

# Metropolitan Transportation Plan for Clark County



**Southwest Washington Regional Transportation Council**

## **MTP APPENDIX A**

## **TRANSPORTATION CAPACITY IMPROVEMENTS ASSUMED IN MTP NETWORK AND AIR QUALITY ANALYSIS**

Between 2002 and 2030 Clark County jurisdictions have planned for transportation improvements in locations with existing or forecast future capacity problems. These anticipated improvements were taken into consideration in carrying out the Metropolitan Transportation Plan needs and **air quality analysis**.

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 for funding from federal, state, Transportation Improvement Account (TIA), local sources and/or private sources.

Assignment of forecast future year trips onto the *MTP* transportation network in the regional travel forecasting model reveals 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 an analysis of remedial measures to solve these anticipated deficiencies and an analysis of financial feasibility.

The list (overleaf) is of the major transportation improvements<sup>1</sup> which have been incorporated into the *MTP* transportation network for Clark County. These listed projects are identified in the Metropolitan Transportation Plan needs analysis and included in the air quality conformity analysis as required by the federal Clean Air Act Amendments and Washington Clean Air Act<sup>2</sup>. There will be consistency between the MTP list of projects and the projects programmed for funding in the *Metropolitan Transportation Improvement Program (MTIP) for Clark County*.

---

<sup>1</sup> Additional highway lanes, additional or improved interchanges, construction of new highway segments, expanded transit service.

<sup>2</sup> Chapter 70.94 RCW.

**Table A-1: Metropolitan Transportation Plan (MTP) Update (2005)  
Projects Assumed to be Completed by 2030**

<b>2030 MTP: LIST OF MTP AND LOCAL PROJECTS</b>					
<b>(projects are included in the Regional Air Quality Conformity Analysis)</b>					
<p align="center">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></p>					
<b>Facility</b>	<b>Cross Streets</b>	<b>Improvement</b>	<b>Existing Condition</b>	<b>Estimated Year of Completion</b>	<b>Jurisdiction/ Agency</b>
I-5	Columbia River Crossing (CRC)	Environmental Impact Statement/Design	3 lanes each direction	N/A	WSDOT
I-5	99th Street to I-205	3 lanes ea. direction	2 lanes each direction	2007	WSDOT
I-5	SR-502 Interchange	New Interchange	None	2008	WSDOT
I-5	Pioneer Street (Ridgefield)/ SR-501 Interchange	Replace Interchange	Interchange	2009	WSDOT
I-5	The Salmon Creek Interchange Project (SCIP) at 134th/139th Street	Construct NE 139th St. from NE 20th to NE 10th Ave. Reconstruct interchange with ramps added at 139th St. Improve access to I-205 with flyover from 134th St to I-205 southbound Improve NE 10th Ave. from 134th to 149th St. with turn lanes.	Interchange	2010-2013	WSDOT
I-5	319th Street Interchange	Improve 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 Interchange	Reconstruct Interchange	Interchange	2016-2025	WSDOT
I-5	179th Street to SR-502	Auxiliary lane in each direction	3 lanes each direction	2016-2025	WSDOT
I-205	Mill Plain Exit (112th Avenue connector)	Build direct ramp to NE 112th Avenue	None	2007	WSDOT
I-205	Mill Plain to 28th Street	Ramps/Frontage Road between Mill Plain and 28th Streets	Overpass/underpass	2013	WSDOT
I-205	SR-14 to Mill Plain	Ramp Separation	Interchanges	2016-2025	WSDOT
I-205	28th Street	North ramps	None	2016-2025	WSDOT

<b>2030 MTP: LIST OF MTP AND LOCAL PROJECTS</b>					
<b>(projects are included in the Regional Air Quality Conformity Analysis)</b>					
<p>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></p>					
<b>Facility</b>	<b>Cross Streets</b>	<b>Improvement</b>	<b>Existing Condition</b>	<b>Estimated Year of Completion</b>	<b>Jurisdiction/ Agency</b>
I-205	SR-500	WB SR-500 to SB I-205 Flyover	Interchange	2016-2025	WSDOT
I-205	SR-500 to Padden Parkway	3 lanes each direction 83rd ramps	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	NW 6th Av. to SR-500/Union	2 lanes ea. direction w. interchange	1 lane each direction with intersections	2011	WSDOT
SR-14	I-205 to 164th Avenue	3 lanes ea. direction	2 lanes each direction	2016-2025	WSDOT
SR-14	SR-500/Union to 32nd Street	Improve capacity	1 lane each direction with intersections	2016-2025	WSDOT
SR-14	32nd Street Street Vicinity	Interchange	Intersection	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
SR-500	54th Avenue	Interchange with collector-distributor connecting to Andresen	Intersection	2016-2025	WSDOT
SR-502	NE 10th Avenue to Battle Ground	2 lanes each direction	1 lane each direction	2013	WSDOT
SR-503	East Fork Lewis River	Northbound and southbound climbing lane	1 lane each direction	2011	WSDOT
99th Street Park and Ride	off I-5	Park & Ride	None	2006-2007	C-TRAN
Vancouver Transit Center	Mall area	Relocate Van Mall Transit Center to C-TRAN AOM	Transit Center	2006-2007	C-TRAN
C-TRAN Fleet	N/A	Vehicle Replacement for fixed route and demand response (through 2010)		2010	C-TRAN

<b>2030 MTP: LIST OF MTP AND LOCAL PROJECTS</b>					
<b>(projects are included in the Regional Air Quality Conformity Analysis)</b>					
<p><b>This list includes both MTP Designated Regional Transportation System projects and local projects.</b>  <i>Projects in Italics are local transportation system and are not part of the MTP Designated Regional Transportation System</i></p>					
<b>Facility</b>	<b>Cross Streets</b>	<b>Improvement</b>	<b>Existing Condition</b>	<b>Estimated Year of Completion</b>	<b>Jurisdiction/ Agency</b>
C-TRAN Transit Enhancements	N/A	Improvements/amenities at bus stops (through 2010)		2010	C-TRAN
Salmon Creek Park & Ride	at I-5/NE 134th Street	Realign Salmon Creek Park & Ride at current site in conjunction with I-5/134th/139th Interchange	Park & Ride	2011	C-TRAN
C-TRAN System	System Wide	Transit Service Change	Transit System	Continuing	C-TRAN
C-TRAN System	System Wide	Deploy ITS (Phase 2 and 3)	None	Continuing	C-TRAN
C-TRAN System	Super Stops	Enhanced stop locations at key connections		2006-2008	C-TRAN
SR-503	at Padden Parkway	Add Interchange	None	2016-2025	Clark County/WSDOT
117/119th Street	NW 7th Avenue to Hazel Dell Avenue	1 lane ea. direction, w/turn lane	None	2006	Clark County
117th Street	Hazel Dell Avenue to Highway 99	1 lane ea. direction, w/turn lane	1 lane each direction	2006	Clark County
NE 137th Avenue	NE Fourth Plain Boulevard to NE 76th Street	1 lane ea. direction, w/turn lane	1 lane each direction	2006	Clark County
Ward/172nd Av.	S. 99th Street to 119th St.	Realignment	Curved	2007	Clark County
St. John's Blvd.	NE 50th Avenue to 72nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2007	Clark County
72nd Avenue	N. of 88th Street to St. Johns	2 lane ea. direction, w/turn lane	1 lane each direction	2008	Clark County
Highway 99	117th to 129th Street	2 lanes each direction w/turn lane	2 lanes each direction	2023	Clark County
NE 72nd Avenue	119th to 133rd Street	2 lanes each direction w/turn lane	1 lane each direction	2023	Clark County
119th Street	Salmon Creek Av. to 72nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2011-2015	Clark County
119th Street	72nd Avenue to SR-503	2 lanes ea. direction, w/turn lane	1 lane each direction	2011-2015	Clark County

