

High Capacity Transit: Potential impacts on current local bus service

The FTA specifically prohibits transit agencies from degrading local bus service by transferring funds from existing service to finance high capacity transit operations.

Sources Reviewed

The panel reviewed documents which included analyses of impacts of light rail transit and bus rapid transit on existing bus service. Documents in the bibliography related to the Fourth Plain Transit Improvement Project outline how existing bus service will be affected by the addition of bus rapid transit. C-TRAN prepared a mock schedule showing how bus rapid transit would impact ridership per vehicle. C-TRAN 2030 also analyzed how light rail and existing bus lines will interact when both serve the downtown area. Finally, C-TRAN presented the details of C-TRAN 2030 during the April panel meetings in Vancouver. The bibliography includes a complete list of documents the panel was able to review, and the C-TRAN 2030 presentation is located in Appendix D.

Finding

The panel concludes that C-TRAN has identified adequate funding opportunities to ultimately implement bus rapid transit services without jeopardizing current local bus service within Vancouver and throughout the Clark County service area. In fact, the bus rapid transit investment appears to improve local service within the corridor. The panel also accepts C-TRAN assurances that, as a matter of policy, the three-tier financial planning model does not include scenarios where funding would be transferred from local routes to bus rapid transit services.

The C-TRAN 2030 Plan also includes plans for improved bus service to communities outside Vancouver which will not be affected by commitments to high capacity transit funding.

Recommendation

None.



Mill District Park and Ride - The panel recommended that C-TRAN consider charging for parking at park and ride facilities to help cover some light rail maintenance and operations costs.