

# C-TRAN Update

RTC Board of Directors • April 2, 2019



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# C-TRAN Presentation Overview

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1. Mill Plain BRT (Bus Rapid Transit) Project Update
2. C-TRAN Facility Improvement Project Update
3. Ridership/September 2019 Service Change



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# Mill Plain Corridor Transit Conditions

- 3,000 boardings per day
- 740 ramp deployments per month
- Transit travel time nearly double auto travel time
- Service slows to under 8 mph within I-205 interchange
- Average time spent at stops is 50 percent more than The Vine
- Closely spaced stops



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# Mill Plain BRT Project—Phase 1

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- Development of key alternatives (Completed)
- Conduct public/stakeholder involvement (Completed)
- Initiate environmental analysis (Completed)
- Initiate design and engineering work (In process)
- Selection of Locally Preferred Alternative (Completed)
- LPA preliminary design to 15% (Nearly complete)



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# Alignment Options



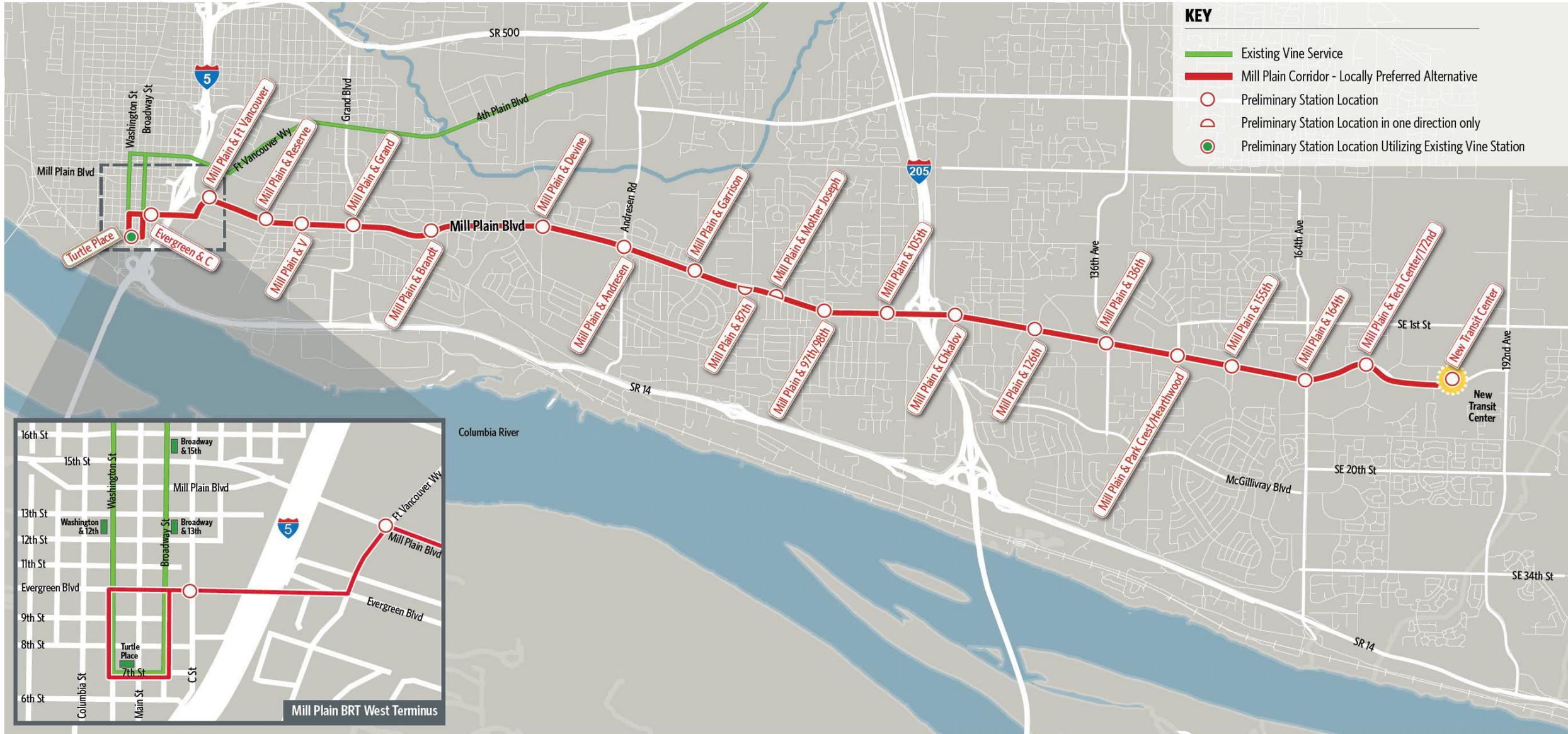
# Phase 1 Public Involvement

- 3 public open houses
- Interactive online open house
- 5 Technical Advisory Committee (TAC) meetings
- 5 Corridor Advisory Committee (CAC) meetings
- Door-to-door outreach to more than 400 businesses and homes
- Briefings with 4 neighborhood associations



