Southwest Washington
Regional Transportation Council

February 2024

EXECUTIVE SUMMARY

Clark County Regional Transportation Plan

LOOKING AHEAD TO 2045

Introduction

The Regional Transportation Plan (RTP) is the foundational document for transportation infrastructure, policy, and planning in Clark County. It identifies future regional transportation system needs and outlines transportation plans and improvements necessary to preserve mobility within and throughout the region, as well as access to land uses within the region.

Looking 20+ years into the future, the RTP's analyses, recommendations, and fiscally-constrained funding plan guides local, state, and federal funding needs. Using growth forecasts and employment trends, the RTP considers how to build and maintain a multimodal transportation system that will serve the needs of people who live, work, and travel in Clark County. It provides an opportunity to identify transportation strategies today to address the mobility need that come with planned future growth, while addressing the growing need to make transportation services more equitable and accessible for all.

The Regional Transportation Plan

At the center of the regional transportation planning process is the Regional Transportation Plan (RTP). The RTP serves as a strategic blueprint for the region's transportation system. It provides a vision of the transportation system's needs and requirements approximately 20 years into the future. The RTP will help shape local, regional, and state strategies for addressing economic growth, safety, congestion, air, and mobility.

Every five years, RTC identifies the system's strengths and weaknesses; forecasts changes in population, employment, and land use; and creates a plan to address existing and future mobility needs. The resulting RTP allocates funds for major projects in the Clark County region and guides the funding of capital investment programs.

What is the Regional Transportation Plan?

A roadmap for addressing the region's transportation needs over the next 20 years

- **Federal Requirement**
- **All Modes of Transportation**
- **Financially Constrained**
- **Updated Every 5 Years**

The 2024 RTP is being updated to meet federal requirements and to maintain consistency between federal, state, regional, and local plans. Future results and recommendations from transportation studies currently underway will be incorporated into future RTP updates or amendments.

Regional Transportation Council

The Southwest Washington Regional Transportation Council (RTC) is the federally designated metropolitan planning organization (MPO) for Clark County. RTC represents the Washington portion of the Portland-Vancouver Transportation Management Area (TMA).

Figure E-1. Clark County MPO Region

RTC ensures that existing and future transportation projects and expenditures are based on a continuing, comprehensive, and cooperative regional framework for multimodal transportation planning process with state and local agencies. The federal funds for transportation projects and programs are channeled through this planning process and awarded to local agencies and jurisdictions responsible for the transportation systems within the MPO.

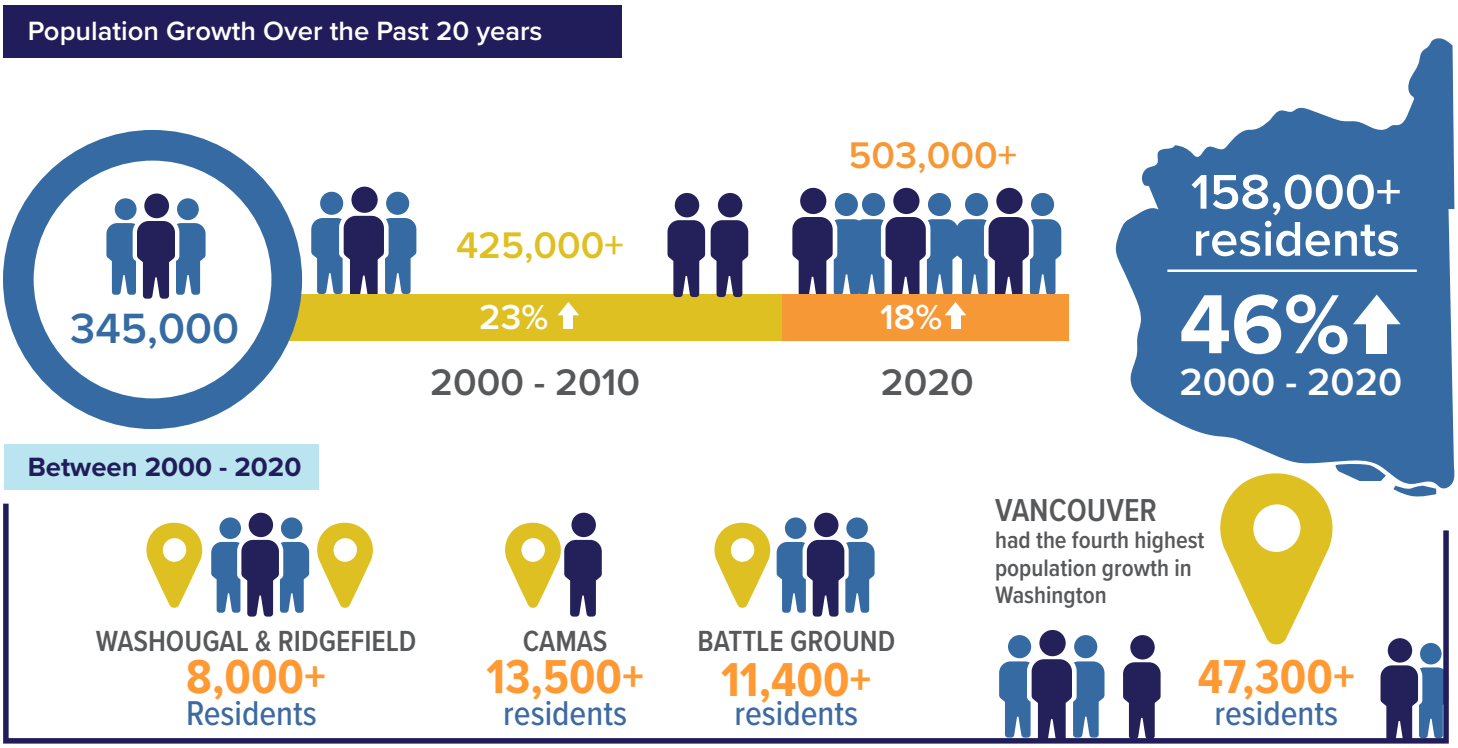
Transportation issues cross the boundaries and responsibilities of individual jurisdictions and organizations. Each member agency of RTC brings unique perspectives and jurisdictional responsibilities to the transportation planning process. However, when these members come together as RTC, they collectively pursue their shared vision for regional mobility and its relationship to future growth and development of the Clark County region. To carry their shared vision, RTC has a decision-making board of directors that is assisted by a technical advisory committee.

Demographics and Land Use Trends

Understanding the relationship between land use patterns and transportation is critical to planning for the region's future. Land use patterns and topography have a significant impact on travel patterns, traffic volumes, and the nature of transportation facilities needed to support mobility and access.

Growth in Clark County

Long-range transportation planning is informed by estimates of future population and employment conditions that are expected to drive trip-making patterns and travel needs. Clark County's population has grown significantly over the past 20 years. Between 2000 and 2010, the population grew by 23 percent, from 345,000, to over 425,000. By 2020, it rose to over 503,000, an 18 percent increase from 2010. Altogether, Clark County added 158,000 residents between 2000 and 2020, an increase of almost 46 percent.

