

C-TRAN 2015 ■■■

A YEAR IN REVIEW

AND LOOKING AHEAD THROUGH 2016

# MEET C-TRAN'S BOARD OF DIRECTORS

**Greg Anderson**  
City of Camas



**Marc Boldt**  
Clark County Council



**Jack Burkman**  
City of Vancouver



**Jill Carrillo**  
Labor Representative



**Mike Dalesandro**  
City of Battle Ground



**Bart Hansen**  
City of Vancouver



**John Main**  
City of Ridgefield



**Jennifer McDaniel**  
City of Washougal



**Anne McEnery-Ogle**  
City of Vancouver



**Jeanne Stewart**  
Clark County Council



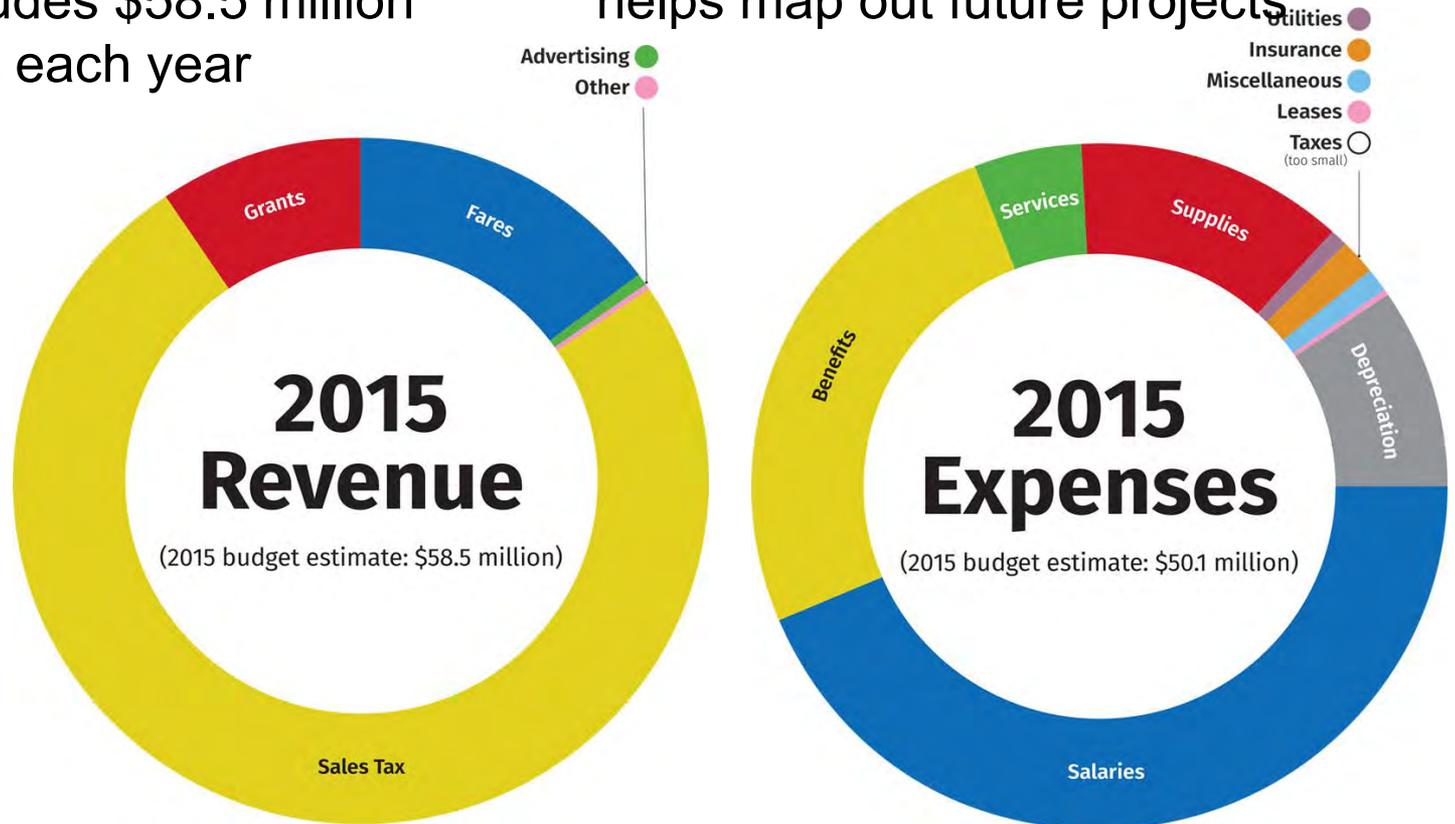
C-TRAN 2015—A YEAR IN REVIEW



# FINANCES

- C-TRAN operates debt-free and is committed to operating within our means
- Adopted 2015-16 operating budget includes \$58.5 million in revenues each year

- Majority of expenditures go toward salaries, wages and benefits
- Maintains capital budget that helps map out future projects



C-TRAN's efficient "Connector" buses will be used to provide innovative service to the Cities of Battle Ground, Ridgefield, La Center and Yacolt.



**La Center Connector**

**La Center** — Restored Service to La Center will be restored using flexible Connector service within La Center, and feeder service to the Salmon Creek Park & Ride twice daily, Monday through Friday.

**Yacolt Connector**

**Yacolt** — Restored Service to Yacolt will be restored using flexible Connector service within Yacolt, and feeder service to Battle Ground twice daily, Monday through Friday.

**Ridgefield Connector**

**Ridgefield** — Restored Service to Ridgefield will be restored using flexible Connector service within Ridgefield, and feeder service to the I-5 Ridgefield Junction and Salmon Creek Park & Ride four times daily, Monday through Friday.

**Battle Ground Connector**

**Battle Ground** — Preserved Route #7 and C-VAN service will be modified to provide flexible Connector service within Battle Ground, and feeder service to Vancouver, Yacolt and other C-TRAN routes.

