



## TRIP97 SUMMARY OF NEXT STEPS/IMPLEMENTATION

### **1. CONCEPT EVALUATION IN UPCOMING COMMUNITY PROJECTS**

There are opportunities to evaluate and consider how the draft *TRIP97* Concepts (notably Performance Measures, Financing) apply to specific upcoming projects affecting segments of US 97 in each *TRIP97* Community, and these are recommended for evaluation:

- Madras Transportation System Plan (TSP) Update
- US 97 Redmond South Corridor Project (coordinated with Redmond TSP)
- US 97 Bend Parkway Refinement Plan
- US 97/Wickiup Jct Area Access Management Plan (La Pine)

Draft Scope of Work language for the evaluation component on these projects has been created and will continue to be refined.

#### Evaluating *TRIP97* Performance Measures

The *TRIP97* evaluation approach was developed to account for the regional role that the US 97 corridor serves, as well as the unique and potentially differing priorities of individual communities within the Partnership.

Evaluation of the *TRIP97* concepts with the above projects can address to some degree: 1) the ***Corridor-Level*** analysis methodology that would be applied to the entire US 97 corridor from Madras to La Pine, but to the greatest degree 2) the ***Segment-Level*** analysis methodology that would apply to the affected segment of each project with similar characteristics and management goals. A third analysis level can also be evaluated, as a potential means of providing context on the user perspective in a non-technical manner, allowing ODOT, the City, citizens, property/business owners, modal interests, and other stakeholders to readily understand the tradeoffs being made between modes...a ***Use Case*** analysis. See graphic below.

Evaluation with these projects will help refine the *TRIP97* Performance Measures and Methodology concepts. For example, the *TRIP97* Partnership recognizes more analysis and input is needed around the assumptions, analysis tools, and appropriate ways to apply the “Economy” (Job Potential/Funding Plan Revenue) Performance Measure across the applications noted above. Because each of the projects will have an element of addressing economic vitality and development, they will be “good fits” to help with this.

### TRIP97 Evaluation Approach

Corridor Metrics: Focused on the entire US 97 Corridor, all metrics are monetizable

Segment Metrics: Used to assess individual urban/rural sections, uses various units

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

#### TRIP97 Evaluation Approach Overview

#### Evaluating Investment Strategies

Investment prioritization is one of the key outcomes desired from the *TRIP97* effort, where the draft recommended evaluation process would be used to rank and prioritize investments, and used to provide decision-makers with information as to which investments provide the greatest return on investment. For example, there is a remaining need coming out of the *TRIP97* work to continue developing broad investment categories and types such as Transportation Demand Management (TDM), alternate modes beyond Highway, and Intelligent Transportation Systems (ITS).

The related *TRIP97* work to date should be evaluated with each of these projects as well.

#### TRIP97 Financing/Funding

*TRIP97* work to date has produced a list of funding mechanisms recommended for consideration. These concepts and potential strategies are founding elements of *TRIP97*, and should also be evaluated within the work of these projects as well, as developing funding options is an important aspect of each.



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### **2. INTEGRATED CORRIDOR MANAGEMENT (ICM) DEPLOYMENT PLANNING**

Initiating ICM development and deployment for the US 97 Corridor will provide a tremendous opportunity to build upon and advance current planning, operational, and data system implementation efforts, such as the *Deschutes County ITS Plan*, and a US 97 Corridor effort, *TRIP97*. The *TRIP97* Partnership's vision and goals align well with desired outcomes of ICM.

The Corridor's challenges, opportunities and unique small urban/rural character will generate new institutional knowledge in the area of corridor-wide *Intelligent Transportation System (ITS)* technologies, collaboration, and management. FHWA's 2013 Bend ICM Workshop and the *Deschutes County ITS Plan* also help define the needs, long-term goals and investment strategies toward successful outcomes for an ICM Deployment.

ICM Deployment will mesh well with current and planned Technologies, where the Partnership Agencies today are actively and collectively developing a widespread technology base: Traveler Information Website (*TripCheck*), Deschutes County and Bend/Redmond Models, the Region 4 Transportation Operations Center System (TOCS), Variable Message Signs, Road/Weather Information Systems, Central Signal & Adaptive Signal Timing, Vehicle Preemption, Video Monitoring, Automated Traffic Recorder (ATR) & Vehicle Location (AVL), etc.

