

OREGON MODELING STEERING COMMITTEE
ODOT Materials Lab, 800 Airport Rd SE, Salem, OR
Wednesday, October 18, 2006
1:00 p.m.-4:00 p.m.

MINUTES

ATTENDANCE

Bill Upton, Chair	OR Department of Transportation
Richard Bjelland, Vice-chair	OR Department of Housing & Community Services
Brian Dunn	OR Department of Transportation
Susan Payne	Lane Council of Governments
Ray Jackson	Mid-Willamette Valley Council of Governments
Matt Hermen	Rogue Valley Council of Governments
Shinwon Kim	SW Washington Region Transportation Council
John Gliebe	Portland State University
Michal Wert	MW Consulting
<u>Guests</u>	
Lei Zhang	Oregon State University
Michael Rock	ODOT Planning Section

INTRODUCTIONS – Self-introductions.

2007 OMSC MEETING DATES

The following meeting dates were approved for 2007: January 17, April 18, July 18, October 17. All meetings will be in Salem from 1:00-4:00 p.m. The TRB Annual meeting is January 21-25 and will not conflict with the next OMSC meeting.

SUBCOMMITTEE REPORTS

Professional Development Subcommittee – Ray Jackson, Chair

Ray Jackson stated that the Oregon Modeling Users Group (OMUG) met in September and about 13 people attended. Topics included scenario management, multi-class assignment version of the Oregon small urban models, and an update on the OR Household Activity Survey. There is interest in using the OMUG meetings for training. Topics could include training on VISUM or similar programs. Ray asked OMSC members to submit suggestions on training ideas and opportunities.

Applications Subcommittee – Bud Reiff, Chair

Susan Payne reported in Bud Reiff's absence. Bend and Albany models will be ready for peer review early next year and Susan asked for an indication of those interested in

participating. It will take most of a day to review both models and that this will be scheduled to avoid the TRB annual conference. Lei Zhang volunteered to be part of the peer review panel. OMSC members will be notified when the peer review is scheduled.

Modeling Program Coordination (MPC) – Dick Walker, Chair

Bill stated that the MPC meeting is being rescheduled to accommodate schedule conflicts. It is intended to hold the MPC meeting before the end of October to discuss coordination of the statewide and MPO models.

PROGRAM UPDATES

Oregon Transportation Plan (OTP) Update

Michael Rock stated that the Oregon Transportation Commission (OTP) adopted the OTP in September. A copy of the adopted plan is on the ODOT website at <http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml>. The goals of the OTP are: mobility and accessibility; management of the system; economic vitality; sustainability; safety and security; funding the transportation system; and coordination, communication and cooperation. Six key initiatives to meet these goals include: maintain investments in the existing system; optimize system capacity and safety; integrate transportation, land use, economic development and the environment; integration to create a seamless system for all transport in Oregon; sustainable funding; and strategic investment in capacity enhancement.

Richard asked who will take the lead in funding, realizing the limitations of the gas tax. He is a member of the Mid-Willamette Area Commission on Transportation (MWACT). They gave a presentation to new legislators emphasizing that there is less than \$10 million available annually for this area and the need is \$800 million. There was discussion on whether people truly understand the magnitude of the funding problem and whether the transportation problems are severe enough for them to care. Michael stated that the OTP includes a 25-year needs analysis and there are little more than half the funds available to meet the long-term transportation needs.

Susan stated that the MPO Consortium met and talked about “super regions”. About 60 percent of the population lives within the MPO areas and many people live in the small cities around the MPOs because of affordable housing. The roads between the small cities and MPO centers, most of which are local roads, are a problem and good coordination is very important. This includes coordination for land use as well as transportation. Richard noted that most cities have impact or system development fees to help pay for local roads.

Michal observed that ODOT efficiency continues to be an issue in some parts of the state. Susan noted that standards on the State system are viewed as an imposition on cities. Both of these issues will require public education and information as voters are asked to provide more money for transportation.

Michael stated that the OTC had its annual meeting last week and they are providing direction for implementation of the OTP. Generally, the OTC feels that the OTP is a good policy base and future vision for transportation. A short-term implementation plan is now needed to look at key industries, modal issues, and investment decisions. Public highway, transit, safety and freight plans are looked at as implementation documents and will be updated as needed to meet the goals and key initiatives of the OTP. All funding opportunities, including using private funds, are being considered. Information from the OTC meeting is being reviewed and will be used to begin to define implementation strategies.

The next steps will be to hone key messages for the legislature and the public and to develop short- and long-term implementation strategies.

Brian Dunn asked if the OTC discussed the Big Look, the Governor's task force to look at Oregon's land use program. Michael stated that the OTC wants ODOT to be involved in the Big Look for land use and transportation integration. It was suggested that a presentation on the Big Look would be timely for the next OMSC meeting.

