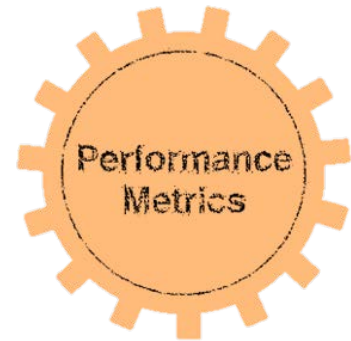









OVERVIEW

The performance measures define how the system is operating. The evaluation methodology is intended to apply those measures and address specific analysis needs. Performance measures for the US 97 corridor reflect a broad range of interests and measure progress towards the outlined *TRIP97* goals. Overall these measures provide a much broader range of management options and better correlate to the transportation user experience.



TRIP97 PERFORMANCE MEASURES & GOAL AREAS

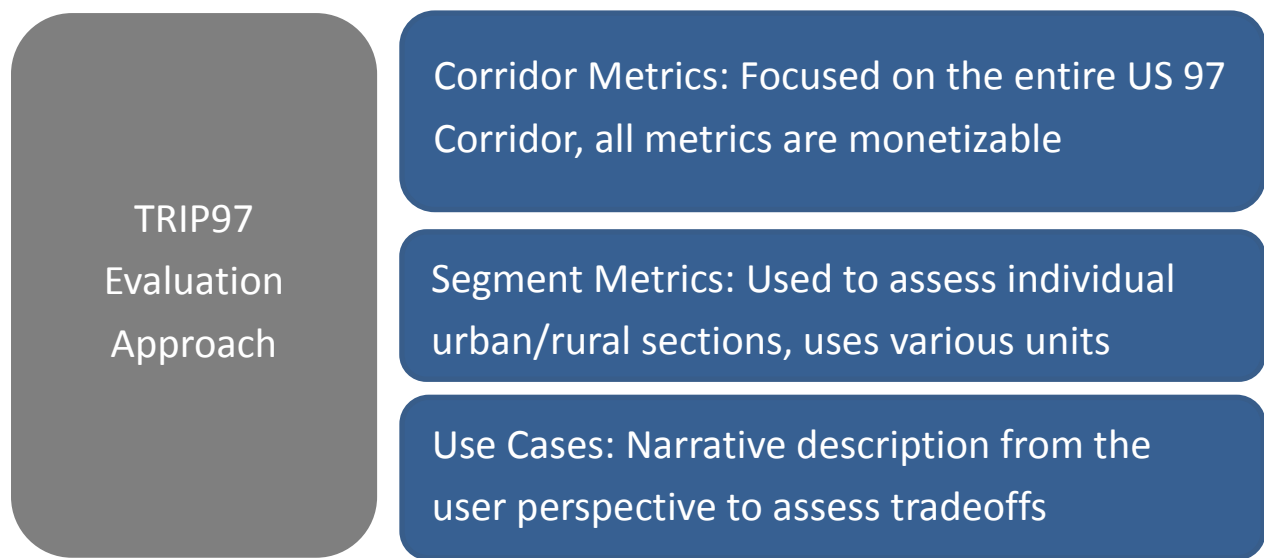
Goal Area	Performance Measure
 Mobility	<ul style="list-style-type: none"> Average Travel Time Travel Time Reliability Side-Street Delay
 Economy	<ul style="list-style-type: none"> Job Potential/Funding Plan Revenue
 Safety	<ul style="list-style-type: none"> Predicted Crash Frequency and Severity
 Environment	<ul style="list-style-type: none"> Carbon Dioxide Emissions
 Network Redundancy	<ul style="list-style-type: none"> Percent of north-south travel on US 97
 Accessibility	<ul style="list-style-type: none"> Public street turning movement opportunities per mile
 Travel Options	<ul style="list-style-type: none"> Multimodal Level of Service

While each performance measure will assess a different goal area, it is important to acknowledge that these performance measures do correlate with one another. For example, increasing access to US 97 can increase opportunities to develop employment lands, affect mobility by increasing congestion, yet can impact transportation safety with new conflict points.

Evaluation Approach

The *TRIP97* evaluation approach outlines how the above performance measures are analyzed and how the results of that analysis are combined and summarized into meaningful direction for transportation investment and decision-making. This 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.