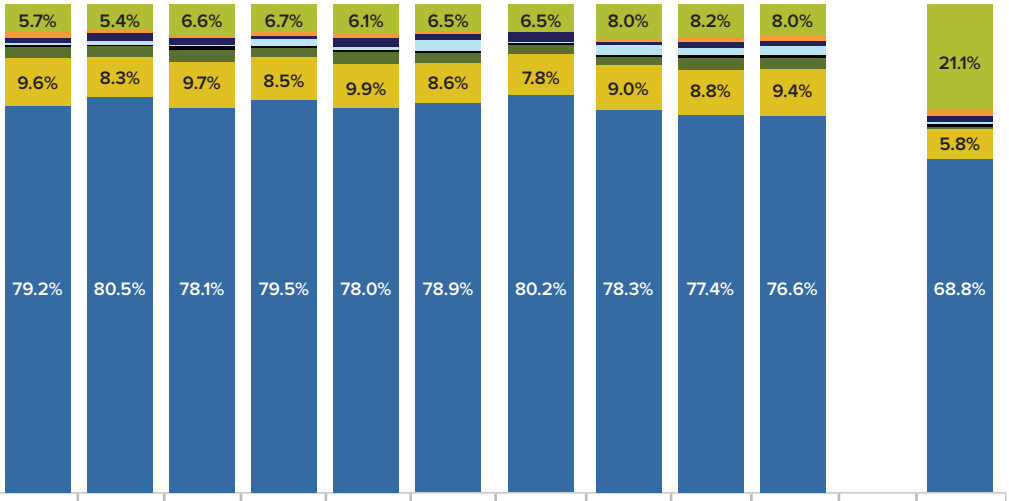


Employment in Clark County has also changed over time, with a relative decline in traditional, blue-collar, industrial jobs and an increase in service sector employment. There has been growth in high-tech employment and a large increase in the retail sector in recent years.

The rapid growth seen in the County in the last three decades has increased demands on the regional transportation system. Sustained economic development and growth within a region can be desirable because of the economic benefits of increased employment, and the larger tax base that increased employment can bring. However, while growth can contribute to the health of a region's economy, the impacts must be addressed. This includes ensuring that needed infrastructure and services are provided to serve the community. If transportation infrastructure and services do not keep pace with growth, traffic congestion may worsen, air quality decline, and overall quality of life degrade.

The percentage of county residents who reported that they worked from home was gradually increasing in the decade before the pandemic, from 5 percent in 2011 to 8 percent in 2019. It jumped to 21.1 percent in 2021, higher than the national rate of 17.9 percent. Nationally, in the June 2023 Census Pulse Survey, 26 percent of those employed reported working at home at least some of the time. They were evenly split between completely remote work and a hybrid schedule. The number was down only slightly from the 27 percent in February 2023.

Figure E-2. Clark County Means of Transportation to Work (One-Year Estimates)



	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Worked at home	5.7%	5.4%	6.6%	6.7%	6.1%	6.5%	6.5%	8.0%	8.2%	8.0%		21.1%
Other means	1.2%	0.6%	0.7%	0.7%	0.7%	1.0%	0.8%	0.6%	0.7%	1.3%		1.2%
Walked	1.3%	1.7%	1.5%	1.8%	2.0%	2.2%	2.1%	1.9%	1.8%	1.7%		1.5%
Bicycle	0.5%	0.8%	0.3%	0.2%	0.7%	0.2%	0.4%	0.2%	0.3%	0.4%		0.4%
Motorcycle	0.1%	0.2%	0.4%	0.4%	0.3%	0.3%	0.1%	0.1%	0.2%	0.1%		0.1%
Taxi cab	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.2%		0.1%
Public transportation (excluding taxicab)	2.4%	2.5%	2.7%	2.2%	2.5%	2.1%	2.0%	1.8%	2.6%	2.2%		0.9%
Carpooled	9.6%	8.3%	9.7%	8.5%	9.9%	8.6%	7.8%	9.0%	8.8%	9.4%		5.8%
Drove alone	79.2%	80.5%	78.1%	79.5%	78.0%	78.9%	80.2%	78.3%	77.4%	76.6%		68.8%

Over the same period, the percentage of people who reported working at a jobsite outside of the county declined from 29.9 percent to 25.3 percent. There was a larger decline in those working out of state, and a small increase in those working in a different county in Washington. This indicates that the increase in remote work of 13 percent was evenly split between workers with an employer located in the county, and workers with an employer located outside the county. Splitting that again between hybrid and completely remote work, there was a shift of 3 percent to 4 percent of residents with an employer in the county to a completely remote schedule.

Most residents in Clark County worked within the county in 2020. Outside of Clark County, the majority of workers commuted to Multnomah County (21.7 percent). King County, Washington, had the third highest number of workers commuting from Clark County. This can be attributed to the location of a high number of business headquarters in King County, including Amazon and Alaska Airlines. A significantly smaller number of workers commuted to Washington (4.8 percent) and Clackamas (3.2 percent) counties in Oregon.

Table E-1. Clark County Residents' Employment Locations

Employer County	Number Employed	Share of Employed
Clark County, WA	111,725	51.5%
Multnomah County, OR	47,042	21.7%
King County, WA	12,692	5.9%
Washington County, OR	10,349	4.8%
Clackamas County, OR	6,940	3.2%
Cowlitz County, WA	5,226	2.4%
Pierce County, WA	3,786	1.7%
Thurston County, WA	2,415	1.1%
Snohomish County, WA	1,818	0.8%
Marion County, OR	1,636	0.8%
All Other Locations	13,184	6.1%
Total Workers	216,813	100%

The Regional Transportation System

The designated regional transportation system is an interconnected network of facilities that allow for travel by people and freight, including:

- All state transportation facilities and services (including highways, state-owned park-and-ride lots, etc.).
- All high-capacity transit systems (any express-oriented transit service operating on an exclusive right of way, including high occupancy vehicle (HOV) lanes).
- Multimodal regional significant transportation facilities and services—including airports, transit services and facilities, rail facilities, marine transportation facilities, etc., necessary to complete the regional network.

