportation System projects and local projects. <i>Projects in Italics are local transportation system and are not part of the MTP Designated Regional Transportation System</i>					
Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
I-205	Mill Plain to NE 18th St - Stage I	Ramps/Frontage Road between Mill Plain and 18th Streets	No interchange at 18th	2011	WSDOT
I-205	Mill Plain to NE 18th St - Stage II	Ramps/Frontage Road between Mill Plain and 18th Streets	No interchange at 18th/28th	2016	WSDOT
I-205	Mill Plain to 28th Street	Ramps/frontage road between Mill Plain and 28th Streets	Overpass/underpass	2020-2030	WSDOT
I-205	I-205/SR14 Interchange	Rebuild Interchange		2020-2030	WSDOT
I-205	SR-14 to Mill Plain	Ramp Separation	Interchanges	2016-2025	WSDOT
I-205	28th St to SR 500	North ramps	None	2016-2025	WSDOT
I-205	SR-500	WB SR-500 to SB I-205 Flyover	Interchange	2016-2025	WSDOT
I-205	Padden Parkway Interchange	Rebuild interchange	2 lanes each direction	2016-2025	WSDOT
I-205	SR-500 to Padden Parkway	3 general purpose and 1 auxiliary lanes each direction	2 lanes each direction	2016-2025	WSDOT
I-205	Padden Parkway to 134th Street	3 lanes each direction	2 lanes each direction	2016-2025	WSDOT
SR-14	I-205 to 164th Avenue	3 lanes ea. direction	2 lanes each direction	2016-2025	WSDOT
SR-14	NW 6th Av. to SR-500/Union	2 lanes ea. direction w. interchange	1 lane each direction with intersections	2012	WSDOT
SR-14	SE Union Street to 32nd Street	Add lanes and construct interchanges (for safety and capacity)	1 lane each direction with intersections	2016-2025	WSDOT
SR-500	at I-205	Extend westbound auxiliary lane	3 lanes each direction	2009	WSDOT
SR-500	St. Johns Interchange	New Interchange	Intersection	2011	WSDOT
SR-500	42nd Avenue	Grade Separation	Intersection	2016-2025	WSDOT

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Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
SR-500	54th Avenue	Interchange with collector-distributor connecting to Andresen	Intersection	2016-2025	WSDOT
SR-500	at SR-503/ Fourth Plain	Construct turn lanes	Intersection	2011-2016	WSDOT
SR-501, Port of Ridgefield Rail Crossing, vicinity of Pioneer Street, Ridgefield	Extend Pioneer St to Port of Ridgefield Rail Overcrossing to Port of Ridgefield	Grade separated crossing of mainline railway. Feasibility study and environmental impacts review	at-grade rail crossings	2010-2013	Port of Ridgefield/ WSDOT
SR-502	NE 10th Avenue to Battle Ground	2 lanes each direction	1 lane each direction	2013	WSDOT
SR-503	at SR-502	Intersection improvement		2011-2016	WSDOT
SR-503	at Padden Parkway	Add Interchange	None	2016-2025	Clark County/ WSDOT
SR-503	Padden to SR-502	Add Lanes, 3 lanes each direction	2 lanes each direction	2025-2030	WSDOT
SR-503	SR-502 to Gabriel Road	Add Lanes, 2 lanes each direction	1 lane each direction		WSDOT
SR-503	East Fork Lewis River	Northbound and southbound climbing lane	1 lane each direction	2011	WSDOT
Vancouver Rail and 39th Street	RR at 39th Street	Vancouver Rail Bypass and W. 39th Street	At-Grade Crossing	2010	WSDOT
Fleet Expansion and Replacement	System Wide	Fleet expansion and replacement for fixed route, demand response, and vanpool, including vehicles with alternative fuel technology	Follow replacement schedule, add vehicles as needed to provide service	Ongoing	C-TRAN
Transit Enhancements	System Wide	Improvements/amenities at bus stops, super stops, and transit centers - new and existing	Continuation of existing programs	Ongoing	C-TRAN

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Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
Administration, Operations, and Maintenance Facility	65th Street & 18th Street	Expansion/redevelopment	Current facility is 20 years old and over capacity	2010-2015	C-TRAN
7th Street Passenger Service	7th Street & Washington	Redevelopment of C-TRAN property at 7th Street	Transit Center being decommissioned, only passenger service remains		C-TRAN
Central County Park & Ride	I-205 & Padden Parkway	Develop Park & Ride	C-TRAN owns property	2010-2015	C-TRAN
Evergreen Park & Ride	18th Street & 136th Avenue	Replacement or expansion of existing facility	Current park and ride lacks visibility and easy access to I-205	2014-2023	C-TRAN
219th Street Park & Ride	I-5 & SR-502	Park & Ride facility at new interchange	N/A	2020-2030	C-TRAN
Salmon Creek Park & Ride	I-5 & 134th/139th Streets	Relocate existing park & ride as part of interchange project	Existing park & ride needs to move for interchange improvements	2008-2010	C-TRAN
179th/ Fairgrounds Park & Ride	I-5 & NE 179th Street	Develop Park & Ride	N/A	2020-2030	C-TRAN
Fisher's Landing Transit Center	SR-14 & 164th Avenue	Expansion of park & ride facility	Existing park & ride with land for phase 2 expansion	2014-2023	C-TRAN
Vancouver Mall Transit Center	SR-500 & Thurston Way	Upgrades/improvements to transit center	Existing facility needs improvements/overhaul	2008-2010	C-TRAN
High Capacity Transit	TBD	Alternatives Analysis for recommended corridor(s) from HCT Study (New Starts and/or Small Starts)	Congested roadways with opportunities for HCT investment	2008-2009	C-TRAN

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Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
ITS Deployment	System Wide	Deploy ITS Phase 2 and 3, including digital radio system	Phase 1 complete	Ongoing	C-TRAN
119th Street	72nd Avenue to SR-503 (117th Av.)	2 lanes ea. direction, w/turn lane	1 lane each direction	2012	Clark County
119th Street	Salmon Creek Av. to 72nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2016	Clark County
119th Street	NW 7th Av to NW 16th Av	1 lane ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County
179th Street	NE 10th to NE 29th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2010-2013	Clark County
179th Street	NE 29th Avenue to NE 72nd Av.	2 lanes ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County
179th Street	NE 72nd Avenue to Cramer Road	1 lane ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County
179th Street	Cramer Road to NE 112th Av.	1 lane ea. direction, w/turn lane	None	2013-2030	Clark County
179th Street	I-5 to NW 11th Avenue	2 lanes ea. direction, w/turn lane	I-5 to Delfel: 2 lanes each direction w/ turn lane Delfel to NW 5th: 2 lanes EB, 1 lane WB w Center Turn Lane	Completion will be by frontage improvements 2013 to 2030	Clark County
63rd Street	<i>Andresen Road to I-205 overcrossing</i>	<i>2 lanes ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2008</i>	<i>Clark County</i>
72nd Avenue	N. of 88th Street to 110th St	2 lane ea. direction, w/turn lane	1 lane each direction	2008	Clark County
Andresen	Padden Parkway	Add Interchange	Intersection	2013-2030	Clark County
<i>Bridges and Misc. Projects</i>	<i>Various locations</i>			<i>2007-2030</i>	<i>Clark County</i>
<i>Hazel Dell Av.</i>	<i>99th Street to 114th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Clark County</i>

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Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
Highway 99	NE 99th Street to NE 119th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2016	Clark County
Highway 99	122nd to 129th Street	2 lanes each direction w/turn lane	2 lanes each direction	2013-2030	Clark County
Highway 99	South RR Bridge (Ross Street) to NE 63rd Street	2 lane ea. direction, w/turn lane (rail bridge)	2 lanes each direction	2013-2030	Clark County
<i>Intersection Improvements</i>	<i>Various locations</i>			<i>2007-2030</i>	<i>Clark County</i>
<i>NE 10th Avenue</i>	<i>149th to 164th Street</i>	<i>1 lane ea. direction, with turn lane</i>	<i>1 lane each direction</i>	<i>2007-2012</i>	<i>Clark County</i>
<i>NE 10th Avenue</i>	<i>NE 141st St .to NE 149th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2010-2014</i>	<i>Clark County</i>
<i>NE 10th Avenue</i>	<i>NE 164th St to Fairgrounds Ent.</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Clark County</i>
NE 119th Street	SR-503 to NE 172nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County
<i>NE 137th/ 142nd Av</i>	<i>NE 119th St to 173rd Circle</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2013-2030</i>	<i>Clark County</i>
<i>NE 152nd Avenue</i>	<i>Ward Road to 99th St</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Clark County</i>
<i>NE 15th Avenue</i>	<i>179th Street to NE 10th Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2013-2030</i>	<i>Clark County</i>
<i>NE 15th/ 20th Avenues</i>	<i>NE 154th to NE 15th Avenue</i>	<i>Street upgrade</i>	<i>1 lane each direction</i>	<i>2015-2020</i>	<i>Clark County</i>
NE 182nd Avenue	NE 159th to NE 174th St	Intersection improvements	1 lane each direction	2013-2030	Clark County
<i>NE 199th Street</i>	<i>NE 10th Av. To NE 72nd Av.</i>	<i>1 lane each direction w/turn lane</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Clark County</i>
<i>NE 29th Avenue</i>	<i>NE 134th to NE 179th St</i>	<i>Complete pedestrian connections</i>	<i>Some sidewalk segments</i>	<i>2013-2030</i>	<i>Clark County</i>
<i>NE 50th Avenue</i>	<i>LaLonde to 119th Street</i>	<i>1 lane each direction w/turn lane</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Clark County</i>
<i>NE 50th Avenue</i>	<i>NE 119th to 179th St</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Clark County</i>

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Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
NE 72nd Avenue	119th to 133rd Street	2 lanes each direction w/ turn lane	1 lane each direction	2023	Clark County
NE 72nd Avenue	NE 133rd to NE 219th St	2 lanes ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County
<i>NE 88th Street</i>	<i>Highway 99 to St. Johns Road</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2015</i>	<i>Clark County</i>
<i>NE 88th Street</i>	<i>St. Johns Road to Andresen Road</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2009-2010</i>	<i>Clark County</i>
<i>NE 88th Street</i>	<i>Hazel Dell Avenue to Highway 99</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2013-2030</i>	<i>Clark County</i>
<i>NE 94th Avenue</i>	<i>Padden Parkway to NE 119th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane/none</i>	<i>2030</i>	<i>Clark County</i>
<i>NE 99th Street</i>	<i>St. Johns Rd. to 72nd Av.</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None/1 lane</i>	<i>2030</i>	<i>Clark County</i>
<i>NE 99th Street</i>	<i>72nd to 94th Av.</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None/1 lane</i>	<i>2030</i>	<i>Clark County</i>
<i>NE 99th Street</i>	<i>94th to 117th Av.</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None/1 lane</i>	<i>2030</i>	<i>Clark County</i>
<i>NE 99th Street</i>	<i>NE 117th to 137th Av</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2009-2010</i>	<i>Clark County</i>
<i>NE 99th Street</i>	<i>NE 137th Av to 172nd</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Clark County</i>
NE Ward Rd.	NE 88th Street to NE 172nd Ave	2 lanes ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County
NE Ward Rd.	NE 172nd Avenue to Davis Rd	2 lanes ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County
NE Ward Rd.	NE Davis Rd to NE 182nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County
<i>NW 11th Ave.</i>	<i>NW 139th Street to 146th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Clark County</i>
<i>NW/NE 199th Street</i>	<i>NW 11th Av.to NE 10th Av.</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	<i>2013-2020</i>	<i>Clark County</i>
Padden Parkway	SR-503	Add Interchange	Intersection	2013-2030	WSDOT/ Clark Co

