

City of Vancouver Commute Trip Reduction Four-Year Plan Update: 2025–2029

Benefits of CTR

1. Describe the local land use and transportation context and objectives.²¹

a. Describe the setting in the jurisdiction as it is today or will be in the near future.

Vancouver is growing and diversifying, putting increased pressure and fresh demands on the transportation system. A new waterfront district, increased multifamily development, great parks and schools, and significant job and business growth continue to attract people and investment to the city. Vancouver sits at a virtual crossroads shaped by the Columbia River and the West Coast's major interstate, I-5, and is well-positioned to capture economic benefits from regional trade.

But growth can come with challenges. Vancouverites place a high priority on neighborhood livability as well as access to parks and schools. As more people live and work in Vancouver, concerns grow about congestion, safety, and displacement of people with lower incomes, communities of color, and renters.

Yet these desires—for both progress and preservation—do not need to be in conflict. Vancouverites have consistently shared their values—people want safe streets and comfortable and reliable ways to move within their neighborhood, city, and region. For some, that means better walking and rolling conditions; for others, that means better access to frequent transit or more reliable ways to drive.

As of 2023, Vancouver is home to 200,000 people and is the largest city in Clark County. Vancouver grew by 19% or 31,000 people since 2021. The median household income is \$63,600 and 97% of people are employed. Vancouver is diverse. 20% of the population speaks a language other than English at home. 12.7% live in poverty. 9.7% have a disability. 10% identify as LGBTQ. 6% are veterans. And 22% are under the age of 18.

b. Describe features of land use and transportation facilities and services that affect commuters.

The City of Vancouver measures 46.5 square miles with a population density of 4,000 residents per square mile in 2022. The downtown core sits west of I-5. Considerable growth is occurring between I-5 and I-205 in the Heights neighborhood and along Fourth Plain Boulevard. East of I-205, the Columbia Tech Center area continues to expand. Vancouver has an Urban Growth Area (UGA) that is larger than the city boundary. The UGA is an area designated for future growth and annexation to eventually become part of Vancouver. Upon annexation, the UGA will add 162,283 people, 30,000 jobs, and 732 miles of streets to the city.

c. *Describe whether and how commuting patterns have changed in the past few years.*

Safety continues to be a concern and crashes are on the rise. From 2010 to 2019, crashes increased 29% while the population only grew by 13%. During the pandemic, crashes declined 5% from 2019 to 2022, but safety remains a top priority for the community. Distraction and inattention make up the top two factors contributing to crashes across all crash types. Community roundtable participants who identify as BIPOC stated they are especially impacted by the danger of waiting for transit on nights and weekends.

While the City continues to build Complete Streets through the pavement program, there is still a long way to go. There are stretches with long distances between crossings, a lack of sidewalks on nine miles of arterial streets, and bicycle and small mobility facilities that end abruptly contribute to feelings of unsafe conditions. Bicycling across the city is not attractive for most people. Most of the existing designated bike and small mobility facilities are high-stress based on the width of the street, traffic volumes, and traffic speeds. The City sees an increase in ride hailing service but does not have operating agreements with vendors. The City does not have bikeshare or scooter share services in operation.

The City has a transit dependent population. In fact, C-TRAN ridership declined the least during the pandemic along routes like the Fourth Plain Vine that serve equity areas. Additionally, people who live in the eastern part of the city and who live in equity focus areas do not take as many trips to Downtown as people in other parts of the city.

In general, the average miles driven per person per day is declining, from 21.8 miles in 2000 to 14.5 in 2022. But overall vehicle miles traveled (VMT) continues growing within Vancouver as population expands, increasing by 1.2 million from 2005 to 2019. During the COVID-19 pandemic traditional rush hour volumes declined, but there has not been a uniform decrease in travel all day. In some parts of the city, travel activity has gone up, especially midday.

- d. *List the most important land use and transportation objectives from your city or county's plans that commute trip reduction most directly affects.*

To increase options for housing citywide, the City will propose and adopt revisions to its land use regulations (VMC Title 20) to allow a variety of housing types and sizes in low-density residential and other zoning districts and reduce or eliminate regulatory or procedural barriers to housing production when possible.

To facilitate transit usage, the City will increase the number of neighborhoods designed to allow safe, non-motorized travel by residents to transit facilities.

To improve the safety of our transportation and mobility systems for all residents, workers, and visitors. The City's Public Works Department will work in partnership with the Community Development Department to increase the number of miles of complete streets.

To support multiple convenient transportation options (community members have choices for transportation) and connections in all of Vancouver's neighborhoods, the Public Works Department will increase the miles of improved existing non-motorized facilities.

To support the goal of achieving carbon neutrality by 2040 for both municipal operations and the broader Vancouver community, the City will look at further investments and changes to municipal policies to reduce greenhouse gas emissions, especially in the highest impact areas of transportation and buildings, to achieve an 80% reduction in emissions by 2025 for municipal operations and an 80% reduction in emissions by 2030 for the broader community.

- e. *Describe critical aspects of land use and transportation that should be sustained and key changes that should be considered to improve commute trip reduction's contribution to the land use and transportation objectives you reference.*

The City of Vancouver 2022 Climate Action Framework, 2023-2029 Strategic Plan, and 2024-2044 Transportation System Plan are accelerating land use and transportation investments and improvements to meet climate, equity, and safety goals to make Vancouver the best place to live now and into the future. Goals oriented to increase housing density, build more complete streets for all ages and abilities, increasing accessibility standards with all programs all support commute trip reduction. Continued action and ongoing support are what will move the needle in more people traveling by non-drive-alone options.

²¹ Sources: The plan shall highlight the existing and future land use and transportation conditions and characteristics considered most critical by the jurisdiction and evaluate the degree to which existing local services, policies, regulations, and programs, as well as any documented future investments, will complement the trip reduction efforts of CTR employers. (WAC 468-63-040(2)(a))

The state intends for local jurisdictions to use information in existing plans and programs, such as the local comprehensive plan, unified development codes, the transportation improvement program, economic development plans, and others, as much as possible in order to develop the local CTR plan. (WAC 468-63-040(2))

2. Describe how the CTR program will help achieve the jurisdiction's land use and transportation objectives.²²

- a. Describe how and to what extent your CTR program will help your city or county achieve the land use and transportation objectives referenced in question 1.*

More employer engagement and encouragement to travel by clean and active modes are strategies within the City of Vancouver 2022 Climate Action Framework, 2023-2029 Strategic Plan, and 2024-2044 Transportation System Plan. Likewise, these plans call for dense housing which demands more transit and more multi-modal networks. Finally, for the transportation system to accommodate more people living in Vancouver and work efficiently and sustainably, we need people to travel by non-drive-alone modes and we need people to live in more dense transit-oriented housing with less parking.

3. Describe how the CTR program will help achieve the jurisdiction's environmental objectives.²³

- a. Describe how the CTR program will support jurisdiction greenhouse gas emission reduction efforts.*

Every drive-alone commute trip that switches to transit, carpool, vanpool, bike, walk, compressed work week or telework eliminates or lessens the greenhouse gas emissions that would have been generated by the drive-alone trip.

- b. Describe how the CTR program will support jurisdiction environmental objectives in addition to greenhouse gas emission reductions.*

The City of Vancouver measures and reports greenhouse gas emissions through the Climate Action Framework. As drive-alone trips shift to transit, carpool, vanpool, bike, walk, compressed work week and telework the demand for new roads decreases and more land can be left natural to improve air quality.

4. Describe how your CTR program will help achieve regional and state objectives.²⁴

- a. Summarize the local, regional, and state benefits that would be gained if you achieve your CTR targets.*

More employer engagement and encouragement to travel by clean and active modes are strategies within the Draft 2025-2029 Statewide CTR Plan and 2024 Clark County Regional Transportation Plan. Likewise, these plans call for dense housing which demands more transit and more multi-modal networks. Finally, for the transportation system to accommodate more people living in the region and work efficiently and sustainably, we need people to travel by non-drive-alone modes and we need people to live in more dense transit-oriented housing with less parking.

