MEETING SUMMARY

TPR MODELING AND ANALYSIS GUIDES UPDATE

OMSC WORK GROUP MEETING #4
JANUARY 18, 2023; 2:00 PM – 4:00 PM
VIRTUAL MEETING

1. PROJECT TEAM INTRODUCTIONS/ AGENDA OVERVIEW 2:00

- Project team introductions
  - Aaron Breakstone, Alex Bettinardi, Kelly Clarke, Zachary Horowitz, Ray Jackson, Jeff Frkonja, Kayla Fleskes-Lane, Becky Knudson, Nick Meltzer, Ren Jinxiang, Kim Sapunar, Peter Schuytema, Teddy Lin, Tyler Deke, Tara Weidner, Garth Appanaitis
- Review agenda and meeting purpose

2. OVERVIEW OF IN-PROCESS DRAFT GUIDANCE 2:05

- Garth Appanaitis (DKS) provided a process overview
  - Draft guidance used to chart course of case studies, which will be used to iteratively refine guidance
- Garth Appanaitis (DKS) provided a high-level overview of content distributed to committee
  - Nick Meltzer – will follow up with a word document and comments. Overall, the employment allocation looks pretty thin and could use more guidance.
  - Kim Sapunar – Are we updating the guidance based on what is provided?
    - Will use the feedback from the group and lessons learned though the case studies to inform guidance.
  - Becky Knudson – The process should acknowledge issue of modeling truck parking needs.
    - Alex Bettinardi - I agree Becky, but a note on the modeling side - none of our models deal with truck parking. Many don't even deal with trucks
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3. CFA CASE STUDIES 2:25

- Garth Appanaitis (DKS) provided an overview of case study selection and process
- Kayla Fleskes-Lane (DKS) provided an overview of Milwaukie case study process highlights

- Overview of the general process including key tasks completed and what remains. Summary of TAZ selection process, SWIM external model application, and VMT/capita calculation procedures.

- Zachary Horowitz shared an example on 99E where employment and characteristics are generally set. Should we be thinking about the quality of the access rather than just the density of intersections within the zone? Do we want to adjust the intersection density above the minimum.
    - Question to Aaron Breakstone - is it worth experimenting with this to see if there are positive modal shift benefits. This could help encourage the types of projects being built.
    - Aaron Breakstone - want to be explicit about things that are concrete. Maybe other things could be more correctly addressed with connectors (location, presence, length). Aaron would suggest considering improvements to centroid connectors.
    - Kayla Fleskes-Lane - noted that would need to figure out how to track these adjustments into Metro's process.
        - Aaron agrees - over time some of these things tend to get dropped.
    - Aaron Breakstone - need to take care of what modes would see it - an all modes connector? Intersection density variable interacts with non-motorized modes only. What type of accessibility and for whom?
    - Zachary - want to push the boundary of the models, but need to be as realistic as possible
- Aaron Breakstone - centroid connector lengths are a good opportunity for handling the effects of modal accessibility. Connector lengths are calculated and could be calculated to be shorter.

- Jeff Frkonja (RSG) provided an overview of the Ashland case study process highlights
    - Overview of the general process including key tasks completed and what remains. Summary of the CFA info supplied by the city, key assumptions and coordination with local agency staff, and initial lessons learned.
    - Jeff noted the coordination with the City and what info the city provided – CFA boundaries in Comp Plan, CFA study, latest VLI, draft thoughts on parking policy changes. Some of the policy thinking is still in motion and could change.
    - Alex Bettinardi (TPAU) provided an overview of the residential allocation. The ABM has capabilities beyond the regular trip-based model – Additional capabilities to track trips related to the household, and includes other demographic info. For the residential allocation, first added additional capacity in the CFA and then applied the land use allocation process that had been previously used.
    - Teddy Lin (RSG) provided an overview of the employment allocation process

4. DISCUSSION OF KEY TOPICS/IDEAS/CONCERNS 3:25

- Ray Jackson - How to assume population growth within CFAs? All development within the planning horizon?
    - Garth - Coordination with the City's is important. Need to provide the zoning changes and policy, but don't need the growth to occur.
    - Jeff - The assumptions are vital
    - Ray - one option may be considering a range of model scenarios to help inform the assumptions
    - Tara - DLCD is providing markets studies for the local agencies. Help understanding the toolkits and subsidies to help incentivize the development.
    - Jeff - the market allocations are a hot topic due to the implications for the UGB settings.

    - Tara - the socioeconomic and HIA is an important factor. Thinks getting to this will move the needle further.
    - Jin - in the Ashland model there was weighting for growth that was applied.

- Ray Jackson – Are there opportunities for consistencies with VE and other statewide planning assumptions?
    - Tara - Tara and Alex are compiling some of this information.

- Tara - what about the pricing considerations?
    - Ray - need to account for the range of potential futures
    - Jeff - Guidance should provide some hints on how to apply pricing techniques, if any

- Ray - what comes first, the RTP update or the TSP?
    - Tara - at the end of the day need to choose one scenario, similar to an RTP requirements
    - Jeff - perhaps guidance states that some levers are not within a City's control (e.g. pricing on state facilities).
- Ray Jackson - For CFAs, should all zones be split to be smaller and capture walk/bike in the four-step?
    - Alex Bettinardi - That's also an option to consider Ray - it's just a costly option. I think the guidance is probably trying to stay away from that costly of a model change. But splitting zones is always an option to add detail to an analysis region.
- Peter Schuytema - Ashland historically is a desirable place to live , but doesn't have that much employment, so HH "external" trips are likely significant.
    - Tara - Seems like many of those doctor visits, etc would remain in the SOABM model, so already captured?
    - Alex - To clarify the missing external VMT. The VMT we showed (~12miles/day/person) includes all VMT in the model region (60 miles wide). The external VMT missing is anyone leaving the MPO model area (headed to Roseburg, or down to CA) OK - that percentage will be small . External VMT in terms of the Ashland UGB going to other Rogue Valley destinations could be significant .
    - Alex - I agree with your thought Peter - that external VMT should be small. That's not what we found - which is why we have flagged for further review and discussion. For SOABM, most of those external stations have an average VMT/trip at 60-200 miles, so it doesn't take many trips for those long trips to have a huge impact...
    - Peter - What does SWIM say - I know that the external trips is non-zero , but also noticed when we did the Rogue River TSP there were noticeable trips into CA and to the north . There seems to be more willingness in S Oregon to travel longer distances for employment than is seen elsewhere. The long mileage averages at the SOABM external stations (60-200miles) comes from SWIM. These two projects are attempting to use SWIM to describe the full VMT picture for these households...
    - Alex - So that answer is the SWIM answer. And my hope is that it is something that's just a weird / unique phenomenon in Southern-Oregon, and when we look at Milwaukie the amount of external VMT isn't so wacky high (that's my hope)

5. NEXT STEPS 3:55

- Completing CFA Case studies (TM6)

- Refining Draft Guidance (TM7)
- Meet with OMSC Working Group to review