

OREGON MODELING STEERING COMMITTEE
ODOT Materials Lab, 800 Airport Rd SE, Salem, OR
Wednesday, April 19, 2006
1:00 p.m.-4:00 p.m.

MINUTES

ATTENDANCE

Dick Walker, Chair	Portland Metro
Richard Bjelland, Vice-chair	OR Department of Housing & Community Services
Bill Upton	OR Department of Transportation
Jerri Bohard	OR Department of Transportation
Brian Dunn	OR Department of Transportation
Bud Reiff	Lane Council of Governments
Mike Jaffe	Mid-Willamette Valley Council of Governments
Carl Switzer	Corvallis Area Metropolitan Planning Organization
Tyler Deke	Bend Metropolitan Planning Organization
Shinwon Kim	SW Washington Region Transportation Council
Scott Drumm	Port of Portland
Satvinder Sandhu	Federal Highway Administration
Michal Wert	MW Consulting

Guests

Lei Zhang	Oregon State University
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INTRODUCTIONS

Self-introductions were made. Lei Zhang, professor at Oregon State University (OSU), discussed his background and the cooperative efforts among OSU, Portland State University (PSU) and ODOT Research. The 2006 OMSC Membership roster was circulated for updating. A copy of the 2006 Membership roster is available at <http://www.oregon.gov/ODOT/TD/TP/OMSC.shtml>.

ELECTION OF OFFICERS

The slate of officers for 2006, recommended by the Long-Range Strategy Subcommittee, was approved as follows:

- OMSC Chair, Bill Upton/ODOT
- OMSC Vice-chair, Richard Bjelland/OHCD
- Professional Development Standing Subcommittee Chair, Carl Switzer/CAMPO
- Applications Standing Subcommittee Chair, Bud Reiff/LCOG
- Modeling Program Coordination Standing Subcommittee Chair, Dick Walker/Metro

A big thank you to those who served as officers in 2005.

2005 ANNUAL REPORT

Michal Wert gave an overview of accomplishments of the OMSC and its subcommittees in 2005. A copy of the annual report is available on the ODOT website at http://www.oregon.gov/ODOT/TD/TP/OMSC.shtml#Annual_Reports.

2006-07 WORK PROGRAM

Michal reviewed the draft OMSC 2006-07 work program that was circulated with the agenda. She noted the recommended committee changes:

- The former Technical Services Standing Subcommittee has responsibilities shifted to three other committees – research will be the responsibility of the Applications Standing Subcommittee, technical issues will transfer to the Modeling Program Coordination Standing Subcommittee, and a new standing subcommittee will be formed to address Professional Development.
- The OR Modeling Users Group, which has been coordinated by ODOT, will now be the responsibility of the Professional Development Standing Subcommittee
- Ad hoc subcommittees for 2006 will include the OR Household Activity Survey (OHAS) and coordination with OEA for population and employment forecasting.

Jerri Bohard stated that ODOT will be preparing a Goods Movement Action Plan (GMAP) this year and may use the statewide model. ODOT will also start a public transit plan and will complete the Oregon Transportation Plan but neither of these will likely involve more modeling.

Dick Walker noted that the professional development subcommittee was created in part because many cannot attend conferences and it is difficult to share information by those who do attend. One role of the subcommittee is to serve as a clearinghouse for those who attend conferences and find a paper or proceedings of particular interest. These can be shared with Carl and he will make sure the information is shared with all of the OMSC.

Other suggested changes are reflected in the final Work Program which is posted on the ODOT website at http://www.oregon.gov/ODOT/TD/TP/OMSC.shtml#General_Papers.

SUBCOMMITTEE REPORTS

Technical Services Subcommittee – Bill Upton, Chair

Brian Dunn stated that a peer review was conducted in the morning for the Land Use Scenario Developer (LUSDR) model developed by ODOT for the Medford area. The peer reviewers included the statewide model team and Metro staff. The question for the Medford area is how to do land use allocations and how to manage a doubling of growth in the area by 2050. Brian Gregor developed a land use model that can run numerous potential land use scenarios and that will be linked with the MPO urban travel demand model. Data needs are minimal and it takes about five minutes to run a scenario. The

next step is to link the LUSDR model with the RVCOG model to feed travel data into the land use model. The LUSDR should be ready for application in June. A presentation will be made at the July OMSC meeting on the LUSDR.

