



**CITY OF WASHOUGAL
CITY COUNCIL WORKSHOP
Tuesday, May 27, 2025
5:00 PM**

MEETING INFORMATION

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/87432227784>

- I. CALL TO ORDER**
- II. ROLL CALL**
- III. PUBLIC COMMENTS**
- IV. NEW BUSINESS**
 - A. Community Services & Strategy: 2024 Annual Report**
 - B. Community Services & Strategy: Ordinance Amending WMC 2.20.170 Intoxicating Liquor in the Parks**
 - C. Community Development: Commute Trip Reduction Plan**
 - D. Public Works: 6 Year Transportation Improvement Program**
- V. REPORTS AND COMMUNICATIONS**
 - A. CITY MANAGER**
 - B. MAYOR**
 - C. CITY COUNCIL**
- VI. ADJOURNMENT**

UPCOMING MEETINGS: City Council Strategic Planning Session on June 7th, 2025 at 9 AM

[MEET_FOOT]

BUSINESS OF THE CITY COUNCIL

City of Washougal, Washington

FOR AGENDA OF:

5/27/2025

SUBJECT:

Community Services & Strategy: 2024 Annual Report

DEPT. OF ORIGIN:

Community Development

REVIEWED AT:

TO BE RETURNED TO COUNCIL:

No

ATTACHMENTS:

- 1. 2024 CSS Annual Report

EXPENDITURE REQUIRED:

Type Here

BUDGETED:

Type Here

APPROPRIATION REQ'D:

Type Here

SUMMARY STATEMENT

RECOMMENDED ACTION

Community Services & Strategy 2024 Annual Report

5/27/2025 | Presented by Joe Walsh



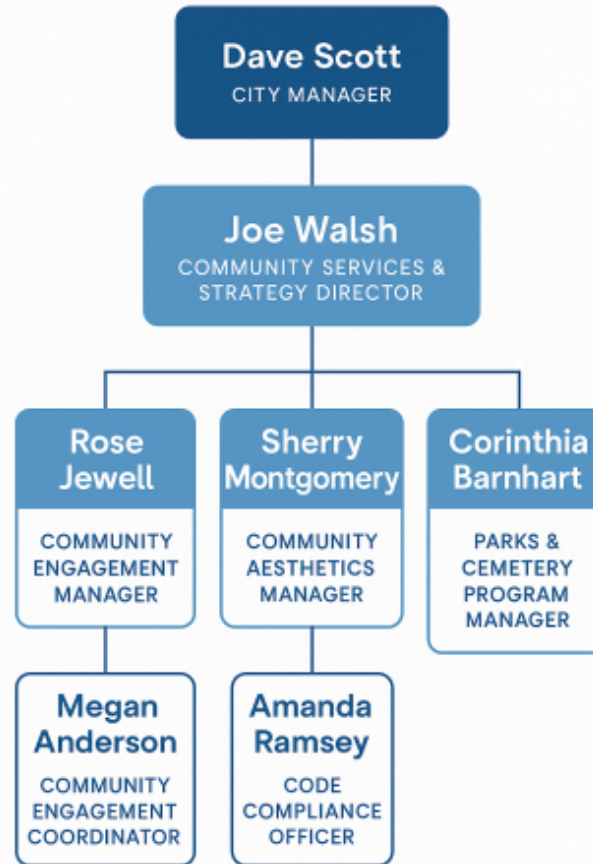
City of Washougal

Annual Report: What We Will Cover

- **Department Overview:** *CSS – our new team*
- **2024 Year in Review:** *What did we accomplish?*
- **2025 Goals:** *Priorities for this year?*



Community Services & Strategy Org Chart



Community Services & Strategy Purpose



Contributing to the overall vibrancy and quality of life for Washougal residents.



What about the “Strategy” part?

strat·e·gy

noun

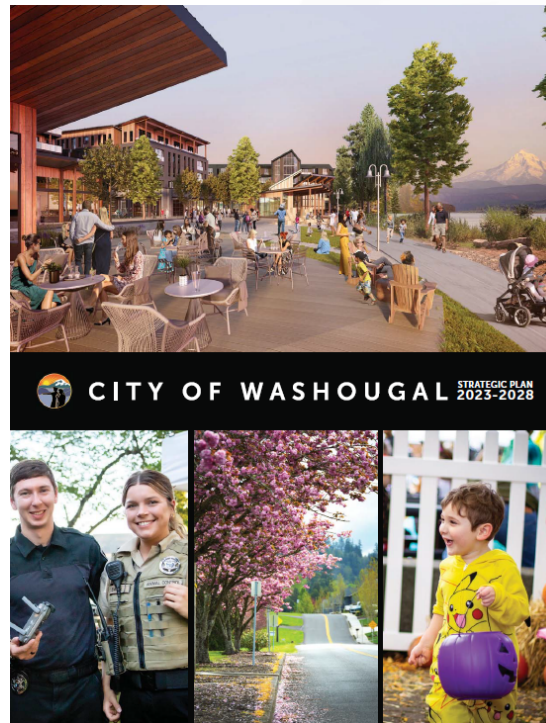
a plan of action or policy designed to achieve a major or overall aim

- Strategic Planning
- Economic Development
- Funding for Capital Projects

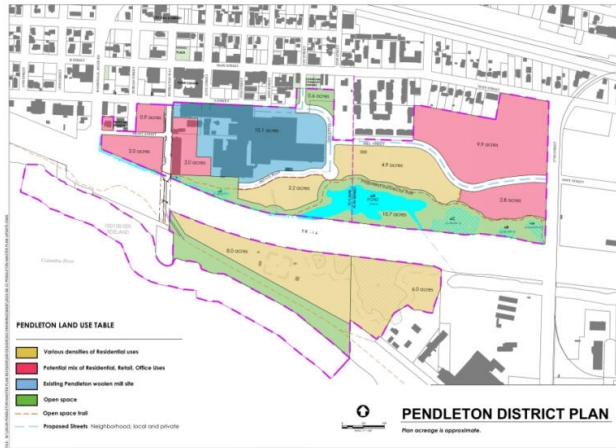


Strategic Planning – 2024 Highlights

- About halfway through the plan already!
- Internally tracking progress and working with department heads
- Externally reporting on progress – new dashboard coming soon



