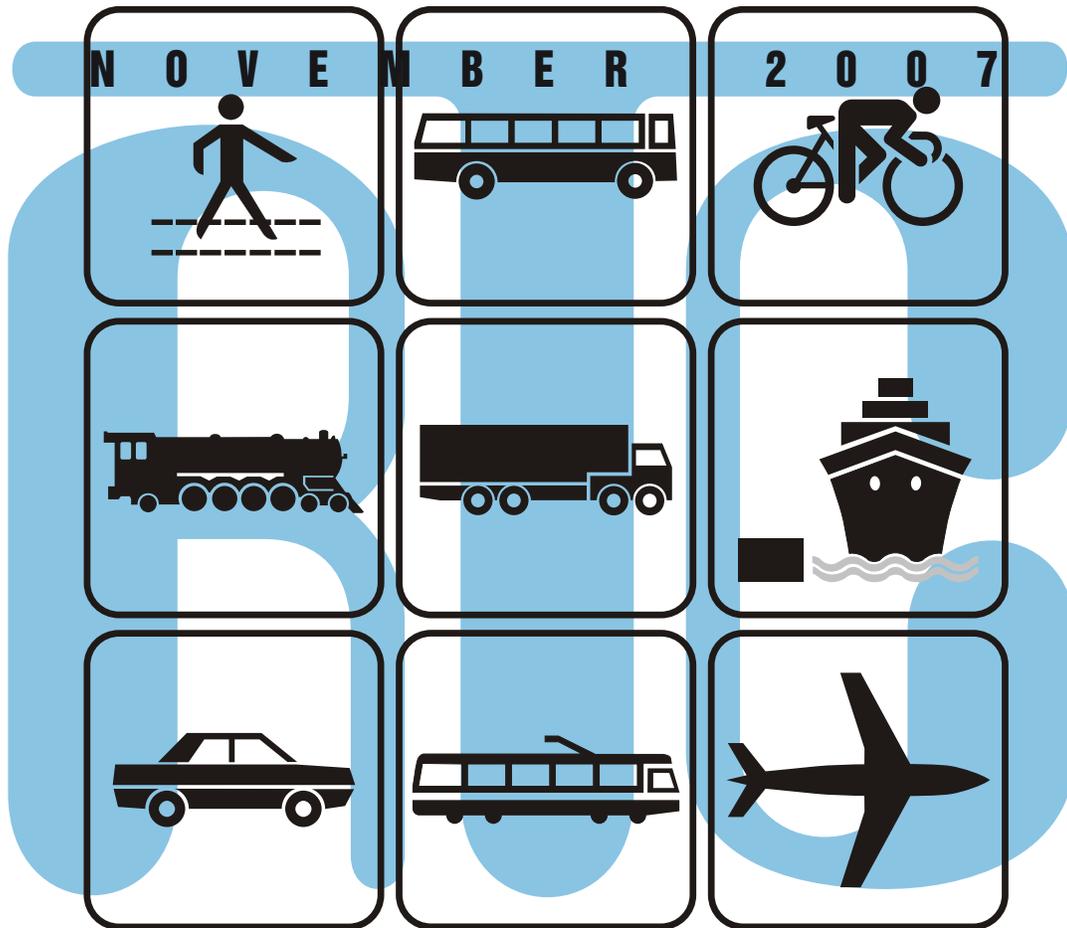


Metropolitan Transportation Plan for Clark County

Final Draft



Southwest Washington Regional Transportation Council

CHAPTER 1

INTRODUCTION: MTP VISION, PURPOSE AND GOALS

The Metropolitan Transportation Plan (MTP) for Clark County is the region's principal transportation planning document. It represents a regional transportation plan for the metropolitan area of Clark County developed through a coordinated process between local jurisdictions working together to develop regional solutions to transportation needs. The *first Regional Transportation Plan (RTP)* for Clark County was adopted in December 1982. An *Interim Regional Transportation Plan*, which acted as a framework for development of Growth Management Act (GMA) transportation elements, was adopted in September 1993. The first MTP for Clark County adopted to comply with the requirements of the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 was adopted in December 1994. Significant updates were adopted in 1996, 1999, 2002 and 2005 with minor amendments to the Plan adopted in 1997, 1998, April 1999, December 2000 and December 2003¹. The 2007 update to the MTP uses 2030 as the horizon year and is compliant with the requirements of the current federal transportation act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU 2005). The MTP update incorporates land uses and growth allocations resulting from the September 2007 update to the local Comprehensive Growth Management Plan. The MTP also includes updated transportation data and recommendations from recent transportation studies. Projects and/or planning concepts whose scale, financial structure and economic significance are beyond the 20-year list of projects contained in the “fiscally constrained” MTP are included in the Strategic MTP section of the MTP’s Appendix. The MTP provides an overview of the metropolitan transportation planning process and is intended to be a plan to meet transportation needs over the next 20 years. This introductory chapter presents the vision, purpose, goals, scope, statutory requirements and decision-making process involved in development of the MTP for Clark County.

FRAMEWORK AND VISION

Development of the transportation system is one component required to support the land uses defined in local Comprehensive Growth Management Plans. The MTP is a collective effort to address the development of a regional transportation system that will help to achieve the land use vision presented in the local comprehensive plans, to facilitate planned economic growth and help sustain the region's quality of life.

PURPOSE

The MTP identifies future regional transportation system needs and outlines transportation plans and improvements necessary to maintain mobility within and through the region as well as accessibility to land uses within the region. The MTP is one of the reports needed to fulfill federal requirements to ensure the continued receipt of federal transportation funding to this region. The region has to plan for a future regional transportation system that can adequately support the population and employment growth projected for Clark County. The transportation system is multi-modal and includes the region's highway system for transportation of people and

¹ A summary of MTP updates and amendments is included in Chapter 7.

freight, the transit system, pedestrian and bicycle system, as well as ports, airports and rail facilities of regional significance. Intermodal connecting points are a vital part of the system. The MTP's goals, objectives and policies help to guide jurisdictions and agencies involved in planning and programming of transportation projects throughout Clark County.

