

Appendix 5.0

**Compliance with State planning
Requirements**



2004 RTP

Exhibit B to Ordinance No. 04-1045A (For the purpose of amending the 2000 Regional Transportation Plan (RTP) for consistency with the 2004 interim federal RTP and statewide planning goals)

Findings of Fact and Conclusions of Law

I. Overview

The 2000 Regional Transportation Plan (RTP) was adopted by the Metro Council on August 10, 2000 by Ordinance 00-869A (For the Purpose of Adopting the 2000 Regional Transportation Plan; Amending Ordinance No. 96-647C and Ordinance No. 97-715B). The Land Conservation and Development Commission acknowledged the 2000 RTP on June 15, 2001.

This ordinance adopts amendments to the 2000 Regional Transportation Plan (RTP), the regional transportation system plan (TSP) and the regional functional plan for transportation, as required by ORS 268.390, and establishes consistency with the state Transportation Planning Rule (TPR) and interim 2004 Federal RTP. No major changes to policies or projects are proposed. The proposed amendments are identified in Exhibit “A” and focus on incorporating new transportation projects, and policy and technical updates that were approved in the 2004 Interim Federal RTP on Dec. 11, 2003. Metro is not required to update the regional transportation plan for state planning purposes until 2007.

State law provides for adoption of Findings to demonstrate that a decision complies with applicable laws and standards. The following Findings are intended to explain how the amendments comply with applicable state and regional standards in general. Ordinance 04-1045A transmits the amendments to the 2000 RTP to the Department of Land Conservation and Development pursuant to the post-acknowledgement process at ORS 197.610.

II. Statewide Planning Laws

Statewide Planning Goal 1 – Citizen Involvement

The 2000 RTP was the culmination of a major, five-year effort to completely overhaul the plan to reflect new federal and state regulations and the (then) newly adopted 2040 Growth Concept. It was the first RTP to be acknowledged by the LCDC as consistent with statewide planning goals, and included a significant level of public involvement.

The amendments under consideration in this ordinance were previously approved by Metro Resolution 03-3380A (For the Purpose of Designation of the 2004 Regional Transportation Plan as the Federal Metropolitan Transportation Plan to Meet Federal Planning Requirements) on December 11, 2003 as part of the 2004 Federal Update. The public involvement process for the federal update is described below, followed by a description of additional public involvement opportunities provided prior to Metro Council approval of this ordinance.

2004 Federal Update to the RTP – Public Involvement Opportunities

The 2004 Federal Update to the RTP provided several public comment opportunities for the community, affected public agencies, representatives of transportation agency employees, freight

shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested persons. Public involvement opportunities and key decision points were published in the Oregonian, posted on Metro's web site, e-mailed via the Planning Department E-News to more than 5,000 individuals, mailed via postcard to the RTP interested parties mailing list and advertised through Metro's transportation hotline, where citizens could leave comments as well as receive information. All plan documents were simultaneously published (and regularly updated) on the Metro web site, including draft plan amendments, the update schedule, other explanatory materials and summaries of public comments received.

In October, 2003, Metro staff worked with members of the Transportation Policy Alternatives Committee (TPAC), representatives of transportation agency employees, including the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Rapid Transit (SMART), the Port of Portland and other interested parties to develop a comprehensive inventory of regional transportation projects identified in local plans and special studies adopted since the 2000 RTP was completed. This inventory includes:

- new projects or studies that are not currently in the 2000 Regional Transportation Plan, but that have been adopted in local transportation system plans (TSPs) and regional corridor studies through a public process
- updates to existing 2000 RTP projects or studies to reflect changes in project location, description, cost and recommended timing

In a series of four half-day workshops, this effort focused on incorporating all "housekeeping" amendments generated by local plans that have been adopted since the RTP was approved in August 2000. Since Metro commented separately on all of these local plans during their respective adoption activities, friendly amendments that were consistent with RTP policies had already been identified for most projects.