Strategic Planning – 2025 Goals



**WASHOUGAL
ONWARD**



City of Washougal

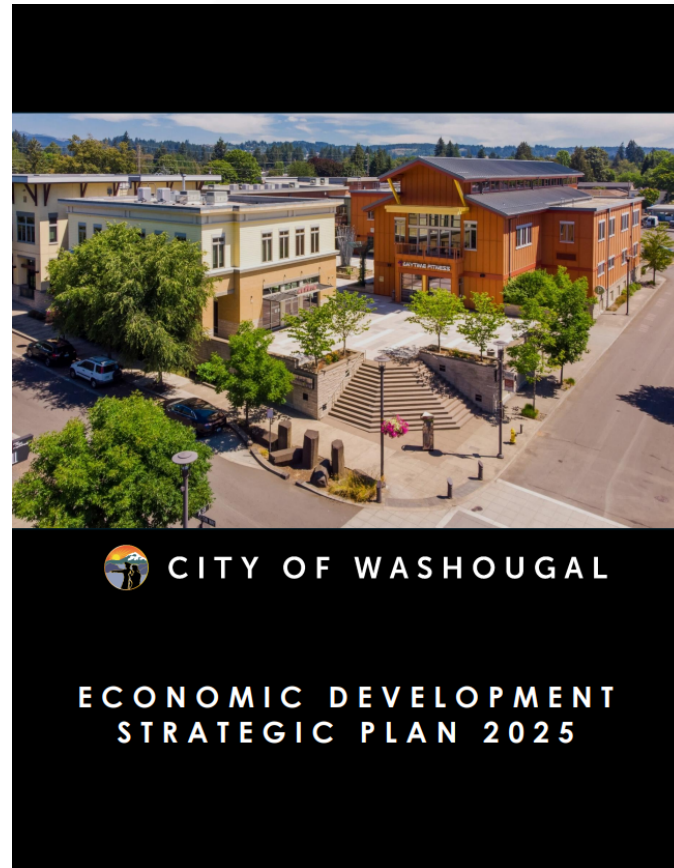
Economic Development – 2024 Highlights

- Hyas Point groundbreaking 10/31/24
- The Walden was completed late 2024
- Two new restaurants opened downtown
- Began work on the city's Economic Development Plan



Economic Development – 2025 Goals

- Economic plan completed
- New web page launched
- Gateway to Success Series pilot program launched
- Application for Creative District certification
- Pilot “Community Market” coming this summer
- Workforce WA at City Hall



Capital Funding – 2024 Highlights

- \$7.5M FMSIB for 32nd Street
- On Sen. Murray's list for a \$2.0M federal appropriation for 32nd Street
- Nearly 90% funded (\$50M secured and another \$21M pending)
- \$3.4M for Shepherd Road (Dec 2024)



Capital Funding – 2025 Goals

- \$2.218M for Washougal library
- \$2.0M Safe Routes to Schools
- Last dollars for 32nd Street project
- Last dollars for library (\$3.6M needed)
- PFAS treatment funding



Parks & Recreation – 2024 Highlights

- New playground and court at Hamlik Park
- Pickleball assistance following October theft
- Towncenter Revitalization groundbreaking



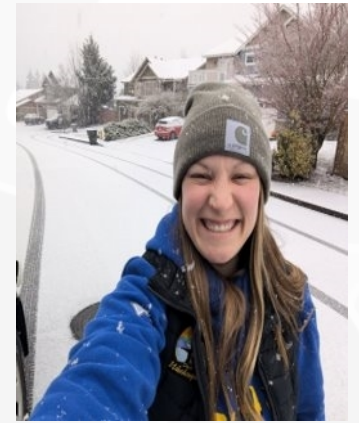
Parks & Recreation – 2025 Goals

- Washougal Ivy League formed
- Welcomed Corinthia Barnhart
- Launched Schmid Family Park planning process
- Hartwood barn repairs and mural
- New Park Passport program
- Veterans Memorial funding
- Towncenter project spring 2026



Community Aesthetics – 2024 Highlights

- Total complaints received: 437
- Questions/Code Inquiries: 133
- Staff enhanced certifications
- Good Neighbor Handbook completed
- Neighborhood/HOA registry launched
- Participated in National Night Out



Community Aesthetics – 2025 Goals

- Washougal Wins volunteer program
- Self-directed disposal voucher program
- Neighborhood cleanup opportunities



Community Engagement – 2024 Highlights

Thank you to our event sponsors!

- Waste Connections
- IQ Credit Union
- Get-to-Gather Farms
- Columbia River Realty
- Renewal by Andersen Windows
- McCord's Vancouver Toyota
- Washougal Coffee Co.



Community Engagement – 2025 Goals

- Completed first Citizen Academy
- Community Market pilot program
- Welcome packet for new residents
- New Fourth of July special event
- New web page on city's website
- Enhancing downtown aesthetics
- Updating rules and fees for Comm Ctr



Thank you!

For more information please contact:
Joe Walsh, Community Services & Strategy Director

Joe.Walsh@cityofwashougal.us



City of Washougal

**AGENDA BILL # 18-2025
BUSINESS OF THE CITY COUNCIL
City of Washougal, Washington**

FOR AGENDA OF:

5/27/2025

SUBJECT:

Community Services & Strategy: Ordinance Amending WMC 2.20.170 Intoxicating Liquor in the Parks

DEPT. OF ORIGIN:

Community Services & Strategy

REVIEWED AT:

TO BE RETURNED TO COUNCIL:

Yes

ATTACHMENTS:

1. ORD - Amending WMC 2.20.170 Intoxicating Liquor in the Parks

EXPENDITURE REQUIRED:

Type Here

BUDGETED:

Type Here

APPROPRIATION REQ'D:

Type Here

N/A

SUMMARY STATEMENT

RECOMMENDED ACTION

Council to consider ordinance adoption at the June 9, 2025 council meeting.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF WASHOUGAL, WASHINGTON, AMENDING WASHOUGAL MUNICIPAL CODE CHAPTER 2 SECTION 2.20.170 INTOXICATING LIQUORS.

WHEREAS, the City of Washougal ("City") currently prohibits liquor/alcohol in public parks; and

WHEREAS, the City Council acknowledges that requests to allow beer/wine often accompanies tourism and/or community special event permit applications; and

WHEREAS, the City Council wishes to revise the code to permit beer and/or wine as part of a special event permit.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF WASHOUGAL, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:

Section 2.20.170 Intoxicating liquors. Washougal Municipal Code Section 2.20.170 is hereby amended as set forth in Exhibit A, which is hereby incorporated by reference into this Ordinance.

Section 2. Severability. That if any clause, section, or other part of this Ordinance shall be held invalid or unconstitutional by any court of competent jurisdiction, the remainder of this Ordinance shall not be affected thereby but shall remain in full force and effect.

Section 3. Corrections. The City Clerk and codifiers of the ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 4. Effective Date. This Ordinance shall be effective five (5) days after publication according to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF WASHOUGAL, WASHINGTON, AT A REGULAR MEETING THIS 9TH DAY OF JUNE, 2025.

CITY OF WASHOUGAL

David Stuebe, Mayor

ATTEST:

Daniel Layer, Finance Director / City Clerk

APPROVED AS TO FORM:

Robert D. Zeinemann, City Attorney

DRAFT

EXHIBIT A

Chapter 2.20 BOARD OF PARK COMMISSIONERS

Article II. Park Rules and Regulations

2.20.170 Intoxicating liquors/alcohol

It is unlawful for any person to bring into any park or consume any intoxicating liquor. Hard liquor is not permitted. Beer/Wine may be permitted and consumed in a park as part of a special event permit provided all necessary and appropriate permits and licenses required by the Washington Liquor Control Board are obtained.

Policy Violations: Serving alcohol without proper permits or in violation of City policies can result in a Police citation, event shut down, forfeiture of deposit, denial of future permit applications, and additional fees.