MTP GOALS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

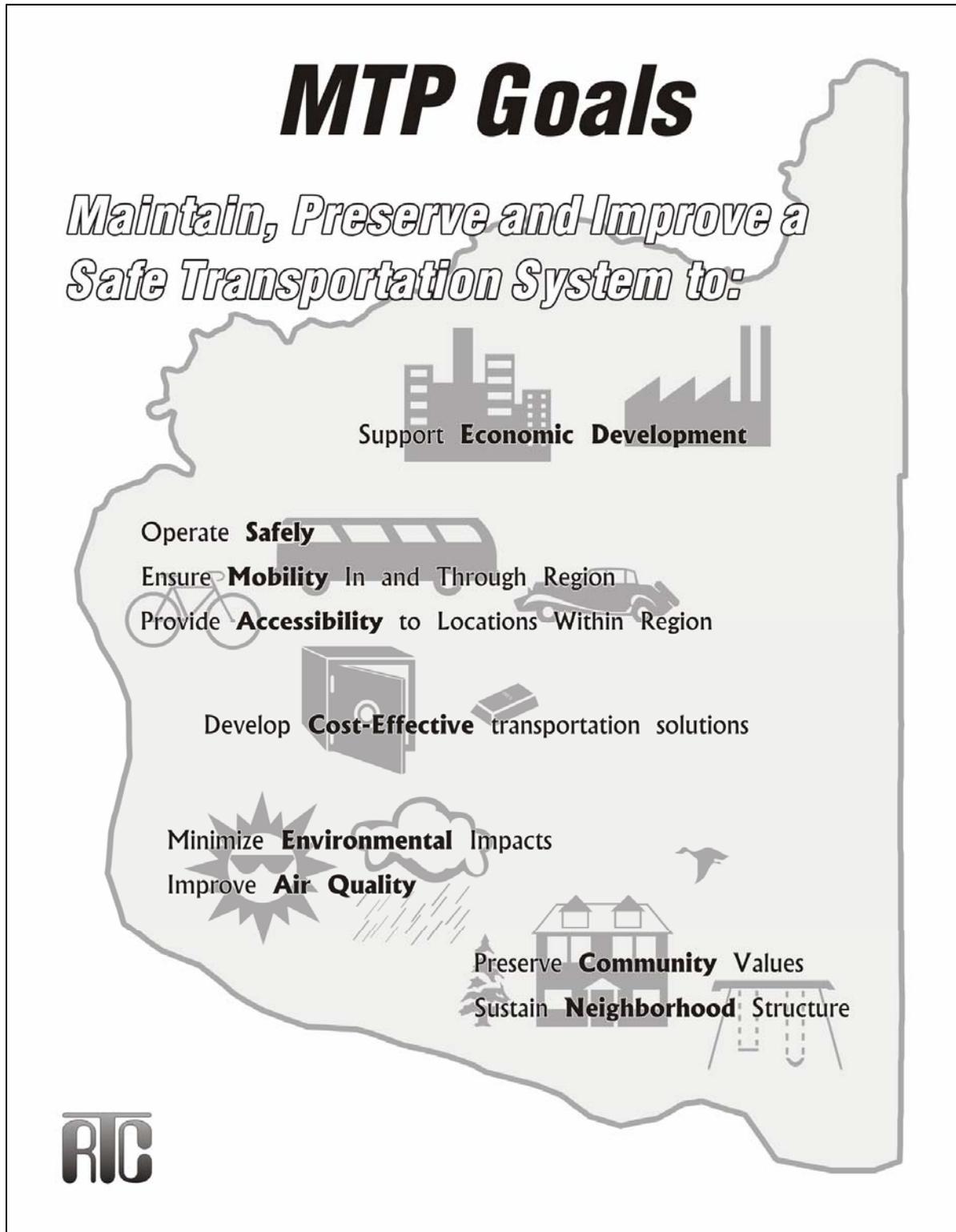
Least cost planning, benefit/cost analysis and value engineering are some of the tools employed in Washington State to aid the decision making process relating to financial viability.

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

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

Figure 1-1 provides an overview of MTP Goals.

Figure 1-1: RTP Goals



There is general consistency between the MTP goals outlined above and the policies established by local jurisdictions and agencies working together through the state's Growth Management Act (GMA) planning process. These planning policies constitute the Principles and Guidelines with which the transportation elements of local comprehensive plans required under the Growth Management Act are reviewed for certification purposes. Excerpts from the adopted County-wide Planning Policies relating to Transportation found in Chapter 5, Transportation Element, of the 2007 Comprehensive Growth Management Plan are re-printed in the MTP's Appendix C.

SCOPE

The MTP for Clark County takes year 2030 as its horizon year. Travel demand for the region is forecast for this future year and improvements to the transportation system are recommended based on the projected travel demand.

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

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

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



TRANSPORTATION ISSUES ADDRESSED IN MTP

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

STATUTORY REQUIREMENTS

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

FEDERAL

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

Federal regulations require that a designated **Metropolitan Planning Organization** (MPO) be the forum for cooperative decision-making by principal elected officials of the region's general purpose local governments. Southwest Washington Regional Transportation Council (RTC) was designated as the Metropolitan Planning Organization (MPO) for Clark County by agreement of

the Governor of the State of Washington and units of general purpose local governments (representing at least 75 percent of the affected population, including the central cities) on July 8th of 1992. With passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, Clark County became a federally-designated Transportation Management Area (TMA).

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

The first Regional Transportation Plan for Clark County was developed by the MPO and was adopted in December 1982. It established regional transportation policies and provided consistency with the regional Transportation Improvement Program (TIP). This MTP version provides a bench-mark document for local decision-makers and meets federal requirements of the FHWA and FTA. Prior to the development of the 1982 RTP, the Portland-Vancouver Metropolitan Area Transportation Study (PVMATS) served as the long-range plan for Portland and Vancouver. PVMATS was developed by the Columbia Regional Association of Governments (CRAG) and listed a number of highway projects needed in the region by 1990.

