

# TRIP 97

PARTNERSHIP



## Overview

Transportation ♦ Reinvestment ♦ Innovation ♦ Planning

January 2014

# The Problem

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- The current planning practice can result in transportation projects that are large scale and unaffordable.
- Yet these projects must be “reasonably likely” to be funded – in an environment of decreasing federal and state funding.
- At times, the intent of the Transportation Planning Rule (TPR) conflicts with land use and employment growth.

# The Solution

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Shifting how we **BALANCE** land use and growth in communities with transportation demands and mobility goals.

- ✓ Congestion Management
- ✓ Intersection Improvement



- ✓ Travel Time
- ✓ Corridor Management

# The Solution (Cont'd)

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## Redefine Performance Measurement

- System approach versus location by location (e.g. an improvement in Bend may provide mitigation benefit to development projects in La Pine, Redmond, Madras, etc.)
- Expand performance metrics to account for safety, reliability, system redundancy, environment, non-vehicular modes, and economic development

# The Solution (Cont'd)

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## Establish New/Unique Funding Mechanisms

- Small bites from many different sources
- Allow for investment of pooled resources

## Create Local/State/Federal Partnerships

- Prioritize Regional Investment Strategies
- Best-value approach within the region

# The Tools

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## Jurisdictional cooperation

- Regional collaboration and problem solving by the TRIP97 Partnership provides a consistent message and unified investment strategy

## New transportation analysis methodologies

- Industry focus on vehicular travel time and travel time reliability
- Emerging analysis methodologies that provide a broader focus on evaluating the overall transportation system

# The Tools (Cont'd)

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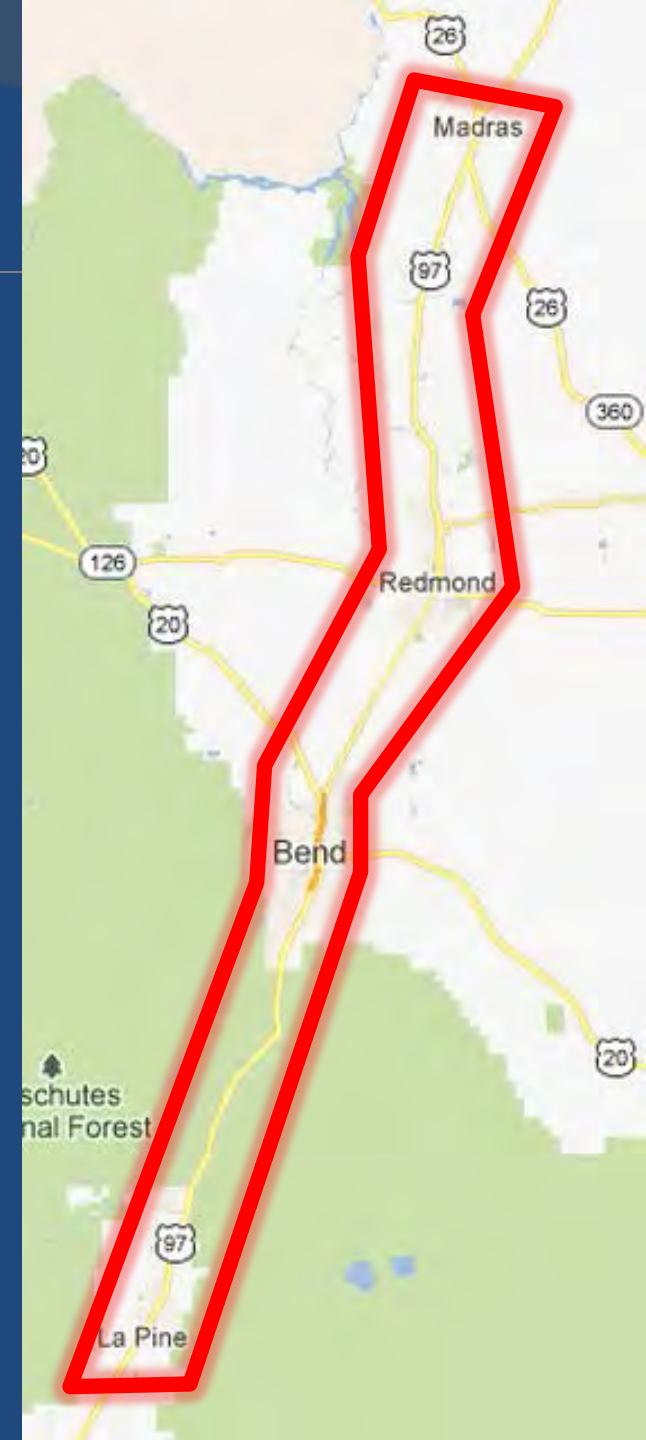
## Transportation Planning Rule Update (January 1, 2012)

