

## Investing Federal Grant Dollars to Improve Efficiency

C-TRAN has successfully competed for grant funding available at both the State and Federal levels. These funds have been used to offset the cost of operating and maintaining the bus system, and to make technological advances that increase system efficiency and rider benefits.

### HYBRID BUSES

C-TRAN's commitment to the livability of our community has led to an investment in clean technologies. In an effort to decrease fuel costs, consumption and a reliance on foreign oil; to further minimize greenhouse gases and the agency's carbon footprint; and to provide clean and efficient options to the single occupancy vehicle, C-TRAN purchased twelve new diesel-electric hybrid buses in early 2008. The new

hybrids have received rave reviews from riders, the general public, and C-TRAN maintenance staff who report a 30% increase in fuel efficiency. C-TRAN is currently awaiting delivery on six additional diesel-electric hybrid buses.

### AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA)

In 2009, C-TRAN was the recipient of over \$5.7 million in federal grant funding provided through the American Recovery and Reinvestment Act (ARRA). These dollars have made it possible for C-TRAN to implement needed equipment

and facility upgrades that will increase safety, customer amenities and access to information while reducing environmental impacts, lowering operating costs and streamlining service for efficiency. These system improvements are helping prepare C-TRAN for the future.



### SERVICE ENHANCEMENT PROGRAM

Funded partially through ARRA funds, C-TRAN's Service Enhancement Program is part of a continued effort to improve service and address safety concerns. It aims to reduce costs and enhance passenger amenities by providing more efficient and streamlined service through:

- Improved schedules that reflect passenger needs and demand;
- Improved bus stop placement along each route;
- Improved safety through enhanced route and traffic flow;
- Improved passenger flow on and off the bus through safe, rear-door exiting;
- Improved travel times; and
- Improved schedule reliability.

### SECURITY CAMERA EXPANSION AT THE SALMON CREEK PARK & RIDE

Nearly \$150,000 of ARRA funds were used to purchase a closed-circuit television surveillance camera

system for use at the Salmon Creek Park & Ride. The cameras act as a deterrent to vandalism, theft of property and other illegal activity that has occurred in the past at this site. Security cameras are also used as an investigative tool that

equips C-TRAN staff to better respond to customer complaints and reports of stolen or vandalized vehicles. Recordings captured on C-TRAN buses and at transit facilities with this type of equipment have aided in the arrest and prosecution of individuals responsible for illegal activity.



**JIM IRISH, CHAIR**  
Mayor, City of La Center



**MARC BOLDT, VICE CHAIR**  
Clark County Commissioner

## '09 C-TRAN Board of Directors

The C-TRAN Board of Directors invites the public



**LINDA DIETZMAN**  
Camas City Council



**BILL GANLEY**  
Battle Ground City Council



**JEANNE HARRIS**  
Vancouver City Council



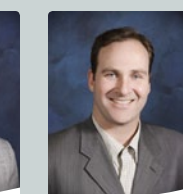
**TIM LEAVITT**  
Vancouver Mayor Elect



**TOM MIELKE**  
Clark County Commissioner



**JEANNE STEWART**  
Vancouver City Council



**STEVE STUART**  
Clark County Commissioner

to attend monthly meetings held the second Tuesday of each month, beginning at 5:30 PM. Please contact C-TRAN at (360) 695-0123 for the next meeting location, or check our Web site at [www.c-tran.com](http://www.c-tran.com). If you would like to contact any of the Board Members, please direct all inquiries to Debbie Jermann, Executive Assistant/Clerk of the Board at (360) 696-4494.



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C-TRAN 2009

# public-transit report '09

An Annual Update For Residents Of Clark County

## C-TRAN Takes Action in the Face of Economic Challenges

2009 has been a year of accomplishment and challenges for C-TRAN. The year began with C-TRAN having experienced a 19% increase in ridership with 7 million passenger trips in 2008. As the economy quickly deteriorated though, C-TRAN focused on three primary areas in 2009:

1. System Efficiency and Safety
2. Financial Impact of the Recession
3. Planning for the Future (C-TRAN's 20 Year Transit Development Plan)

### EFFICIENCY & SAFETY

C-TRAN successfully competed for federal grants for a variety of projects that are now contributing to the agency's increased efficiency. From the purchase of hybrid buses that are about 30% more fuel efficient and environmentally cleaner than our traditional diesel buses to the installation of security cameras at park and rides, C-TRAN has made

great strides in both system efficiency and customer safety. See the article on the back page for more information.