Figure E-3. Designated Regional Transportation System

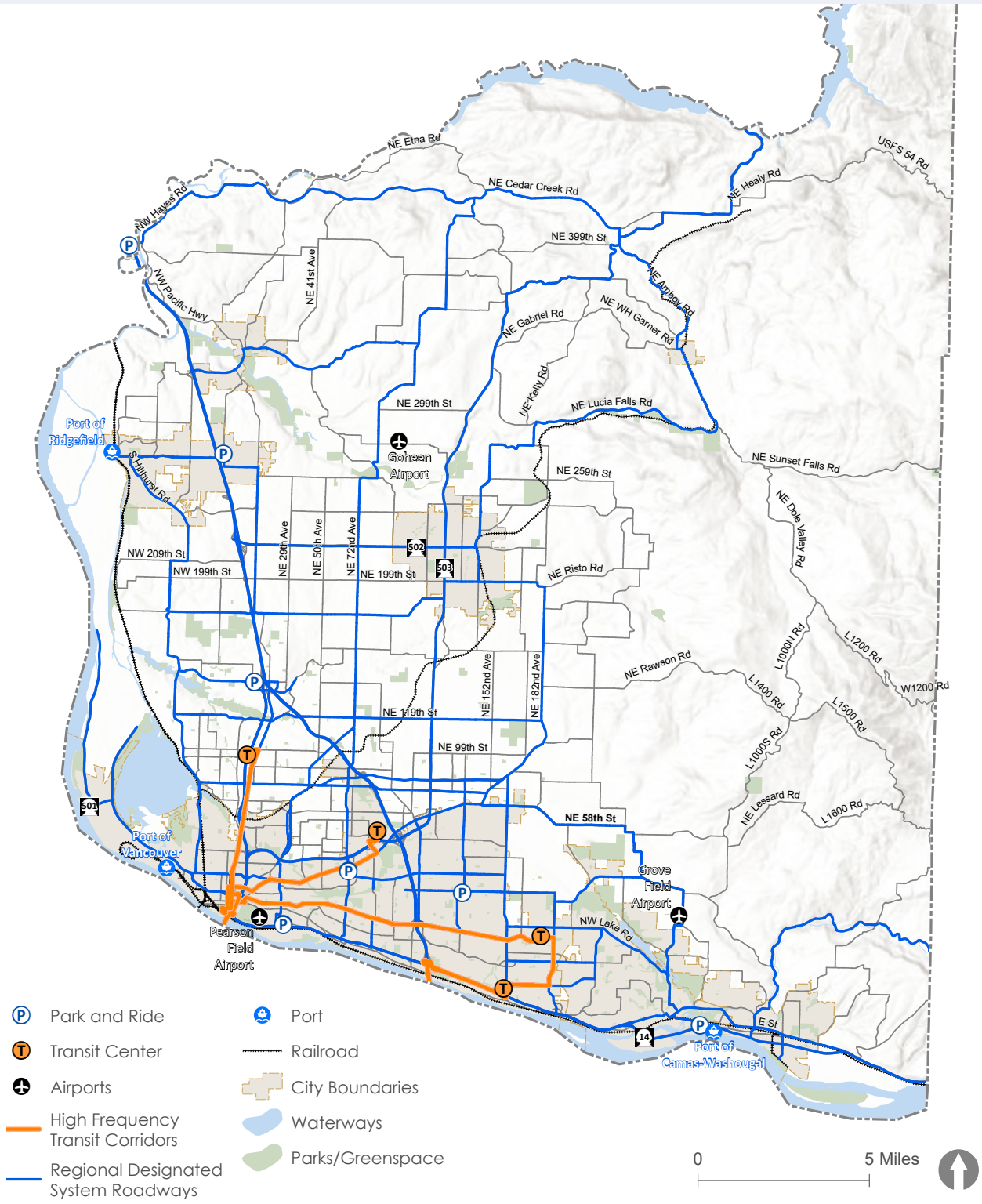


Figure E-4. Active Transportation in Clark County

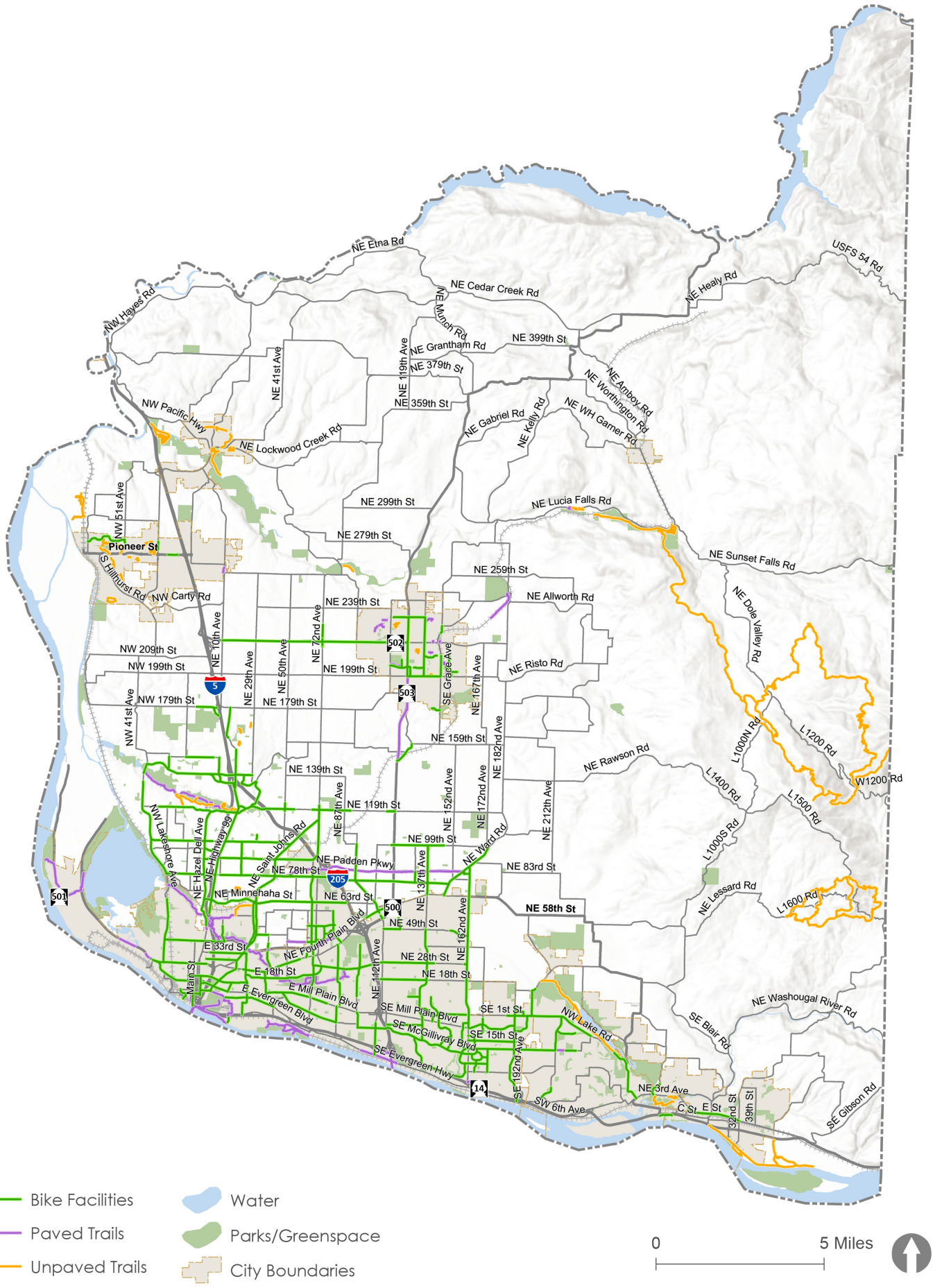
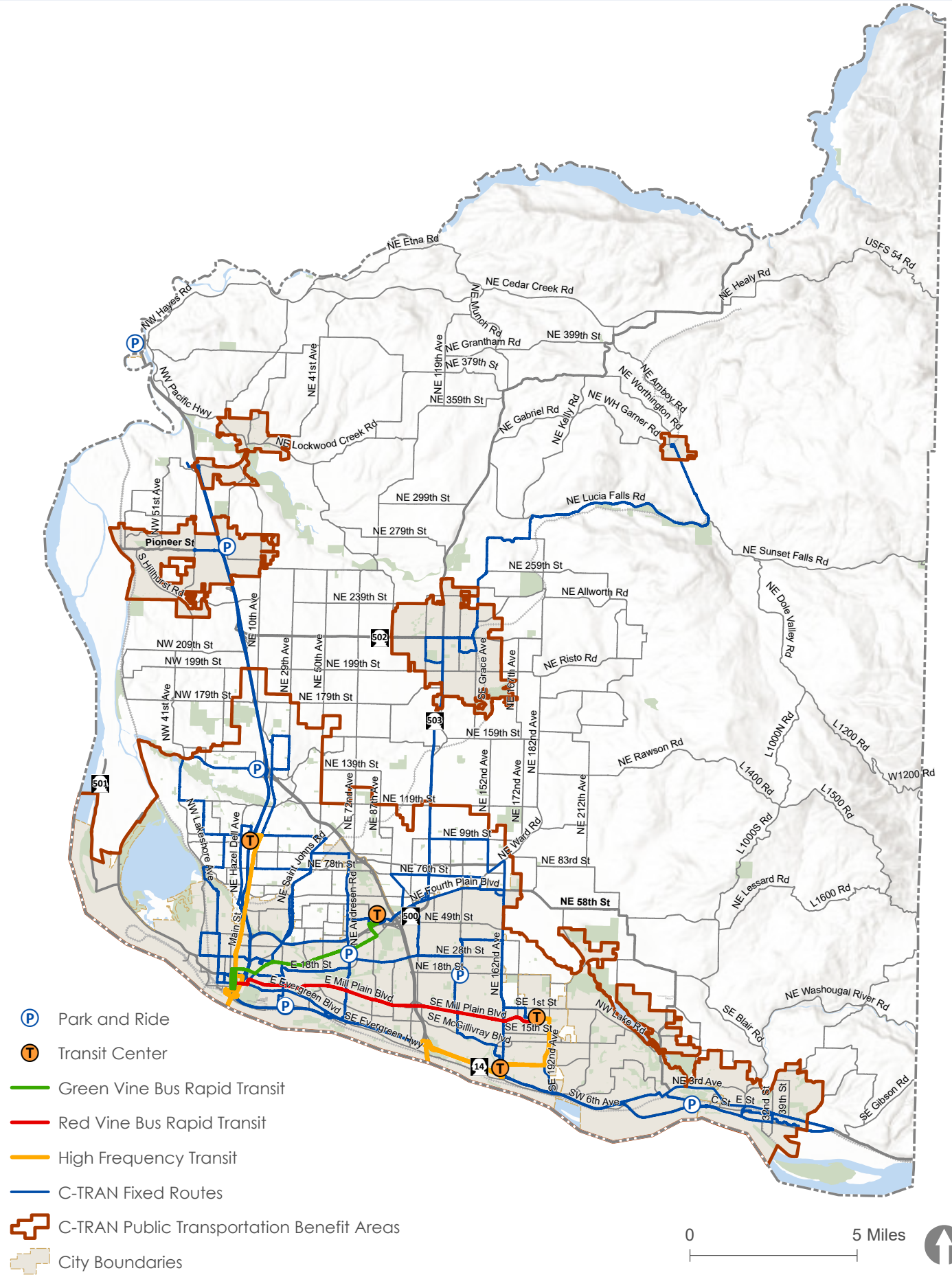


