

## RESOLUTION NO. 2822

### A RESOLUTION TO RECOGNIZE AND JOIN THE TRIP 97 PARTNERSHIP

#### FINDINGS

1. US 97 is a State Expressway and Freight Route which not only connects communities within Central Oregon, but also provides interstate and international connectivity and with the exception of the Interstate 5 corridor, is the most important and heavily used north-south highway in the state.
2. Sections of US 97 through Central Oregon serve traffic volumes which are comparable to volumes on Interstate 5 and Interstate 84; volumes in major metropolitan areas.
3. Planned and necessary improvements to US 97 within urban areas require large scale, costly projects.
4. State transportation planning rules mandate that required transportation projects have funding mechanisms in place prior to any rezoning of property for community expansion and economic development.
5. The State's resources for funding of US 97 projects do not correspond or correlate to the types of transportation system improvements mandated by their performance standards.
6. The adjacent US 97 cities of Madras, Redmond, and Bend envision a unique corridor wide approach to transportation system performance, project development, regional prioritization, and project funding that will provide an objective and technically-based approach to selecting projects that will benefit the entire corridor, rather than individual jurisdictions.
7. TRIP 97 stands for Transportation, Reinvestment, Innovation and Planning for US 97 Partnership.
8. All members of TRIP 97 Partnership recognize the unique and shared circumstances of the US 97 corridor transportation challenges and their effect on economic development in Central Oregon.
9. All partners have a vested interest in approaching transportation planning for US 97 from a regional perspective.

BASED ON THESE FINDINGS, THE CITY COUNCIL OF THE CITY OF BEND  
RESOLVES AS FOLLOWS:

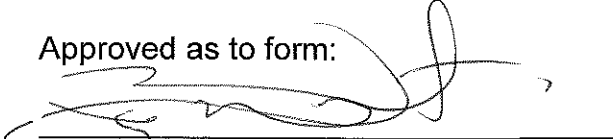
1. The City of Bend City Council is committed to participating in the Trip 97 Partnership, and fully endorses the attached 'Purpose Statement' which will guide the creation of a future IGA with the other member cities.
2. The City of Bend is committed to working toward resolving this corridor issue as it is one of the major hurdles to economic development in the City of Bend and other Central Oregon cities.
3. The City of Bend City Manager will represent the City of Bend at TRIP 97 Partnership meetings.

Adopted by the City Council and approved by the Mayor on this 2<sup>nd</sup> day of March, 2011.


YES: 7

NO: 0

Approved as to form:

  
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Mary Winters, Legal Counsel  
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Jeff Eager, Mayor

Attest:

  
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Patricia Stell, City Recorder



## **US 97 Corridor Concept Plan: Balancing Community Needs and Highway Mobility**

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**Problem Statement:** Future growth and job development within municipalities located adjacent to the US 97 corridor is impeded by:

- Inadequate state transportation funding to improve US 97.
- Insufficient funding to construct vital big-ticket highway improvements.
- The Transportation Planning Rule, which requires planned transportation system improvements to have a reasonable likelihood of funding prior to approval of land use change or expansion.
- Additional state land use rules which force urban related transportation solutions within urban areas, yet require urbanization of non-resource lands irrespective of transportation system capacities or deficiencies.
- Unattainable mobility standards based on traffic engineering principles which lack system or corridor perspective.
- Design standards which produce expensive, large scale solutions within urban areas.

The mobility standards, design standards, funding mechanisms, and land use rules that exist today must be based on a Cost-to-Benefit approach that delivers affordable practical projects that balance transportation mobility with economic development efforts.

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**Solution Concept:** The concept is a multi-pronged, collaborative approach as follows:

- 1. Redefine the state highway mobility standard from an intersection-by-intersection volume-to-capacity ratio to a broader corridor wide travel time standard.**
  - a. Identify the corridor (US 97, Madras to La pine, Madras to K-Falls, etc).
  - b. Develop corridor operating goals.
  - c. Develop appropriate sideboards to match local tolerance for congestion.
- 2. Develop a Practical Plan and rank projects regionally with a corridor perspective.**
  - a. Develop a practical based cost-to-benefit methodology to rank projects based on three basic principles: safety, economic growth/opportunity, and corridor mobility.
  - b. Congestion and delay within a specific urban area can be mitigated by projects, or alternative mitigating transportation investments, which reduce corridor delay and congestion within rural areas or partner municipalities.
  - c. Make this a collaborative effort by involving all stakeholders: Cities, Counties, ODOT/OTC, FHWA, Freight, Economic Development Entities, NGOs, etc.
- 3. Craft funding mechanisms which take small bites from many different sources tied to growth and growth related congestion.**
  - a. Create a pool of locally generated resources to construct projects, which includes:
    - i. Income Tax Sequestration (small-%) from developed properties within defined employment areas.
    - ii. Property Tax Sequestration (Tax Increment Financing or small-%) from defined areas.
    - iii. Corridor Gas Tax
    - iv. SDCs (locally generated and locally applied)
    - v. Other
  - b. Leverage State and Federal contributions to planned projects.
- 4. Use the Plan to develop Local, State, and Federal "Buy-In" regarding the future of the corridor.**
  - a. The Plan will provide the *Vision* for the corridor necessary to establish ongoing State and Federal capital investment opportunities for the region.
  - b. The Plan will provide a transferrable template for other corridors in the State (99, 101, etc).

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***This Plan will introduce a Practical Approach to planning and funding transportation improvements and remove transportation as the obstacle to growth in the US 97 Corridor.***