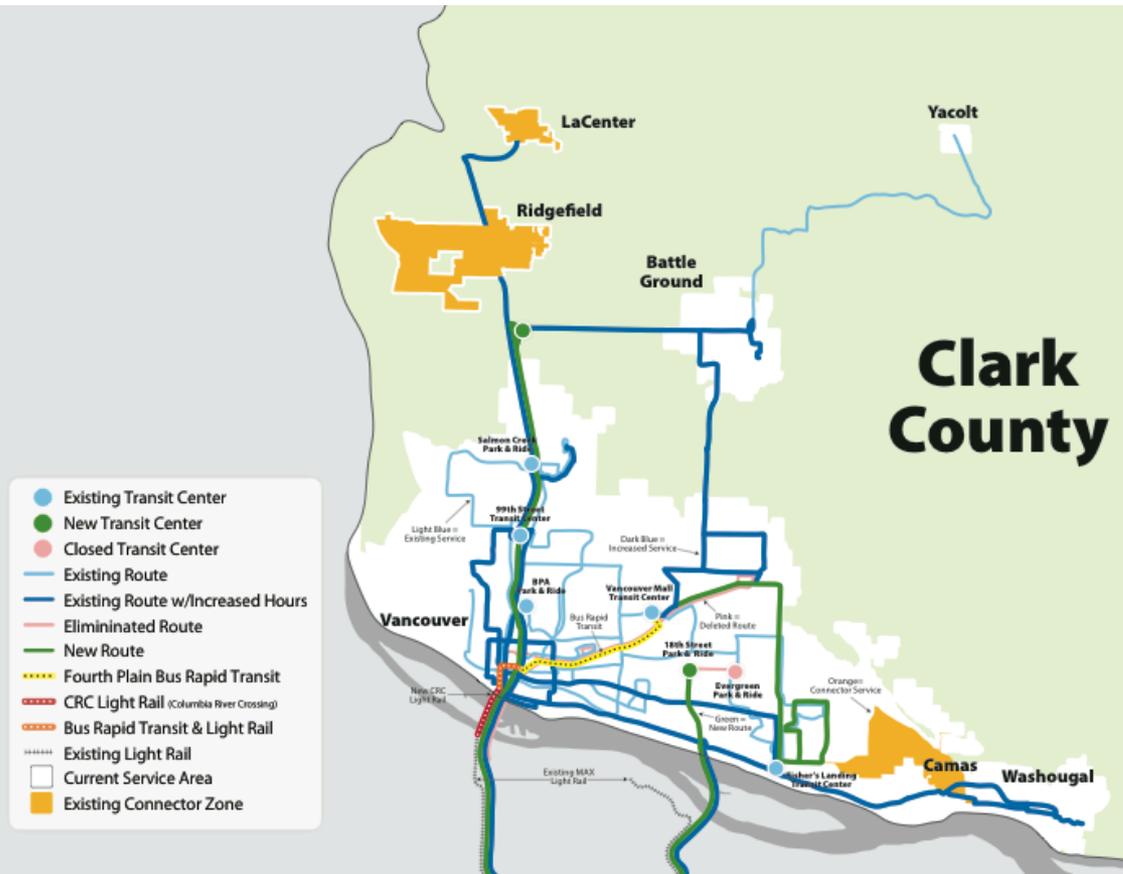




# C-TRAN 2030 Plan Update

RTC Board of Directors Meeting:  
November 1, 2016

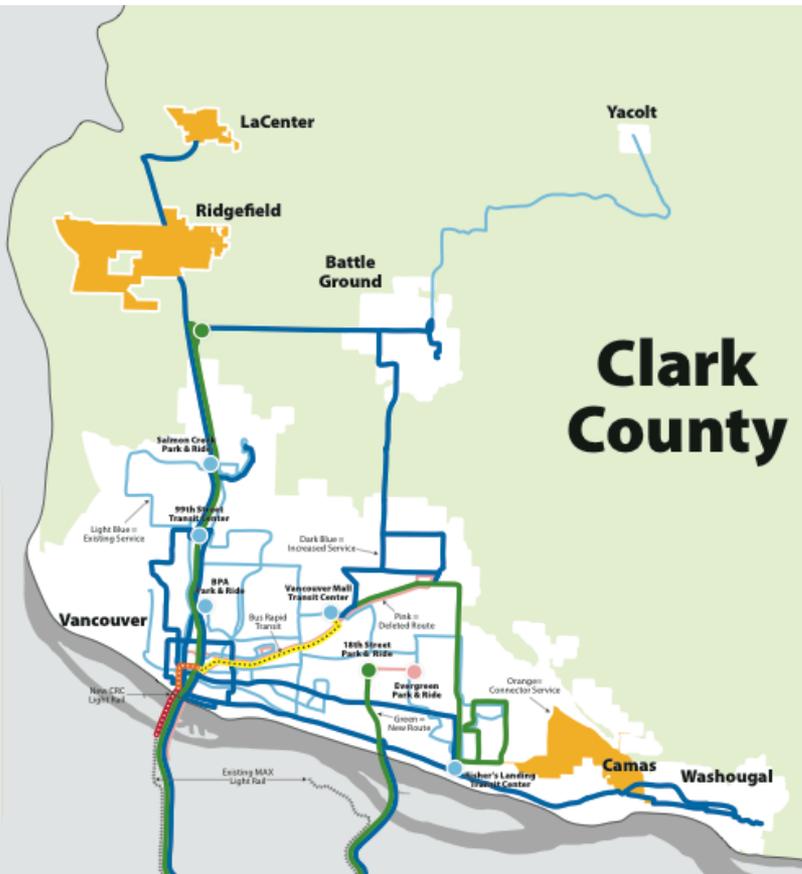




## Adopted in 2010

- CRC/LRT included
- Local route improvements
- 0.3% sales tax: Phase One
- 0.2% sales tax: Phase Two





## What's changed?

- No CRC/LRT
- Most local route improvements deferred
- 0.2% sales tax approved in 2011
- 0.1% sales tax rejected
- Great Recession



# C-TRAN focus: Contain expenses, preserve service

- 2011-2015:
  - \$22 million not incurred
  - Increase reserves \$8 million

2016 UPDATE TO C-TRAN 2030 PLAN				
	5 Year Total 2030 Plan (2011-15)	5 Year Total Actual (2011-15)	5 Year Total Difference	2015 Differences
<b>SERVICE HOURS</b>				
Fixed Route	1,565,338	1,404,947	(160,391)	(44,744)
C-VAN	495,391	454,442	(40,949)	(7,684)
LRT	0	0	0	0
<b>Total</b>	<b>2,060,729</b>	<b>1,859,389</b>	<b>(201,340)</b>	<b>(52,428)</b>
<b>OPERATING CASH FLOW</b>				
Operating Sources	\$257,525,839	\$243,894,447	(\$13,631,392)	(\$959,742)
Operating Uses	\$233,145,649	\$211,289,764	(\$21,855,885)	(\$6,408,387)
<b>Net Operating Income (Loss)</b>	<b>\$24,380,191</b>	<b>\$32,604,683</b>	<b>\$8,224,492</b>	<b>\$5,448,645</b>



## Background Information still applies

- Updating financial and service development for the next 5 years
- Calls out noted changes



### **C-TRAN 20 Year Transit Development Plan**

A Comprehensive Strategy To  
Meet Public Transportation Needs  
For Clark County Residents

**Adopted June 8, 2010**



**DRAFT  
UPDATE**



- Nothing removed from the adopted plan
- Added new text contained in blue boxes

#### 2016 UPDATE TO C-TRAN 2030 PLAN

While the Great Recession ended, the economic downturn has had a long term impact to population and employment forecasts for Clark County. In 2014 update to the Southwest Washington Regional Transportation Council's (RTC) Regional Transportation Plan, projections were lowered from the 2008 estimates used in the C-TRAN 2030 plan, despite extending the forecast five years to 2035. While lower than before, significant growth is still expected over the next 20 years.