Figure E-5. C-TRAN's Service Area, Clark County



Meeting Future Needs

Emergent Issues, Programs, and Strategies

RTC staff worked with the RTC Board, intertwining emerging issues with current policies to develop a 2045 vision for the region. Goals, objectives, and actions were crafted to help implement the vision through the 2024 RTP. All of these guide transportation planning and investment decisions with strategies that help meet those goals and policies, a shared understanding about existing financial resources, and a recommended set of projects that make progress addressing the region's significant and growing transportation needs and challenge.

Emerging Issues and Programs

- Maintenance & Preservation
- Green Transportation
- Transportation System Management & Operations
- Safety
- Transportation & Housing
- Transportation Demand Management
- Environmental Justice
- Aging Readiness
- Commute Trip Reduction
- Complete Streets
- Climate Change

Vision, Goals and Objectives

VISION STATEMENT

Our vision for 2045 is a safe, reliable, resilient and equitable transportation system in the Clark County region.

To achieve this vision, we seek to promote safe, healthy, equitable, sustainable, and reliable modes of transportation, mitigate congestion, enhance the livability of our region, and support economic growth. Our intent is to create transportation and mobility options that provide access to all system users and preserve our communities' natural and cultural resources. At the same time, we will prioritize safety, reduce environmental impacts, and ensure our investments build healthy, livable, and economically vibrant communities and cohesive regional transportation networks.

GOALS AND OBJECTIVES

Additional information on how we are supporting many of these objectives is contained in appendices H, I, and J).

Safety and Security

GOAL

Maintain and enhance a multimodal transportation system that ensures the safety and security of people and goods across all users and modes.

OBJECTIVES

- Provide safe and reliable evacuation routes. Ensure safety of, among others, vulnerable road users, passengers, and freight systems by prioritizing investments in existing physical assets.
- Promote safe streets and intersections through a safe system approach.
- Align with the state safety goals of Target Zero, which strive to reduce serious and fatal crashes throughout the transportation systems.
- Improve the safety and security of system operations.
- Further the ability to shelter in place and provide safe and reliable evacuation routes.

Economic Vitality and Quality of Life

GOAL

Enhance regional economic vitality through transportation policies and investments that connect people with jobs, educational opportunities, parks and open space, healthcare facilities and essential services.

OBJECTIVES

- Consider additional metrics for regional transportation performance, including evaluation tools that measure accessibility to jobs and services, such as the Housing and Transportation Cost Index, etc.
- Support transportation improvements that provide family wages, improve economic competitiveness, revitalize commercial corridors and strategic economic centers, and enhance travel and tourism opportunities
- Work with agencies to ensure employment and commercial centers are easily accessible via all modes of transportation.
- Support the reliable and safe movement of freight and goods.
- Prioritize equity in regional transportation decision-making to mitigate and eliminate barriers related to access, safety, affordability, and health outcomes experienced by people of color, low income populations, older adults, people with disabilities, and other historically marginalized communities.
- Target demand-response services toward communities with higher concentrations of older adults and those with poor access to essential services.
- Explore alternative delivery methods for first/last mile deliveries, including cargo bikes, micromobility devices, and personal delivery vehicles.
- Support efforts to expand, as appropriate, transportation facilities with regional or statewide significance that maintain the economic vitality of local communities while minimizing encroachment of incompatible land uses.

Accessibility and Mobility

GOAL

Plan for an equitable transportation system that is maintained, operated, and coordinated to better enable inclusive, reliable, easy, accessible, and seamless travel across the region.

OBJECTIVES

- Prioritize equity in transportation and workplace access opportunities for all populations, regardless of age, ability, race, ethnicity, income level, or protected class.
- Improve safety and accessibility for all travel modes, especially public and active transportation, for all users.
- Support implementing roadway management and operations strategies to improve travel reliability, mitigate congestion, improve safety, and further support all travel modes.
- Prioritize transportation improvements to facilitate intermodal connectivity and the incorporation of complete streets elements.
- Support community-based and private-initiative services and programs to meet first- and last-mile, reverse commute, and other non-traditional transportation needs.
- Foster regionwide applications of advanced technologies to the transportation system infrastructure.

Sustainability and Resiliency

GOAL

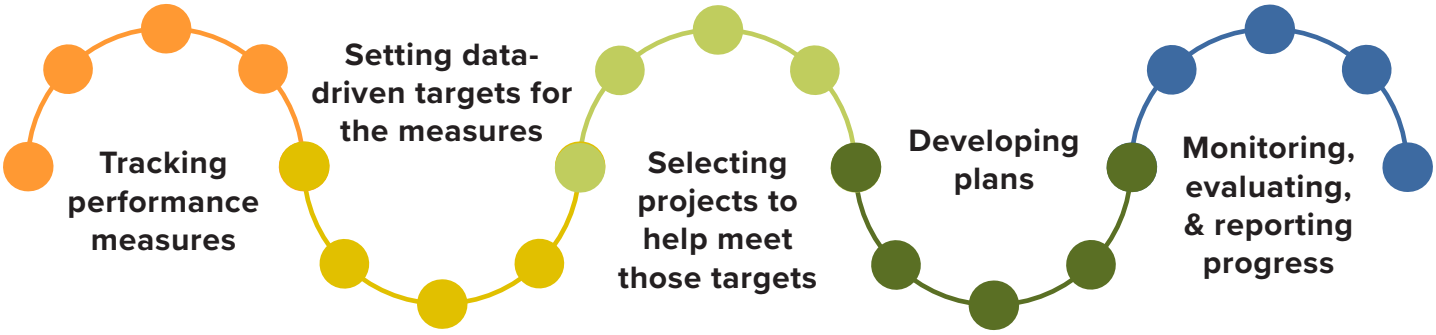
Design and maintain a resilient transportation system that will protect and enhance the natural environment.

