



Southwest Washington  
Regional Transportation Council  
February 2024



# CLARK COUNTY REGIONAL TRANSPORTATION PLAN





Action  
Agenda Item VI  
Resolution 02-24-03  
02/06/2024 Board Meeting

**RESOLUTION 02-24-03  
of the BOARD OF DIRECTORS of the  
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL**

**ADOPTING THE REGIONAL TRANSPORTATION PLAN FOR CLARK COUNTY**

WHEREAS, the Southwest Washington Regional Transportation Council (RTC) Board of Directors serves as the Metropolitan Planning Organization (MPO) for Clark County and as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat Counties; and

WHEREAS, the 2024 Regional Transportation Plan (RTP) for Clark County was developed in accordance with federal metropolitan transportation planning process requirements, as prescribed in Title 23, Code of Federal Regulations, Part 450 923 (CFR 450) and other relevant regulations, including requirements for inter-agency consultation; and

WHEREAS, the revised Codes of Washington (RCW) 47.80.030 requires an RTPO to prepare a regional transportation plan in cooperation with the department of transportation, providers of public transportation and high capacity transportation, and local governments within the region; and

WHEREAS, the RTP has been developed under the direction of the RTC Board of Directors in collaboration with local agencies staff, Washington Department of Transportation, and C-TRAN, and with input from various groups and members of the general public; and

WHEREAS, the RTP identifies planned improvements to the transportation facilities in Clark County through the year 2045 and includes a financial plan which demonstrates how the plan will be implemented; and

WHEREAS, the public was invited to review the draft document and was provided 45 days to comments on the RTP; and

WHEREAS, The Regional Transportation Advisory Committee has recommended that the RTC Board of Directors adopt the Regional Transportation Plan for Clark County.

NOW, THEREFORE BE IT RESOLVED, the RTC Board of Directors of the Southwest Washington Regional Transportation Council does hereby adopt the Regional Transportation Plan for Clark County:

ADOPTED: February 6, 2024

SOUTHWEST WASHINGTON  
REGIONAL TRANSPORTATION COUNCIL

ATTEST:

DocuSigned by:  
  
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Jack Burkman  
Chair of the Board

DocuSigned by:  
  
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Matt Ransom  
Executive Director

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# Acknowledgments

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# TABLE OF CONTENTS

Chapter 1 - What is the Regional Transportation Plan? .....	10
Chapter 2 - Clark County Today .....	19
Chapter 3 - Meeting Future Needs .....	44
Chapter 4 - System Performance .....	55
Chapter 5 - Covering the Costs .....	76
Chapter 6 - Taking Action .....	88