Dick Walker stated that an innovative transportation modeling conference will be held in Austin, Texas on May 21-23. This special conference is intended to look at modeling practices and innovations and the difficulties and challenges of bringing these practices into being. A report on the conference and its results will be given at the July OMSC meeting.

Michal gave an update on the model integration project. Keith Lawton completed interviews with all Oregon MPOs, ODOT and the statewide modeling team to identify issues and opportunities for linkages of the statewide and MPO models, and to identify additional data needs to be addressed through the OHAS. The draft report is being reviewed and it will be used to prepare integration guidelines. A report on this project should be available at the next OMSC meeting.

Performance Measures Subcommittee – Bud Reiff, Chair

No report.

Modeling Program Coordination (MPC) - Mike Jaffe, Chair

Mike Jaffe stated that the MPC met in the morning to discuss several issues:

- The MPO/statewide model integration report is of special interest to the MPC and the Subcommittee is interested in reviewing Keith Lawton's report and working through details with the consultant team.
- An update on the OHAS was provided and is discussed elsewhere on the agenda.
- Tyler Deke talked about preparing the Bend area Regional Transportation Plan (RTP) and modeling challenges and issues. The MPC is a resource group to the developing MPOs and members discussed the challenges to developing an RTP in a short time-frame when so many things are uncertain.
- There was technical discussion on what each MPO is doing with models. Each MPO is using different model codes – RTC is developing a visual basic code that runs fast and is modeler-user friendly; MWVCOG is using the ODOT R code; Metro is using R code that was a direct translation from Emme/2 macros; ODOT is using R-optimized code; and LCOG is developing its own code. It was agreed that it is not important that everyone use the same code. There will be continued discussion on where it is important to have total compatibility and what would look like. It was noted that ODOT will continue its EMME/2 license.
- SKATS data collection activities were discussed.

PROGRAM UPDATES

Selected ODOT Research Projects

Jerri Bohard stated that the ODOT Research Advisory Committee met in March to review about 32 research proposals. The full list of research proposals can be viewed at http://www.oregon.gov/ODOT/TD/TP_RES/StageOneProblemStatements.shtml. Thirty

projects were prioritized and they will be funded in priority order. The amount of funding is uncertain but it is expected that no less than five and no more than 12 projects will be funded. A copy of the prioritized research projects is available from deborah.a.martinez@odot.state.or.us.

Oregon Transportation Plan (OTP) Update

Jerri distributed a summary of the ODOT 2006 Transportation Plan Survey conducted by Davis, Hibbitts & Midghall, Inc. that was conducted in February. This was a telephone survey and one element of the overall outreach effort for the OTP. It was intended to see how comments from public meetings line up with feelings of the Oregon public generally. Key findings of this survey included strong support for public transit and alternative transportation options, a recognition that there is a connection between transportation issues and the economy, and some willingness to pay for transportation improvements. The full survey results are available on the project website at <http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml>.

The OTP is nearing completion. A joint meeting of the policy and steering committees was held and there was interest in a goal that clearly defines the ramifications of no investment. Jerri provided a handout for implementation of the OTP which incorporates changes recommended through the public review process. Some highlights include:

- A framework is provided for update of the highway plan. Separate freight and passenger plans will be considered.
- Three OTP investment scenarios are included to help define what it means to invest at different funding levels and impacts of these alternative investment levels.
- It is recommended that Investment level 2 plus be adopted. This level preserves the existing infrastructure and services and essentially keeps up with inflation.
- Key initiatives are defined to set the stage for implementation strategies and priorities. This section was revised to replace specific actions with criteria.

The Steering Committee will meet on April 20 and there will be a full presentation on the OTP to the Oregon Transportation Commission (OTC) in June. That meeting will start the formal 45-day review and the OTC is expected to adopt the OTP its October meeting.