²² Source: *The local CTR plan shall describe how the CTR program will help achieve the jurisdiction's broader land use and transportation goals. (WAC 468-63-040(2))*

²³ Source: *The legislature also finds that increasing automotive transportation is a major factor in increasing consumption of gasoline and, thereby, increasing reliance on imported sources of petroleum. Moderating the growth in automotive travel is essential to stabilizing and reducing dependence on imported petroleum and improving the nation's energy security (...) The intent of this chapter is to require local governments in those counties experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement plans to reduce single-occupant vehicle commute trips. (RCW 70A.15.4000)*

²⁴ Sources: *In their local CTR plans, local jurisdictions shall communicate what local, regional, and state benefits would be gained if the established targets were achieved. Benefits may include but are not limited to:*

Regional transportation planning organizations (RTPOs) and WSDOT shall provide applicable data, if available, to assist this analysis. (WAC 468-63-030(3)(c))

The plan shall also discuss cross-boundary issues, such as passthrough commute patterns or larger regional issues, and how these affect the local CTR plan. (WAC 468-63-040(2)(a))

b. List adjacent CTR-affected cities and counties.

City of Camas, City of Washougal, Clark County

c. Describe the top few cross-border and regional transportation issues that affect your jurisdiction.

Connecting the region is a priority for Vancouver as half of the people that live in Vancouver and Clark County commute south to Oregon for work. The Washington State Commute Trip Reduction program and law does not reach or affect employers in Oregon, which is a big limitation for our region. The City's designated freight corridors are all operating above target travel speeds, which is a priority for the Port of Vancouver and the regional economy. The region must make new regional connections to the Portland International Airport to reduce commute trips and travel trips from increasing airport travel. Active transportation facilities and capital investment to support biking, walking, and taking transit are inconsistent across the region. Commuters don't realize when they are moving through the regional that they are in a new jurisdiction and suddenly their facilities disappears or is inconsistent.

d. Describe the strategies you, adjacent cities and counties, and your region have agreed to use to address the top issues described in the previous bullet.

The City coordinates and works regularly with both WSDOT and Oregon Department of Transportation (ODOT) on bus-on-shoulder-lanes on I-5 and I-205 north and south of the Columbia. The City meets quarterly with Oregon Metro, the regional metropolitan planning organization, on the regional travel options program. The City implements GetThereSWWashington.org to promote carpooling matching, trip planning, and earning rewards. GetThereSWWashington.org is a subnetwork of the GetThereOregon.org platform that ODOT administers. The City of Vancouver Public Works department regularly meets with the Port of Vancouver to meet freight travel reliability. The Cities of Camas, Washougal, and Vancouver, and Clark County regularly meeting to coordinate on construction and transportation system improvements. Finally, RTC, Clark County and the ities of Camas, Washougal, and Vancouver are working together to come up with a plan for airport travel via

Performance targets

5. List your jurisdiction's CTR performance target(s).²⁵

- a. List performance targets that reflect only CTR-affected worksites.*

The City adopted the state's performance target of a weighted average drive-alone rate of 60 percent or less for CTR-affected worksites at the jurisdictional level.

- b. List any additional performance targets.*
None.

6. List the base value you'll use for each performance target.²⁶

- a. For each performance target, provide the number you'll use as the baseline (or starting number). You'll measure the difference between this number and your results to report performance.*

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using the 2025-2027 survey results.

7. Describe the method you used to determine the base value for each target.

- a. Provide the source for each base value listed.*

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using the 2025-2027 survey results.

8. Describe how you'll measure progress toward each target.

- a. List the method you'll use to measure progress for each target.*

We will measure progress using the 2025-2027 survey results.

²⁵ Source: The plan shall establish the jurisdiction's CTR goals and targets. (WAC 468-63-040(2)(b))

²⁶ Source: The plan's measurement methodology shall be consistent with the measurement guidelines established by WSDOT and posted on the agency's website. (WAC 468-63-040(2)(c))

9. List your jurisdiction's CTR-affected worksites.²⁷

a. List all your CTR-affected sites.

- Banfield Pet Hospital Vancouver Headquarters
- Bonneville Power Administration Dittmer Control Center
- Bonneville Power Administration Van Mall
- Bonneville Power Administration Construction Services
- Charter Communications Call Center (VCOE)
- City of Vancouver City Hall
- City of Vancouver Fire Station 5
- City of Vancouver Firstenburg Community Center
- City of Vancouver Marshall Community Center
- City of Vancouver Operations
- City of Vancouver Vancouver Police Department West
- Clark College Vancouver
- Clark County Public Service Center
- Clark County Health Department
- Clark County Public Works
- Clark Public Utilities Electric Center
- Clark Public Utilities Operations Center
- Columbia Credit Union Vancouver
- Columbia Machine Vancouver
- Frito Lay Vancouver
- Hewlett Packard Vancouver
- Kaiser Permanente Salmon Creek Medical Office
- Kaiser Permanente Cascade Park Medical Center
- Legacy Salmon Creek Hospital Medical Center
- Molecular Testing Labs Vancouver
- nLight Corporation Vancouver
- PeaceHealth Shared Services Center
- PeaceHealth Southwest Medical Center
- PeaceHealth MacArthur
- PeaceHealth Physicians Building (505 Building)
- Roadmaster Inc. Vancouver
- SEH America, Incorporated Vancouver
- The Columbian HQ
- The Vancouver Clinic Washington Remote
- The Vancouver Clinic Evergreen
- The Vancouver Clinic The Vancouver Clinic
- The Vancouver Clinic Columbia Tech Center
- The Vancouver Clinic Salmon Creek & Salmon Creek 2
- UL LLC Vancouver
- US Digital Vancouver
- US Federal Highway Administration Western Federal Lands Highway Division (WFLHD)
- VA Medical Center Veterans Administration Medical Center
- WA State Dept. of Social and Health Services Columbia River CSO
- WA State Dept. of Social and Health Services Vancouver - DCS
- WA State Dept. of Transportation SW Region Headquarters
- Washington State University Vancouver Campus
- Zayo Group Vancouver One
- ZoomInfo Vancouver

10. List a performance target for each CTR-affected worksite.²⁸

- a. For any performance targets tied to the CTR survey, indicate that you'll establish performance targets during the 2023-2025 survey cycle.*

The City adopted the state's performance target of a weighted average drive-alone rate of 60 percent or less for CTR-affected worksites at the local level.

11. List the base value you'll use for each site.

- a. For any performance targets tied to the CTR survey, indicate that you'll establish a base value during the 2023-2025 survey cycle.*

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using the 2025-2027 survey results.

²⁷ Source: The plan shall also identify the major employer worksites, including affected state agency locations, within the jurisdiction's affected urban growth area and any major employment installations. (WAC 468-63-040(2)(e))

²⁸ Source: The plan shall describe the base year values and numerical targets for each major employer worksite required to participate in the CTR program. (WAC 468-63-040(2)(b))

Services and strategies

12. Describe the services and strategies your jurisdiction will use to achieve CTR targets.²⁹

Strategies may include but are not limited to:

- Education to ensure transportation agencies, workplaces, and the public consider and understand TDM.
 - Special transportation service for efficient transportation to special events.
 - Transportation allowance for commuters rather than free parking.
 - Maximizing transit service efficiency and effectiveness.
 - Park and rides at urban fringe transit stops.
 - Vanpool programs.
 - Rideshare marketing and rideshare matching.
- Bi-state and regional commuter connections, including construction management and Vancouver Amtrak improvements.
- High-occupancy vehicle lane preference for transit and rideshare vehicles.
- Free transit zones in commercial centers.
- Bicycle and pedestrian facility improvements.
- Bike lockers at transit stops, including Vancouver Amtrak, and bike racks on transit vehicles.
- Guaranteed ride home programs to provide a limited number of free rides home for transit and rideshare commuters.
- Remote work from home to avoid commute trips.
- Alternative work hours, through flex time and alternative work weeks (e.g., four 10-hour days).
- Addressing security concerns of rideshare, transit, bicycle, and pedestrian commuters.
- Parking pricing for users.
- Road pricing such as road tolls and congestion pricing.
- Mileage fees per mile, such as charges for road use and/or distance-based vehicle insurance and registration fees.
- Fuel tax increase.

