

# TRIP 97

PARTNERSHIP



## Stakeholder Forum 1

Transportation ♦ Reinvestment ♦ Innovation ♦ Planning

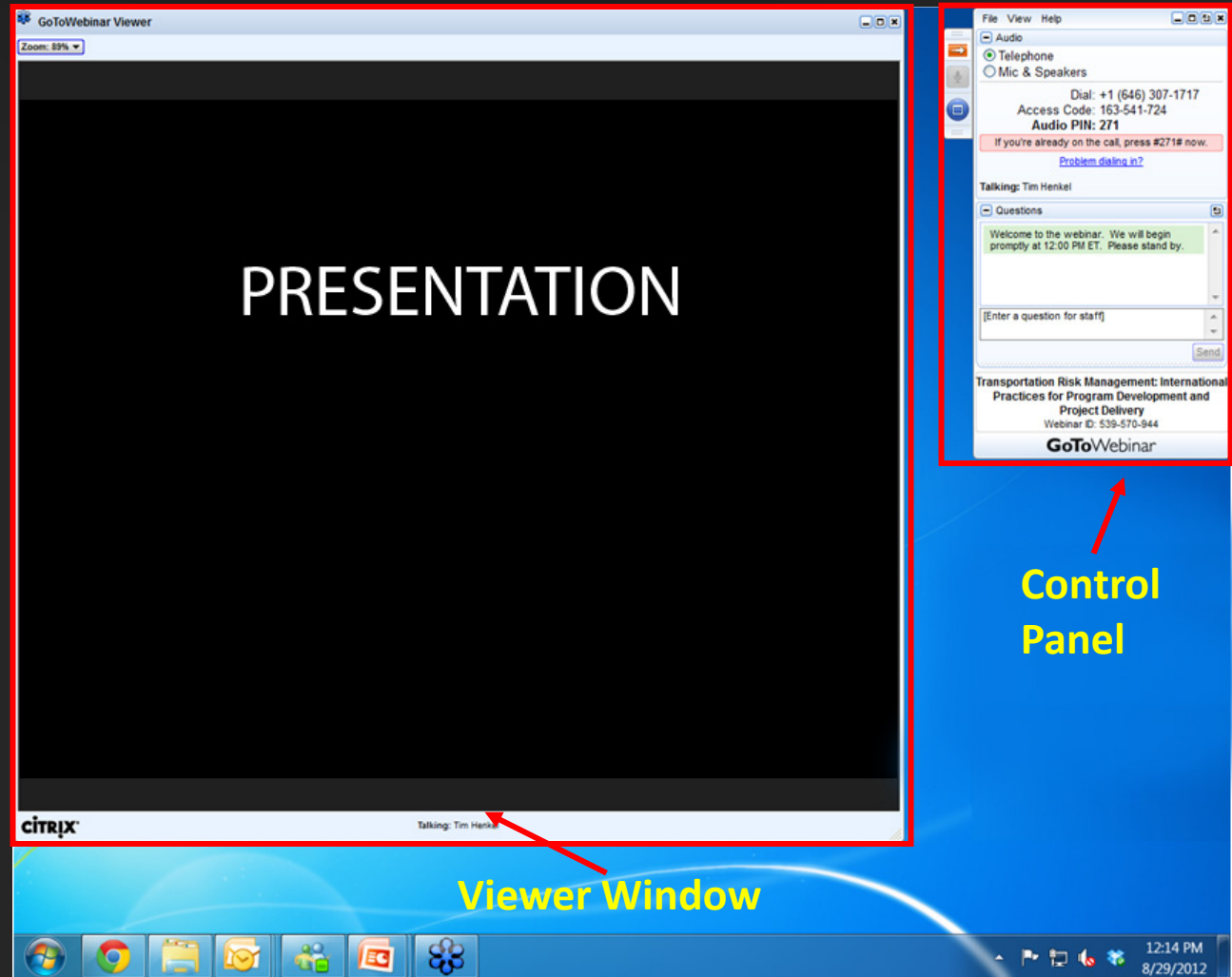
Friday October 19, 2012

# Welcome!

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- Thank you for joining us today!
- Purpose of today's webinar
  - Introduce and update you on the TRIP97 effort
  - Allow for your input on initial TRIP97 products
- Housekeeping items