<b>2030 MTP: LIST OF MTP AND LOCAL PROJECTS</b>					
<b>(projects are included in the Regional Air Quality Conformity Analysis)</b>					
<p><b>This list includes both MTP Designated Regional Transportation System projects and local projects.</b>  <i>Projects in Italics are local transportation system and are not part of the MTP Designated Regional Transportation System</i></p>					
<b>Facility</b>	<b>Cross Streets</b>	<b>Improvement</b>	<b>Existing Condition</b>	<b>Estimated Year of Completion</b>	<b>Jurisdiction/ Agency</b>
Highway 99	NE 99th Street to NE 117th Street	2 lane ea. direction, w/turn lane	2 lanes each direction	2011-2015	Clark County
179th Street	NE 10th Avenue to NE 29th Avenue	2 lane ea. direction, w/turn lane	1 lane each direction	2011-2015	Clark County
179th Street	NE 29th Avenue to NE 50th Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2011-2015	Clark County
179th Street	NW 5th to NW 11th Avenue	1 lane each direction w/turn lane	1 lane each direction	2014-2023	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	2016-2025	Clark County/ Vancouver
179th Street	NE 50th Avenue to Cramer Road	1 lane ea. direction, w/turn lane	1 lane each direction	2016-2025	Clark County
179th Street	Cramer Road to SR-503	2 lanes ea. direction, w/turn lane	None	2016-2025	Clark County
NE 119th Street	SR-503 to NE 172nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2016-2025	Clark County
Padden Parkway	Andresen	Add Interchange	Intersection 5 lanes ea. Direction	2016-2025	Clark County
179th Street	I-5 to NW 5th 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	Partial Completion 2003 Completion will be by frontage improvements	Clark County
Highway 99	NE 63rd to NE 99th Street	Pedestrian route completion	Gaps in pedestrian system		Clark County
<i>NE 15th Avenue</i>	<i>179th Street to Union Road</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2006</i>	<i>Clark County</i>
<i>NE Heisson Road</i>	<i>at 244th Street</i>	<i>Improve intersection</i>	<i>Intersection</i>	<i>2007</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</i>	<i>Clark County</i>
<i>63rd Street</i>	<i>Andresen Road to 72nd Avenue</i>	<i>2 lanes ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2009</i>	<i>Clark County</i>

<b>2030 MTP: LIST OF MTP AND LOCAL PROJECTS</b>					
<b>(projects are included in the Regional Air Quality Conformity Analysis)</b>					
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>					
<b>Facility</b>	<b>Cross Streets</b>	<b>Improvement</b>	<b>Existing Condition</b>	<b>Estimated Year of Completion</b>	<b>Jurisdiction/ Agency</b>
<i>63rd Street</i>	<i>72nd Avenue to I-205 overcrossing</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2009</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>2011</i>	<i>Clark County</i>
<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>2011</i>	<i>Clark County</i>
<i>NE 10th Avenue</i>	<i>149th to 164th Street</i>	<i>1 lane ea. direction, no turn lane</i>	<i>1 lane each direction</i>	<i>2011-2015</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>2011-2015</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>2011-2015</i>	<i>Clark County</i>
<i>NE 99th Street</i>	<i>SR-503 to NE 172nd Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2011-2015</i>	<i>Clark County</i>
<i>NE 15th Avenue</i>	<i>NE 179th Street to SR-502</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2016-2025</i>	<i>Clark County</i>
<i>NE 99th Street</i>	<i>St. Johns Rd. to SR-503</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None/1 lane</i>	<i>2016-2025</i>	<i>Clark County</i>
<i>NW 11th Ave.</i>	<i>NW 139th Street to 149th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2016-2025</i>	<i>Clark County</i>
<i>Rosewood Avenue</i>	<i>NE 102nd Avenue to SR-503</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2016-2025</i>	<i>Clark County</i>
<i>NE Delfel Road</i>	<i>179th to 199th Street</i>	<i>1 lane each direction w/turn lane</i>	<i>Re-aligned</i>	<i>2023</i>	<i>Clark County</i>
<i>NE 199th Street</i>	<i>NE 10th to NE 15th Avenue</i>	<i>1 lane each direction w/turn lane</i>	<i>1 lane each direction</i>	<i>2023</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>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>2023</i>	<i>Clark County</i>
<i>NE 137th Avenue</i>	<i>99th to 119th Street</i>	<i>1 lane each direction w/turn lane</i>	<i>None</i>	<i>2023</i>	<i>Clark County</i>
<i>SW 7th Av</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>

<b>2030 MTP: LIST OF MTP AND LOCAL PROJECTS</b>					
<b>(projects are included in the Regional Air Quality Conformity Analysis)</b>					
<p>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></p>					
<b>Facility</b>	<b>Cross Streets</b>	<b>Improvement</b>	<b>Existing Condition</b>	<b>Estimated Year of Completion</b>	<b>Jurisdiction/ Agency</b>
<i>S Parkway Av.</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>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>2008</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>2008</i>	<i>Battle Ground</i>
<i>SE Grace Av</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>2008</i>	<i>Battle Ground</i>
<i>N Parkway Av.</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>SW 7th Av</i>	<i>Rasmussen to south terminus</i>	<i>1 lane ea. direction, w pedestrian facilities</i>	<i>None</i>	<i>2009</i>	<i>Battle Ground</i>
<i>SW 7th Av</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 20th Av.</i>	<i>SR-502 to South City Limits</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2009</i>	<i>Battle Ground</i>
<i>SR-502/12th Avenue</i>	<i>Reconfigure roadway system and signal removal</i>	<i>1 lane ea. direction, w bicycle and pedestrian facilities</i>	<i>None</i>	<i>2009</i>	<i>Battle Ground</i>
<i>NE 199th St</i>	<i>SE Grace 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>2009</i>	<i>Battle Ground</i>
<i>Grace Av</i>	<i>Grace Av/East Main St</i>	<i>Align S Grace and N Grace</i>	<i>Unaligned intersections</i>	<i>2009</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>NW/SW 1st St</i>	<i>East terminus to Grace</i>	<i>1 lane ea. direction, w bicycle and pedestrian facilities</i>	<i>None</i>	<i>2010</i>	<i>Battle Ground</i>

