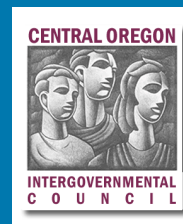




Central Oregon Intergovernmental Council

Central Oregon Strategic Transportation Options Plan

TAC Meeting #1 – May 16, 2012



DKS Associates
TRANSPORTATION SOLUTIONS



Agenda

- Central Oregon Strategic Transportation Options (COTOP) Plan Overview
- Scope Review
- Trip Forecasting
- Traffic Reduction Options

COTOP Purpose & Goals

- Purpose
 - Long range plan to help ID cost-effective investments to meet long-term travel demand in Central OR
 - Focus on intercommunity trips on 8 primary corridors
 - ID the best mix of transportation investments
 - 2030 timeframe
 - Inform local plans
- Goals and Objectives
 - Meet long-term travel demand through cost-effective solutions
 - Public transit investments
 - Other viable alternative to single occupant vehicles
 - Supportive land use policies
 - Reduce infrastructure costs
 - Reduce greenhouse gas emissions
 - Opportunities to inform and/or be informed by the Least Cost Planning initiative

Work Done to Date

Initial Methodology Review and Alternative Identification (TGM 4A-09)



- Report 1 – Baseline GHG Emissions
- Memo – Data Methodology Summary
- Report 2 – 2030 Trip Forecast & Infrastructure Estimates
- Report 3 Part 1 – Alternative Scenario Development

Overall Scope of Work

Scope of Work Activity	Lead
Public Involvement (Task 1)	COIC
Prior Technical Reports and Methodology Review (Task 2)	COIC & Consultants
Trip Forecast and Infrastructure Estimate (Task 3)	COIC Consultants (modeling)
Alternative Scenario Development and Cost Analysis (Task 4)	Consultants COIC
Public Policy Analysis process (Task 5)	COIC
Develop Implementation Plan (Task 6)	COIC
Final Strategic Plan Document (Task 7)	COIC

Public Involvement (Task 1)

- **4-6 Policy Group** (COIC Board + ODOT R4 Rep) meetings
- **4-6 Technical Committee** meetings (shared TAC with RTMP Process)
- **3-5 Stakeholder Committee** Meetings
- **Project web page:** <http://coic.org/t/tgm.html> (currently updating)
- **3 Community Forums** on the Final Plan document

Methodology (Task 2)

- Review Prior Reports and Data
- Update Methodology
 - In Response to New Data Sources?
 - To Address Analysis of Package of Alternatives vs. Individual Alternatives
- Issue Revised/Updated Tech Memo 1 – Plan and Methodology Review

Revised 2030 Trip Forecast & Infrastructure Est. (Task 3)

- Review Tech Report 2 with Consultants and Tech. Committee
 - Review report format/content in light of overall project purpose.
 - Note areas with no information and determine means to gather info.
- Utilize Deschutes County regional travel demand model to provide estimates of city-to-city travel patterns, broken out by trip purpose for the base year and future baseline scenarios
- Revise Tech Report 2 and review with TC, SAC, and Policy Group

Baseline Conditions

- Assumed 2030 Conditions
 - Roadway improvements
 - Transit services
- All TSP projects will be implemented?
- Assignment: Verify existing Technical Report 2 projects
- Reconcile baseline expected projects with TPAU model

Traffic Reduction Opportunities and Strategies (Task 4a)

- Previously Dismissed Alternative Scenarios
 - Compact land use development
 - Regional economic/housing lands planning
 - Increased highway infrastructure/capacity development
 - Allowing increases in congestion
- Identified Alternative Scenarios for Further Review
 - No Change - Status Quo / Baseline
 - Intercity Transit
 - Travel Demand Management
 - Vanpool/carpool
 - Pricing
 - Commuter Rail

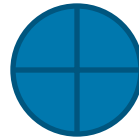
Traffic Reduction Opportunities and Strategies (Task 4a)

- Define each Alternative Scenario
 - Understand potential for meeting travel demand
 - Support development of “packages”
- Alternative Scenario Attributes
 - Ability to shift away trips from SOV travel
 - Market applicability
 - Land use relationships
 - Costs
- Present Findings in Tech Memo 2

Strategy Package Development (Tech Memo 3)

Travel Markets

126, Sisters-Redmond
126, Redmond to Prineville
97, Madras-Redmond
97, Redmond-Bend
97, Bend-LaPine
26, Madras-Prineville
361, Culver & Metolius
20, Bend-Sisters



Market Characteristics

Travel Demand
Trip Purpose
Peaked vs. All-Day Travel



Package Development

Status Quo & up to 5 additional cases
Identify degree to which each scenario contributes in each market
Different means for meeting regional goals

Sample Package Development

Package 1

- Baseline Conditions

Package 2

- Commuter rail (Bend-Redmond)
- Increased intercity bus other markets

Package 3

- Increased intercity bus all markets
- Vanpool Bend & Redmond to Prineville

Analysis (Task 4c)