Proposed amendments to the 2000 RTP were organized into four discussion packets: policy amendments, project amendments, technical amendments and the air quality conformity determination. The proposed amendments were posted on Metro's website and available upon request during the public comment period that began on October 31, 2003 and ended on December 10, 2003. The Metro Council held a public hearing on December 4 on the proposed amendments, and extended the public comment period in response to testimony provided at the hearing. The Regional Freight Advisory Committee was also provided with copies of the proposed amendments for review and comment. A summary of the public comments received on the 2004 RTP discussion packets and the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) recommendations related to those comments was posted on Metro's website on December 5 and updated on December 10. The summary includes all written comments received between October 3, 2003 and December 10, 2003 and public testimony provided at the December 4 public hearing.

Approval of the 2004 Federal Update to the RTP on December 11, 2003 by Resolution No. 03-3380A (For the Purpose of Designation of the 2004 Regional Transportation Plan as the Federal

Metropolitan Transportation Plan to Meet Federal Planning Requirements) followed JPACT and Metro Council consideration of more than 130 comments received during the public comment period. The comment period for the Air Quality Conformity Determination packet was extended to 5 p.m. on January 13, 2004 to allow public review and comment of the air quality conformity results, which were posted on Metro's website. The air quality conformity determination was approved by a separate Resolution No. 03-3382A (For the Purpose of Adopting the Portland Area Air Quality Conformity Determination For the 2004 Regional Transportation Plan and 2004-07 Metropolitan Transportation Improvement Program) on January 15, 2004.

2000 RTP Amendments Public Comment Opportunities

The 2000 RTP amendments were available for review on Metro's website or upon request by email or telephone during a public comment period that was held on the proposed policy, project and technical amendments (as identified in Exhibit "A") from April 15 to June 1, 2004. Following Metro's Public Involvement Policy for Transportation Planning, a notice of the proposed amendments and opportunities for public comment was published in the Oregonian in the legal ad section and on page E5 as a display ad on March 29, 2004. This notification was also posted on Metro's Transportation Hotline at (503) 797-1900 and Metro's website prior to the start of the public comment period. In addition, Metro solicited comments on the proposed amendments from the Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory Committee, (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). The committees include technical staff and elected officials from throughout the region in addition to state and federal agency representatives. The Metro Council also held a public hearing on May 13, 2004 on the proposed amendments. No public comments were received during the public comment period.

The amendments to the 2000 RTP comply with statewide Goal 1 in the citizen involvement polices applied to its development and adoption as required in the Plan for its implementation.

Statewide Planning Goal 2 – Land Use Planning

The 2000 RTP is a consistent part of the land use planning process and policy framework established by Metro's adopted and acknowledged 1995 Regional Urban Goals and Objectives ("RUGGO"s) and 1997 Regional Framework Plan required by Metro Charter and ORS 268.390. The 2000 RTP is the regional transportation functional plan for ORS 268.390(2) and the regional Transportation System Plan required by OAR 660-012-0012. Within the 1997 Regional Framework Plan, the 2000 RTP is the regional transportation component to implement the acknowledged 2040 Growth Concept.

The 2000 RTP includes Policy 4.0 that requires consistency between land use and transportation planning. As an overall policy, it establishes the regional policy direction concerning land use planning and its relationship to transportation planning and transportation projects. The amendments to the 2000 RTP comply with statewide Goal 2 because they are part of the state and federal planning processes and policy framework to implement the state-acknowledged 2040 Growth Concept and incorporate projects, policies and technical amendments adopted in local TSPs since August of 2000 and that were approved in the 2004 Interim federal RTP to meet federal planning requirements.

Coordination with affected governments is required by statewide Goal 2. As indicated by the documentation of notice under Goal 1, Metro solicited comments from affected governments and received no comments during the public comment period. During the 2004 Federal Update to the RTP, Metro accommodated the concerns expressed in comments received during that comment period to the maximum extent practicable. In addition, the DLCDC Notice of Proposed Amendment was submitted to DLCDC on March 19, 2004 in advance of the first evidentiary hearing on May 13, 2004.

The findings in Section III, below, show that these amendments to the RTP are consistent with the policies of the RFP.