### IMPACT OF RECESSION

Based on current projections for the 2009-2010 biennium, C-TRAN is forecasting a 15% reduction in revenue (\$12.4 million) from what was anticipated when the Board adopted the budget a year ago. In response, C-TRAN has and will do the following:

- Implemented a fare increase in March 2009;
- Cut \$1.3 million in non-service related items, including no merit and cost-of-living wage increases for 2010 for all management and non-represented employees and not filling four vacant administrative positions;
- Adopted a 5% fixed route service reduction effective January 2010; and
- Utilized additional reserves to avoid deeper service cuts.



### C-TRAN 2030

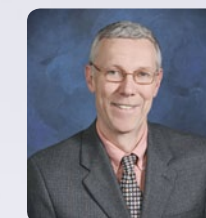
Throughout this year, C-TRAN has been advancing through our 20-Year Transit Development Plan, otherwise known as C-TRAN 2030. Thanks to significant input by many citizens, stakeholders, riders and the agency's Board of Directors, the proposed C-TRAN 2030 plan includes system-wide improvements focused on better addressing the needs of our growing region. Detailed information can be found in the following pages. Please take the time to review C-TRAN 2030 and let us know what you think.

C-TRAN remains committed to providing our region with safe, reliable and efficient public transportation now and into the future.



**Jim Irish**  
2009 Chair, Board of Directors

*James T. Irish*



**Jeff Hamm**  
Executive Director/CEO

*Jeff Hamm*

HYBRID...  
earth day every day

**DID YOU KNOW** that over the next 20 years, the population of Clark County will increase by about 43% from 446,700 in 2010 to 640,281 in 2030? And during that same time, the number of citizens 65 years of age and older will grow by nearly 154% from 47,395 in 2010 to 120,565 in 2030?

# C-TRAN 2030

CHARTING TOMORROW'S C-TRAN

## The 20 Year Transit Development Plan

And did you know that historically, C-TRAN's ridership has grown at a faster rate than the service area's population? In 2008, C-TRAN's ridership grew over 19% to over 7 million passenger boardings?

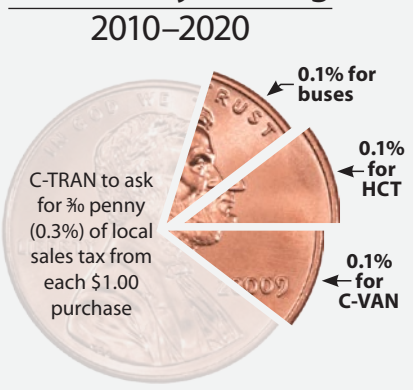
In response to the growth that has been realized and is projected to continue over the next two decades, C-TRAN has initiated the 20-Year Transit Development Plan (TDP)—C-TRAN 2030—a comprehensive strategy for enhancing public transportation for Clark County residents over the next 20 years. Guided by the Board of Director's

50-Year Vision, C-TRAN 2030 is designed to respond to the growing transportation demand and the need to provide expanded, reliable, efficient and safe transit services.

In early 2008, the C-TRAN Board of Directors and staff studied plans and growth projections for economic development—employment, housing and associated traffic congestion. These indicators led to the creation of five service alternatives; each represented a different level of service deployment and public investment.

Additional consideration and discussion lead to three service alternatives: Coverage Based Growth, Productivity Based Growth, and High Capacity Transit. The concepts represented in the three al-