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Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
St. John's Blvd.	NE 50th Avenue to 72nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2008	Clark County
St. John's Blvd.	NE 68th St to NE 50th Av.	2 lanes ea. direction, w/turn lane	1 lane each direction	2013-2020	Clark County
Ward/ 172nd Av.	S. 99th Street to 119th St.	Realignment	Curved	2009	Clark County
Grace Avenue	Grace Av/ East Main St	Align S Grace and N Grace	Unaligned intersections	2009	Battle Ground
<i>Heisson Rd/ NE 10th St</i>	<i>NE Heisson to East City Limits</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2016-2025</i>	<i>Battle Ground</i>
<i>N Parkway Avenue</i>	<i>NE 5th St. to N Onsdorff Blvd</i>	<i>1 lane ea. direction, w/turn lane, median, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2008</i>	<i>Battle Ground</i>
<i>N Parkway Avenue</i>	<i>Onsdorff to NE 244th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2011-2015</i>	<i>Battle Ground</i>
<i>NE 112th Ave</i>	<i>NE 244th to NE 239th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>		<i>2016-2025</i>	<i>Battle Ground</i>
<i>NE 112th Ave</i>	<i>NE 199th to NE 189th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>		<i>2016-2025</i>	<i>Battle Ground</i>
<i>NE 132nd Ave</i>	<i>NE 199th to NE 179th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>		<i>2016-2025</i>	<i>Battle Ground</i>
<i>NE 189th Street</i>	<i>NE 12th Ave to SR-503</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>		<i>2016-2025</i>	<i>Battle Ground</i>
NE 199th Street	SE Grace to East City Limits	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2011-2015	Battle Ground
<i>NE 199th Street</i>	<i>NE 112th Av to SR-503</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>		<i>2011-2015</i>	<i>Battle Ground</i>

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Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
<i>NE 1st Street</i>	<i>N Parkway to Grace</i>	<i>Widen road lanes, w pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2011-2015</i>	<i>Battle Ground</i>
<i>NE 244th Street</i>	<i>SR-503 to Parkway</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>		<i>2011-2015</i>	<i>Battle Ground</i>
<i>NE 244th Street</i>	<i>N Parkway to NE 142nd Av</i>	<i>New urban collector with bike lanes and sidewalks</i>		<i>2011-2015</i>	<i>Battle Ground</i>
<i>NE 244th Street</i>	<i>NE 112th Av to SR-503</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>		<i>2016-2025</i>	<i>Battle Ground</i>
<i>NE Onsdorff Blvd</i>	<i>N Parkway to NE 142nd Av</i>	<i>New urban collector with bike lanes and sidewalks</i>		<i>2011-2015</i>	<i>Battle Ground</i>
<i>NW 20th Ave</i>	<i>SR-502 to Onsdorff</i>	<i>1 lane ea. direction, w bicycle and pedestrian facilities</i>		<i>2007-2010</i>	<i>Battle Ground</i>
<i>NW 29th Av</i>	<i>NE 239th to NW 3rd St</i>	<i>New urban collector with bike lanes and sidewalks</i>		<i>2011-2015</i>	<i>Battle Ground</i>
<i>NW Onsdorff Blvd</i>	<i>NE 239th St to NE 20th Av</i>	<i>New urban collector with bike lanes and sidewalks</i>		<i>2011-2015</i>	<i>Battle Ground</i>
<i>NW/SW 1st St</i>	<i>Frontages parallel to Main St</i>	<i>1 lane ea. Direction</i>	<i>None</i>	<i>2007-2010</i>	<i>Battle Ground</i>
<i>S Parkway Avenue</i>	<i>S 10th St to NE 199th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2007</i>	<i>Battle Ground</i>
<i>SE 1st Street</i>	<i>S Parkway to Grace</i>	<i>Widen road lanes, w pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2010</i>	<i>Battle Ground</i>
<i>SE Grace Avenue</i>	<i>East Main St to NE 199th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2007-2010</i>	<i>Battle Ground</i>
<i>SE Rasmussen Blvd</i>	<i>SE Grace to Commerce Ave</i>	<i>New road with sidewalks</i>	<i>None</i>	<i>2007-2010</i>	<i>Battle Ground</i>
<i>SE Scotton Way</i>	<i>East terminus to Grace</i>	<i>1 lane ea. direction, w bicycle and pedestrian facilities</i>	<i>None</i>	<i>2007-2010</i>	<i>Battle Ground</i>
<i>SR-502 and 29th Ave</i>		<i>Add south leg of intersection</i>		<i>2011-2015</i>	<i>Battle Ground</i>

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Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
SR-502/ 12th Avenue	Reconfigure roadway system and signal removal	1 lane ea. direction, w bicycle and pedestrian facilities	None	2009	Battle Ground
SR-503 and NE 199th St.		Improve intersection - add turn lanes		2011-2015	Battle Ground
<i>SR-503 and Scotton Way</i>		<i>Add east and west intersection legs</i>		<i>2016-2025</i>	<i>Battle Ground</i>
<i>SR-503 and SW Rasmussen Blvd.</i>		<i>Add east and west legs of intersection</i>	<i>No intersection</i>	<i>2011-2015</i>	<i>Battle Ground</i>
<i>SW 20th Ave</i>	<i>SW Rasmussen Blvd to NE 199th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>		<i>2016-2025</i>	<i>Battle Ground</i>
<i>SW 20th Avenue</i>	<i>SR-502 to SW Rasmussen</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2007-2010</i>	<i>Battle Ground</i>
<i>SW 4th St</i>	<i>S Parkway to west terminus</i>	<i>Widen road lanes, w pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2007-2010</i>	<i>Battle Ground</i>
<i>SW 7th Av</i>	<i>Rasmussen to SW Scotton Way</i>	<i>1 lane ea. direction, w pedestrian facilities</i>	<i>None</i>	<i>2007-2010</i>	<i>Battle Ground</i>
<i>SW 7th Avenue</i>	<i>NE 199th St to SW Scotton Way</i>	<i>1 lane ea. Direction, w/turn lane, bike and pedestrian</i>	<i>None</i>	<i>2007</i>	<i>Battle Ground</i>
<i>SW 7th Avenue</i>	<i>Rasmussen to NE 199th St</i>	<i>1 lane ea. direction, w pedestrian facilities</i>	<i>None</i>	<i>2009</i>	<i>Battle Ground</i>
<i>SW 7th Avenue</i>	<i>Rasmussen to south terminus</i>	<i>1 lane ea. direction, w pedestrian facilities</i>	<i>None</i>	<i>2007-2010</i>	<i>Battle Ground</i>
<i>SW Rasmussen Blvd</i>	<i>SR-503 to SW 20th</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>None</i>	<i>2007-2010</i>	<i>Battle Ground</i>
<i>SW Rasmussen Blvd</i>	<i>SR-503 to S Parkway Av</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>None</i>	<i>2011-2015</i>	<i>Battle Ground</i>
38th Avenue	Bybee Road to Astor	1 lane ea. direction, w/turn lane	1 lane each direction	2010-2016	Camas
Leadbetter Drive	Lake Road to Parker Street	1 lane ea. direction, w/turn lane	None	2009	Camas

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Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
<i>North Dwyer Creek Master Plan: Street "A"</i>	<i>NW Lake Rd to Camas Meadows Dr</i>	<i>1 lane each direction</i>	<i>None</i>	<i>2010-2016</i>	<i>Camas</i>
<i>North Dwyer Creek Master Plan: Street "B"</i>	<i>#NW Friberg to NW Larkspur</i>	<i>1 lane each direction</i>	<i>None</i>	<i>2010-2016</i>	<i>Camas</i>
<i>NW 16th/ Hood/18th</i>	<i>Klickitat to Astor</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2009</i>	<i>Camas</i>
<i>NW 18th Av</i>	<i>Whitman to Brady</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2010-2016</i>	<i>Camas</i>
<i>NW 18th Av/ SE Payne Rd</i>	<i>Whitman St to NW Pac Rim Blvd.</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2007</i>	<i>Camas</i>
<i>NW 38th Av</i>	<i>Astor to Sierra</i>	<i>1 lane each direction</i>	<i>None</i>	<i>2008</i>	<i>Camas</i>
<i>NW 38th Av/ SE 20th St</i>	<i>SE Bybee Rd to 192nd</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2010-2016</i>	<i>Camas</i>
<i>NW 43rd Av/ Astor St</i>	<i>Sierra to 38th</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2008</i>	<i>Camas</i>
<i>NW 6th Av</i>	<i>Ivy to Division</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>2 lanes each direction</i>	<i>2010-2016</i>	<i>Camas</i>
<i>NW Astor St/ NW 11th Av</i>	<i>Forest Home Rd to McIntosh Rd</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2008</i>	<i>Camas</i>
<i>NW Brady Rd</i>	<i>16th to 25th</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2007</i>	<i>Camas</i>
<i>NW Cascade St</i>	<i>12th to 18th</i>	<i>1 lane each direction</i>	<i>None</i>	<i>2008</i>	<i>Camas</i>
<i>NW Friberg St</i>	<i>SE 1st St to Goodwin</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2010-2016</i>	<i>Camas</i>
<i>NW Larkspur St</i>	<i>Lake Rd to 60th</i>	<i>1 lane each direction</i>	<i>None</i>	<i>2008</i>	<i>Camas</i>
<i>NW McIntosh Rd</i>	<i>Brady to 11th</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2010-2016</i>	<i>Camas</i>
<i>NW Payne St</i>	<i>NW Lake Rd to Camas Meadows Dr</i>	<i>1 lane each direction</i>	<i>Private Drive</i>	<i>2010-2016</i>	<i>Camas</i>
<i>Breeze Creek</i>		<i>Creek Crossing Pedestrian/bicycle crossing</i>		<i>2014-2030</i>	<i>La Center</i>