- Total Highway and Alternative Costs
- VMT
- GHG Emissions
- User Benefits / Costs
- Land Use Impacts / Requirements
- At Scenario Package Level & Comparison to Status Quo
- Findings Presented in Technical Report 3 (update and completion of old Tech. Report 3)

Plan Development (Tasks 5-7)

- Public Policy Analysis
 - Economic Feasibility
 - Political Feasibility
 - Local Institutional Capacity to Support
- Implementation Plan
 - Timeline
 - IGAs
 - Benchmarks & Performance Monitoring
- Final Strategic Plan

Project Deliverables

Work Done to Date (TGM 4A-09)



- Report 1 – Baseline GHG Emissions
- Memo – Data Methodology Summary
- Report 2 – 2030 Trip Forecast & Infrastructure Estimates
- Report 3 Part 1 – Alternative Scenario Development

Current Scope (TGM 4B-11)



- Memo 1 – Revised Plan and Methodology Review
- Report 2 – Revised 2030 Trip Forecast & Infrastructure Est.
- Memo 2 – Traffic Reduction Opportunities and Strategies
- Memo 3 – Strategy Package Development
- Report 3 – Revised Strategies and Cost & GHG Analysis
- Final Plan – Strategies, Costs, Benefits, Public Policy Analysis & Implementation

Current Work Activities: Trip Forecasting

- Re-affirm previous Report #2
 - 2030 Regional Intercommunity Trip Forecasts
 - ADTs
 - VMT
 - GHG emissions
- Augment with Deschutes County model
 - Trip purpose
 - Weekday Daily & PM Peak
 - Potential estimate for Culver & Metolius markets
- Support market-based analysis
- Reissue Report #2

Current Work Activities: Traffic Reduction Strategies - Preliminary Findings

Technical Memo #2:

- Intercity Bus
- Vanpool
- Commuter Rail
- Pricing

Inter-city Bus Profile

Market

- Transit dependent riders
- Students
- Commuters

User Cost

- Medium
- \$30 - \$100/month

Agency Cost

- Medium

SOV Impact

- 9-24% commute trips reduced



Vanpool Profile

Market

- Commuters traveling 15+ miles each way

User Cost

- Medium
- \$60-\$95/month

Agency Cost

- Low

SOV Impact

- 5-30% commute trips



Commuter Rail Profile

Market

- Commuters
- Existing rail
- Density: high employment density needed; residential density not as necessary

User Cost

- Medium-High
- \$39-\$189/month

Agency Cost

- High

SOV Impact

- TBD



Pricing Profile

Market

- All drivers, but affects low-medium income most
- Regional or corridor-only trips

User Cost

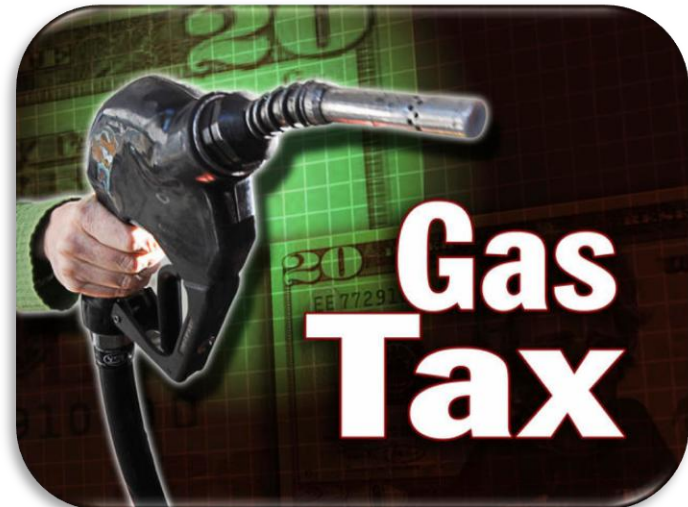
- Low – Medium - High

Agency Cost

- Low - Medium

SOV Impact

- Varies for certain markets, but multiple strategies should be adopted



Travel Options Summary

TDM Strategy	Market	Potential SOV Impact	Cost to Agency	Cost to User
Inter-city Bus	<ul style="list-style-type: none"> •Transit dependents •Commuters 	Medium	\$\$	\$ - \$\$
Vanpool	<ul style="list-style-type: none"> •Commuters 15+ miles 	Medium	\$	\$ - \$\$
Commuter Rail	<ul style="list-style-type: none"> •Commuters 	Medium	\$\$\$	\$\$-\$\$\$
Pricing	<ul style="list-style-type: none"> •All trips or corridor-based trips 	Low - High	\$-\$\$	\$-\$\$\$

Next Steps and Timeline

Deliverable	Timeframe
Memo 1 – Revised Plan and Methodology Review	June
Report 2 – Revised 2030 Trip Forecast & Infrastructure Est.	July
Memo 2 – Traffic Reduction Opportunities and Strategies	July†
Memo 3 – Strategy Package Development	August*
Report 3 – Revised Strategies and Cost & GHG Analysis	October*
Final Plan – Strategies, Costs, Benefits, Public Policy Analysis & Implementation	January*

† TAC email review

* TAC Meeting