### Preliminary Funding 2010-2020



### C-TRAN 2030

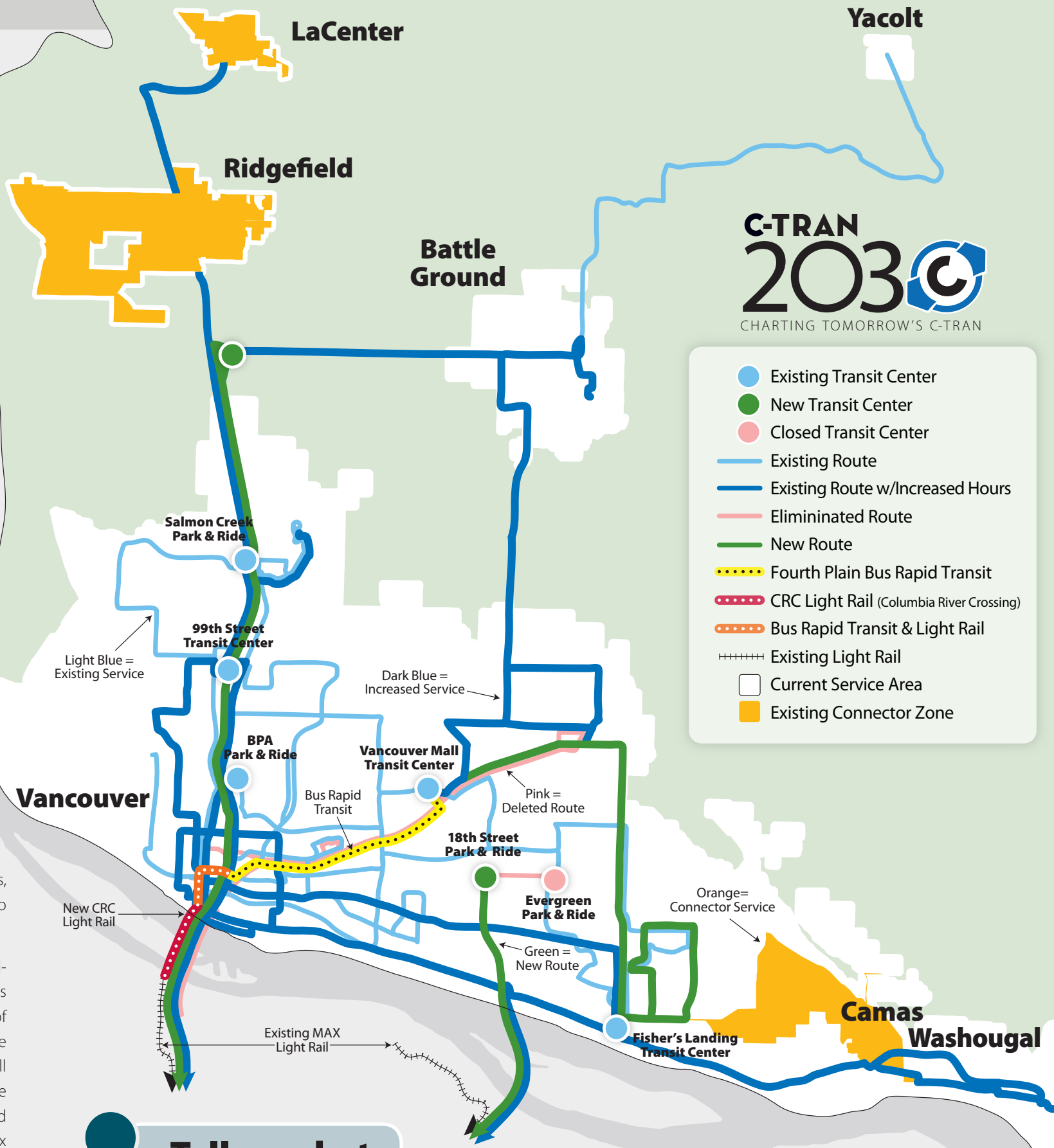
The Preferred Alternative features new service to rapidly growing areas, adds C-TRAN's first bus rapid transit corridor, includes provisions for light rail in downtown Vancouver and provides more service in core areas.

C-TRAN 2030's capital program provides for two new park and ride facilities, improvements and expansion of existing park and ride and maintenance facilities, and passenger amenities improvements to enhance safety, comfort and efficiency.

Upon voter approval, C-TRAN would collect an additional 0.3% (3/10 of 1%) sales tax to fund system improvements, most of which would be implemented during the plan's first ten years. In order to provide all the commuter improvements and meet the continued growth of C-VAN, C-TRAN would seek an additional 0.2% (2/10 of 1%) sales tax from voters over the second ten years.

ternatives were interchangeable and it was assumed one or two new alternatives may emerge during the public involvement process.

Citizens and stakeholders commenting on the three alternatives did in fact suggest the development of a new service alternative. When factoring additional technical analysis, financial assumptions and the results of ridership projections, all pointed to a hybrid alternative that would incorporate the best attributes of the three previous alternatives and make the most of constituent feedback.



# C-TRAN 2030

CHARTING TOMORROW'S C-TRAN

- Existing Transit Center
- New Transit Center
- Closed Transit Center
- Existing Route
- Existing Route w/Increased Hours
- Eliminated Route
- New Route
- Fourth Plain Bus Rapid Transit
- CRC Light Rail (Columbia River Crossing)
- Bus Rapid Transit & Light Rail
- Existing Light Rail
- Current Service Area
- Existing Connector Zone

**Tell us what you think...**

Help shape tomorrow's C-TRAN by submitting your comments online at [www.c-tran.com](http://www.c-tran.com). or by calling (360) 695-0123. For more information or to arrange a speaker for your club or community group, call Katy at (360) 906-7318.

