



OREGON MODELING STEERING COMMITTEE

Wednesday, April 20, 2016

Meeting Minutes

OMSC Members Attending

Brian Dunn, ODOT
Dick Walker, Metro
Alex Bettinardi, ODOT
Theresa Conley, CWCOCG (via phone)
Tyler Deke, Bend MPO (via phone)
Bill Holmstrom, DLCD
Ray Jackson, MWVCOG
Mike Jaffe, MWVCOG
Eric Main, OHA
Cody Meyer, DLCD
Dave Nordberg, DEQ
Wes Risher, DEQ
Josh Roll, LCOG (via phone)
Haizhong Wang, PACTRANS (via phone)
Dennis Yee, Metro

Additional Participants and Guests

Chris Woods, FHWA
Jeff Frkonja, Metro (via phone)
Sal Hernandez, OSU (via phone)
Cindy Pederson, Metro
Bud Reiff, Metro
Tara Weidner, ODOT
Carole Richardson, Plangineering

Call to Order and Introductions

The group convened at Mid-Willamette Valley Council of Governments in Salem. Brian Dunn called the meeting to order at 1:08 and initiated roundtable introductions.

Conferences

The group reviewed the list of conferences distributed with the agenda, including:

- [Innovations in Travel Demand Modeling, May 1-4, 2016, Denver CO](#)
- [Improving Traffic Data Collection, Analysis and Use, May 1-4, 2016, Miami, FL](#)
- [Community Transportation Association EXPO, May 22-27, Portland, OR](#)
- [Exploring Data and Metrics of Value at the Intersection of Health Care and Transportation, June 6-7, Washington, DC](#)
- [Association for Commuter Transportation International Conference, July 31-August 3, Portland, OR](#)
- [Use of Scenario Planning in Transportation Planning, August 14-17, 2016, Portland, OR](#)
- [Transportation and Communities Summit, September 8-9, Portland State University, OR](#)

- [National Tools of the Trade Conference, September 12-14, 2016 Charleston, SC](#)
- [Association of Metropolitan Planning Organizations Annual Conference, October 25-28, Seattle, WA](#)

At the TRB Innovations in Travel Modeling Conference in Denver on May 1-4, several OMSC participants are presenters. Alex Bettinardi is presenting a paper on [Rough Roads](#); Alex, Haizhong Wang and Brian Gregor are participating in a presentation on fuzzy logic; and Brian Gregor is also presenting on scenario planning tools. Metro will be represented at Sunday workshops at this conference, regarding recent SHRP projects.

Brian Dunn called the group's attention to several conferences in the July/August timeframe that will be held in Portland. Jerry Bohard from ODOT is on the conference committee for the TRB conference on Use of Scenario Planning on August 14-17.

Dick Walker noted that the Association of Metropolitan Planning Organizations (AMPO) has resurrected a technical tool group, which is a technically-oriented data/modeling committee. This group plans to meet on a semi-regular basis. A recent focus area has been dynamic traffic assignment.

ITE will be hosting a Road to Smart Mobility Workshop next week on Tuesday April 26.

Tara Weidner also advised that there will be a joint Oregon and Washington APA Conference to be held in Portland in October.

General Business

- **Dick Walker move to approve the minutes from the October 21, 2015 meeting. Ray Jackson seconded, and the minutes were approved without changes.**
- The OMSC's next biennial meeting will be Wednesday, October 19, 2016.
- An updated version of [subcommittee reports](#) was provided in hard copy at the meeting. Brian Dunn noted that a report from the Oregon Model Users Group (OMUG) was added, and will continue to be included in future subcommittee summaries.
- Eric Main reminded the group that Dr. James Woodcock will be in Oregon in June for a TREC speaking event and OHA will be hosting a roundtable dialogue with him on June 30. OMSC participants are invited to attend.

New Business

OMSC Mission and Goals – The OMSC's Long Range Strategy Subcommittee (LRS) has started the process of updating mission and goals. LRS members Brian Dunn, Dick Walker, Ray Jackson and Scott Drumm have asked Jeff Frkonja, Becky Knudson and Tyler Deke to participate with them in this process. At an initial meeting in late March, this strategic planning group brainstormed concepts that resulted in a [draft mission and goals](#), plus potential topic areas for supporting objectives. Brian Dunn summarized the proposed mission, and gave an overview of

the draft goals. The LRS would like any feedback by the end of April. Comments can be sent to Carole Richardson.

OMIP Update – Brian Dunn reminded the group that the Oregon Model Improvement Program (OMIP) functions as ODOT’s work plan for model development. Beneath the OMIP umbrella are all of the metropolitan models managed by ODOT, the statewide model, small urban models, and greenhouse gas models. ODOT is going through a strategic planning process for OMIP at this time that will include interviews with MPO and other agency stakeholders to understand needs. A gap analysis will be performed followed by resource identification and prioritization of future work activities for ODOT. Brian anticipates that in addition to the initial stakeholder interviews, there will be follow-up outreach as priorities are examined. Then ODOT can take a deeper dive into areas that are highest priorities.