Mike asked if the OTP update meets requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), especially as they relate to safety and security. It will be instructive for local governments to see how the state addresses these requirements. Jerri stated that safety and security were addressed together because the issues have so much commonality but FHWA requested that they be considered separately. The OTP now has discussion on areas of commonality but also addresses many specific issues separately. There is information on emergency preparedness in the OTP overview. The Ohio DOT plan discussion on safety and security is considered a model and ODOT will be meeting soon with FHWA to discuss SAFETEA-LU compliance.

Public and agency comments and responses to these comments are listed in each chapter for ease of review by the OTC.

Richard Bjelland stated that the most important key initiative is securing adequate funding and this should be more strongly asserted in the OTP. Jerri noted that the OTC is discussing additional efficiencies that can be realized and there is a group working on developing a list of critical needs.

OR Household Activity Survey

Dick stated that the OMSC Subcommittee for the statewide survey met to discuss the next steps. It was agreed that the title for this next phase of the project should be the Oregon Household Activity Survey (OHAS). Travel was not included in the title because there may be non-travel related questions or sponsors for the survey. Keith Lawton discussed the results of his interviews with the MPOs to define information deficiencies and how this information fits into a data capture mechanism. He prepared a framework for data collection that includes phasing the survey over five years, with different agencies conducting surveys at different times, special surveys (summer, university impacts), and different data collection methodologies (longitudinal panel and stated preference).

Using information prepared by Keith and discussed by the Subcommittee, a smaller technical group (Metro, ODOT, Michal) prepared a statement of work (SOW) to be part of a Request for Proposal (RFP). This SOW is being reviewed by the smaller technical group and will be shared with the full OHAS Subcommittee next week. As soon as the OHAS Subcommittee approves the SOW, ODOT will prepare the RFP and process it through the ODOT consultant selection and negotiation process. The RFP could be published within the next several months and it is expected that a consultant could be under contract by the end of the year.

Jerri noted that there is general confusion about funding the survey. ODOT regions thought that TPAU would pay for surveys in their regions and MPOs expected ODOT regions to help pay for their surveys. This information is still being developed, but it was agreed that a consistent message should be developed once the technical details of the work program are complete.

It was noted that a consortium of MPOs was created to work in partnership to advance interests common to OR MPOs on matters of statewide significance. A technical advisory committee of the Oregon MPO Consortium (OMPOC) will meet in May and it would be useful to include an update on the status of the OHAS. A website is being developed for the OMPOC at <http://www.ompoc.org>.

It was noted that the Australian consortium selected to develop the Newberg-Dundee Bypass is considering stopping traffic to conduct a survey for the project. It was suggested that there should be discussion on how or whether this survey should be coordinated with the OHAS.

TRANSPORTATION RESEARCH BOARD/NATIONAL RESEARCH COUNCIL COMMITTEE

Dick is a member of the Transportation Research Board/National Research Council Committee on Determination of the State of the Practice in Metropolitan Area Travel Forecasting. This committee was formed as a result of a peer review for the Washington DC model. The criticisms and suggestions made on the model were difficult to address because there is no understanding/agreement on what is common practice.

The committee hired a contractor to develop a web-based survey to be completed by each modeling agency in the country. The survey was easy to complete and asked about modeling techniques. A difficulty was that it was a “check the box” survey and many items do not fit neatly into the boxes. There was a good response rate. The project started in January 2005 and will be done in July 2006.

The contractor prepared a report that is being summarized by the Committee to distill what the results mean and to make recommendations. It is probably most effective to segment MPOs into different policy needs – small MPOs, no-transit, no emissions problems and then to move to successively higher levels, such as minimal transit, larger transit, etc. Each level has different modeling needs and thresholds for modeling to meet these needs. This approach will allow MPOs to see how they are doing relative to other similar MPOs.

There may be a list of MPOs that responded to the survey, but care will be taken so that MPOs responses cannot be identified. There was concern on the potential for lawsuits if an MPO were identified as deficient in modeling. The OMSC will be notified when the final report is available.