OBJECTIVES

- Work with agency partners to enhance the transportation network's resiliency by increasing travel options and redundancies.
- Consider and mitigate the impacts of the transportation system on the natural and built environment.
- Work with local agencies to efficiently manage limited roadway capacity to mitigate congestion and vehicular emissions.
- Promote TDM and the use of active travel modes (walking, bicycling, micromobility devices, and transit) to reduce environmental (climate, natural) impacts related to transportation.
- Promote low- and zero-emission, energy-efficient alternatives, including electric and alternative fuel vehicles.
- Encourage the design and development of communities that make walking and biking more viable for more people and increase opportunities for active travel for all ages.
- Support local and state efforts for transportation network resiliency, reliability, and climate adaptation and develop transportation designs that incorporate these trends.
- Promote effective actions to reduce greenhouse gases, such as VMT reduction, conversion to renewable energy systems in transportation and the built environment (e.g., electrification).
- Develop a mechanism to promote regional coordination on emergencies and long-term responses to system wide climate impacts.

System Performance

Over the past decade, performance-based transportation planning has moved from good practice to an essential part of the statewide and metropolitan transportation planning process. During this time regional transportation planning agencies have been expanding the role of performance management—a strategic approach that uses data to help achieve desired outcomes—in their decision-making processes. Performance management is credited with improving project and program delivery, informing investment decision making, focusing staff on leadership priorities, and providing greater transparency and accountability to the public.



RTC is committed to developing performance measures, in addition to the required federal performance, to evaluate progress towards RTP goals and performance of the regional transportation network. The 2024 performance measures can be analyzed currently from regional model output or through GIS analysis. There are additional desired measures for which data is not currently available but that RTC will strive to report in the 2029 RTP. Table E-2 displays the RTP performance measures by RTP goal, and identifies them as measures that are already analyzed due to being a federal requirement, being available through the existing regional model and census or GIS data, or will be tracked in the next RTP update.

Table E-2. New RTC Performance Measures

Goals	Performance Measure	Target Areas	Federal Performance Measure	2024 RTP Regional Performance Measure	Desired Measure for 2029 RTP
Safety and Security	Fatalities and serious injuries rate	Number of fatalities, per 100 million vehicle miles traveled	X		
		Number of serious injuries, per 100 million vehicle miles traveled	X		
		Miles of Level 1 and 2 Level of Traffic Stress (LTS) bike facilities on the regional network			X
Economic Vitality and Quality of Life	Freight Movement	Truck Travel Time Reliability Index	X		
	System Reliability	Percent of person miles traveled on the interstate that are reliable	X		
		Percent of person miles on the non-interstate national highway system that are reliable	X		
		Percent of thruway roads where speeds are 75% of posted speed or less for two or more hours per day		X	
		Percent of principal arterials where speeds are 80% of posted speed or less, for two or more hours per day		X	
	Percentage of non-SOV Travel	Percentage of work and nonwork trips by auto drivers		X	
		Percentage of work and nonwork trips by shared rides		X	
		Percentage of work and nonwork trips by transit riders		X	
		Percentage of work and nonwork trips by nonmotorized users		X	
	Congestion Reduction	Annual hours of peak-hour excessive delay	X		
		Percentage of active transportation trips per day			X
		Percent of mode share shift from car to active transportation between 2024 RTP and 2029 RTP		X	
Accessibility and Mobility	Pavement	Percent of pavement on the interstate system in good condition	X		
		Percent of pavement on the interstate system in poor condition	X		
		Percent of pavement on the non-interstate national highway system in good condition	X		
		Percent of pavement on the non-interstate national highway system in poor condition	X		

Goals	Performance Measure	Target Areas	Federal Performance Measure	2024 RTP Regional Performance Measure	Desired Measure for 2029 RTP
Accessibility and Mobility (cont'd)	Bridge	Percent of bridges in good condition	X		
		Percent of bridges in poor condition	X		
	Rolling Stock - Transit	Percent of revenue vehicles by type exceeding the useful life benchmark	X		
		Percent of non-revenue vehicles by type exceeding the useful life benchmark	X		
	Access to a Transit facility	Percent of population within a 1/3 mile of a transit facility		X	
		Percent of population within a 1/3 mile of a high-frequency transit facility		X	
		Percent of equity areas within a 1/3 mile of a transit facility		X	
		Percent of equity areas with a 1/3 mile of a high-frequency transit facility		X	
	Transit	Transit Service Boarding		X	
		Transit Service Hours		X	
		Percentage of all transit trips per day			X
		Percentage trips of high frequency transit per day			X
		Percent of mode share shift from car to transit between 2024 RTP and 2029 RTP			X
		Miles of fixed route transit service			X
	Access to an Active Transportation Facility	Percentage of active transportation trips per day			X
		Percent of mode share shift from car to active transportation between 2024 RTP and 2029 RTP			X
	Equity	RTP Investment in Equity Areas		X	
		Percent of households within a 1/3 mile of a school (private or public, elementary, middle, or high school)			X
Sustainability and Resiliency	VMT Reduction Target	VMT and VMT per capita		X	
		VMT and VMT per capita by equity area		X	
	GHG emissions reduction	TBD - XX% by 2050			X

Covering the Costs

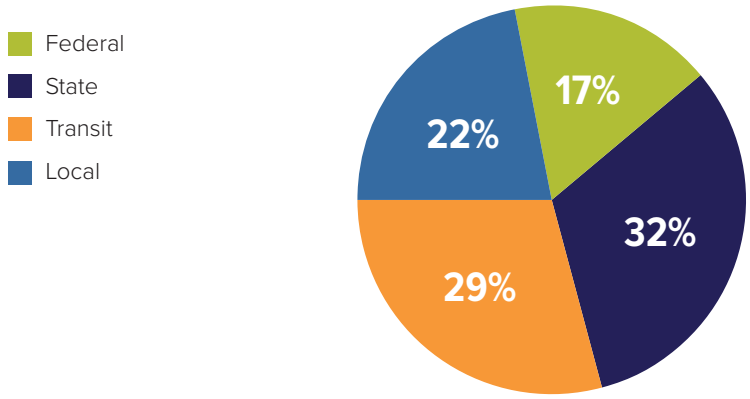
The focus of the RTP Financial Plan is on forecast revenues and cost estimates for improvements that are part of the RTP regional transportation system. Federal law requires metropolitan planning organizations to demonstrate fiscal constraint by determining that sufficient funding resources will be available to invest in the transportation system as recommended in the RTP.

The RTP financial plan includes both a revenue and expenditure forecast. These analyses should in no way be construed to be actual costs of individual programs or projects, but rather order of magnitude estimates of funds that could be reasonably available for transportation investments during the planning period.

Revenue Assumptions

The estimate of revenues available to fund RTP projects was extrapolated from historical revenue information for Clark County from the Washington State Department of Transportation. Revenues were projected in both Year of Expenditure (YOE) and inflation-adjusted 2045 dollars. In total, the forecast anticipates approximately $8.7 billion in reasonably available transportation revenues over the planning period. The total revenue available is based on the aforementioned historic trends and growth rates and was developed in coordination with WSDOT and C-TRAN. Broken down by point of expenditure, this equates to about $1.5 billion in federal revenues, $1.9 billion in local revenues, $2.7 billion in WSDOT revenues, and $2.5 billion in C-TRAN revenues.