The federal government requires the MPO to develop a Metropolitan Transportation Plan, to meet the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and its successor Act, the Transportation Equity Act for the 21st Century (TEA-21) of 1998. The current federal transportation act, SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users), builds upon the previous Transportation Acts. President George W. Bush signed SAFETEA-LU into law in August 2005. The Act authorizes Federal surface transportation programs for highways, highway safety, and transit for the 5-year period, 2005 to 2009. SAFETEA-LU revises requirements for update of regional transportation plans. In air quality maintenance areas such as ours, MTP updates are now required at least every four years instead of every three years as they were under prior Acts. To comply with requirements of SAFETEA-LU, prior to July 1, 2007, RTC had adopted the Human Services Transportation Plan (January 2007), published an update to the Public Participation Plan, a technical paper relating to environmental issues and a technical paper on security. Plan updates should confirm the Plan's validity and its consistency with developing trends in transportation system use and conditions.

The MPO must also select and prioritize transportation projects for programming in a **Transportation Improvement Program** (TIP). SAFETEA-LU requires that metropolitan TIPs be updated at least every 4 years and must contain at least 4 years of projects and strategies. The TIP specifies federally funded transportation projects to be implemented during the next four years. Projects are listed in the TIP based upon a realistic estimate of available revenues. Projects programmed for funding in the TIP have to be consistent with the adopted MTP.

The MTP should consist of short- and long-range strategies to address transportation needs and should guide effective investments to enhance transportation system efficiency. The transportation plan must be consistent with the region's comprehensive long-range, land use

plans and development objectives as well as the region's overall social, economic, environmental, system performance, and energy conservation goals and objectives.

When developing the transportation plan, the urban transportation planning process shall include:

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

The MTP must meet federal planning requirements outlined above and comply with provisions set forth in SAFETEA-LU, the Clean Air Act, the Americans with Disabilities Act, Title VI of the Civil Rights Act of 1964 and Executive Order 12898, a 1994 Presidential Order that directed every federal agency to make environmental justice a part of its mission. ISTEA outlined sixteen planning factors which were to be incorporated into the regional transportation planning process in non-attainment areas for carbon monoxide or ozone. TEA-21 legislation consolidated

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

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the **safety** of the transportation system for motorized and non-motorized users;
3. Increase the **security** of the transportation system for motorized and non-motorized users;
4. Increase the **accessibility** and **mobility** options available to **people** and for **freight**;
5. Protect and enhance the **environment**, promote **energy conservation**, and improve **quality of life**;
6. Enhance the integration and **connectivity** of the transportation system, across and between modes, for people and freight;
7. Promote efficient **system management** and **operation**; and
8. Emphasize the **preservation** of the existing transportation system.

STATE

Metropolitan Transportation Plans are expected to be consistent with the policy framework and objectives described in Washington's Transportation Plan (WTP) 2007-2026 (WSDOT; November 2006). The WTP is required by state and federal law to be regularly updated. The Washington State Transportation Commission, working together with Washington's citizens, business owners, elected officials, tribes, transportation planners and others, developed the 2007-2026 WTP. The 2007 update to the Washington Transportation Plan (WTP) is a blueprint for transportation programs and investments needed to develop Washington's transportation system for the future. The plan addresses all modes of Washington's transportation system: roadways, ferries, public transportation, aviation, freight rail, passenger rail, marine ports and navigation, bicycles and pedestrians. The 20-Year Transportation Vision is that "Washington's transportation system should serve our citizens' safety and mobility, the state's economic productivity, our communities' livability, and our ecosystem's viability." Five investment guidelines set the overall priorities and form the basis of the Plan:

- **Preservation**

Preserve and extend prior investments in existing transportation facilities and the services they provide to people and commerce.

- **Safety**

Target construction projects, enforcement and education to save lives, reduce injuries, and protect property.

- **Economic Vitality**

Improve freight movement and support economic sectors that rely on the transportation system, such as agricultural, tourism and manufacturing.