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# LPA – Adopted March 2019



**KEY**

- Existing Vine Service
- Mill Plain Corridor - Locally Preferred Alternative
- Preliminary Station Location
- Preliminary Station Location in one direction only
- Preliminary Station Location Utilizing Existing Vine Station



# Mill Plain BRT Project—Phase 2

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- Formal entry to Project Development (completed)
  - ✓FTA approved C-TRAN request in early 2019
- Complete environmental analysis
- Complete design and engineering work (30/60/90/100)
- Gain commitments of all non-Small Starts funding (completed)
- Receive FTA evaluation, rating, and approval
- Complete Grant Agreement



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# Mill Plain BRT Cost & Funding

- Estimated project cost less than \$50 million
- Requesting ~\$25 million from FTA's Small Starts Grant Program
- \$3 million in committed regional funds
- \$22 million in committed C-TRAN local funds
- Continue to seek WSDOT Regional Mobility and other grants to help offset C-TRAN local funds



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# Mill Plain BRT Key Milestones

- Summer 2019: Complete 30% Design
- Late Summer 2019: Complete environmental checklist
- Spring 2020: Complete 60% Design
- Spring 2020: Complete FTA Risk Analysis
- Summer 2020: Begin FTA Small Starts Grant Agreement
- Fall 2020: Complete Design & Engineering/Secure FTA grant
- 2021: Begin construction



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# Facility Master Plan Update