## Exhibit 2 Clark County Growth Forecast

	<b>2000</b>	<b>2007</b>	<b>2030 Forecast</b>	<b>% Change (2007 to 2030)</b>
Population	345,238	415,000	639,337	54%
Households	127,203	146,000	246,848	70%
Employment	118,310	131,000	283,875	117%

Source: Southwest Washington Regional Transportation Council; Metropolitan Transportation Plan for Clark County, Chapter 2, amended July 2008

### 2016 UPDATE TO C-TRAN 2030 PLAN

	<b>2013</b>	<b>2035 Forecast</b>	<b>% Change (2013 to 2035)</b>
Population	435,500	562,207	29%
Households	163,109	211,400	30%
Employment	133,000	232,500	75%

Source: Southwest Washington Regional Transportation Council: Regional Transportation Plan for Clark County, 2014 Update

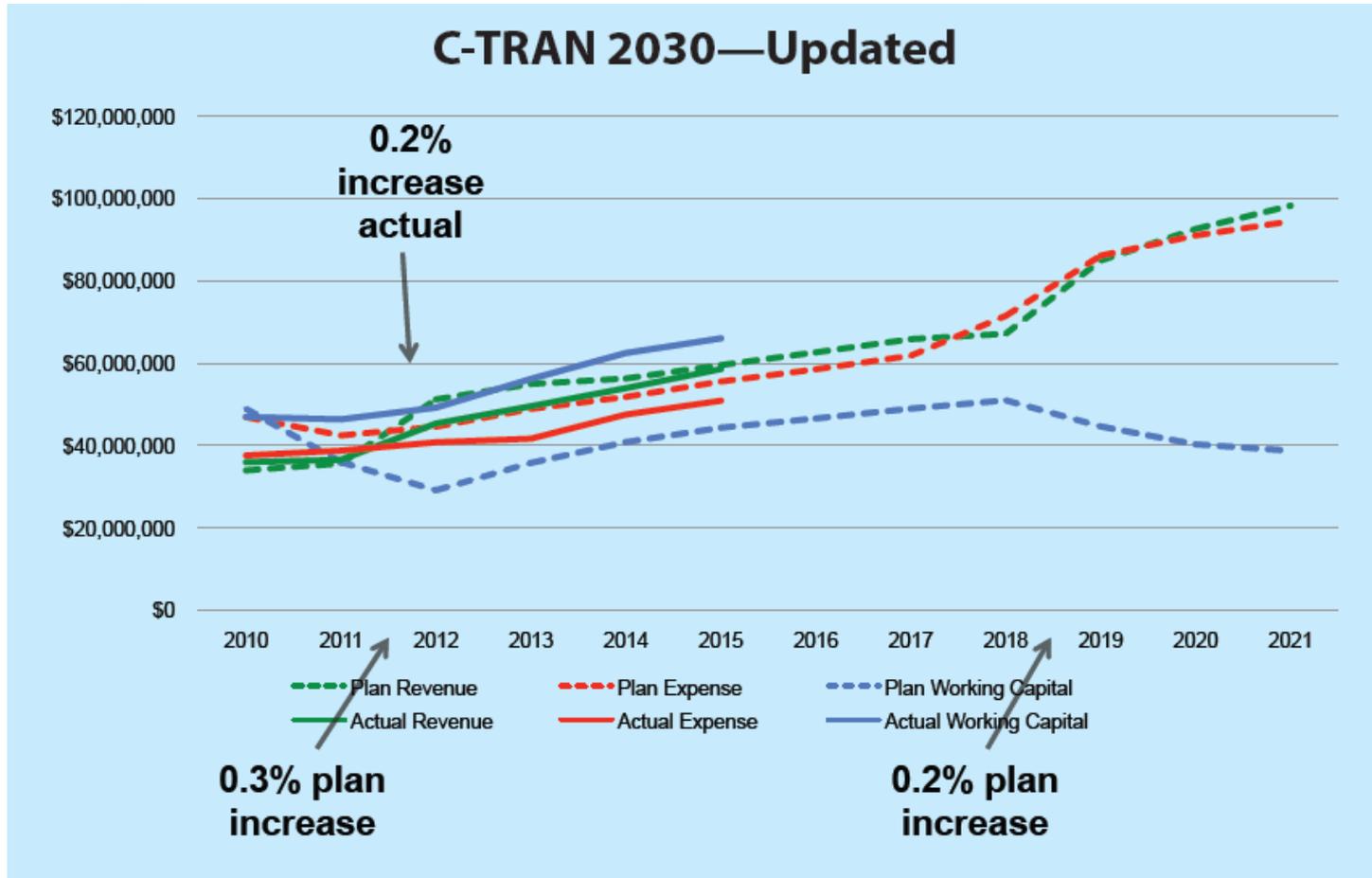


# Proposed Implementation Strategy for C-TRAN 2030 (adopted 2010)

Fewer resources than forecasted

- Phase One funding not fully approved
- Great Recession
- Less Federal capital





Strong sales tax may allow for up to a 10% increase in service



## Many capital projects have moved forward



- BRT – The Vine (Opening January 8, 2017)
