

# Annual Report

2021

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**Southwest Washington Regional Transportation Council**



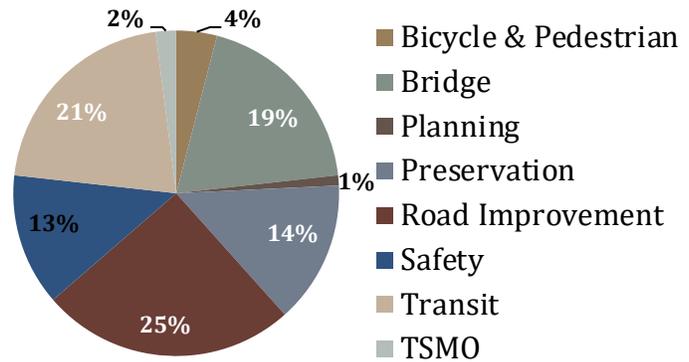
# Director's Reflection

RTC plans and funds regional transportation network investments in partnership with all 25 member agencies. Part of that work includes ensuring that RTC's programs are fully compliant with all regulations and procedures, thereby ensuring that funds made available to regional projects can be spent expeditiously. Every four years, RTC's federal funding partners (FHWA and FTA) conduct a comprehensive

performance audit of RTC programs and renders a certification report. This past year RTC received its [TMA Planning Certification Review](#) which *passed with flying colours*. That rating is rare, and is a testament to the quality programs run by the dedicated RTC staff team, and effective collaboration with member agencies. Additional key highlights of RTC's work from YR 2021 are reflected in the following report.

## 2021 Grants and Investment Program

RTC administers the largest transportation system grant program in Clark County. Over the past 10 years, RTC has awarded over \$115 million in grants. In 2021, RTC approved just over \$12.6 million in regional grants to 12 projects. These RTC grant funds will help plan and build the region's priority transportation systems. The complete listing of RTC grants awarded in 2021 is provided on page 3.



## 4-Year Regional Investment Program

The RTC Board of Directors adopted the 2022-2025 [Transportation Improvement Program](#) in October 2021. The four-year program anticipates \$424 million

in multi-modal transportation system investments for 83 regionally significant projects.

## Regional Projects Moving Forward

Numerous projects were advanced from planning to final construction. RTC member agencies celebrated many ribbon cuttings for projects that improve safety,

expand multi-modal networks, and reduce congestion at key locations. Showcase projects completed in 2021 include:



Highway 99 / 99th Street Intersection Upgrades



Pioneer Street Rail Overpass (Ridgefield)

## 2021 Grants and Investment Program

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### Highway Improvement Program (HIP) Projects

Agency	Project	Phase(s)	Source	Award
WSDOT	I-5 NB, Fourth Plain Ramp Meter	CN	HIP	\$200,000
				<b>\$200,000</b>

### Surface Transportation Block Grant (STBG) Projects

Agency	Project	Phase(s)	Source	Award
Vancouver	NE 18 <sup>th</sup> Street, 97 <sup>th</sup> Av. To 107 <sup>th</sup> Av.	CN	STBG	\$1,815,000
Clark County	NE 152 <sup>nd</sup> Avenue, Padden Pkwy to 99 <sup>th</sup> St.	CN	STBG	\$2,500,000
Battle Ground	SW Eaton Blvd., SW 20 <sup>th</sup> Av. to SR-503	CN	STBG	\$1,929,000
Clark County	NE 179 <sup>th</sup> Street at 29 <sup>th</sup> Av. and 50 <sup>th</sup> Av.	CN	STBG	\$1,300,000
RTC	Regional Studies	PL	STBG	\$100,000
RTC	2023 UPWP & CMP Support	PL	STBG	\$535,000
RTC	VAST / TSMO Coordination	PL	STBG	\$385,000
				<b>\$8,564,000</b>

### Transportation Alternatives (TA) Projects

Agency	Project	Phase(s)	Source	Award
Clark County	NE Hazel Dell Avenue Sidewalk	CN	TA	\$600,000
Clark County	Highway 99 Sidewalks	PE/CN	TA	\$545,000
La Center	Pacific Highway Shared Use Path	PE	TA	\$200,000
Port of Vancouver	Renaissance Trail Segment 4	PE	TA	\$200,000
Vancouver	Evergreen Trail	CN	TA	\$250,000
				<b>\$1,795,000</b>

### Congestion Management and Air Quality (CMAQ) Projects

Agency	Project	Phase(s)	Source	Award
C-TRAN	Highway 99 Bus Rapid Transit (BRT)	CN	CMAQ	\$2,500,000
Vancouver	Evergreen Trail	CN	CMAQ	\$250,000
				<b>\$2,750,000</b>

### Coronavirus Response (CRRSAA) Projects

Agency	Project	Phase(s)	Source	Award
WSDOT	SW WA Joint Operations Center	PE	CRRSAA	\$369,000
				<b>\$369,000</b>

# Strategic Regional Planning

Planning the strategy of future regional transportation investments is a group effort and RTC often leads partner agencies in strategic planning studies. Notable studies in process through 2021 included: a multi-agency partnership study to develop Local Road Safety Plans for five RTC member agencies, and traffic safety-oriented activities and briefings throughout the year;

early review of 2020 Census data and demographics; initiation of the regional Household Travel Activity Survey, significant technical and policy engagement with the Interstate Bridge Replacement project, and multiple studies underway with VAST program partners. Summaries of select initiatives are described below.