OR Household Activity Survey (OHAS)

Bill stated that monies have become available within ODOT and TPAU wants to accelerate the Request for Proposal (RFP) process for OHAS. ODOT has the money to pay for upfront costs of design, and surveys can be tested for non-MPO areas. It is hoped to have the RFP issued within a month to be able to begin surveys in rural areas in spring 2007. The only downside noted to accelerating the project is that a greater time gap will likely occur among surveys done around the state. Metro has a two-year period while light rail is being constructed downtown and will begin its survey when this is complete.

Michal stated that Becky Knudson is updating the schedule and budgets and these will be circulated to the OHAS Subcommittee when they are complete. The next meeting of the Subcommittee will be after the RFP is circulated and a consultant team selected.

The RFP will be advertised as an ATA (Agreement to Agree) contract. Work orders will be written when tasks are ready to begin so MPOs will not need to pay until they are ready to start the surveys in their areas. The pilot studies completed about a year ago will be used as the basis for the survey instruments.

Lei suggested that OSU may be willing to contribute money for certain questions on the survey. This will be coordinated through the Oregon Transportation Research & Education Consortium (OTREC).

MPO/Statewide Model Integration Project

Bill stated that draft technical memos are available documenting the interviews conducted by Keith Lawton with Oregon MPOs, ODOT and the statewide modeling team; and outlining some preliminary ideas and opportunities for model coordination. Copies of these technical memos are available from Michal Wert (mwert@teleport.com). They will be posted on the ODOT website as they are finalized.

OREGON TRANSPORTATION RESEARCH & EDUCATION CONSORTIUM UPDATE

John Gliebe stated that the University Transportation Center (UTC) submitted its strategic plan on September 1 to the USDOT's Research and Innovative Technology Administration (RITA), the federal agency that oversees the UTCs. The plan is being reviewed by RITA, FHWA, FTA, Volpe and others and comments are expected by early November. The Oregon UTC is now called the Oregon Transportation Research & Education Consortium (OTREC).

In anticipation of approval of the strategic plan, a draft RFP for research proposals was prepared and is being reviewed by faculty at the four member campuses. It will be issued following approval of the plan, and it is expected that 2007 proposals will be due in mid- to late-November. Each proposed research project must have a faculty principal investigator and a project sponsor, which could include ODOT, MPOs, cities or counties. All faculty are encouraged to coordinate with their member of the OTREC review committee to submit proposals.

OTREC will be looking for proposals for critical issues as well as advanced research. For example, MPOs and ODOT have difficulty finding qualified modeling staff. If there is something that universities can do to attract students or provide specialized or focused training, these could be good projects. The OTREC website is under development but interested OMSC members should contact a university representative for interest in submitting a research proposal. The July 19 OMSC minutes include an overview of RFP requirements and selection criteria (see http://www.oregon.gov/ODOT/TD/TP/OMSC.shtml#Meeting_Minutes).

There is about \$1.5 million available for fiscal year 2007, with a 55:45 matching formula for projects. Matching funds can come from nonfederal sources, such as State Research Funds, faculty development grants and salaries, graduate student support, and in-kind services. The Small Starts program is intended to fund smaller projects to promote new faculty who have not had much research experience or who are developing projects to work with students. Progress reports will be submitted to RITA routinely. These will include presentations made, publications, and financial reports.

Rob Bertini is the OTREC Director but he continues other teaching and research responsibilities. OTREC hired Jenny Kincaid as full-time administrative staff and there is a half-time staff person as well. These positions are independent of any university department affiliations. The OTREC office is located within the School of Engineering at Portland State. It contracted with a graphic design firm to develop a logo and design templates to define a 'brand identity' independent of the four universities.

The PSU Civil Engineering Department made an offer to a faculty candidate with a specialty in network modeling and logistics. Chris Monsere is a tenure-track faculty member as an assistant professor in Civil Engineering. There may also be near-term

needs for post-docs to support the ITS lab and maybe other functions since Rob has taken on new responsibilities.

PSU is hosting the Northwest Regional Research Consortium Meeting on October 19-20. Information on this program is available at <http://www.otrec.us/region10/home.htm>.

RESEARCH UPDATE

Brian Dunn noted that the OTREC and ODOT Research proposal cycles are different for 2007. ODOT research projects for 2007 have already been selected and the call for proposals for 2008 was recently circulated. The 2008 RFP for ODOT Research will close in mid-December. The 2007 RFP for OTREC will be circulated as soon as the strategic plan is approved.

John contacted PSU faculty members to identify research topics of interest to the OMSC. There were no responses prior to the meeting. There is conversation with Paul Waddell at the University of Washington and Bud Reiff at LCOG to integrate the Jem-n-R joint model with UrbanSim and the ODOT Land Use Scenario Developer (LUSDR) model. This will be a complex integration effort. There is also interest in calibrating models over time instead of for one base year.