Statewide Planning Goal 3 – Agricultural Lands

Because this ordinance applies only to territory within Metro’s urban growth boundary, Goal 3 does not apply.

Statewide Planning Goal 4 – Forest Lands

Because this ordinance applies only to territory within Metro’s urban growth boundary, Goal 4 does not apply.

Statewide Planning Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces and Statewide Planning Goal 6 – Air, Land and Water Resources Quality

The 2000 RTP is designed to implement the 2040 Growth Concept and applicable regional goals and objectives, which apply these statewide goals. Sections 1.2.4 and 1.3.4 of the 2000 RTP contain policies, which protect any water land quality and natural resources. As the regional transportation system plan, the RTP constitutes the land use decision about need, mode and function of planned transportation facilities and improvements. The RTP also identifies the general location of planned transportation facilities and improvements. The land use decision specifying the general location of planned regional transportation facilities and improvements will be made by cities and counties as they develop and adopt local TSPs that implement the RTP. While the specific alignment of a project may be incorporated into a TSP, such decisions are subject to the project development requirements in Section 6.7 of the RTP, and must include Findings of consistency with applicable statewide planning goals, including Goals 5 and 6. RTP policies 7.0, 8.0, 9.0 and 10.0 and corresponding objectives would apply during the project development process.

In addition, the transportation projects identified in the proposed amendments have been found to conform with the Clean Air Act and federal planning requirements by Metro Resolution No. 03-3080A. The U.S. Department of Transportation and U.S. Environmental Protection Agency jointly acknowledged the conformity determination in March 2004. The amendments also support implementation of the region’s Ozone Maintenance Plan and timely implementation of the State Implementation Plan.

Statewide Planning Goal 7 – Areas Subject to Natural Disasters and Hazards

The amendments to the 2000 RTP are not intended to directly affect these areas. The RTP is a systems level plan which contains the regional Transportation Systems Plan (“TSP”), 2000 RTP capital improvements are expressly contingent upon local action to include proposed

improvements in the affected local comprehensive plan supported by Findings of compliance with applicable statewide goals during the project implementation of this transportation system plan. *See*, 6.7.1 through 6.7.4. If it is determined that the 2000 RTP system element or proposed improvement cannot comply with any affected goal, including Goal 5, 6, 7 at the time a final land use decision is taken the 2000 RTP will be amended as needed consistent with Section 6.6.2.

In addition, federal law requires an assessment of the potential environmental impacts of many of the transportation system improvements identified in the amendments to the 2000 RTP. In cases where significant environmental impacts are possible, detailed analyses are required to determine and quantify potential adverse effects and develop actions to mitigate unavoidable impacts and protect these resources.

Statewide Planning Goal 8 – Recreational Needs

The amendments to the 2000 RTP furthers Goal 8 by identifying transportation system improvements that will enhance the level of mobility and improve access to recreational sites for citizens and visitors. Amendments to the bicycle and pedestrian policies in Section 1.3.5, as well as the bicycle, pedestrian and multi-use path improvements identified in Chapter 5 will accomplish this.

The amendments to the 2000 RTP comply with statewide Goal 8 because the amendments include planned trail projects that will improve access of citizens and visitors to recreational sites, including the Tonquin Trail in Washington County and the East Buttes Powerline Trail in Clackamas County.

Statewide Planning Goal 9 – Economic Development

There are a number of 2000 RTP policies that contribute to a stable and healthy economy by seeking to assure availability of key transportation facilities:

Section 1.2.1 identifies industrial areas and intermodal facilities as primary components of Metro’s 2040 Growth Concept. These areas are identified in Figure 1.0. A network of major street connections to the regional highway system and intermodal facilities serve industrial areas.

Policy 20.1 establishes 2040 Growth Concept implementation policy that the highest priority for the regional transportation system includes complementary transportation projects and programs that best serve the transportation needs of intermodal facilities and industrial areas, as well as the central city and regional centers.

Figure 1.12 demonstrates the planned arterial connections of industrial areas and intermodal facilities to state highways.

