


Oregon Transportation Commission  <p style="text-align: center;">POLICY</p>	NUMBER TRANSPORTATION COMMISSION-06	SUPERSEDES NEW
	EFFECTIVE DATE MARCH 17, 1992	PAGE NUMBER 1 OF 2
	REFERENCE OREGON TRANSPORTATION COMMISSION MINUTES – MARCH 17, 1992	
SUBJECT DEMAND MANAGEMENT / RIDESHARE POLICY GUIDELINES		

1. Purpose of Funding Demand Management/Rideshare Projects

Rapid population growth, increased transportation demand and un-met needs exceeding available funding for transportation have led to the search for alternative funding for transportation have led to the search for alternative transportation solutions. Demand Management and Rideshare help ease demands on the transportation system by use of relatively low cost strategies that help curb peak hour traffic, reduce energy consumption, reduce emission of air pollutants, and encourage more efficient use of transportation facilities.

ODOT will consider funding Demand Management projects that utilize relatively low cost measures to help maximize transportation system capacity without adding more miles of roadway. Measures to be used will include but go beyond traditional rideshare techniques such as carpool and van pool by incorporating highway, transit, bicycle, pedestrian and land use solutions.

Demand Management/Rideshare projects will help reduce vehicle miles traveled (VMT) as required of ODOT under the statewide transportation Goal 12; relieve traffic congestion; reduce the emission of air pollutants; promote energy conservation; enhance the capacity of the state's transportation system; and help preserve Oregon's quality of life.

Funding recommendations to the Commission will be made jointly by the State Highway Engineer and the Public Transit Administrator using the process described below.

2. Demand Management/Rideshare Funding Request Process

Project requests will be submitted to the Region Engineer(s) or the Administrator of Public Transit. All projects eligible for federal or state highway funding will be submitted to the Region Engineers for possible inclusion in the highway portion of the Six Year Transportation Improvement Program. Projects not eligible for highway funding but eligible for funding only under the Small City and Rural Transit

Assistance Program or the Public Transit Transportation Development Program will be submitted to the Administrator of Public Transit for possible inclusion in the transit element of the Six Year Transportation Improvement Program. The State Highway Engineer and the Public Transit Administrator will jointly prepare the program for submittal to the Oregon Transportation Commission for approval. Applicants will be notified of the OTC decision on project requests.

3. Guidelines and Eligibility

The Oregon Department of Transportation will consider requests for cost effective Demand Management/Rideshare Projects designed to:

- Remove single occupant vehicles from peak traffic or
- Spread traffic volumes away from peak periods, or
- Improve traffic flow

Additionally, applicants must demonstrate that proposed projects have local funding support and are consistent with regional transportation plans.

4. Project Ranking Criteria

Projects approved by the OTC will be ranked according to the following criteria:

- A) Number of single occupant vehicles removed from the daily peak period; the cost per single occupant vehicle removed from the peak; and estimated annual reduction in vehicle miles traveled (VMT), or
- B) Hours of traffic delay eliminated daily; and cost per hour of traffic delay eliminated.

5. Decisions by the Oregon Transportation Commission

Determination of project acceptability by the OTC will include consideration of the number of and statewide distribution of project requests, project ranking, project size, local community support, proportion of match provided, availability of alternate funding sources, impacts on livability, air quality benefits and energy conservation benefits. The OTC will also consider the ability of the project to help delay or eliminate the need for facility improvements and expansion; and will consider the statewide or regional significance of the impacted transportation corridor.

Contractor between ODOT and project applicants will be coordinated by either the Region Engineer or the Public Transit administrator depending on the type of project and/or funding source.