Appendix A – Statutory Regulations

Appendix B – RTP History

Appendix C – Stakeholders and Public Comments and RTC Response

Appendix D – County Planning Policies

Appendix E – Demographic Profile

Appendix F – Regional Active Transportation

Appendix G – RTP Environmental Justice Analysis

Appendix H – Security

Appendix I – Air Quality

Appendix J – Environmental Mitigation

Appendix K – Transportation Performance

Appendix L – Congestion Management Program

Appendix M – Funding Programs

Appendix N – Plans, Studies, & Projects

Appendix O - Regional Plan Checklist

# ABBREVIATIONS AND ACRONYMS

<b>AADT</b>	Annual Average Daily Traffic	<b>CFR</b>	Code of Federal Regulations
<b>AASHTO</b>	American Association of State Highway and Transportation Officials	<b>CIC</b>	Communications Infrastructure Committee
<b>ACS</b>	American Community Survey	<b>CM/AQ</b>	Congestion Mitigation/Air Quality
<b>ADA</b>	Americans with Disabilities Act	<b>CMM</b>	Congestion Management Monitoring
<b>ADT</b>	Average Daily Traffic	<b>CMP</b>	Congestion Management Process
<b>APTA</b>	American Public Transportation Association	<b>CRAB</b>	County Road Administration Board
<b>APTS</b>	Advanced Public Transportation System	<b>CREDC</b>	Columbia River Economic Development Council
<b>AQMA</b>	Air Quality Maintenance Area	<b>CRESA</b>	Clark Regional Emergency Services Agency
<b>ARRA</b>	American Recovery and Reinvestment Act of 2009	<b>CRFC</b>	Critical Rural Freight Corridor
<b>ATIS</b>	Advanced Traveler Information System	<b>CTR</b>	Commuter Trip Reduction
<b>ATCI</b>	Accessible Transportation Coalition Initiative	<b>C-TRAN</b>	Clark County Public Transportation Benefit Area Authority
<b>ATM</b>	Active Traffic Management	<b>CUFC</b>	Critical Urban Freight Corridor
<b>ATMS</b>	Advanced Transportation Management System	<b>CV</b>	Connected Vehicle
<b>AVL</b>	Automated Vehicle Location	<b>DBE</b>	Disadvantaged Business Enterprise
<b>AVO</b>	Average Vehicle Occupancy	<b>DEIS</b>	Draft Environmental Impact Statement
<b>AWDT</b>	Average Weekday Traffic	<b>DNS</b>	Determination of Non-Significance
<b>BLS</b>	Bureau of Labor Statistics (federal)	<b>DOE</b>	Washington State Department of Ecology
<b>BMS</b>	Bridge Management System	<b>DOH</b>	Department of Health
<b>BNSF</b>	Burlington Northern Santa Fe	<b>DS</b>	Determination of Significance
<b>BOS</b>	Bus on Shoulders	<b>DSHS</b>	Washington Department of Social and Health Services
<b>BPAC</b>	Clark Communities Bicycle and Pedestrian Advisory Committee	<b>EA</b>	Environmental Assessment
<b>BRACC</b>	Bridge Replacement Advisory Committee	<b>ECO</b>	Employee Commute Options
<b>BRRP</b>	Bridge Replacement and Rehabilitation Program	<b>EIS</b>	Environmental Impact Statement
<b>BRT</b>	Bus Rapid Transit	<b>EJ</b>	Environmental Justice
<b>CAA</b>	Clean Air Act	<b>EMME/4</b>	EMME/4 is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
<b>CAC</b>	Citizens' Advisory Committee	<b>EOC</b>	Emergency Operations Center
<b>CAPP</b>	County Arterial Preservation Program	<b>EPA</b>	Environmental Protection Agency
<b>CAV</b>	Connected and Autonomous Vehicles	<b>ETC</b>	Employer Transportation Coordinator
<b>CBD</b>	Central Business District	<b>ETC</b>	Electronic Toll Collection
<b>CCAC</b>	C-TRAN Citizens Advisory Committee	<b>ETRP</b>	Employer Trip Reduction Program
<b>CCTA</b>	Clark County Transportation Alliance	<b>FACT</b>	Southwest Freight and Commerce Task Force
<b>CCTV</b>	Closed Circuit Television	<b>FAF</b>	Freight Analysis Framework
<b>CDBG</b>	Community Development Block Grant	<b>FEIS</b>	Final Environmental Impact Statement
<b>CERB</b>	Community Economic Revitalization Board	<b>FEMA</b>	Federal Emergency Management Agency
<b>CEVP</b>	Cost Estimating Validation Process	<b>FGTS</b>	Freight and Goods Transportation System
<b>CFP</b>	Capital Facilities Plan	<b>FHWA</b>	Federal Highways Administration
<b>CFP</b>	Community Framework Plan		