Such TDM strategies will become increasingly important as travel demand in the region continues to grow and transportation investments do not keep pace. TDM strategies can help preserve transportation system capacity.

13. Describe how jurisdiction services and strategies will support CTR-affected employers.³⁰

- Implementing parking management strategies will help transition employees from thinking there is unlimited free parking right at their destination. Reducing the amount of land needed to serve surface parking will allow land to be used for other high-priority uses such as expansion of housing stock. Decoupling parking minimums from housing development will support affordable housing and minimize growth in real estate costs.
- Funding carpool matching and emergency ride home helps employers comply with municipal code and promotes the program goals. Funding campaigns and events to promote the platform and program increases awareness and engagement. The more people that know about the platform and program the more support employers have for implementing excellent commuter benefits.
- Offering transit subsidies and incentives gives employers a tool to encourage transit and travel options to employees. This will directly increase transit use, particularly among choice riders.
- Provision of a business access and transit lanes lane for the bus rapid transit line will speed up bus rapid transit trips, increase travel time reliability and make transit more attractive. The City is committed to transit-supportive infrastructure on our enhanced transit modal network and providing strong connections toe regional growth centers and nodes. BRT or “The Vine” is progressing rapidly in Clark County. C-TRAN currently has The Vine on Fourth Plain and Mill Plain and is planning for The Vine on Highway 99 to being in 2027.

14. Describe barriers your jurisdiction must address to achieve CTR targets.³¹

a. Describe how you'll address these barriers.

Infrequent transit service: Most CTR-affected worksites are located near a C-TRAN bus route; however, transit service is infrequent, sometimes only coming once an hour. It is often two or three bus connections to get an employee to work via bus at a CTR-affected worksite. **How addressing:** The City works with C-TRAN to provide feedback on bus service to major employers. Feedback from the 2025-2029 CTR Local Plans is incorporated into the C-TRAN 2045 planning process. Campaigns and promotions to educate and encourage people about bus routes, park and rides, and multi-modal transportation can help some people make transit work for their commute.

Disconnected active transportation facilities: Active transportation facilities are increasingly available for employees to use to get to work. Many CTR-affected worksites are located near a bicycle and small mobility lane or multi-modal path, but the system of protected facilities is incomplete and there are difficult connections. **How addressing:** The City leverages The 5 E's - Education, Encouragement, Enforcement, Evaluation, and Engineering to create a transportation system for all ages and abilities. The City's Complete Streets Program works to build facilities for all ages and abilities every time a street gets repaved. Vancouver is creating new social norms about how people can get around town. Multi-modal travel, using transit and bikes/e-bikes gets people around fast and efficiently. Campaigns and wayfinding are key priorities to communicate these new social norms to community members.

Lack of micromobility and shared active transportation options: Vancouver does not have bikeshare, scootershare, or carshare for people to use. **How addressing:** The City outlines micromobility and shared transportation options as a priority in the 2024-2044 Transportation System Plan. The City is actively seeking grant funding to plan for programs. The City is actively building more bicycle parking to accommodate a bikeshare system and is completing a downtown parking plan to study other shared transportation options and the impact on parking supply/demand.

Disconnect between telework and employer participation: Many employers post-COVID offer hybrid and remote work where employees infrequently come into the physical worksite location. Since employees are not commuting, employers do not understand why they need to participate in the Commute Trip Reduction program. **How addressing:** City staff educate employers on the CTR requirements and how remote work is an excellent commute trip reduction strategy. City staff work to make the program as easy and simple as possible for CTR-affected worksites where remote work is used frequently.

Primary commuter destination is Oregon, outside of jurisdiction: Local streets where a CTR-affected worksites are located see little congestion. Employees do not sit in traffic to CTR-affected worksites in Vancouver and Clark County. Commute related congestion is concentrated on I-5 heading south in the morning – mostly to worksites and employers located in Oregon. **How addressing:** The City hosts GetThereSWWashington.org to promote bi-state commuter connections and connect carpoolers. The City is researching additional marketing strategies to boost enrollment and engagement with the platform. The City is also researching a pre-tax commuter benefits ordinance that would affect businesses with 20 or more employees that live or work in Vancouver. This ordinance would expand the affected businesses to Oregon and bring more commuter benefits to people who live in Vancouver and Clark County and travel to Oregon for work.

High employee transportation coordinator turnover and lack of worksite support: Designation of an employee transportation coordinator is the responsibility of the CTR-affected employer. Often these duties are tacked onto a wholly unrelated job with no internal support. It is challenging for City staff to identify new ETCs and engage worksites after ETC turnover. **How addressing:** City staff will support employee transportation coordinators through monthly check-ins and an annual worksite audit. In addition, the City staff will host a quarterly networking meeting for employee transportation coordinators to share their experiences and solutions.

15. Describe the transportation demand management technologies your jurisdiction plans to use to deliver CTR services and strategies.

C-TRAN and employee transportation coordinators use the GetThereSWWashington.org platform to form carpools and vanpools, to track their use, and to promote and incentive non-drive-alone modes. They use the state's CTRSurveyTool.org to conduct worksite surveys and complete program reports. They use Lyft to administer the Emergency Ride Home program for employees. The Transit app is C-TRAN's preferred transit tracking and trip planning tool and is promoted throughout the program. Ride with GPS and Strava are heavily used by bicycle commuters and are promoted as the preferred bike trip planning tool by employee transportation coordinators.

16. Transcribe or link to your local CTR ordinance.³²

See ordinance attached. No changes are needed but may be explored to increase effectiveness.

²⁹ Source: The plan shall describe what local services and strategies will be implemented to achieve the plan's goals and targets, and how these services and strategies will support the CTR programs of major employers. Strategies may include, but are not limited to: (i) Modifications of local policies and regulations, including the transportation concurrency system, street design standards, parking, and zoning; (ii) Investments in services and facilities, including transit services, nonmotorized facilities and amenities; and (RCW 70.94.527(5))(iii) Marketing and incentives. Transit agencies shall work with counties, cities and towns as a part of their six-year transit development plan established in RCW 35.58.2795 to take into account the location of major employer worksites when planning and prioritizing transit service changes or the expansion of public transportation services, including rideshare services. (WAC 468-63-040(2)(d))

³⁰ Source: The plan shall describe ...how these services and strategies will support the CTR programs of major employers. (WAC 468-63-040(2)(d))

³¹ Source: The plan shall evaluate the existing barriers to the success of the CTR program and identify how the jurisdiction and its partners can overcome these barriers. (WAC 468-63-040(2)(a))

³² Source: The plan shall describe the requirements for major employers that will be outlined in the local ordinance. (WAC 468-63-040(2)(e))

17. Describe your financial plan.³³

a. Describe the estimated average annual costs of your plan.

The average annual costs of the City of Vancouver Commute Trip Reduction Plan are \$142,900.

Activity	Estimated average annual cost
Employer engagement*	\$47,900
Commute Trip Reduction 4-year plan	\$20,000
Performance Reporting**	\$30,000
Administration***	\$45,000
Total	\$142,900

*Includes identifying worksites and employee transportation coordinators, conducting training, providing technical assistance, offering incentives and tools, and reviewing employer CTR plans.