- Supports growth that is consistent with comprehensive plan
- Contains provisions for traded-sector job growth
- Provides more flexibility for alternative performance measures

# TRIP97 Study Area

## US 97 Corridor

- Deschutes and Jefferson Counties, Madras south to La Pine (80 miles)
- “Corridor” is defined more widely than the highway pavement, to include review of other parallel multi-modal infrastructure and services



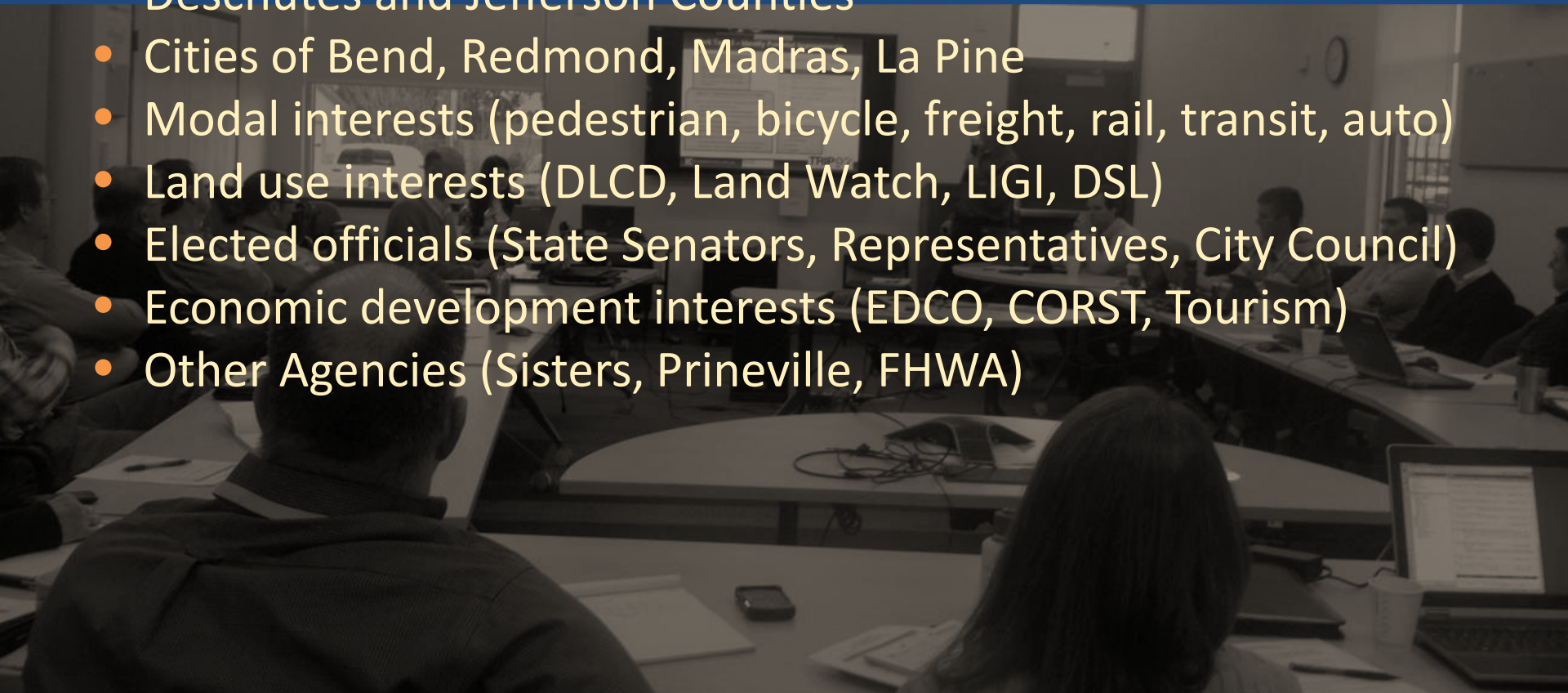


# Who is Involved

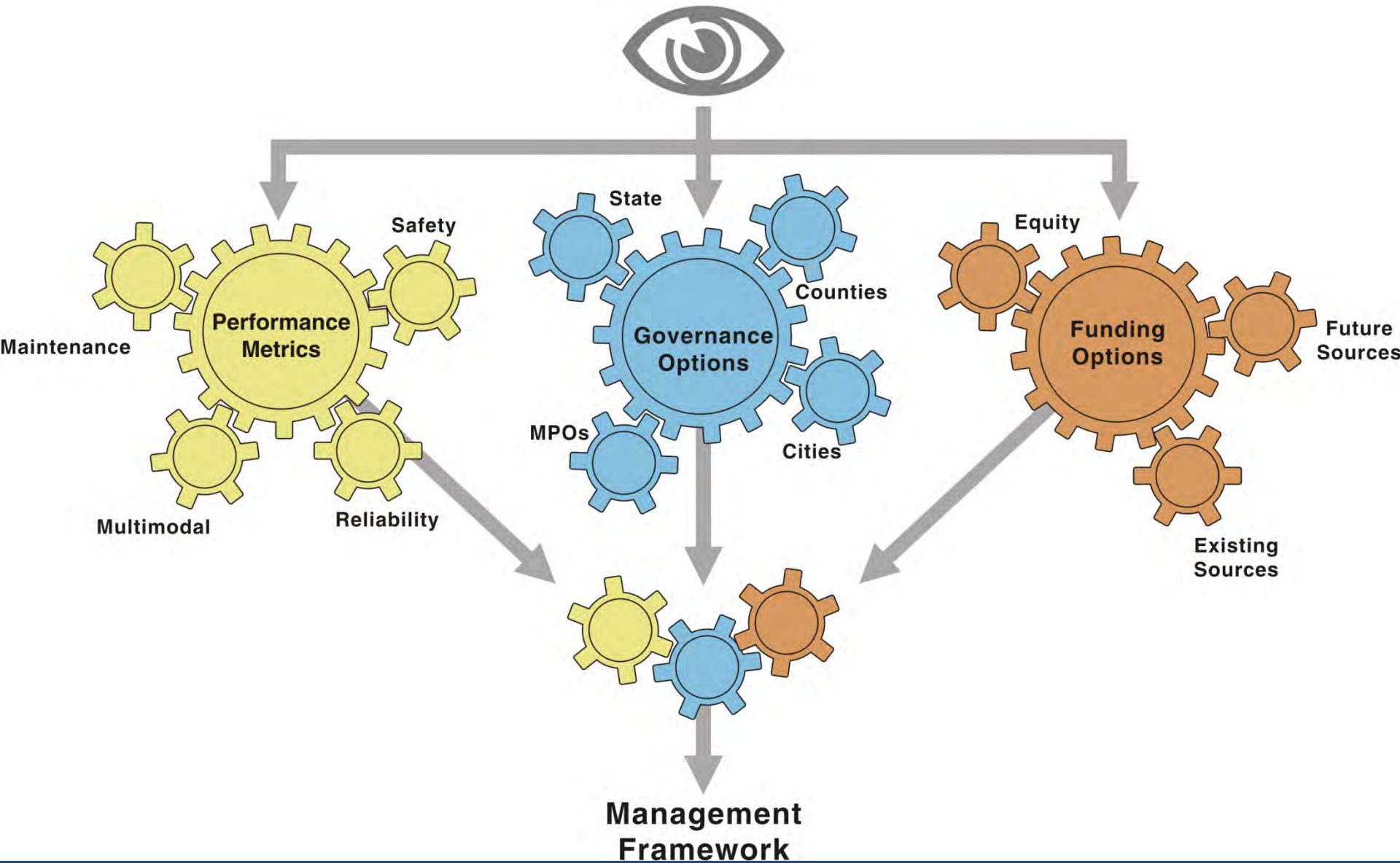
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The project includes a Steering Team, a Management Team, and a Stakeholder Group. These groups include the following:

- Oregon Department of Transportation
- Deschutes and Jefferson Counties
- Cities of Bend, Redmond, Madras, La Pine
- Modal interests (pedestrian, bicycle, freight, rail, transit, auto)
- Land use interests (DLCD, Land Watch, LIGI, DSL)
- Elected officials (State Senators, Representatives, City Council)
- Economic development interests (EDCO, CORST, Tourism)
- Other Agencies (Sisters, Prineville, FHWA)

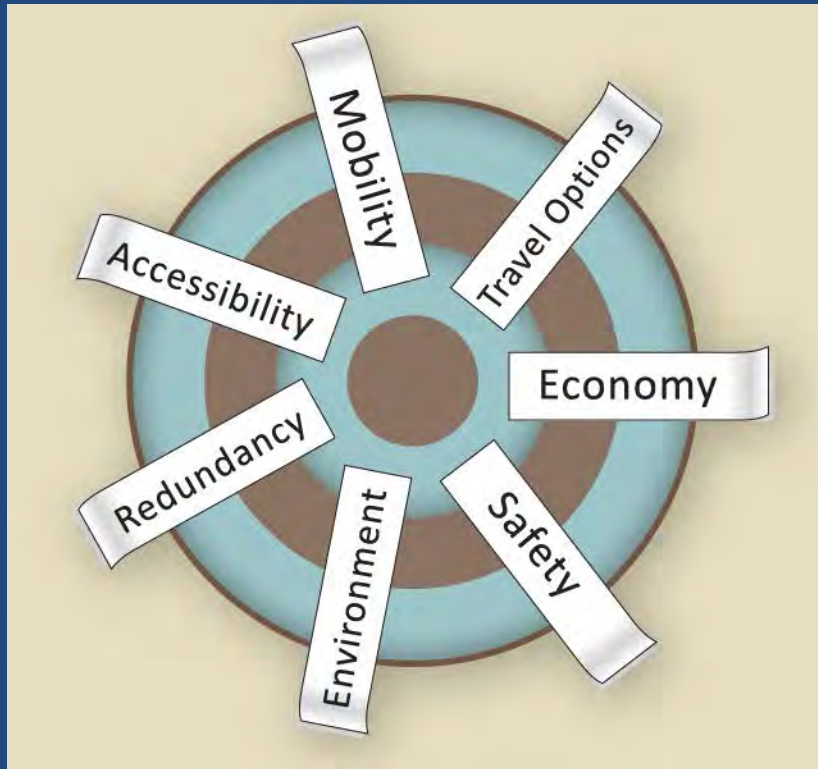


# US 97 Vision



# TRIP97 Vision

US 97 continuing to serve as an economic engine for Central Oregon



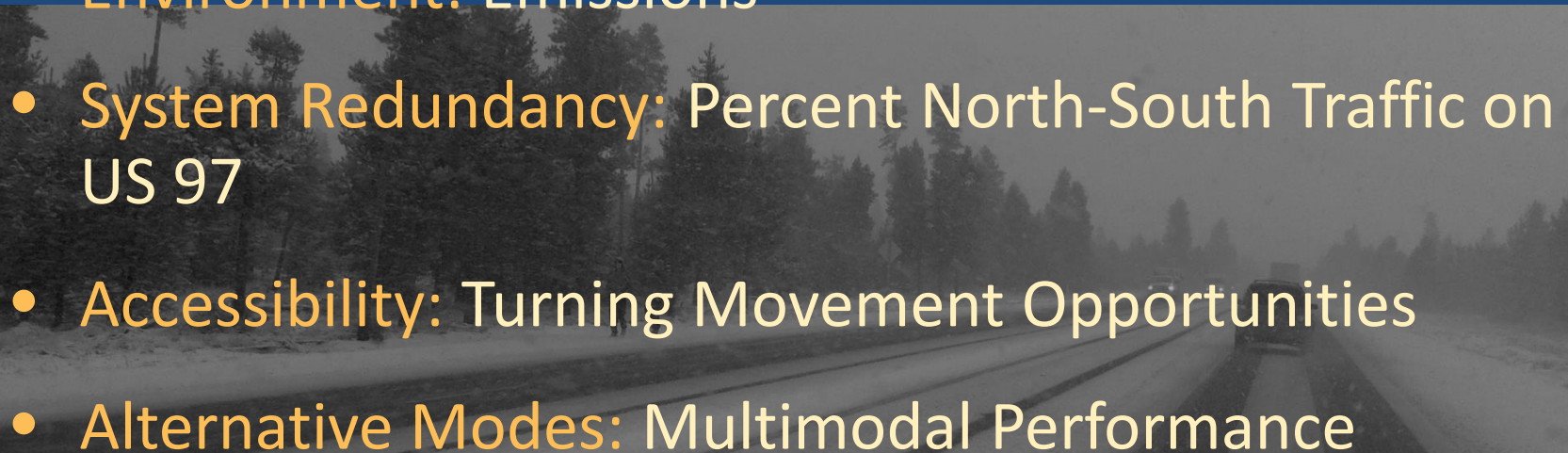
# TRIP97 Benefits

Wide range of lower cost improvement options

|                                  |  |
|----------------------------------|---|
| Intersection Improvements        | <input checked="" type="checkbox"/>   |
| Road Widening                    | <input checked="" type="checkbox"/>   |
| Maintenance                      | <input checked="" type="checkbox"/>   |
| Ped & Bike Improvements          | <input checked="" type="checkbox"/>   |
| Local Street Connections         | <input checked="" type="checkbox"/>   |
| Incident Management              | <input checked="" type="checkbox"/>   |
| Traffic Operations               | <input checked="" type="checkbox"/>   |
| Safety Enhancements              | <input checked="" type="checkbox"/>   |
| Traveler Information             | <input checked="" type="checkbox"/>   |
| Transit                          | <input checked="" type="checkbox"/>   |
| Freight Rail                     | <input checked="" type="checkbox"/>   |
| Transportation Demand Management | <input checked="" type="checkbox"/>   |

# TRIP97 Performance Measures

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- **Mobility:** Travel Time, Reliability, Side Street Delay
  - **Economy:** Job Potential/Funding Revenue
  - **Safety:** Crash Frequency
  - **Environment:** Emissions
  - **System Redundancy:** Percent North-South Traffic on US 97
  - **Accessibility:** Turning Movement Opportunities
  - **Alternative Modes:** Multimodal Performance
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# TRIP97 Performance Measures

## TRIP97 Evaluation Approach

Corridor Metrics: Focused on the entire US 97 Corridor

Segment Metrics: Used to assess individual urban/rural sections

Use Cases: Narrative description from the user perspective to assess tradeoffs

# TRIP97 Funding Goals

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- 20-year total funding amount of ~\$60M in local funding share of project investments
- Robust local “*match*” designed to attract state / federal participation in identified corridor investments
- Optimize the timing between economic growth and needed improvements