Figure E-6. 2045 Revenue Assumptions (in Year of Expenditure)



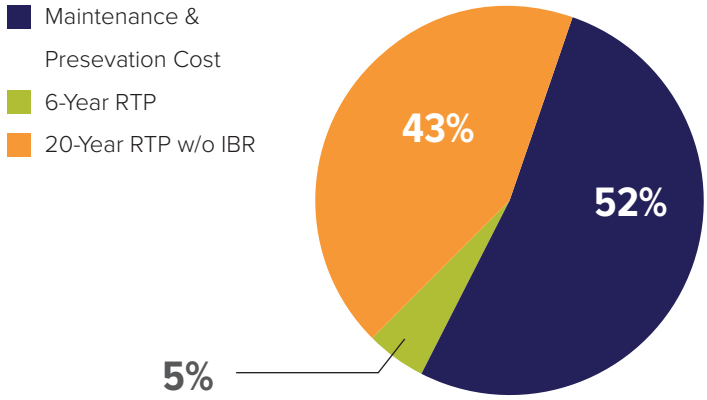
Cost Assumptions

Maintenance and preservation costs make up the majority of the 2045 cost assumptions at 52 percent.

Table E-3. 2045 Cost Assumptions

	2024 Cost Estimate	Projection (3%), 22 years
Maintenance & Preservation	$158,315,175	$4,834,435,716
6yr RTP List	$474,077,638	$474,077,638
20 yr RTP List w/ out IBR	$2,884,152,492	$4,010,113,825
Total	**$3,516,545,305**	**$9,318,627,179**

Figure E-7. 2045 Cost Assumptions



Cost Estimates

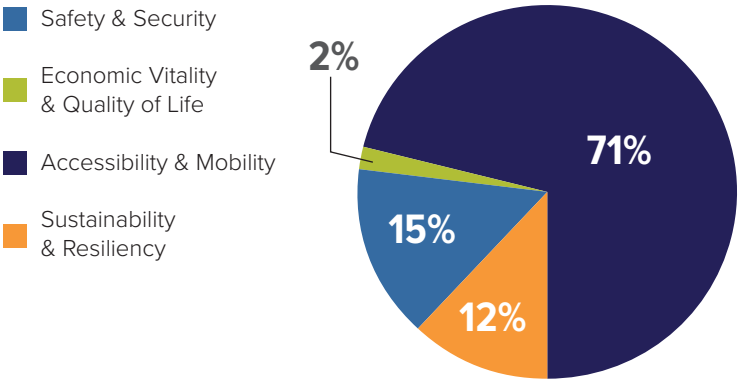
6-Year RTP Project List Costs

The 6-Year RTP project list includes regional and local funded projects programmed on the Transportation Improvement Program. The total cost of projects on the designated regional system is $474 million over a 6-year period. This cost includes highway system expansion, transit capital and other modal elements. Table E-4 and Figure E-8 provide an overview of the 6-Year RTP projects by RTP goal.

Table E-4. 6-Year RTP Project List Cost By RTP Goal

RTP Goal	2024 Cost Estimates
Safety & Security	$69,385,265
Economic Vitality & Quality of Life	$9,530,761
Accessibility & Mobility	$338,914,511
Sustainability & Resiliency	$56,247,101
Total	**$474,077,638**

Figure E-8. 6-Year RTP Project Cost Percentage by RTP Goal



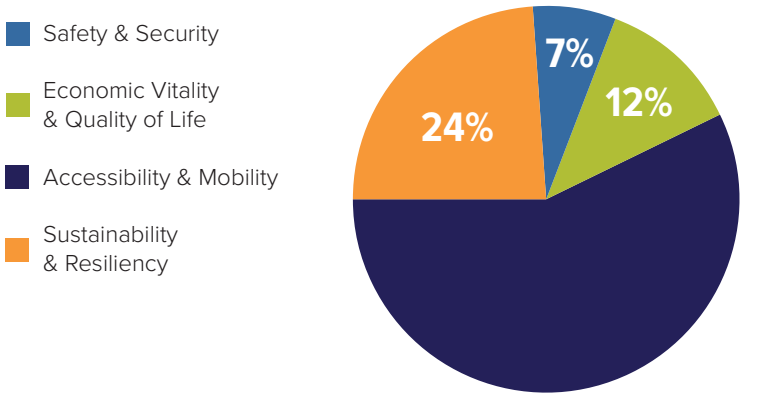
20-Year RTP Project List Cost

The 20-Year RTP project list includes partially funded and unfunded projects that are on the regional transportation system as well as local arterial projects that are not on the designated system. The mid-point within the 20-Year RTP project list range of years (2035) is assumed to calculate the YOE and a three percent inflation factor is applied for that mid-point year. The total cost of projects on the designated regional system is $5.6 billion over a 20-year period. Figure E-9 provides an overview of the 20-Year RTP projects by RTP goal.

Table E-5. 20-Year RTP Project List Cost By RTP Goal

RTP Goal	2024 Cost Estimates	Projection
Safety & Security	$199,681,625	$386,024,406
Economic Vitality & Quality of Life	$337,215,455	$651,904,729
Accessibility & Mobility	$1,638,833,719	$3,168,192,431
Sustainability & Resiliency	$708,421,693	$1,369,520,422
Total	**$2,884,152,492**	**$5,575,641,989**

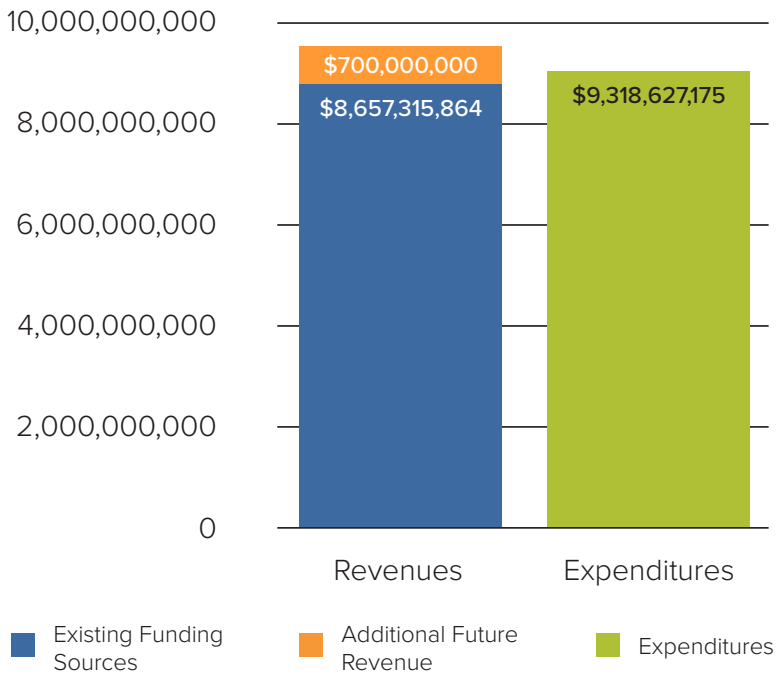
Figure E-9. 20-Year RTP Project Cost Percentage by RTP Goal



Balancing Revenues and Costs

The financial analysis for the RTP focuses on assuring that there is a reasonable expectation revenue will be available to provide for the list of projects identified on the designated regional transportation system. Based on the revenue assumptions described in the previous sections, the RTP revenue forecast is $660 million less than project costs identified on the regional system. In order for the RTP to be fiscally constrained, RTC is assuming that a legislative transportation package in the amount of $700 million dollars will be awarded to projects in Clark County in the next five years. Under these assumptions, the 2024 RTP demonstrates to be fiscally constrained.