**Includes worksite surveys and program reports administration, analysis, and reporting.

***Includes financial and program management; CTR for city employees, involvement in comprehensive, regional transportation, transit planning, parking demand management; transportation demand management technical assistance to capital projects, parking services, climate office, human resources, etc.

a. Describe likely funding sources, public and private, to implement your plan.

The funding sources include biennial Commute Trip Reduction formula funding from the Washington State Department of Transportation.

18. Describe your implementation structure.³⁴

a. Describe who will conduct the activities listed in your plan.

Activities will be conducted by, but not limited to, the City of Vancouver, transportation management association, and contractors.

b. Indicate who will monitor progress on your plan. List job title, department, and name.

Transportation Demand Management Coordinator, Community Development, Olivia Kahn.

19. List your implementation schedule.³⁵

a. Provide the timeline for anticipated projects.

1 st Biennium – July 2025 to June 2027	2 nd Biennium – July 2027 to June 2029
<p>Provide commute and other employee transportation coordinator services to employees.</p> <p>Identify worksites and employee transportation coordinators.</p> <p>Train and provide technical assistance to employee transportation coordinators.</p> <p>Review employer CTR plans.</p> <p>Assure worksite surveys and program reports are completed by worksites.</p> <p>Conduct financial and program management.</p> <p>Engage in comprehensive, regional transportation and transit planning.</p> <p>Provide transportation demand management technical assistance to capital projects, parking services, climate office, human resources, etc.</p> <p>Support bicycle parking implementation program.</p> <p>Support pre-tax commuter benefits ordinance.</p>	<p>Provide commute and other employee transportation coordinator services to employees.</p> <p>Identify worksites and employee transportation coordinators.</p> <p>Train and provide technical assistance to employee transportation coordinators.</p> <p>Review employer CTR plans.</p> <p>Assure worksite surveys and program reports are completed by worksites.</p> <p>Conduct financial and program management.</p> <p>Engage in comprehensive, regional transportation and transit planning.</p> <p>Provide transportation demand management technical assistance to capital projects, parking services, climate office, human resources, etc.</p> <p>Support bicycle parking implementation program.</p> <p>Develop 2029-2033 four-year CTR Local Plan.</p>

20. Describe the CTR plan for jurisdiction employees.³⁶

- a. *Describe the services, programs, information, and other actions your city or county put in place to help its employees reduce their drive alone commute trips.*

The City of Vancouver is a regional leader in providing commuter benefits to its employees. In December 2022, after extensive community and stakeholder engagement, City Council approved a resolution to adopt the City's Climate Action Framework, a roadmap to support a just and equitable transition to community-wide carbon neutrality by 2040 and to build the City's resilience to the impacts of climate change. The following greenhouse gas (GHG) reduction goals guide our work:

- An 80% reduction in GHG emissions by municipal operations by 2025.
- An 80% reduction in GHG emissions by the Vancouver community by 2030.
- Carbon neutrality by both municipal operations and the Vancouver community by 2040.

The City of Vancouver Commute Trip Reduction (CTR) Benefit is administered through Human Resources with support from the TDM Coordinator in Community Development. As of June 2024, April Stinson is the Employee Transportation Coordinator for the City of Vancouver.

In 2022, the City embarked on a commuter benefits evaluation to enhance the City's commuter benefits package to better encourage non-drive-alone modes to get to work. Moreover, the City implemented telework agreements with 467 employees across 12 departments and is further evaluating how more employees that can work from home, have access to do so.

The City offers employees the option to choose either a monthly cash stipend or a 100% subsidized monthly transit pass if they commit to using it for at least 50% of their physical commute to work (not including telework or remote workdays). In June 2023, the City increased the commute stipend from \$25 to \$75 per month and increased the transit pass from a local to a regional monthly pass, to include the Tri-Met buses and light rail in Portland and beyond. On top of that, the City has been piloting a \$5 daily cash bonus for employees who do not drive alone and park at the office since June 2023. The daily cash bonus is intended to support employees during parking rate changes in Downtown Vancouver, in addition to meeting the Climate Action Framework goals.

In addition to the monthly cash stipend and 100% subsidized bus pass, the City offers:

- Intranet to centralize all commuter benefits and commute options information.
- Quarterly communications in City newsletter and publicize challenges and campaigns.
- Secure bicycle parking and showers and lockers.
- Emergency Ride Home program with Lyft.
- Carpool matching and trip logging platform through GetThereSWWashington.org.
- Carpool parking permits and priority parking.
- Bus passes for employees who do not already have a bus pass and choose to travel by bus/transit for meetings and workday travel.

Finally, the City administers the CTR survey to all City worksites, not just those with 100 or more employees. The City also completes the biannual program report and reports annually to Council leadership on Employee Commute performance metrics. The City is a leader in CTR amongst employers in the Clark County Commute Trip Reduction program.

21. Describe how the CTR plan for jurisdiction employees contributes to the success of the overall plan.³⁷

a. Describe how the plan for jurisdiction employees reinforces the success of the jurisdiction plan?

Actions in the city-as-employer plan and strategies like the Climate Action Framework indicate the City's commitment to Commute Trip Reduction. The City uses the jurisdictional plan as the guidebook for what the City should be offering for commuter benefits. The City strives to offer the best and most encouraging commuter benefit to City employees to lead by example and prepare other employers for the new normal in commuter benefits offerings in Southwest Washington. The City actively participates in forums to foster relationships and share knowledge and best practices with employee transportation coordinators.

³³ Source: The plan shall describe the funding revenues from public and private sources that are reasonably expected to be available, as well as the expected costs, to implement the plan and achieve its goals and targets. (WAC 468-63-040(2)(g))

³⁴ Source: The plan shall describe how the various strategies identified in the CTR plan will be implemented, either by the local jurisdiction, its partners, or its contracting partners... (WAC 468-63-040(2)(h))

³⁵ Source: The plan shall describe ...when the elements of the plan are expected to be implemented. (WAC 468-63-040(2)(h))

³⁶ Source: The plan shall also describe the program that the local jurisdiction will offer to its employees. (WAC 468-63-040(2)(e))

³⁷ Source: The plan shall also describe the program that the local jurisdiction will offer to its employees and how this contributes to the success of the overall plan. (WAC 468-63-040(2)(e))

Alignment with plans

22. List the transit agencies that provide service in your jurisdiction.

- C-TRAN is the transit service provider in Clark County.
- Tri-Met provides transit service south of the Columbia River in Portland and the metro region. Many commuters use the Tri-Met system to connect to C-TRAN.

23. List the transit plans you reviewed while developing this plan.

- C-TRAN 2030 long-range plan
- C-TRAN 2045 long-range plan (in development)
- TriMet Vision 2030 Business Plan FY2025 – FY2029

24. Describe how this CTR plan supports the transit plans.

Employer engagement and promotion: Increase the use of transit, especially among choice riders, and increased availability of subsidized transit passes and commuter benefits.

Engagement in the planning process: Increases awareness of and support of travel options.

Incentives: Increases visibility to the CTR program and offers a “carrot” for employees to provide a benefit.

Marketing: Increases awareness of transit options.

Parking management strategies: Reduces and manages the supply of parking with parking minimums/maximums and market-rate pricing.

25. Describe any comprehensive plan updates that are needed and when they will be made.³⁸

The desire for sidewalks, bikeways, trails, pedestrian crossing, bicycle and small mobility parking, parking management strategies like minimums/maximums will be considered in the next Comprehensive Plan update.

³⁸ Source: The local jurisdiction shall review the local comprehensive plan to ensure that it is consistent with the local CTR plan. If the local jurisdiction determines that the local comprehensive plan needs to be updated or amended to be consistent with the local CTR plan, the local jurisdiction shall identify in the local CTR plan what changes may be needed and when the changes will be made. (WAC 468-63-040(1)(c))

Engagement

26. Describe stakeholder engagement.³⁹

a. Who did you talk to?

