

STIP Stakeholder Committee Workplan Least Cost Planning Methodology Development Project – Stage 1

This document outlines a proposed workplan for the Statewide Transportation Improvement Program (STIP) Stakeholder Committee (SSC) through the Oregon Least Cost Planning (OLCP) methodology development effort. It describes the general discussions and decisions to be made at each of the SSC meetings between November 2010 and June 2011. The intent of the SSC workplan is to establish a common understanding of the work to be produced under the upcoming effort and the role of the SSC to ensure a successful outcome.

The Oregon State Legislature provided a description of LCP in House Bill 2001 of 2009, which provided the main elements to be addressed by the tool, that it would consider “direct and indirect costs of demand and supply options to meet transportation goals, policies or both, where the intent of the process is to identify the most cost-effective mix of options” (Oregon House Bill 2001). Although this provides overall guidance, many subtleties need to be addressed before the tool methodology can be fully developed. The table beginning on the following page prepares a framework of framing questions and discussions to be addressed by the SSC in the upcoming effort. It is organized as follows:

- Key principles and attributes of LCP under which each framing question is nested
- Framing question to be discussed by SSC
- Issues and options to be considered by the SSC
- The specific meeting at which the discussion will occur and at which decisions will be made

Timing for the flow of discussions and decisions is approximate, and decisions on each of the framing questions will assist the technical team in developing general indicators for OLCP – a main focus of the current effort. The general indicators will provide a methodology for how OLCP will assess the performance of a project or set of projects compared to prescribed goals.

The SSC provides a balanced representation of stakeholder interests, affected local governments, and geographic areas as well as a communication link with those interests and groups. Members include leaders from the Federal Highway Administration (FHWA), the Department of Land Conservation and Development (DLCD), the business community, the state’s economic development interests, the freight community, the environmental community, Metropolitan Planning Organizations (MPOs), and transit agencies. The SSC was established to provide input to ODOT and the OTC on the development of STIP criteria and LCP. Responsibilities of the SSC include:

- Represent their groups' perspectives during group deliberations.
- Communicate project progress with their groups.
- Review and discuss key policy issues.

These responsibilities and agreed Committee procedures are described in the Committee's Operating Principles (approved September 22, 2009).

Between SSC meetings, the OLCP technical team will lead both the compilation of materials for SSC discussions and the development of the OLCP methodology resulting from SSC policy decisions, coordinating with ODOT staff on day-to-day direction and with the effort's technical working group for technical direction. This will be done in accordance with the Part 1 Timeline (attached). Information developed between SSC meetings will be forwarded to the group by ODOT staff so that the committee can review and provide comments at the next meeting. Outreach is ongoing with agency staff both within ODOT and at other agencies, including MPOs, ACTs, and local jurisdictions. In addition, materials will be posted to the project's website, and the public will have opportunity to comment on the methodology development via email or through attendance at SSC meetings. Further opportunities for public comment will be provided as the effort progresses. The technical working group (to be established) will lead the technical development of the OLCP tool. Technical input provided by the SSC will be forwarded to the working group for consideration. Policy input provided by the technical working group will be forwarded to the SSC for consideration.

LCP PRINCIPLES AND ATTRIBUTES	OLCP QUESTION FOR SSC DISCUSSION AND DECISION	DISCUSSION ISSUES AND OPTIONS	MEETING AT WHICH QUESTION IS TO BE ADDRESSED
LCP can be applied at the project-specific level and/or the collective multi-project level.	Should OLCP be developed initially for collections/portfolios of projects (plan-based) or the assessment of specific projects (project-based)?	LCP can be developed for collections/portfolios of projects or projects. SSC options include time-phasing, such as the development of portfolios first, projects second, etc.	November 2010
	Should OLCP be developed initially to focus on the statewide, regional, or local level?	If LCP is developed for collections/portfolios of projects (plan-level), it could be used by a variety of different divisions within the state, and could provide a construct for use at a regional and/or local level.	December 2010