**Local Urban Service** — Preserved C-TRAN's Local Urban Service includes both Fixed Route (in red) and C-VAN Paratransit Service (in yellow). Service is consistent with current levels. One important change is the restoration of service to WSU-Vancouver.

**Premium Commuter Service** — Preserved C-TRAN's Premium Commuter Service includes all commuter bus routes currently operating between Clark County and downtown Portland.

**What Do The Colors Mean?**

- **Local Urban Service**  
Vancouver urban area, Camas, Washougal
- **Premium Commuter Service**  
Express service to downtown Portland
- **Innovative Transit Service**  
Service to Battle Ground, Ridgefield, La Center, Yacolt and Camas (see descriptions on map)
- **C-VAN Paratransit**  
For those unable to use C-TRAN's regular bus service
- - - **Feeder Routes**  
Connection between small cities and C-TRAN's regular bus service

**Camas** — Preserved C-TRAN service in Camas will consist of the current Camas Connector, as well as a local fixed route and a premium commuter route. C-VAN service will continue to operate in the yellow shaded area on the map.

**Camas Connector**

**Washougal** — Preserved C-TRAN service in Washougal will consist of a local fixed route and a premium commuter route. C-VAN service will continue to operate in the yellow shaded area on the map.

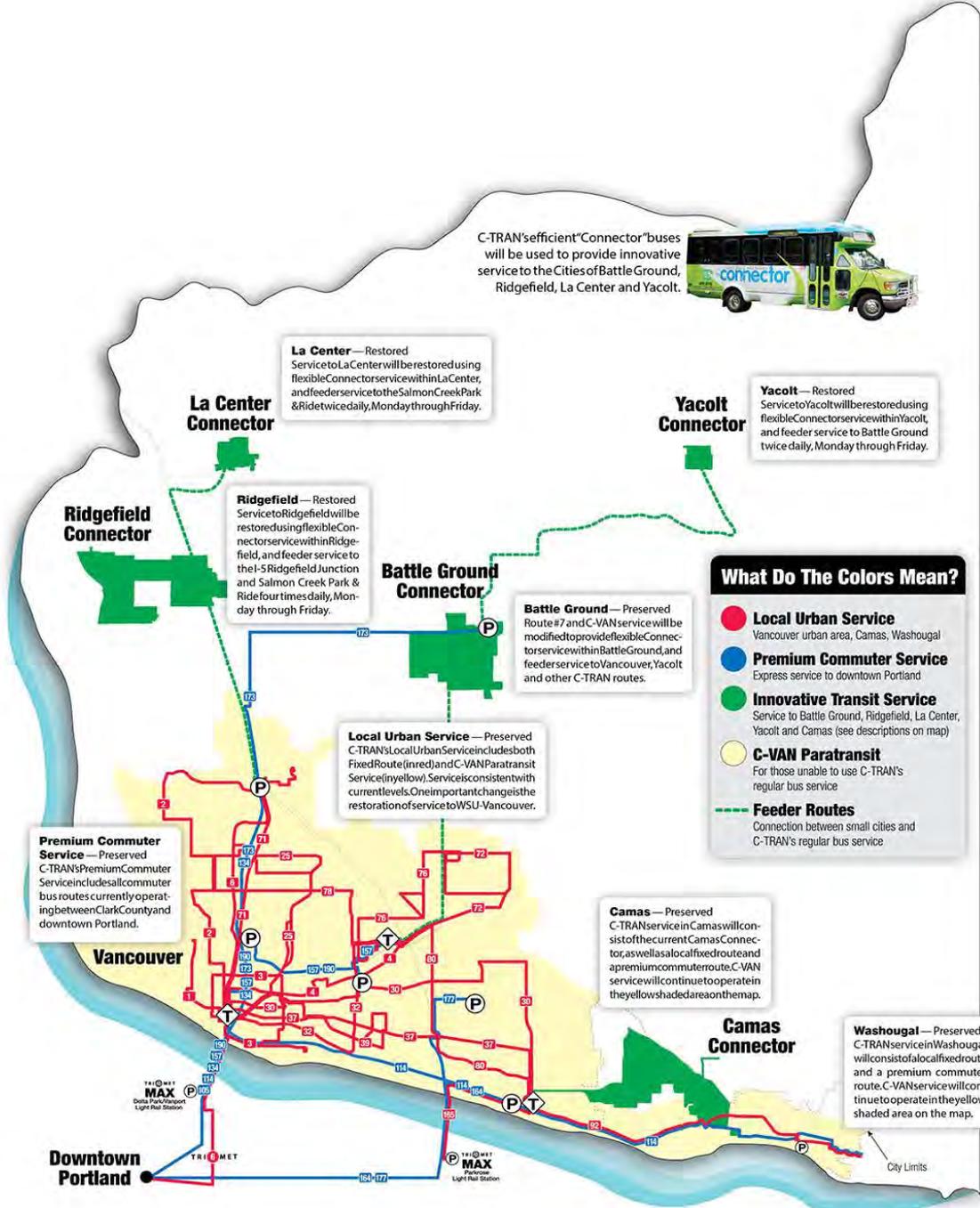
**Downtown Portland**

MAX  
Downtown Portland Light Rail Station

TRIMET

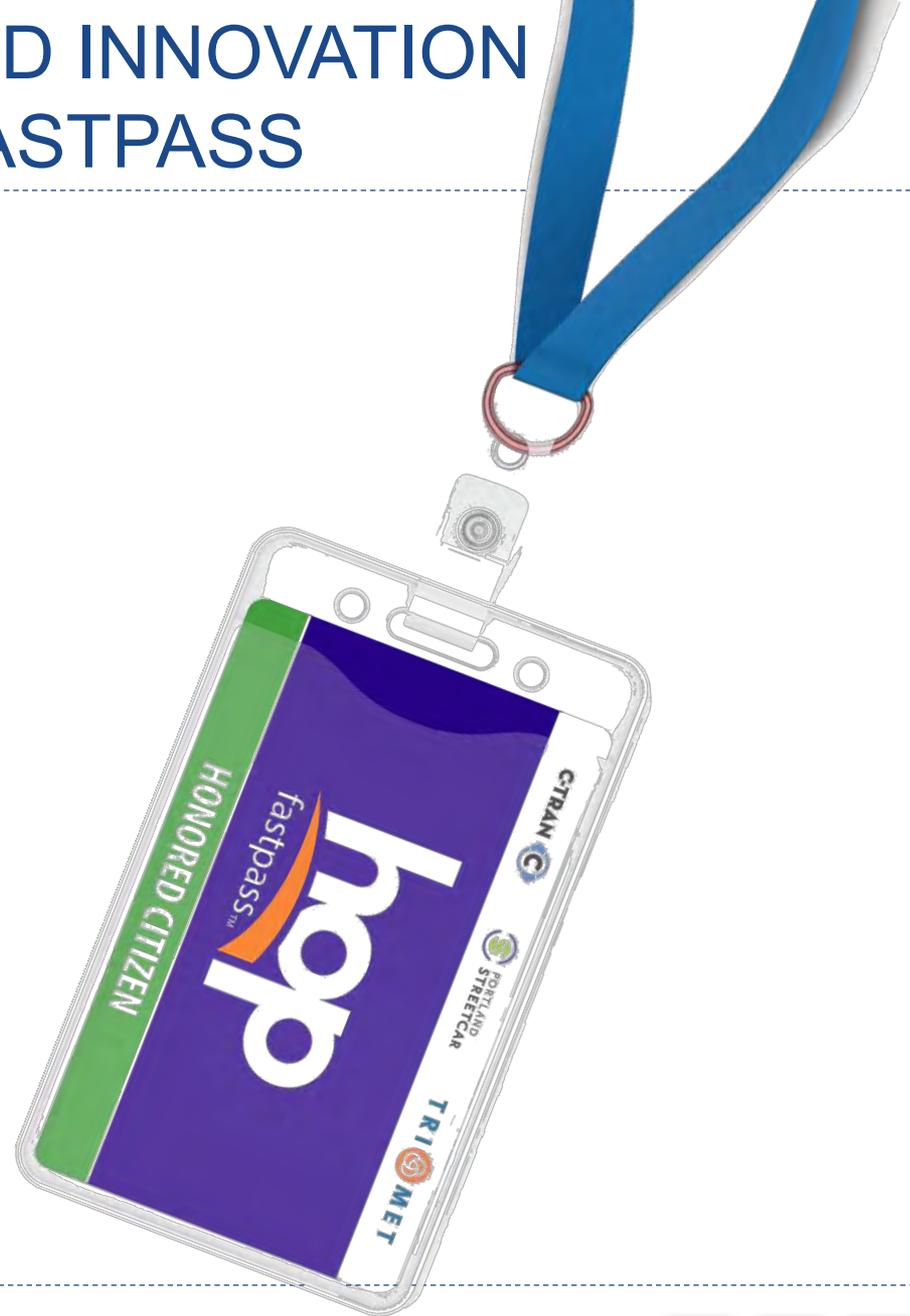
MAX  
Paratransit Light Rail Station

City Limits



# SUCCESS AND INNOVATION HOP FASTPASS

- Offers easy transfers between C-TRAN and eFare partners TriMet and Portland Streetcar
- Monthly and daily limits on what a customer must pay to ride
- Card may be loaded with \$4 minimum; cash will still be accepted
- Cards available in most convenience and grocery stores, and at customer service offices



# SUCCESS AND INNOVATION

- Maintained steady numbers in 2015
- Stronger focus on marketing to large employers in Oregon in 2016
- Possible expansion of current 46-van fleet
- Upgrading 36 vans from 2G to 4G GPS

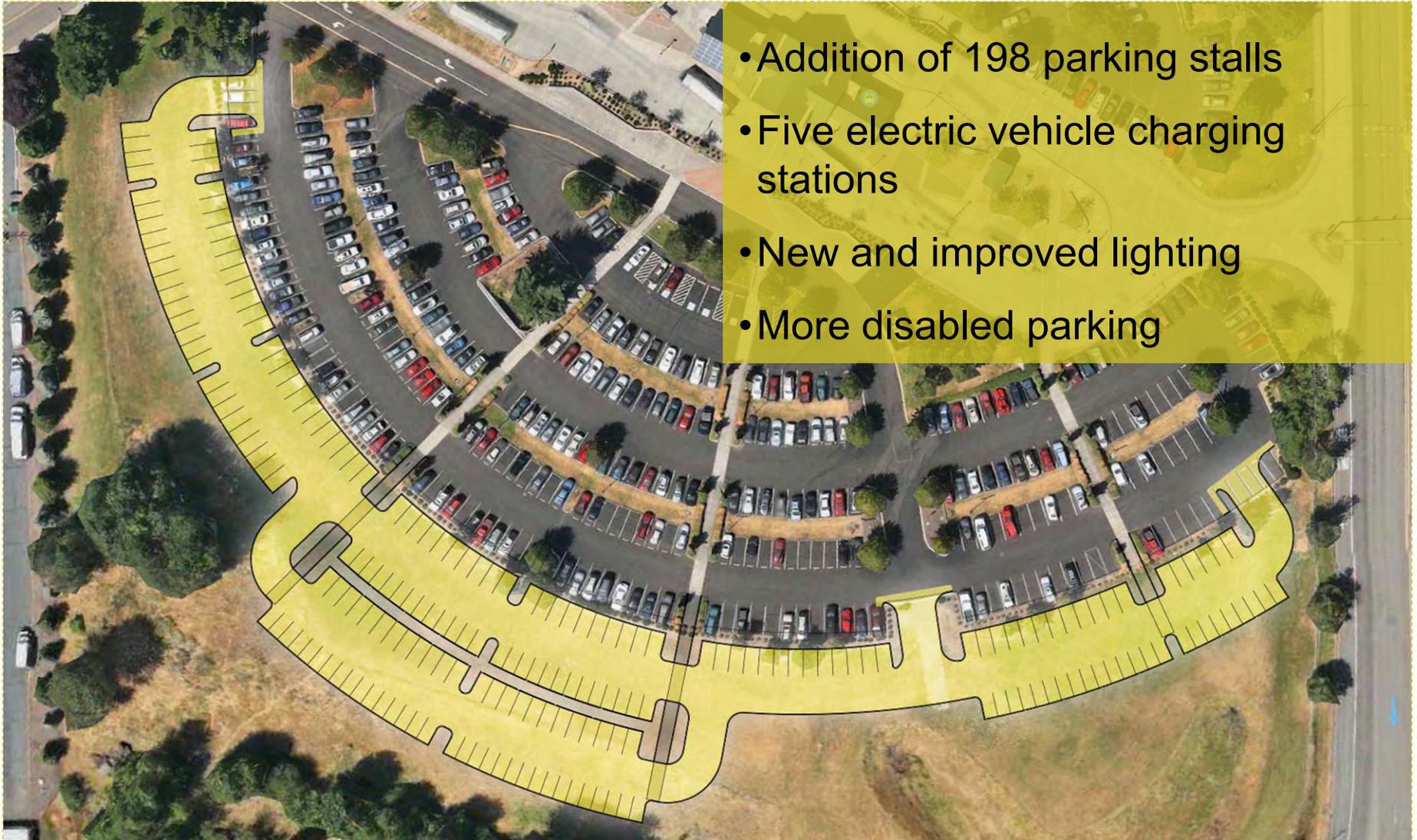
**SAVE MONEY • SAVE TIME • SAVE THE PLANET**