The CTR program administrator organized the following engagement strategies to gather community and stakeholder input to inform the plan:

- Clark County CTR Program Feedback Survey
- Conversations with stakeholders and vulnerable groups
- Conversations with CTR-affected employers and their employees
- In-person engagement activities like tabling events, resources fairs, farmers markets and more

The topics included: opportunities and barriers to commute options, strategies and programs local jurisdictions can offer to promote non-drive-alone travel options, and general education on the CTR Program and its requirements.

b. When did you talk to them?

Engagement occurred over the course of five months between April 2024 and September 2024. The below table lists each engagement activity, who we talked to, when we talked to them, and what they had to say.

Engagement Activity	Date	Summary
Clark County Commute Coaching	October 2023 to October 2024	<ul style="list-style-type: none"> • Great interest in bicycle and small mobility riding and rolling. • Concerns with vehicle speeds and safe crossings. • Transit safety concerns. • Concerns with buses being canceled and the elimination of local transit routes. • Lack of knowledge and understanding of Transit App for real-time transit info. • Concerns with the verification process of the online carpool matching. • Great interest in incentives and subsidies for taking non-drive-alone modes. • Need for more information and communication about the program and benefits. • Desire for employers to provide commuter benefits to all employees, including temporary and contractors. • Desire for more bicycle parking, including secure bicycle parking that is out of the weather. • The weather and dark winters make it challenge for even all-weather bikers to continue riding. • Transit offers a time and space to rest your body and mind, and connect with your community.
Clark County Public Utilities Employee Engagement	April 2024	<ul style="list-style-type: none"> • Interest in how electric vehicles can be incorporated into the program. • Desire for EV charging. • Desire for more bicycle parking.

Engagement Activity	Date	Summary
Multicultural Resource Fair	June 2024	<ul style="list-style-type: none"> Spoke to many families, youth, and community members at large about the transportation options available to them. Gave out a multitude of reflective ankle bands and a few rechargeable bike lights. Interest in the bike garden and more safe biking areas for people learning to ride. Concerns with the safety of carpool matching on Get There (the inability to background check). Youth excited for C-TRAN Youth Opportunity Pass. People have bikes but lack protective gear or locks. Desire for a Bike Basics Class.
Vancouver Farmers Market	June 2024	<ul style="list-style-type: none"> Concerns with speeding and traffic noise pollution. Concerns with lack of enforcement. Confusion about trip planning app vs web platform. Desire for more wayfinding. Desire for more bicycle and small mobility infrastructure like protected bike lanes and trails.
Vancouver City Council Workshop – Transportation Demand Management Programs Update	June 2024	<ul style="list-style-type: none"> Interest in how TDM program incorporate accessibility. Interest in how we can expand and sustain telework rates as they appear to be the most effective in our region for decreasing drive-alone rates. Affirmation that employer engagement and commute trip reduction benefits and programs are critical to achieving climate, safety, and equity goals. Desire for more programs that offer heavily subsidized or free transit passes.
Heights Bike Garden Opening	June 2024	<ul style="list-style-type: none"> Provided information about Complete Streets, GetThereSWWashington.org, the Comprehensive Plan Update and bicycle safety information. Distributed reflective ankle straps and light up reflectors. Discussed bike and pedestrian safety with event attendees, including adults and children and how various transportation projects are helping improve safety throughout the city and Clark County.
East Vancouver Neighborhood Convening	June 2024	<ul style="list-style-type: none"> Neighborhood associations shared information about organization management, fundraising, collaboration on events, and more. Neighborhood associations heard a citywide update from communications staff. The update included the travel options program, GetThereSWWashington.org, and complete streets throughout East Vancouver.
Downtown Vancouver Parking Small Group Discussion	June 2024	<ul style="list-style-type: none"> While there might be an abundance of available parking in downtown Vancouver, it feels like there is not parking for people. Many people feel driving is the only option to get downtown; waterfront is often over 80% occupied and there is no transit service. City is pedestrian friendly downtown, and we are ahead of some places, still a lot to do. Enforcement for ADA parking compliance needs to be more costly.

Engagement Activity	Date	Summary
		<ul style="list-style-type: none"> • Curb access for people using mobility devices and safe loading spaces for paratransit services. • How are ADA spaces prioritized and maintained for events in downtown. • Fix the streets/crossing to make it easier to roll / use mobility devices. • People want pedestrian only spaces, the ability for artists to perform and gather, and more accessible parking. • People want more safe and secure bicycle and small mobility parking in downtown. • Need 8 feet of clearance to unload out of an ADA vehicle (rear and ride). • Need notification of curb repair/redesign/maintenance. • Be mindful of what all is on the curb (sandwich boards, etc.) and where the bike racks are placed, do they make the sidewalk inaccessible to people with a mobility concern.
C-TRAN	July 2024	<ul style="list-style-type: none"> • Weigh the proximity of employers and transit services. • Target the main corridor employers such as Main St, Mill Plain, and Fourth Plain. • Highway 99 outreach. • Invest in education and outreach. • Travel Options brochure (GTSWWa). • Education on the Transit App. • Increase vanpool groups. • Coupons and subsidized passes for rideshare. • Alleviate the uncertainty through social media. • Use the Travel Training program. • Support our mission to ramp up ridership. • Mailers, face-to-face engagement, field trips and more engagement. • Add GTSWWa Information on C-TRAN website. • GTSWWa Channel Card in C-TRAN
Downtown Camas Association	July 2024	<ul style="list-style-type: none"> • We need more carpool parking, affordable parking for customers, light rail from Portland, more frequent transit to Downtown Camas, shuttles for events, and in general more positive messages around transit. • Port of Camas/ Washougal lost business because of lack of transportation especially at early/ late hours for swing shift staff. • 'Leak to Vancouver' shopping and dining because it is easier to go west than it is to go south to Downtown Camas • We need to focus on where we can we make the most impact on people's commutes. For example, transit to the Port of Vancouver, major events like the Farmers Markets, and major employers and commercial districts. • Need more engagement at community events to spread information and include in newsletters.
Community in Motion	July 2024	<ul style="list-style-type: none"> • The issue is the infrastructure: bike lanes are unsafe, bus stops are too far apart, and need better

Engagement Activity	Date	Summary
		<p>infrastructure.</p> <ul style="list-style-type: none"> • Use social media, make transit exciting, lower the barriers, lessen the stigma. • Insulated grocery bags are a useful giveaway. • Create incentives, education, events, carpool information to work with local businesses. • Guided bus tours to shopping and grocery centers for vulnerable groups. They don't use Instacart.
Chamber of Commerce	July 2024	<ul style="list-style-type: none"> • People are open to travel options but concern with safety, safety issue with loitering along bus lines. • Many communities never had to take public transit. • Commuting from Brush Prairie and other more suburban and rural communities is nearly impossible. Many communities do not have frequent service. • Mental Health concerns to telework. • Activating the community to shop and be active in local resources and downtown while also lessening travel trips. • Concerns with IBR and the duration of construction and impacts on local businesses. • Education (giving opportunities and tours/teambuilding opportunities), more Travel Training • Creative rideshare services like circulator shuttles parked around downtown for businesses, a moveable shuttle shoppers. • Parking faraway means more consumer activation. • Main street should be walkable as the mall. • Collab with Chamber/ Gameify keeping cars at home. • "Community Currency" 75+ Companies as incentives to encourage spending money in the community, merchant gift certificates on our travel prizes, opportunities for corporate packages
Summer Fest Picnic in the Park	July 2024	<ul style="list-style-type: none"> • Community engagement with many individuals and families highlighting travel options, IBR, C-TRAN youth opportunity pass, New Movers Program, bike safety, and asking folks about their commutes. • Many expressed excitement for the C-TRAN youth opportunity pass, not knowing their kids could ride public transit for free. And many adults were eager to know how to utilize HOP pass and Mobile Wallet to pay their bus fare. • Many expressed a desire for a bridge or a ferry on either side of I5, Troutdale to Camas and St. Helens to Ridgefield. • Community comments: <ul style="list-style-type: none"> ○ Bike/ bus lanes underutilize the space ○ Morelight rail and streetcar to outer towns and Portland would be helpful (but not just to Downtown) ○ More carpool lanes ○ Charging stations at libraries ○ Free public transit