. (Ord. 933 § 1, 1988)

2.20.180 Selling refreshments or merchandise.

It is unlawful to sell refreshments or merchandise in any park within the city of Washougal without first obtaining a concession permit from the director. The director shall establish rules and regulations relating to the issuance of such permit. (Ord. 1663 § 1 (Exh. A), 2010; Ord. 1099 § 1, 1993; Ord. 933 § 1, 1988)

BUSINESS OF THE CITY COUNCIL

City of Washougal, Washington

FOR AGENDA OF:

5/27/2025

SUBJECT:

Community Development: Commute Trip Reduction Plan

DEPT. OF ORIGIN:

Community Development

REVIEWED AT:**TO BE RETURNED TO COUNCIL:**

Yes

ATTACHMENTS:

1. 2025-2029 Washougal CTR Plan (FINAL)
2. CC - CTR Plan Presentation (05-27-2025)

EXPENDITURE REQUIRED:	BUDGETED:	APPROPRIATION REQ'D:
\$0	\$0	\$0

SUMMARY STATEMENT

Introduction

The Washington State Legislature requires the City of Washougal to implement a Commute Trip Reduction (CTR) program for large employers and adopt a 2025-2029 CTR Plan ("Plan") outlining how the City and employers will meet the statewide goal of a sixty percent (60%) drive-alone rate by 2029.

Since 2006, the City of Vancouver has implemented the Clark County CTR program on behalf of Clark County and the Cities of Camas, Washougal, and Vancouver. The State requires that employers with 100 or more full-time employees that report to work two or more workdays a week between the hours of 6:00 a.m. and 9:00 a.m. participate in the CTR program as an "affected worksite". There are 56 worksites countywide: Vancouver (43), Camas (5), Washougal (2), and unincorporated Clark County (6). Together, the 56 worksites reach about 11,000 employees.

The Plan focuses on the benefits of CTR, outlines performance measures for affected worksites, identifies services and strategies to reduce drive-alone commuting, summarizes how it aligns with other local, regional, and state plans, and describes the Plan development process and associated partner and public engagement.

Background

The last CTR Plan was adopted in 2020. While that plan consisted of similar services and strategies, it did not account for the significant increase in telework and hybrid work schedules or new forms of active transportation like electric bicycles and other small mobility options.

The Plan will impact large businesses and how employees travel to and from work, and the quality of life for people who live and work in Washougal.

The new Plan will:

- Serve as the foundation for business outreach and education regarding transportation options and commuter benefits;
- Set realistic goals for drive-alone trips and vehicle miles traveled;
- Align with the City's commitment to climate, equity and safety, including the Transportation System Plan (TSP); and,
- Outline best practices in transportation demand management (TDM) to address traffic congestion, fuel consumption, and air pollution to help us reach goal and policy objectives.

Plan Scope

To complete the new Plan, staff developed a workplan to identify key dates, outreach and engagement, analyze existing data and review existing and future relevant plans and policies. State guidance identifies the required elements and overall scope. The Plan must contain the benefits of CTR, performance targets, services and strategies, and engagement. We are required to adopt the Plan by June 30, 2025, and it will be in effect from July 1, 2025, to June 30, 2029.

Plan Schedule

The planning process is complete, and we are presenting the plan to the Council. The graphic below highlights major milestones of the planning process.



Figure 1 The project timeline to adopt 2025-2029 CTR Plans.

Benefits of Commute Trip Reduction

Washougal is growing and diversifying, which puts increased pressure and new demands on the transportation system. The currently underway Comprehensive Plan update, as well as the associated update to the Transportation System Plan, are identifying land use and transportation investments to meet climate, equity, and safety goals and ensure Washougal is a great place to live now and into the future. Goals for increased housing production and density, a more robust network of complete streets that serve all ages and abilities, and enhanced accessibility standards all support commute trip reduction. Continued action in these areas support and encourages more people to travel using non-drive-alone options.

Commute trip reduction means more transportation choices for people to get to work. Every commute trip that switches to transit, carpool, vanpool, bike, or walk and more options for compressed work weeks or telework eliminates and lessens the greenhouse gas emissions that would have been generated by drive-alone trips. It also relieves upward pressure on the need for new roads and more parking. Offering a commuter benefit to employees opens tax credits for employers, increases talent recruitment and employee retention, and lowers the cost of commuting for employees.

Performance Targets

The Plan outlines performance targets to meet by 2029. WSDOT outlined four options for jurisdictions to choose:

1. Weighted average drive-alone rate (DAR) of 60 percent or less for CTR-affected worksites at the jurisdictional level.
2. Weighted average DAR of 15.5 percent below, or less, of the jurisdiction's census performance in 2019 for CTR-affected worksites at the jurisdictional level.
3. Weighted average DAR of a locally specific percent for CTR-affected worksites at the jurisdictional level.
4. Other performance targets and measurements related to CTR.

Washougal chose Option 1 or the state's performance target of a weighted average drive-alone rate of 60% or less for CTR-affected worksites. The weighted average refers to the drive-rate across each respondent in the Clark County Commute Trip Reduction program, regardless of where they work. This drive-alone rate target is ambitious yet not unrealistic for our community. Adopting the statewide goal also gives Washougal the ability to lean on the state and reflects program performance (affected worksites) and not community performance (census data). Likewise, it provides consistency with the regional program and other affected jurisdictions in southwest Washington.

According to the American Community Survey (2020-2021), 69% of all employees in Clark County drive-alone to work; however, employees at Clark County CTR-affected worksite drive-alone 5% less than the census average. Employees that have regular access to information about travel options and receive an employer commuter benefit are more likely to telework, bike, walk, carpool, and ride the transit to work.

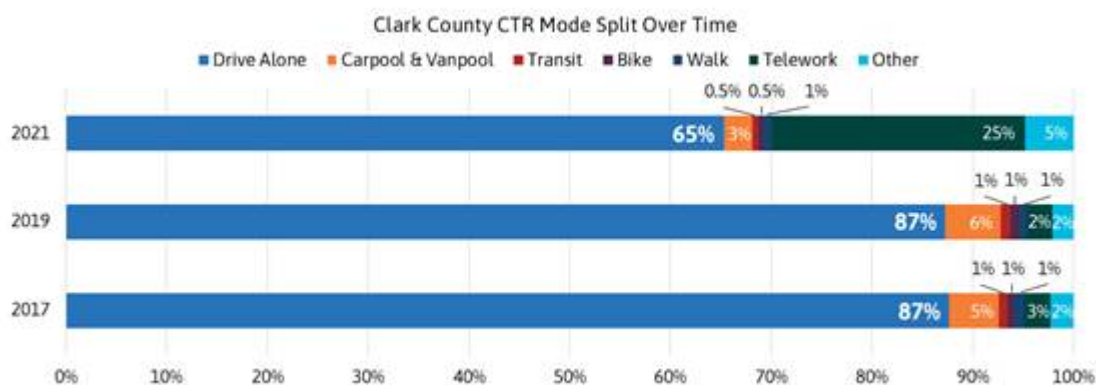


Figure 2 Clark County CTR Mode Split Over Time, data from the Commute Trip Reduction Survey.