LCP PRINCIPLES AND ATTRIBUTES	OLCP QUESTION FOR SSC DISCUSSION AND DECISION	DISCUSSION ISSUES AND OPTIONS	MEETING AT WHICH QUESTION IS TO BE ADDRESSED
<p>LCP can address a range of specific transportation policy goals and objectives.</p>	<p>What categories of transportation system performance should OLCP consider?</p> <p>Which, if any, categories of performance should be expressed in monetary-equivalent units?</p> <p>Which categories of performance should be expressed in non-quantitative (qualitative) terms?</p>	<p>LCP can estimate impacts on users (for example, commuters using a new transit system along a previously congested corridor) and nonusers (for example, members of the general public who do not travel within the corridor, but may benefit from improvements in air quality in the vicinity of that corridor).</p> <p>LCP can account for indirect effects such as changes in local employment and land use.</p>	<p>December 2010</p>
<p>LCP can roll up multiple goals.</p> <p>LCP can facilitate the adoption of a meaningful, relevant, and operationally useful basis for choice.</p>	<p>Should OLCP use Cost-Benefit Analysis; Multi-Criteria Analysis; or Multiple Accounts Evaluation?</p> <p>Should OLCP “discount” the value of future costs and benefits? If so, at what “discount rate”?</p>	<p>LCP can measure costs and benefits in terms that facilitate the comparison of options by using monetary-equivalent units or non-monetary scoring systems.</p> <p>LCP can make use of both quantitative and qualitative evidence.</p>	<p>January 2011</p>
<p>LCP can consider a broad range of possible multimodal capacity, demand management, land use, preservation and other options.</p>	<p>Should OCLP consider demand management alternatives to capacity options wherever feasible, or on a selective basis?</p> <p>What categories of demand management option should OLCP consider?</p>	<p>Demand management options include regulatory, technology (ITS), and pricing options. Pricing options range from HOT lanes to comprehensive road pricing.</p>	<p>March 2011</p>

LCP PRINCIPLES AND ATTRIBUTES	OLCP QUESTION FOR SSC DISCUSSION AND DECISION	DISCUSSION ISSUES AND OPTIONS	MEETING AT WHICH QUESTION IS TO BE ADDRESSED
LCP can explicitly account for risk and uncertainty in forecasts and cost and benefit calculations.	Should OLCP be explicit about the risk and uncertainty associated with alternatives?	SSC options include the use of risk analysis techniques, or simpler approaches for incorporating uncertainty in project/program evaluation and decision-support (e.g., sensitivity analysis; scenario analysis).	March 2011
LCP can involve members of the community and decision makers in the analysis process.	Should OLCP include stakeholder involvement at the detailed analysis/assumptions level or further on in relation to results, or both?	LCP can engage stakeholders in the assessment of models, data, risk and uncertainty, and forecasts. SSC options include the extent of the involvement and the approaches to be used (including the choice of elicitation techniques).	May 2011
LCP can involve national experts in the peer-review of data sources and estimation methods.	Should OLCP only consider data sources and methods that have been peer-reviewed?	SSC options include the extent of the reviews, and the process through which new methods or data may be approved.	May 2011
LCP can use demand forecasts based on network travel models or off-line econometric analysis of traffic and travel.	Should OLCP only employ network travel demand model or land use/economic model results? Or could off-line econometric analysis be employed as well?	Not all options are amenable to analysis with traditional travel demand models.	June 2011

The figure on the following page summarizes the flow of topics by meeting from discussions to decisions to a library of decisions made. It illustrates the two key briefings with the Oregon Transportation Commission to discuss progress made by the SSC and the technical working group.

SSC Workplan

DATE	October 2010	November 2010	December 2010	January 2011		March 2011	May 2011	
DISCUSSIONS	<ul style="list-style-type: none"> Framing Questions (basis for workplan) 	<ul style="list-style-type: none"> Categories of Transportation System Performance 	<ul style="list-style-type: none"> Potential OLCP Users (if portfolios of projects) Monetary vs. Monetary/ Non-Monetary 	<ul style="list-style-type: none"> Demand Management Considerations 	<p style="text-align: center;">OTC Briefing #1</p> <p>Key Principles Desired Outcomes Plan vs. Project-Specific Potential OLCP Users Categories of Transportation System Performance Monetary vs. Monetary/ Non-Monetary</p>	<ul style="list-style-type: none"> Outreach Strategy 		<p style="text-align: center;">OTC Briefing #2</p> <p>Development of General Indicators Consideration of Demand Management Risk and Uncertainty Outreach Strategy for next stage</p>
DECISIONS	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Should Oregon's LCP be used for Portfolios of Projects (Plan-Based) or should it be Project-Specific? 	<ul style="list-style-type: none"> Categories of Transportation System Performance 	<ul style="list-style-type: none"> Potential OLCP Users Monetary vs. Monetary/ Non-Monetary 		<ul style="list-style-type: none"> How Will Demand Management be Considered? Explicit Consideration of Risk and Uncertainty? 	<ul style="list-style-type: none"> Level of Stakeholder Involvement Data Sources and Methods 	
LIBRARY OF DISCUSSIONS AND DECISIONS MADE	<ul style="list-style-type: none"> OTP Goals STIP Criteria 	<ul style="list-style-type: none"> Guiding Principles Desired Outcomes 	<ul style="list-style-type: none"> Should Oregon's LCP be used for Portfolios of Projects (Plan-Based) or should it be Project-Specific? 	<ul style="list-style-type: none"> Categories of Transportation System Performance 		<ul style="list-style-type: none"> OTC Guidance on all elements discussed at Briefing #1 	<ul style="list-style-type: none"> Demand Management Risk and Uncertainty 	