

OREGON MODELING STEERING COMMITTEE
Fall 1998-Fall 1999 ANNUAL REPORT
NOVEMBER 9, 1999 QUARTERLY MEETING

At its strategy work session in July 1998, the Oregon Modeling Steering Committee (OMSC) developed a mission statement and goals and objectives. It agreed that its work would be accomplished primarily through subcommittees that would meet independently throughout the year. This report reiterates the mission statement, and identifies the activities and accomplishments completed over the last year to fulfill that mission.

MISSION STATEMENT

It is the mission of the Oregon Modeling Steering Committee to coordinate the transportation modeling efforts of state, regional and local agencies, and to serve as a consensus forum and support group with the goal of improving the state-of-the-practice and promoting state-of-the-art transportation modeling in the state of Oregon. The Committee cooperates with the Transportation Modeling Users Groups. Integration of land use and transportation is a major focus of the Committee.

This mission is accomplished through five primary efforts: technical advocacy; technical support for decision-making; education and training; peer coordination and support; and communication.

OMSC ACCOMPLISHMENTS

Since the July 1998 work session, the OMSC met four times - in November 1998, February, May and July 1999. Following are the accomplishments of each of the Subcommittees in that time frame.

Technical Advocacy, Bill Upton/ODOT and Dick Walker/Metro, Co-chairs

- The Statewide Model Application Project (SMAP) was initiated to apply statewide model analysis for several related I-5 projects – ODOT I-5 Corridor Study, Willamette Valley Alternative Transportation Futures (WVATF) project, I-5 Trade Corridor Study, and the Pacific Northwest Environmental Research Consortium (PNW-ERC) study. Subcommittee members include OMSC members on the I-5 corridor, and representatives of the studies. This subcommittee has been meeting monthly to review the status of each project, to coordinate outreach efforts, and to guide and review the results of the statewide modeling effort.
- OMSC has served as a conduit for dispensing statewide modeling data to the local levels. This is an on-going effort and the subcommittee is looking for a more efficient way for this to occur.
- ODOT and Metro funded a speed-volume study that included methodology for collecting data involving manual counts and floating cars equipped with GPS. It also included an intersection delay study. Measurements were taken at intersection approaches to determine the delay under a range of volume conditions and for different approach configurations. Data capture is complete for both studies and data

analysis is underway. Findings from both the GPS Corridor Study and the Intersection Delay Study will be combined to develop delay functions that reflect the observed operating conditions.

- Metro has combined survey data from LCOG, MWVCOG and the Portland region to develop a more robust auto ownership model than possible when only regional data is used. The relevant variables have stronger t-statistics and less colinearity. This is a larger part of the transferable model structures that have been developed for Klamath Falls and Roseburg. This effort will continue into 2000.

Peer Coordination, Bud Reiff/LCOG, Chair

- Several model peer review activities occurred or are planned in 1998-99:
 - Mid-Willamette Valley Council of Governments (Salem-Keizer Area Transportation Study-SKAT)
 - Rogue Valley Council of Governments
 - Medford
- Metro worked with MVCOG and LCOG on model improvements.
- A presentation on the status of the 2000 Census and available products will be held on November 18, 1999.

Education/Training, Dick Walker/Metro and Bill Upton/ODOT, Co-chairs

- ODOT Transportation Planning Analysis Unit (TPAU) hosted introductory short courses on demand modeling and EMME/2.
- Conversations have occurred with INRO (developers of EMME/2) on conducting training classes in Oregon every December.
- Training on the statewide model and on destination choice models is being discussed for early 2000.
- Coordination has been on-going with Oregon State University (OSU) to provide short courses on modeling and integrating work on the statewide model into OSU's core engineering courses.
- Dave Bishop was invited to a quarterly OMSC meeting to provide an overview of the Governor's Community Solutions Team (CST).
- FHWA, METRO, and ODOT sponsored a modeling symposium in spring 1999, which was attended by 168 people representing 26 states and 4 countries.
- Planning has started for a second modeling symposium to be held July 18-20, 2000.
- Individual MPO modeling activities were reviewed at the July 1999 quarterly OMSC meeting.

Communications, Nick Fortey/FHWA and Mike Jaffee/MVWCOG, Co-chairs

- The TPAU Oregon Modeling Improvement Program (OMIP) included several communications and outreach element for OMSC and OMSC member participation. The OMIP is a five-year strategic plan for transportation modeling for Oregon.
- ODOT and FHWA are coordinating a visit with key agency staff in Washington DC to present the results of the OMIP and to discuss future projects. Metro and the Port of Portland will accompany ODOT and FHWA on the visit.

- Presentations on the Statewide Model Application Project were given to the Willamette Valley Forum (WVF) and to the Alternative Transportation Futures Committee of the WVF.
- Conversations are occurring with the SMAP project members to coordinate public outreach activities.