Some OMSC members may be called for interviews. Mike Jaffe asked if the OMIP team could provide an update to the Oregon Metropolitan Planning Organization Consortium (OMPOC). Brian advised the project team will check in with OMPOC as the OMIP update progresses, to see what the best timing would be.

Travel Survey Subcommittee – Dick Walker advised the group that the last travel behavior surveys were performed between 2009-2011, and will need to be updated within the next few years. It is not too soon to begin thinking about when next survey should be, since it will take time to arrange funding, select methodologies, and prepare other logistics. The OMSC should commission a travel survey subcommittee to begin this process.

Dick anticipates that the committee’s first phase of work would cover these areas:

- What types of methods and processes should be used for next survey? Past surveys have been revealed preference surveys and were mostly done via diary instruments (by hand). Should we continue having a survey that captures households for one or two days, or do we want to take a longitudinal approach to get data on a regular basis? In other words, do we want survey process that yields a snapshot in time or continual information?
- How should we go about collecting the data? For example, perhaps phone apps may be an option. We need to inform ourselves about state of practice for surveying.

Dick proposed generating a subcommittee membership list, and beginning meetings later this summer, in the June/July timeframe. The subcommittee will likely need to ask several experts around the country for their experience with latest survey technologies.

The group discussed several issues related to travel surveys:

- In terms of specific survey questions that must be asked, there are no federal requirements. However, when models are reviewed, there are certain attributes that a model must have to pass muster and information from travel surveys is a key element.

FHWA's expectation is that travel surveys should probably be done fairly regularly, such as at 10-year intervals.

- With respect to upcoming performance measures, more information might be needed around how people travel throughout the day. For example, how are kids getting to school, etc. It is often easy to think of travel surveys as just a travel model input, but there are also broader uses (public health monitoring, etc.) It would be a good idea to look at those other uses to see if there are additional funding partners for the survey. It would be nice to get funding for data collection associated with potential mandates that may come down from policymakers.

Brian asked if the OMSC was prepared to approve a travel survey subcommittee. **Ray Jackson moved to create a travel subcommittee survey for the OMSC. Eric Main seconded. The motion passed without opposition.** Brian asked OMSC members to be thinking about data needs, uses and potential partners for travel surveys.

Presentations

Chris Woods from FHWA gave a presentation on [Transportation Performance Management under MAP-21 and Transportation Planning](#). Congress imposed a performance planning approach with MAP-21 as a way to be able to compare measures state to state. Many of the rules are still in draft form; however, safety performance measures have been finalized. Rules for State and Metropolitan planning are due out in July this year, but may be delayed. Pavement/bridge and asset management rules are expected to be finalized in September 2016. A proposed rule for freight performance measures is expected soon.

Chris advised that all performance measures being developed by FHWA are identified in 23 USC 150, and FHWA is not expanding its scope beyond those measures. Ultimately states and MPO's will be required to establish targets for all performance measures. Chris encouraged MPO's to submit comments on draft rules.

OMSC members discussed several points from Chris's presentation:

- Mike Jaffe commented that in practice, there is something of a disconnect between the 4-year target intervals required for some MPO's and the amount of time it takes to get projects built so they can have an effect on performance.
- Dave Nordberg asked about the impact on states and MPO's if targets are not met. Chris advised that penalties are not about withholding funds; rather, FHWA may refocus funds to help address low performance areas.
- Chris noted that most performance measures focus specifically on the NHS system, except for safety and bridge measures. Dick Walker inquired whether investments could be made on parallel facilities in order to improve the performance of an NHS facility. Chris advised that may be a reasonable strategy in some instances.

- Group members had questions for ODOT related to the state's readiness to respond to pending federal measures. Brian Dunn noted that the safety measures are the only ones adopted so far, and those are being managed by ODOT sections outside of TPAU. New measures will be evaluated as they come out, including how the measures will be adopted by ODOT and MPO's and when targets will be set. Brian noted that spending significant resources before final rules are out may not be wise, since the rules often change in the transition from preliminary to final. He is hopeful that state and MPO's can have same/similar targets.
- Group members asked if greenhouse gas targets will be added to the federal rules in Oregon. Brian Dunn noted there is still some confusion about who will be regulating GHG at the state level. Ray Jackson advised that FHWA is currently seeking feedback on potential GHG measures, and ODOT has convened a working group to talk about targets and how to deal with them.
- Chris advised that FHWA will be starting to work more closely with states and MPO's as the rest of FHWA's performance management process unfolds. FHWA has heard concerns that timelines in the regulations will be so short that performance reporting will be required before information is available to do it. Brian Dunn also noted that there will be significant additional costs for states and MPO's in responding to the new measures and process.

Bill Holmstrom from DLCD gave an update on DLCD initiatives, including key topics and issues for LCDC's next rulemaking session. DLCD will be revisiting GHG targets in next session to see if they need to be updated, and also revisiting portions of the TPR that may need refinements. GHG reduction targets are likely to be integrated in the transportation planning rule, but DLCD does not anticipate requiring scenario planning for any metro areas that are not currently required to do it. Bill advised that existing TPR language providing guidance for metro areas has not been working as well as hoped, and there are varying levels of compliance and noncompliance across the state. DLCD hopes to make the TPR more useful and compliance easier. Bill noted that DLCD has a rulemaking advisory committee that will be working on the language revisions. Mike Jaffe asked if the same advisory committee that worked on the initial GHG targets will be helping with the TPR update, and Bill confirmed this. The advisory committee has representation from all eight MPO's at both policy and staff levels, and transit representatives from around the state.