**VANPOOL** 

# SUCCESS AND INNOVATION

## EXPANSION INCLUDES:

- Addition of 198 parking stalls
- Five electric vehicle charging stations
- New and improved lighting
- More disabled parking



# FISHER'S LANDING TRANSIT CENTER (continued)





# THE VINE CONSTRUCTION UPDATE

MAY 2016

## SUMMARY

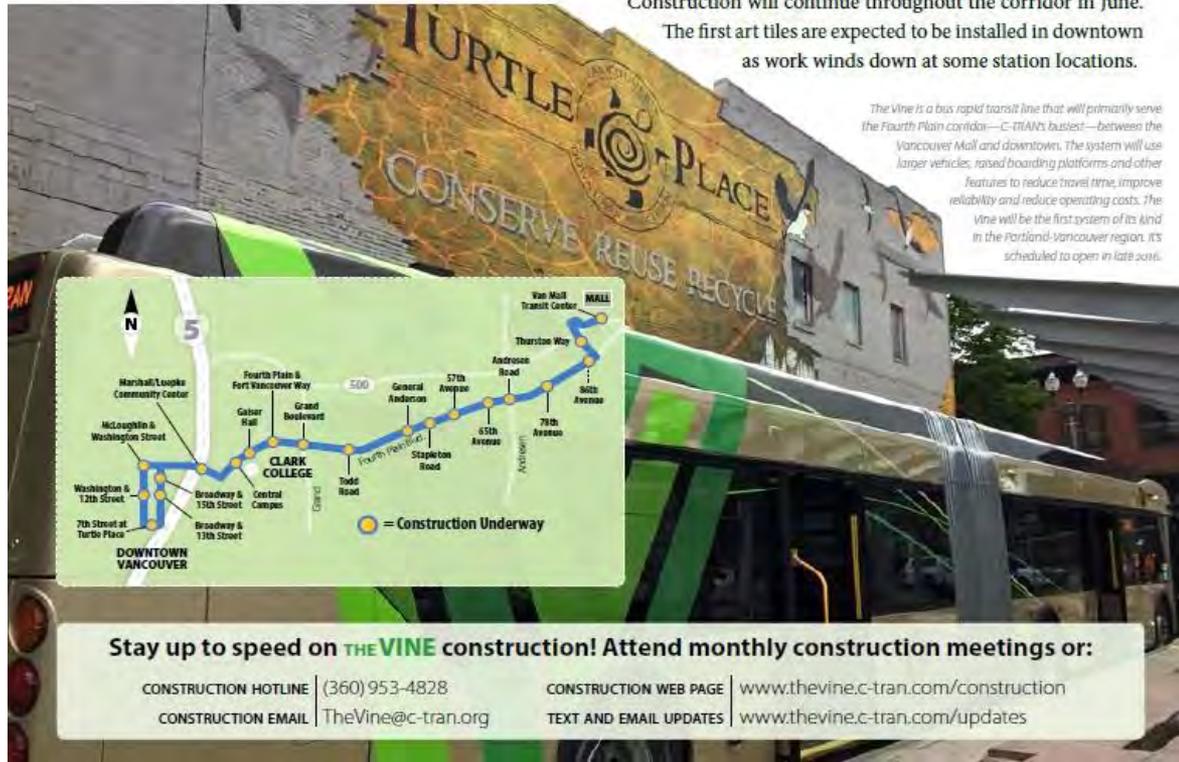
Construction on The Vine reached its height in May as every station location came into active status along the project corridor. Some of the heaviest work occurred on the project's east end, where construction on station platforms, bus pads and other concrete elements continued. On the west end of the corridor, including downtown, crews focused on later stages such as brick work and landscaping near future Vine stations. Steel shelter structures were installed at new sites each week. At Vancouver Mall, where C-TRAN's transit center is being relocated as part of the project, the footprint of the new facility began to take shape. A new wall near State Route 500 marked the south end of the work area primarily in the mall parking lot.