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<i>Collector roadway</i>	<i>Highland to E 4th Street</i>	<i>New eastside collector roadway</i>	<i>None</i>	<i>2010-2016</i>	<i>La Center</i>
E 4th Street	Highland to E. City Limits	Urban upgrade	Unimproved road segment	2007	La Center
E 4th Street		Culvert/bridge replacement		2010-2016	La Center
<i>East Fork Bridge</i>		<i>Second bridge crossing</i>	<i>None</i>	<i>2014-2030</i>	<i>La Center.</i>
<i>Highland Street</i>	<i>E 4th Street</i>	<i>Realignment and improved intersection</i>	<i>Offset intersection with poor sight visibility</i>	<i>2007-2013</i>	<i>La Center</i>
<i>Highland Street</i>	<i>High School to E City Limits</i>	<i>Urban upgrade</i>	<i>Unimproved road segment</i>	<i>2010-2016</i>	<i>La Center</i>
La Center Road	at Timmen Road	Construct left turn lanes	Unimproved intersection	2010-2016	La Center
<i>New Collector "A"</i>				<i>2014-2030</i>	<i>La Center</i>
<i>New Collector "B"</i>				<i>2014-2030</i>	<i>La Center</i>
<i>New Collector "C"</i>				<i>2014-2030</i>	<i>La Center</i>
<i>Timmen Road</i>	<i>at La Center Road</i>	<i>Construct right-turn lane</i>	<i>Unimproved intersection</i>	<i>2010-2016</i>	<i>La Center</i>
SR-501 Deceleration Lane	SR-501 and NW 26th Street	Add deceleration lane on north side of SR-501	1 lane each direction	2009	Port of Vancouver
West Vancouver Freight Access	5 Schedules (stages) - Schedule 1 new access to BNSF mainline/spurs to LaFarge and Albina Fuel; Schedules 2 - 4 internal rail improvements; Schedule 5 new access to Columbia	Cost estimates are in the range of \$77 million to \$100 million	Hill track access from BNSF mainline, internal rail system. No service to Columbia Gateway	Phased, 2007-2020	Port of Vancouver

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	Gateway				
<i>289th Street</i>	<i>I-5 to NW 11th (65th Avenue)</i>	<i>Upgrade to minor arterial</i>	<i>1 lane each direction</i>	<i>2012</i>	<i>Ridgefield</i>
<i>6th Way</i>	<i>Timm Road to S 51st Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2008</i>	<i>Ridgefield</i>
<i>8th Street</i>	<i>Pioneer to Division Street</i>	<i>Extend existing road</i>	<i>Not continuous</i>	<i>2015</i>	<i>Ridgefield</i>
<i>Bertsinger Road</i>	<i>SR-501 to S 25th Place</i>	<i>Realign road</i>	<i>1 lane each direction</i>	<i>2009</i>	<i>Ridgefield</i>
<i>Carty Road</i>	<i>Hillhurst to I- 5</i>	<i>Upgrade to minor arterial</i>	<i>1 lane each direction</i>	<i>2020</i>	<i>Ridgefield</i>
<i>Division</i>	<i>8th St. to Main St.</i>	<i>Rebuild road</i>	<i>1 lane each direction</i>	<i>2015</i>	<i>Ridgefield</i>
<i>Hillhurst Road</i>	<i>Royle to 229th extension</i>	<i>Upgrade to 5 lane principal arterial</i>	<i>1 lane each direction</i>	<i>2012</i>	<i>Ridgefield</i>
<i>Hillhurst Road</i>	<i>SR-501 to Royle Road</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	<i>2013</i>	<i>Ridgefield</i>
<i>Hillhurst Road</i>	<i>Realign and connect to 8th Ave.</i>	<i>Extend existing road</i>	<i>1 lane each direction</i>	<i>2015</i>	<i>Ridgefield</i>
<i>I-5</i>	<i>219th St. to SR-501</i>	<i>NB auxiliary lane along I- 5</i>	<i>None</i>		<i>Ridgefield/ WSDOT)</i>
<i>I-5</i>	<i>SR-501 to 219th St.</i>	<i>SB auxiliary lane along I- 5</i>	<i>None</i>		<i>Ridgefield/ WSDOT)</i>
<i>N 10th Street</i>	<i>N 45th to N 51st Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2015</i>	<i>Ridgefield</i>
<i>N 10th Street</i>	<i>Reiman Road to N 45th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2017</i>	<i>Ridgefield</i>

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<i>N 10th Street/ 279th street</i>	<i>E side of I-5 to N 65th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2009	Ridgefield
<i>N 35th Street</i>	<i>SR-501 to N 10th Avenue</i>	<i>1 lane each direction</i>	<i>Not continuous</i>	2009	Ridgefield
<i>N 51st Avenue</i>	<i>S 15th to Pioneer</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	2010	Ridgefield
<i>N 51st Avenue</i>	<i>Pioneer to N 10th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	2010	Ridgefield
<i>N 56th Avenue</i>	<i>SR-501 to N 5th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	2010	Ridgefield
<i>N 5th Street</i>	<i>N 45th Avenue to N 56th Place</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	2012	Ridgefield
<i>N 65th Ave./ NW 11th</i>	<i>Pioneer to NW 289th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2009	Ridgefield
<i>NE 10th Avenue</i>	<i>NE 259th Street to S 5th Street</i>	<i>Rebuild road w/ shoulder</i>	<i>1 lane each direction</i>	2008	Ridgefield
<i>NE 10th Avenue</i>	<i>S 5th to NE 279th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2012	Ridgefield
<i>NE 20th Ave.</i>	<i>NE 279th to NE 259th St</i>	<i>Upgrade to collector arterial</i>	<i>1 lane each direction</i>	2017	Ridgefield
<i>NE 259th St</i>	<i>NE 10th to NE 20th Av.</i>	<i>Upgrade to collector arterial</i>	<i>1 lane each direction</i>	2017	Ridgefield
<i>NE 279th Street</i>	<i>NE 10th to NE 20th Av.</i>	<i>Upgrade to collector arterial</i>	<i>1 lane each direction</i>	2017	Ridgefield
<i>NW 11th</i>	<i>Pioneer to S 5th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2012	Ridgefield
<i>NW 279th Street Extension</i>	<i>NW 11th Avenue to NE 10th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2015	Ridgefield
<i>Pioneer Street Bridge</i>	<i>over Gee Creek</i>	<i>Bridge Replacement</i>	<i>2 lane bridge</i>	2015	Ridgefield
<i>Pioneer Street/ SR-501</i>	<i>I-5 NB Ramps to S 10th Street</i>	<i>2 lanes each direction w/ turn lane</i>	<i>1 lane each direction</i>	2008	Ridgefield
<i>Pioneer Street/ SR-501</i>	<i>.5 mile west of S 45th to I-5 NB ramps</i>	<i>2 lanes each direction w/ turn lane</i>	<i>1 lane each direction</i>	2010	Ridgefield

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Pioneer Street/ SR-501	.5 miles west of S 45th to W of Reiman Road	Widen, 1-2 lanes each direction	1 lane each direction	2015	Ridgefield
<i>Reiman Road</i>	<i>SR-501 to NW 279th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2012	<i>Ridgefield</i>
<i>Royle Road</i>	<i>Hillhurst Road to S 45th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2012	<i>Ridgefield</i>
<i>S 10th Street</i>	<i>Pioneer Extension to NE 10th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	2010	<i>Ridgefield</i>
<i>S 10th Way</i>	<i>S 35th Place to S 25th Place</i>	<i>Rebuild road</i>	<i>1 lane each direction</i>	2012	<i>Ridgefield</i>
<i>S 15th Street</i>	<i>S 45th Avenue to S 35th Place</i>	<i>Rebuild road</i>	<i>1 lane each direction</i>	2012	<i>Ridgefield</i>
<i>S 15th Street</i>	<i>Pioneer Extension to S 45th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	2015	<i>Ridgefield</i>
<i>S 15/35th Av./ Birtsinger</i>	<i>S 45th Ave to Birtsinger</i>	<i>New collector</i>	<i>None</i>	2015	<i>Ridgefield</i>
<i>S 20th Way</i>	<i>Timm Road to S 51st Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2015	<i>Ridgefield</i>
<i>S 25th Place</i>	<i>S 10th to S 4th Way</i>	<i>Rebuild road</i>	<i>1 lane each direction</i>	2015	<i>Ridgefield</i>
<i>S 35th Avenue</i>	<i>SR-501 to South UGA</i>	<i>1 lane each direction</i>	<i>Not continuous</i>	2010	<i>Ridgefield</i>
<i>S 35th Avenue</i>	<i>South UGB to S 15th Street</i>	<i>1 lane each direction</i>	<i>Not continuous</i>	2015	<i>Ridgefield</i>
<i>S 45th Avenue</i>	<i>S 15th to N 10th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2012	<i>Ridgefield</i>
<i>S 51st Avenue</i>	<i>S 15th Way to 234th Street</i>	<i>New minor arterial</i>	<i>None</i>	2012	<i>Ridgefield</i>
<i>S 51st Avenue</i>	<i>S 20th Way to S 15th Way</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	2015	<i>Ridgefield</i>
<i>S 5th Street</i>	<i>Pioneer Extension to NE 10th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2015	<i>Ridgefield</i>

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<i>S 5th Street</i>	<i>NW 11th Street to Pioneer Street Extension</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	<i>2015</i>	<i>Ridgefield</i>
<i>Timm Road</i>	<i>S 15th St to S 20th Way</i>	<i>Widen, 1 lane each direction</i>	<i>1 lane each direction</i>	<i>2008</i>	<i>Ridgefield</i>
112th Avenue	Mill Plain to 49th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2016-2025	Vancouver
<i>131st Avenue</i>	<i>Fourth Plain to 59th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>intermittent roadway</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>136th Ave.</i>	<i>SE 7th St. Intersection</i>	<i>Intersection improvement</i>	<i>Substandard</i>	<i>2011</i>	<i>Vancouver</i>
137th Avenue	49th Street to Vancouver City Limits	2 lanes ea. direction, w/turn lane	1 lane each direction	2007-2012	Vancouver
138th Avenue	28th Street to 39th Street	2 lanes ea. direction, w access management	1 lane each direction	2007-2012	Vancouver
<i>152nd Avenue</i>	<i>Fourth Plain south to city limits</i>	<i>New arterial street</i>	<i>No street</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>157th Avenue</i>	<i>Fourth Plain to 59th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>intermittent roadway</i>	<i>2013-2030</i>	<i>Vancouver</i>
164th Avenue	SE 1st to SE 34th St	Reconstruct intersections to improve traffic flow	Unimproved intersections	2007-2012	Vancouver
<i>164th Avenue</i>	<i>SR-14 to Evergreen</i>	<i>Upgrade to urban standard</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Vancouver</i>
18th Street	162nd Avenue to 192nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2012	Vancouver
18th Street	97th Avenue to NE 138th Avenue	2 lanes ea. direction, w/turn lane		2007-2012	Vancouver
18th Street	138th Avenue to 162nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2007-2012	Vancouver
18th Street	87th Avenue to 97th Avenue	Extend existing street 1 lane ea. direction, w/turn lane	No street	2013-2030	Vancouver
192nd Avenue	SE 1st Street to NE 18th Street	2 lanes ea. direction, w/turn pockets	1 lane each direction	2010	Vancouver