- Maintenance facility expansion (December)
- Fisher’s Landing P&R expansion (Sept 17)
- Bus replacement



## **What 's Next?**

- **Sales Tax revenue is robust**
- **No current plan for sales tax measure**
- **Sept 4, 2016 route restructuring**
- **Is there a role for car-hailing services or similar?**
- **What about technology?**



## **Projected Service Needs: Jurisdictional Considerations**

- What do the local jurisdictions need from C-TRAN?
- Letters from Battle Ground, Camas, Ridgefield, Vancouver, Washougal, and Yacolt
- Total would require 148,000 hours and 32 more vehicles – a 50% increase
- Similar to existing plan: concentrated in major corridors, look for more Park & Rides, add more express service



## **Projected Service Needs: Jurisdictional Considerations**

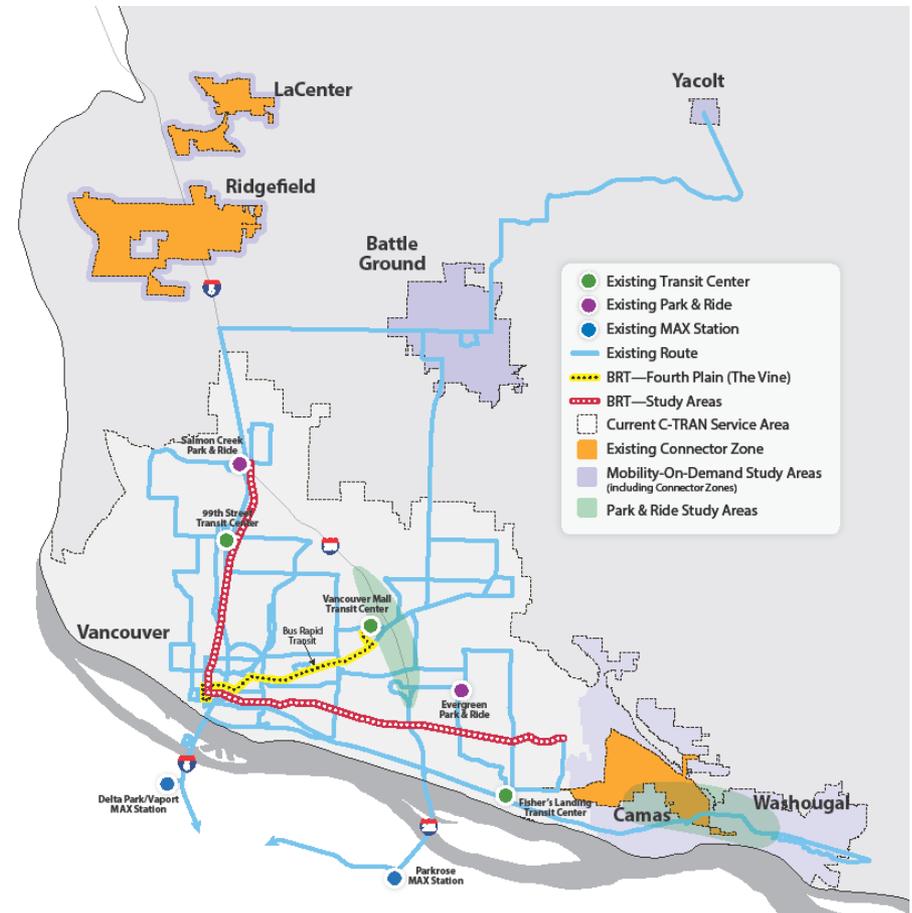
C-TRAN Board response:

- Reiterated support for 80% of service designed for productivity; 20% for coverage service (in plan adopted in 2010)
- Growth in coverage should consider a more dynamic service delivery approach using technology not anticipated in 2010.



