

CENTRAL OREGON INTERGOVERNMENTAL COUNCIL (COIC)

Central Oregon Strategic Transportation Options Plan (COSTOP) Technical Advisory Committee Meeting #1 August 12, 2010

I. Purpose for Technical Committee

Pursuant to the scope of work, a Technical Committee must be formed to assist with this project. The roles and functions of the Technical Committee are:

- Provide overall project guidance and direction
- Deliver relevant data and planning products
- Provide general technical assistance and “grounding” of project analyses in local communities
- Review all critical project reports and analyses
- Provide early feedback on political feasibility issues
- Assist with communication and feedback to and from jurisdictions

The TC will help COIC complete the individual tasks that will ultimately produce policies to guide long-range strategic planning for inter-community public transportation in Central Oregon. The emphasis of the report is on the capital and operational costs.

II. Task 2a. – Methodology Summary and Review – Overview

With the help of the TC, a summary of the methodology for development of the Technical Reports must be prepared. The methodology must outline the following:

- Data collection (sources and methods)
- Assumptions and analysis methods
- Explanation of how the data will be used
- Explanation of how estimates will be determined
- Assumptions about the reliability of the data
- Types of conclusions that will likely be drawn from the data analysis

It is assumed that the data available will be coarse in scale and will be used to present a “30,000 foot view” of the issues. Overall, the data and analysis will be used to evaluate various alternative scenarios –with a preferred alternative chosen – to develop long range policies aimed at assisting the state and local governments in implementing cost-effective solutions for meeting the 2030 demand for intercommunity trips. It is assumed that the policies will ultimately direct greater investments in public transportation and land use patterns that support public transportation.

III. TC Meeting #1

The assistance of the TC is necessary for the following tasks:

- Identifying data sources for the basis for the Technical Reports – specific to intercommunity trips along State Highways. This includes: vehicle miles traveled; trip counts; similar analyses in local jurisdictions; related Comprehensive Plan and Transportation System Plan provisions/information; etc.
- Input about and confirmation from the TC on sources of data, methodologies, estimates, etc., with regard to their reliability
- Provide information and links to relevant plans/analyses at the individual local jurisdiction level.
- Confirm that data sources, methodologies, analyses and desired results fulfill the intent of the task as related to the scope of the overall project.

IV. Data Sources

The following sources are available for the data necessary to complete the tasks:

- ODOT Transportation Planning Analysis Unit
- Bend MPO
- Local Comprehensive Plans/TSP's
- ODOT
- Other Regional and MPO Data for Oregon
- Census Data

V. Specific Data to be Used for the Strategic Plan

- Household size, age, income: US Census data for Deschutes, Crook and Jefferson County, available @ <http://censtats.census.gov>; maps @ <http://ftp2.census.gov/geo/maps/trt1990/st41> Oregon
- Land Use Characteristics (i.e. rural or urban): US Census Data, county zoning maps
- Arterial Supply Levels: County road department for non-state arterial lane miles; ODOT for highway lane miles; emphasis on inter-city arterial roads
- Public Transit Supply Levels: Ridership and route information from Bend Area Transit, Cascades East Transit, Bend Dial-a-Ride, Breeze. Emphasis on inter-city travel\
- Vehicle Miles Traveled (VMT)/Average Daily Trips (ADT) on intercity arterials: ODOT, Bend MPO
- Carbon Emissions Baseline Data: Bend Community Carbon Inventory (Phase I): Analysis and Recommendations (Balter et al, 2008); EPA's Guidelines to Calculating CO2 Emissions @ <http://www.epa.gov/otaq/climate/420f05001.htm#calculating>
- Employment data (i.e. number of employees that commute from another city): Commute Options