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26th Avenue	SR-501 to Fruit Valley Road	<i>1 lane ea. direction, w/turn lane new minor industrial arterial</i>	None	2007-2012	Vancouver
39th Street	At Railroad Tracks	Over-Crossing	At-Grade Crossing	2008	Vancouver
39th Street	Columbia to Main St	Minor Widening	1 lane each direction	2013-2030	Vancouver
49th Street	122nd to 137th Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2013-2030	Vancouver
49th Street	15th Avenue to St James	<i>Reconstruct, widen and upgrade to urban standards</i>	1 lane each direction	2013-2030	Vancouver
54th Street	18th Avenue to St James	<i>Reconstruct, widen and upgrade to urban standards</i>	1 lane each direction	2013-2030	Vancouver
59th/56th Street	137th Avenue to 122nd Avenue	<i>upgrade to urban minor arterial</i>	intermittent roadway	2013-2030	Vancouver
82nd Av./ Thurston Way	Van Mall Drive to NE 54th Street	Urban upgrade to standard	Substandard	2013-2030	Vancouver
94th Avenue	Van Mall Drive to NE 54th Street	Urban upgrade	1 lane each direction	2007-2013	Vancouver
9th Street	I-205 to NE 136th Avenue	Close gaps and complete corridor	Unconnected street system	2013-2030	Vancouver
9th Street/ 11th Street	NE 136th to 162nd Av	Close gaps and complete corridor to 2 lane urban collector	Unconnected street system	2013-2030	Vancouver
Brady Road West Extension	192nd Ave. interchange to 171st Ave.	<i>New arterial roadway from 192nd interchange, west to existing neighborhoods</i>	None	2013-2030	Vancouver
Columbia Shores	S. of SR-14	Rail Trestle, Widen Portal	Under-Pass	2013-2030	Vancouver
E. Mill Plain	136th Ave. Intersection	Intersection improvement	Substandard	2010	Vancouver

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<i>Ellsworth</i>	<i>SE 10th St to SR-14</i>	<i>Upgrade to minor arterial standard</i>	<i>Substandard</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>Ellsworth</i>	<i>SE 10th St to Mill Plain</i>	<i>Upgrade to minor arterial standard</i>	<i>Substandard</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>Esther Street</i>	<i>At RR Tracks</i>	<i>Railroad undercrossing, new road</i>	<i>None</i>	<i>2007-2012</i>	<i>Vancouver</i>
<i>Evergreen Highway and Trail</i>	<i>Chelsea to 192nd Ave.</i>	<i>Improve to urban standard with multi-purpose trail on one side</i>	<i>1 lane each direction, no sidewalk or bike lane</i>	<i>2007-2012</i>	<i>Vancouver</i>
Fourth Plain	I-5 to Railroad Bridge	2 lanes each direction	1 lane each direction with center turn lane	2013-2030	Vancouver
Fourth Plain Boulevard/ Andresen	Intersection Influence Area	Reconstruct Fourth Plain in vicinity of 65th/66th Avenue to Andresen		2007-2013	Vancouver
Fruit Valley Rd	Whitney to 78th Street	1 lane ea. direction, w/turn lane	1 lane each direction	2013-2020	Vancouver
Grand Blvd.	Columbia House Way Intersection	Intersection improvement	Substandard	2008	Vancouver
<i>Jefferson St./ Grant Street</i>	<i>8th St. to Railroad Ave.</i>	<i>Reconstruct and grade separate</i>	<i>1.5 lane each direction</i>	<i>2010</i>	<i>Vancouver</i>
<i>Jefferson/ Kauffman St.</i>	<i>Mill Plain to 8th St.</i>	<i>Realign offset @ 13th, grade separate from rail @ 8th St.</i>	<i>Substandard</i>	<i>2012</i>	<i>Vancouver</i>
<i>Lieser Road. NE 87th Ave.</i>	<i>Lieser to E 5th St</i>	<i>Intersection improvement</i>	<i>Offset intersection</i>	<i>2013-2030</i>	<i>Vancouver</i>
MacArthur Blvd.	Lieser Rd. Intersection	Intersection improvement	Substandard	2012	Vancouver
Main Street	5th Street to McLoughlin	Convert to two-way street	One-way street	2008	Vancouver
Main Street	5th Street to Columbia Way	Re-connect to waterfront S. of rail berm	No street	2011	Vancouver
<i>NE 104th Avenue</i>	<i>NE 14th Street to NE 18th Street</i>	<i>Extend existing street 1 lane each direction</i>	<i>Improve & construct new N/S corridor west of I-205</i>	<i>2007-2012</i>	<i>Vancouver</i>

2030 MTP: LIST OF MTP AND LOCAL PROJECTS (110/27/07)					
(projects listed are included in the Regional Travel Forecast Model)					
This list includes both MTP Designated Regional Transportation System projects and local projects. <i>Projects in Italics are local transportation system and are not part of the MTP Designated Regional Transportation System</i>					
Facility	Cross Streets	Project Description	Existing Condition	MTP 2007 Estimated Completion (Year or Range)	Jurisdiction / Agency
<i>NE 11th/ NE 13th</i>	<i>172nd Avenue to 192nd Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>none</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>NE 122nd Avenue</i>	<i>NE 39th Street to NE 49th Street</i>	<i>1 lane ea. direction, w/turn lane (collector standards)</i>	<i>1 lane each direction</i>	<i>2007-2012</i>	<i>Vancouver</i>
<i>NE 127th Avenue</i>	<i>Fourth Plain to NE 59th Street</i>	<i>Upgrade to urban standard</i>	<i>partial built</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>NE 131st Avenue</i>	<i>Fourth Plain to NE 59th Street</i>	<i>Upgrade to urban standard</i>	<i>partial built</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>NE 147th Avenue</i>	<i>Ward Road/ Fourth Plain to NE 59th St.</i>	<i>Construct new minor arterial 1 lane each direction with turn lane</i>	<i>No street</i>	<i>2008</i>	<i>Vancouver</i>
<i>NE 15th/ 18th Av</i>	<i>49th to 54th St</i>	<i>New 2 lane urban collector</i>	<i>No street</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>NE 28th Street</i>	<i>142nd Avenue to 162nd Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>NE 4th St</i>	<i>Western Terminus to SE 1st</i>	<i>New street connection to urban standard</i>	<i>No street</i>	<i>2007-2012</i>	<i>Vancouver</i>
<i>NE 59th Street</i>	<i>137th to 162nd Avenue</i>	<i>Construct new minor arterial 1 lane each direction with turn lane</i>	<i>No street</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>Olympia Drive north extension</i>	<i>Mill Plain to 1st St.</i>	<i>New N/S roadway through Evergreen Airport property</i>	<i>No Street</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>Parkway Dr Extension</i>	<i>72nd to 77th Av</i>	<i>Gap completion, urban collector</i>	<i>Unconnected street system</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>Railroad Avenue</i>	<i>Columbia to new Lincoln Avenue grade separated facility</i>	<i>New waterfront east-west arterial</i>	<i>No street</i>	<i>2031-2030</i>	<i>Vancouver</i>
<i>SE 10th Street</i>	<i>Ellsworth to 98th Av</i>	<i>Upgrade to collector arterial</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Vancouver</i>

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<i>SE 10th Street</i>	<i>Ellsworth to Chkalov</i>	<i>Upgrade to minor arterial</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Vancouver</i>
SE 15th Street	164th to 192nd Ave.	Upgrade to collector arterial		2013-2030	Vancouver
<i>SE 188th Ave</i>	<i>E Mill Plain to SE 1st St</i>	<i>New connector access</i>	<i>No street</i>	<i>2007-2012</i>	<i>Vancouver</i>
SE 1st Street	164th Avenue to 192nd Ave.	2 lanes ea. direction, w/turn lane	1 lane each direction	2007-2012	Vancouver
<i>SE 20th Street</i>	<i>192nd Ave. to Camas City Limits</i>	<i>New urban minor arterial roadway</i>	<i>No Street</i>	<i>2007-2012</i>	<i>Vancouver</i>
<i>SE 5th Street</i>	<i>Blandford to East Reserve</i>	<i>Upgrade to 3-lane Modified Collector</i>	<i>1 lane each direction</i>	<i>2013-2030</i>	<i>Vancouver</i>
<i>Vancouver Mall Drive Extension</i>	<i>Andresen Road to 66th Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2007-2012</i>	<i>Vancouver</i>
<i>27th St Extension and RR overpass</i>	<i>B to E Street</i>				<i>Washougal</i>
<i>27th Street</i>	<i>B Street to SR-14</i>	<i>Widen for turn lane, bike lanes and sidewalk</i>			<i>Washougal</i>
<i>32nd Street</i>	<i>SR-14 to E Street</i>	<i>Widen to 3 lanes</i>			<i>Washougal</i>
<i>32nd Street</i>	<i>E Street to 34th Street</i>	<i>Widen to 3 lanes, plus bike lanes and sidewalk</i>			<i>Washougal</i>
<i>342nd Av/ Lehr Rd</i>	<i>34th to 20th St</i>	<i>Widen to collector standard with sidewalks</i>			<i>Washougal</i>
<i>6th Street</i>	<i>SR-14 to E Street</i>	<i>Widen to 3 lanes, plus bike lanes and sidewalk</i>			<i>Washougal</i>
<i>A Street/ Addy Street Connection</i>	<i>20th to 27th Street</i>				<i>Washougal</i>
<i>Addy Street</i>	<i>27th to 45th Street</i>	<i>Widen for turn lane, bike lanes and sidewalk</i>			<i>Washougal</i>
<i>B Street, C Street, 17th Street</i>	<i>15th to 18th Streets</i>	<i>Downtown Streetscape Improvements</i>			<i>Washougal</i>
<i>Crown Rd/ 283rd Ave</i>	<i>North UGB to Camas city limits</i>	<i>Widen to 3 lanes, plus bike lanes and sidewalk</i>			<i>Washougal</i>

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

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

Table A-2: Other Transportation System Development Elements

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

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

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

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

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

INTRODUCTION

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

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

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

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

AIR QUALITY STATUS

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

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

APPLICABLE STATE IMPLEMENTATION PLAN

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

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

CO LIMITED MAINTENANCE PLAN

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

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

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

CONSULTATION PROCESS

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

AIR QUALITY CONFORMITY METHODOLOGY AND RESULTS

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

STATUS OF TRANSPORTATION CONTROL MEASURES

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

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

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

CONFORMITY DETERMINATION

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

APPENDIX B

THE STRATEGIC METROPOLITAN TRANSPORTATION PLAN (MTP)

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

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

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

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

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

A) COLUMBIA RIVER CROSSING

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

B) CLARK COUNTY HIGH CAPACITY TRANSIT SYSTEM STUDY

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

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

C) NEW TRANSPORTATION CORRIDORS VISIONING STUDY

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

D) THE REGIONAL TRANSPORTATION SYSTEM: FUTURE NEEDS

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

MTP APPENDIX C

Excerpts from Clark County's adopted *Community Framework Plan* and the County-wide Planning Policies relating to transportation from the transportation element of the *Comprehensive Growth Management Plan for Clark County* (September 2004) are re-printed below. 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.

From the Comprehensive Growth Management Plan for Clark County (adopted 1994, updated August 2004).

COMMUNITY FRAMEWORK PLAN

The Community Framework Plan and the comprehensive plans of the county and its cities envision a shift in emphasis from a transportation system based on private, single-occupant vehicles to one based on alternative, higher-occupancy travel modes such as ridesharing, public transit, and non-polluting alternatives such as walking, bicycling and telecommuting. This shift occurred due to changes in funding constraints at the federal and state level as well as consideration of the thirteen GMA planning goals contained in 36.70A.020 RCW.

Regional policies are applicable county-wide. Urban policies only apply to areas within adopted urban growth areas (UGA's) and are supplemental to any city policies. Rural policies apply to all areas outside adopted UGAs.