<b>2030 MTP: LIST OF MTP AND LOCAL PROJECTS</b>					
<b>(projects are included in the Regional Air Quality Conformity Analysis)</b>					
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>					
<b>Facility</b>	<b>Cross Streets</b>	<b>Improvement</b>	<b>Existing Condition</b>	<b>Estimated Year of Completion</b>	<b>Jurisdiction/ Agency</b>
<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>2010</i>	<i>Battle Ground</i>
<i>N Parkway Av.</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>2010</i>	<i>Battle Ground</i>
<i>Heisson Rd/NE 10th St</i>	<i>NE Grace 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>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>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>2010</i>	<i>Battle Ground</i>
38th Avenue	Bybee Road to Astor	1 lane ea. direction, w/turn lane	1 lane each direction	2016-2025	Camas
NW 6th Av	Ivy to Division	1 lane ea. direction, w/turn lane	2 lanes each direction	2010-2016	Camas
<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 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 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 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 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 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 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>Leadbetter Way</i>	<i>Lake Road to Parker Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2009</i>	<i>Camas</i>
<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>

<b>2030 MTP: LIST OF MTP AND LOCAL PROJECTS</b>					
<b>(projects are included in the Regional Air Quality Conformity Analysis)</b>					
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>					
<b>Facility</b>	<b>Cross Streets</b>	<b>Improvement</b>	<b>Existing Condition</b>	<b>Estimated Year of Completion</b>	<b>Jurisdiction/ Agency</b>
<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 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 38th Av/ SE 20th St</i>	<i>SE Bybee Rd to Sierra</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>East of Parker, None</i>	<i>2010-2016</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 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>E 4th Street</i>	<i>Highland to E. City Limits</i>	<i>Urban upgrade</i>	<i>Unimproved road segment</i>	<i>2007</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>
<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</i>	<i>La Center</i>
<i>E 4th Street</i>		<i>Culvert/bridge replacement</i>		<i>2010-2016</i>	<i>La Center</i>
<i>La Center Road</i>	<i>at Timmen Road</i>	<i>Construct left turn lanes</i>	<i>Unimproved intersection</i>	<i>2010-2016</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>
<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>
<i>Breeze Creek</i>		<i>Pedestrian/bicycle crossing</i>		<i>2010-2016</i>	<i>La Center</i>
<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>	<i>2008</i>	<i>Ridgefield</i>
<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>	<i>2010</i>	<i>Ridgefield</i>

<b>2030 MTP: LIST OF MTP AND LOCAL PROJECTS</b>					
<b>(projects are included in the Regional Air Quality Conformity Analysis)</b>					
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>					
<b>Facility</b>	<b>Cross Streets</b>	<b>Improvement</b>	<b>Existing Condition</b>	<b>Estimated Year of Completion</b>	<b>Jurisdiction/ Agency</b>
Hillhurst Road	SR-501 to Royle Road	1 lane each direction w/ turn lane	1 lane each direction	2013	Ridgefield
Pioneer Street Bridge	over Gee Creek	Bridge Replacement	2 lane bridge	2015	Ridgefield
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
Port of Ridgefield Rail Crossing, vicinity of Division Street, Ridgefield	Rail Overcrossing to Port of Ridgefield	Grade separated crossing of mainline railway Feasibility study and environmental impacts review	at-grade rail crossings	2020	Ridgefield
<i>S 10th Avenue</i>	<i>NE 259th Street to S 5th Street</i>	<i>Rebuild road w/ shoulder</i>	<i>1 lane each direction</i>	<i>2007</i>	<i>Ridgefield</i>
<i>6th Way</i>	<i>S 56th Place 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>Timm Road</i>	<i>S 6th Way to S 20th Way</i>	<i>Widen, 1 lane each direction</i>	<i>1 lane each direction</i>	<i>2008</i>	<i>Ridgefield</i>
<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>	<i>2009</i>	<i>Ridgefield</i>
<i>N 35th Street</i>	<i>SR-501 to N 10th Avenue</i>	<i>1 lane each direction</i>	<i>Not continuous</i>	<i>2009</i>	<i>Ridgefield</i>
<i>N 65th Avenue/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>	<i>2009</i>	<i>Ridgefield</i>
<i>N 51st Avenue</i>	<i>S 15th to N 5th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2010</i>	<i>Ridgefield</i>
<i>N 51st Avenue</i>	<i>N 5th to N 10th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2010</i>	<i>Ridgefield</i>
<i>N 56th Avenue</i>	<i>SR-501 to N 10th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2010</i>	<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>	<i>2010</i>	<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>	<i>2010</i>	<i>Ridgefield</i>

<b>2030 MTP: LIST OF MTP AND LOCAL PROJECTS</b>					
<b>(projects are included in the Regional Air Quality Conformity Analysis)</b>					
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>					
<b>Facility</b>	<b>Cross Streets</b>	<b>Improvement</b>	<b>Existing Condition</b>	<b>Estimated Year of Completion</b>	<b>Jurisdiction/ Agency</b>
289th Street	<i>NW 31st (45th Avenue) to NW 11th (65th Avenue)</i>	<i>I-5 overcrossing</i>	<i>Not continuous</i>	2012	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>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>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>Reiman Road</i>	<i>SR-501 to N 10th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	2012	Ridgefield
<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	Ridgefield
<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	Ridgefield
<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	Ridgefield
<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	Ridgefield
<i>8th Avenue</i>	<i>Pioneer to Division Street</i>	<i>Extend existing road</i>	<i>Not continuous</i>	2015	Ridgefield
<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>	2015	Ridgefield
<i>NW 289th 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>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	Ridgefield
<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	Ridgefield
<i>S 25th Place</i>	<i>S 10th to S 4th Way</i>	<i>Rebuild road</i>	<i>1 lane each direction</i>	2015	Ridgefield
<i>S 35th Avenue</i>	<i>South UGB to S 15th Street</i>	<i>1 lane each direction</i>	<i>Not continuous</i>	2015	Ridgefield
<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	Ridgefield

<b>2030 MTP: LIST OF MTP AND LOCAL PROJECTS</b>					
<b>(projects are included in the Regional Air Quality Conformity Analysis)</b>					
<p>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></p>					
<b>Facility</b>	<b>Cross Streets</b>	<b>Improvement</b>	<b>Existing Condition</b>	<b>Estimated Year of Completion</b>	<b>Jurisdiction/ Agency</b>
<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	Ridgefield
<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>	2015	Ridgefield
<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>	2017	Ridgefield
138th Avenue	18th Street to 28th Street	2 lanes ea. direction, w/turn lane	1 lane each direction	2006	Vancouver
Main Street	6th Street to 15th Street (Mill Plain)	Convert to two-way street	One-way street	2006	Vancouver
164th Avenue	SE 1st to SR-14	Reconstruct 5 intersections to improve traffic flow	Unimproved intersections	2006	Vancouver
Confluence Land Bridge over SR-14	Fort Vancouver to Old Apple Tree	New shared-use bridge over SR-14	No bridge	2006	Vancouver
Andresen Road	Fourth Plain to 40th Street	Pedestrian improvements and urban upgrade.	Discontinuous sidewalks	2007	Vancouver
Broadway	6th Street to 15th Street	Reconstruct and convert to two-way street	One-way street	2007	Vancouver
I-205 South Corridor		Conduct environmental analysis for approved access plan for I-205 south corridor		2007	Vancouver
NE 137th Avenue	City Limits to Fourth Plain	2 lanes ea. direction, w/turn lane	1 lane each direction	2008	Vancouver/ Clark Co (annexation area)
137th Avenue	49th Street to Vancouver City Limits	2 lanes ea. direction, w/turn lane	1 lane each direction	2008	Vancouver
138th Avenue	28th Street to 49th Street	2 lanes ea. direction, w access management	1 lane each direction	2008	Vancouver
18th Street	112th Avenue to 138th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2008	Vancouver
NE 28th Street	142nd Avenue to 162nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2008	Vancouver