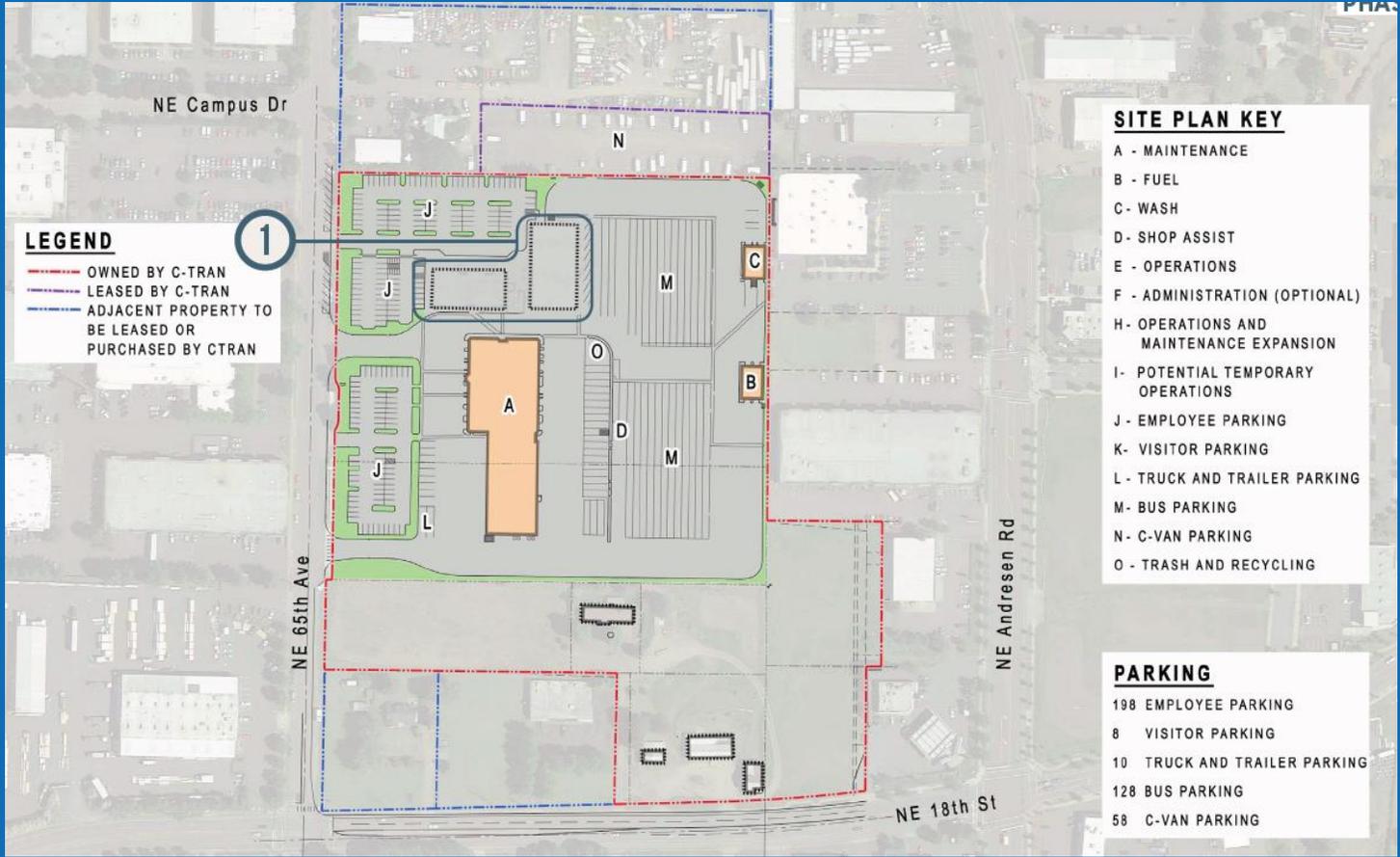
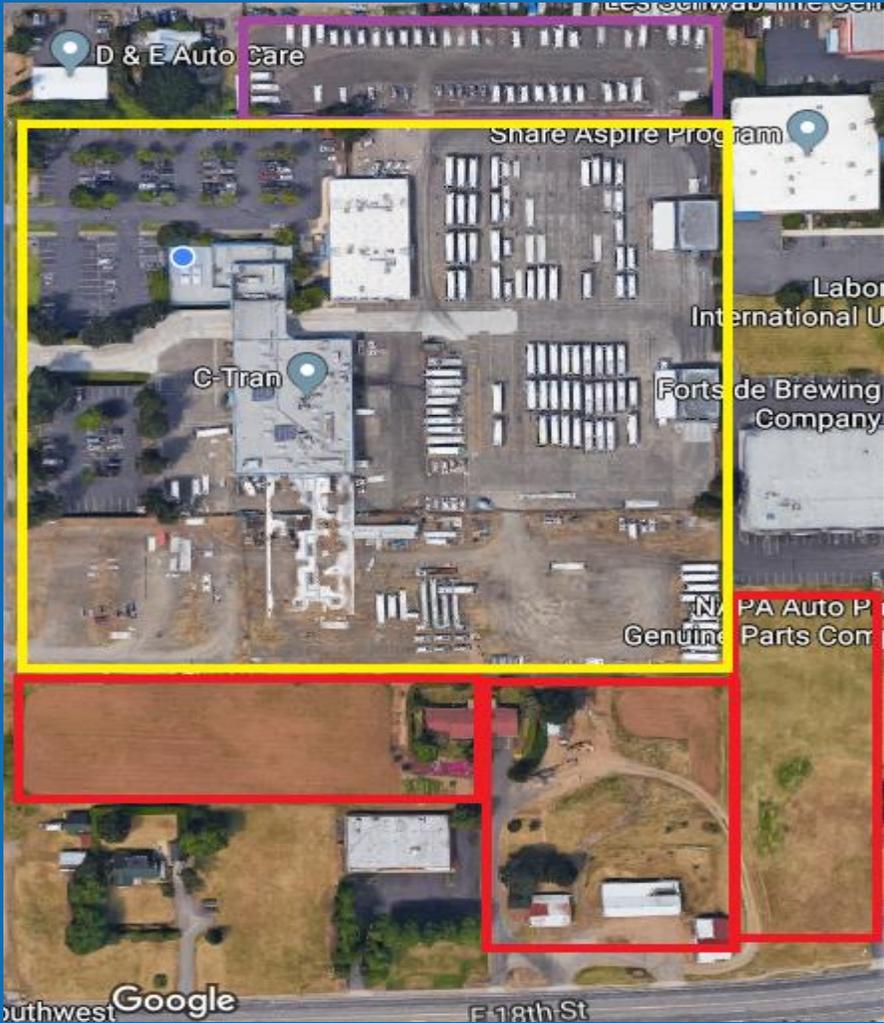
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## Why Now?