5.0 COUNTY-WIDE PLANNING POLICIES

- 5.0.1 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:
 - 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;
 - encourages energy efficiency;
 - recognizes financial constraints; and
 - minimizes environmental impacts of the transportation systems development, operation and maintenance.
- 5.0.2 Regional and bi-state transportation facilities shall be planned for within the context of county-wide and bi-state air, land and water resources.
- 5.0.3 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.

- 5.0.4 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.
- 5.0.5 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.
- 5.0.6 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.
- 5.0.7 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.
- 5.0.8 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.
- 5.0.9 State or regional facilities that generate substantial travel demand should be sited along or near major transportation and/or public transit corridors.

MTP APPENDIX D

Metropolitan Transportation Plan 2007 Update

RTC

**Transportation Security in the
Vancouver/Clark County Region**

Technical Paper

June 2007

Transportation Security in the Vancouver/Clark County Region

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Transportation Security in the Vancouver/Clark County Region

I. INTRODUCTION

The purpose of this memorandum is to fulfill the initial requirements of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 to include transportation security as a separate factor in the transportation planning process. This document will provide background information regarding transportation security in the Vancouver and bi-state metropolitan region. It includes a description of the federal legislation relevant to transportation security, ongoing security planning initiatives in Clark County and the bi-state region, and existing programs and projects in the Vancouver urban area that support transportation security.

II. FEDERAL LEGISLATION, PROGRAMS, AND PROJECTS RELATED TO TRANSPORTATION SECURITY

SAFETEA-LU outlines federal planning requirements for federally designated Metropolitan Planning Organizations (MPOs) and includes eight planning factors that must be addressed as part of the metropolitan transportation planning process. Planning factors include economic vitality, safety, security, accessibility and mobility, environment and energy conservation, transportation system connectivity, transportation system management and operation, and preservation of the existing transportation system. Under SAFETEA-LU, transportation security must be addressed as a separate planning factor.

A. SAFETEA-LU Transportation Security Requirements

Title VI of SAFETEA-LU directs MPOs to specifically consider transportation security as a stand-alone planning factor, separating it from its attachment to safety in TEA-21. The security factor states that the metropolitan transportation planning process shall “increase the security of the transportation system for motorized and nonmotorized users.” The Federal Highway Administration and Federal Transit Administration are currently developing specific guidance on ways in which MPOs are to implement this provision, but much of the substance is left to the discretion of the individual agencies. According to Michael Meyer from the Georgia Institute of Technology, MPOs can play a critical role in transportation security planning. The potential role of the MPO may be to serve as a forum for cooperative decision-making about security on a regional level, and that an MPO can serve a range of possible roles in this effort depending on the characteristics of the region and the MPO capabilities. The MPO could function in the following roles:

Traditional - Incorporate system management and operations in ongoing transportation planning activities.

Convener - Act as a forum for plans to be discussed and coordinated with other plans.

Champion - Work aggressively to develop a regional consensus on operations planning.

Developer - Develop operations plans in addition to incorporating operations into transportation plans.

Operator - Responsible for implementing operations strategies. Meyer suggests that the MPO would be most effective in the role of convener or champion, and that reasonable actions for an MPO would include conducting vulnerability analyses on regional transportation facilities and services, analyzing the transportation network for alternate routes in moving large numbers of people, and strategies for dealing with choke points.

RTC has traditionally addressed system management and operations with ongoing planning activities. Through the management and coordination of the regional Vancouver Area Smart Trek (VAST) Program, RTC has worked cooperatively with other agencies to act as a convener and champion to facilitate improved management and operations of the transportation system as it relates to Intelligent Transportation System initiatives in the region. These activities are described in Section IV.

B. Federal Security Initiatives

Several major pieces of legislation have passed into law since the events of September 11, 2001. These include provisions for all modes of transportation, and have emphasized security for both passengers and operators of the transportation system. The Transportation Security Administration (TSA) was created in 2001 within the U.S. Department of Transportation, under the Aviation and Transportation Security Act of 2001, and now oversees transportation security across all modes of transportation nationwide. The TSA was incorporated into the Department of Homeland Security in 2003.

1. Department of Homeland Security

The Department of Homeland Security (DHS) has conceived a set of plans that define the national security initiative. The National Response Plan lays out a comprehensive all hazards approach to emergency situations, including transportation related incidents. It offers best practices for first responders and the public/private sector players. This document is used as the core operational base plan for domestic incident management. A follow up plan dealing with the physical nature of disasters and how to mitigate accordingly is the National Infrastructure Protection Plan. Included in this document is the Critical Infrastructure Identification component that focuses on rating and inventorying susceptible infrastructure. This is accomplished by using a formula that assesses the function of consequences, vulnerability, and threat of a particular object.

2. Aviation and Transportation Security Act of 2001

This act created the TSA and established the Transportation Security Oversight Board. It also established the position of Under Secretary of Transportation for Security, an appointment made by the President. Among other improvements, it required the deployment of federal air marshals and improved airport perimeter access security. Other important sections of this legislation include increased penalties for interference with security personnel, chemical and biological weapon detection, airport improvement programs, flight deck security, mail and freight waivers, land acquisition costs, and air transportation safety and system stabilization. TSA administers several layers of security

procedures including air cargo screening, canine detection teams, and security training for crewmembers and flight deck officers. Other programs from TSA include the Hazmat Threat Assessment Program, requiring commercial drivers to pass additional screening to be allowed to transport hazardous materials. TSA also has a Port Security Training Exercise Program (PortSTEP) to help port facilities train employees for best practices during emergency situations. The Transportation Worker Identification Credential Program (TWIC) is a new identification system that will be used to identify employees in all modes of transportation.

3. National Maritime Transportation Security Act of 2002

This act was passed to implement measures that would protect ports and waterways from a terrorist attack. It requires area maritime security committees and security plans for facilities and vessels that may be involved in a transportation security incident. It required the TSA to create a National Maritime Security Plan as well as Security Incident Response Plans.

4. Urban Area Security Initiative

The Urban Area Security Initiative (UASI) is a program of the DHS that provides funding to enhance domestic preparedness throughout 34 designated urban areas within the United States. The purpose of the UASI Program is to enhance the ability of urban areas to prevent, deter, respond to, and recover from threats and incidents of terrorism. It encourages urban areas to employ regional approaches to overall preparedness and to adopt regional response structures where appropriate.

This program was initiated in 2003 and has to date provided approximately \$25 million dollars in funding to the Portland/Vancouver Urban Area. The Portland Urban Area is comprised of the City of Portland, counties of Columbia, Clackamas, Washington and Multnomah in Oregon and Clark County, Washington. Each of the county emergency managers and director from the City of Portland participate on the Urban Area Point of Contact (UAPOC) Committee which meets twice monthly to govern the activities of Portland/Vancouver Urban Area.

The UAPOC Committee has created and updated recently the local Homeland Security Strategy which identifies goals and objectives towards enhancing preparedness throughout the region. The funding received from the federal government is allocated towards accomplishing specific goals and objectives of the Homeland Security Strategy.

The Portland/Vancouver Urban Area grant funding and activities are described in Section III.

5. National Response Plan

The DHS has developed a manual of best practices in the National Response Plan (NRP). It establishes a comprehensive all-hazards approach to enhance the ability of the United States to manage domestic incidents. The plan incorporates best practices and procedures

from incident management disciplines - homeland security, emergency management, law enforcement, firefighting, public works, public health, responder and recovery worker health and safety, emergency medical services, and the private sector - and integrates them into a unified structure. It forms the basis of how the federal government coordinates with state, local, and tribal governments and the private sector during incidents. The NRP format is used by both Washington State and within Clark County for their Comprehensive Emergency Management Plans (CEMPs). The CEMPs include a description of Emergency Support Functions (ESFs) that define and designate mitigation, preparedness, response, and recovery activities for specific emergency management functions, such as transportation, communications and warning, and evacuation.

III. EXISTING PLANS, PROCEDURES, POLICIES, AND COORDINATION RELATED TO WASHINGTON TRANSPORTATION SECURITY

A. State of Washington

The State of Washington has designated the Emergency Management Division (EMD) of the Washington Military Department as the lead state agency for emergency management activities defined by RCW 38.52.020. The mission of Washington EMD is to coordinate and facilitate resources to minimize the impacts of disasters and emergencies on people, property, the environment, and the economy. Advising the EMD and the Governor is the Washington Emergency Management Council (EMC). The seventeen members on the EMC are appointed by the Governor and represent emergency management stakeholders in the areas of state and local government, emergency services, industry, and the environment. The operation and responsibility of the EMC, the Governor's powers and local organization responsibilities are set out in the Revised Code of Washington (RCW), Chapter 38.52.040 through 38.52.070. The EMC has the responsibility to advise the Governor and the Director (Adjutant General) of the Washington Military Department on all matters pertaining to state and local emergency management. The EMC meets bi-monthly to review the State of Washington's emergency preparedness, response, mitigation and recovery programs and issues. The EMC provides the governor with an annual report on statewide preparedness including hazard mitigation, seismic safety improvements, flood hazards reduction, and hazardous materials planning and response activities. In addition, the EMC has appointed several subcommittees with specific areas of responsibility.

B. Urban Area Work Group Activities

Urban Area Security Initiative activities in the Portland/Vancouver region are governed by the Urban Area Points of Contact (UAPOC) group and a number of discipline-specific working groups. Presently, there are 11 discipline-specific working groups organized by the following categories: Fire/Emergency Medical Services, Law Enforcement, 9-1-1 Communications, Public Works, Emergency Management, Public Health, Citizen Corps, Public Information Officers, Cyber Security, Ports/Marine, and Transit.

Each of the five counties in the Portland/Vancouver region of UASI provides representation on each of these discipline subcommittees. The role of these discipline-based working groups is to complete each of the implementation steps for the goals and objectives of the UASI Homeland Security Strategy. These activities may include participation in planning activities, the procurement of equipment, regional training and exercise activities. The discipline work groups propose projects to the UAPOC Committee for UASI Grant funding (Section II.B.4) and work cooperatively to complete awarded projects.

Between 2003 and 2006, agencies in Clark County have received \$2.5 million in direct UASI funding in addition to significant benefits from regional projects which are not considered “direct funding.” Transit-specific projects include a cooperative project between C-TRAN and Tri-Met cameras to enhance video surveillance on buses, key transit centers and at park and ride facilities. Additionally, transportation agencies have been involved in the Regional Critical Infrastructure Project which is intended to define and recommend standard security guidelines for critical infrastructure sites throughout the Urban Area. UASI funding has also provided Clark County with enhanced communications interoperability for emergency responders, development of a redundant communications connection between CRESA and Washington State Patrol that will provide a backup dispatch center to CRESA at the WSP, remodeled Emergency Operations Center, training for first responders, support for Urban Search and Rescue teams in the area and better communications tools for fire and law enforcement agencies.

