



## OREGON MODELING STEERING COMMITTEE

Wednesday, October 21, 2015

# Meeting Minutes

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### **OMSC Members in Attendance**

Dick Walker, Metro, OMSC Chair  
Scott Drumm, Port of Portland, OMSC Vice Chair  
Alex Bettinardi, ODOT  
Brian Dunn, ODOT  
Ray Jackson, MWVCOG  
Mike Jaffe, MWVCOG  
Shinwon Kim (via phone), SW WA RTC  
Becky Knudson, ODOT  
Eric Main, OHA  
Cody Meyer, DLCD  
Cindy Pederson, Metro  
Wesley Risher, DEQ  
Josh Roll, LCOG  
Dick Walker, Metro, OMSC Chair  
Haizhong Wang, PACTRANS

### **Guests**

Avinash Unnikrishnan, PSU  
Phil Allen, DQ  
Megan Bolton, OHCS  
Matt Palm, OSU  
Xiaomin Ruan, PSU  
Risa Proehl, PSU  
Carole Richardson

**Introductions** – Dick Walker introduced Jeff Frkonja, Metro’s new Research Center Director. Jeff has a significant background in travel demand forecasting and spatial data systems from both public and private sector experience that includes work with FHWA, Puget Sound Regional Council, San Diego Association of Governments, and RSG.

### **General Business**

- Minutes from the April 29, 2015 meeting were accepted without change. The next OMSC meeting is scheduled for April 20, 2016.
- The group reviewed upcoming conferences, including:
  - [TRB 95<sup>th</sup> Annual Meeting, January 10-14, 2016 Washington, D.C.](#)
  - [Use of Scenario Planning in Transportation Planning, June 2016 Portland, Oregon](#)
  - [Innovations in Travel Demand Modeling, May 1-4, 2016, Denver CO](#)
  - [National Tools of the Trade Conference, September 12-14, 2016 Charleston, SC](#)
  - Northwest Transportation Conference, anticipated March 2016 in Corvallis (OSU)
  - [TRB Commodity Flow Survey Workshop, October 29, 2015, Washington D.C.](#)
  - [Freight Fluidity Performance Measures, December 9-10, 2015, Washington D.C.](#)

- Subcommittee Chairs provided brief synopses of recent activities which were attached to the agenda.
- For the benefit of new participants, Dick Walker provided a brief overview of the OMSC structure. The OMSC convenes twice a year and serves as Oregon’s information sharing and coordination forum for development of transportation models. OMSC is the umbrella/oversight committee for both permanent and temporary subcommittees. Three subcommittees are currently in place: The Modeling Program Coordination Committee, which is a permanent committee currently chaired by Ray Jackson from MWVCOG; Health Committee, chaired by Eric Main from the Oregon Health Authority; and Freight Committee, chaired by Derek Jaeger from Port of Portland.

### **New Business**

**OMSC Officers** – OMSC officer positions include chair, vice chair, and subcommittee chairs. The OMSC’s Long Range Strategy (LRS) committee that sets the strategic direction for the OMSC and its activities recommended the following officers for 2016:

- Brian Dunn, ODOT, replacing Dick Walker as the OMSC Chair
- Scott Drum, Port of Portland, continuing as OMSC Vice Chair
- Ray Jackson, MWVCOG, continuing as MPC Subcommittee Chair
- Eric Main, Oregon Health Authority, continuing as Health Subcommittee Chair (Ad Hoc Subcommittee)
- Derek Jaeger, Port of Portland, continuing as Freight Subcommittee Chair (Ad Hoc Subcommittee)

OMSC members were asked to weigh in on proposed officers. There were no objections.

**New Facilitator** – Becky Knudson introduced Carole Richardson as the OMSC’s new facilitator. Since the OMSC’s former facilitator retired in October 2012 Becky has been covering the duties in addition to her regular position at ODOT. ODOT had intended to find a new facilitator, but other activities took precedence and committee facilitation remained with Becky in the interim. The facilitator role is directly linked to the Oregon Modeling Improvement Program (OMIP), for which the OMSC provides oversight. The OMIP focuses on three areas:

- Bringing stakeholders together and providing forums for information exchange and development of new ideas,
- Developing new and expanded modeling tools designed to provide information to support informed decision making, and
- Providing access to formal training and education related to using technical tools and methods for policy applications.