- Planned capitol roadway improvements (i.e. interchanges, new arterials): TSPs, Comprehensive Plans, and interviews with ODOT/County staff
- Infrastructure costs: Road departments and ODOT will provide typical costs
- Travel forecasts and infrastructure needs: TSPs, Comprehensive Plans, and interviews with ODOT/County staff
- Greenhouse gas emissions of Transit: APTA Climate Change Standards Working Group Recommended Practice for Quantifying Greenhouse Gas Emissions from Transit August, 2008
- Potential Scenarios for Transportation Strategies: City, County and State TSPs (including the State Rail Plan), Comprehensive Plans, interviews with Staff, as well as literature review

VI. Assumptions & Analysis Methods

From a review of the literature, it is assumed that the contribution of transportation to the planning area's greenhouse gases is between 20 and 25%. This will be confirmed using Census tract data and VMT data. As pointed out in the Bend Community Carbon Inventory (2008), the VMT data for the region is not available at a level of detail sufficient for most modeling. However, using the assumptions in the first several steps of the ODOT GreenSTEP (Greenhouse Statewide Transportation Emissions Planning) model, we believe that we can obtain a result that will provide a baseline adequate for comparison to the future planning scenarios.

The analysis for determining the outcomes of the selected planning scenarios will also be based on the ODOT GreenSTEP model. GreenSTEP is a planning tool used to estimate the greenhouse gas emissions produced from surface transportation, and to assess the effects of policies on transportation-produced greenhouse gases. There are other approaches to determining the effects of policies on transportation choices and the resultant greenhouse gas emission. However, the GreenSTEP model has been reviewed by ODOT and it appears that the information necessary to complete the calculations can be obtained or extrapolated from existing sources. A summary of the GreenSTEP process is attached to this memo.

Any adjustments to the existing data will be made at the direction of the TC. For example, the Census tract data required for the GreenSTEP analysis is from 2000, and the TC may the application of a growth factor to be appropriate.

VII. Reliability of the Data & Conclusions Expected

Available data is from a wide variety of sources and is mixed in its quality. For example, the Census data is 10 years old. Some communities in the planning area have more up-to-date TSPs and other plans than others. However, the ultimate goal of the project is to complete a "30,000 foot level" comparison of different development scenarios on public transit use and greenhouse gas emissions. If care is taken to apply the existing data consistently across the scenarios, the results of the comparisons should be clear and useful to the decision-making bodies.

VIII. Questions for Technical Committee – Meeting #1

1. Do you know of other data sources, preferably local or state data, that is available or being developed, and applicable to the project? Please list sources.
2. Please describe the type and degree of planning (transportation, land use, economic, financial) for your jurisdiction that takes into consideration the amount of intercommunity travel (primarily vehicular trips) generated to/from or through your city/county. Has this been built into your local TSP's and Comprehensive Plan's?
3. Do you have estimates of the cost of accommodating the intercommunity trips to/from and through your community in terms of dollars spent on infrastructure? This can be in terms of percentage of overall infrastructure costs based on assumptions of intercommunity traffic volumes.
4. Given the scope of the project ("30,000 foot level"), do you believe that the methodology of comparing overlapping local, state and national data (both specific and trends) to provide averages and reasonable estimates is a sound basis to develop a 20-year guiding policy document?
5. Do you have data for Greenhouse Gas (GHG) emissions for your jurisdiction or know of any data being developed?

IX. Next Steps: Technical Report #1 & TC Meeting #2

The second Technical Committee meeting (date to be determined) will include a review of the draft of Technical Report #1 – *Baseline Regional Transportation Related GHG Emissions*.

Much of that meeting will be directed toward reviewing the data gathered and the initial estimates, assumptions and conclusions following the data analysis

The overall goals for TC meeting #2 will be to:

- (1) Confirm that the data sources and methodology used as the basis for Technical Report #2 – *2030 Regional Intercommunity Trip Forecast and Infrastructure Estimate* are practical for the overall intent of the project, and
- (2) Determine how the Intercommunity Trip/Infrastructure Forecast can be applied toward developing likely or desirable scenarios for further exploration (the basis for Technical Report #3 - *Alternative Scenario Development and Cost Analysis*).