

Appendix B: A History of Regional Transportation Plan, Update and Amendment

RTP History

Federal and state laws require regular update of the RTP, also known as the Metropolitan Transportation Plan (MTP). A summary history of the Regional Transportation Plan for Clark County's adoption, update, and amendment actions follows.

The 1994 Metropolitan Transportation Plan was the first adopted after RTC's formation in 1992. Since then, there have been seven long-range transportation plan updates and eight amendment actions by the RTC Board to maintain consistency between the RTP for Clark County, federal, state, and local transportation planning efforts, including passage of updated federal transportation acts and updated local Comprehensive Growth Management Plans.

The 2019 RTP update is developed to begin to address federal transportation performance management and target setting to guide transportation investments. The updated plan addresses emerging transportation technologies and possible impacts to future transportation, as well as resiliency of the transportation system. WSDOT's concept of *practical solutions* is integrated into the RTP, and results and recommendations from recent transportation studies are incorporated. Subsequent transportation planning efforts will be incorporated into future RTP updates or amendments and will influence the development of Clark County region's transportation system.

A Chronology of RTP/MTP Updates and Amendments, 1994 to 2019

Note: Employment is Bureau of Labor Statistics (BLS) equivalent or 'covered' employment.

December 1994, MTP Adoption, RTC Board Resolution 12-94-30

This was the first MTP adopted following formation of RTC. The 1994 MTP met all requirements of the federal Intermodal Surface Transportation Efficiency Act passed in 1991. The Plan was fiscally constrained and met air quality standards.

Year	Population	Households	Employment
Base 1990	238,053	88,438	80,100
Forecast 2015	380,425	152,170	138,300

1995

RTC staff reviewed the 1994 MTP and listed elements to change and enhance at the next MTP update. An RTAC memo dated October 31, 1995, outlined the changes and enhancements identified for the next update.

December 1996, MTP Update, RTC Board Resolution 12-96-22

The update extended the horizon year from 2015 to 2017. Land use inputs consistent with the *Clark County 20 Year Comprehensive Growth Management Plan* and forecasts consistent with the population forecast supplied by Washington Office of Financial Management (OFM) were used in MTP process. Also updated was the designated regional transportation system, transportation system performance measures, and a list of identified transportation projects for the 20-year period.

December 1997, MTP Amendment, RTC Board Resolution 12-97-23

The amended MTP included changes to the designated regional transportation system, transportation system performance measures, and a list of identified transportation projects for the 20-year period.

October 1998, MTP Prioritization Process, RTC Board Resolution 10-98-16

The MTP Prioritization Process was adopted in October 1998. This focused on major mobility-type projects. A Summary Report on the Prioritization Process was published, including policy criteria, technical evaluation of projects, and results. Economic development and existing commitments to business and industry were prime criteria for prioritization. Congestion Mitigation/Concurrency Deficiencies, project cost-effectiveness, completion of the transportation system, freight movement, and bistate movement were all considered. The significance of Transportation Demand Management (TDM) was noted.

December 1998, MTP Amendment, RTC Board Resolution 12-98-24

Incorporated into the Dec. 1998 MTP amendment were:

- Results from the prioritization process.
- A matrix of potential TDM strategies.
- Chapter 4 (finance) updated to show balance between estimated revenues and forecast expenditures on MTP transportation needs.
- Chapter 5 (system development) updated to include Prioritization Process, additional TDM detail and economic development description.

April 1999, MTP Amendment, RTC Board Resolution 04-99-09

Phase I of the I-5/NE 219th Street: planning and design of a proposed new interchange was included in the MTP.

October 1999, MTP Update, RTC Board Resolution 10-99-26

The demographic forecast was extended to 2020. The MTP update includes the new federally required planning factors, adds several arterial improvements, and has an updated air quality conformity analysis.

December 2000, MTP Amendment, RTC Board Resolution 12-00-30

The amendment included the following elements:

- I-5 AM peak period HOV lane project
- Base year updated from 1996 to 1999
- C-TRAN service description updated (July, 2000)
- Appendix A: Projects under construction or fully funded noted.