## MILESTONES

With construction underway at the Gaiser Hall station near Clark College, all 20 sites are now active. Two more 60-foot articulated Vine buses arrived at C-TRAN in May, joining two others that arrived earlier in 2016. A total of 10 vehicles will be delivered from manufacturer New Flyer before service begins. Also in May, C-TRAN staff took one of the vehicles into downtown Vancouver for testing at two future station locations. Some members of the public also got their first glimpse of the new bus while one was staged outside Vancouver City Hall during a C-TRAN Board of Directors meeting.

## WHAT'S NEXT

Construction will continue throughout the corridor in June. The first art tiles are expected to be installed in downtown as work winds down at some station locations.



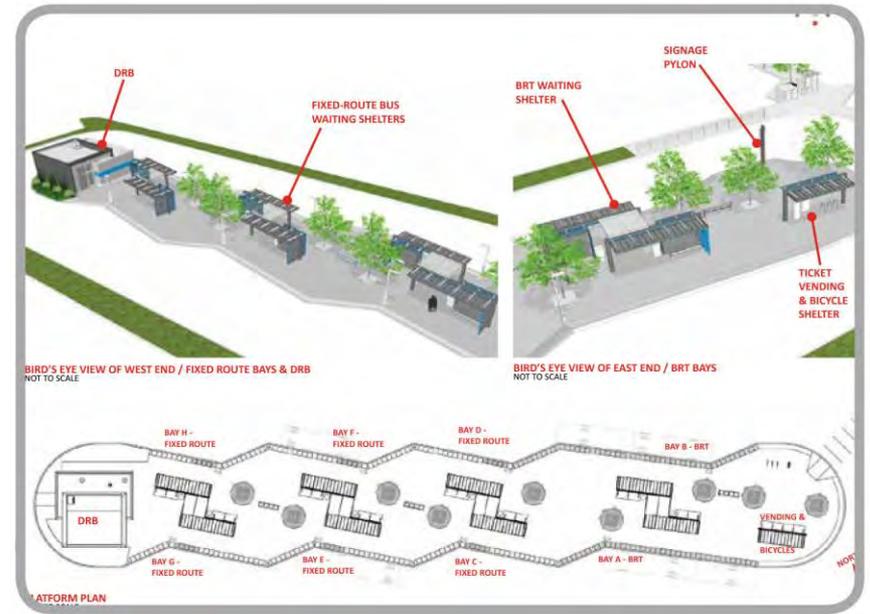
*The Vine is a bus rapid transit line that will primarily serve the Fourth Plain corridor—C-TRAN's busiest—between the Vancouver Mall and downtown. The system will use larger vehicles, raised boarding platforms and other features to reduce travel time, improve reliability and reduce operating costs. The Vine will be the first system of its kind in the Portland-Vancouver region. It's scheduled to open in late 2016.*



**Stay up to speed on THE VINE construction! Attend monthly construction meetings or:**  
CONSTRUCTION HOTLINE | (360) 953-4828  
CONSTRUCTION WEB PAGE | [www.thevine.c-tran.com/construction](http://www.thevine.c-tran.com/construction)  
CONSTRUCTION EMAIL | [TheVine@c-tran.org](mailto:TheVine@c-tran.org)  
TEXT AND EMAIL UPDATES | [www.thevine.c-tran.com/updates](http://www.thevine.c-tran.com/updates)

# VANCOUVER MALL TRANSIT CENTER RELOCATION

- Existing TC platform removed
- New TC platform on south ring road
- Covered walkway to mall entrance
- Contract awarded: December 2015
- Construction began: January 2016



# MAINTENANCE FACILITY (continued)

- Project cost: \$9.3 million
- BRT funding paying for part of project; separate federal grant is paying for other projects including new paint booth



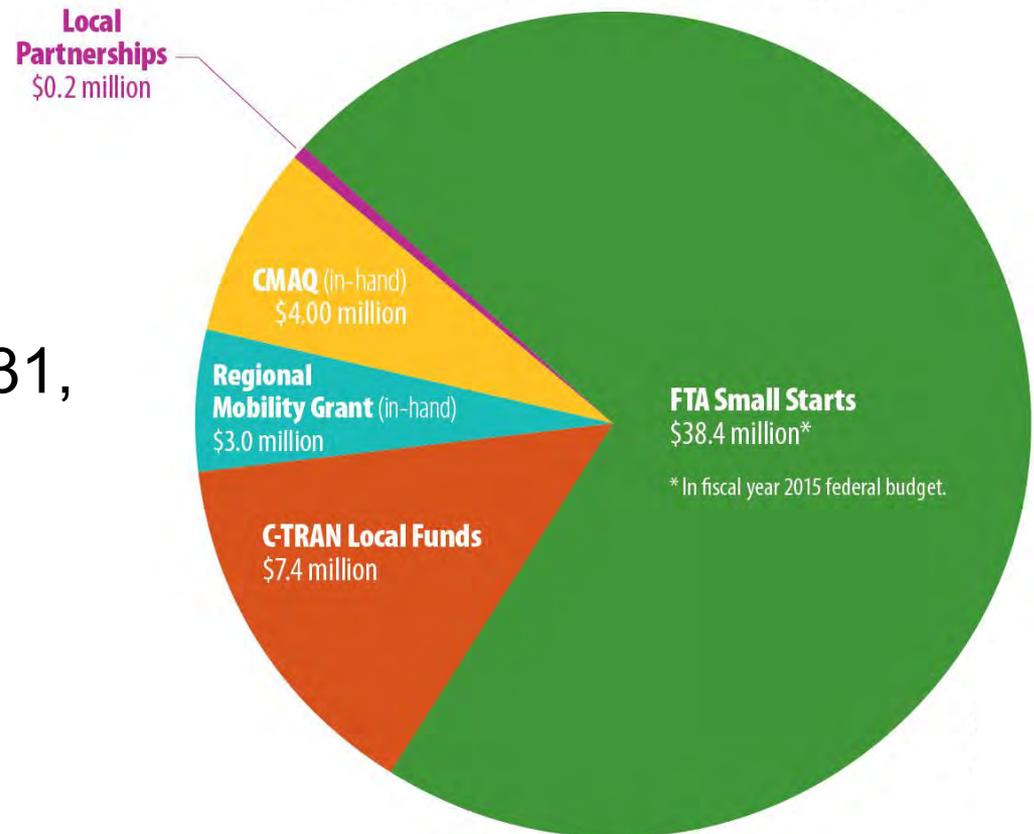
# THE VINE—FUNDING SOURCES

FOURTH PLAIN BRT PROJECT

## FUNDING SOURCES

BRT Funding Plan as of January 2015

FTA Grant Received July 31,  
2015  
for \$38.7 million



FTA Small Starts  
\$38.4 million\*

\* In fiscal year 2015 federal budget.