Engagement Activity	Date	Summary
		<ul style="list-style-type: none"> ○ Pothole repair: We had one person asking where to file a claim against the City for a pothole that damaged their car ○ More cleaning and sidewalk maintenance ○ 'The Current' is confusing and isn't consistent to its location jurisdiction. ○ Bike lane barriers zebra ziclas are "overrated, overpriced, and dangerous to bikers" ○ City needs to update cycling maps (2019) ○ Community wants more sharrows and more wayfinding signs ○ Feedback card that says "second chance housing options, more unique veteran programs, and shelters for whole families and pets" ● Overall, very good engagement, gave out lots of waters and prizes. Connected with realtors about New Movers program, and families about the Vancouver Heights Bike Garden. Hoping for more little cyclists to join the ranks.
CTR Employer Small Group Discussion	July 2024	<ul style="list-style-type: none"> ● Top priority for ETCs in attendance was equity (ensuring all members of our community have adequate, safe access to commute options). ● Their second priority was transportation safety with traffic congestion being a close third. ● ETCs top priority investment from local jurisdictions was to support employers with telework and hybrid work options. Their second top priority was for local jurisdictions to build more safe infrastructure for walking and biking. ● When asked what would help people drive-alone less, ETCs in attendance said overwhelmingly more frequent, reliable, and accessible public transit service. ● When asked what would get people to talk commute options more, ETCs in attendance said a cash stipend for not driving-alone to work.
Rose Village Neighborhood Picnic	August 2024	<ul style="list-style-type: none"> ● Staff attended the Rose Village Neighborhood Association Picnic in the Park event. ● We met with many community members, organizations, and religious groups. ● These included: volunteers and patrons of River City Church. Organizers of Fourth Plain Forward and the Board of Rose Village Neighborhood Association, Karen Morrison from Odyssey World, Vancouver Bee Project, many neighbors within Rose Village. ● Parking concerns in Fruit Valley. ● We spoke to Marie Gluesenkamp-Perez about the TMC Community Forum. ● We spoke with many neighbors about the Current as their (one and only) public transportation option in their neighborhood but many seemed excited about the prospect of a \$1 uber. ● We spoke with one community member who drives and uses a mobility aid who would like to take public

Engagement Activity	Date	Summary
		<p>transit more but there is a massive hill on 39th Street to get to the closest bus stop and a lack of sidewalks in their neighborhood, so they often opt to drive instead. 29th and 33rd Streets underdeveloped "sharrows" were brought up along with high speeds of vehicles through those corridors creating an unsafe experience for bikers and their families.</p> <ul style="list-style-type: none"> • Mark, a board member, was disappointed at the removal of C-TRAN routes from and around Rose Village including route 240 along with several others.
City of Camas	August 2024	<ul style="list-style-type: none"> • Align with TSP to provide more multi-modal access; want people to make short trips by biking, walking, rolling, and taking transit. • Safety and more protected infrastructure for people to bike, walk and roll needs to be addressed for people to feel comfortable taking travel options. • Remove barriers for ADA access. • Camas workers commuting to and from Vancouver, Portland need better travel options. • Good network of property for commuting and recreational use, North Shore Construction, and land use. A lot of people recreate in Camas using bike trails for recreation but not commuting, why? • Stipend for retirement funds for generations closer to retirement for carpool/ transit users. • Invest in community activities in lieu of working from home; invest in community events to spread the word about travel options. • Increase incentives to encourage more carpool matching and increase marketing of GetThereSWWashington.org. • Increase bicycle parking at farmers markets, community events, parks, and other gathering spaces. The region desperately needs more bicycle parking.
Vancouver Downtown Association	August 2024	<ul style="list-style-type: none"> • Safety; making sure all folks have safe, accessible, direct routes and wider sidewalks with reliable, consistent, and convenient transportation. • Education and culture shift; educate and target suburban community in region. • Offer a free trial to taking travel options. • Carpool matching and incentives. • More rural direct access for community member that live farther from daily needs.
Clark Bicycle & Pedestrian Advisory Committee	August 2024	<ul style="list-style-type: none"> • Safety and major concern for high injury bike/ ped networks. There is a lack of protected places to ride your bike, so a lot of people are riding right next to cars going a high speed. This creates a high-stress network for people biking and walking, and driving. • We need more safe and comfortable infrastructure. • There is a lack of connectivity in the street network and funneling traffic to major roadways, which creates safety and congestion concerns. • We need more bicycle parking in Clark County.

Engagement Activity	Date	Summary
		<ul style="list-style-type: none"> There needs to be more education of travel options to community members. Mailers, marketing, event invites, school-based education, and more.
Washington State School for the Blind	August 2024	<ul style="list-style-type: none"> C-TRAN cancels trips a lot and often it is not reflected on their website or transit. Invest in Uber/ Lyft vouchers for cancelled trips. There should be express service and better connection between Longview/ Kelso (include casino) for our students that live in those areas as well as commuters from Northern cities. Cowlitz county has a bus that comes from Longview/ Kelso, but it is very few and far between. Commuting to the train station is difficult, confusing, dangerous, and tiresome for all people but especially those who are blind/ low vision. We need regional investment to increase access to the train station. We need more express buses from Vancouver mall and other major hubs in Clark County. "I like The Current. Needs expansion." C-TRAN needs to work harder to get people there faster, it takes longer to wait for the 60 then to walk across the bridge to Portland. Truncated domes and curb cuts perpendicular not diagonal for people walking with a disability. Getting the word out about The Vine construction work and when stops will be without service. Add a carpool lane north of the I-5 bridge. Need a more reliable and robust system, "the biggest complaint from folks I work with is it takes two hours to get from point a to point b, but when I could drive it took 10 minutes."
National Night Out	August 2024	<ul style="list-style-type: none"> People were receptive to the message, although their community isn't as well connected. Some groaned at the idea of walking to the bus stops, which are a few blocks away. Neighborhood is quite spread out, little reason to explore. The Get There bags are by far the most popular swag item! It is hard to convince older folks to try transit, even when they've taken it in the past. Talked to many neighbors and connected over transit, cycling, and construction happening around their neighborhood. Heard a lot of interest from the younger generation and from folks wanting to try cycling/ transit collaboration. Folks frustrated by lack of connection to Portland (especially the minimal service of the #67 PDX bus from Fisher's to the airport) and Camas and overall lack of reliable service. Lots of concern about safety.
Harney Heights Neighborhood Association Summer BBQ	August 2024	<ul style="list-style-type: none"> As a community that is closer to bus rapid transit options like the Red Vine and Green Vine, many were more receptive to discussions about using it. A reoccurring issue, which came up 3 times at this event, was folks who work evening or night shifts. "I'm pretty