Cody Meyer from DLCD provided a presentation on [Oregon Place Types: Land Use Classification Language](#), which is related to the next rulemaking session. Place Types, an outcome of work under the Oregon Sustainable Transportation Initiative, is a tool for performance-based planning. It is intended to help transportation modelers and land use planners communicate using common terminology.

ODOT and DLCD have overlaid place types information with OHAS data to look at how daily VMT per capital relates to place type categories. They have found a reasonably good

correlation. Brian Dunn noted that it might be important to look deeper at the demographics in this correlation. For example, if all new larger households are in lower density areas, a region may not see a reduction in VMT. It will be important to discern whether travel patterns are due to land uses or because of demographics. Tara Weidner who has been working with Cody on the Place Types methodology advised that demographics were considered in the draft findings. Since Metro may be dominating the mixed use and TOD categories, OMSC members were interested in how the findings might look like with Metro information excluded.

Cody advised that Place Types may be used as alternative performance measures in the upcoming TPR refinements. Place Type information has been completed for the entire state already, and an online visualizer is being made available for all eight MPO's.

Dave Nordberg, from Oregon DEQ provided a presentation on [Oregon's Zero Emission Vehicle Program](#) which will affect future fleet and fuel assumptions for transportation models.

Oregon adopted California's emission limits in 2005 and California's Zero Emission Vehicle (ZEV) rules in 2009. Only two states on the west coast (California and Oregon) are using the ZEV rules; remaining adopters are in the northeastern US. ZEV states are working together to see what can be done to reduce ZEV barriers. Oregon is also part of an international ZEV Alliance which includes Germany, the UK, Quebec, Norway, Netherlands, and British Columbia.

Dave noted there is a lot of compliance flexibility. Manufacturers can over-comply and bank ZEV credits. Credits can be traded, including trading them across states. Currently there is an eastern trading pool and a western pool; however, Oregon is only trade state in the western pool.

DEQ has been coordinating with ODOT (Wes Rischer and Becky Knudson) to estimate the average fuel economy of the fleet, using DMV data. This information can be broken out by MPO; however, only average registered vehicle mpg data can currently be provided as there is no information yet available on miles driven.

Top actions to promote ZEV's include public education/outreach and also engaging utility companies in helping to promote electric vehicles. Dave noted that if utilities sponsor large numbers of chargers, they can then use those chargers to manage their load on the grid. It is hoped that utility partnerships will ultimately lead to large scale implementation of ZEV's.

Dave also gave a brief overview of Oregon's Clean Fuels Program, including an assessment of lifecycle carbon intensity of different fuel types.

The group discussed several elements of Dave's presentation:

- Tara Weidner noted that electric cars may be able to store energy for homes and for utility companies, which is an intriguing concept. Dave confirmed, and said this is of particular interest to the west coast with clean electric power (less coal).

- Tara Weidner asked about the renewable natural gas (RNG) being pursued by the Rogue Valley Clean Cities program, using gas emitted by landfills to power buses and truck fleets. Dave confirmed converting from CNG to RNG is really clean fuel with a carbon intensity of close to 18-20 g/MJ (vs. diesel of roughly 90), which provides enough power to fuel heavier vehicles.
- Mike Jaffe asked what might be the result of incentives for potential EV buyers. Dave advised Oregon had 9,298 Battery Electric Vehicles and Plug-In Hybrid Electric Vehicles as of December 31, 2015. He would hope to see a significant increase in that number by the end of 2025.
- Ray Jackson asked when mpg information could be made available to MPO's. Brian Dunn advised the information is available now for the year 2014, and interested MPO's can contact Becky Knudson.
- Wes Rischer inquired whether other states intend to join the ZEV club. Dave advised that California hasn't had many inquiries lately, and Maryland was the last implementer of the ZEV rules. Quebec is expected to have their own ZEV mandate by end of this year.
- Josh Roll from Central Lane noted that if DEQ or ODOT tracked information on fuel economy and fleet composition over time, the trend information would be valuable for MPO's. This is currently being done. ODOT has data since 2008, but only at the statewide level. TPAU will be tracking it regionally here on out from 2014 forward.

Items for Next Meeting

- The group would like to invite FHWA back for a performance measure update in October
- Mike Jaffe asked for a presentation on the use of CommunityViz in CAMPO's regional scenario planning work.
- Brian Dunn asked group members to send any additional topics of interest to Carole Richardson.

Closing

The meeting was adjourned at 4:00 pm.

Draft Submitted: Richardson 4/26/16

Draft Reviewed: Knudson 4/27/2016

Corrections submitted: Jackson, Nordberg, Weidner; Edits made: Richardson 5/6/16