Figure 2 describes the current drive-alone rate performance over time. Drive-alone rate performance is measured by biannual employee commute surveys at each affected worksite. Since 2017 drive-alone rates decreased for affected worksites. The weighted average drive-alone rate in 2021-2023 survey biennium was 65%. The primary contributor to this drive-alone rate reduction is telework. Teleworking increased from a 3% mode share in 2017 to 25% in 2021. The program is currently finishing the 2023-2025 survey biennium and final employee commute survey data will be available in July 2025.

Services and Strategies

To achieve the performance target, the City of Vancouver, acting as the Countywide CTR administrator, may employ strategies such as:

- Education to ensure transportation agencies, workplaces, and the public consider and understand TDM.
 - Special transportation services 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 during construction disruptions.
- High-occupancy vehicle lane preference for transit and rideshare vehicles.
- Bicycle and pedestrian facility improvements.
- Bike lockers at transit stops 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.
- 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 funding cannot not keep pace. TDM ensures an effective use of the current transportation system.

Engagement

Public participation for the Plan was conducted through an online survey, employer conversations, partner interviews, and tabling at community events. The themes shared during public engagement include:

- More safe infrastructure and slower traffic speeds needed for people to want to bike, walk, carpool, or take transit to work. People and businesses want walkable communities to encourage shopping and gathering.
- Expand incentives and subsidies for transit and active transportation modes.
- Increase micromobility options like shuttles and bike and scooter share to bring more people directly to employment hubs, downtown, and main streets.
- Businesses and employees are concerned with impacts from the Interstate Bridge Replacement program.
- Consider expanding Commute Trip Reduction to small businesses and adults aging out of the workforce.

Next Steps

The Plan was submitted to the Southwest Washington Regional Transportation Council (RTC) for consistency review and to the Washington State Department of Transportation (WSDOT) TDM Technical Committee for compliance review. After review, RTC confirmed consistency in November 2024 and the WSDOT TDM Technical Committee confirmed compliance in January 2025.

RECOMMENDED ACTION

Approve the "2025-2029 Washougal Commute Trip Reduction Plan" through approval of the Consent Agenda on June 9, 2025.

DRAFT City of Washougal 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.

The City of Washougal is projected to be a city of nearly 25,000 citizens in the year 2045 and is designed to accommodate the population with sufficient urban infrastructure and regional assets, such as Captain William Clark Park at Cottonwood Beach.

The location of the city at the gateway to the Columbia River Gorge scenic area affords living and tourism opportunities that are unmatched in the metro area. Exceptionally well located to all modes of transportation and a market area poised for business opportunities, Washougal is the up-and-coming small city in Clark County.

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

Washougal faces unique constraints in contemplating alternative patterns of future growth. The city is constrained from growing in three directions. West of the city is the City of Camas. To the south is the Columbia River. And to the east, the Columbia River Gorge National Scenic Area (CRGNSA) has been created with vigorous land use restrictions. Any new growth must occur to the north.

The existing street network is made up primarily of two-lane roadways. In 2011, E Street underwent reconstruction to transform it from two lanes in each direction to one traffic lane, sidewalk, and bicycle lane in each direction as well as a center turn lane between 6th Street and approximately 32nd Street. The highest traffic volumes occur along SR-14 west of Washougal River Road. Existing bicycle and pedestrian facilities are discontinuous through the city. Facilities exist along E Street, Main Street, and segments of Washougal River Road, 39th and 32nd.

Transit service for Washougal consists of one local route, Route 92 provided by C-TRAN. The route travels between Mill Plain Transit Center and the Addy Neighborhood and Washougal High School. Route 92 operates on a 30-minute service frequency between 5:30 am and 8 pm during the weekdays and between 8 am and 8 pm on Saturday. On Sundays and holidays service frequency is hourly between 8 am and 5:30 pm. In addition to fixed-route transit service, C-TRAN operates The Current in Camas/Washougal. The Current is an on-demand rideshare service that provides point-to-point service for just the cost of a bus ride. The Current in Camas/Washougal also provides service to the Fisher's Landing Transit Center for easy transfer opportunities. The Current runs from 5:30 am to 7 pm on the weekdays and 8 am to 6pm on the weekends. You can schedule your ride online, through the mobile app, or by phone. C-TRAN will adopt their 2045 plan in 2025.

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

The changes to commuting patterns in Washougal in the last few years include but are not limited to:

- A significant reduction in weekday, peak hour transit trips.
- An increase in weekend, off-peak transit trips.
- A significant increase in remote work.
- An increase in multiple short driving trips throughout the day.

The implications for CTR from these changes include but are not limited to:

- Less frequent bus service and minimal one-seat rides for commuters make transit unappealing for most 9-5 workers but with an increase on evening and weekends could make transit more attractive for services workers and those more transit dependent.
- The more people telework, the more commute trips are eliminated. Many people and businesses do not associate telework with a commute trip reduction strategy.
- Traffic volumes and congestion remain constant while less people commute due to telework. The morning and afternoon peaks are changing. The morning peak commute is less congested whereas the afternoon peak is more congested, but not due to commuting.

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

The City of Washougal 2023-2028 Strategic Plan goal for Smart Growth will advance commute trip reduction goals. The Smart Growth goal is to develop and grow in a sustainable manner while providing a broad array of amenities, job opportunities, housing, and transportation options to meet the diverse needs of the 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.*

Accelerating housing density and multi-modal infrastructure will help meet the five key priorities of the city: Economic Development and Community Prosperity, Financial Health and Core Services, Vibrant Town Center, "Smart Growth", and Redefined Community Identity.

Building out multi-modal networks with protected and separated places to bike, walk and roll for all ages and abilities supports commute trip reduction. More support will lead to more people biking, walking, and taking transit.

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 will help Washougal achieve local goals and support state and regional efforts. These strategies are mutually reinforcing. Encouraging people to commute via non-drive-alone modes supports the walkable neighborhoods with mixed housing. A variety of housing options and mixed land use will increase density and demand more transit for the community. Together, these plans and strategies will increase the quality of life for people living and working in Washougal.

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.*

As part of our overall Comprehensive Plan Update, the City of Washougal is reviewing vehicle miles traveled (VMT) and greenhouse gas emissions as part of our update to the Transportation Capital Facilities Plan (CFP). These findings will guide us in our efforts to create policies and standards that can help reduce VMT and emissions. These policies and standards will be incorporated into our new Climate and Resiliency Element of our Comprehensive Plan and further embedded in the Transportation Plan CFP as well as other CFP's within the city. By reducing VMT through efforts to shift drive-alone trips 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 will help Washougal achieve local goals and support state and regional efforts. A variety of housing options and mixed land uses which demands more transit and more multi-modal networks. The transportation system needs accommodate more people living in the region and still 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 Vancouver, Clark County

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

Connecting to the region is a priority for Washougal as half of the people that live in 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 region must make new regional connections to the Portland International Airport to reduce commute trips and travel trips from increasing airport travel.

- 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 CTR Program Coordinator 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 CTR Program Coordinator meets quarterly with Oregon Metro, the regional metropolitan planning organization, on the regional travel options program. The CTR Program Coordinator 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 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 cities of Camas, Washougal, and Vancouver are working together to come up with a plan for airport travel and for the Interstate Bridge Replacement Program.

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.

