



Mill Plain Corridor HCT Discussion Paper for Task Force

This presents the context and data for considering HCT in the Mill Plain corridor.

At the back are policy questions that will help frame the discussion regarding the future role of HCT service in the Mill Plain corridor.

Corridor Transportation Function

- Mill Plain Boulevard
 - Access to commercial uses
 - Access to adjacent neighborhoods
 - Trips within and between adjacent neighborhoods

Corridor Land Use Context

- Mill Plain Boulevard
 - Mix of single family, multi-family and commercial uses east of I-5
 - Surface parking lots serving most existing commercial uses
 - Good redevelopment opportunities based on underutilized parking and age of structures

Corridor Transit Markets

- Long-distance, high-speed service to Oregon
 - Service on Mill Plain to Fishers Landing Transit Center or downtown Vancouver, where transfer connections can be made to routes that serve Oregon locations
 - 46% of 2030 transit trips in corridor destined for Oregon locations
- Local connections to commercial uses and major activity centers
 - Service on Mill Plain Boulevard serving commercial/residential uses from Fishers Landing Transit Center to downtown Vancouver (Route 37)

Mill Plain Corridor HCT Strategy Option

Summary Data for Mill Plain HCT Concepts

	Daily Boardings on HCT Line (2030)	Annual Boardings on HCT Line (2030)	Capital Cost per Mile ¹ (2008\$)	Annualized Capital Cost ¹ (2008\$)	Annual Operating Cost ² (2008\$) (change from CRC Base)
Mill Plain BRT-Hybrid	6,510-6,890 (Scen. 1, 2a, 2b, 3, & 5)	2.1 – 2.2 million	\$6.0 M	\$3.7 M	+\$0.7 M

¹Capital cost includes only Mill Plain Corridor HCT costs.

²Difference in systemwide operating costs from CRC Base. Assumes addition of HCT line to CRC Base transit network and removes duplicate local bus service.

Ability to Compete for FTA New Starts Funding

This is an initial, general assessment of the ability to compete for New Starts/Small Starts funding based on the system-level analysis prepared for the HCT System Study. The measures used here are not as detailed or accurate as required by FTA for a New Starts/Small Starts submittal nor are the HCT concepts optimized as they would be in a more detailed corridor analysis such as an Alternatives Analysis or EIS.

The data presented here can provide information on general trends but should only be considered to be representative of how an HCT concept might perform.

Cost-effectiveness – annual cost per boarding ride

(annual operating cost + annualized capital cost / boarding rides)

Mill Plain BRT-Hybrid \$1.99 - \$2.08

Land Use

Mill Plain Corridor

- Population density
 - Existing population density 4,300
 - 2030 GMA population density 6,000
 - FTA threshold for medium ranking **6,667**
 - Additional pop/households needed 667 pop/248 HH
- Number of jobs
 - Existing 47,000
 - 2030 GMA 61,400
 - FTA threshold for medium ranking **125,000**
 - Additional jobs needed 63,600

Note: The number of jobs measure usually includes the major city CBD (i.e. Portland). Including downtown Portland and the Yellow Line corridor would put the overall corridor above the threshold. Clark County HCT options that are through-routed to downtown Portland would have a strong case to include downtown Portland and the Yellow Line corridor, however for HCT options that require a transfer to access downtown Portland, FTA would need to be convinced that jobs in Portland should be counted.

Ability to compete for FTA New Starts funding - Preliminary Generalized Ranking

Description of Preliminary Generalized Rankings

- Very Good – Highly likely to qualify and be competitive for funding
- Good – Strong possibility that it could qualify and be competitive
- Average – Some possibility to qualify and be competitive
- Poor – Outside chance to qualify and be competitive
- Very Poor – Little chance to qualify and be competitive

Mill Plain BRT-Hybrid

- Good cost-effectiveness
- Relatively low capital cost
- Land use currently falls short of FTA thresholds
- Could qualify as Very Small Start with some cost-cutting

Policy Questions

1. **Serving Bi-State Trips** – Due to a relatively small number of bi-state trips in the corridor, should HCT on Mill Plain focus on serving intra-county trips?

Pros

- Bi-state trips primarily served by park-and-rides in I-5 or I-205 corridors
- Mill Plain corridor connects neighborhoods with commercial centers
- Service to hospital and downtown Vancouver

Cons

- Serving bi-state trips primarily with park-and-rides means auto trips still on system

2. **Extent of Capital Improvements** – Should BRT in Mill Plain include development of a transit-only lane to bypass congestion near I-205/Chaklov?

Pros

- Addresses the major congestion point in the corridor
- Improves travel time and reliability

Cons

- High-cost capital improvement