# Your Desktop During a Webinar



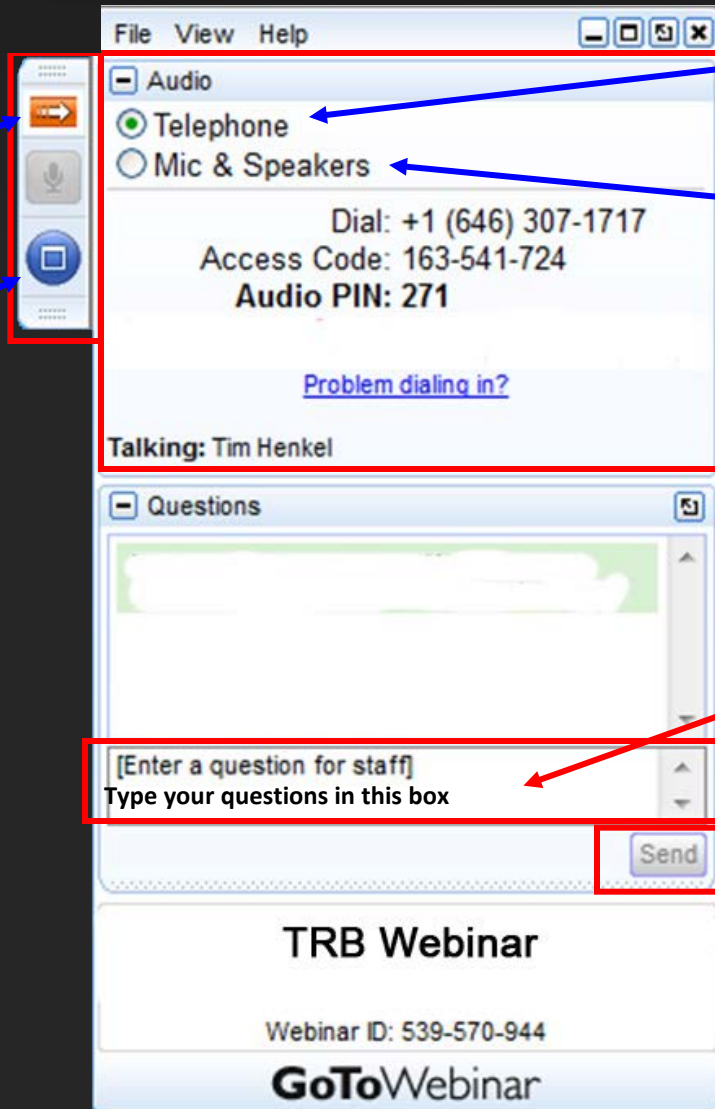
# Webinar Control Panel

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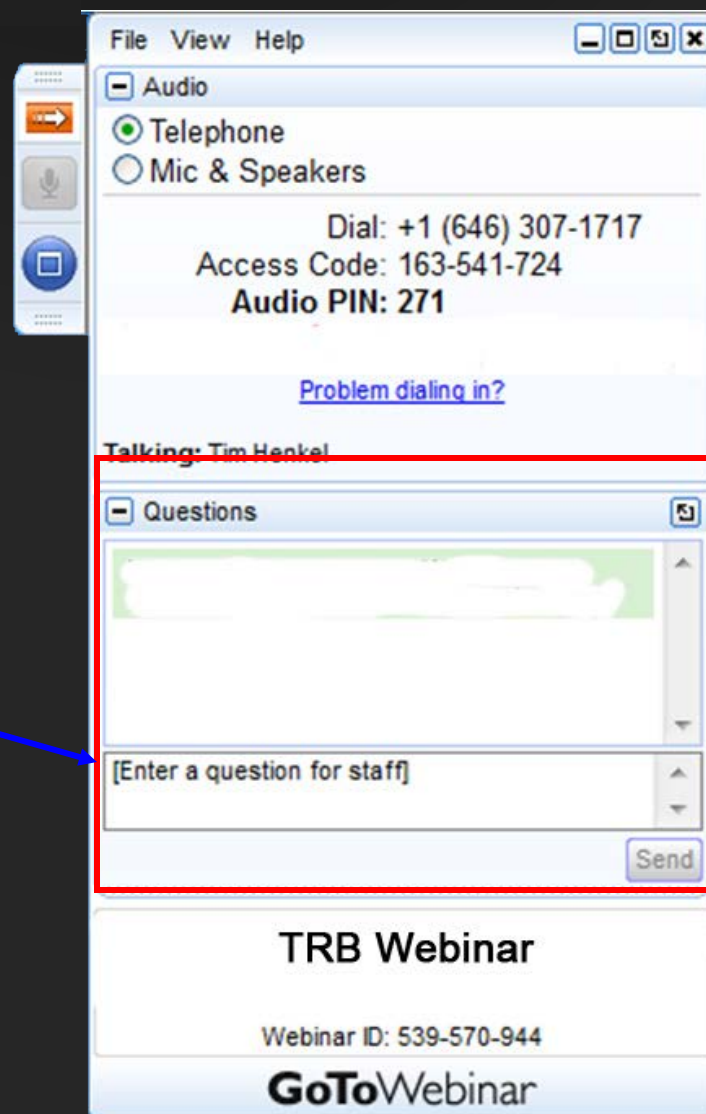
Select this option if you are listening through your computer speakers (free)

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# Question & Answer Session

We will answer as many of your questions as time allows

Please type your questions into this box



The screenshot shows a GoToWebinar interface with a 'Questions' section highlighted in red. The 'Questions' section contains a text input field with the placeholder text '[Enter a question for staff]' and a 'Send' button. Above the 'Questions' section, there is an 'Audio' section with options for 'Telephone' (selected) and 'Mic & Speakers'. The 'Audio' section also displays dialing information: 'Dial: +1 (646) 307-1717', 'Access Code: 163-541-724', and 'Audio PIN: 271'. Below the 'Questions' section, the text 'Talking: Tim Henkel' is visible. At the bottom of the interface, it says 'TRB Webinar', 'Webinar ID: 539-570-944', and 'GoToWebinar'.