C. Region IV Homeland Security

In addition to Clark County’s participation in the Portland Urban Area, Clark County is also assigned to a Homeland Security Region within Washington State. Washington State has developed a Homeland Security Strategic Plan and segmented the state into nine Homeland Security Regions. Clark, Cowlitz, Skamania and Wahkiakum counties make up Region IV. Region IV governs and oversees State Homeland Security Program (SHSP) funds, Law Enforcement Terrorism Prevention Program (LETPP) funds and Citizen Corp Program (CCP) funds. The Regional Coordinating Council, made up of chief officers from a variety of emergency response disciplines, provides the governance for these funds. A multi-disciplinary Technical Committee carries out the projects, goals, and objectives for the local homeland security strategy. The Technical Committee represents Law, Fire, Health, Emergency Management, Public Works, and Transportation disciplines.

Region IV has focused a large percentage of their funding towards interoperable communications throughout the region. While the UASI funds have centered along the I-5 corridor, Region IV funding has supported east-west expansion of interoperability. Other projects have included enhancing emergency management coordination throughout the region, the development of WebEOC (an information management system for Emergency Operations Centers) and a community-wide notification system for earlier warning on disasters.

D. Regional Emergency Management Group (REMG)

The Regional Emergency Management Group (REMG) is an association of bi-state emergency management professionals and elected officials within the Vancouver/Portland metropolitan region. Clark County members of REMG include CRESA, Clark County, City of Vancouver, and City of Camas. The group has two sub-committees: REMTEC (technical group) and REMPAC (policy advisory group composed of elected officials). Both subcommittees have the same agency membership as the REMG. Since its inception in 1993, REMG has created Emergency Transportation Routes (Figure 1) for the region and a Regional Emergency Management Plan.

Figure 1: Emergency Transportation Route Chart Sample

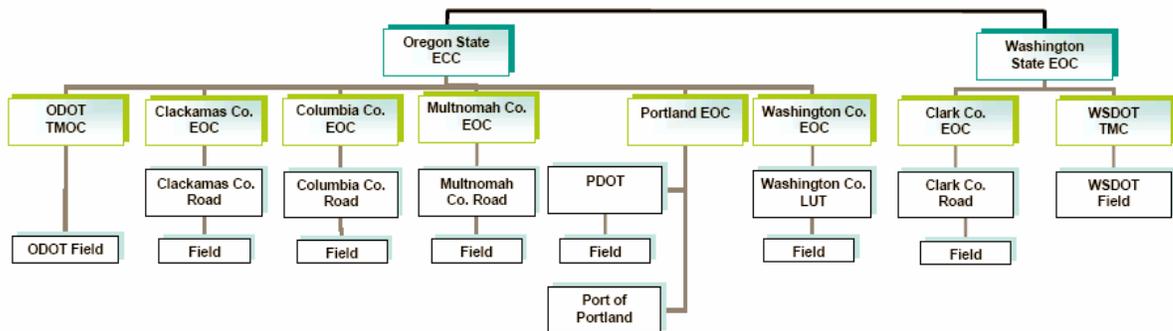
Route Name	From	To	Road Owner	Jurisdiction Responding
NE 78th St./Padden Pkwy.	I-5	Ward Rd.	Clark County/WSDOT	Clark County/WSDOT
NW/NE Hayes Rd./NE Cedar Creek Rd.	I-5	SR 503	Clark County	Clark County
SE/NE 164th/162nd Ave.	SR-14	Ward Rd.	Clark County/City of Vancouver	Clark County/City of Vancouver
SR 501/Mill Plain Blvd	Port of Vancouver	I-5 Interchange	City of Vancouver	City of Vancouver/WSDOT
Mill Plain (Vancouver)	I-5 Interchange	SE 164th Ave.	City of Vancouver	City of Vancouver
I-5	Marion Co.	Cowlitz Co.	ODOT/WSDOT	ODOT/WSDOT
NE Airport Way	I-205	NE 181st Ave	ODOT/PDOT	PDOT/ODOT
NE Airport Way	PDX	I-205	ODOT/Port of Portland	ODOT/Port of Portland
NE 82nd Ave.	NE Alderwood	NE Airport Way	Port of Portland	Port of Portland
I-5	Marion Co.	Cowlitz Co.	WSDOT/ODOT	ODOT/WSDOT
SR 14	I-5	Skamania Co. line	WSDOT	WSDOT
SR 500	I-5	SR 14	WSDOT	WSDOT
SR 502	I-5	SR 503	WSDOT	WSDOT
SR 503	SR 500	Cowlitz Co. line	WSDOT	WSDOT

The Emergency Transportation Routes (ETRs) were created as a part of their earthquake emergency procedure, but can be used for other unforeseen disaster events that require evacuation scenarios as well. Their focus is on moving people and goods into and out of the region as efficiently as possible given potential gaps in the existing system. Another purpose of the routes is to move response resources to heavily damaged areas in a disaster situation. The emergency roads are not presented on a map, but are detailed through the chart provided by Figure 1. REMG is also currently undertaking a Critical Infrastructure Analysis of the bi-state region, which assesses the ability of the region's infrastructure (including, but not limited to, transportation) to withstand several possible emergency scenarios. The full study is scheduled for completion in 2007, however, as

part of this effort, a preliminary analysis of the Interstate and Glenn Jackson Bridges between Washington and Oregon has been completed. The first part of the analysis was development of a buffer zone protection plan for each bridge, which consists of comprehensive emergency response deployment plans based on the severity of a potential event. The plans define roles of the first responders, the location of incident command and control centers, tactical approaches, and public access. Each bridge also underwent a CARVER assessment made up of six factors: criticality, accessibility, recuperability, vulnerability recuperability, and effect. Both bridges scored as high risk based partly on their regional importance and effect of their loss. Other elements affecting the score included easy access to the bridge structure and lack of video surveillance at key locations. The CARVER analysis resulted in a set of projects for each bridge to improve security.

Since one of the most important keys to any emergency agency is interoperability, REMG has put together a communications flow chart, depicted in Figure 2. This shows who is responsible for initiating utilization of the ETR system and sequence of information and notification distribution.

Figure 2: Emergency Transportation Routes Information Reporting



E. Clark County Comprehensive Emergency Management Plan

The Clark County CEMP contains a section on ESF-1, Transportation. The purpose of the transportation section is to coordinate the use of the transportation infrastructure and resources in order to meet the transportation needs of the citizens and to assist in the transportation needs of other ESFs to perform their emergency response, and recovery missions. The Vancouver CEMP contains a similar section on ESF-1, Transportation.

F. Marine/Port Security Plans

Since 2004, the Port of Vancouver, USA (Port) has performed facility security in accordance with 33 CFR, Subchapter H, Part 105 (Maritime Security: Facilities). The Port operates under an approved facility security plan monitored by the US Coast Guard. The Plan outlines procedures governing access control, monitoring, training, and

response to security incidents. The Port receives annual audits to ensure policies and procedures are followed.

The Port also participates with area security organizations including the US Coast Guard Area Maritime Security Committees and the Urban Area Committees focused on regional security and emergency response.

G. Clark Regional Emergency Services Agency (CRESA)

Clark Regional Emergency Services Agency (CRESA) is a regional public safety service agency and provides 911 Public Safety Dispatching, Emergency Management, ambulance contract oversight for Emergency Medical Service District #2, and regional governmental radio system operation and maintenance. Their service area is made up of the seven cities within Clark County - Battle Ground, Camas, La Center, Ridgefield, Vancouver, Washougal, and Yacolt - as well as the unincorporated areas of the county. As noted in Section C, CRESA also serves as the host agency for Region IV Homeland Security Council, which carries out joint Homeland Security efforts in southwest Washington for Clark, Cowlitz, Skamania, and Wahkiakum counties.

CRESA's emergency management model, unique compared to many regions, has simplified the emergency services process by consolidating the emergency management office to serve at all levels within the county, including both cities and unincorporated areas. CRESA's emergency management objectives are: preparedness, mitigation, response, and recovery. CRESA also places prominence on an educated public. They make an effort to inform the public of all types of disasters, including rare and infrequent types and offer extensive training for government employees and other agencies. In addition to the traditional emergency alert system and radio notification of events, CRESA is implementing a unique Emergency Community Notification System (ECNS) and is the latest technical system added to CRESA's warning and notification capabilities. Referred to as "Reverse 9-1-1", the system uses a confidential phone database that includes unlisted numbers and quickly delivers an automated emergency phone message. It can make up to 6000 calls per minute. By law, it can only be used when other warning methods would be ineffective, dangerous, or too slow in telling the public to take emergency protective actions.

H. C-TRAN

C-TRAN coordinates emergency response with the police department, fire department, and ambulance services through CRESA. C-TRAN is a member of the Urban Area Working Group, and coordinates the Regional Transit Security Working Group and the Regional Transit Security Strategy. The agency has used its UASI funds to install surveillance security cameras at park and ride and transit facilities, upgrade their radio dispatch and communications system, and develop a communications system plan. These efforts have been coordinated with Tri-Met to insure integrated interagency communication. Other projects implemented by C-TRAN with non-UASI funds include:

computer aided dispatch and mapping and automatic vehicle locators on their buses that are linked to their dispatch system.

C-TRAN is also defined as providing a support function in the transportation section of the Clark County and Vancouver CEMPs. C-TRAN responsibilities in the CEMP consist of assisting in emergency evacuation activities by providing buses and vans as well as drivers for this purpose in coordination with Clark County Public Works and the Sheriff's Office.

I. Other Emergency Management Initiatives

Washington, Multnomah, and Clackamas Counties, which comprise the Portland metropolitan area, also have emergency management efforts. Their common elements consist of a countywide program of disaster and emergency mitigation, preparedness, response, and recovery for governments, local residents, and businesses. Included in emergency management systems are: cities, service districts, volunteer agencies, schools, and other organizations with emergency responsibilities. The respective plans lay out the roles and responsibilities of the county-level agencies, communications network, function of the emergency operations center, and its emergency support system.

IV. OTHER EXISTING PROGRAMS AND PROJECTS IN CLARK COUNTY

There are a wide range of other activities to improve management and operation of the regional transportation system and to improve the transportation communications network within Clark County and between state transportation agencies in the Portland/Vancouver region. The key avenue for ongoing coordination in this area is the Vancouver Area Smart Trek (VAST) Program. The VAST Program is the Intelligent Transportation System initiative for the Clark County region. It is a cooperative effort by transportation agencies in Clark County (the Cities of Vancouver and Camas, Clark County, the Washington State Department of Transportation Southwest Region, C-TRAN, and the Southwest Washington Regional Transportation Council). These agencies work together to develop, fund, and deploy ITS projects contained in the 20-year plan. The VAST Steering Committee and the Communications Infrastructure Committee, made up of the VAST agency partners, work together to improve operations and management of the transportation systems and also to improve security. Several activities and projects are underway and support transportation security.

A. Web Based Travel and Event Alerts

The WSDOT, in cooperation with recommendations and development of the VAST agencies, recently improved their traveler information page. This change added regional city streets and county roads to state facilities already on the WSDOT "travel alerts" web page. The alerts page displays state and local information such as road construction and road/lane closures. Discussions are underway to further enhance the site to provide real-time alerts affecting the roadway, such as special events and emergency information.

B. Integrated Bi-state Traffic Camera and Congestion Notification

Additional traveler information improvements consist of an integrated bi-state camera and congestion map on the WSDOT traveler information page. The recent change now has a full Vancouver-Portland metro area display of bi-state camera images, and arterial video images from city and county closed circuit television cameras. Congestion flow information is currently only available in Vancouver, but the development of a bi-state flow map is almost complete.