Total Cost: \$53 million

# CHALLENGES: TRAFFIC CONGESTION



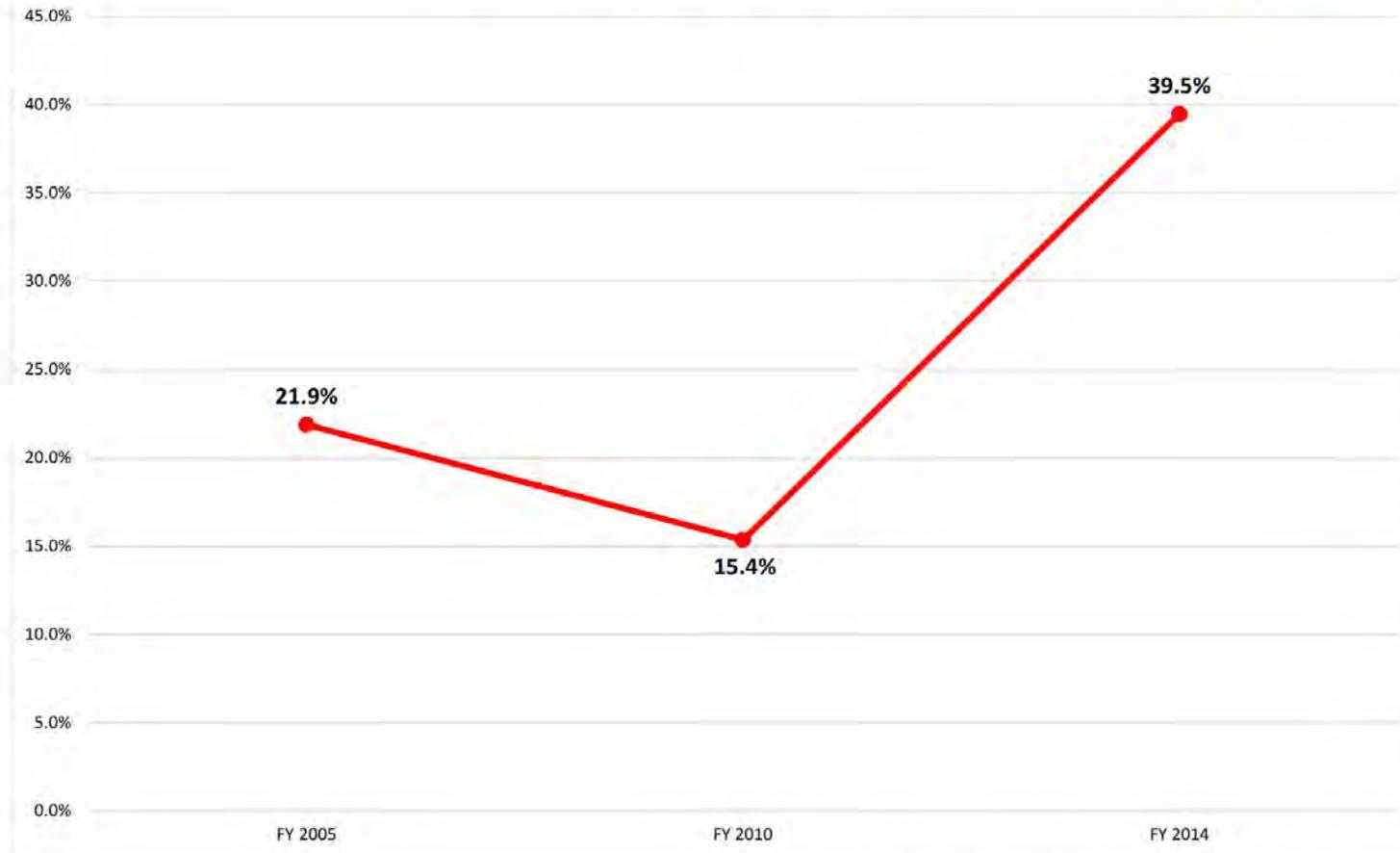
# CHALLENGES: AGING INFRASTRUCTURE



# CHALLENGES: AGING INFRASTRUCTURE

Percentage of U.S. Bus Transit Revenue Vehicles  
Surpassing FTA Determined Useful Life Standards\*  
For Fiscal Years 2005, 2010, & 2014

(Source: NTD Data)