Don't forget to click "Send"

# Welcome!

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- First, some initial questions for you ...

# Webinar Agenda

TOPIC	PRESENTER	TIME
TRIP97 Overview	Chris Doty (Deschutes County Public Works Director, PMT Member)	15 minutes
TRIP97 Performance Measures	Sonia Hennum (Consultant Team Member)	20 minutes
TRIP97 Funding Options	Wayne Kittelson (Consultant Team Manager)	15 minutes
Questions	Group Discussion	
Closing Comments	Wayne Kittelson	5 minutes

# History of Transportation Planning

Oregon's Land Use System est. May 29, 1973  
(Senate Bill 100)

- Establishes Land Conservation and Development Commission (LCDC)
- Established 14 Land Use Goals
- Goal 12: Transportation

Transportation Planning Rule established in 1991 to implement Goal 12

- Identifies and emphasizes the relationship between land use and transportation.

TPR amended in 2005 (Jaqua vs. City of Springfield).

- Transportation improvements that are relied upon to mitigate traffic impact must be “reasonably likely” to be funded





# Complicating Factors

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High growth in Central Oregon necessitates large scale expansion of Urban Growth Boundaries.

- Significant transportation impact to already congested corridors.

Stringent Oregon Highway Plan mobility standards

- Strive to provide 30% excess capacity during the most congested 15 minutes of the day during the 30th highest hour of the year 20 years from today.
- Focused on singular intersection performance.

Conservative design standards

- Focused on protection of investment.

# The Problem

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- The current process result in planned 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.
- As a result, transportation improvement needs can become a barrier to implementing coordinated land use planning and fostering employment growth, which is in conflict with the intent of the Transportation Planning Rule and Goal 12.

# The Solution

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## Redefine Performance Measurement

- Corridor approach recognition (vs. intersection only)
- Prioritize Regional Investment
- Best-value approach within the region
- Methodology example: an improvement in Bend may provide mitigation benefit to development projects in La Pine, Redmond, Madras, etc.

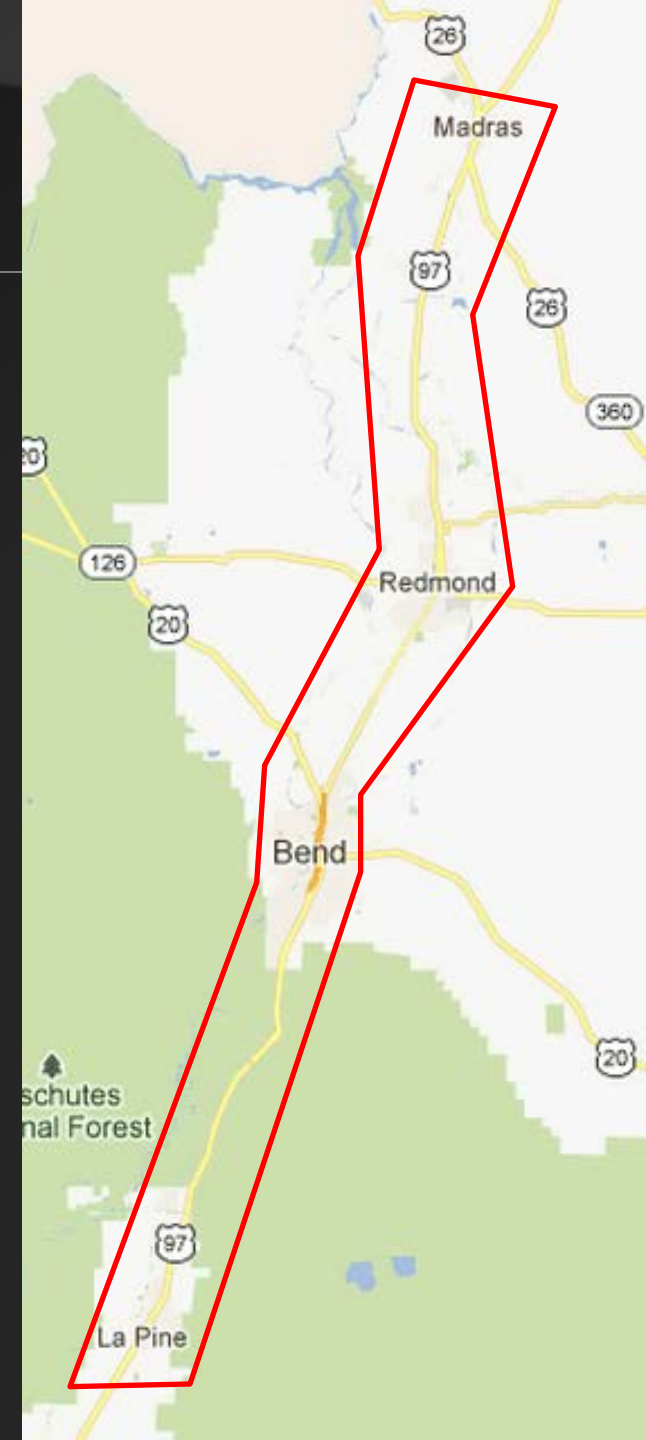
## Establish New/Unique Funding Mechanisms