Figure 1.16 demonstrates planned public transportation connections to all regional centers and the central city.

Figure 1.17 demonstrates the planned freight and intermodal facilities connections to state rail, highway, air, and shipping facilities.

The amendments to the 2000 RTP furthers Goal 9 by establishing two tiers of industrial areas (“regionally significant” and “local”) for the purpose prioritizing transportation planning and project funding for regionally significant industrial areas. The regionally significant industrial areas are the most important industrial areas economically in the region and offer the best opportunities for new family-wage jobs.

Statewide Planning Goal 10 – Housing

There are a number of TSP policies that contribute to providing for the housing needs of citizens in the region. Title 1 of the Urban Growth Management Functional Plan contains selective increased densities coordinated with public transportation and required minimum densities and no prohibition of accessory dwelling units to assure multi-family and affordable housing options.

Section 1.3.3, Policy 5.0 establishes the policy of providing transportation facilities, which provide access to housing throughout the regional for all people.

The amendments to the 2000 RTP comply with Goal 10 because the transportations projects anticipate the substantial housing growth that will occur in the region during the next 20 years and address transportation needs that will result from that growth.

Statewide Planning Goal 11 – Public Facilities and Services

The amendments to the 2000 RTP comply with Goal 11 and include public facility plan identification of anticipated projects and rough cost estimates in Exhibit “A” to this ordinance. This amendment would revise Appendix 1.1 and Chapter 5 of the 2000 RTP to include identification of the project segments and rough cost estimates.

Statewide Planning Goal 12 – Transportation

- OAR 660-012-0015(2)(a): consistency with State TSP
- 0030(4): demonstrate consistency with measures to reduce reliance upon auto
- 0035(2): evaluate alternative land use designations to meet regional transportation needs
- 0035(3)(a): are the types and levels of facilities and services appropriate to serve the land uses identified in the RFP?
- 0035(3)(b): consistency with State Implementation Plan under CWA and State Water Quality Management Plan
- 0035(3)(c): minimize ESEE consequences
- 0035(3)(d): does the system minimize conflicts and facilitate connections between modes of transportation?
- 0035(4): progress toward achievement of approved alternative standard

The Findings for Ordinance 00-869A (For the Purpose of Adopting the 2000 Regional Transportation Plan; Amending Ordinance No. 96-647C and Ordinance No. 97-715B), which adopted the 2000 RTP on August 10, 2000, provided extensive Findings regarding consistency with Goal 12 and the Transportation Planning Rule. Because the amendments to the 2000 RTP are minor, the Findings on pages 17-51 in Exhibit “E” to Ordinance 00-869A ((For the Purpose of Adopting the 2000 Regional Transportation Plan; Amending Ordinance No. 96-647C and

Ordinance No. 97-715B) are incorporated by reference and apply to the amendments to the 2000 RTP.

Statewide Planning Goal 13 – Energy Conservation

The 2000 RTP contains Policy 10.0, which calls for the design of transportation systems that promote efficient use of energy. The amendments to the 2000 RTP comply with Goal 13 and include bicycle, pedestrian and transit projects and creation of Transportation Management Associations that will, upon implementation, provide for energy savings by increasing walking, bicycling, carpooling, use of transit throughout the region thereby reducing fuel consumption.

Statewide Planning Goal 14 – Urbanization

Because this ordinance applies only to territory within Metro’s urban growth boundary, Goal 14 does not apply.

Statewide Planning Goal 15 – Willamette River Greenway

The Land Conservation and Development Commission adopted the Oregon Department of Transportation Willamette River Greenway Plan segments, including the cities of Milwaukie, Gladstone, Lake Oswego, West Linn, Wilsonville, Portland and Multnomah and Clackamas counties. The amendments to the 2000 RTP identify projects that are located in these communities and could include crossings of the Willamette River Greenway, including the Trolley Trestle Trail. This Goal will be addressed when preliminary engineering and further design details are completed by project sponsors.

Statewide Planning Goals 16 through 19 (Estuarine Resources, Coastal Shorelands, Beaches and Dunes and Ocean Resources)

Because this ordinance applies only to territory within Metro’s urban growth boundary and these resources or features do not exist within the UGB, Goals 16 through 19 do not apply.