- Pendleton Woolen Mills
- City of Washougal City Hall I believe the Washougal School District should be listed?

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, professional, 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 and event management and airport service.
- Micro-transit and first-last mile connections.
- 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 and bike racks on transit vehicles.
- Guaranteed ride home programs to provide a limited number of free rides home non-drive-alone 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.

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))

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. This will ultimately support affordable housing and 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.
- Micro-transit and first-last mile connections are critical for a suburban community like Washougal. Increasing connections to frequent fixed-route transit service makes transit more realistic for people who do not live on or near a transit route and more attractive for people to choose transit instead of driving alone.

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))*

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

a. Describe how you'll address these barriers.

Infrequent and limited transit service: Most CTR-affected worksites are not located near a C-TRAN bus route. In fact, the majority of Washougal transit service was replaced by micro-transit or on-demand ride hail after the pandemic. Where fixed route transit is available, a commuter will need to make two or even three connections to get to work via bus at a CTR-affected worksite. **How addressing:** The CTR Program Coordinator 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.

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:** The CTR Program Coordinator educates employers on the CTR requirements and how remote work is an excellent commute trip reduction strategy. The CTR Program Coordinator works 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 worksite is located see little congestion. Employees do not sit in traffic to CTR-affected worksites in Washougal and Clark County. Where people sit in traffic is on I-5 heading south in the morning – mostly to worksites and employers located in Oregon. **How addressing:** The CTR Program Coordinator hosts GetThereSWWashington.org to promote bi-state commuter connections and connect carpoolers. The CTR Program Coordinator is researching additional marketing strategies to boost enrollment and engagement with the platform.

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 the CTR Program Coordinator to identify new ETCs and often worksites never respond after ETC turnover. **How addressing:** The CTR Program Coordinator will support employee transportation coordinators through monthly check-ins and an annual worksite audit. In addition, the CTR Program Coordinator will host a quarterly networking meeting for employee transportation coordinators to share their experiences and solutions.

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))

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.

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 Washougal Commute Trip Reduction Plan are \$31,300.

Activity	Estimated average annual cost
Employer engagement*	\$9,390
Commute Trip Reduction 4-year plan	\$6,260
Performance Reporting**	\$6,260
Administration***	\$9,390
Total	\$31,300

*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.

b. 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.

The City of Washougal has an interlocal agreement with the cities of Vancouver and Camas and Clark County, which outlines the City of Vancouver as the primary administrator for the Washougal Commute Trip Reduction Program. 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, City of Vancouver, Olivia Kahn.

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))

19. List your implementation schedule.³⁵

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

20. Describe the CTR plan for jurisdiction employees.³⁶

<i>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.</i>
The City of Washougal has an employee transportation coordinator (ETC) to encourage and educate city employees on commute options. The ETC sits within the Public Works department and has direct access to transportation projects and impacts. The ETC regularly distributes commute information to employees, promotes carpool matching and trip planning through GetThereSWWashington.org. Likewise, the city currently provides bicycle parking, telework options, and flexible schedules to help reduce drive-alone commute trips. The ETC works with their supervisor annually to evaluate the program in accordance with the CTR municipal code and CTR plan.

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))

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 and strategies included in the city-as-an-employer plan indicate the city's commitment and are like those included in all CTR-affected worksite plans. Consistent plans mean there is alignment across all employers participating in the CTR Program. Knowing Washougal city employees are held to the same standard as employees as CTR-affected worksites creates commodity and trust among the community and affected-employers. This allows a consistent message that we are all working together to achieve a common goal.

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 September 2024	• 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.
C-TRAN	July 2024	• 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
Chamber of Commerce	July 2024	• 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
City of Washougal	September 2024	• Some folks commute from Kelso, many commute from Vancouver, and Portland. Not a lot of transit options available for rural Washougal households • People are very connected to their cars • Transit serves downtown area, transit comes from school to downtown, #92 is good to go west but not any other direction. • Connect with recreational cyclists and incentivize road biking and commuting • Connect with C-Tran to provide shuttle services to Waterfront and recreational activities such as Cottonwood Beach and William Park, and possibly further out to Ozone Climbing area, and Beacon Rock • Connect with the Port • Washougal is actively updating the Waterfront and wants to encourage travel options other than driving to alleviate parking and meet TSP goals.
CTR Employer Small Group Discussion	July 2024	• 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.
Clark County Commute Options Feedback Survey	July to August 2024	• 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 least 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. 8% said below \$50,000. 33% said between \$50,000 and \$100,000. 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 should consider how to support 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. - 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. Washougal - 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.
Clark Bicycle & Ped Advisory Committee	August 2024	- 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 a safety and congestion concerns. - We need more bicycle parking in Clark County. - There needs to be more education of travel options to community members. Mailers, marketing, event invites, school-based education, and more.
City of Camas	August 2024	- 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 GetThereSWSWashington.org. • Increase bicycle parking at farmers markets, community events, parks, and other gathering spaces. The region desperately needs more bicycle parking.
--	--	--

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	• Spoke to many families, youth, tribes 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	• The issue is the infrastructure. Bike lanes are unsafe. Bus stops are too far apart. We need better infrastructure. • Use social media, make transit exciting, lower the barrier, 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.

Washington State School for the Blind	August 2024	• C-Tran cancels trips A LOT and often it is not reflected on their website or transit. Invest in Uber/ Lyft vouchers for cancelled. • 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 bus from Vancouver mall and other major hubs in Clark County. • "I like The Current. Needs expanded." • 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 constructions 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."
Fourth Plain Forward	August 2024	• Many concerns for low-income population in Vancouver. Including: 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 routes, inconsistent, community does not feel like it can rely on • Pacifica and Chuukese community have been passed by bus drivers while waiting at stops. • There is a lack of trust and a lack of infrastructure 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" (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." 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.

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.

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))

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]

2025 – 2029 Washougal Commute Trip Reduction Plan

Monday, May 27, 2025 – City Council Workshop | Presented by Mitch Kneipp, Community Development Director
Washougal City Hall Council Chambers



City of Washougal

2025 - 2029 CTR Plan Update



What we'll cover:

- What is it?
- Why are we affected?
- What must be in the plan?
- Performance targets
- Recommendation



2025 - 2029 CTR Plan Update



What is it?

- Washington State law adopted in 1991
- Goal is to reduce traffic congestion, air pollution, and fuel consumption by shifting drive-alone employee commutes to other modes at large worksites (100+ employees)
- Clark County, and the cities of Vancouver, Camas, Washougal are affected jurisdictions in southwest Washington
- The City of Vancouver implements the CTR Program for all jurisdictions in the region



2025 - 2029 CTR Plan Update



Why are we affected?

- RCW 70A.15.4010(2)(a)(i) states in part:
An urban growth area whose boundaries contain a state highway segment exceeding one hundred person hours of delay threshold calculated by the department of transportation, **and any contiguous urban growth areas.**
- Each affected city, county and region must adopt a plan.
- The plan establishes performance targets and outlines objectives.
- New 4-year plan will be effective from July 1, 2025, to June 30, 2029.



2025 - 2029 CTR Plan Update



What must be in the plan?

