



April 17, 2007

Mr. Stuart Foster, Chair
STIP Stakeholder Committee
Oregon Transportation Commission
355 Capitol Street NE, Room 135
Salem, OR 97301

Dear Mr. Foster:

Thank you for the opportunity to comment on the draft "Project Eligibility Criteria and Prioritization Factors for the 2010 – 2013 Development STIP and Construction STIP".

The Central Lane Metropolitan Planning Organization had a robust and lengthy discussion and would like to offer the following comments regarding Page 10, line 40; page 14, line 12; page 15, line 42; and page 18, line 19 – footnotes 4, 10, 15 and 21, which correspond to the prioritization factor "Projects that leverage other funds and public benefits."

As policy makers ourselves, the Central Lane MPO fully recognizes the need for ODOT to leverage federal, state and local funds and projects whenever possible. We know state transportation needs far outstrip available resources and that your challenges are large. Yet we also must bring to your attention the continuing squeeze on local tax revenues, in particular the recent assault at the federal level on the Safe and Secure Rural Schools Act monies; loss of which will mean a reduction of more than \$20 million to Lane County. The recent requirements for an increasingly large, and utterly unavailable, local cash match in addition to an equal value of local improvements are simply unworkable for us. It is not that we don't want to provide a local match; we do not have it to give. The risk of jeopardizing critical local projects because of our inability to come up with huge amounts of local match is a frightening prospect. Likewise, creation of a distribution system that allowed state money to flow only to the wealthier regions would be unfair and really not serve the state interests in building a statewide effective transportation system.


Thus, we urge the committee to reconsider this local match issue for assessing the relative merits of project proposals.

We also encourage you to give increased consideration to transit and transportation demand management (TDM) projects. As our metropolitan area, and other metropolitan areas throughout the state, grow, so does our need for efficient and effective transit alternatives and TDM programs. These need to be a more significant part of this draft.

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Again, we appreciate the opportunity to comment. If you would like more information or we can help in any way, please let me know.

Sincerely,



Kitty Piercy, Chair
Metropolitan Policy Committee

cc: Jane Lee
Jerri Bohard