



STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director 
DATE: February 23, 2016
SUBJECT: **Bus on Shoulder Feasibility Study-Consulting Services Agreement, Resolution 03-16-04**

AT A GLANCE - ACTION

This resolution describes the consultant selection process, summarizes the tasks for the Bus on Shoulder Feasibility Study and asks the RTC Board to authorize the Executive Director to enter into a consulting services agreement for implementation of the study.

INTRODUCTION

The Bus on Shoulder Feasibility Study is being initiated as a result of the I-205 Access and Operations (AO) Study recommendations which were adopted by the RTC Board in November 2014 (Resolution 11-14-21). The assessment of bus on shoulder (BOS) conducted as part of the AO Study found that it offers the opportunity for improved transit reliability, travel time savings, and expanded transit ridership, and the recommendation that it be studied further.

In 2015, RTC worked closely with partner agency staff to develop a scope of work for the feasibility study and completed a consultant selection process late last year to provide technical services for the study.

This resolution is to request that the RTC Board authorize the Executive Director to enter into a consulting services agreement with David Evans and Associates for technical services for the BOS Feasibility Study.

CONSULTANT SELECTION PROCESS

A Request for Qualifications for the Bus on Shoulder Feasibility Study was issued on October 21, 2015, and was advertised in the media including the Portland Daily Journal of Commerce and the Seattle Daily Journal of Commerce. Three submittals were received by the November 12, 2015 closing date. Initial screening of RFQ submittals and consultant interviews were carried out by a consultant selection panel with representatives from the Washington State Department of Transportation, C-TRAN, Oregon Department of Transportation, Tri-Met, Metro, and RTC. The consultant selection panel reviewed the qualifications statements for the three submittals and invited all three firms for interviews. The consultant teams interviewed were led by: David Evans and Associates (DEA), AECOM, and HDR, Inc. During the interviews, the selection panel individually evaluated the consultants based on the selection criteria. Following the interviews, the DEA team was unanimously recommended as the most qualified to provide professional services for the I-205 BOS Feasibility Study.

The DEA team is headed by Scott Harmon as Project Manager who has guided efforts for ODOT to develop advance traffic management strategies for freeways in the Portland region. The team also includes Nick Thompson of WSP/Parsons Brinckerhoff, a nationally known expert with direct knowledge in all phases of BOS planning and implementation.

AGENCY ROLES AND RESPONSIBILITIES

RTC will be the project lead for the overall study and the management of work tasks and will be supported by agencies that would be directly involved or affected by a bus on shoulder operation. A Bus on Shoulder Technical Advisory Committee has been formed made up of Washington State Department of Transportation, C-TRAN, Oregon Department of Transportation, Tri-Met, Metro, and RTC.

The BOS TAC will provide support regarding analysis approach and results, and input on development of scenarios and operational protocols. It will also provide technical and engineering expertise, and ensure consistency of study activities with transportation goals and policies of their respective agencies.

In addition to regular updates to the RTAC and the RTC Board, RTC will provide periodic updates to the Bi-State Coordination Committee. RTC will also engage with the Federal Highway Administration and the Federal Transit Administration when necessary to inform them of study progress and ensure coordination on transit use of interstate facilities and regulatory or other requirements.

BUS ON SHOULDER SCOPE OF WORK *(summarized)*

The study corridor encompasses the I-205 corridor from the 18th Street interchange, now under construction, south to the I-84 interchange and on SR-14 from I-205 to 164th Avenue. SR-14 is included because of the high congestion levels and the number of buses traveling between Fisher's Landing Park and Ride facility and Portland that use the facility. Refinement of the corridor and BOS termini will occur under the BOS concept in Task 5. A summary of the study tasks is provided below:

Task 1: Data Collection

Compile baseline transportation and transit data including traffic freeway speeds by segment, time of day, and duration, and mainline traffic volumes and entrance and exit volumes at ramps and at freeway to freeway interchanges along the corridor. Transit data would include ridership, on-time performance, reliability, and the number of buses required to maintain scheduled service.

Task 2: Transportation Analysis

Conduct transportation analysis for a wide range of traffic operations and transit operations and performance with and without BOS in the corridor. Key evaluation measures will include safety, travel speeds, vehicle queuing and delay, incidents, and transit speeds and reliability.

Task 3: Bus on Shoulder Technical Workshop

RTC will host a bus on shoulder technical workshop with agency stakeholders and policy makers. The workshop will inform participants on the engineering, operational, and technical issues associated with BOS systems and will include experts with knowledge and insight of BOS systems already in place around the country. In addition, these experts will also review information developed to date, facilitate discussion, and answer questions from workshop participants. One of the outcomes of the workshop is to support the development of a draft BOS operating concept for the corridor.

Task 4: Identification of Engineering Issues, Constraints, and Opportunities

Examine existing physical characteristics of the facilities where BOS is being studied in order to identify engineering issues/constraints and opportunities that would need to be considered for a BOS operation in the corridor.

Task 5: Bus Service and Operating Concept

Develop a bus service and operating concept at a level that will allow identification of conceptual capital improvements and associated costs for bus on shoulder such as routes, transit vehicle volumes, and headways by line and road segment. This task will also define bus operating protocols that identify when, where, and how buses operate on the shoulder including inside or outside shoulder, time of day, operating speed thresholds, and incidents.

Task 6: Policy Issues

Research the policy and legal issues associated with BOS operations including existing statutes, regulations, and other agreements and determine if additional legislation is needed to allow transit vehicle use of the shoulder.

Task 7: Capital Improvement Concept

Identify capital improvements by category and location based on the bus service concept developed in Task 5.

Task 8: Concept Level Cost Estimate

Prepare order of magnitude level estimates for the improvement concepts developed in the previous task.

Task 9: Finance Plan

Conduct sketch level investigation of funding opportunities for a Bus on Shoulder system. This task will include research and identification of state and federal grant sources and requirements. It will also evaluate whether the project would qualify for Federal Transit Administration funds.

Task 10: I-5/I-205 North Scan Assessment (optional)

This task is not currently part of the scope of work. Although the core scope of work is to study the I-205 corridor, the consultant may also be asked to provide a high level assessment of opportunities and risks for BOS on the I-5 corridor from Salmon Creek Interchange to the

Interstate Bridge and to I-405 and on I-205 north of 18th Street to Salmon Creek Interchange. Insight about BOS operations and issues developed for I-205 as well the development of BOS policies could be applied to prospects for BOS in these other corridors.

(Note: a copy of the detailed BOS Feasibility Study scope of work is available upon request.)

POLICY IMPLICATION

This BOS Feasibility Study is consistent with the Congestion Management Process and study of low cost options to address congestion and improve mobility. The study also meets the goals of the Regional Transportation Plan (RTP) by studying methods for enhancing the performance of the regional transportation system.

Precedent action: The Regional Transportation Advisory Committee (RTAC) members recommended RTC Board adoption of this resolution at their February meeting.

BUDGET IMPLICATION

The funding plan for the consulting services agreement and RTC project management services is comprised of those funds authorized by Resolution 03-16-03, which fully funds the consulting services agreement and RTC project management services. The recommended budget for the BOS Feasibility Study consulting services agreement is: \$137,600.

ACTION REQUESTED

Adoption of Resolution 03-16-04, which shall authorize the Executive Director to enter into a consulting services agreement in an amount of \$137,600 with David Evans and Associates to complete the BOS Feasibility Study.

ADOPTED this _____ day of _____ 2016
by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

ATTEST:

Jack Burkman
Chair of the Board

Matt Ransom
Executive Director