



The **Metropolitan Transportation Plan (MTP) for Clark County** is the long-range plan for the region's transportation system. The Plan is required by the federal government as a condition for receipt of federal transportation funding to the region. The Plan must be regularly updated, must address multiple transportation modes, must be affordable and must be consistent with state and local plans.

**The MTP (updated 2007, amended 2008):**

The existing MTP was adopted by the RTC Board of Directors in 2007 and amended in 2008. The Plan has a horizon year of 2030 and complies with the current federal transportation act, SAFETEA-LU. The Plan includes a list of transportation system needs, projects and strategies, consistent with existing state plans and local comprehensive plans, as well as a financial plan. Future needs are analyzed using a 2030 travel demand forecast.

**The MTP's Framework, Vision and Policies:**

The MTP's framework calls for the MTP to address regional transportation system development to help achieve the land use vision presented in local comprehensive plans, to support economic growth and to sustain the region's quality of life. The MTP's vision and policies guide the Plan. Policies include ensuring safe mobility within and through the region, providing safe accessibility to locations in the region, selecting cost-effective solutions, avoiding or minimizing and mitigating environmental impacts, maintaining air quality and preserving community values and sustaining neighborhood structure.

**2030 Demographic Forecast**

The MTP plans for a 2030 population of over 639,000 with 247,000 households and 284,000 jobs. Clark County's 2008 population is estimated at 424,200.



*The Regional Transportation System*

**The Regional Transportation System (see map above)**

The focus of the MTP is on the designated Regional Transportation System which includes all state routes, principal arterials, the transit system and other facilities and

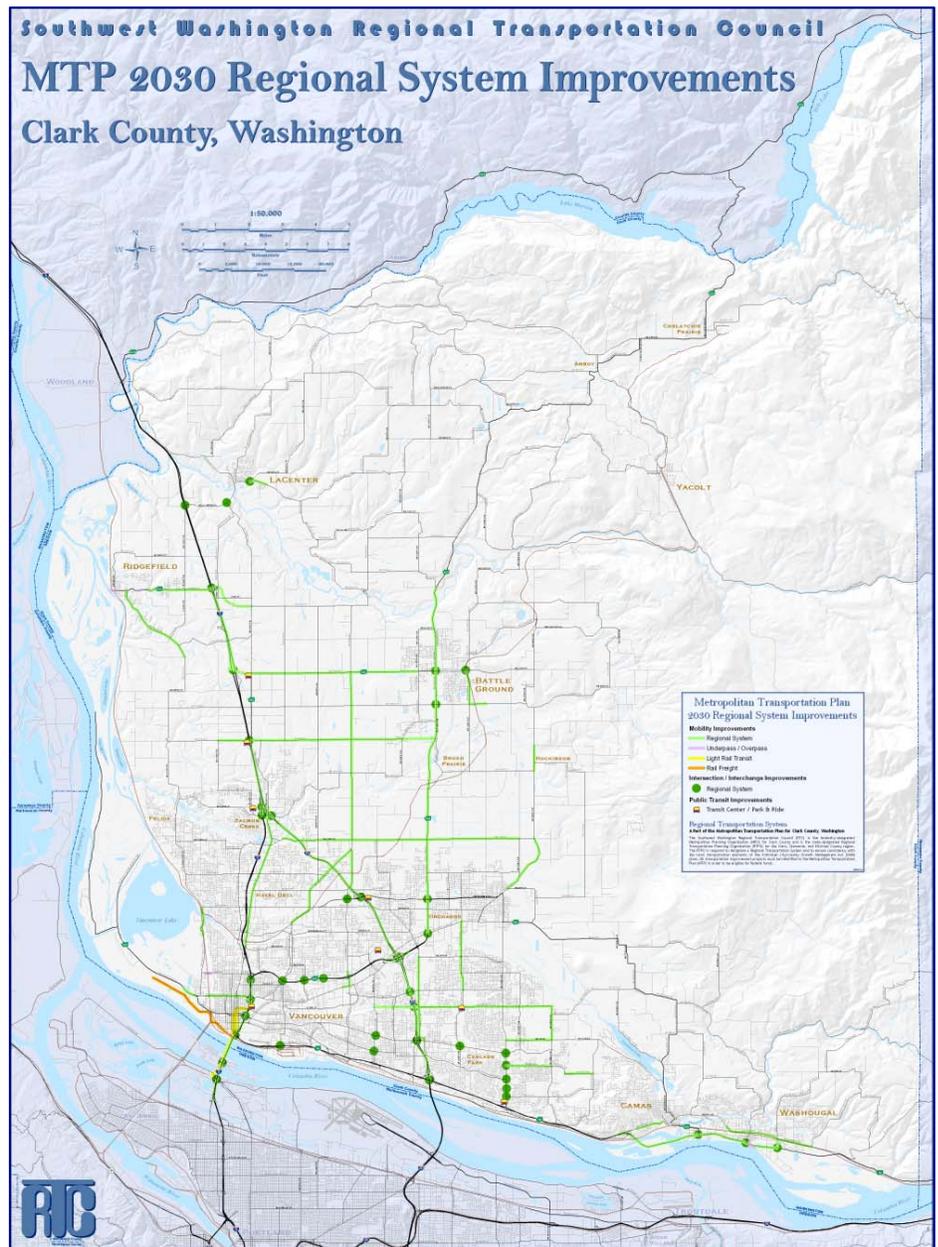
services of regional significance including air, marine, rail, transit and road. The 2008 amended MTP incorporates the I-5 Columbia River Crossing project's Locally Preferred Alternative.

## Financing the System

The MTP includes a description of federal, state and local revenue sources as well as cost estimates for transportation system operations and maintenance, capital improvement projects, as well as transit capital and operating costs. The MTP is a “fiscally constrained” Plan; there is reasonable expectation that revenues will be available to cover estimated project costs. MTP project cost estimates amount to \$2.4 billion, with \$648 million in funding already programmed. In addition, costs of the bi-state I-5 Columbia River Crossing Project, including a replacement I-5 bridge, extension of light rail transit into Clark County terminating in the vicinity of Clark College and reconstruction of interchanges between Columbia Boulevard in Portland, Oregon and SR-500 in Clark County, are estimated at between \$3.5 and \$3.7 billion. The map shows locations of regional system improvements identified in the MTP. Transportation solutions also include operational improvements, system management and travel demand management strategies.

## The MTP's Strategic Plan

Projects and concepts that are beyond the fiscally constrained Plan are included in the MTP's Strategic Plan. Strategic Plan projects or concepts are those needing additional analysis to prove or disprove their feasibility, and/or may need a funding plan to prove financial constraint. The Strategic



*MTP 2030 Regional System Improvements*

Plan currently includes: the Clark County High Capacity Transit System Study, the New Transportation Corridor Visioning Study and Regional Transportation System Future Needs.

The **RTC Board of Directors** guides the work of RTC and includes representatives of Clark County, Klickitat County, Skamania County, Vancouver, Camas/Washougal, Battle Ground/Ridgefield/La Center/Yacolt, Ports of Vancouver/Ridgefield/Camas-Washougal, Clark County Public Transportation Benefit Area (C-TRAN), Washington State Department of Transportation, Oregon Department of Transportation, Metro, and the 15<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup> and 49<sup>th</sup> Legislative Districts.