

Appendix 1. Metropolitan Data/Decision

KEY:

***Responsibility:** 1 = Data Collection, 2 = Review, 3 = Decision, 4 = Compile for model

Italicized text denotes inputs with default values. Default values will be used unless MPO suggests alternative source.

For strategic assessments with no Divisions, input data requested at the Division dimension should be collected at the Study Area dimension.

Input Data	Units	Dimensions	2010 Source	2035 Source	Responsibility*			Considerations
					MPO	DLCD	ODOT	
Step 1/2A: Establish Geography					MPO	DLCD	ODOT	
Study Area	Acres	MPO Boundary (Typically)	MPO Maps	N/A	3	1,4	2	Limit intercity travel
Divisions	Acres	City UGB (Typically)	MPO and City Maps	N/A	3	1,4	2	Not required. Limit application to situations where substantially different policy approaches are expected
Districts	Acres	Census Tracts (Typically)	Census Maps; City Maps; Local Knowledge	N/A	3	1,4	2	Build from Census blocks to match MPO boundary with population of 1-8K each
Step 2A: Calibration Data					MPO	DLCD	ODOT	
2010 Light duty DVMT on study area roads	DVMT	Study Area	HPMS or Travel model input files	N/A-calibration only	--		1-3	Use travel model input files or remain consistent w/ RTP
DVMT by user class: - Transit	% DVMT by FC	Study Area	Transit Agency	N/A-calibration only	--	1,4	2	Important for congestion diversion to alternate routes
- <i>Auto</i>	% <i>DVMT by FC</i>	<i>Study Area</i>	<i>(MPO/County)</i>	N/A-calibration only				
- <i>Light truck</i> - <i>Heavy truck</i>								
Step 2A: Demographics					MPO	DLCD	ODOT	
Population in Households by Age	Persons	Division	Census	OR Office of Economic Analysis (County by age), County TSP (by jurisdiction)	1,2	1,4	2	Consistent w/ RTP; In future years assume base year age distributions by district
Group Quarters Pop by Age	Persons	Division	University Data by class	University Forecast	1,2	1,4	2	In future years assume base year age distributions
Group Quarters Autos Owned	Autos/person	Division	University Data/survey (if available)	University guidance	2,3	1,4	2	In future years assume base year ownership
Households	Households	District	Census	N/A-calibration only	2	1,4	2	Consistent w/ RTP
Per Capita Household Income	Annual, 2005\$	District	Census	N/A-calibration only	2	1,4	2	Not including group quarters population
<i>Average Household Size</i>	<i>Persons/Household</i>	Division	Census	<i>Default value only for 2035 input</i>	2	1,4	2	Not including group quarters population
<i>% 1-person Households</i>	<i>% of Households</i>	Division	Census	<i>Default value only for 2035 input</i>	2	1,4	2	

Input Data	Units	Dimensions	2010 Source	2035 Source	Responsibility*			Considerations
Step 2A: Community Design					MPO	DLCD	ODOT	
Land Area by Development Type	Acres by dev type	District	Comp Plan, Census, Aerial photos	Comp Plan	1,2	1,4	2	
Dwelling Units by Development Type and Housing Type	# Units by dev and hsg type	District	Census/Comp Plan	Comp Plan	1,2	1,4	2	
% HHs living in Urban Mixed Use Areas	% of HHs	District	(calculated by RSPM)	(Comp Plan)				Estimate housing in mixed use districts for 2035
Step 2B: Transportation Investments					MPO	DLCD	ODOT	
Freeway + Arterial Lane Miles	Lane Miles	Study Area	RTP	RTP	1,2	1,4	2	
Transit Revenue Miles, excluding dial-a-ride, deadheading	Bus-equivalent Revenue Miles	Study Area	Transit Agency/RTP	Transit Agency/RTP	1,2	1,4	2	
Bike/Light Vehicle -Distance threshold	miles	District	OHAS, local data	MPO (planned goal)				Metro/CLMPO used 20 miles per OHAS
- % auto trips diverted to Bike	% of SOV trips diverted below distance threshold	District	OHAS, local data	MPO (planned goal)	3	1,4	2	Metro/CLMPO/STS range
Step 2B: Pricing					MPO	DLCD	ODOT	
Parking Inputs - Who pays?	% of workers % of non-worker trips	Division	MPO travel model input files	MPO travel model input files	3	1,4	2	Consistent w/ RTP
Parking rate	Study Area Ave \$/day (long term daily rate)	Division	MPO travel model input files	MPO travel model input files	3	1,4	2	Consistent w/ RTP
% in cash-out-buy-back program	% of workers	Division	MPO	MPO (planned goal)				Metro/LCOG used 0%
PAYD Insurance	% HHs using	Study Area	(MPO or STS default)	(MPO or STS default)				Metro/CLMPO used 0% in base year
Local Gas tax	\$/gallon, 2005\$	Study Area	(MPO or STS default)	(MPO or STS default)				
Step 2B: Marketing/ITS-Ops Management					MPO	DLCD	ODOT	
Workplace TDM Programs	% of HHs engaged in program	District	(MPO or STS default)	MPO (planned goal)	3	1,4	2	Metro/CLMPO/STS range
Individualized Mktg Program	% of HHs engaged in program	District	(MPO or STS default)	MPO (planned goal)	3	1,4	2	Metro/CLMPO/STS range
Car Sharing Deployment	High & Med density pop per vehicle	Division	(MPO or STS default)	MPO (planned goal)	3	1,4	2	Metro/CLMPO/STS range
ITS Degree of Deployment - Freeways-Ramp & Incident - Arterial -Signal & Access	% Deployment level (100% max)	Study Area	(MPO or STS default)	MPO (planned goal)	1-3	1,4	2	Metro/CLMPO/STS range
Eco-Driving Practices	% of HHs in pgm	Study Area	(MPO or STS default)	(MPO or STS default)				Metro/CLMPO used STS
Low Rolling Resistance Tires	% of HHs use	Study Area	(MPO or STS default)	(MPO or STS default)				Metro/CLMPO used STS
Vehicle Use Optimization	% optimizer HHs	Study Area	(MPO or STS default)	(MPO or STS default)				Metro/CLMPO used STS
Step 2B: Vehicle / Fuels Technology					MPO	DLCD	ODOT	
Transit fuel mix	% of fuel used by type	Study Area	(Transit Agency or STS default)	(Transit Agency or STS default)				
Transit % electric	% Bus-equivalent Revenue Miles	Study Area	(Transit Agency or STS default)	(Transit Agency or STS default)				
Truck share of personal autos	% of personal autos	Division	(MPO/DMV data)	(MPO/DMV data)				

Input Data	Units	Dimensions	2010 Source	2035 Source	Responsibility*			Considerations
<i>Electricity emissions rate</i>	<i>Co2e lbs /kwhr</i>	<i>District</i>	<i>(Utility or STS default)</i>	<i>(Utility or STS default)</i>				

Note: White Text indicates items where STS defaults are provided or required. Local adjustment for special considerations may be allowed.