OREGON DEMOGRAPHICS PRESENTATION

Richard Bjelland gave a presentation on demographic changes that are occurring in the United States and in Oregon. He explored the rates of change, the likely factors driving these changes, and some of the potential impacts of these changes. A copy of the PowerPoint presentation is available at http://www.ohcs.oregon.gov/OHCS/PPR_Demographics.shtml.

California demographics give an indication of what is happening in Oregon. In 1970, 4 in 5 Californians were white; now whites are in the minority at 44.5%. Only one in three children in California public schools is white and 45% are Latino; in Los Angeles, 10% are white and 70% are Latino. The growth rate for Hispanic/Latino populations in Oregon grew 6.3% in the decade from 1980-90. It grew 144.3% from 1990-2000. Public school enrollment trends are similar to California. Woodburn School District enrollment grew from 44% Hispanic/Latino in 1990 to 73% in 2005.

According to a new study, only 1 in 4 Oregon students graduate from high school ready for college. While Oregon's college-bound students lead the nation in SAT and ACT scores, a third of their peers fail to complete high school in four years. This will be exacerbated with an increasing minority population unless steps are taken to change the education success of minority students. Less education also translates to lower earning capacity.

Changes in racial/ethnicity composition, age/sex distributions and household composition can have substantial impacts in Oregon and the US. Major demographic impacts include:

- Racial/ethnic composition of public school students is changing rapidly in Oregon
- Minority population is generally less educated with lower earnings capacity
- White educated Baby Boomers begin retiring in 2010
- Work force growth will mostly come from the minority population, primarily Hispanic
- Federal and state revenue will be negatively impacted unless minority earnings increase
- The ratio of workers to retired persons is decreasing, putting pressure on retirement plan funding

Demographic conclusions include:

- The US/Oregon is rapidly changing from primarily a nation of white persons to a racially and ethnically diverse population
- Hispanic/Latino and Asian populations are the fastest growing cohorts and white-only is the slowest
- Hispanic/Latino population increases now account for half of US population growth
- Planning and policy decisions in education, housing, social services, etc. need to account for the impacts of these demographic changes

Discussion followed on how changes in demographics will influence travel behavior and economic modeling. Will non-white populations eventually mirror the white population trends of smaller family size, higher income, more dispersed and larger housing units? What characteristics are influenced by culture vs. changes in behavior as a result of increased education and spending power? Models are based on historical data. How can modeling account for probable changes in demographic characteristics in long-range forecasting?

It was noted that the Chicago Metro 2030 plan recognizes that housing types are different depending on neighborhood demographic racial/ethnic composition. It is important to understand the composition of household types and preferences for future housing and where housing occurs. This will affect the household needs, housing types, and the amount of land needed to support those households. An Oregon example is the number of second homes being constructed in coastal communities, where there is a lot of building activity but not much population growth.

The possibility that different population groups will have different travel behavior will be important for modeling. It was noted that in some countries, such as Israel, different religions have different travel behaviors, including days of the week and how they travel, and different market segments are modeled differently. It will be important to differentiate between whether travel is influenced by income or by cultural issues.

NEXT MEETING/AGENDA

The next quarterly OMSC meeting will be on Wednesday, January 17, 2007, from 1:00-4:00 p.m. in Salem. Agenda items include:

- 2006 Annual Report

- 2007 Annual Work Program
- Subcommittee Reports
 - Applications - Reiff
 - Modeling Program Coordination – Walker
 - Professional Development - Jackson
- Program Updates
 - Oregon Household Activity Survey – Upton
 - MPO/Statewide Model Integration Project – Upton
- MPO Survey Results – Walker
- The Oregon Big Look

Topics for future meetings include Regional Freight Data Collection and the Columbia River Crossing.

The meeting adjourned at 4:10 p.m.

MEETING HANDOUTS/REFERENCES

The following handout materials or links were provided at the OMSC meeting. For copies or more information, please contact the link provided or email Michal Wert at mwert@teleport.com:

- Information on the OR Modeling Users Group is posted on the ODOT website at <http://www.oregon.gov/ODOT/TD/TP/OMUG.shtml>
- Information on the OTP is available on the project website at <http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml>.
- For UTC research partners, a partial list of university faculty and their interest areas is available at <http://www.cts.pdx.edu/partners.htm>.
- UTC research ideas can be found on the ODOT research webpage at http://www.oregon.gov/ODOT/TD/TP_RES. An overview of OTREC RFP requirements is in the July 19 OMSC minutes at http://www.oregon.gov/ODOT/TD/TP/OMSC.shtml#Meeting_Minutes).
- The Changing Demographics: Impacts to Oregon and the U.S. presentation can be viewed at http://www.ohcs.oregon.gov/OHCS/PPR_Demographics.shtml.