Engagement Activity	Date	Summary
		<p>excited about Vancouver, I've got to say", someone said when we discussed how much has changed on the waterfront and the new bus rapid transit.</p> <ul style="list-style-type: none"> Burnt Bridge Trail continues to be a sticky topic. We gave out the most literature by far at this event! Getting more up to date cycling maps and having a simple C-TRAN map in general might be good to give out.
Clark County Commute Options Feedback Survey	July to August 2024	<ul style="list-style-type: none"> Advertised to CTR employers, through GetThereSWWashington.org, via stakeholder outreach, and on social media. 252 survey responses collected over one month. Two survey responses were in Spanish. Most survey responses were from people who work in Vancouver, which makes sense since that is where most employment is in Clark County. 32 respondents said they lived in Oregon and 100% of them said they worked in Vancouver. 22 respondents said they lived elsewhere, most likely in North Clark County. People who responded to the survey primarily live in Vancouver but the distribution across Camas, Oregon, unincorporated Clark County, and elsewhere is relatively even. Among survey responses, the fewest live in Washougal. When asked their gender, 57% responded female, 37% male, and 1% said non-binary. The remainder said prefer not to answer. When asked their race or ethnicity, 72% responded White, 3% Hispanic/Latino and White, 3% Hispanic/Latino, 3% Black/African American, 3% Asian, 1% American Indian & Alaska Native and White, 1% Native Hawaiian & Pacific Islander, and 1% Asian and White. The remaining 11% said prefer not to answer. When asked their household income, 46% said \$100,000 or more, 33% said between \$50,000 and \$100,000, and 8% said below \$50,000. The remaining 11% said prefer not to answer. When asked their primary commute mode, 39% said drive-alone, 36% said remote work, 8% said bicycling, and 6% said carpool or transit. Walking, e-biking, and compressed work weeks made up about 2% each. The remaining respondents said other. Respondents said traffic congestion, climate change, and equity are the top three most important community issues cities, counties, and regions should consider in their commute trip reduction plans. While traffic congestion has the greatest number of responses as the top issue, it is only a top priority for drive-alone and remote work respondents. Climate change is the top priority for all other respondents that bike, carpool, e-bike, take transit, and walk as their primary commute mode. Nearly half of respondents said they want cities, counties, and regions to consider how to support

Engagement Activity	Date	Summary
		<p>employers with telework and hybrid work options in their commute trip reduction plans. A third of respondents said they wanted cities, counties, and regions to run programs and provide incentives to reduce car trips as their top choice. Another 11% said their top choice was to build more safe infrastructure for walking and biking.</p> <ul style="list-style-type: none"> Looking at investment by respondent primary commute mode shows that people using active transportation overwhelmingly want local jurisdictions to run programs or provide incentives to reduce car trips and to build more safe places to bike and walk. Drive-alone respondents also want more safe places to bike and walk, but what they desire more is support for telework and hybrid work and programs and incentives to reduce car trips. <p>Vancouver</p> <ul style="list-style-type: none"> Climate change is the primary concern for people who work in Vancouver and responded to the survey. Traffic congestion is the primary concern for people who live in Vancouver and responded to the survey. People who live in Vancouver and responded to the survey primarily want local jurisdictions to work with employers to support telework and hybrid work options. They also want the City to run programs or provide incentives to reduce car trips. Finally, many people want to see more investment in safe infrastructure for walking and biking in Vancouver. <p>Camas</p> <ul style="list-style-type: none"> Traffic congestion is the primary concern for people who work in Camas and responded to the survey. Climate change and traffic congestion are tied as the primary concern for people who live in Camas and responded to the survey. People who live in Camas and responded to the survey primarily want local jurisdictions to work with employers to support telework and hybrid work options. They also want the city to build more safe infrastructure for walking and biking. Many respondents also want the City to invest in programs and incentives to reduce car trips. <p>Clark County</p> <ul style="list-style-type: none"> Traffic congestion is the primary concern for people who live and work in unincorporated Clark County and responded to the survey. Climate change is second for people who live in unincorporated Clark County. People who live in unincorporated Clark County and responded to the survey primarily want local jurisdictions to work with employers to support telework and hybrid work options. They also want the County to invest in programs and incentives to reduce car trips. <p>Washougal</p>

Engagement Activity	Date	Summary
		<ul style="list-style-type: none"> • Traffic congestion is the primary concern for people who live in Washougal and responded to the survey. • People who live in Washougal and responded to the survey primarily want local jurisdictions to work with employers to support telework and hybrid work options.
Art & Nature Walk in Park	August 2024	<ul style="list-style-type: none"> • The bulk of the people we spoke to weren't from the Bagley Downs Neighborhood. This made it a bit difficult to discuss their transit and walking options easily. Still, we were able to talk to recent movers and handed out a lot of flyers to Spanish speaking individuals. Sentiment was quite positive; many folks were happy to learn that kids rode free on C-TRAN. • Placement is key, and it might have been wise to advocate for a spot near the neighborhood association table. This could have attracted more local folks to talk to.
Fourth Plain Forward	August 2024	<ul style="list-style-type: none"> • Many concerns for low-income population in Vancouver. These included: emotional weight/ added stress of navigating carpool/ transit for those already overburdened, lack of flexibility in work environments for tardiness, the freedom and emotional release of having a vehicle for those living in multi-generational households, even during inclement weather or extenuating circumstances when buses don't run the poorest workers still must report for work and on-time. • Insufficient transit routes, inconsistent service -- community does not feel like it can rely on transit. • Pacifica and Chuukese community have been passed by bus drivers while waiting at stops. • For walking and biking, there is a lack of trust and a lack of infrastructure so that the community does not trust it as a viable option. • There are air quality concerns in this community. • The alignment of freeways in Clark County makes it very difficult to commute as a bike rider north to south and east to west. • There is a lack of bike shops in the community. • Invest in bike infrastructure and more bike repair stations. "There are many costs associated with the privilege of being a bike rider", "Why would someone pay hundreds of dollars to get squashed in the road" Low-income communities need support in getting bikes but the infrastructure needs to come first. • Get the buy-in from the employer and offer incentives through commuting. • Have the CTR plan be the responsibility of the employer, so they are more gracious about arrival times and flexible with emergencies. • Low-income folks need a reason to incur the extra labor and mental load that would need to be conducted to achieve the CTR goal. • "I would love to have a bike road! Away from the danger and emissions of cars". Respondent was really

Engagement Activity	Date	Summary
		<p>passionate about air quality. We need more tree coverage and shade scape and native plants. We need physical barriers, "Anything can be a difference in whether or not your mom comes home." Supports environmental barriers.</p> <ul style="list-style-type: none"> • "I would still choose biking every single day and I have been hit by a car. I still cycle every day on my peloton. It would skip a step if I could just cycle to work." • This plan needs to really amplify the lives and issues of people of color. • A car for low-income communities can be their safe space, within multi-generational households, or for folks at high-stress jobs such as teaching.

c. *What did they have to say?*

In summary, community members wanted investment in safe, reliable and affordable transportation options. People that have been disproportionately impacted by the transportation system said in summary; for more details, see the table in question 28a:

- There needs to be more safe infrastructure, including slower vehicle traffic speeds for people to want to bike, walk, carpool, or take transit to work. Owning a vehicle is often a safe place and gives households a sense of security.
- C-TRAN needs to communicate canceled bus routes more effectively and offer an alternative like an Uber/Lyft voucher for riders. C-TRAN needs to expand express bus service; it takes too long to get to regional destinations.
- Expand transit subsidies like Youth Opportunity Pass to get free transit in the hands of more individuals.

Businesses representatives and chambers of commerce said in summary; for more details, see the table in question 26b:

- Safety needs to be addressed for people to feel comfortable taking travel options.
- Travel options are unrealistic for people who commute long distances.
- Want walkable communities to encourage shopping and gathering places for the community.
- Increase shuttle and circulators to bring more people downtown and to main streets.
- Concerns with Interstate Bridge Replacement impacts (construction, business access, etc.).

Local government representatives said in summary; for more details, see the table in question 26b:

- Safety and more protected infrastructure for people to bike, walk and roll needs to be addressed for people to feel comfortable taking travel options.
- CTR could expand to people who age out of employment in our community. Offer a way for older adults to access a transportation allowance for trips to meet daily needs.
- Increase incentives to encourage more carpool matching and increase marketing of GetThereSWWashington.org.
- Increase bicycle parking at farmers markets, community events, parks, and other gathering spaces. The region desperately needs more bicycle parking.