This difference in management priorities and objectives necessitated two levels of analysis: 1) a **Corridor-Level** analysis methodology that would be applied to the entire US 97 corridor from Madras to La Pine, and 2) a **Segment-Level** analysis methodology that would apply to sections of the corridor with similar characteristics and management goals. A third analysis level was also developed to help provide context on the user perspective in a non-technical manner, that allows agencies, decision makers, citizens, modal interests, and other parties to readily understand the tradeoffs being made between modes...a **Use Case** analysis.



It is anticipated that there will be two primary applications of the TRIP97 evaluation approach.

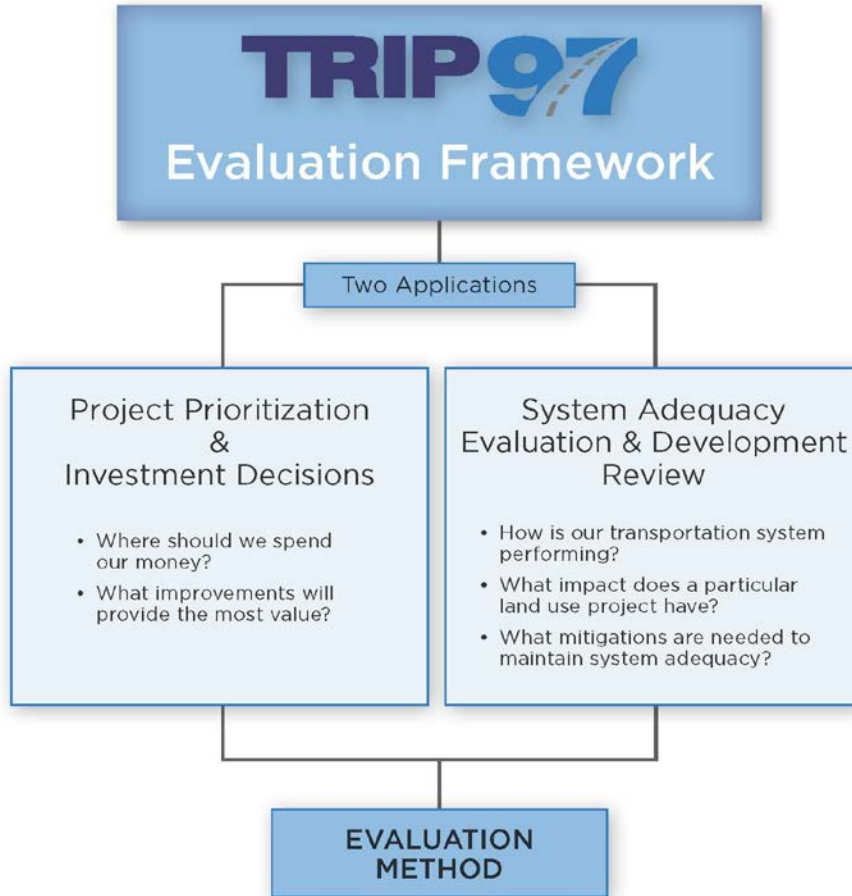


EXHIBIT ES-3 APPLICATIONS OF TRIP97.

Investment prioritization is one of the key outcomes desired from the TRIP97 work products. This is envisioned as a *legislative* planning effort with collaboration from the affected agencies. It is expected that this process will be used to rank and prioritize investments based on their regional merit. The intent of a prioritization process is to quantify the investment costs and benefits. The results of such an evaluation can be used to provide decision-makers with information as to which investments provide the greatest return on investment.

Because of the many legal requirements associated with system adequacy evaluations, the evaluation approach also needs to be repeatable and consistent between analyses and, ultimately, result in an objective evaluation of potential impacts to the transportation system. In general, the intent of the system adequacy evaluation included as part of the TRIP97 Framework is to determine if the proposed action (land use or infrastructure change) results in a net benefit or net impact to the transportation system.

NEXT STEPS

The *TRIP97* Partnership will conduct extensive Stakeholder involvement in the spring of 2014 regarding recommendations on Performance Measure Methodology. They will also be pursuing recommendations on *TRIP97* Governance and Finance, including extensive Stakeholder involvement for those areas. During this process, they will continue to refine the Performance Measures and Methodology. For example, the 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 both of the Applications shown above.