## Traffic Safety & Performance Planning

During the Board of Director's annual review of regional Traffic Safety Performance Targets, a strategy for a year's-long review of the topic was put in motion. For YR 2021, the Board endorsed the practice of supporting Washington state in trying to attain year 2021 statewide targets based on the state's aspirational Target Zero Plan. Other key activities initiated in 2021 included the following:

### Local Road Safety Plans

RTC partnered with five member-agencies to fund and convene City Safety Plan studies for the cities of Battle Ground, Camas, La Center, Ridgefield, and Washougal.

These Safety Plans were developed using the framework established in Washington State's Target Zero program utilizing the following basic steps: 1) Analyze Crash Data, 2) Identify Needs, 3) Identify Countermeasures, and 4) Develop Prioritized List of Projects. The Safety Plans will be finalized in early 2022 and a WSDOT City Safety Grant application will be prepared for each of the cities by the March 4, 2022 grant deadline.

### Quarterly Traffic Safety Reports

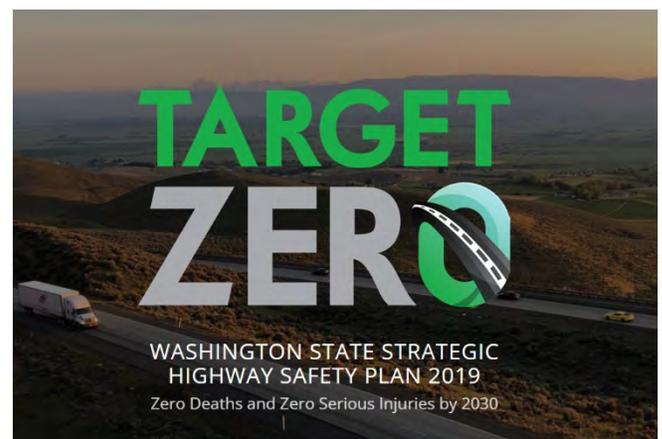
RTC instituted quarterly reporting of fatality and serious injury collisions within the RTC region. The reports are provided to the Board of Directors, and technical committees using the latest data available from the Washington State Department of Transportation Crash Data Portal.

### Traffic Safety Dashboard

RTC has begun prototyping the use of a web-dashboard tool, designed to improve traffic safety data analysis and reporting. The Dashboard will be maintained by RTC using state datasets, and can be used by member-agencies to further enhance the region's analytical capabilities and response strategies.

### Target Zero Plan

In September, the Board of Directors heard a detailed report from the Washington Traffic Safety Commission, in regards to the statewide [Target Zero Plan](#). The Plan calls for activities and actions which will result in zero fatalities and serious injuries on Washington roads by 2030. The Plan is scheduled for update, and local agencies are invited to participate when the project launches. The Target Zero briefing served as a preface to RTC's fifth round of safety target setting scheduled for early 2022.

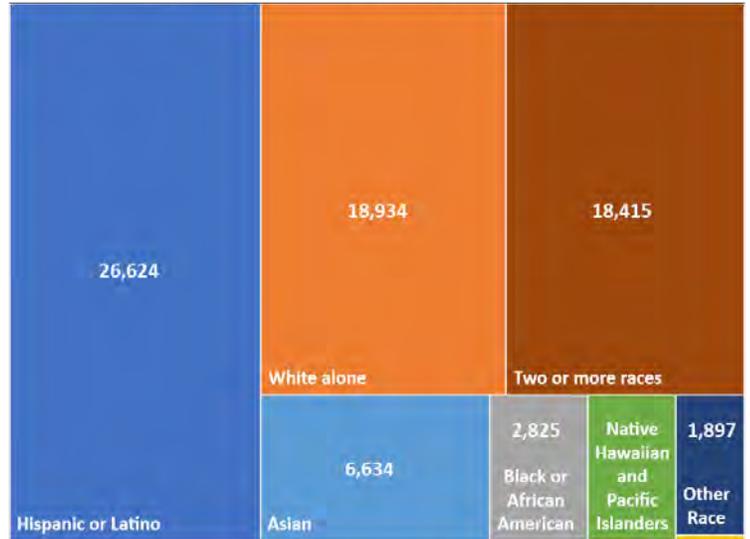


## 2020 Census – Population and Diversity Growth

Initial data from the 2020 US Census were released for redistricting purposes and provides data regarding Clark County’s growth and increasing diversity. Between 2010-2020 the population grew by 18%, from 425,363 to 503,311 total persons, adding nearly 78,000 new persons. Growth was slightly less than the 80,000 new persons added between 2000-2010 and significantly lower than the 107,000 new persons added between 1990-2000.

While the county’s growth has tapered since 1990, racial and ethnic diversity has been accelerating. In 1990, persons of color accounted for roughly 7% of the county’s population. By 2010 that had grown to about 18% and currently has risen to 27% in 2020. In the past ten years, persons of color have accounted for 76% of the growth in Clark County.

2010 to 2020 Population Growth by Ethnicity and Race



American Indian and Alaska Native 81

## Vancouver Area Smart Trek (VAST) Program

The VAST Program, a partnership between City of Vancouver, Clark County, WSDOT, C-TRAN and RTC, focuses on low cost operational and ITS technology approaches that make better use of existing transportation facilities by improving system efficiency and performance.

Two projects of note in 2021 include: The Portal Data Archive which developed preliminary visualizations of C-TRAN transit data; and the Shared Signal System Study is near completion and has identified a solution to actively manage traffic signals across jurisdictional boundaries and share signal operations resources including a playbook for agency coordination under various traffic operations scenarios.

Other ongoing activities include further development of fiber asset permits where agencies make better use of existing fiber and communication equipment by sharing available capacity among agencies; and a common GIS mapping cloud database (OSPINsight) that seamlessly allows any approved user to easily view



information such as fiber and communication network, fiber ownership, capacity, and availability.

## Member Agencies