- Under state law all CTR Plans must contain:
 - Benefits of CTR
 - Performance Targets
 - Services & Strategies
 - Engagement



2025-2029 Performance Targets

Washougal adopted the State's performance target of a weighted average drive-alone rate of 60% or less for CTR-affected worksites.

- Target is ambitious yet not unrealistic
- Target is consistent with affected jurisdictions in our region
- Reflects the program performance (affected worksites) and not community performance (census data)
- Current approximate weighted average is 65% for our region



2025 - 2029 CTR Plan Update



Recommendation:

- Set a public hearing for June 9, 2025, at 7:00pm through approval of the Consent Agenda, for the Commute Trip Reduction Plan Update.



2025 – 2029 Washougal Commute Trip Reduction Plan

Monday, May 27, 2025 – City Council Workshop | Presented by Mitch Kneipp, Community Development Director
Washougal City Hall Council Chambers



City of Washougal

BUSINESS OF THE CITY COUNCIL

City of Washougal, Washington

FOR AGENDA OF:

5/27/2025

SUBJECT:

Public Works: 6 Year Transportation Improvement Program

DEPT. OF ORIGIN:

Public Works

REVIEWED AT:

TO BE RETURNED TO COUNCIL:

Yes

ATTACHMENTS:

1. 2025 6 Year TIP COPY
2. CC Workshop - Six Year TIP - Copy

EXPENDITURE REQUIRED:

Type Here

BUDGETED:

Type Here

APPROPRIATION REQ'D:

Type Here

SUMMARY STATEMENT

Per RCW 35.77.010, the State of Washington requires each legislative body or town/city to adopt a comprehensive transportation program for the ensuing six calendar years. Adoption must be provided by July 1st of the State's fiscal year and is to ensure each City have advanced plans looking to the future in carrying out a coordinated transportation plan. Some transportation related grants require the project to be noted on the City's Six-Year TIP for eligibility.

RECOMMENDED ACTION

Schedule a public hearing for June 23th Council Meeting for adoption of Six-Year Transportation Improvement Program

City of Washougal Six Year Transportation Improvement Program 2026-2031														
Facility	Cross Streets	Project Description (include bike/ped facilities if part of project)	Project Cost Estimate	Improvement Type	Funding Status	Start Date	Funding Source				Expenditure Schedule			
							Grants	Local Funds	TIF	Other	1st	2nd	3rd	4th thru 6th
32nd Street	Evergreen Way to 34th Street	Widen to 3 lanes, plus bike lanes and sidewalk	\$17,912,953	Widening	Partially Funded	TBD	\$8,956,476	\$5,194,756	\$1,074,777	\$2,686,943	\$700,000	\$600,000		\$16,612,953
6th Street	C Street to E Street	Striping to 3 lanes, plus bike lanes and sidewalk	\$379,206	Bike/Ped	Unfunded	TBD	\$151,682	\$151,682	\$0	\$75,841				\$379,206
27 th Street/ Index Street	SR-14 to Index/ 27th St. to west terminus	Widen to Industrial Collector standard, including modifications to lighting, storm drainage, and utilities	\$4,882,330	Widening	Unfunded	TBD	\$1,220,582	\$1,464,699	\$1,464,699	\$732,349				\$4,882,330
27th Street	Index to Main	Shared Use Pathway	\$2,348,004	Bike/Ped	Partially Funded	Oct-23	\$1,040,250	\$0	\$1,307,754	\$0	\$474,000	\$937,002	\$937,002	
27th Street/ Index Street	Addy to Private Drive west of 27th	Street connection with pedestrian facilities	\$10,112,162	New Construction	Unfunded	TBD	\$2,528,040	\$4,550,473	\$505,608	\$2,528,040			\$900,000	\$9,212,162
2nd St	2nd St and A St	Roadway realignment	\$2,401,638	Reconstruction	Unfunded	TBD	\$0	\$2,065,409	\$336,229	\$0		\$1,200,819	\$1,200,819	
S 4th Street	S. 2nd St to S. Mariana Way	Street connection with bike and pedestrian facilities	\$973,296	New Construction	Unfunded	TBD	\$0	\$837,034	\$136,261	\$0			\$973,296	
Misc. Pedestrian Connections	Various locations	Added sidewalk connections	\$3,596,950	New Construction	Unfunded	TBD	\$1,798,475	\$1,618,628	\$0	\$179,848		\$300,000	\$500,000	\$2,796,950
Systemic Stop Controlled Intersections	Various locations	Safety improvements for stop controlled intersection which include signage and striping	\$359,695	Safety	Unfunded	TBD	\$323,726	\$35,970	\$0	\$0	\$359,695			
Washougal River Road	Shepherd Road, 18th/O, 25th	Intersection improvements including bike and ped	\$3,707,736	Reconstruction	Unfunded	TBD	\$1,297,708	\$1,112,321	\$741,547	\$556,160		\$350,000	\$3,357,736	
Miscellaneous west city collectors	Various locations	Roadway improvements with bike and pedestrian access	\$6,721,269	Bike/Ped	Unfunded	TBD	\$0	\$0	\$0	\$6,721,269		\$500,000	\$500,000	\$5,721,269
32nd Street	Main Street to E Street	Grade separation and intersection/road improvements along 32nd Street. Includes bike and pedestrian facilities with a multi-use path	\$69,000,000	Grade Separation	Partially Funded	Aug-23	\$50,476,000	\$0	\$171,900	\$18,352,100	\$3,200,000	\$3,500,000	\$2,000,000	\$60,300,000
Washougal River Road	N. 18th St to E Street	Safety improvements which include segment lighting, bridge endpoint protection, and striping improvements	\$529,677	Safety	Unfunded	TBD	\$476,709	\$52,968	\$0	\$0		\$264,838	\$264,838	
Citywide Pavement Preservation Program	Various locations	Pavement maintenance of all City Streets	\$6,600,000	Resurfacing	Funding Secured	Ongoing		\$6,600,000			\$1,100,000	\$1,100,000	\$1,100,000	\$3,300,000
Traffic Calming Program Projects	Various locations	Installation of traffic calming devices	\$565,235	Traffic Calming	Unfunded	TBD		\$300,000		\$265,235		\$75,000	\$75,000	\$415,235
Shepherd Road	3rd Avenue to Washougal River Road	bike & ped facilities	\$4,342,294	Bike/Ped	Funding Secured	Feb-25	\$3,473,835		\$868,459		\$441,589	\$2,925,529	\$975,176	