1. C-TRAN's current facility, built in early 1980's, is over-capacity
2. Constraints of current facility precludes future growth and ability to support alternative fuel fleets (i.e. electric buses)
3. Addressing most critical needs now allows for major capital project/service increase implementation



# Current Property Layout



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# Phases of Work for Completion

- Phase 1: Administration Relocation
- Phase 2: Southern Lot Expansion
- Phase 3: Maintenance Building – North Expansion
- Phase 4: New Maintenance and Operations Center
- Phase 5: Fueling Station / Bus Wash Relocation
- Phase 6: Park and Ride 18<sup>th</sup> Street Location
- Potential Future Phases: Northern Bus Expansion, Surface Parking Expansion, and Additional Property Acquisitions



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# Phase 1: Administration Relocation

- Original assumption included new building on existing site – buildout approximately \$30 million
- Purchased alternate off-site location with 40k sq. ft. for \$6.85 million
- Timeline: 2018-2019



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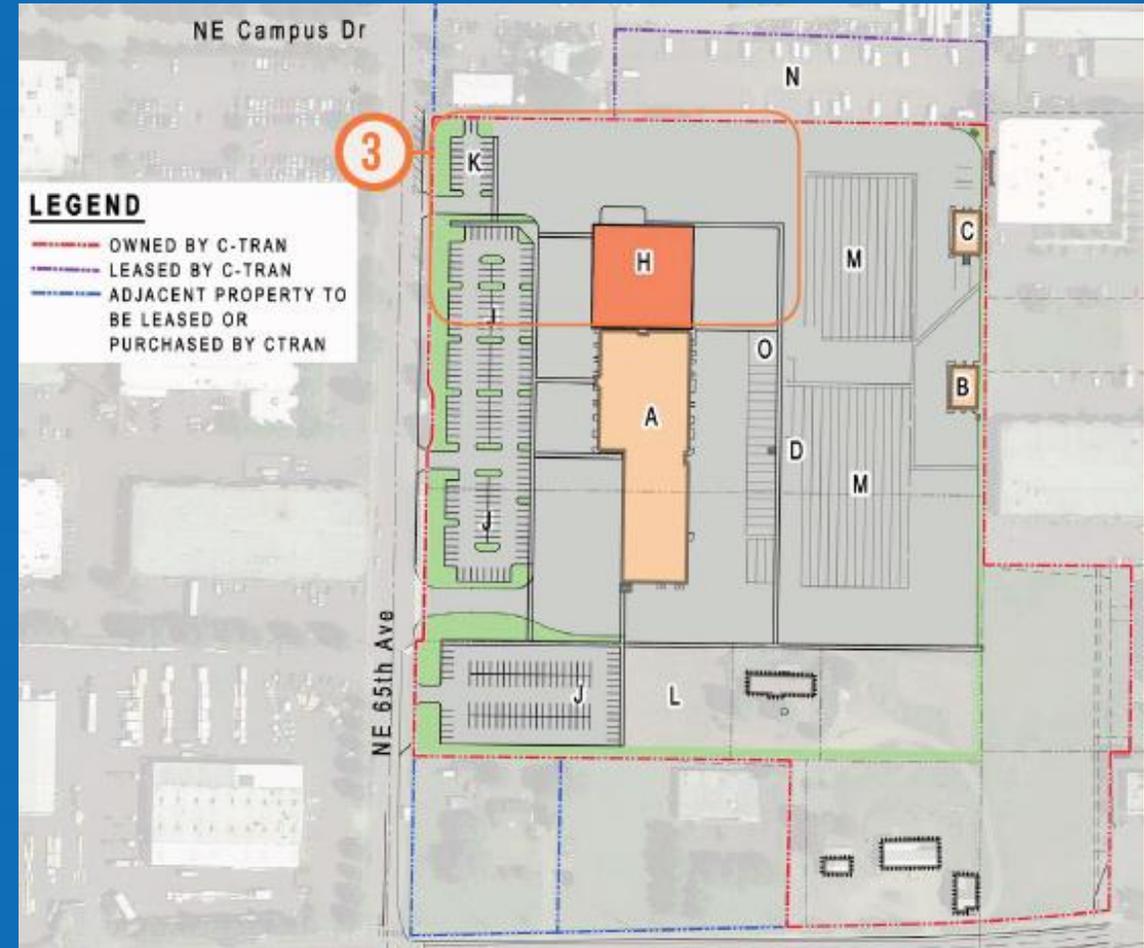
# Phase 2: Southern Lot Expansion

- Parcel 2 is land purchased that is not level grade and currently has a house
- Storm water mitigation is needed, with demolition of house on property
- Parcel will be used for mixed-use employee parking and equipment parking
- Timeline: 2019-2020