C. Shared Transportation Communications Asset Database and Mapping

The VAST agency partners have procured asset management software that uses a GIS platform for the Clark County region. It is being used to develop a common database shared between agencies of transportation fiber and communications infrastructure. With this tool, the VAST agencies will easily identify items such as fiber routes, fiber types and attributes, including who owns it, who is using it, and what is not being used. The shared database will be the basis for identifying opportunities for sharing assets between VAST agencies and improved management and maintenance of communication assets.

D. Interagency Agreement to Facilitate the Sharing of Communications Assets

The VAST agency partners have executed the Vancouver Area Smart Trek Communications and Interoperability Agreement to facilitate sharing of fiber communication assets among the VAST members. It identifies specific communication assets for potential shared use, establishes authority to enter into written asset sharing permits between VAST members, and sets general maintenance and operations responsibilities for shared assets. Under the agreement Clark County and WSDOT can act on behalf of CRESA and WSP, respectively.

E. Executed Fiber Permits to Connect Emergency Services and Public Safety

There are currently two individual permits for fiber sharing, executed under the authority of the Communications Agreement, that permit shared fiber use between City of Vancouver, Clark County, and WSDOT and includes specific rules on the number, use, operation, time period, and maintenance conditions for a fiber route that connects CRESA and WSP. This connection allows WSP to operate a backup center in the event that CRESA is unable to operate.

F. Expanded WSDOT Surveillance and Detection Cameras

WSDOT has expanded camera and detection coverage on the state highway system and has funds programmed to complete all the significant corridors in the region including: I-5, I-205, SR-500, and SR-14. The improved coverage results in broader surveillance of transportation infrastructure and more effective incident detection and response.

G. Co-located Centers for WSDOT and the Washington State Patrol

The WSDOT transportation management center and the Washington State Patrol dispatch center are co-located at the Southwest WSDOT regional office in Vancouver. This

structure improves coordination and response of events between the transportation and public safety agencies.

H. Integrated Transportation Operations Center for WSDOT and ODOT

The WSDOT and ODOT Traffic Management Centers (TMC) now have integrated traffic operations management software. Because of the integrated software, each TMC has access to the other's freeway cameras, traffic detectors and variable message signs. The net effect of the common software is improved bi-state freeway management with expanded incident detection and response capabilities, notification to the public of traffic conditions and alternate routes, and the deployment of a comprehensive congestion map of real time traffic information.

I. Enhanced Data Network Project for Transportation and Public Safety Agencies

The purpose of the project is to establish an integrated regional ITS network in Clark County. The key objective of the project is to establish a regional ITS network for data sharing of existing monitoring devices (traffic cameras, detection, and variable message signs) between participating agencies. It will provide better sharing of traveler information and transportation system operations information between local transportation agencies, and will support coordinated emergency and incident management between the state and local agencies.

J. Fourth Plain Integration Pilot Project

This project is a cooperative effort between Clark County, the City of Vancouver, and WSDOT. This segment of Fourth Plain is under the operational control of three agencies, with differing controllers, software and signal systems. This project would develop an integrated approach to improve travel flow. It will result in recommendations and a deployment plan of projects and improvements to enhance mobility and reduce delay through a collaborative effort among the partner agencies. The project will implement recommended improvements and may include upgraded controllers along the corridor and interconnect the signal system along the corridor. Lessons learned in this project will be applied to other corridors in the region to improve operations.

K. I-5/Highway 99 Incident Management Plan and Operations Manual

This project has two key elements. The first is to assess deficiencies and needs in the I-5/Hwy 99/Main Street corridor to improve incident response and management in the corridor. It includes identification and prioritization of improvements in the corridor as well as the implementation of the high priority recommendations. The second is the development of an I-5/Hwy 99 Incident Management Operations Plan and User's Manual for the corridor. The purpose of the plan and user's manual is to reduce the amount of time that freeway operations are disrupted on I-5 due to incidents and to identify specific roles and responsibilities in responding to various levels of incidents in invoking timing plans, rerouting traffic, and managing response.

V. CONCLUSIONS AND IMPLICATIONS FOR TRANSPORTATION SECURITY

Many agencies throughout the Vancouver/Portland metropolitan region are concerned with and are planning for transportation security. The Regional Emergency Management Group REMG has done the most work in coordinating agencies to prepare for emergencies, but left the focus on specific security elements to agencies that have a better foundation in transportation activities. CRESA, C-TRAN, the Port of Vancouver, and WSDOT each have security measures that implement roles and responsibilities for their respective facilities and transportation infrastructure. At a minimum, the MTP process will update current policies to address security issues. The MTP could further consider system management and operations elements during transportation planning activities. Several coordinated management and operations activities have been initiated in the VAST program. RTC could be expanded in the future to be a convener or champion for the existing regional stakeholders to discuss and facilitate decisions regarding transportation security in the Clark County region. As for now, RTC will engage security and emergency management stakeholders to document their current practices as they relate to transportation security and will work to incorporate security components into transportation planning.

MTP APPENDIX E

RTC

**Consideration of the Environment and
Environmental Mitigation
in the
Metropolitan Transportation
Planning Process**

Technical Paper

June 2007

RTC’S CONSIDERATION OF THE ENVIRONMENT AND ENVIRONMENTAL MITIGATION IN THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

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RTC's Consideration of the environment and environmental mitigation in the metropolitan transportation planning process

INTRODUCTION

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, 2005) establishes new requirements for the preparation of Metropolitan Transportation Plans (MTPs). One of these new requirements is that the MTP includes discussion of potential environmental mitigation activities. This Technical Paper includes a description of the law and its requirements and provides examples of how the environment and environmental mitigation can be considered in the metropolitan transportation planning process and in development of the Metropolitan Transportation Plan (MTP) for Clark County. It also includes web links to significant information that can be used by RTC in development of the MTP. Also related to the consideration of environmental mitigation are the new SAFETEA-LU requirements for MPO consultation with other federal, state, and tribal resources agencies, and public participation.

WHY WAS THE LAW CHANGED?

SAFETEA-LU requires environmental mitigation to be discussed in the MTP because of efforts to build better linkages between transportation planning and the National Environmental Policy Act (NEPA) process.

Congressional intent is that statewide and metropolitan transportation planning should be the foundation for highway and transit project decisions. None of the changes in SAFETEA-LU alters how the National Environmental Policy Act relates to an MTP. Typically, MTPs or other regional long-range plans do not involve specific federal approvals or actions that are likely to cause a significant environmental impact. Therefore, MTPs do not need a NEPA Environmental Impact Statement (EIS) to meet the requirements of SAFETEA-LU. However, the SAFETEA-LU requirements were written to provide a more consistent consideration of environmental issues from transportation planning through project development. Moreover, congressional intent is that agencies and jurisdictions should be able to use information, analysis, and products from the transportation planning process and incorporate them into and rely upon them in NEPA documents.

Washington State has its own environmental policy act, the State Environmental Policy Act (SEPA), that does provide for environmental consideration at the plan level.

THE TRANSPORTATION SYSTEM DEVELOPMENT PROCESS

The legal framework for developing transportation policies, plans, programs and projects with regard to the environment include the federal SAFETEA-LU and National Environmental Policy Act and the Washington State Growth Management Act (GMA) and State Environmental Policy Act (SEPA).

The transportation system development process includes transportation policy making, transportation plan development, programming of transportation projects and eventual engineering and construction of projects. At each step of the process there are environmental considerations to address.

- Transportation Policies
- Transportation Plans
- Transportation Programs
- Transportation Projects

ENVIRONMENTAL CONSIDERATIONS:

§ 450.104 Definition of Environmental Mitigation¹

Environmental mitigation activities means strategies, policies, programs, actions, and activities that, over time, will serve to avoid, minimize, or compensate for (by replacing or providing substitute resources) the impacts to or disruption of elements of the human and natural environment associated with the implementation of a long-range statewide transportation plan or metropolitan transportation plan. The human and natural environment includes, for example, neighborhoods and communities, homes and businesses, cultural resources, parks and recreation areas, wetlands and water sources, forested and other natural areas, agricultural areas, endangered and threatened species, and the ambient air. The environmental mitigation strategies and activities are intended to be regional in scope, and may not necessarily address potential project-level impacts.

The Physical Environment includes:

- Water (wetlands and water resources)
- Earth (forested, natural areas)
- Air (ambient air quality)
- Fauna and Flora (endangered and threatened species)

The Human Environment includes:

- Historic (archeology, cultural resources, historic preservation, etc.)
- Neighborhoods, communities, homes and businesses
- Agricultural areas
- Parks and recreation areas

FEDERAL AGENCIES: SUPPORT FOR ENVIRONMENTAL CONSIDERATION AND MITIGATION

US DOT (Federal Highway Administration and Federal Transit Administration). The website (noted below) offers a wealth of information developed and compiled by the FHWA and its partners to assist in strengthening planning and environment linkages

<http://environment.fhwa.dot.gov/integ/index.asp>

¹ From Statewide and Metropolitan Planning Regulations, 23 CFR 450, published Feb. 14, 2007.

Other federal agencies to consult with in the transportation planning process include:

- Advisory Council on Historic Preservation
- Environmental Protection Agency
- National Marine Fisheries Service (NOAA Fisheries)
- National Park Service
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- U.S. Forest Service

STATE AGENCIES: SUPPORT FOR ENVIRONMENTAL CONSIDERATION AND MITIGATION

Washington State Department of Transportation: WSDOT develops the Washington Transportation Plan and state Highway System Plan. WSDOT's Environmental Services section provides expertise in consideration of the environment and in environmental mitigation. WSDOT website references that assist consideration of environmental mitigation at the regional level include:

WSDOT Environmental Policy Statement:

<http://www.wsdot.wa.gov/Environment/PolicyStatement.htm>

WSDOT Environmental Services Team:

<http://www.wsdot.wa.gov/Environment/about.htm#management>

WSDOT Environmental Procedures Manual M 31-11:

<http://www.wsdot.wa.gov/fasc/EngineeringPublications/Manuals/EPM/230.pdf>

Highway System Plan:

<http://www.wsdot.wa.gov/planning/HSP.htm>

Other state agencies to consult with in the transportation planning process include:

- State Department of Ecology
- Department of Fish and Wildlife
- Department of Natural Resources
- Governor's Office
- Northwest Indian Fisheries Commission
- Office of Archeological and Historic Preservation
- Parks and Recreation Commission

CONSULTATION WITH TRIBES

SAFETEA-LU also requires consultation with tribal governments. Within the Clark County region, these tribal governments may include:

- Chinook
- Columbia River Inter-tribal Fish Commission
- Cowlitz

- Nez Perce
- Spokane
- Yakama Nation

LOCAL JURISDICTIONS: SUPPORT FOR ENVIRONMENTAL CONSIDERATION AND MITIGATION

At the local level, planning work conducted in accordance with the state's Growth Management Act in support of the Comprehensive Plan for Clark County is of significance when considering environmental mitigation at the regional transportation planning level. Local jurisdictions and agencies have specific environmental programs and initiatives relevant to environmental mitigation. The Growth Management Act requires that all local jurisdictions develop a Comprehensive Plan with a required element that addresses the environment.

