

Oregon Least Cost Planning Methodology Development

Glossary of Project Terms

Working Draft: As of December 2, 2010

This document provides a glossary of project terminology being used by the technical team in developing a methodology for least cost planning in Oregon. The table below provides a working definition of each term, examples (where applicable), similar terms, and a description of the context within which the term is used or addressed.

The glossary of project terms is intended to be a working document – terms will be added and definitions may be modified as work progresses.

No.	Term	Definition	Examples	Similes	Context
1.	Categories of Transportation System Performance	General topic or outcome against which potential decisions will be evaluated. Performance measures and evaluation methods will be proposed and developed under each area.	Environmental health, mobility and transportation system performance, state of good repair, livability, sustainability, safety, equity, economic competitiveness and economic impacts	Focus Areas	Will be addressed early in Part 1, at November and December SSC meetings
2.	Comparison Process	Methods of combining and comparing information across indicators associated with different focus areas. The process will assist in balancing decisions across various areas and indicators. It will help assess the overall “cost-effectiveness” of a portfolio of actions or project.	Benefit-Cost Analysis, Multi-Criteria Analysis, Goal Achievement, Community Impact Evaluation	Decision Framework, Evaluation Framework	Will be addressed later in Part 1 and in Part 2 of the methodology development

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3.	Demand Management or Transportation Demand Management (TDM)	Strategies aimed at a more efficient use of existing transportation resources and generally focused on changing or reducing travel demand (particularly during peak hours).	Congestion pricing; alternative work schedules; telecommuting or distance learning; parking management; carpooling or vanpooling; and transit improvements		Will be addressed later in Part 1 of the methodology development
4.	End User	The group or groups that first use OLCP for transportation investment decisions.	ODOT TDD, ODOT Region Planning, ODOT Environmental, MPO Policy, MPO Corridor Planning	Implementing Agency	Will be addressed in Part 1; responses to early framing questions and stakeholder interviews will inform
5.	Framing Questions	Questions to be addressed by the SSC to guide the development and implementation of LCP in Oregon.	Should OLCP be developed for the assessment of specific projects or portfolios of projects?	Goals and Objectives (in Framing Questions will establish goals and objectives for OLCP)	Addressing the framing questions serve as the basis for Part 1
6.	Guiding Principles	The defining values by which a methodology for LCP will be developed in Oregon.	LCP will seek the most cost-effective solutions considering the goals to be achieved over the long-term, not necessarily the least expensive solution in terms of up-front costs	Desired Outcomes	General guiding principles for LCP were established by ODOT at the outset of Part 1

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7.	Indicators (General)	Aspects of the categories of transportation system performance that will be evaluated in the LCP methodology, and for which a few workable measures or indicators can be defined. It is anticipated that three to five general indicators will be defined for each category of transportation system performance.	Greenhouse Gas Emissions (under the "Environmental Health" category) Reliability (under the "Transportation System Performance" category)	Performance Measures	General indicatory development will be the focus of the latter phase of Part 1
8.	Indicators (Specific)	An exact measure of performance, defined unambiguously by a scope and a unit of measurement.	Change in annual CO2 emissions from mobile sources in the State of Oregon, measured in tons (under the "Greenhouse Gas Emissions" general indicator) Standard deviation of travel times in the peak hour (under "Reliability")	Performance Measures, Metrics, Scores, Ratings	Specific indicators will be developed in Part 2 of the LCP methodology development, once general indicators are developed
9.	Key Attributes	Generally accepted characteristics and qualities of LCP as it has been developed around the U.S. and abroad. Answers the question "what is LCP?"	<ol style="list-style-type: none"> The evaluation framework rolls up multiple goals. A broad range of possible multimodal capacity, demand management, land use, maintenance, and other planning options can be considered. 		Key attributes were established through the earlier development of the LCP discussion paper

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10.	Key Principles	Generally accepted values and defining qualities of LCP as it has been developed around the U.S. and abroad. Answers the question “how does one do LCP?”	<ol style="list-style-type: none"> Costs and benefits are measured in terms that facilitate the comparison of planning options (such as monetary-equivalent units). The approach makes use of quantitative and qualitative evidence. 		Key attributes were established through the earlier development of the LCP discussion paper
11.	Least Cost Planning	As defined by the Oregon State Legislature in House Bill 2001, “least-cost planning means a process of comparing direct and indirect costs of demand and supply options to meet transportation goals, policies or both, where the intent of the process is to identify the most cost-effective mix of options.”	Puget Sound Regional Council “Transportation 2040,” United Kingdom Department for Transport “New Approach to Appraisal Refresh,” Central Indiana Transit Task Force “Central Indiana Transportation Plan”		The purpose of this effort is to create a methodology to develop a least cost planning framework for Oregon
12.	OLCP	Oregon Least Cost Planning. The particular decision-support framework Oregon will develop for implementation of least-cost planning principles.		Blueprint (in that addressing the framing questions will result in a blueprint for LCP in Oregon)	The purpose of this effort is to create a methodology to develop a least cost planning framework for Oregon

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14.	Portfolios of Actions	Groups of individual efforts or actions aggregated for a given geography that together can be measured for value comparisons against different actions for the same geography to explore which has the greatest value against a given objective.	Transportation 2040 used LCP principles to measure net benefit of different portfolios of actions and aid in the selection of one preferred portfolio	Plans, portfolios of projects, scenarios	Addressed by the SSC at its November meeting, Oregon LCP will explore portfolios of actions
14.	Risk Assessment	A qualitative or quantitative consideration of risks and uncertainty in the measurement of specific indicators and the evaluation of portfolios of actions, or projects.	Sensitivity analysis, scenario analysis		Will be addressed generally in the latter phase of Part 1, and more specifically in Part 2