- **Mobility**

Facilitate movement of people and goods to contribute to a strong economy and a better quality of life for citizens.

- **Environmental Quality and Health**

Bring benefits to the environment and to our citizens' health by improving the existing transportation infrastructure.

Moving away from the historical practice of using gas tax revenue and attempting to build our way out of congestion, the WTP's 20-year plan warns that as we grow, we must choose strategies to manage growth and strategically invest to better move people and goods.

In addition to the investment guidelines, the WTP makes several policy recommendations in various areas such as funding, land use and transportation, safety, reduced reliance on fossil fuels, emergency preparedness, transportation and the economy and rural economic vitality.

The Washington State Highway System Plan (HSP) is the element of Washington's Transportation Plan (WTP) that addresses current and forecast state highway needs. The HSP includes a comprehensive assessment of existing and projected 20-year deficiencies on the state's highway system. It also lists potential solutions that address these deficiencies. The HSP is updated biennially with each version building on the last. The document covers all issues related to the state's highway system. The 2007-2026 version of the HSP takes the WTP's investment guidelines, 1) preservation, 2) safety, 3) economic vitality, 4) mobility and 5) environmental quality and health, and identifies the highway system needs, strategies and performance measurements associated with the guidelines.

HSP Preservation - includes pavement maintenance, preservation of 3,596 statewide structures including bridges, and preservation of other highway assets that include unstable slopes, rest areas, weigh stations and drainage and electrical rehabilitation.

HSP Safety - The objective of the safety program focuses on project reducing and preventing fatalities, decreasing the frequency and severity of disabling injuries and minimizing the societal

costs of accidents. The prevention of crossover accidents and run off the road accidents is a priority.

HSP Economic Vitality – includes the identification of highly productive freight strategy investments.

HSP Mobility – Bottlenecks, traffic incidents, bad weather, work zones, poor signal timing and special events are the most significant causes of congestion. HSP mobility solutions include strategies to address congestion at bottleneck and chokepoint locations, timely response to and clearance of incidents, as well as projects to improve system efficiency where traffic in congested corridors travels at speeds below 70% of the posted speed during the peak hour.

HSP Environmental Quality and Health – includes projects to remove culverts to restore fish passage, reduce highway noise, treat stormwater, reduce flooding, provide pedestrian crossings and bicycle connections.

The WSDOT *Strategic Highway Safety Plan: Target Zero* (SHSP, revised February 2007) was developed to identify Washington State's traffic safety needs and to guide investment decisions in order to achieve significant reductions in traffic fatalities and disabling injuries. The *Public Transportation and Intercity Rail Passenger Plan for Washington State, 1997-2016*, (December 1996), is the twenty-year Plan for preserving public transportation systems while improving mobility for a growing population. Each year, WSDOT reports on the status of public transportation in Washington State as required by Section 35.58.2796 RCW. The *Washington State Summary of Public Transportation 2006*, was published in September 2007. In December 2007 the Washington State Transportation Commission published the *Washington State Rail Capacity and System Needs Study* that documents strategic freight and passenger rail system needs, challenges and opportunities. The WSDOT Aviation Division completed a 20-Year Aviation System Plan in 2003 and is currently working on a long-term air transportation planning study (LATS) for generation aviation and commercial airports statewide.

WASHINGTON STATE'S REGIONAL TRANSPORTATION PLANNING PROGRAM

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

The duties of the RTPO, as outlined in state law, include:

- Designation of the regional transportation system.