- Small bites from many different sources tied to growth (tax increment concepts)
- Allow for investment of pooled resources

## Create Local/State/Federal “Buy-in” and Investment

# The Study Area

- US 97 Corridor
  - La Pine to Madras



# Who is Involved

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TRIP97 is a collaborative multiagency effort focused on developing a long-term framework for the improvement and maintenance of the US 97 corridor. The Steering Team guides the project course while the Project Management Team leads the technical elements.

## Steering Team

- Eric King, City of Bend
- Bob Bryant, ODOT Region 4
- Steve Hasson, City of La Pine
- Erik Kropp, Deschutes County
- Jeff Rasmussen, Jefferson County
- Gus Burril, City of Madras
- Sharon Harris, City of Redmond

## Project Management Team

- Nick Arnis, City of Bend
- Jim Bryant, ODOT Region 4
- Tyler Deke, Bend MPO
- Chris Doty, Deschutes County
- Gary Farnsworth, ODOT Region 4
- Wayne Kittelson, Consultant
- Heather Richards, City of Redmond
- Nick Snead, City of Madras



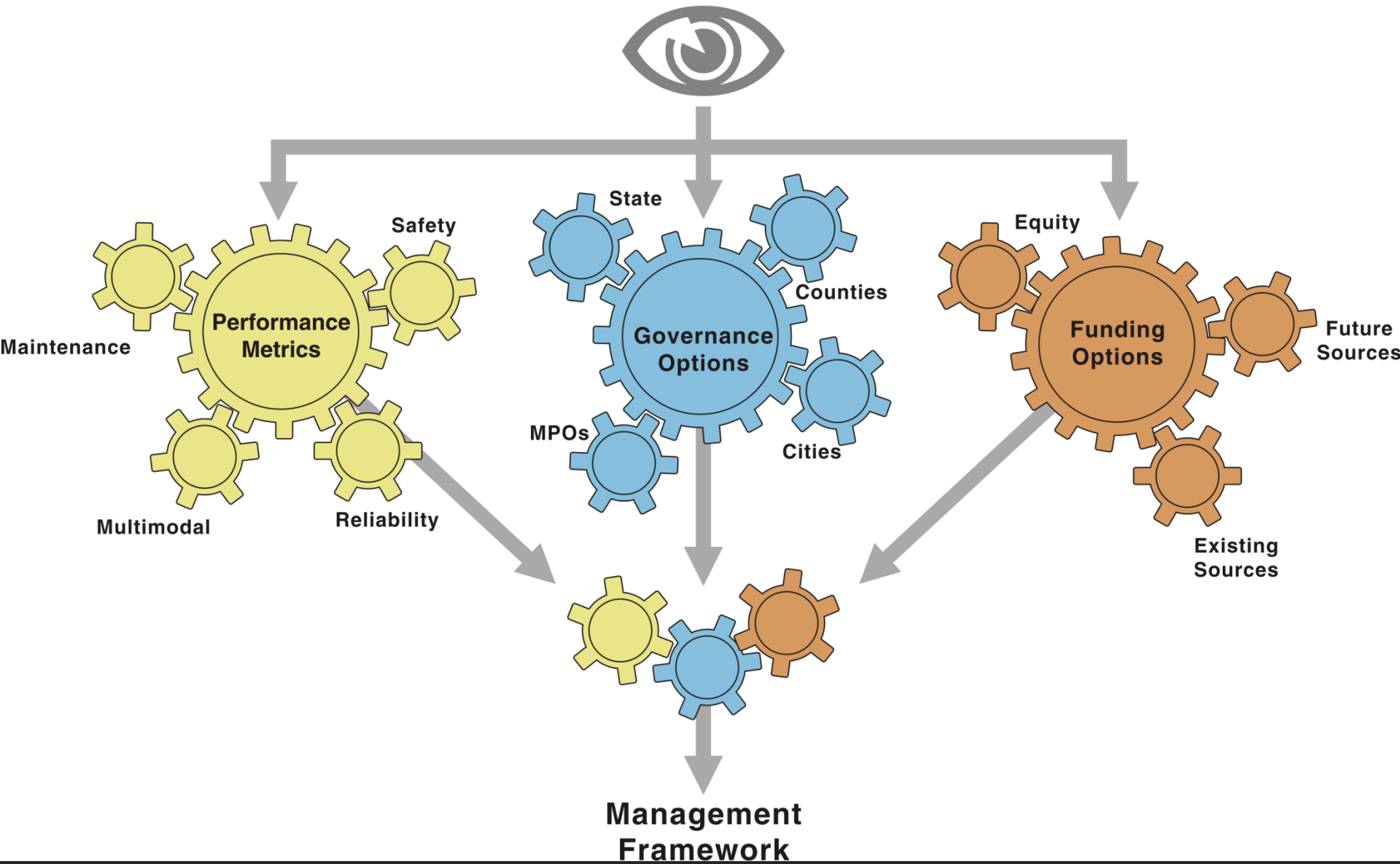
# Who is Involved

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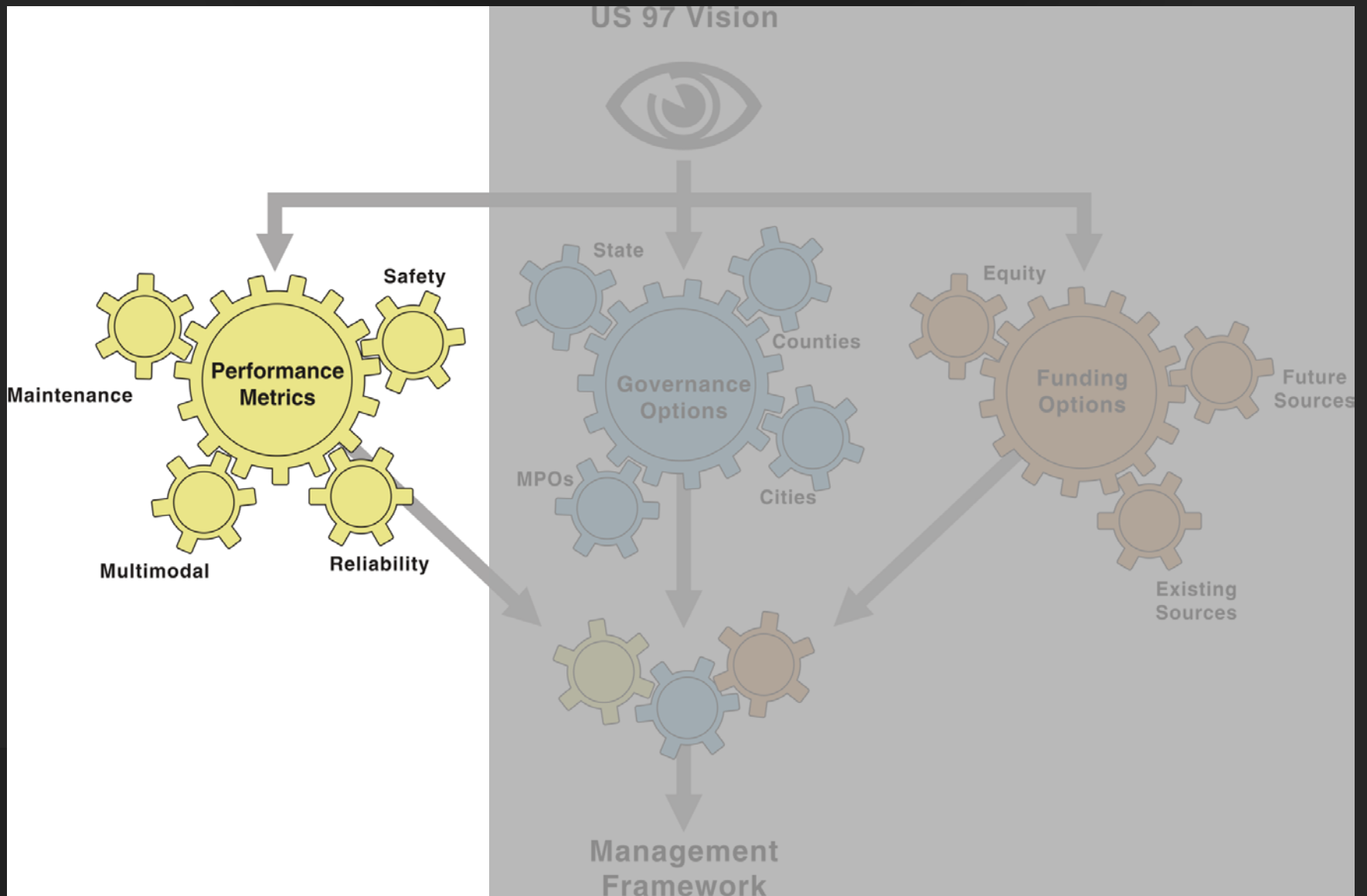
The project oversight teams also seek input from stakeholders with diverse interests in the project goals and outcomes. This group includes the following general organizations:

- 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



# Performance Measures





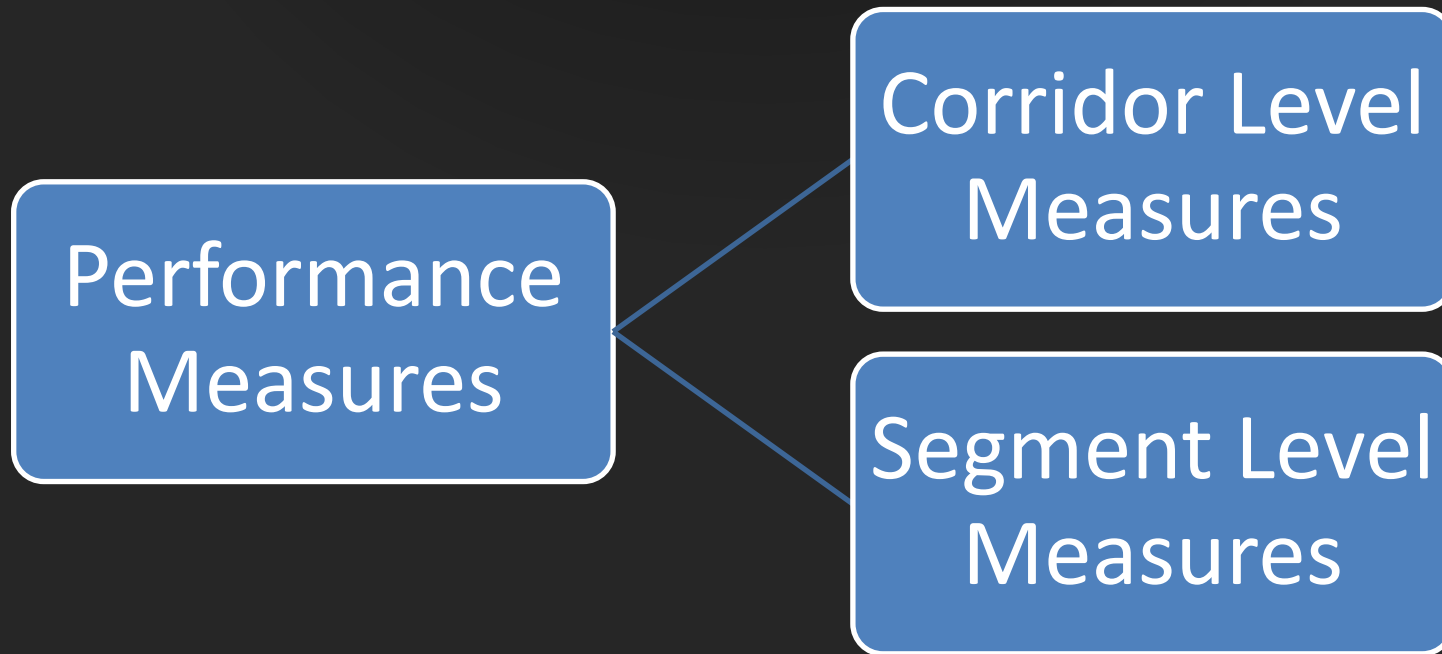
# TRIP97 Performance Measures

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- TRIP97 started with a chartering effort that outlined goals for the effort
  - Maintain/Enhance Mobility for People and Goods
  - Support Growth of Economy & Jobs
  - Identify New Funding Options/Sources
  - Develop Regional Priorities
  - Improve Highway Safety
  - Create an Increasingly Seamless Transportation System
  - Manage Access
  - Promote Travel Alternatives
  - Preserve Environment and Scenic Resources

# TRIP97 Performance Measures

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# TRIP97 Performance Measures

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- Corridor Metrics

- Metrics that could be applied to the entire US 97 corridor
- Consider the operation of the overall corridor in its full system context
- All can be quantified and monetized to a single output as a benefit (dollars)
  - Compared against costs to develop a cost/benefit metric
- Corridor metrics will serve as a “report card” for the facility and as a tool in informing decision-making and investment strategies

# TRIP97 Performance Measures

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- **Segment Metrics**
  - Allow for the grouping of areas with similar characteristics and management goals
  - Provide more detailed review at the subarea level
  - All are quantifiable, though the metrics vary and cannot all be translated to a single unit (such as dollars)
  - Segment metrics and acceptability thresholds could possible vary by local jurisdiction

# TRIP97 Performance Measures



## DRAFT PERFORMANCE MEASURES

Performance Measure	Definition
<b>Corridor Performance Measures</b>	
Average Travel Time	Average annual corridor travel time during the weekday evening commute period
Travel Time Reliability	Yet-to-be-determined measure of annual travel time variability during the weekday evening commute period
Change in Job Potential	Net change in ability to accommodate and achieve employment in designated employment lands
Expected Crash Frequency	Predicted annual crashes (and severity types) for a given future corridor configuration and scenario
Total Average Annual Energy	Total average annual energy (BTUs) required to serve transportation needs within a given scenario
GHG Emissions	Total average annual greenhouse gas (GHG) emissions resulting from travel within the corridor for a given scenario