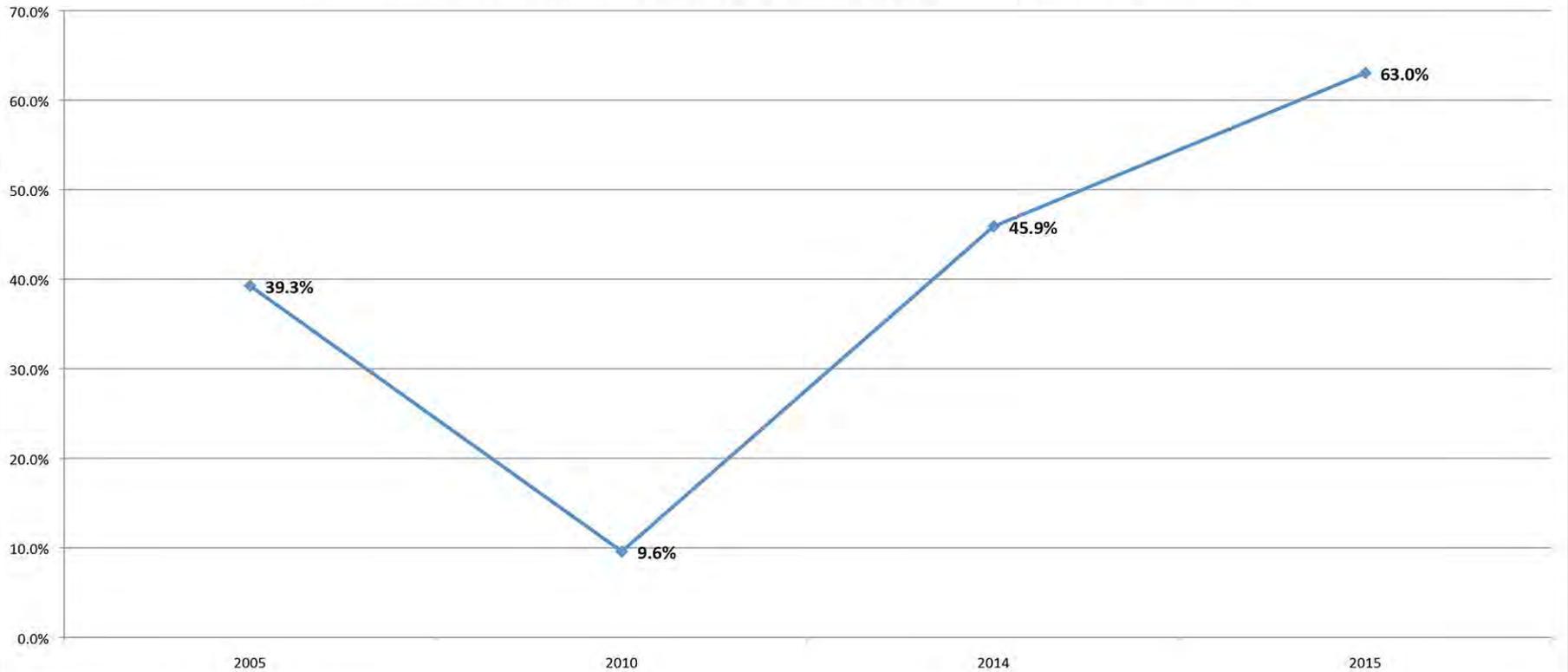


\*FTA's useful life standard is a set of guidelines that help determine the duration that the asset is useful. (Large Buses 12yrs, Med Buses 10years, Small Buses 7yrs & Vans 4yrs.)

# CHALLENGES: AGING INFRASTRUCTURE

Percentage of Bus Transit Vehicles Surpassing FTA Standard Useful Life.xlsx

**Percentage of C-TRAN Revenue Vehicles Surpassing FTA Determined Useful Life Standards  
For Fiscal Years 2005, 2010, 2014 & 2015** (Source: NTD Data)



# CHALLENGES: LOSS OF STATE FUNDING

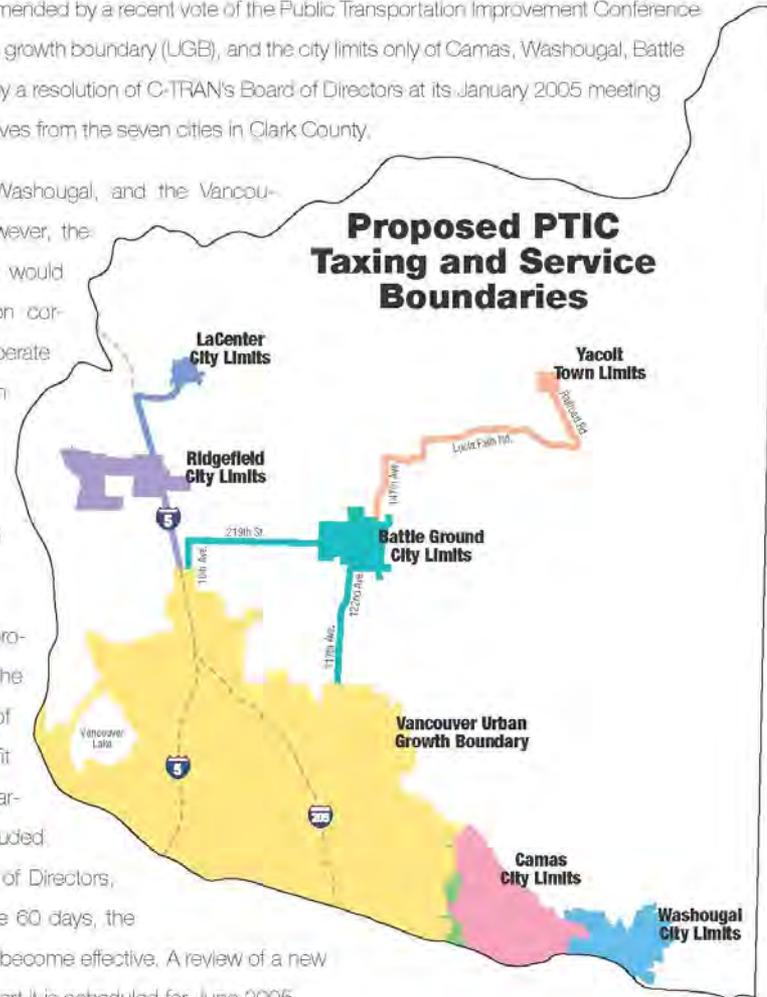
## C-TRAN Taxing and Service Boundary Reduction Considered

**THE REDUCTION OF C-TRAN'S** taxing and service boundary was recommended by a recent vote of the Public Transportation Improvement Conference (PTIC). The new boundary would include the City of Vancouver and its urban growth boundary (UGB), and the city limits only of Camas, Washougal, Battle Ground, Ridgefield, La Center, and Town of Yacolt. The PTIC was formed by a resolution of C-TRAN's Board of Directors at its January 2005 meeting and includes Clark County's three commissioners plus elected representatives from the seven cities in Clark County.