<b>FMS</b>	Freeway Management System	<b>NHPP</b>	National Highway Performance Program (federal funding program)
<b>FMSIB</b>	Freight Mobility Strategic Investment Board	<b>NHS</b>	National Highway System
<b>FONSI</b>	Finding of No Significant Impact	<b>NHTS</b>	National Household Travel Survey
<b>FRA</b>	Federal Railroad Administration	<b>O/D</b>	Origin/Destination
<b>FTA</b>	Federal Transit Administration	<b>ODOT</b>	Oregon Department of Transportation
<b>FY</b>	Fiscal Year	<b>OFM</b>	Washington Office of Financial Management
<b>FFY</b>	Federal Fiscal Year	<b>P&amp;M</b>	Preservation and Maintenance
<b>GIS</b>	Geographic Information System	<b>P&amp;R</b>	Park and Ride
<b>GHG</b>	Greenhouse Gas	<b>PBP</b>	Performance Based Planning
<b>GMA</b>	Growth Management Act	<b>PBPP</b>	Performance Based Planning and Programming
<b>HB</b>	House Bill	<b>PE</b>	Preliminary Engineering
<b>HCM</b>	Highway Capacity Manual	<b>PEA</b>	Planning Emphasis Area
<b>HCT</b>	High Capacity Transportation	<b>PFN</b>	Primary Freight Network
<b>HOV</b>	High Occupancy Vehicle	<b>PHFS</b>	Primary Highway Freight System
<b>HPMS</b>	Highway Performance Monitoring System	<b>PM10</b>	Particulate Matter
<b>HSC</b>	Human Services Council	<b>PM2.5</b>	Particulate Matter (fine)
<b>HSIP</b>	Highway Safety Improvement Program (federal)	<b>PMS</b>	Pavement Management System
<b>HSP</b>	Highway System Plan	<b>POD</b>	Pedestrian Oriented Development
<b>HSS</b>	Highways of Statewide Significance	<b>PORTAL</b>	Portland Transportation Archive Listing
<b>HSTP</b>	Human Services Transportation Plan	<b>PPP</b>	Public Participation Process of Public Participation Plan
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act (1991)	<b>PTBA</b>	Public Transportation Benefit Area
<b>ITS</b>	Intelligent Transportation System	<b>PTMS</b>	Public Transportation Management System
<b>JARC</b>	Job Access and Reverse Commute	<b>PTSP</b>	Public Transportation Systems Program
<b>JPACT</b>	Joint Policy Advisory Committee on Transportation	<b>PWTF</b>	Public Works Trust Fund
<b>LCP</b>	Least Cost Planning	<b>RAP</b>	Rural Arterial Program
<b>LEP</b>	Limited English Proficiency	<b>RCW</b>	Revised Code of Washington
<b>LOS</b>	Level of Service	<b>REET</b>	Real Estate Excise Tax
<b>LPA</b>	Locally Preferred Alternative	<b>ROW or RW</b>	Right of Way
<b>LRT</b>	Light Rail Transit	<b>RTAC</b>	Regional Transportation Advisory Committee
<b>M&amp;O</b>	Management and Operations	<b>RTC</b>	Southwest Washington Regional Transportation Council
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century (2012 Federal Transportation Act)	<b>RTP</b>	Regional Transportation Plan
<b>MDNS</b>	Mitigated Determination of Non-significance	<b>RTPO</b>	Regional Transportation Planning Organization
<b>MOA</b>	Memorandum of Agreement	<b>RW</b>	Right of Way
<b>MOU</b>	Memorandum of Understanding	<b>SAFE-TEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
<b>MPA</b>	Metropolitan Planning Area	<b>SEIS</b>	Supplemental Environmental Impact Statement
<b>MPO</b>	Metropolitan Planning Organization	<b>SEPA</b>	State Environmental Policy Act
<b>MTP</b>	Metropolitan Transportation Plan	<b>SGR</b>	State of Good Repair
<b>MUTCD</b>	Manual on Uniform Traffic Control Devices	<b>SIP</b>	State Implementation Plan
<b>MVET</b>	Motor Vehicle Excise Tax		
<b>NEPA</b>	National Environmental Policy Act		
<b>NHFN</b>	National Highway Freight Network		