<b>2030 MTP: LIST OF MTP AND LOCAL PROJECTS</b>					
<b>(projects are included in the Regional Air Quality Conformity Analysis)</b>					
<p>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></p>					
<b>Facility</b>	<b>Cross Streets</b>	<b>Improvement</b>	<b>Existing Condition</b>	<b>Estimated Year of Completion</b>	<b>Jurisdiction/ Agency</b>
Fourth Plain Boulevard/Andresen	Intersection Influence Area	Reconstruct Fourth Plain in vicinity of 65th/66th Avenue to Andresen		2009	Vancouver
SE 20th Street	192nd Ave. to Camas City Limits	New urban minor arterial roadway	No Street	2012	Vancouver
18th Street	86th Avenue to 112th Avenue	Extend existing street 1 lane ea. direction, w/turn lane	No street (86th to 107th Avenue) 1 lane each direction (107th to 112th Avenue)	2010	Vancouver
18th Street	138th Avenue to 162nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2010	Vancouver
192nd Avenue	SE 1st Street to NE 18th Street	2 lanes ea. direction, w/turn pockets	1 lane each direction	2010	Vancouver
SE 1st Street	164th Avenue to 192nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2010	Vancouver
18th Street	162nd Avenue to 192nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2012	Vancouver
Fruit Valley Rd	Whitney to 78th Street	1 lane ea. direction, w/turn lane	1 lane each direction	2012	Vancouver
Fourth Plain	I-5 to Railroad Bridge	2 lanes each direction	1 lane each direction with center turn lane	2016-2025	Vancouver
112th Avenue	Mill Plain to 49th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2016-2025	Vancouver
Amtrak Station	At NW 11th Street	Renovation of Train Station	Train Station	2007	Vancouver
<i>49th Street</i>	<i>112th Avenue to 122nd Avenue</i>	<i>2 lanes ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2006</i>	<i>Vancouver</i>
<i>49th Street</i>	<i>122nd to 137th Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2007</i>	<i>Vancouver</i>
<i>E 4th St.</i>	<i>136th Avenue to Hearthwood</i>	<i>Complete 1st/4th St. corridor connection, take Mill Plain local traffic</i>	<i>No Street</i>	<i>2007</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>2007</i>	<i>Vancouver</i>

<b>2030 MTP: LIST OF MTP AND LOCAL PROJECTS</b>					
<b>(projects are included in the Regional Air Quality Conformity Analysis)</b>					
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>					
<b>Facility</b>	<b>Cross Streets</b>	<b>Improvement</b>	<b>Existing Condition</b>	<b>Estimated Year of Completion</b>	<b>Jurisdiction/ Agency</b>
<i>39th Street</i>	<i>At Railroad Tracks</i>	<i>Over-Crossing and Vancouver Yard Rail Improvement</i>	<i>At-Grade Crossing</i>	<i>2008</i>	<i>Vancouver</i>
<i>NE 147th Avenue</i>	<i>Ward Road/Fourth Plain to NE 59th Street</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 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>2008</i>	<i>Vancouver</i>
<i>Esther Street</i>	<i>At RR Tracks</i>	<i>Railroad Undercrossing</i>	<i>None</i>	<i>2009</i>	<i>Vancouver</i>
<i>49th Street</i>	<i>15th Avenue to St James</i>	<i>Reconstruct, widen and upgrade to urban standards</i>	<i>1 lane each direction</i>	<i>2009</i>	<i>Vancouver</i>
<i>94th Avenue</i>	<i>Van Mall Drive to NE 54th Street</i>	<i>Urban upgrade</i>	<i>1 lane each direction</i>	<i>2009</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>2010</i>	<i>Vancouver</i>
<i>9th Street/11th Street</i>	<i>I-205 to 162nd Avenue</i>	<i>Close gaps and complete corridor</i>	<i>Unconnected street system</i>	<i>2010</i>	<i>Vancouver</i>
<i>Lincoln Street</i>	<i>Fourth Plain Boulevard to Railroad Avenue</i>	<i>Realign, reconstruct and grade separate</i>	<i>1 lane each direction</i>	<i>2010</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>2010</i>	<i>Vancouver</i>
<i>26th Avenue</i>	<i>Fourth Plain to Whitney Road</i>	<i>1 lane ea. direction, w/turn lane new minor industrial arterial</i>	<i>None</i>	<i>2012</i>	<i>Vancouver</i>
<i>Columbia Shores</i>	<i>S. of SR-14</i>	<i>Rail Trestle, Widen Portal</i>	<i>Under-Pass</i>	<i>2012</i>	<i>Vancouver</i>

<b>2030 MTP: LIST OF MTP AND LOCAL PROJECTS</b>					
<b>(projects are included in the Regional Air Quality Conformity Analysis)</b>					
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>					
<b>Facility</b>	<b>Cross Streets</b>	<b>Improvement</b>	<b>Existing Condition</b>	<b>Estimated Year of Completion</b>	<b>Jurisdiction/ Agency</b>
<i>Jefferson/ Kauffman St.</i>	<i>Mill Plain to 6th St.</i>	<i>Realign offset @ 13th, grade separate from rail @ 8th St.</i>	<i>Substandard</i>	<i>2012</i>	<i>Vancouver</i>
<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 &amp; construct new N/S corridor west of I-205</i>	<i>2015</i>	<i>Vancouver</i>
<i>Lieser Road/ NE 87th Avenue</i>	<i>at Mill Plain</i>	<i>Intersection improvement</i>	<i>Offset intersection</i>	<i>2012</i>	<i>Vancouver</i>
<i>Lincoln Street</i>	<i>Fourth Plain to 39th Street</i>	<i>Construct new section of road 1 lane each direction</i>	<i>Unconnected street system</i>	<i>2013</i>	<i>Vancouver</i>
<i>54th Street</i>	<i>18th Avenue to St James</i>	<i>Reconstruct, widen and upgrade to urban standards</i>	<i>1 lane each direction</i>	<i>2013</i>	<i>Vancouver</i>
<i>Brady Road West Extension</i>	<i>192nd Ave. interchange to 171st Ave.</i>	<i>New arterial roadway from 192nd interchange, west to existing neighborhoods</i>	<i>None</i>	<i>2015+</i>	<i>Vancouver</i>
<i>SE 10th Street</i>	<i>Ellsworth to I-205</i>	<i>2 lanes ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2016-2025</i>	<i>Vancouver</i>
<i>Vancouver Mall Dr.</i>	<i>Andresen Road to 66th Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2016-2025</i>	<i>Vancouver</i>
<i>E Street/D Street</i>	<i>West City Limits (Lechner/6th) to East City Limits (Sunset View Road)</i>	<i>Boulevard Design Improvement (1 lane each direction with left turn, sidewalks and bikelanes)</i>	<i>2 lanes each direction (west of 39th St) 1 lane each direction (east of 39th St)</i>	<i>2009</i>	<i>Washougal</i>
<i>Yacolt Road</i>	<i>Amboy Avenue to Railroad Avenue</i>	<i>Rebuild road w. shoulder 1 lane each direction</i>	<i>1 lane each direction</i>	<i>2007</i>	<i>Yacolt</i>
<i>County-wide</i>	<i>County Wide</i>	<i>Walkway &amp; Bicycle Programs and Projects</i>		<i>Continuing</i>	<i>All</i>
<i>County-wide</i>	<i>County Wide</i>	<i>Demand Management</i>		<i>Continuing</i>	<i>All</i>
<i>Various</i>	<i>System Wide</i>	<i>Intelligent Transportation System (ITS) Additions</i>	<i>None</i>	<i>Continuing</i>	