City of Washougal Six Year Transportation Improvement Program 2026-2031														
Facility	Cross Streets	Project Description (include bike/ped facilities if part of project)	Project Cost Estimate	Improvement Type	Funding Status	Start Date	Funding Source				Expenditure Schedule			
							Grants	Local Funds	TIF	Other	1st	2nd	3rd	4th thru 6th
39th Street	W street to J Street	Bike & ped sidewalks	\$1,564,036	Bike/Ped	Unfunded	TBD	\$391,009	\$782,018		\$391,009		\$280,000	\$642,018	\$642,018
39th Street	J street to Evergreen Way	Bike & ped sidewalks	\$2,579,636	Bike/Ped	Funding Secured	Nov-25	\$2,063,709		\$515,927		\$418,372	\$2,161,264		
27th Street	Main Street to SR 14	Widen for turn lanes, bicycles, and sidewalks	\$4,858,709	Widening	Unfunded	TBD	\$1,214,677	\$1,457,613	\$1,457,613	\$728,806				\$4,858,709
Crown Road	NE 7th to UGA	Widen to 3 lane arterial plus bike lanes and sidewalk	\$7,796,673	Bike/Ped	Unfunded	Jan-24	\$1,559,335	\$1,637,301	\$701,701	\$3,898,336		\$500,000	\$1,000,000	\$6,296,673
Washougal River Road (Bridge Program)	Washougal River Road	Needs essential maintenance including deck and approach repairs, joint replacements, protection measures, and safety improvements.	\$1,132,534	Preventative Maintenance (Safety)	Unfunded	Apr-26	\$1,132,533.92	\$0	\$0	\$0	\$1,132,534			

Six Year Transportation Improvement Program

5-27-25 – City Council Workshop| Presented by Scott Collins, City Engineer



City of Washougal

MISSION STATEMENT

Our mission is to provide fiscally responsible services that promote our vision of a safe and beautiful community that can be enjoyed for generations to come.

STATE REQUIREMENTS



- Washington State requires each legislative body or each town or city per Revised Code of Washington (RCW) 35.77.010 to adopt a comprehensive transportation program for the ensuing six calendar years
- Must be adopted by July 1st of the start of the state's fiscal year.
- Purpose is to assure each city shall perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation plan



SIX YEAR TIP



- Most projects on the list do not currently have a funding source.
- Some grant sources require a project to be on the agency's six year TIP to be eligible for funding
- Projects that have obligated (authorized) construction funding are pulled from the list
- List has identified **21** transportation related projects as part of the 2026 Six Year TIP
- Projects identified in TIP fell in line with years identified in our Transportation Capitals Facilities Plan (TCFP) and potential project grant applications
- ***Currently underway on our Comp Plan Update, where the TCFP will be updated based on growth needs***



SIX YEAR TIP



City of Washougal Six Year Transportation Improvement Program 2026-2031														
Facility	Cross Streets	Project Description (include bike/ped facilities if part of project)	Project Cost Estimate	Improvement Type	Funding Status	Start Date	Funding Source				Expenditure Schedule			
							Grants	Local Funds	TIF	Other	1st	2nd	3rd	4th thru 6th
32nd Street	Evergreen Way to 34th Street	Widen to 3 lanes, plus bike lanes and sidewalk	\$17,912,953	Widening	Partially Funded	TBD	\$8,956,476	\$5,194,756	\$1,074,777	\$2,686,943	\$700,000	\$600,000		\$16,612,953
6th Street	C Street to E Street	Striping to 3 lanes, plus bike lanes and sidewalk	\$379,206	Bike/Ped	Unfunded	TBD	\$151,682	\$151,682	\$0	\$75,841				\$379,206
27 th Street/ Index Street	SR-14 to Index/ 27th St. to west terminus	Widen to Industrial Collector standard, including modifications to lighting, storm drainage, and utilities	\$4,882,330	Widening	Unfunded	TBD	\$1,220,582	\$1,464,699	\$1,464,699	\$732,349				\$4,882,330
27th Street	Index to Main	Shared Use Pathway	\$2,348,004	Bike/Ped	Partially Funded	Oct-23	\$1,040,250	\$0	\$1,307,754	\$0	\$474,000	\$937,002	\$937,002	
27th Street/ Index Street	Addy to Private Drive west of 27th	Street connection with pedestrian facilities	\$10,112,162	New Construction	Unfunded	TBD	\$2,528,040	\$4,550,473	\$505,608	\$2,528,040			\$900,000	\$9,212,162
2nd St	2nd St and A St	Roadway realignment	\$2,401,638	Reconstruction	Unfunded	TBD	\$0	\$2,065,409	\$336,229	\$0		\$1,200,819	\$1,200,819	
S 4th Street	S. 2nd St to S. Mariana Way	Street connection with bike and pedestrian facilities	\$973,296	New Construction	Unfunded	TBD	\$0	\$837,034	\$136,261	\$0			\$973,296	
Misc. Pedestrian Connections	Various locations	Added sidewalk connections	\$3,596,950	New Construction	Unfunded	TBD	\$1,798,475	\$1,618,628	\$0	\$179,848		\$300,000	\$500,000	\$2,796,950
Systemic Stop Controlled Intersections	Various locations	Safety improvements for stop controlled intersection which include signage and striping	\$359,695	Safety	Unfunded	TBD	\$323,726	\$35,970	\$0	\$0	\$359,695			
Washougal River Road	Shepherd Road, 18th/O, 25th	Intersection improvements including bike and ped	\$3,707,736	Reconstruction	Unfunded	TBD	\$1,297,708	\$1,112,321	\$741,547	\$556,160		\$350,000	\$3,357,736	



SIX YEAR TIP



City of Washougal Six Year Transportation Improvement Program 2026-2031														
Facility	Cross Streets	Project Description (include bike/ped facilities if part of project)	Project Cost Estimate	Improvement Type	Funding Status	Start Date	Funding Source				Expenditure Schedule			
							Grants	Local Funds	TIF	Other	1st	2nd	3rd	4th thru 6th
Miscellaneous west city collectors	Various locations	Roadway improvements with bike and pedestrian access	\$6,721,269	Bike/Ped	Unfunded	TBD	\$0	\$0	\$0	\$6,721,269		\$500,000	\$500,000	\$5,721,269
32nd Street	Main Street to E Street	Grade separation and intersection/road improvements along 32nd Street. Includes bike and pedestrian facilities with a multi-use path	\$69,000,000	Grade Separation	Partially Funded	Aug-23	\$50,476,000	\$0	\$171,900	\$18,352,100	\$3,200,000	\$3,500,000	\$2,000,000	\$60,300,000
Washougal River Road	N. 18th St to E Street	Safety improvements which include segment lighting, bridge endpoint protection, and striping improvements	\$529,677	Safety	Unfunded	TBD	\$476,709	\$52,968	\$0	\$0		\$264,838	\$264,838	
Citywide Pavement Preservation Program	Various locations	Pavement maintenance of all City Streets	\$6,600,000	Resurfacing	Funding Secured	Ongoing		\$6,600,000			\$1,100,000	\$1,100,000	\$1,100,000	\$3,300,000
Traffic Calming Program Projects	Various locations	Installation of traffic calming devices	\$565,235	Traffic Calming	Unfunded	TBD		\$300,000		\$265,235		\$75,000	\$75,000	\$415,235
Shepherd Road	3rd Avenue to Washougal River Road	bike & ped facilities	\$4,342,294	Bike/Ped	Funding Secured	Feb-25	\$3,473,835		\$868,459		\$441,589	\$2,925,529	\$975,176	
39th Street	W street to J Street	Bike & ped sidewalks	\$1,564,036	Bike/Ped	Unfunded	TBD	\$391,009	\$782,018		\$391,009		\$280,000	\$642,018	\$642,018
39th Street	J street to Evergreen Way	Bike & ped sidewalks	\$2,579,636	Bike/Ped	Funding Secured	Nov-25	\$2,063,709		\$515,927		\$418,372	\$2,161,264		
27th Street	Main Street to SR 14	Widen for turn lanes, bicycles, and sidewalks	\$4,858,709	Widening	Unfunded	TBD	\$1,214,677	\$1,457,613	\$1,457,613	\$728,806				\$4,858,709
Crown Road	NE 7th to UGA	Widen to 3 lane arterial plus bike lanes and sidewalk	\$7,796,673	Bike/Ped	Unfunded	Jan-24	\$1,559,335	\$1,637,301	\$701,701	\$3,898,336		\$500,000	\$1,000,000	\$6,296,673
Washougal River Road (Bridge Program)	Washougal River Road	Needs essential maintenance including deck and approach repairs, joint replacements, protection measures, and safety improvements.	\$1,132,534	Preventative Maintenance (Safety)	Unfunded	Apr-26	\$1,132,533.92	\$0	\$0	\$0	\$1,132,534			