<b>SOV</b>	Single Occupant Vehicle
<b>SR</b>	State Route
<b>SRTS</b>	Safe Routes to School
<b>STIP</b>	State Transportation Improvement Program
<b>STBG</b>	Surface Transportation Block Gran
<b>SWCAA</b>	Southwest Clean Air Agency
<b>TA</b>	Transportation Alternatives (federal)
<b>TAM</b>	Transit Asset Management
<b>TAMP</b>	Transit Asset Management Plan
<b>TAZ</b>	Transportation Analysis Zone
<b>TC</b>	Transit Center
<b>TDM</b>	Transportation Demand Management
<b>TDP</b>	Transit Development Program
<b>TEA-21</b>	Transportation Equity Act for the 21st Century
<b>TIB</b>	Transportation Improvement Board
<b>TIP</b>	Transportation Improvement Program
<b>TMA</b>	Transportation Management Area
<b>TMC</b>	Traffic Management Center
<b>TOD</b>	Transit Oriented Development
<b>TPA</b>	Transportation Partnership Account (2005 Washington state funding program)
<b>TPAC</b>	Transportation Policy Alternatives Committee
<b>TPM</b>	Transportation Performance Management
<b>TPMS</b>	Transportation Performance Measurement System (WSDOT)
<b>TriMet</b>	Tri-county Metropolitan Transportation District
<b>TSM</b>	Transportation System Management
<b>TSMO</b>	Transportation System Management and Operations
<b>TSP</b>	Transportation System Plan
<b>UAB</b>	Urban Area Boundary
<b>UGA</b>	Urban Growth Area (Washington)
<b>UPWP</b>	Unified Planning Work Program
<b>USDOT</b>	United States Department of Transportation
<b>UZA</b>	Urbanized Area
<b>V/C</b>	Volume to Capacity
<b>VAST</b>	Vancouver Area Smart Trek
<b>VHD</b>	Vehicle Hours of Delay
<b>VMS</b>	Variable Message Signs
<b>VMT</b>	Vehicle Miles Traveled
<b>WAC</b>	Washington Administrative Code
<b>WSDOT</b>	Washington State Department of Transportation
<b>WSP</b>	Washington State Patrol
<b>WTP</b>	Washington Transportation Plan





# CHAPTER 1. WHAT IS THE REGIONAL TRANSPORTATION PLAN?



## 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-plus years into the future, the RTP's analyses, recommendations, and fiscally-constrained funding plan guide local, state, and federal funding needs. Using growth forecasts and employment trends (Appendix E), 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 needs that come with planned future growth, while addressing the growing need to make transportation services more equitable and accessible for all.

The onset of the COVID-19 pandemic in 2020 showed how quickly future needs can change. The pandemic caused massive social and economic disruption but also reinforced the need for safe, efficient, and reliable transportation. The next several decades will motivate stakeholders to address challenges such as an aging population, rapidly changing technologies, climate change impacts, and limited resources to maintain or replace aging transportation infrastructure. This RTP defines a regional transportation system that will be well positioned to meet these challenges.

## RTP Planning Area

The RTP covers the whole of Clark County (see Figure 1-1). Clark County is in southwest Washington at the head of the navigable portion of the Columbia River. The Columbia River forms the western and southern boundaries of the county and provides over 41 miles of river frontage. The county's northern boundary is formed by the Lewis River and to the east are the foothills of the Cascades. Urban Clark County is part of the northeast quadrant of the Portland-Vancouver-Hillsboro, OR-WA metropolitan area.