III. Regional Framework Plan

The Regional Framework Plan (RFP), including the Appendix, was adopted by the Metro Council in December 1997 and contains the overall land use and transportation policies for the future. The RFP has been acknowledged by the LCDC as meeting the State Planning Goals and includes the 2040 Growth Concept, which provides the land use context for the 2000 RTP.

Policy 1.1 – Urban Form: This policy calls for a compact urban form and affordable housing choices. The amendments to the 2000 RTP comply with RFP Policy 1.1 by facilitating implementation of the 2040 Growth Concept with specific multi-modal projects that address mobility and accessibility needs and using transportation investments to support mixed-use development and leverage the 2040 Growth Concept, affordable housing choices and compact urban form to reduce travel demand.

Policy 1.3 – Affordable Housing: This policy seeks opportunities for a wide range of housing opportunities. The amendments to the 2000 RTP support RFP Policy 1.3 by serving the transit

and transportation needs of the economically disadvantaged in the region by connecting low-income populations with employment areas and related social services.

Policy 1.6 – Growth Management: This policy calls for efficient management of urban land, among other things. The amendments to the 2000 RTP support RFP Policy 1.6 by leveraging the implementation of the 2040 Growth Concept.

Policy 2.1 – Intergovernmental Coordination: This policy calls for intergovernmental coordination. See Findings for Statewide Planning Goal 2.

Policy 2.2 – Consistency between Land Use and Transportation Planning: This policy addresses consistency between land use and transportation planning. The 2040 Growth Concept of the RFP was developed to coordinate land use and transportation planning in the region. The 2000 RTP facilitates implementation of the 2040 Growth Concept with policies and specific multi-modal projects that adequately address transportation needs and use transportation investments to leverage the 2040 Growth Concept. The project and policy amendments to the 2000 RTP provide adequate transportation facilities to support the 2040 Growth concept and enhance jobs and housing. The amendments are consistent with RFP Policy 2.2.

Policy 2.3 - Public Involvement: This policy refers to characteristics of a good public involvement effort, including timely public notice, full public access to key decision points and opportunities to comment. See Findings for Statewide Planning Goal 1.

Policy 2.4 – System Objectives: This policy identifies providing accessibility and mobility to and from central city, regional centers and industrial areas and intermodal facilities as the highest priority when developing transportation system plans. The amendments to the 2000 RTP include multi-modal projects and demand management programs to serve current and future travel needs and improve safety, access and mobility throughout the region. The amendments provide for statewide, national and international connections to and from the region, consistent with the Oregon Transportation Plan. The amendments are consistent with Policy 2.4 of the RFP.

Policy 2.5 – Transportation Finance: This policy addresses financing transportation improvements that support the 2040 Growth Concept and emphasize the effective use of transportation infrastructure. The amendments to the 2000 RTP include multi-modal projects and demand management programs to support implementation of the 2040 Growth and improve the efficiency of the existing transportation system. The amendments are consistent with Policy 2.5 of the RFP.

Policy 2.6 – Urban Form: This policy addresses maintaining a compact urban form and using transportation investments to leverage desired land use patterns that support the 2040 Growth Concept. See Findings for Policy 1.1 of the RFP.

Policy 2.7 – Jobs/Housing Balance: This policy addresses jobs/housing balance in the region. The amendments to the 2000 RTP provide transportation facilities that support a balance of jobs and housing in the region.

Policy 2.8 – Transportation Education: This policy addresses improving the safety of the transportation system and encouraging bicyclists, motorists and pedestrians to share the road safely. The amendments to the 2000 RTP include projects to minimize the conflicts between modes and are consistent with Policy 2.8 of the RFP.

Policy 2.9 - Barrier-free Transportation: This policy addresses providing access to better transportation choices for travel in the region and serving special access needs for all people, including elderly, youth and disabled. The amendments to the 2000 RTP include bicycle, pedestrian and transit improvements that improve transportation access for all people in the region, consistent with Policy 2.9 of the RFP.