OMIP materials are overdue for an update. ODOT has begun work on a new Strategic Implementation Plan for the OMIP, and Carole will be part of the team assisting the OMSC.

Carole is a professional engineer who has focused her 28-year career on transportation planning. Her background includes employment with two state DOT's (including ODOT), two cities and an MPO, as well as private sector consulting. Her company, Plangineering, engages in statewide, regional and local transportation planning projects, and although she is not a model developer, she routinely uses models in the development of transportation plans.

**OMIP Activity** – Becky Knudson provided an update on OMIP activities. OMIP has been following a strategic plan developed in 2002. Much has been accomplished through this program over the last ten years. It is time to refresh this long range strategic plan and ODOT has contracted with Parsons Brinkerhoff and DKS Associates to assist with the update. ODOT recently held a kick-off meeting with the consulting team and Bob Schulte from DKS is now working on an update of the OMIP Strategic Implementation Plan (2002) to reflect current objectives, the needs of the OMSC member agencies, legislative requirements, and technological advancements. OMSC members were encouraged to contact Becky with any questions or input.

Dick Walker noted that in light of the OMIP Strategic Implementation Plan Update it may be time to revisit the OMSC's working structure and approach to coordination. Web technology opens opportunities to hear national speakers and allow participation without travel obligations. The OMSC may also wish to revisit current meeting frequencies, and adjust to foster greater participation and coordination. It may be possible to add webinar opportunities more often, or change to three formal OMSC meetings per year instead of two. The LRS, which determines the OMSC agendas, sets strategic direction and lines up presentations for the OMSC meetings, will be discussing this.

## **Presentations**

**Scott Drumm**, Research and Strategic Analysis Manager for the Port of Portland presented information on [Oregon's Trade and Logistics Initiative](#). In February and March, two carriers announced a decision to stop calls at the Port's Terminal 6 due to labor management and productivity issues. Scott provided an overview of the issue including current trade and research on potential impacts to Oregon. The Port is evaluating the need for terminal service in the Portland area with respect to loss of market access, cost impacts to shippers as a result of lost carrier competition, and other effects. The Port serves as a transload facility for domestic containers, so impacts are primarily to non-international shippers in areas of Oregon with export-dependent economies. At a recent freight committee meeting in Medford, participants noted that Terminal 6 issues will have impacts on Medford shippers, highlighting the Port's importance to far-reaching areas of the state.

**Xiaomin Ruan, and Risa Proehl** from PSU's Population Research Center (PRC) provided a presentation on [PSU's Demographic Forecast for Oregon](#). Forecasts developed by PSU are posted to PSU's library after acceptance by PSU's clients, and are anticipated to be updated every three years. As of July 1, 2013, Oregon law requires the use of population forecasts

developed by PSU for coordinated planning throughout the state. A prior Executive Order from Governor Kitzhaber (EO 97-22) placed responsibility for demographic forecasts with the Office of Economic Analysis at the Oregon Department of Administrative Services (DAS), and economic staff from DAS now consult to PSU's PRC program. PSU used the Oregon Employment Department's 10-year forecasts for employment, and produces 50-year population forecasts in 5-year time intervals for each county (except Metro counties) and cities (for the land area inside each UBG).

A question was posed about forecasts for MPO areas: Currently, development of forecasts for MPO areas at the age/sex level are not covered by the Oregon Administrative Rule directing PSU's work, and is beyond PSU's available resources. Opportunities to partner with PSU for these forecasting needs may be a future OMSC discussion topic.

A question was posed about persons per household estimates developed by PSU for their population forecasts. ODOT and MPO's currently develop their own projections for future persons per household that are used for model development. MPOs may wish to obtain household size projections from PSU, if available, to promote consistent planning assumptions. This would be negotiated directly with PSU.

The presenters were asked to elaborate on how migration figures are derived. PSU examines a number of data sets, including 2000 and 2010 Census, births and deaths, DMV, state tax returns, school enrollment, payroll employment, Medicare and local data. Technical procedures and professional judgment is then applied to develop migration forecasts.

**Matthew Palm and Haizhong Wang** from Oregon State University provided a presentation on [Tradeoffs between Population Density and Household Housing and Transportation Costs](#). This research compared population density, metropolitan statistical area size, proximity to rail transit systems, and other factors to housing and transportation costs.

### **Closing**

The LRS will meet to develop agenda topics for the next meeting. The meeting was adjourned at 4:00 pm.

Richardson, Draft Prepared 10/27/15