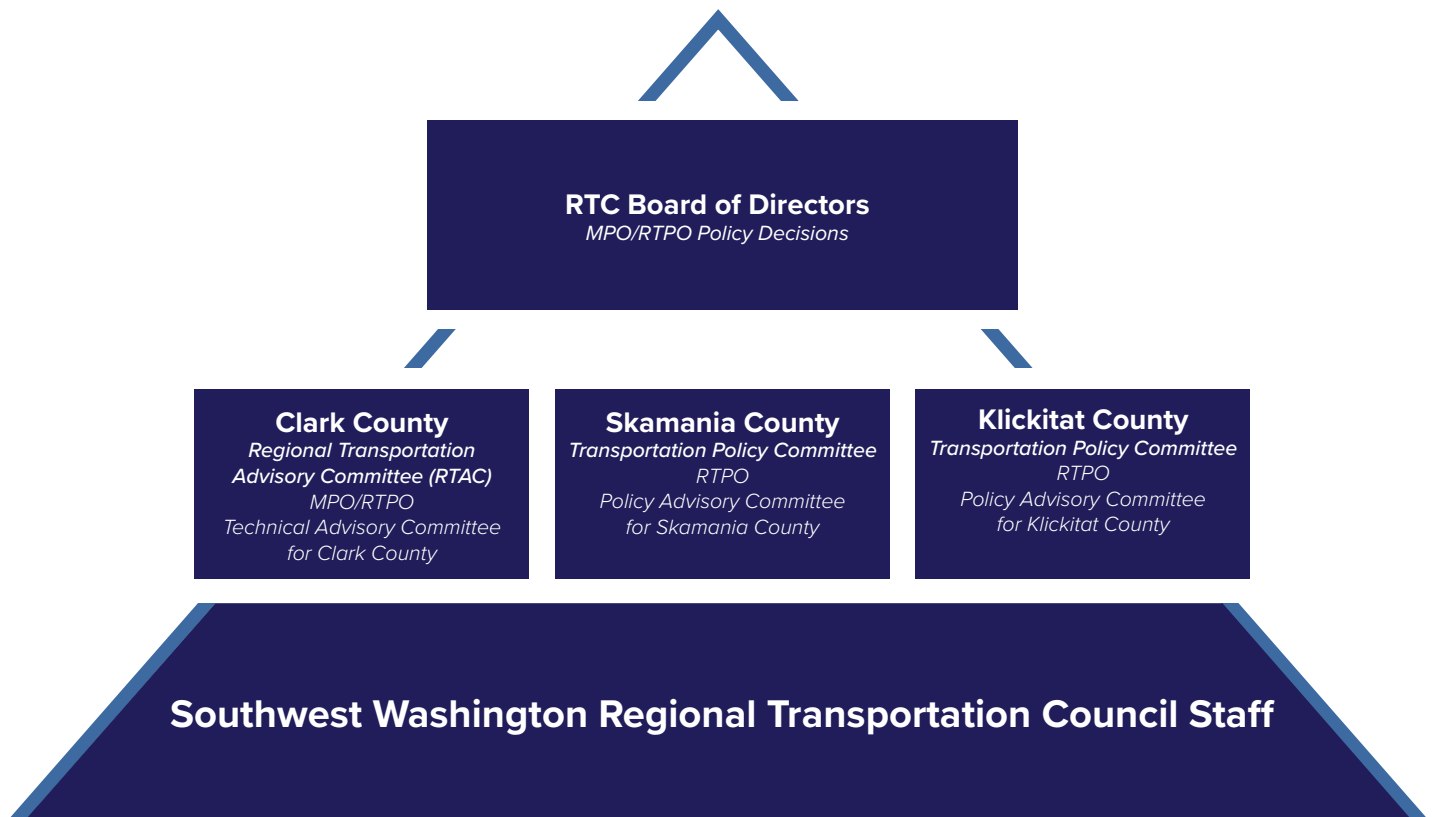
People and goods move through the regional transportation system without considering city, county, and state jurisdictional street/road/highway boundaries. Transportation problems extend beyond these boundaries.

This RTP analyzes the future transportation needs for the entire region and, at the same time, provides a cooperative framework so that all participating jurisdictions can coordinate their actions.



## Metropolitan Planning Organization

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). A TMA is designated by the U.S. Secretary of Transportation for an urbanized area with a population of at least 200,000. Congress provided for this greater role by MPOs through a certification review that formalizes the continuing oversight and day-to-day evaluation of the planning process. MPOs attaining certification enjoy certain benefits, but they also incur additional requirements beyond those of smaller urbanized areas for congestion management, project selection, and certification.



Federal law requires any urbanized area with a population greater than 50,000 to have an MPO. MPOs follow a formal set of federal regulations. This includes producing and periodically updating a long-range transportation plan, a Unified Planning Work Program, and a Transportation Improvement Program. In addition to producing these documents, RTC must also establish and conduct an inclusive public participation process; comply with all federal Title VI, environmental justice, and nondiscrimination requirements; and maintain transportation models and data resources to support air quality conformity determination and long- and short-range planning work and initiatives.

Figure 1-1. Clark County MPO region



As the MPO for the Clark County region, RTC must meet a number of federal transportation [planning requirements](#) in order for the region to be eligible to receive federal transportation funds. The key federal resource documents are listed below.