39th Street Sidewalk



Description:

This project deals with safety improvements that include additional sidewalk implementations, striping, lighting and speed humps. The sidewalk is being implemented into the east side of 39th street and will run from Evergreen way to J street.

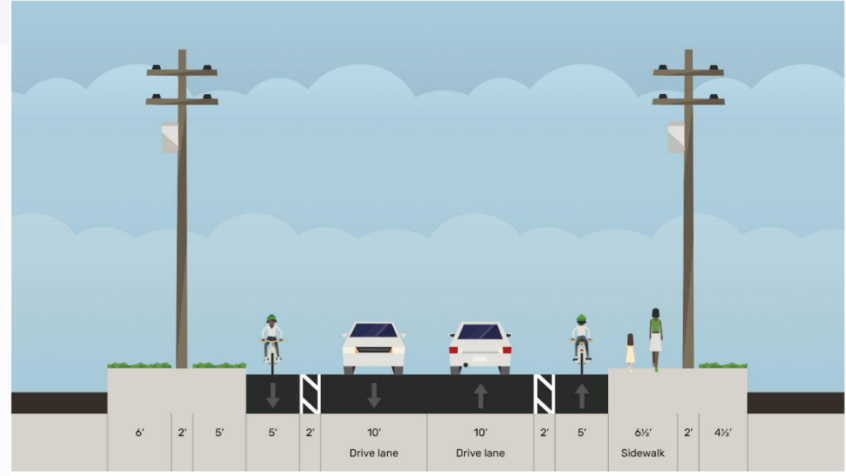
Funding: Federal (SRTS) / Local (TIF)

<i>Phase</i>	<i>Estimated Cost</i>	<i>Funded</i>
Design	\$375,872	\$375,872
ROW	\$42,500	\$42,500
Construction	\$2,161,264	\$2,161,264
Total	\$2,579,636	\$2,579,636

Status: Approved in State budget and notified of award, can authorize design funding starting July 2025



EXISTING
39th Street Roadway Section
NTS



PROPOSED
39th Street Roadway Section
NTS

Shepherd Road Pedestrian Connection



Existing Typical Roadway Section



Proposed Typical Roadway Section

Description:

Project includes plans to widen Shephard Road to the north allowing for on-street parking, installation of a shared use path to accommodate bike and ped, lighting improvements, traffic calming improvements, ADA upgrades, and additional drainage improvements. These improvements are vital to install safe and accessible means of travel to Sandy Swimming hole and surrounding neighborhoods.

Funding:

State (TIB) / Local (TIF)

<i>Phase</i>	<i>Estimated Cost</i>	<i>Funded</i>
Design	\$441,589	\$441,589
ROW	\$0	\$0
Construction	\$3,900,705	\$3,900,705
Total	\$4,342,294	\$4,342,294

Status: Design underway with construction anticipated for summer 2026



Systemic Stop Improvements

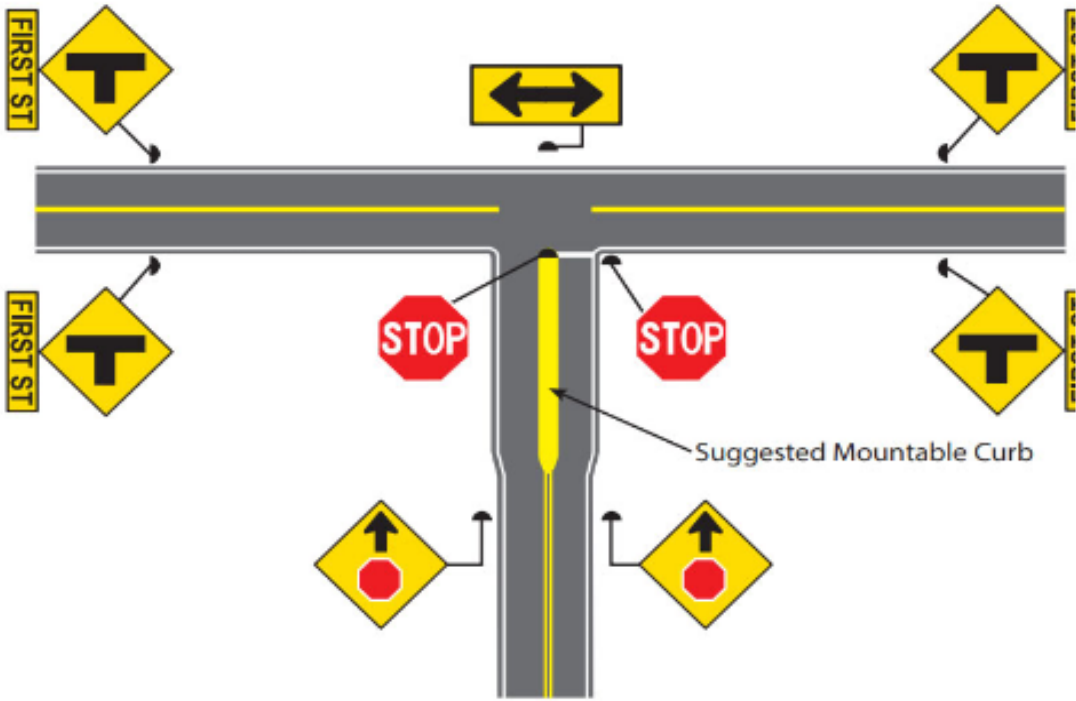


Description: Project installs safety improvements located around at-risk intersections that improves public safety. There are 10 identified intersection locations that can benefit from stop-controlled intersection sign/pavement marking (doubled-up signs, additional pavement marking, double-wide stop bars, advance warning signs, oversize signs) and sight-distance improvements.

Funding: Federal (HSIP)

Phase	Estimated Cost	Funded
Design	\$120,435	\$120,435
ROW	\$0	\$0
Construction	\$401,450	\$401,450
Total	\$521,885	\$521,885

Status: Design authorization approved, starting RFP to advertise for a consultant



Recommendation

- Schedule a public hearing for June 9th Council Meeting for Adoption of Six Year Transportation Improvement Program



Six Year Transportation Improvement Program

5-27-25 – City Council Workshop| Presented by Scott Collins, City Engineer



City of Washougal