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

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

The regional transportation planning process should to follow the principles listed below. The process should:

- guide the improvement of the regional transportation system
- use regionally consistent technical methods and data
- consider environmental impacts
- ensure early and continuous public involvement
- be consistent with the local comprehensive planning process
- be an ongoing process
- incorporate multimodal planning activities
- address major capacity expansion and operational improvements to the regional transportation system

- be a partnership, including federal, state, and local governments, special districts, private sector, general public and others during conception, technical analysis, policy development and decision-making

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

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

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

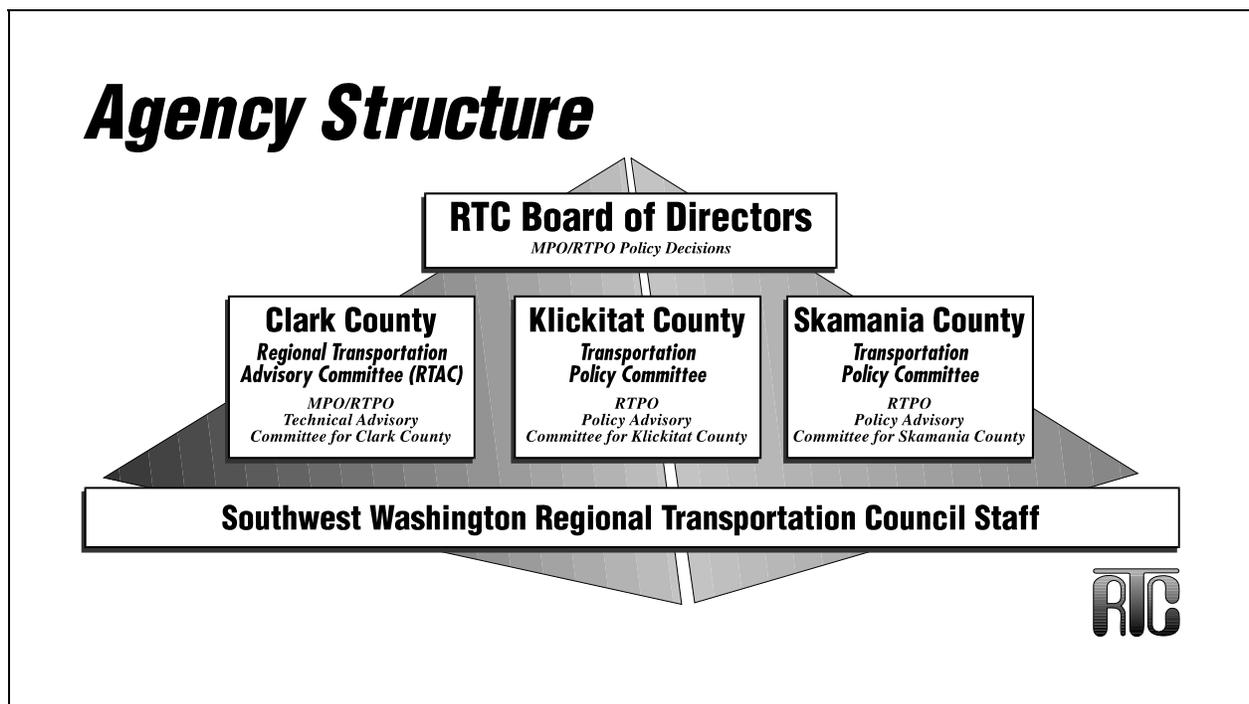
INTERGOVERNMENTAL COORDINATION

- CLARK COUNTY MTP UPDATE DEVELOPMENT PROCESS

In order to make the MTP a Plan to provide solutions to transportation issues and problems and a Plan that all jurisdictions can subscribe to and implement, the regional transportation planning committee structure is established. Committees are established by RTC to carry out MPO/RTPO activities and to strengthen the process of MTP development. Consistent with the 1990 GMA legislation, a three-county RTC Board of Directors is established and meets monthly to serve the RTPO region. Individual County Committees and Boards also play a part in regional transportation decision-making. The regional transportation committee structure is outlined in Figure 1-3. Current representation on the RTC Board of Directors includes three representatives

from Clark County, one from Skamania County, one from Klickitat County, two from the City of Vancouver, one from small cities to the East, one from small cities to the north, one from C-TRAN, one representative of the Ports of Clark County and state legislators of the 15th, 17th, 18th and 49th districts. Representation on the RTC Board of Directors and individual County Policy Boards and Committees is described in the *Bylaws of Southwest Washington Regional Transportation Council* (July 7, 1992; amended February 3, 2004 and April 6, 2004) and *Interlocal Agreement for Establishment of the Southwest Washington Regional Transportation Council*. For Clark County, the Regional Transportation Advisory Committee (RTAC) provides technical advice to the RTC Board of Directors.