- [Title 23 USC Section 134](#) Metropolitan Transportation Planning. Title 23 United States Code is the codification of the surface transportation portion of federal law.
- [Title 49 USC Section 5303](#) further provides federal guidance to the metropolitan transportation planning program.

RTC ensures that existing and future transportation projects and expenditures are based on a continuing, comprehensive, and cooperative regional framework for the 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, the RTC has a decision-making board of directors that is assisted by a technical advisory committee.

### **RTC Board of Directors**

A three-county [RTC Board of Directors](#) provides a forum for local governments to work together on issues that affect residents on a regional level. The RTC Board is the governing body that acts to adopt the RTP.

The RTC Board currently includes three representatives from Clark County (Ridgefield, La Center, and Battle Ground), one from Skamania County, one from Klickitat County, two from the City of Vancouver, one from small cities in eastern Clark County (Camas and Washougal), one from small cities in north Clark County, one from C-TRAN, one representative for the ports of Clark County, Washington State Department of Transportation, bistrate representation from Oregon Department of Transportation and Metro as well as, state legislators from the 14th, 17th, 18th, 20th, and 49th districts. Representation on the RTC Board of Directors and individual County Policy Boards and Committees is described in the [Bylaws of Southwest Washington Regional Transportation Council](#) and [Interlocal Agreement for Establishment of the Southwest Washington Regional Transportation Council](#).

### **Regional Transportation Advisory Committee**

The Regional Transportation Advisory Committee ([RTAC](#)) provides technical advice and assistance to the RTC Board. RTAC coordinates and guides the regional transportation planning program in accordance with RTC Board policy.

### **Bistate Coordination Committee**

The Bistate Transportation Committee provides RTC, the [Metro Council](#), and the Joint Policy Advisory Committee on Transportation ([JPACT](#)) a forum to facilitate regional dialogue, review bistrate transportation issues, and collaborate with stakeholders from Washington and Oregon. The committee's charter and bylaws identify land use, economic development, and transportation as issues to be addressed. There are six committee members from Clark County and seven from the Portland Metro Area.

## **Regional Transportation Planning Organization**

RTC also serves as the regional transportation planning organization ([RTPO](#)) for the three-county area of Clark, Skamania, and Klickitat counties, as authorized by the State Growth Management Act (GMA). RTC was designated as an RTPO by the [Washington State Legislature](#) and serves both urban and rural areas in these counties. The guiding statute for RTPO responsibilities is [RCW 47.80](#). Figure 3 provides an overview of the RTPO service area.

The RTPO program is designed to be integrated with and augment, the federally required MPO program. The RTPO and MPO have to be the same organization. The RTPO program extends transportation planning by the RTPOs to rural areas not covered by the MPO program. In addition, the RTPO program is intended to be consistent with local comprehensive planning in urban and rural areas.





## The Regional Transportation Plan (RTP)

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.

Under the Federal Transportation Act, the RTP must be updated at least every five years. The State’s GMA requires that the RTP be reviewed for concurrency every two years. The RTP must comply with all applicable federal and state laws. It is required to have at least a 20-year horizon. There are requirements related to consultation and discussion of potential environmental mitigation activities developed in consultation with federal, state, tribal, land management, wildlife, and regulatory agencies.