Figure E-10. Fiscally-Constrained RTP Revenues and Expenditures



RTP Fiscally Constrained Projects

The following maps show the locations of the projects on the 6-Year and 20-Year RTP project lists.

Figure E-11. 6-Year RTP Regional Project Map

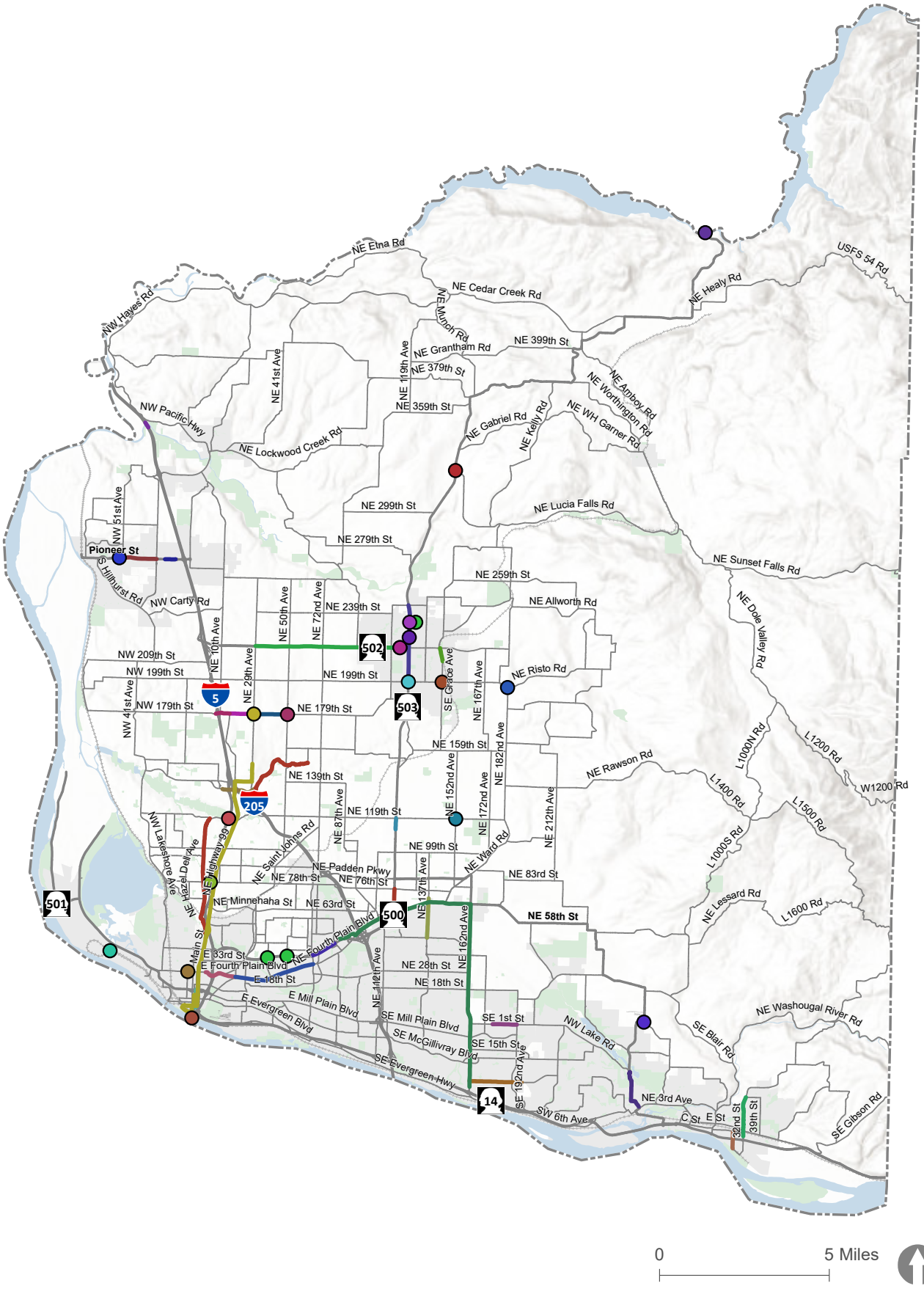
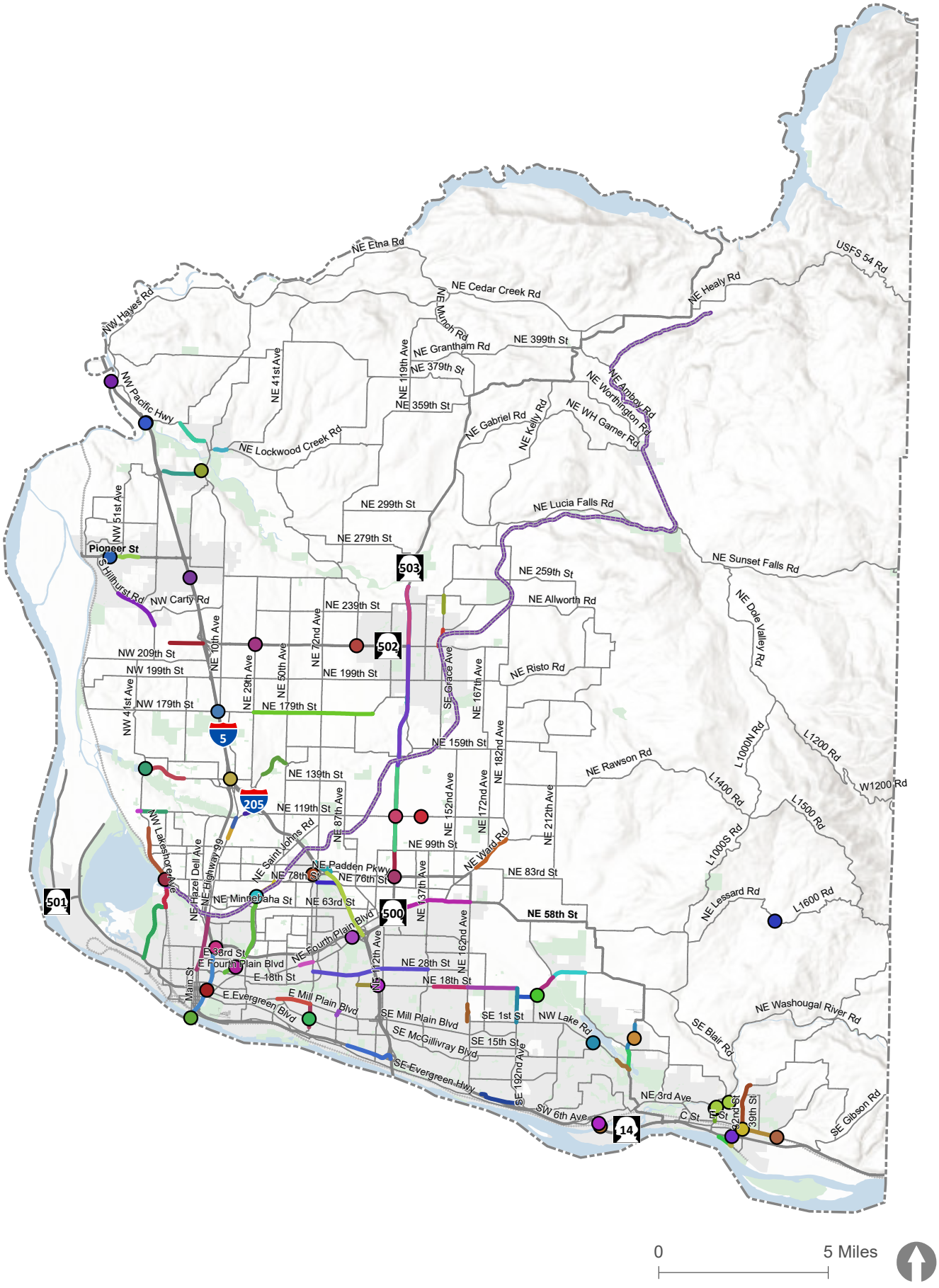


Figure E-12. 20-Year RTP Regional Project Map



Taking Action

The RTP sets the long-range vision and investment framework for the region's multimodal transportation system. RTC and the region's partners will continue to work together to strengthen the region's multimodal transportation system to improve safety and mobility, protect the environment and contribute to the region's desirable quality of life. The recommendations contained in the RTP collectively transform and advance the transportation landscape of the Clark County region. They further our regional priorities of a safe, reliable, resilient, and equitable transportation system in the Clark County region. There is a powerful, pulsing rhythm of our streets and railways as they carry goods, ideas, and every kind of person into and out of our region. The RTP will enable us to continue growing and thriving far into the future.