C-TRAN representatives said in summary; for more details, see the table in question 26b:

- Employment hubs and major destinations are a strategic component of the C-TRAN 2045 transit plan.
- The Vine on Highway 99 will increase reliable and frequent transit service and create another major transit line for the region.
- Desire to increase vanpool, travel training, field trips, and subsidy options.
- Desire to increase education, marketing, mailers, social media, and in-person engagement to bolster C-TRAN ridership and GetThereSWWashington.org usage.

d. How did what they said influence the plan?

The CTR program administrator will:

- Assist employers in enrolling in C-TRAN employer transit pass program.
- Explore the CTR Program subsidizing C-TRAN employer transit pass programs.
- Aid local City staff in incorporating community feedback for slower speeds, protected and separated bicycle and small mobility infrastructure, and additional traffic enforcement.
- Aid C-TRAN staff in incorporating community feedback for increase transit service in Camas, more shelters at bus stops, and more access to PDX airport.

27. Describe vulnerable populations considered.

Racial or ethnic minorities: People of color or BIPOC individuals and communities are at a higher risk for poor health outcomes in response to environmental harms.

People with a disability: Transportation policy has been traditionally written by abled people and drivers. For people who cannot drive, major barriers exist to accessing daily needs and opportunity.

Workers categorized as ALICE (Asset Limited, Income Constrained, Employed): Individuals and families who work, but are unable to meet their basic needs, including food, childcare, housing, health care and transportation. These workers can be found at CTR-affected worksites and at other worksites.

28. Describe engagement focused on vulnerable populations.

a. Who did you talk to?

Engagement Activity	Date	Summary
Multicultural Resource Fair	June 2024	<ul style="list-style-type: none"> • Spoke to many families, youth, and community members at large about the transportation options available to them. • Gave out a multitude of reflective ankle bands and a few rechargeable bike lights. • Interest in the bike garden and more safe biking areas for people learning to ride. • Concerns with the safety of carpool matching on Get There (the inability to background check). • Youth excited for C-TRAN Youth Opportunity Pass. • People have bikes but lack protective gear or locks. • Desire for a Bike Basics Class.
Community in Motion	July 2024	<ul style="list-style-type: none"> • The issue is the infrastructure: bike lanes are unsafe, bus stops are too far apart, and need better infrastructure. • Use social media, make transit exciting, lower the barriers, lessen the stigma. • Insulated grocery bags are a useful giveaway. • Create incentives, education, events, carpool information to work with local businesses. • Guided bus tours to shopping and grocery centers for vulnerable groups. They don't use Instacart.

Engagement Activity	Date	Summary
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Fourth Plain Forward	August 2024	<ul style="list-style-type: none"> • Many concerns for low-income population in Vancouver. These included: emotional weight/ added stress of navigating carpool/ transit for those already overburdened, lack of flexibility in work environments for tardiness, the freedom and emotional release of having a vehicle for those living in multi-generational households, even during inclement weather or extenuating circumstances when buses don't run the poorest workers still must report for work and on-time. • Insufficient transit routes, inconsistent service -- community does not feel like it can rely on transit. • Pacifica and Chuukese community have been passed by bus drivers while waiting at stops. • For walking and biking, there is a lack of trust and a lack of infrastructure so that the community does not trust it as a viable option. • There are air quality concerns in this community. • The alignment of freeways in Clark County makes it very difficult to commute as a bike rider north to south and east to west. • There is a lack of bike shops in the community. • Invest in bike infrastructure and more bike repair stations. "There are many costs associated with the privilege of being a bike rider", "Why would someone pay hundreds of dollars to get squashed in the road"

Engagement Activity	Date	Summary
		<p>Low-income communities need support in getting bikes but the infrastructure needs to come first.</p> <ul style="list-style-type: none"> • Get the buy-in from the employer and offer incentives through commuting. • Have the CTR plan be the responsibility of the employer, so they are more gracious about arrival times and flexible with emergencies. • Low-income folks need a reason to incur the extra labor and mental load that would need to be conducted to achieve the CTR goal. • "I would love to have a bike road! Away from the danger and emissions of cars". Respondent was really passionate about air quality. We need more tree coverage and shade scape and native plants. We need physical barriers, "Anything can be a difference in whether or not your mom comes home." Supports environmental barriers. • "I would still choose biking every single day and I have been hit by a car. I still cycle every day on my peloton. It would skip a step if I could just cycle to work." • This plan needs to really amplify the lives and issues of people of color. • A car for low-income communities can be their safe space, within multi-generational households, or for folks at high-stress jobs such as teaching.

³⁹ Sources: The plan shall be developed in consultation with local transit agencies, the applicable regional transportation planning organization, major employers, and other interested parties. (RCW 70A.15.4020(4))

The local jurisdiction shall invite, as appropriate, representatives of major employers, local transit agencies, the applicable RTPO, business associations and economic development organizations, nonprofit transportation and land use advocacy organizations, pedestrian and bicycle advocacy organizations, public health agencies, tribal governments, and residents, employees and businesses that will be affected by the CTR plan to participate in the development of the local CTR plan.

The state intends for the invited partners to work collaboratively with the local jurisdiction by providing data and plans and discussing opportunities, including new and reprioritized investments and policy changes, to reduce drive-alone commute trips in the jurisdiction and increase transportation access to affected major employer worksites. (WAC 468-63-040(1)(b)(i))

The plan shall include documentation from the local jurisdiction that verifies consultation with employers, transit agencies and others to develop the plan. (WAC 468-63-040(2)(f))

b. When did you talk to them?

Engagement occurred between April 2024 and September 2024. For more details, see the table in question 28a.

c. What did they have to say?

People that have been disproportionately impacted by the transportation system said in summary:

- There needs to be more safe infrastructure, including slower vehicle traffic speeds for people to want to bike, walk, carpool, or take transit to work. Owning a vehicle is often a safe place and gives households a sense of security.
- C-TRAN needs to communicate canceled bus routes more effectively and offer an alternative like an Uber/Lyft voucher for riders. C-TRAN needs to expand express bus service; it takes too long to get to regional destinations.
- Expand transit subsidies like Youth Opportunity Pass to get free transit in the hands of more individuals.

For more details, see the table in question 28a.

d. How did what they said influence the plan?

The following results from engagement with people that have been disproportionately impacted by the transportation system influenced the plan:

- Create a subsidy or allowance for biking, walking, carpooling, vanpooling, and taking transit.
- Increased bicycle parking, including secure long-term and short-term bicycle parking.
- Shared vehicle parking programs that help reduce parking costs, especially for low-income households and vulnerable groups like students and youth.
- Increase remote work opportunities for people in the region.

⁴⁰ Source: *The state intends for the plan to be a mechanism through which employers can describe what policy changes, services and support they need to make their CTR programs more effective. (WAC 468-63-040(2)(a))*

29. List employers' suggestions to make CTR more effective.⁴⁰

Employers expressed support for the following:

- Ensuring all members of our community have adequate and safe access to commute options.
- Increased transit subsidies or cash stipend for employees who do not drive-alone to work.
- Capital investment in protected multi-modal facilities for all ages and abilities.
- Investment in public transit service to increase frequency, reliability, and availability.
- Increased enforcement in areas surrounding park and rides and public transit stops.

30. Describe results of engagement focused on vulnerable populations that will be provided for use in comprehensive plan and transit plan updates.

The following results from engagement with vulnerable populations will be provided for use comprehensive plan and transit plan updates:

- Investment in public transit service to increase frequency, reliability, and availability.
- Capital investment in protected multi-modal facilities for all ages and abilities.
- Mixed use housing with walkable neighborhoods, close to daily needs and schools.
- Creative transit options to serve lower dense areas, increase point-to-point service, shared neighborhood vehicles and smaller transit and on-demand options.

Regional transportation planning organization CTR plan review

RTPO comments

[TYPE]