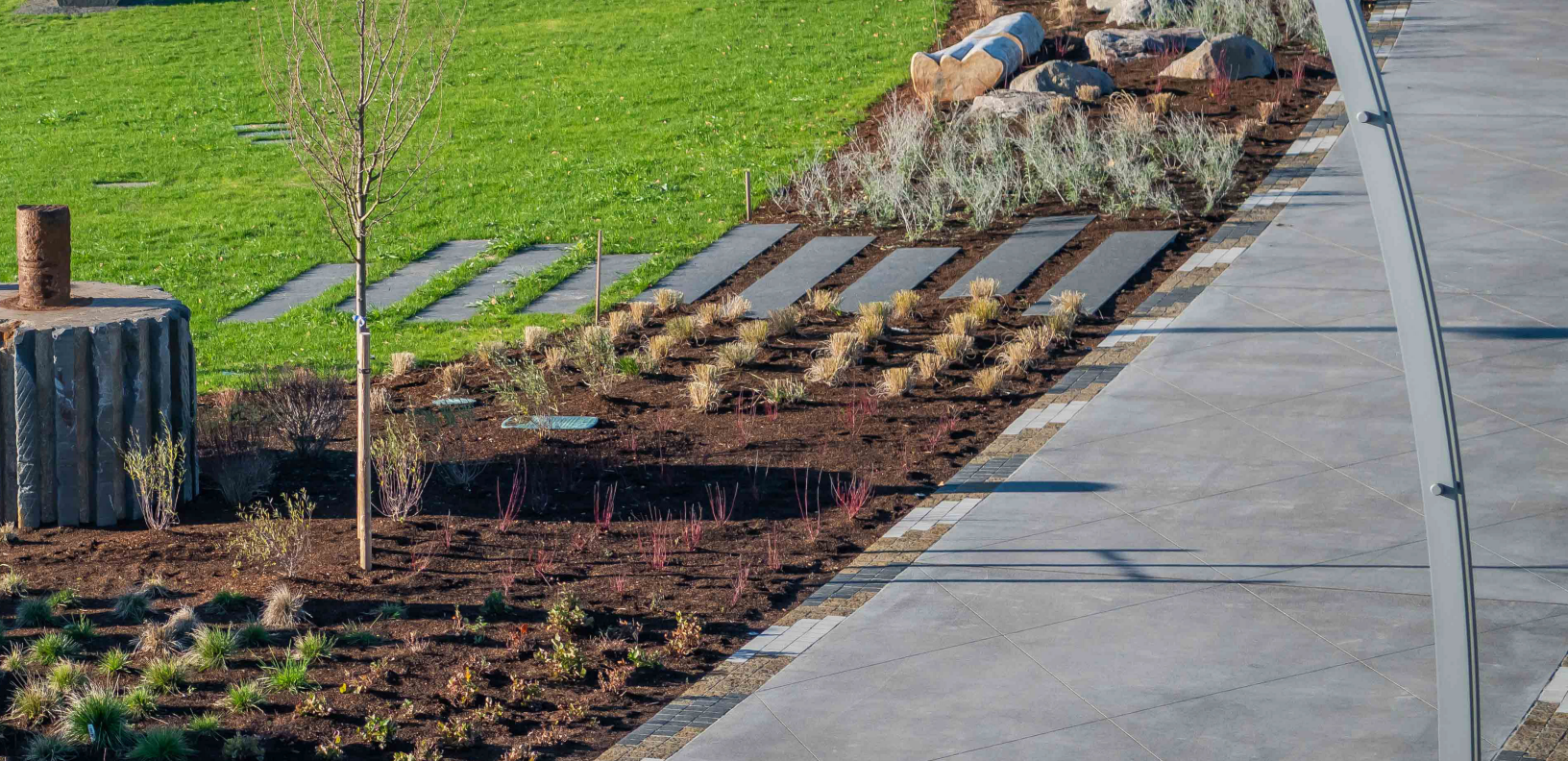
Should changing policies, financial conditions, or growth patterns warrant, the RTP can be amended subject to meeting the public participation requirements and within fiscal constraints. The RTP history can be found in Appendix B.

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.

### 2024 Regional Transportation Plan Update

The RTC Board adopted the first RTP for Clark County in December 1982. The Board adopted an Interim Regional Transportation Plan, which acted as a framework for developing [GMA](#) transportation elements, in September 1993. The first RTP for Clark County to comply with the requirements of the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 was adopted by the Board in December 1994. Since then the RTP has been updated every five years.

The horizon year for the 2024 RTP is 2045. This plan complies with the requirements of the current federal transportation act, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). The RTP continues to support land uses and growth allocations resulting from the most recent (June 2016) update to the local [Comprehensive Growth Management Plan](#). The RTP also includes updated transportation data and recommendations from recent transportation studies. Projects and/or planning concepts whose scale, financial structure, and economic significance are beyond the “fiscally constrained” RTP’s scope are included in the 20-Year RTP Project List.