Implementing the RTP Goals – Action Strategies

The vision and goals set the tone for the RTP, indicating priorities and establishing a measuring stick against which RTC can gauge the success of regional programs and projects. To measure that success, each goal area is associated with a set of action strategies that will implement or further the goals in the RTP. The RTP will be implemented through the collective work of RTC, Clark County, cities, C-TRAN, WSDOT, and other agency partners to develop and/or implement action strategies during the RTP planning period.

Table E-6. RTP Action Strategies

Action Strategy	Long-Range (LR) & Short-Range (SR) Strategies	Partner Agencies by Action	RTP Goals	Federal Planning Factors
Adopt a regional comprehensive Safety Action Plan for Clark County and all cities within it	SR	RTC	**Safety & Security**	Safety, Security
Implement projects and programs identified in agencies' Safety Action Plans	LR	Cities, Clark County, WSDOT		
Work with local agencies to implement a safe system approach in corridors that have specific safety concerns, experienced changes in development density or substantial traffic volume increases	LR	Cities, Clark County, WSDOT		
Review safety data and implement strategies to reduce fatalities and serious injuries and proactively address safety concerns	SR	Cities, Clark County, WSDOT, RTC		
Identify alternative routes to corridors critical to commerce & emergency services	SR	Cities, Clark County, WSDOT, RTC		
Expand crash data reporting and analysis to provide an understanding of underserved community disparities in traffic safety in order to better target effective measures	SR	RTC, C-TRAN, Cities, Clark County, WSDOT		
Develop strategies that address freight connectivity, including prioritizing key connections to ports, freight terminals, agricultural storage facilities, first mile/last mile connections, and airports and address freight parking issues	SR	RTC, WSDOT (HQ & SWR), Ports, CREDC	**Economic Vitality & Quality of Life**	Economic Vitality, Travel & Tourism
Develop strategies to mitigate the negative impacts of congestion on the economy, the environment, and human health. Increase travel options and further develop intermodal connectivity by implementing tools such as system preservation, travel demand management, and transportation system management and operations	SR	RTC, Ports, CREDC, Clark County, Cities		
Establish person-throughput and freight-throughput objectives to evaluate level of service on congested highways, arterials, and transit	LR	RTC, WSDOT, Ports, C-TRAN		
Update Regional Freight Plan	SR	RTC		
Update the TIP project evaluation criteria to support projects that benefit underserved populations	SR	RTC		

Action Strategy	Long-Range (LR) & Short-Range (SR) Strategies	Partner Agencies by Action	RTP Goals	Federal Planning Factors
Coordinate with tribes on their transportation plans for consistency and reliability	SR	RTC, Cowlitz	**Economic Vitality & Quality of Life**	Economic Vitality, Travel & Tourism
Ensure compliance with Title VI requirements, including completion of annual Title VI report and update of the Title VI Limited Proficiency Plan	SR	RTC		
Promote and improve bicycling and walking as viable transportation options and as a means to improve public health and maintain environmental quality by identifying and addressing multimodal system gaps, such as sidewalk, bicycle facilities, or trail connections	SR	RTC, WSDOT, Clark County, Cities, Port of Vancouver	**Accessibility & Mobility**	Integration & Mobility, Multimodal Connectivity Management & Operations, Preservation
Develop Regional Complete Streets Policy	SR	RTC		
Prioritize investments that ensure marginalized and underserved populations have equitable access to safe, reliable, affordable, and convenient travel choices to key destinations	SR	RTC		
Implement Level of Traffic Stress guidelines for active transportation	LR	WSDOT		
Develop and implement Intelligent Transportation Systems improvements, and other strategies identified as part of the VAST work program	SR	RTC, Clark County, C-TRAN, WSDOT		
Develop a Regional Designated System Arterial Atlas	SR	RTC		Integration & Mobility, Multimodal Connectivity
Complete Active Transportation Plan Phase II	LR	RTC		
Update the Transportation Corridor Visioning Study	SR	RTC, Clark County, WSDOT, Cities		
Continue the Walkability Action Institute Work Study	SR	RTC, Clark County, Cities		
Update VAST Transportation Systems Management and Operations Plan	LR	RTC, Clark County, C-TRAN, WSDOT		Management & Operations, Preservation
Update High-Capacity Transit System Plan	LR	RTC, C-TRAN, TriMet, ODOT		Integration & Mobility, Multimodal Connectivity
Update the Regional Commute Trip Reduction Plan in coordination with the update of the Clark County, Vancouver, Camas, and Washougal CTR plans	SR	Vancouver, Cities, Clark County, C-TRAN, RTC		
Develop a regional Travel Demand Management strategies list to maximize travel choice and incorporate new technologies	SR	RTC, C-TRAN, Clark County, Cities		
Collaborate with Clark County and cities in the development of targets for VMT reduction as part of Clark County's Comprehensive Plan Update Climate Element and those of individual cities	SR	Clark County, Cities, RTC	**Sustainability & Resiliency**	Resiliency & Reliability, Environment & Energy Conservation
Incorporate recommendations for emergency response routes and related best management practices from Regional Disaster Preparedness Organization (RDPO) Phase II study	SR	Clark County, CRESA, RTC, METRO, WSDOT		
Explore the implementation of regional EV-charging infrastructure	LR	RTC, Clark County, Cities, WSDOT, CREDC		

Action Strategy	Long-Range (LR) & Short-Range (SR) Strategies	Partner Agencies by Action	RTP Goals	Federal Planning Factors
Promote maintenance and preservation of the region's transportation assets in a safe and usable condition to keep people and goods moving throughout the region	SR	WSDOT, CC, Cities, C-TRAN, Ports, RTC	**Sustainability & Resiliency**	Resiliency & Reliability Environment & Energy Conservation
Work collaboratively to find a balance between new construction and maintaining and preserving the existing transportation system.	LR	WSDOT, CC, Cities, RTC		

Conclusion

The RTP sets the vision for the Clark County region's multimodal transportation system and guides investment in the projects and programs to achieve that vision. The regional investments identified on the RTP are critical for our economic prosperity and our community vibrancy. The RTP also reflects a collaborative and innovative approach to address the region's priorities. RTC and the region's partners will continue to work together to strengthen the region's multimodal transportation system to improve safety and mobility, protect the environment and contribute to the region's desirable quality of life.

The recommendations contained in the RTP collectively transform and advance the transportation landscape of the Clark County region. They further our regional priorities of a safe, reliable, resilient, and equitable transportation system in the Clark County region. There is a powerful, pulsing rhythm of our streets and railways as they carry goods, ideas, and every kind of person into and out of our region. The RTP will enable us to continue growing and thriving far into the future.

Southwest Washington
Regional Transportation Council