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TO: Joint LCDC/OTC Transportation Subcommittee

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FROM: Jeanne E. Harrison, AICP
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SUBJECT: Proposed amendments to TPR Purpose Statement

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After reviewing the amendments to the TPR Purpose Statement advanced by DLCD and ODOT staff and consultants, and attending the September 9 TPR Work Group meeting, the Portland Office of Transportation supports most of the most recent changes and the overall organization of the purpose statement. We would like to recommend the following additional changes:

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660-012-0000

John Gillam &
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Planning

In (1), change the sentence that starts, "The purposes of this division" to

"The purposes of this division are to direct transportation planning to coordinate with land use planning to:"

Discussion: This wording more clearly demonstrates that Goal 12 and the TPR are first and foremost concerned with transportation planning, but that transportation planning cannot be accomplished without a strong role for land use planning.

In (1)(b), change the sentence to read, **"Avoid principal reliance upon any one mode of transportation and encourage and support the availability of a variety of transportation choices for moving people, including vehicles, walking, bicycling, and transit."**

Discussion: This wording is consistent with Goal 12 language, but stays away from the phrase, "reduced reliance," which is one of the primary purposes of the rewrite of the purpose statement. Not including the phrase, "avoid principal reliance" weakens the thrust of Goal 12 to do things differently here – in the entire state, not just in metropolitan areas.

In (1)(d), change the sentence to read, **“Facilitate the safe and economic flow of goods and services within regions and throughout the state through a variety of modes including trucks, air, rail, and marine transportation.”**

Discussion: This wording more clearly reflects the wording in Goal 12.

Other concepts from Goal 12 are not reflected in the revised purpose statement and should be reinserted into the purpose statement. These are:

- Consider the differences in social consequences that would result from utilizing differing combinations of transportation modes.
- Minimize adverse social, economic and environmental impacts and costs.
- Conserve energy.

Thank you for the opportunity to comment on the proposed changes.

Cc: Sam Adams
Tom Miller
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