December 2002, MTP Update, RTC Board Resolution 12-02-24

The update included the following elements:

- Base year updated to year 2000 and horizon year extended to 2023.
- Update to Chapter 4 Finance Plan.
- Updated list of MTP “fiscally constrained” recommended improvements.
- Strategic Plan element incorporated into MTP Appendix includes recommendations of the I-5 Partnership Governors’ Task Force (June 2002).

December 2003, MTP Amendment, RTC Board Resolution 12-03-32

The amendment included the following elements:

- Add Port of Ridgefield Rail Overpass Project.
- Amend Strategic Plan Recommendations (Appendix B).

- Minor Amendments to Financial Plan to acknowledge funding of state “nickel package” projects.

December 2005, MTP Update, RTC Board Resolution 12-05-24

The update included the following elements:

- Review and update of MTP Goals and Policies.
- Horizon year extended to 2030.
- Update to the Designated Regional Transportation System Map.
- Update to Chapter 4 Finance Plan.
- Updated list of MTP “fiscally constrained” recommended improvements.
- Strategic Plan element update in Appendix B.

December 2007, MTP Update, RTC Board Resolution 12-07-24

The update included the following elements:

- Consistency with state and local plans.
- Update to the Designated Regional Transportation System Map (transit system).
- Update to Chapter 4 Finance Plan.
- Updated list of MTP “fiscally constrained” recommended improvements.
- Strategic Plan element update in Appendix B.
- Incorporation of technical papers on security and environmental mitigation.

July 2008, MTP Amendment, RTC Board Resolution, 07-08-10

The amendment includes the following element:

- Add the I-5 Columbia River Crossing project’s Locally Preferred Alternative. The LPA is added to the map of the Regional Transportation System in Chapter 3, is included in Chapter 4 (Financial Plan) which includes a description of the financing assumptions, and is added to the Transportation Improvements map in Chapter 5. The Plan’s amendment is acknowledged in Chapter 7. Appendix A is amended to include the CRC’s LPA and Appendix B (Strategic MTP) is amended to delete the CRC project as it is brought into the fiscally constrained Plan.

December 2008, MTP Technical Amendment, RTC Board Consent

Appendix F added to MTP to describe Year of Expenditure (YOE) Methodology; cost and revenues provided in YOE.

January 2010, MTP Technical Amendment, Appendix E, *“RTC Consideration of the Environment and Environmental Mitigation in the MTP Process,”* supplemented to include an overview matrix of regional environmental mitigation strategies at a programmatic level.

December 2010, MTP Amendment, RTC Board Resolution 12-10-24

The amendment includes the following elements:

- Add policy recommendations of the Clark County High Capacity Transit System Study (RTC, December 2008).
- Incorporate C-TRAN's 20 Year Transportation Development Program, *C-TRAN 2030*.
- Delete reference to Washougal SR-14 roundabouts.
- Update Appendix B, the MTP's Strategic Plan section, to add the New Transportation Corridors Visioning Study map.

December 2011, MTP Update, RTC Board Resolution 12-11-23

The 2011 MTP update is a comprehensive update to the plan that highlights:

- Updated list of MTP "fiscally constrained" recommended improvements.
- Safety assessment.
- Freight planning.
- Pedestrian and bicycle plan.

December 2014, RTP Update, RTC Board Resolution 12-14-24

The 2014 RTP update is an update to the plan that highlights:

- Focus on finance and economic policies.
- Sets path toward MAP-21 implementation and its required performance-based planning, monitoring, and targeted investments.
- Updated horizon year population forecast based on OFM 2035 forecast, mid-range (OFM, released 2012).
- Updated list of RTP "fiscally constrained" transportation projects.
- Safety assessment (updated 2014).
- Pedestrian and bicycle plan and relationship to community health.

March 2019, RTP Update, RTC Board Resolution 03-19-04

The 2019 RTP update is a plan update that highlights:

- Implementation of performance-based planning, monitoring, and transportation performance target setting.
- Updated horizon year 2040 population forecast based on OFM 2040 population forecast (OFM, released 2017) and Clark County's updated Comprehensive Growth Management Plan (2016).
- Updated list of RTP "fiscally constrained" transportation projects based on WSDOT, C-TRAN and local Capital Facilities Plans.
- Balance between multiple transportation modes, with some Clark County jurisdictions having adopted Complete Streets ordinances.
- Emerging new transportation technologies.