



TRIP97 SUMMARY OF NEXT STEPS

GOVERNANCE

Move forward with 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, and agreement on Regional coordination of Land Use actions and decisions as they impact the overall system.

FINANCING

Refine funding sources and develop a funding implementation plan:

1. Achieve consensus on a “comfort level” with proposed/contemplated funding strategies.
 - a. Refine mechanisms as necessary (potentially through a Phase II project, or individually).
 - b. Develop a “preferred” funding option recommendation.
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.

A key issue is the importance and challenges of gaining consensus with the ***Property Tax Infrastructure Set-aside*** concept.

PERFORMANCE MEASURES/METHODOLOGY

Conduct extensive Stakeholder involvement on 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.



TRIP97 SUMMARY OF NEXT STEPS (CONTINUED)

During this outreach process, continue to ensure *TRIP97* compliance with Transportation Planning Rule (TPR) and Oregon Highway Plan (OHP) compliance, including specific requirements for pursuing OHP Alternative Mobility Targets.

Further exploring 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 issues are the **ability to implement the Methodologies** short term versus long term, and **applying the *Economy Performance Measure***. This includes continued “testing” of methodologies with Planning efforts, such as US 97 in the southern part of Redmond.

INVESTMENT STRATEGIES

Continue developing broad investment categories and types such as Transportation Demand Management (TDM), alternate modes beyond Highway, and Intelligent Transportation Systems (ITS).

Use *TRIP97* Performance Measures and Methodologies for evaluation and ranking, in order to create a prioritized list of investments that include matching projects with appropriate funding.

A key issue is **ability to implement the Methodologies** short term versus long term. This includes continued “testing” of the concepts with upcoming prioritization efforts, such as advisory efforts between the Oregon Transportation Commission (OTC) and Central Oregon Area Commission on Transportation (COACT) regarding regional transportation priorities.