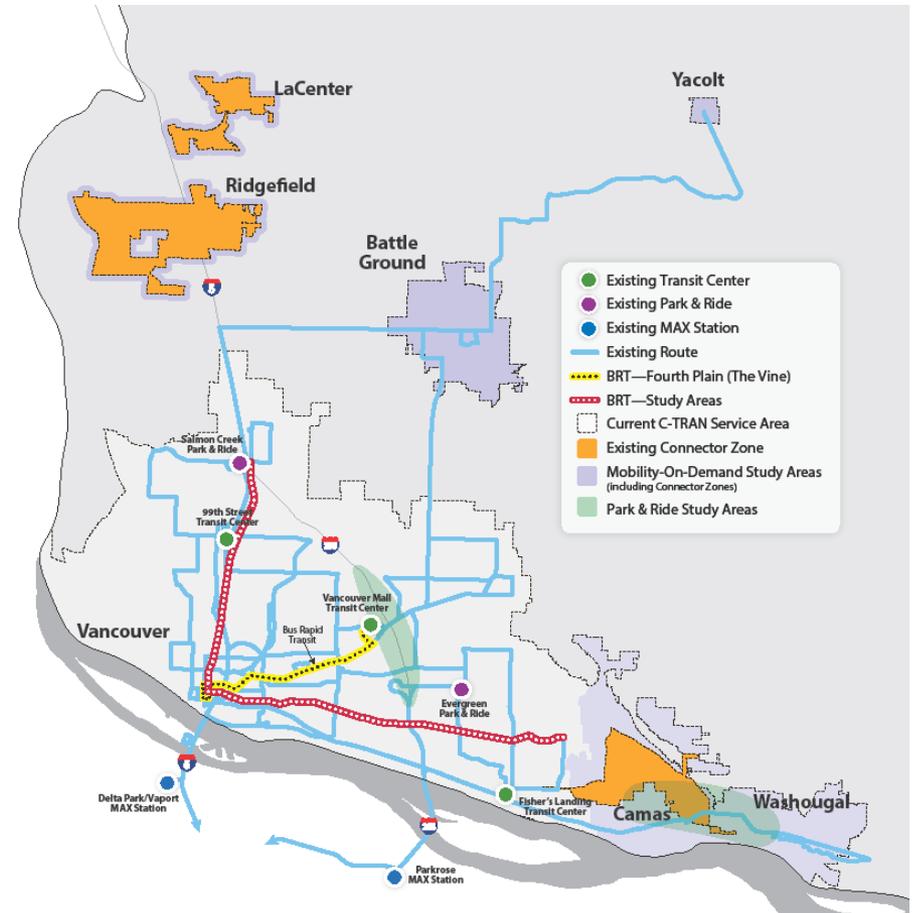
# 2016 Elements of the 2030 Update

- Up to 10% service increase in the next two years
- 80% productivity/20% coverage Split
- Identify/Prioritize next BRT corridors
- Productivity increase will mostly be in the existing service area



# 2016 Elements of the 2030 Update

- Look to innovative coverage – Mobility on Demand
- Additional Park & Rides
- Increase Base Capacity
- New Admin/Operations facility
- Stay on top of Paratransit needs



## What's Next

- 3 Public Open Houses
- Social Media Outreach
- C-TRAN website ([c-tran.com/about-c-tran/reports/c-tran-2030](https://c-tran.com/about-c-tran/reports/c-tran-2030))
- Community/organization presentations
- November 8 C-TRAN Board Public Hearing
- December 12 C-TRAN Board Action



# Questions?