Figure 1-3: RTC Agency Structure



BI-STATE COORDINATION

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

Coordination and cooperation in transportation planning activities between the two states are afforded by cross-representation on transportation committees and by coordination in development of the Metropolitan Transportation Plans, Transportation Improvement Programs

and Unified Planning Work Programs (UPWPs) for the two respective areas. Membership of both the RTC Board of Directors and Regional Transportation Advisory Committee (RTAC) includes representatives from Oregon Department of Transportation (ODOT) and Metro. The Metro Joint Policy Advisory Committee on Transportation (JPACT) includes representatives from WSDOT, Clark County and the City of Vancouver and the Metro Transportation Policy Alternatives Committee (TPAC) includes representatives of WSDOT and RTC, with C-TRAN as an associate member. The Bi-State Coordination Committee is key to the coordination of bi-state transportation issues. The Committee is charged with reviewing all issues of bi-state significance for transportation and presenting recommended actions to RTC and JPACT. Membership is drawn from agencies serving on JPACT and the RTC Board with representation in Washington from WSDOT, C-TRAN, City of Vancouver, Clark County, the Port of Vancouver, and a small city. In Oregon, membership is from ODOT, Tri-Met, one of the counties of the tri county region, City of Portland, Metro, the Port of Portland and smaller city.