# Phase 3: Maintenance Building North Exp.

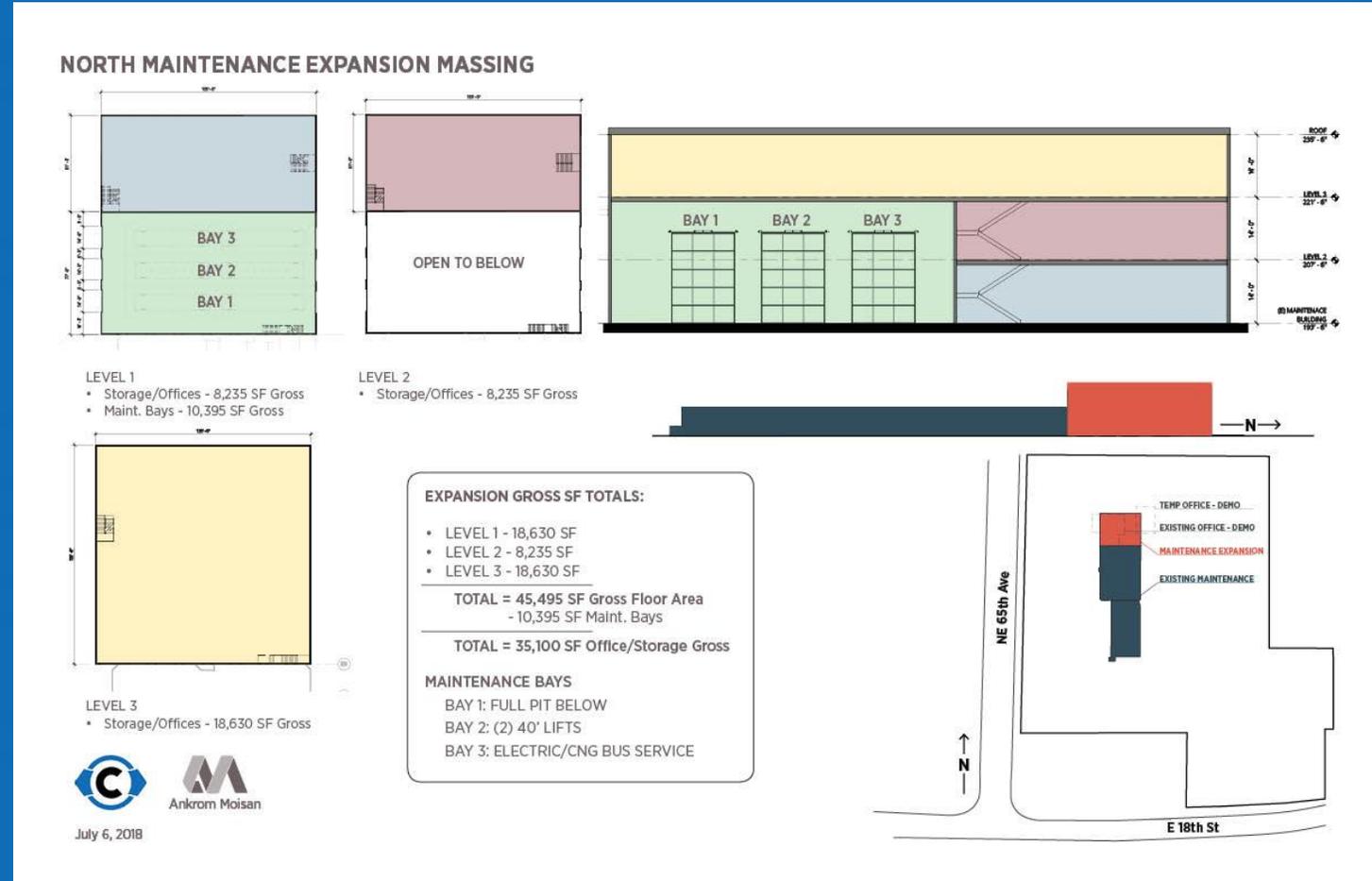
- Buildout of area 3 requires demolition of the current Administration building and Operations modular unit
- Extend Maintenance by three (3) bays to include capability for electric technology and more articulated coaches in the fleet
- Timeline: 2019-2020



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# Phase 4: New Maintenance and Ops Center

- Buildout of Maintenance and Operations Center
- Office and storage area would be connected to new Maintenance buildout
- Timeline: 2019-2021



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# Facility Improvement Cost Estimate

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- ✓ Phase 1 (Relocate Admin): \$8 million
- Phase 2 (South lot): ~\$2.3 million
- Phases 3 and 4 (New Maintenance and Ops bldg.): ~\$15.7 million
- Estimated total cost: ~\$26 million



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# Why change service?