Projects listed above include both projects **on** the regional transportation system as well as projects **off** the regional system. Both types of project have been included in the regional travel forecasting model network and have therefore been included in the regional air emissions analysis to meet the requirements of the federal Clean Air Act Amendments and Washington Clean Air Act.

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**

<b>TABLE A-2: OTHER TRANSPORTATION SYSTEM DEVELOPMENT ELEMENTS</b>	
<b>MAINTENANCE</b>	
	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.
<b>PRESERVATION</b>	
	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).
<b>SAFETY</b>	
	Needs identified through the ISTEA-required Safety Management System (SMS) and local analysis.
<b>PEDESTRIAN AND BICYCLE MODE (SEE CHAPTER 5)</b>	
	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>Clark County Trails and Bikeway System Plan</i> (December 1992; Clark County). The <i>Clark County Trails and Bikeway System Plan</i> is currently being updated. In 2005 public open house workshops were held to discuss and offer feedback about the Plan update. Workshops included brainstorming possible changes to the current Plan, gathering input regarding which trails are most important to community members, discussing how trail improvements should be funded; and examining the existing system to identify gaps. 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. Some of the trails can accommodate equestrians. Detailed information on the trails system can be found at: <a href="http://www.ci.vancouver.wa.us/parks-recreation/index.asp">http://www.ci.vancouver.wa.us/parks-recreation/index.asp</a>

<b>TABLE A-2: OTHER TRANSPORTATION SYSTEM DEVELOPMENT ELEMENTS</b>	
<b>PEDESTRIAN AND BICYCLE MODE (CONTINUED)</b>	
<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 in Clark County. Regular meetings of the Active Communities Task Force are held.</p>	
<b>TRANSIT</b>	
Fixed-route 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 2006. Results will be reported in the 2006 MTP]</p> <p>2004 Annual Service Hours: 263,440 2030 Forecast Annual Service Hours: 203,560+/-</p>
Capital Equipment Needs	Bus Purchases to support service hours and replace older fleet.
<b>HIGH CAPACITY TRANSPORTATION CORRIDORS</b>	
	<ul style="list-style-type: none"> <li>• The I-5 corridor from the Oregon state line north to the I-205 interchange, the I-205 corridor and the SR-500 corridor from I-5 to Orchards are designated as MTP High Capacity Transportation Corridors.</li> <li>• Frequent bi-state bus service.</li> </ul>
<b>REGIONAL TRANSPORTATION PLANNING STUDIES</b>	
	<p>Transportation Studies and Related Studies Currently Underway Include:</p> <ul style="list-style-type: none"> <li>• Columbia River Crossing project</li> <li>• SR-14 Corridor Study (Camas/Washougal area)</li> <li>• 18<sup>th</sup> Street Corridor Study (City of Vancouver)</li> <li>• Fourth Plain Sub Area Plan (City of Vancouver)</li> <li>• Comprehensive Growth Management Plans</li> </ul>

<b>TABLE A-2: OTHER TRANSPORTATION SYSTEM DEVELOPMENT ELEMENTS</b>	
<b>TRANSPORTATION SYSTEM MANAGEMENT (TSM)</b>	
	<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 <b>VAST Implementation Plan</b> 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 <a href="http://www.vastrek.org/travelinfo.htm">http://www.vastrek.org/travelinfo.htm</a></p>
<b>TRANSPORTATION DEMAND MANAGEMENT (TDM)</b>	
	<p>Demand management activities are determined through the <b>Commute Trip Reduction</b> program ongoing 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.</p> <p>Short term recommendations include:</p> <ul style="list-style-type: none"> <li>• Additional Education and Outreach about work destination based, peak hour travel options. The first phase would be a survey to document existing origin and destination travel patterns.</li> <li>• Promote business subsidy of transit passes for employers.</li> <li>• Promote <a href="http://carpoolmatchNW.org">carpoolmatchNW.org</a> to assist in carpool formation.</li> <li>• Offer guaranteed rides home at work sites.</li> <li>• Explore methods to better integrate C-Tran and Tri-Met printed and real-time customer information to expedite Bi-State travel using both systems (e.g. C-TRAN service information on Tri-Met Real Time Kiosks and expand the number of kiosks).</li> <li>• Explore business and community interest for additional and/or expanded Transportation Management Associations in the I-5 Corridor between the Columbia River and Lloyd District, including Swan Island, Rivergate and the Interstate Avenue. A study to determine the most beneficial and effective TDM measures is also recommended.</li> </ul>

Should 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. Regional level air quality conformity analysis is prepared by RTC and project level conformity analysis, where required, is also prepared by RTC for local projects and by WSDOT for State projects.

## **APPENDIX A-1**

**Table A-3: Regional Prioritization of Corridors and Projects  
(will be revised with the next MTP update)**

**Placeholder for Regional Prioritization of Corridors and Projects  
to be updated and reported in the next MTP update**

**APPENDIX A-2**

**Table A-4: Measures to Implement TDM and TSM**

<b>SUGGESTED MEASURES TO IMPLEMENT TRANSPORTATION DEMAND MANAGEMENT (TDM) AND TRANSPORTATION SYSTEM MANAGEMENT (TSM)</b>		
<b>Facility/ Strategy</b>	<b>Elements</b>	<b>Description</b>
Transit	Transit Service Provision	Per C-TRAN/s Transit Development Plan (TDP)
Pedestrian	Improve Pedestrian Access to Transit	Pedestrian improvements provided through highway building projects (improved design standards), Transportation Improvement Program of local jurisdictions.
TDM	Vanpool Program	Increase subsidy for vanpool program participants. 120 vanpools operated during the I-5 span closure in September 1997.
TDM	Carpool Program	To provide for incentives. Further promote carpoolmatchNW.org
TDM	Telecommuting/ Teleworking	Fund employer outreach program
TDM	Flexible Work Hours	Fund employer outreach program
TSM	Vancouver Area Smart Trek (VAST): Traffic Management Centers and freeway and arterial management	Coordinated state and local Traffic Management Centers within Clark County with links to Oregon Department of Transportation Traffic Management Center for the management of bi-state transportation facilities. Expand communications network and expand freeway and arterial camera and detection coverage to manage facilities and deploy interconnected and adaptive signal control.  Full deployment of the VAST Plan, including incident management, is estimated at \$45 million, some costs overlap with system maintenance cost estimates provided in MTP Chapter 4.