Other *TRIP97* related opportunities of ICM include coordination with Alternative Routes and the Arterial System, better performance and reliability for Transit and Commercial Vehicles, Traffic and Public Safety in general, as well as Incident and Emergency Management. The ICM process provide clearer system management direction and support for the *TRIP97* Partners.

ICM performance measurement will be consistent with *TRIP97*, along with how well and the extent to which the above mentioned system components can be implemented. The Partnership is current awaiting FHWA Grant application results (the application provides the scope of work), and will work toward next steps accordingly.



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### 3. IN-DEPTH FINANCE STRATEGY EVALUATION

With Next Steps 1 and 2 above as the recommended priorities, an independent evaluation effort needs to be conducted to refine the TRIP97 Concepts for funding sources and to develop a funding implementation plan.

A scope needs to be developed for this work, which will be informed by recently released **National Cooperative Highway Research Program (NCHRP) Synthesis 459, *Using the Economic Value Created by Transportation to Fund Transportation***, which focused on *Value Capture* concepts. Specifically, for Property and Income Tax Increment Financing (TIF), estimating/modeling revenue potential in each community, considering competing or complementary Urban Renewal plans specific to each City. The Partnership needs to have a better understanding of these two mechanisms sooner rather than later, as they would like benefit all Partnership jurisdictions.

Another potential benefit of focus Value Capture concepts is the opportunity to address the need for more analysis and input around the assumptions, analysis tools, and appropriate ways to apply the *TRIP97 Economy Performance Measure (Job Potential/Funding Plan Revenue)*, across both of the Investment Prioritization and System Sufficiency Applications.

In general, this focused work should support the Partnership's interest to achieve in the TRIP97 Finance Element:

1. Achieve consensus on a "comfort level" with proposed/contemplated funding strategies.
  - a. Refine mechanisms as necessary (potentially with a Phase II, or individually).
  - b. Develop a "preferred" funding option recommendation. A key issue is the importance and challenges of gaining consensus with the *Property Tax Infrastructure Set-aside* concept.
2. Identify the appropriate paths and strategies to implementation for proposed/contemplated funding mechanisms.
3. Prepare legislative concepts necessary to implement the funding mechanisms which require legislative action.



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### 4. PERFORMANCE MEASURES/METHODOLOGY IN-DEPTH EVALUATION

Complete a thorough review between *TRIP97* Project Management Team members and ODOT's Transportation Planning Analysis Unit (TPAU), and other key stakeholders, on the Performance Measure Methodology recommendations, as the concepts need further refinement. For example, more analysis and input is needed around the assumptions, analysis tools, and appropriate ways to apply the **Economy Performance Measure** (Job Potential/Funding Plan Revenue), across both of the Investment Prioritization and System Sufficiency Applications.

During this review process, continue to ensure means and ability for *TRIP97* compliance with Transportation Planning Rule (TPR) and Oregon Highway Plan (OHP) compliance, including specific requirements for pursuing OHP Alternative Mobility Targets. Also continue to explore the Need and potential Development of a regional travel demand forecasting model, data collection (needs ranging over traffic counts, economic development statistics, etc.), and other forecasting and analysis related processes.

Key considerations are the **ability to implement the Methodologies** short term versus long term. This review work will also help inform and will be coordinated well with the steps 1, 2, and 3 identified above.

### 5. GOVERNANCE – IGA/MOU Development

Begin drafting an Intergovernmental Agreement (IGA), or initially a Memorandum of Understanding (MOU), to establish the recommended Governance Structure, with *Parties* including ODOT Region 4, City of Bend, City of La Pine, City of Madras, City of Redmond, Deschutes County, Jefferson County, and the Bend Metropolitan Planning Organization.

Key issues include affirming the *Parties* who should be included in the IGA/MOU, and agreement on Regional coordination of Land Use actions and decisions as they impact the overall system. Progress on the IGA/MOU should coincide with the needs and outcomes which come forth from Steps 1 thru 4 above.

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