UNIVERSITY TRANSPORTATION CENTER (UTC) UPDATE

Dick announced that John Gliebe was selected by PSU as a new faculty member with a focus on modeling. The announcement will be made public within the week. John is currently employed by PB Consult in Portland and is expected to be on faculty in the fall. He will serve as the PSU representative to the OMSC. Dick was a member of the interview panel, representing the OMSC and Metro.

Rob Bertini was not able to attend the meeting and Michal provided an update on the UTC:

- The UTC collaborative (PSU, University of Oregon, Oregon State University, Oregon Institute of Technology) should receive grant documents in the next month or so to authorize a three-month strategic planning process. The UTC will engage in a broad, multi-model and inclusive process to develop a plan of action for the next five years. Themes will be used to define a research agenda and will include advanced technology, integrated land use and transportation modeling, and healthy communities.
- The UTC will engage private and industry partners in research, education and outreach related to the themes and in support of local, regional, state and national

transportation agency research priorities. A key element of the collaborative nature of the UTC is necessitated by the 100% match requirement.

- The UTC strategic plan needs to be submitted to the sponsoring agency and approved before the research proposal process can begin. It is hoped this will occur this summer.
- OMSC members are encouraged to be involved in the UTC program. The UTC is faculty driven so OMSC members should engage a faculty member or team of faculty to begin fleshing out research problem statements and potential matching funds (non-federal cash or in-kind services). Projects will pass through a peer review process after authorization to proceed is received. Funds expended since August 10, 2005 are eligible to be used as match.
- It would be helpful to identify some continuing funds to be used as seed funds for a match to leverage UTC funds. Perhaps the UTC education component could be involved in or lead/coordinate OMSC professional development offerings, or the UTC/PSU could host/organize the next modeling symposium.
- The OMSC and UTC should think about developing a formal relationship and what that would look like. It would be good to have the OMSC participate in the UTC strategic planning process.

Rob will prepare a status report for the next OMSC, after the particulars on timeline and other issues are better defined.

Jerri noted that Barney Jones, Manager of the ODOT Research Section, is working with the UTC and will participate in meetings of the West Coast UTC this spring. He is available to the OMSC to discuss opportunities for funding and other technical questions.

NEXT MEETING/AGENDA

The next quarterly OMSC meeting will be on Wednesday, July 19, 2005, from 1:00-4:00 p.m. at the ODOT Materials Lab in Salem. Agenda items include:

- Subcommittee Reports
 - Performance Measures - Reiff
 - Modeling Program Coordination – Walker
 - Professional Development - Switzer
- Program Updates
 - Innovative Transportation Modeling Conference update - Walker
 - Oregon Household Activity Survey - Walker
 - Oregon Transportation Plan Update – Bohard
 - MPO/Statewide Model Integration Project – Upton
 - University Transportation Center Update – Bertini
- Oregon Innovative Partnerships Program (OIPP) demonstration projects – Jim Whitty
- Land Use Scenario Developer (LUSDR) model developed by ODOT for the Medford area

The meeting adjourned at 3:30 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:

- A list of the 2006 OMSC membership is available at <http://www.oregon.gov/ODOT/TD/TP/OMSC.shtml>
- The OMSC 2005 Annual Report is available at http://www.oregon.gov/ODOT/TD/TP/OMSC.shtml#Annual_Reports.
- The OMSC FY 2006-07 Work Program is available at http://www.oregon.gov/ODOT/TD/TP/OMSC.shtml#General_Papers.
- Research proposals for 2007 submitted to the ODOT Research Section are listed at http://www.oregon.gov/ODOT/TD/TP_RES/StageOneProblemStatements.shtml. A copy of the prioritized research projects is available from deborah.a.martinez@odot.state.or.us.
- The public opinion survey conducted for the OTP is available on the project website at <http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml>.
- A website is being developed for the Oregon MPO Consortium (OMPOC) and is available at <http://www.ompoc.org>.