## CLEAN AIR CONFORMITY DETERMINATION

### AIR QUALITY CONFORMITY STATEMENT

The Metropolitan Transportation Plan for Clark County is found to **be in conformity with the Federal Clean Air Act as amended in 1990 and with the Washington Clean Air Act** (chapter 70.94 RCW). The MTP list of transportation projects assumed to be constructed by 2030 is found to not adversely impact the State Implementation Plan (SIP) and is found to be in conformity with the SIP. All regionally significant transportation improvement projects are included in the regional travel forecasting model for purposes of air quality conformity analysis. A list of the projects included in the estimate of mobile emissions is listed in the MTP's Appendix Table A-1. Air quality conformity results are outlined in Table A-5.

### BACKGROUND

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, by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, 2005) and the Clean Air Washington Act. Positive conformity findings will 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 prevent 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.

### AIR QUALITY STATUS

**Current Status:** Under the new federal 8-hour Ozone standard, the Vancouver/Portland Air Quality Maintenance Area (AQMA) has been redesignated from "maintenance" to "unclassifiable/attainment" for Ozone and no longer needs to demonstrate conformity for Ozone. The Vancouver AQMA is currently designated as a CO maintenance area.

**Previous Status:** 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 (O<sub>3</sub>) 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.

### APPLICABLE STATE IMPLEMENTATION PLAN

The State Implementation Plan (SIP) currently in effect is the 1992 State Implementation Plan (SIP) for Washington State, as amended by the 1996 Carbon Monoxide and 1997 Ozone Maintenance Plans for Vancouver, Washington. The region has initiated a process to update the CO Maintenance Plan for the Vancouver AQMA, which should be completed in late 2005 or early 2006.

### 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 key analytical assumptions for the conformity analysis with federal and state agencies.

**AIR QUALITY CONFORMITY METHODOLOGY AND RESULTS**

The air quality conformity test is designed to prevent violation of the National Ambient Air Quality Standards (NAAQS). The MTP must comply with the mobile emissions budgets specified in the Maintenance Plans, and transportation emissions are not allowed to exceed the levels relied upon in the Maintenance Plan demonstration. To ensure consistent assumptions, the same methodology used to develop the mobile emissions budgets for the Maintenance Plans has been used to assess the MTP mobile emissions as part of the air quality conformity process.

Output from the regional travel forecast model and vehicle emissions rates are the basis for the air quality conformity analysis. The regional travel forecast model is based on the most current demographic forecast available in the region. The MTP population forecast is a regional forecast developed by Washington Office of Financial Management and coordinated with local jurisdictions. Comprehensive land use plans are used in the regional transportation planning process as the basis for determining future land use and identifying where future development is likely to occur.

The air quality conformity analysis relies on travel data for three time periods (the AM 1-hour, the PM 2-hour, and the rest-of-the-day) and is based on use of EMME/2 regional travel model software, and on use of Mobile 6.2.01 to determine emissions rates as part of the emissions calculations. Input assumptions for Mobile 6.2.01 were received from the Southwest Clean Air Agency (SWCAA), Washington Department of Ecology (DOE), and the Oregon Department of Environmental Quality (ODEQ). Total emissions are calculated for each link in the system. Appendix A of the MTP includes a list of projects that are included in the MTP air quality analysis.

Carbon monoxide has several categories of emissions that make up the all-day total; hot starts, cold starts, and hot stabilized emissions. CO is calculated for winter conditions. The emissions calculations include emissions caused by intra-zonal trips (trips which begin and end in the same Transportation Analysis Zone (TAZ). All outputs were seasonally adjusted based on EPA/SWCAA/DOE guidance. Emissions estimates include credits taken for the following clean air programs: activities under the Commute Trip Reduction Ordinance and Clean Air Action Days (free transit service and public education).

**Table A-5: 2005 Metropolitan Transportation Plan: Air Quality Conformity Results**  
 Daily Emissions Estimates for Clark County AQ  
 (maximum emissions)

Year	Winter CO (lbs per day.)	
	Budget	MTP Emissions Estimate
2006	260,000	249,352
2009	260,000	238,636
2019	260,000	199,405
2023	260,000	203,214
2030	260,000	205,502

**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 Interstate Air Quality Maintenance Area. Although no TCM's are required, the MTP does include public transit service and transit facilities as contingency strategies to reduce emissions. Also, Washington's vehicle emission inspection (I/M) program was expanded to the Vancouver area in 1993. Clark County's larger employers implement programs to meet