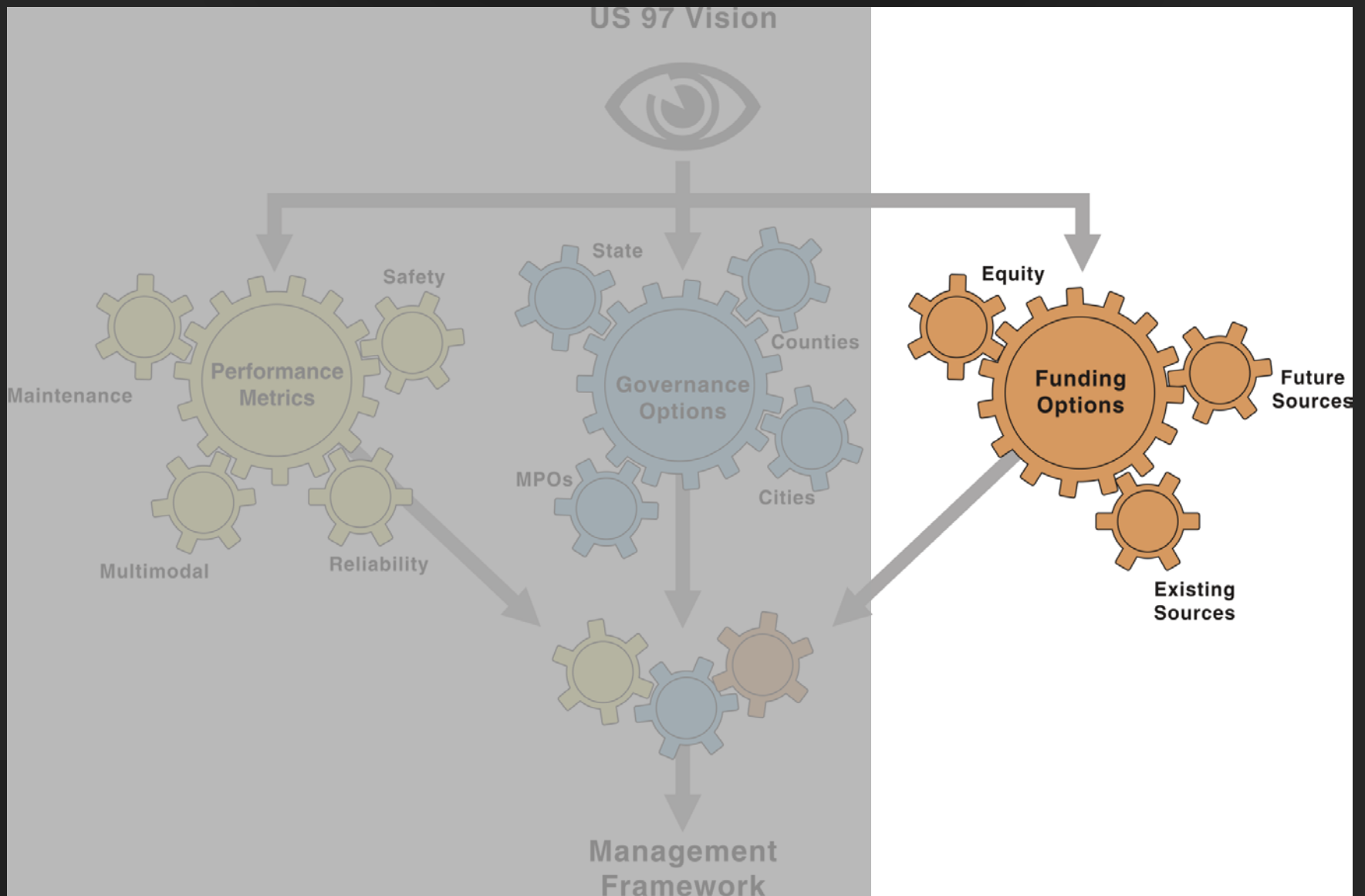
# TRIP97 Performance Measures



## DRAFT PERFORMANCE MEASURES

Performance Measure	Definition
<b>Segment Performance Measures</b>	
<b>Vehicle-Related Measures</b>	
Demand to Capacity Ratio	Measure of a segment or intersection ability to serve vehicular travel
Side Street Delay	Annual average delay per vehicle entering/crossing US 97 during the weekday evening commute period
Average Travel Time	Annual average segment travel time during the weekday evening commute period
<b>Safety-Related Measures</b>	
Expected Crash Frequency	Predicated annual crashes (and severity) for a given future segment configuration and scenario
<b>Non-Vehicular Measures</b>	
Pedestrian, Bicycle, and Transit Level of Service	Perception of service levels during weekday evening commute periods for non-vehicular travel by each mode (Multimodal Level of Service). <i>Metric is likely only relevant in urban areas.</i>
<b>Network Measures</b>	
Street Connectivity	Number of intersections per square mile surrounding US 97 (half mile east and west of corridor). <i>Metric is likely only relevant in urban areas</i>
Turning Movement Opportunities Per Mile	Number of turning opportunities per mile on to or off of a segment. <i>Metric would likely distinguish between urban and rural segments.</i>
Percent of N-S traffic on US 97	Average annual through traffic on a segment of US 97 as a percentage of the total amount of N-S traffic during the evening commute period