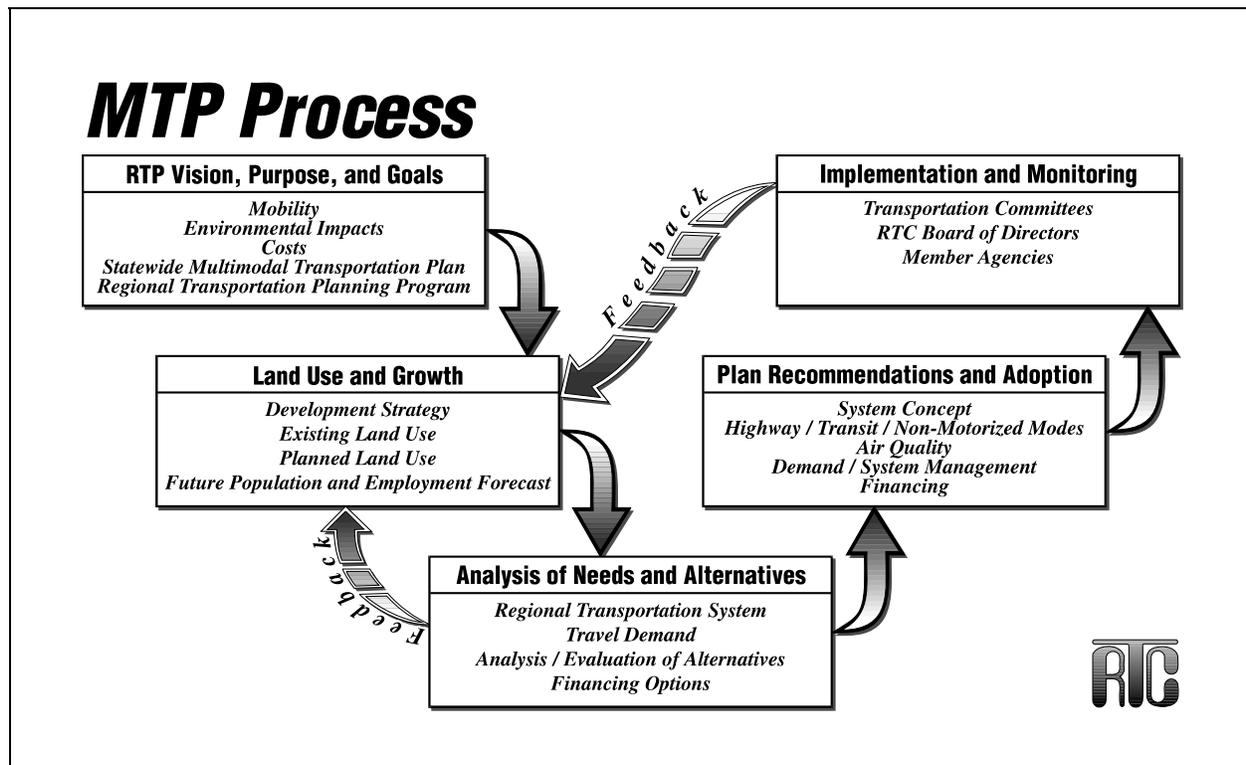
LEVEL OF SERVICE STANDARDS

Level of service standards represent the minimum performance level desired for transportation facilities and services within the region. They are used as a gauge for evaluating the quality of service on the transportation system and can be described by travel times, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. The Washington State Growth Management Act states that these standards should be regionally coordinated. The standards are used to identify deficient facilities and services in the transportation plan, and are also to be used by local governments to judge whether transportation funding is adequate to support proposed land use developments. Level of service standards for Clark County, are further addressed in Chapter 3.

CLARK COUNTY METROPOLITAN TRANSPORTATION PLAN UPDATE: WORK PLAN

Development of the MTP for Clark County follows a work plan outlined in Figure 1-4. The work plan outlines major tasks to be covered in the development of the MTP. The MTP is designed as a benchmark Plan to meet federal MPO requirements for regional transportation planning in Clark County and incorporates elements required by the state regional transportation planning standards resulting from the 1990 GMA legislation and SHB 1928 legislation passed in 1994.

Figure 1-4: MTP Process



An outline of the chapters of the Plan follows. The MTP relies on regional transportation policies, analysis of growth trends and regional travel forecasting results to determine regional transportation needs.

OUTLINE OF MTP CHAPTERS

- Chapter 1: **Introduction; MTP Vision, Purpose and Goals.** The MTP is introduced and its general goals, policies, statutory authority and purpose are described. The MTP process is outlined as well as regional transportation committee structure and intergovernmental cooperation and coordination in MTP development. The concept of level of service standards is introduced.
- Chapter 2: **Regional Land Use and Growth.** Clark County's demographic data, development trends and regional development strategy are discussed. Existing and future land uses and development patterns are identified.