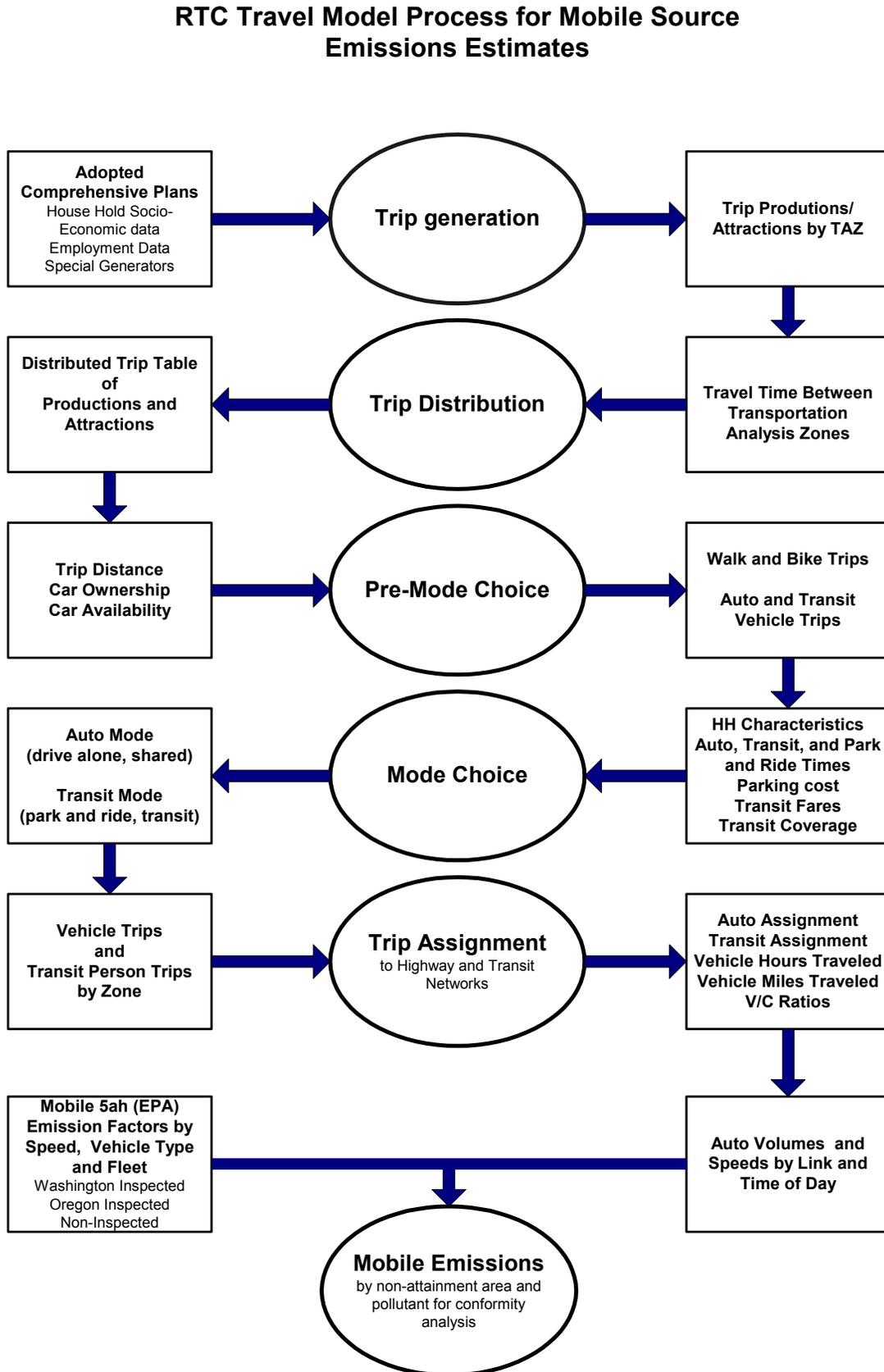
the requirements of the Commute Trip Reduction (CTR) law passed by the 1991 Washington State legislature. All of the above measures should help the region to maintain national air quality standards.

**Table A-6: Air Quality Conformity: Key Assumptions**

<b>Key Assumptions In MTP Regional Air Quality Conformity</b>		
<b>Assumptions</b>	<b>Notes</b>	<b>MTP</b>
Land Use: Population and Employment	Based on most up-to-date version of the Comprehensive Growth Management Plan for Clark County (adopted September 2004)	Described in Chapter 2 of MTP. Summary demographics tables on page 2-14
Regional Travel Forecast Model: used to determine future travel need and congestion levels.	Based on Portland metropolitan region regional travel forecast model but with finer Transportation Analysis Zone system in Clark County for more specificity.	Model described in Chapter 3 MTP, page 3-23 to 3-29 See summary tables relating to system performance in MTP Chapter 3, pages 3-27 through 3-28 (congestion).
Highway Network	Coded in regional travel forecast model	Listed projects found in MTP Appendix A, pages A-2 through A-19. Relationship to air quality analysis described in MTP Appendix A, page A-1 and A-19.
Transit Network and Service Levels	Consistent with C-TRAN's Transit Development Plan and 20-year planning process	See description of assumed transit hours of service in MTP Appendix A, page A-18.  Transit fare assumptions are consistent with assumed inflation rate. Transit fares are an input within the mode-split process of the regional travel forecast model. Parking costs are assumed to increase as a Transportation Demand Management (TDM) measure between existing and future models. This results in an increase in the percentage of trips by transit and influences transit ridership numbers.
Transportation Control Measures (TCMs)	TCMs are not required in the Vancouver Air Quality Maintenance Area (AQMA). The State Implementation Plan (SIP) does, however, include transportation contingency measures to reduce emissions in the area, if needed.	See MTP Chapter 5, page 5-13.
Technical Analysis Procedures for Mobile Emissions	The process for estimating regional emissions for the regional conformity analysis involves the integration of land use and travel demand modeling with EPA Mobile 6.2.01 emissions factor model.	See Appendix A, page A-30
Consultation Process	RTC routinely coordinates with the	Among the items discussed are air

<b>Key Assumptions In MTP Regional Air Quality Conformity</b>		
<b>Assumptions</b>	<b>Notes</b>	<b>MTP</b>
	<p>local clean air agency, Southwest Clean Air Agency (SWCAA). On June 14, 2000, a major consultation meeting was held that included representatives of RTC, FHWA, EPA, DOE and WSDOT. Since then, RTC has participated, on an as-needed basis, in the quarterly conference calls and meetings of the air quality coordination consultation team. The team includes WSDOT, FHWA, FTA, MPOs, clean air agencies and the State Department of Ecology. RTC participates as specific conformity issues arise. RTC has participated in consultation gatherings in June and December 2003, January and June 2004, March and September of 2005.</p>	<p>quality program updates, conformity requirements, status of emissions models, latest emissions model use, the mobile emissions estimation process, conformity methodology and regional travel forecast model use.</p> <p>Air quality analysis process and methodology is consistent throughout the Portland-Vancouver region.</p>
RTC Board approval		<p>RTC Board provides policy direction regarding regional travel model inputs and also adopts the MTP which describes the policies and demographic assumptions that are the foundation for future transportation needs analysis.</p>

Figure A-1: RTC Travel Model Process for Mobile Source Emissions Estimates



## **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) High Capacity Transit Corridors, and C) the Port of Vancouver’s Economic Development and Conservation Plan. In addition, a fourth section, D), lists future needs of the regional transportation system that have been noted during development of the 2005 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

- **Need and Purpose** – Due to highway capacity limitations and the three-lane bottleneck at the I-5 Interstate Bridge, traffic congestion is causing businesses and individuals to experience long delays. Without improvements, congestion will increase to unacceptable levels having a significant impact on the economy and potentially limiting the attraction and retention of business and industry. A set of multi-modal improvements are needed in the corridor.
- **Description** – The Columbia River Crossing project (CRC) is now underway which evolved from the previous Portland-Vancouver I-5 Transportation and Trade Partnership. The CRC is aimed at improving the mobility, reliability, and accessibility for automobile, freight, transit, bicycle, and pedestrian users of the I-5 corridor from State Route 500 in Vancouver to approximately Columbia Boulevard in Portland. The CRC's process will include examination of bridge capacity and analysis of a range of modal options.