As proposed on this service boundary map, the areas of Camas, Washougal, and the Vancouver UGB would be combined and served as one continuous area. However, the city limits of Battle Ground, Ridgefield, La Center, and Town of Yacolt would be connected to the Vancouver UGB with "non-service" transportation corridors. This means transit service along these corridors would operate in a closed-door, express mode. No passengers would be allowed to get on or off while the buses traveled in these areas.

The PTIC requested that formal action be taken by each city included in the first proposed boundary. On February 15, 2005, each city notified the PTIC of its respective desire to be included in the new boundary.

At the time of this report, citizens have been invited to comment on the proposed boundary at a public hearing in March. Following the public hearing, the PTIC is scheduled to vote on the final boundary for C-TRAN. The Board of Clark County Commissioners will then have 30 days to veto the new benefit area, and each of the cities included will have 60 days to withdraw from participating. At the same time, the County Commissioners and the cities included in the final boundary will determine who serves on the C-TRAN Board of Directors, according to existing state laws that govern transit systems. Following the 60 days, the new service and taxing boundary and the new C-TRAN Board of Directors become effective. A review of a new service plan for the new boundary and the level of funding needed to support it is scheduled for June 2005.



# RIDERSHIP

6,365,278  
boardings

2014

6,179,406  
boardings

2015

**Following national trend, C-TRAN saw overall ridership dip slightly in 2015**

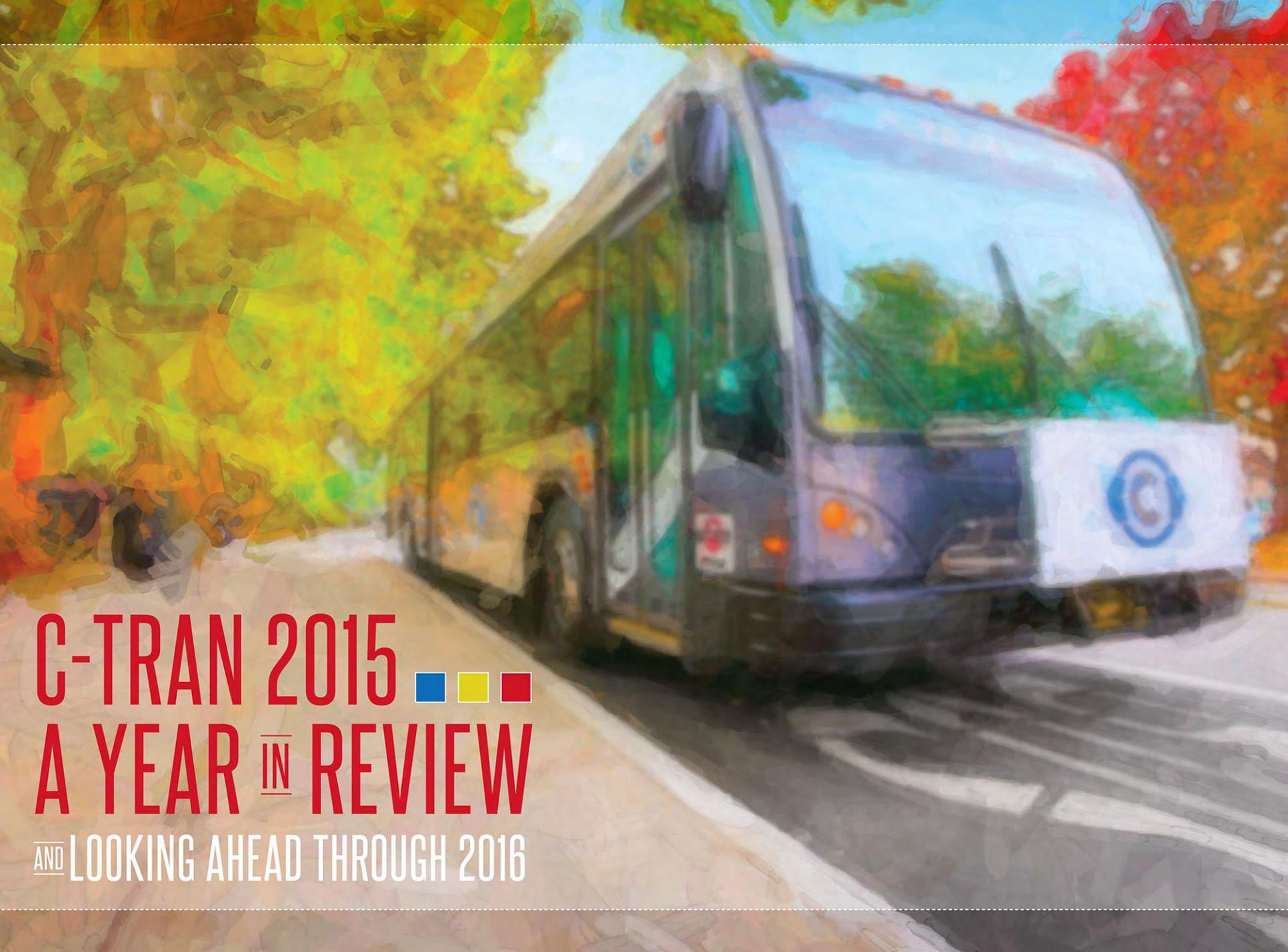
- Lower gas prices
- Stronger economy
- Changing traffic patterns



# RIDERSHIP (continued)

## **BRIGHT SPOTS AND OPPORTUNITIES**

- Ridership on Express, Connector and C-VAN services all increased in 2015
- Free shuttle service to Clark County Fair led to 20% spike in ridership to event
- The Vine expected to increase ridership along Fourth Plain corridor
- Service change: September 2016



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