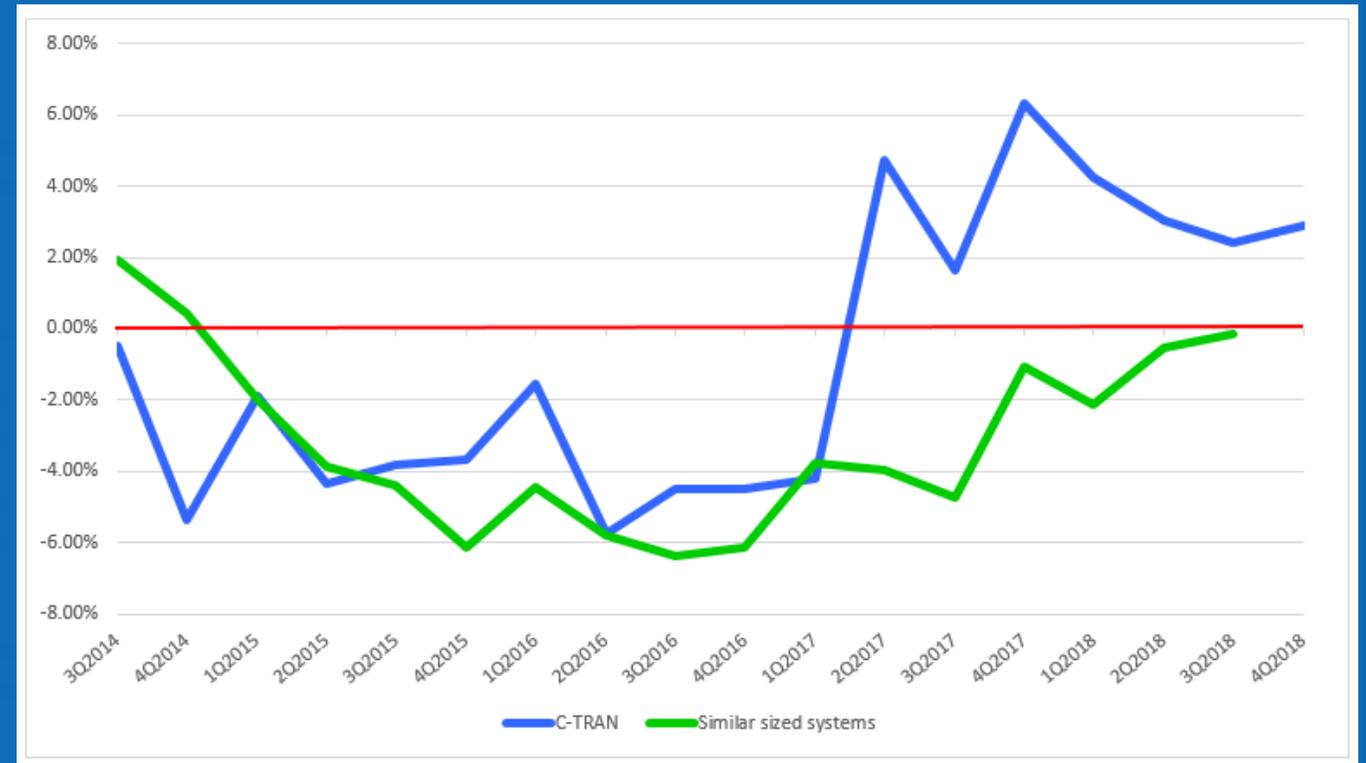
The community is changing:

- New development, relocations
- Traffic impacts

Service Strategy:

- Performance goals
- System design

Fixed Route Ridership Trends  
C-TRAN compared to Similar sized systems nationwide



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# Service Change Concept Summary

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- Increase annual service hours by 6,000 (2% total increase)
- Bring high-frequency service to Highway 99 with extension to the Vancouver Waterfront
- Reallocate 2% of service that is low-performing
- Increase frequencies on 3 Routes: 19, 71, and 78
- New direct service to Portland International Airport
- Improves reliability on 3 Routes: 30, 60, and 78



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# Service Change Outreach

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- March 26: Open house/CCAC meeting (C-TRAN)
- April 2: Open house (Fisher's Landing – Rose Besserman room)
- April 4: Open house (Vancouver Community Library)
- April 9: Public hearing/Board discussion (C-TRAN Board)
- May 14: Possible adoption (C-TRAN Board)



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# Questions?



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