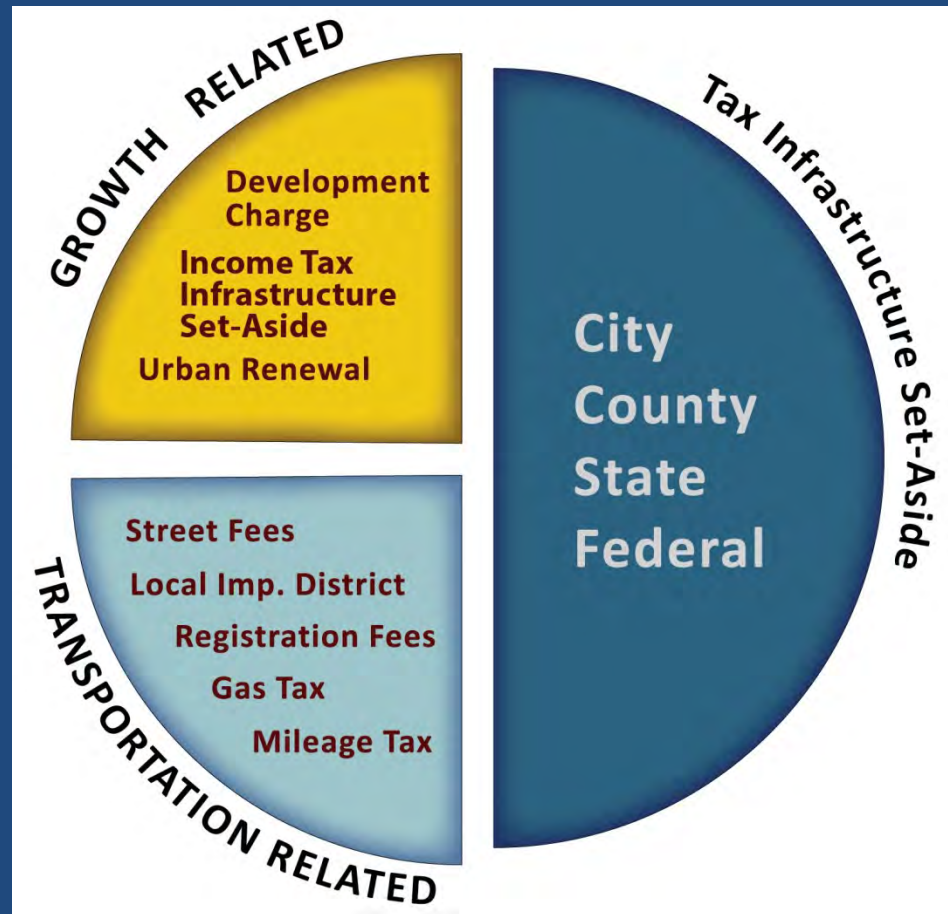
# TRIP97 Funding Approach

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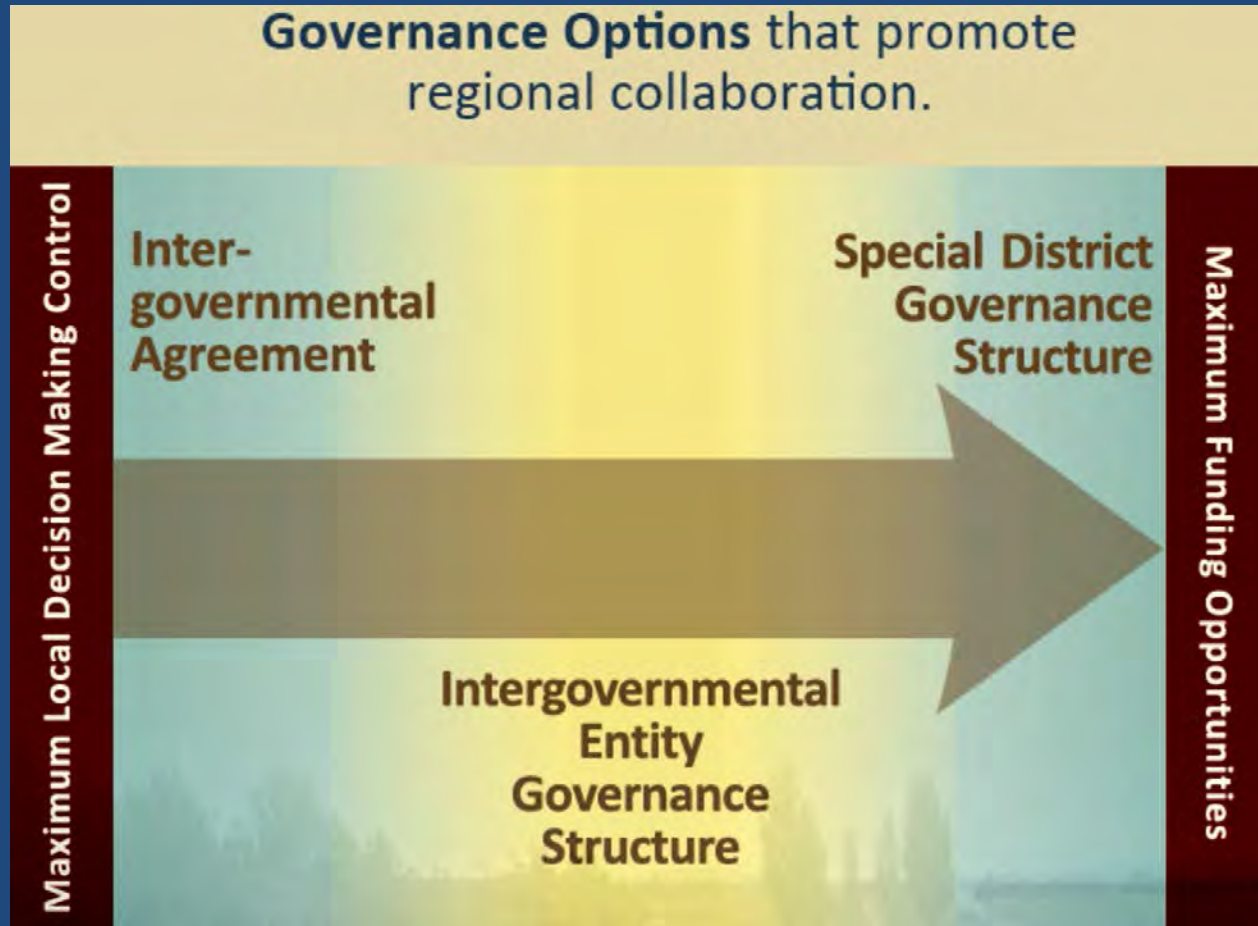
- Develop funding sources via *small bites from many different sources*
- Pooled within the corridor, priorities are established through corridor-centric evaluation tools and governance mechanisms