Specific steps in the process are:

- Define the problem and identify criteria for evaluating alternatives.
  - Identify a broad range of alternatives.
  - Identify alternatives to be studied in the Draft Environmental Impact Statement (DEIS).
  - Complete the DEIS.
  - Identify the preferred alternative.
  - Secure federal approval for the preferred alternative.
- **Land Use/Economic Development Impacts** – The bi-state transportation and land use systems are integrally related, each impacts and influences the other. Bi-state coordination among jurisdictions and agencies in pursuing economic development is a key part of maintaining a strong economy. Additional capacity across the Columbia River will improve the flow of freight and goods throughout the corridor. Specifically, it will improve access to/from industrial destinations such as the Port of Vancouver, Rivergate and the Columbia Corridor. Access would also be improved to and from major employment centers such as downtown Vancouver, downtown Portland, Lloyd Center, Swan Island and the Columbia Corridor.
  - **Financial Impacts** – Financing the highway and other modal improvements will be expensive. Capital projects of such magnitude are likely to require a variety of funding and financing mechanisms. There are promising federal, state and local revenue sources that, when combined, could provide the ability to bond the capital cost of the project.

- **Next Steps** – CRC recommendations will need to be incorporated into Metro and RTC’s long-range regional transportation plans once specific projects are identified and funding plan developed.

## B) HIGH CAPACITY TRANSIT CORRIDORS

- **Need and Purpose** – 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.
- **Description** – The regional transportation policy direction surrounding the issue of high capacity transit, including corridors and alternative high capacity transit modes, has been an uncertain part of the regional transportation system for the last 10 years. In late November of 2004, the 2005 federal transportation appropriation bill included a \$1.488 million earmark to RTC for the analysis of the I-5/I-205/SR-500 transit loop. The funding could be used to assist the RTC Board in facilitating a broad discussion with affected Clark County agencies on modal alternatives for future high capacity corridors within Clark County and how the system could connect to transit across the Columbia River. The anticipated products of the analysis would lead to a set of high capacity transit policies that would balance the land use policies, transit priorities, and regional transportation system priorities to help policy makers determine whether a high capacity transit component is needed in Clark County and to guide development of RTC's long-range regional transportation system plan.

The technical analysis and policymaking process would require the support and participation of RTC member jurisdictions with land use, transportation, and transit authority who would be impacted by the HCT policies. One of the first tasks of the proposed project would include providing information, soliciting input, and developing a consensus on the HCT study's scope of work. Anticipated products could include the following: information on the feasibility of a range of high capacity transit options within Clark County, re-designation of high capacity corridors in the MTP, connection to any high capacity transit solution that may result from the CRC Project, and preliminary financial information.

- **Land Use and Economic Impacts** – Additional person-moving capacity in both of the interstate corridors can help to improve the business and freight moving capacity of the corridors. The access provided by a high capacity transit alternative could provide further economic development opportunities in downtown Vancouver and redevelopment opportunities along Fourth Plain. The expansion in the level of transit service could also help development of compact urban growth and the preservation of forestland and open space.

- **Financial Impacts** – Financing high capacity transit alternatives will be expensive and will likely depend on additional local revenues approved through a public vote. In addition to the increase in local revenue, considerable federal support will be needed. The financial plan for any proposed project would need to be complete by the time a project completes the environmental and design phase.
- **Next Steps** – Before any analysis of HCT can move ahead there needs to be RTC Board approval for this work element to be included in RTC’s Work Plan for 2006.

C) PORT OF VANCOUVER’S ECONOMIC DEVELOPMENT & CONSERVATION PLAN

- Successful Port operations depend on efficient freight mobility by rail, road and river. Rail and road systems are reaching capacity and can constrain existing business, future development and new economic prospects for the Port of Vancouver. The Port of Vancouver is analyzing rail and road improvements as part of the planning process for its Economic Development & Conservation Plan. The Port of Vancouver is conducting a thorough environmental assessment of proposed new development through the NEPA process anticipated to conclude in 2007. Already, rail access to the Port of Vancouver is capacity constrained under current peak traffic levels. Existing rail access is not sufficient to handle future Columbia Gateway traffic without impacting BNSF’s mainline rail. The Port has recently focused attention on rail access improvement with a Simulation and Access Study of a number of conceptual rail alignments. Once the project is defined it may be included in the financially-constrained MTP in a future MTP update.

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 need further consideration and analysis, within the constraints of funding availability, as part of the comprehensive planning process and 2006 MTP update.
- As part of the 2005 MTP update process, specific locations and corridors needing further analysis were identified as:
  - SR-500/SR-503/Fourth Plain intersection.
  - SR-500 to I-5 North connection.
  - Connection between Battle Ground and Ridgefield (possibly using 239<sup>th</sup> Street alignment).
  - North/South connections between Vancouver and north Clark County including SR-503 corridor segments from SR-500 to Brush Prairie and SR-503 from SR-502 to 254<sup>th</sup> Street vicinity; the NE 72<sup>nd</sup> Avenue corridor from 133<sup>rd</sup> to 199<sup>th</sup> Street and in the Daybreak area.

---

<sup>3</sup> This will be looked at in the ongoing Comprehensive Plan update process.

- Future needs may also include potential C-TRAN projects that are not currently part of the fiscally constrained MTP. These include the Central County Park-and-Ride, Ridgefield Park-and-Ride, SR-502 Park-and-Ride, 179<sup>th</sup> Street Park-and-Ride, Downtown Vancouver Transit Center, and expansion of the Fisher's Landing Transit Center. C-TRAN anticipates completion of a 20-year Transit Development Plan in 2006.
- **Next Steps** – The potential projects, listed above, will be analyzed further as part of the Comprehensive Growth Management planning process and MTP update in 2006. If projects are feasible, and there is funding capability, then projects can become part of the “fiscally-constrained” MTP.

MTP APPENDIX A..... 1  
TRANSPORTATION CAPACITY IMPROVEMENTS ASSUMED IN MTP NETWORK  
AND AIR QUALITY ANALYSIS..... 1  
    Table A-1: Metropolitan Transportation Plan (MTP) Update (2005) ..... 2  
    Projects Assumed to be Completed by 2030 ..... 2  
    Table A-2: Other Transportation System Development Elements ..... 17  
APPENDIX A-1..... 20  
    Table A-3: Regional Prioritization of Corridors and Projects (will be revised in  
    2006)..... 20  
APPENDIX A-2..... 21  
    Table A-4: Measures to Implement TDM and TSM ..... 21  
Clean Air Conformity Determination ..... 22  
AIR QUALITY CONFORMITY STATEMENT ..... 22  
    Background..... 22  
    Air Quality Status..... 22  
    Applicable State Implementation Plan..... 22  
    Consultation Process..... 22  
    Air Quality Conformity Methodology and Results ..... 23  
        Table A-5: 2005 Metropolitan Transportation Plan: Air Quality Conformity Results  
        Daily Emissions Estimates for Clark County AQ (maximum emissions) ..... 23  
    Status of Transportation Control Measures ..... 23  
        Table A-6: Air Quality Conformity: Key Assumptions ..... 24  
        Figure A-1: RTC Travel Model Process for Mobile Source Emissions Estimates .... 26  
APPENDIX B ..... 1  
THE STRATEGIC METROPOLITAN TRANSPORTATION PLAN (MTP)..... 2  
    A) Columbia River Crossing..... 3  
    B) High Capacity Transit Corridors..... 4  
    C) Port of Vancouver’s Economic Development & Conservation Plan..... 5  
    D) The Regional Transportation System: Future Needs ..... 5