- Chapter 3: **Identification of Regional Transportation Needs.** The regional transportation system is designated and defined. The characteristics and patterns of today's and future regional travel demand, today's transportation problem locations and future regional needs are described. Needs criteria such as acceptable levels of service, safety and accessibility are outlined. Transportation system alternatives are described and evaluated.
- Chapter 4: **Financial Plan.** Revenue sources are identified and described and a plan for financing transportation system improvements is presented.
- Chapter 5: **System Improvement and Strategy Plan.** Recommendations for development of the regional transportation system are made. Highways, transit systems, transportation system management and demand management are considered.
- Chapter 6: **Performance Monitoring.** Performance monitoring measures are described. Procedures to maintain the MTP's consistency with the state transportation plan, local transportation plans, major land use decisions and regional demographic projections are outlined.
- Chapter 7: **Plan Development and Implementation.** Provisions for participation of the public in development of the MTP are described. Provisions for implementation of regional transportation goals, policies and actions established by the MTP are described. The MTP review and amendment process is outlined, should changing policies, financial conditions or growth patterns warrant amendment of the Plan. The GMA-required biennial review process and need for update every four year to satisfy federal requirements is described.
- Appendices: The Appendices to the MTP contain a list of projects identified as needed in the MTP process. These projects are the basis for the transportation network included in the regional travel forecast model. The Appendices also include a report on air quality conformity determination and the Strategic Plan element of the MTP that outlines MTP projects and/or planning concepts that currently cannot be brought into the "fiscally-constrained" MTP but are being considered and/or recommended in regional transportation studies and should be brought to the attention of the community for possible future inclusion into the Plan. The Appendix also includes technical papers in support of the MTP.