Website references are provided below for some of the local environmental programs.

Clark County

- Comprehensive Plan for Clark County: process, framework, inventory.
<http://www.clark.wa.gov/longrangeplan/review/index.html>
- Comprehensive Plan for Clark County: environmental analysis in Environmental Impact Statement (EIS).
<http://www.clark.wa.gov/longrangeplan/review/eis-scoping.html>
- Comprehensive Plan for Clark County (updated September 2007)
<http://www.clark.wa.gov/longrangeplan/review/index.html>
- Use of Geographic Information System (GIS) data for delineating topography, critical lands, resource lands, watersheds, etc. Information from Clark County's GIS Digital Atlas for Clark County has been used in planning for new transportation corridors in RTC's New Transportation Corridors Visioning study. The GIS Digital Atlas is a useful analysis tool that allows us to consider the environment in the early planning phases and at the regional Metropolitan Transportation Plan level. The Atlas includes layer of data, including data on the natural and built environment, as outlined in the following Table 1.
<http://nt04/applications/gishome/index.cfm?fuseaction=mapindex>

Table 1: Index of Maps within Clark County's Digital Atlas

Index of Maps within Clark County's Digital Atlas	
Land Records – Assessor:	
Basic Property Map	Property, roads, and municipal boundaries
Property Mailings	Create address lists for mailing labels
Recent Property Sales	Current residential and commercial sales history
Planning - Community Development	
Site Plans and Permits	Building and development permits, site plan review
Zoning and Comprehensive Plan	Comprehensive Plan and Zoning Designations
Environmental - Community Development:	
Archaeological Predictability	Archaeological predictability, historic sites
Elevation Contour Maps	Ten- and two-foot topographic contours
Endangered Species Act	Fish distribution, watersheds, sub-watersheds
Priority Habitat and Species	Priority habitat and species buffers
Slopes and Geologic Hazards	Slope characteristics, landslide and erosion areas
Soils and Wetlands Inventory	Soils, wetlands, aquifers, and floodplains
Transportation - Public Works:	
Concurrency Studies	Vancouver concurrency studies
Maintenance Management	Bridge, Signal and Park maintenance, sweeping routes
Transportation Systems	Arterial atlas, truck and bike routes, 2006-2011 projects
Utilities - Public Works:	
Clean Water Program	Program fee types and impervious areas
Storm Sewer System	Lines, manholes, catchbasins, treatment facilities
Surveys and Subdivisions - Public Works:	
Property Surveys	Recorded and un-recorded surveys
Right-of-Way Data	Right-of-way and road establishment notes
Subdivisions and Plats	Recorded subdivisions and short-plats
Survey Control Data	GPS, benchmarks, land corners, quarter sections
Administrative Boundaries:	
Administrative Boundaries	Census, neighborhoods, legislative, elections
Points of Interest	Schools, transit centers, emergency services
Service District Maps	Fire, school, water, sewer, and cemetery districts

Clark County

Clark County Public Works, Environmental Services, includes programs for Water Resources and Clean Water:

<http://www.co.clark.wa.us/public-works/index.html>

Water Resources and Clean Water Program:

<http://www.co.clark.wa.us/water-resources/index.html>

Clark County Watersheds. There are 18 major watersheds in Clark County. Clark County publishes a Clark County Streams Health Report that provides a comprehensive overview of the condition of Clark County streams, rivers and lakes. There are watershed protection programs in place for a number of the watersheds. Clark County and planning partners, such as the Washington State University Clark County Extension, coordinate watershed protection:

<http://www.co.clark.wa.us/water-resources/watersheds.html>

Stormwater Basin Planning:

<http://www.co.clark.wa.us/water-resources/basin.html#what>

Clark County addresses the Endangered Species Act:

<http://www.co.clark.wa.us/esa/index.html>

Clark County Public Health, includes environmental resource protection with programs such as the Clean Stream, Salmon Creek Program:

<http://www.co.clark.wa.us/health/environmental/index.html>

Clean Stream, Salmon Creek Program:

http://www.co.clark.wa.us/health/environmental/Salmon_Creek.html

City of Vancouver

The City's Strategic Plan update addresses the environment:

<http://www.cityofvancouver.us/page.asp?menuid=10463>

The City of Vancouver also has specific programs that relate to protecting our environment:

The Water All Around Us

Ground and surface water information.

Urban Forestry

Preserves and enhances the urban forest through tree regulations and tree planting coordination.

Vancouver Lake Watershed Partnership

The City has joined with other government agencies and local citizens to explore issues and potential strategies for the future of Vancouver Lake.

Water Resources Protection Program

The Water Resources Protection Ordinance provides the tools Vancouver needs to protect the rivers, lakes, streams and groundwater, which are important to our community and high quality of life. The Ordinance requires everyone to follow minimum standards that help protect the “critical” aquifers underlying the entire city. It also establishes greater standards of compliance for businesses and industries that manage hazardous materials; creates Special Protection Areas around the City’s water stations as an additional safeguard; and provides cooperative, cost-effective solutions through technical assistance, education and public outreach.

Burnt Bridge Creek Greenway Project

Through the Burnt Bridge Creek Greenway project, the City of Vancouver is improving water quality, managing surface water, enhancing natural habitat and making a large urban greenway available to the public and for stewardship. The Project is designed to echo nature by re-establishing the natural flood plain and multiple layers of vegetative cover, which will not only provide wildlife feeding, resting and nesting habitat, but also slow and reduce peak runoff, reduce soil erosion and cool water temperatures.

Cities of Clark County:

Clark County and all its cities plan under the state’s Growth Management Act. As such, each city’s Comprehensive Plan includes a required element that addresses the environment. In these elements, the local cities address such issues as protection and conservation of environmentally critical areas such as wetlands, aquifer recharge areas, and geologically hazardous areas. Plans also address protection and recovery of endangered species, protection, conservation of salmonids, fish and wildlife habitat, update addresses the environment:

RTC’s Metropolitan Transportation Plan (MTP): Environmental Process

When a significant MTP update is drafted, RTC conducts a review of the MTP following the prescribed SEPA process. With previous MTP updates, a SEPA checklist has been completed and the checklist distributed to resource agencies and other interested parties. This process ensures consultation and information dissemination to both resource agencies and interested parties.

What Plan Products Could be Used in NEPA?²

The following planning products are valuable inputs to the discussion of the affected environment and environmental consequences (both its current state and future state in the absence of the proposed action) in the project-level NEPA analysis and document:

- Regional development and growth analyses;
- Local land use, growth management, or development plans; and

² Excerpt from Guidance for Metropolitan Transportation Planning, Federal Register, Feb. 14, 2007.

- Population and employment projections.

The following are types of information, analysis, and other products from the transportation planning process that can be used in the discussion of the affected environment and environmental consequences in an Environmental Assessment (EA) or Environmental Impact Statement (EIS):

- (a) Geographic information system (GIS) overlays showing the past, current, or predicted future conditions of the natural and built environments;
- (b) Environmental scans that identify environmental resources and environmentally sensitive areas;
- (c) Descriptions of airsheds and watersheds;
- (d) Demographic trends and forecasts;
- (e) Projections of future land use, natural resource conservation areas, and development; and
- (f) The outputs of natural resource planning efforts, such as wildlife conservation plans, watershed plans, special area management plans, and multiple species habitat conservation plans.

However, in most cases, the assessment of the affected environment and environmental consequences conducted during the transportation planning process will not be detailed or current enough to meet NEPA standards and, thus, the inventory and evaluation of affected resources and the analysis of consequences of the alternatives will need to be supplemented with more refined analysis and possibly site-specific details during the NEPA process.

RESOURCE AGENCY CONSULTATION

Suggestions for consultation with federal and state agencies were listed on page 3 of this Technical Paper. Within Washington State the Signatory Agency Committee (SAC) has been established to enable efficient consultation with resource and signatory agencies on specific projects. At the local level the Columbia River Crossing project has established the InterCEP group to bring together resource agencies from both Washington and Oregon as they consider planning for the I-5 interstate bridge area.

Signatory Agency Committee (SAC)

<http://www.wsdot.wa.gov/Environment/Compliance/SignatoryAgency.htm>

Interstate Collaborative Environmental Process (InterCEP)

http://columbiarivercrossing.com/materials/meetingmaterials/TaskForce_071206_%20InterCEP%20and%20Tribe%20Briefing2.pdf

APPENDIX

Excerpts from Public Law (109-59, 8-10-05, Section 6001, i2(B)) and Regulations (23 CFR 450, Federal Register dated 2-14-07, Section 7):

§ 450.104 Definitions.

Environmental mitigation activities means strategies, policies, programs, actions, and activities that, over time, will serve to avoid, minimize, or compensate for (by replacing or providing substitute resources) the impacts to or disruption of elements of the human and natural environment associated with the implementation of a long-range statewide transportation plan or metropolitan transportation plan. The human and natural environment includes, for example, neighborhoods and communities, homes and businesses, cultural resources, parks and recreation areas, wetlands and water sources, forested and other natural areas, agricultural areas, endangered and threatened species, and the ambient air. The environmental mitigation strategies and activities are intended to be regional in scope, and may not necessarily address potential project-level impacts.

§ 450.322 Development and content of the metropolitan transportation plan.

(f) The metropolitan transportation plan shall, at a minimum, include:

(7) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;

§ 450.318 Transportation planning studies and project development.

(a) Pursuant to section 1308 of the Transportation Equity Act for the 21st Century, TEA–21 (Pub. L. 105–178), an MPO(s), State(s), or public transportation operator(s) may undertake a multimodal, systems-level corridor or subarea planning study as part of the metropolitan transportation planning process. To the extent practicable, development of these transportation planning studies shall involve consultation with, or joint efforts among, the MPO(s), State(s), and/ or public transportation operator(s). The results or decisions of these transportation planning studies may be used as part of the overall project development process consistent with the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. 4321 et seq.) and associated implementing regulations (23 CFR part 771 and 40 CFR parts 1500–1508). Specifically, these corridor or subarea studies may result in producing any of the following for a proposed transportation project:

- (1) Purpose and need or goals and objective statement(s);
- (2) General travel corridor and/or general mode(s) definition (e.g., highway, transit, or a highway/transit combination);
- (3) Preliminary screening of alternatives and elimination of unreasonable alternatives;

- (4) Basic description of the environmental setting; and/or
- (5) Preliminary identification of environmental impacts and environmental mitigation.

Consultation – the (environmental mitigation) discussion shall be developed in consultation with Federal, State, and tribal wildlife, land management and regulatory agencies.”

SAFETEA-LU requires Metropolitan Transportation Plans to discuss potential environmental mitigation activities and Plans must be developed in consultation with federal, state, and tribal wildlife, land management, and regulatory agencies (resource agencies). Details on these “discussions of types of potential environmental mitigation activities” are outlined in amended 23 U.S. C. 134. Identical provisions for statewide plans and for transit appear in the amended and 23 U.S. C. 135, 49 U.S. C. 5303 and 49 U.S. C. 5304, respectively. The environmental mitigation requirements must be in place before the Metropolitan Planning Organization (MPO), in this case RTC, can adopt or approve its transportation plan to address SAFETEA-LU provisions.