The 2024 RTP has been developed at a time when the region is enjoying a healthy economy, with low unemployment rates and increasing transportation demand. This update does not diverge too greatly from the 2019 RTP, as it is developed to support locally adopted comprehensive plans. The 2019 RTP was the first to report on performance-based transportation planning, performance measures, and transportation target setting, consistent with the requirements of the federal transportation acts, beginning with the Moving Ahead for Progress in the 21st Century (MAP-21) Act (2012) and continuing through the Fixing America's Surface Transportation (FAST) Act (2015) and the current Infrastructure Investments and Jobs Act (IIJA) (2021). It also incorporated WSDOT's concept of practical solutions to address transportation challenges.

The 2024 RTP uses a 2040 population growth forecast consistent with Washington Office of Financial Management's (OFM) State and County population forecasts for Growth Management planning purposes released by OFM in 2023. For additional information, see Appendix E.

### **Federal Planning Requirements**

The regulations guiding MPOs (see Appendix A, Statutory Requirements) define the factors they must consider throughout the planning process. These factors orient transportation funding for projects towards community-based outcomes, ensuring that projects benefit the communities in which they are built and make the most effective use of limited funds.

The federal planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation;
- Enhance travel and tourism.





Figure 1-2. Washington Transportation Plan



### Washington Policy Framework

Within Washington, regional transportation plans are expected to be consistent with the policy framework and objectives described in the state transportation plan. The Washington Transportation Commission published the latest Public Participation Plan update, [Washington Transportation Plan 2040 and Beyond](#), in December 2018.

The Washington Transportation Plan is based on the following six transportation policy goals established by the legislature:

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system;
- **Mobility:** To improve the predictable movement of goods and people throughout Washington State;
- **Health and the Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and
- **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.



## 2024 Regional Transportation Plan - Public and Stakeholder Outreach Process

The 2024 RTP establishes a blueprint for growth that supports a well-functioning economy, improves and preserves our multimodal transportation system, and enhances overall quality of life for people living in Clark County. It builds on community values through a comprehensive stakeholder and public outreach and engagement process.

### Southwest Washington Regional Transportation Council – Public Participation Plan

[RTC's Public Participation Plan](#) outlines a broad range of opportunities for the public and stakeholders to participate in the region's transportation planning process. In the plan, RTC continues its commitment to publish, or make available for public view, transportation plans and Transportation Improvement Programs (TIPs), and to hold meetings at convenient and accessible times and locations. RTC also commits to using maps, charts, graphics, transportation models, and its website to help explain the metropolitan transportation planning process and to make information available to the public.

### 2024 Regional Transportation Plan - Public and Stakeholder Outreach

The current RTP meets federal requirements for metropolitan transportation planning, including a notice of its release for public comment that was published in selected local newspapers, including *The Columbian*, *The Reflector*, *The Camas-Washougal Post Record*, *El Latino de Hoy*, and the *Vancouver Business Journal*. The RTP was made available at branches of the Fort Vancouver Regional Library District system and at the Camas library. Notice of the plan was circulated to RTC's mailing list and to city and county neighborhood associations through the neighborhood online news and neighborhood liaisons and was posted on RTC's website.

Public involvement efforts build from those carried out at the local level as part of developing local plans and programming transportation projects. Since the last RTP update, public meetings have been held regarding regional transportation issues. These public meetings, hosted by RTC member agencies and jurisdictions, include open houses and hearings to discuss projects and programs.

Throughout the 2024 RTP process, which began in 2022, the public and stakeholders have been encouraged to participate. RTP information and RTC Board materials on the RTP were made available on RTC's website both in RTC Board agenda packets and on the RTP web page. The public has been able to provide RTP comments via the RTC website, e-mail, phone, or mail.

The draft 2024 RTP was released for public comment on Monday, November 22, 2023 to allow at least a 45-day comment period prior to the February 6, 2024 RTC Board meeting.

RTC received a number of public comments on the RTP and component projects during the development phase of the RTP.