# Funding Options



# TRIP97 Funding Options

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- TRIP97 will produce a set of improvements for US 97 tied to reasonable alternatives for funding those alternatives
- Our first step has identified a long list of common and potential funding sources that could be used
- This process starts a conversation about funding sources that might have the greatest potential benefit and ones that are unlikely to be useful



# TRIP97 Funding Options

## EX1. Summary of Local Funding Sources

Category	Name	Legality	Efficiency				Fairness	Political Acceptability
			Capacity	Admin Ease	Stability	Flexibility		
Transportation Related	Tolls	+	+	-	-	+	+	-
	Local Gas Tax	O	+	+	+	+	+	-
	Vehicle Miles Traveled Tax	O	+	-	+	+	+	-
	Local Weight-Mile Tax	O	-	-	+	+	+	-
	Vehicle Registration Fee	+	+	+	+	+	O	O
	Street Utility Fees	+	+	O	+	O	O	O
	Parking Revenues	+	-	+	+	+	O	-
	Studded Tire Surcharge	+	-	O	O	+	+	-
	Local Improvement District	+	O	O	+	+	O	O
Development Derived	SDCs	+	-	+	-	O	+	+
	Urban Renewal	+	O	O	O	O	-	O
	Property Tax Sequestration	O	O	O	O	+	O	O
	Income Tax Sequestration	+	-	+	-	+	+	-
	Permit/Record Surcharge	O	-	+	-	O	O	O
Other	General Fund	+	+	+	+	+	-	-
	Property Tax	+	+	+	+	+	O	O
	Income Tax	+	+	O	O	+	-	-
	Sales Tax	+	+	O	O	+	-	-
	Payroll Tax	+	+	O	O	-	-	-
	Transient Lodging Tax	+	O	+	-	-	-	+
	Business License Fee	+	-	O	O	+	-	-
	Real Estate Transfer Tax	-	O	O	O	-	-	-

# TRIP97 Funding Options

## EX 2. Revenue Capacity of Local Funding Sources

Category	Name	Rate Needed to Raise \$1M per year	Who Pays
Transportation Related	Tolls	\$0.33 per vehicle	Vehicles entering the TRIP97 Corridor
	Local Gas Tax	\$0.014 per gallon	Gasoline purchasers in both counties
	Vehicle Miles Traveled Tax	\$0.0065 per mile	Drivers on Hwy 97
	Local Weight-Mile Tax	\$0.88 per mile	Heavy vehicles on Hwy 97
	Vehicle Registration Fee	\$9.00 per vehicle*	Registered vehicles in both counties
	Street Utility Fees	\$13.75 per household**	Households in both counties
	Parking Revenues	Not feasible to raise \$1M	N/A
	Studded Tire Surcharge	Not feasible to raise \$1M	N/A
	Local Improvement District	Not feasible to raise \$1M	N/A
Development Derived	SDCs	\$1,500 to \$2,000 per dwelling unit***	New development
	Urban Renewal	\$80M in frozen base value	Taxing district forego property tax revenues
	Property Tax Sequestration	\$80M in frozen base value	Taxing district forego property tax revenues
	Income Tax Sequestration	\$15.4M in personal income	State foregoes income tax revenues
	Permit/Record Surcharge	\$100 per permit	New construction
Other	General Fund	1.2% of general fund budgets	TRIP97 Partners
	Property Tax	\$0.05 per \$1,000 of AV	Property owners in both counties
	Income Tax	0.04% of personal income	Income-earners in both counties
	Sales Tax	0.2% of retail sales	Shoppers in both counties
	Payroll Tax	0.05% of payroll	Employers in both counties
	Transient Lodging Tax	1.0% of lodging sales	Tourists in both counties
	Business License Fee	\$80 per business	Businesses in both counties
	Real Estate Transfer Tax	0.005% of assessed value	Property transactions in both counties

# Questions?



# Closing Comments

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- Thank you for your participation and input!
- Next steps for the TRIP97 process
  - Application of Performance Measures
  - Identify Projects & Strategies
- Next opportunity for involvement
  - Stakeholder Forum 2 – Application of Performance Measures, Projects & Strategies
- Where to go for more information
  - [www.trip97.com](http://www.trip97.com)