# TRIP97 Funding Sources



# TRIP97 Governance Approach



# TRIP97 Governance Starting Place

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Steering Team recommendation to initiate TRIP97 with an IGA or MOU that will:

- Create a Partnership-style governance structure
- Allow the Partnership to pool resources for system-focused transportation improvements
- Provide flexibility to transition into a more robust governance structure as desired



# Next Steps

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## Governance

- Move forward with drafting IGAs and/or MOUs
- Agreements should include approach to regional coordination on land use

# Next Steps (Cont'd)

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## Financing

- Refine funding approach and develop funding implementation plan
- Identify the appropriate paths and strategies to implementation for proposed/contemplated funding mechanisms
- Further refine concept of property tax infrastructure set-aside

# Next Steps (Cont'd)

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## Performance Measures/Methodology

- Conduct stakeholder outreach on the Performance Measure Methodology recommendations
- Further refine “Economic” performance measure
- Test ability to implement methodologies
- Continue to consider compliance with the TPR

# Next Steps (Cont'd)

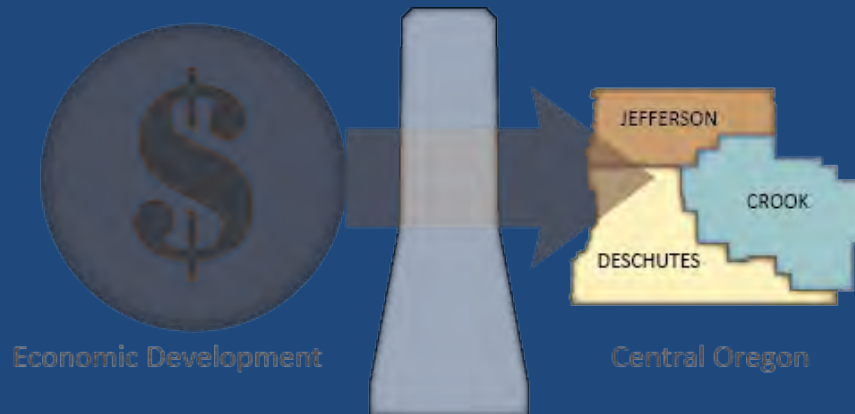
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## Corridor Investment Strategies

- Develop broad investment categories and types such as TDM, alternate modes, and ITS
- Test TRIP97 Framework to rank and prioritize investment strategies

# Questions?

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For more information: [www.trip97.com](http://www.trip97.com)

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