Policy 2.10 – Transportation Balance: This policy addresses provision of a balanced, multi-modal transportation system. The amendments to the 2000 RTP include bike, pedestrian, motor vehicle, freight and demand management projects and are consistent with Policy 2.10 of the RFP.

Policy 2.11 – Street Design: This policy addresses linking land use with transportation through street design and calls for the design of regional streets to reflect the function and character of surrounding land uses, consistent with regional street design concepts. The amendments to the 2000 RTP include projects that integrate land use, automobile, bicycle, pedestrian, freight and public transportation needs through local and regional street design to support implementation of the 2040 Growth Concept. The amendments are consistent with Policy 2.11 of the RFP.

Policy 2.12 – Motor Vehicle Transportation: This policy addresses providing a motor vehicle system of arterials and collectors that connect the central city, regional centers, industrial areas and intermodal facilities and providing mobility within the region. The amendments to the 2000 RTP update motor vehicle functional classifications for arterials and collectors and include projects to improve mobility within the region. The amendments are consistent with Policy 2.12 of the RFP.

Policy 2.13 – Public Transportation: This policy addresses providing adequate, reliable and safe public transportation options in the region that support the 2040 Growth. The 2000 RTP amendments include transit improvements and bicycle and pedestrian connections to transit, consistent with Policy 2.13 of the RFP.

Policy 2.14 – Pedestrian Transportation: This policy addresses providing safe, convenient and direct pedestrian access to land uses as part of transportation improvements. The 2000 RTP amendments update pedestrian system classifications for regional streets and include pedestrian projects to improve pedestrian mode share and accessibility, consistent with Policy 2.14 of the RFP.

Policy 2.15 – Bicycle Transportation System: This policy addresses providing safe, convenient and direct bicycle access to land uses as part of transportation improvements. The 2000 RTP amendments update bicycle system classifications for regional streets and include bicycle projects to improve bicycle mode share, and bicycle access and connectivity throughout the region, consistent with Policy 2.15 of the RFP.

Policy 2.16 – Freight Movement: This policy addresses enhancing freight movement in the region and protecting public/private investments in the freight network. The 2000 RTP amendments provide for the movement of people and goods through an interconnected system of highway, air, marine and rail systems, including passenger and freight intermodal facilities and air and water terminals. The amendments are consistent with Policy 2.16 of the RFP.

Policy 2.17 – Parking Management: This policy addresses managing and optimizing the efficient use of parking to support the 2040 Growth Concept. The amendments to the 2000 RTP do not affect parking management and are consistent with Policy 2.17 of the RFP.

Policy 2.18 – Transportation Demand Management: This policy addresses managing travel demand on the existing transportation system enhance mobility and support the use of alternative transportation modes by improving regional accessibility to public transportation, carpooling, telecommuting, bicycling and walking options. The amendments to the 2000 RTP include multi-modal projects and demand management programs to improve access and mobility between throughout the region. The amendments are consistent with Policy 2.18 of the RFP.

Policy 2.19 – Transportation System Management: This policy addresses emphasizing preservation and maintenance in the selection of transportation projects. The 2000 RTP amendments complement preservation and maintenance of the existing transportation system with ITS/technology based solutions and are consistent with Policy 2.19 of the RFP.

Policy 2.20 – Right-of-Way Opportunities: This policy addresses providing opportunities for right-of-way preservation. The amendments to the 2000 RTP identify the general location of multi-modal projects that have been previously approved in local transportation system plans and studies. The amendments are consistent with Policy 2.20 of the RFP.

Policy 2.21 – Adequacy of Transportation Facilities: This policy addresses the provision of adequate transportation facilities. See Findings for Policy 2.2 and Statewide Planning Goal 12.

Policy 2.22 – Urban to Urban Travel and Tourism: This policy addresses travel and tourism between urban areas. The amendments to the 2000 RTP include multi-modal projects to improve access and mobility between urban areas within the region. The amendments are consistent with Policy 2.22 of the RFP.

Policy 2.23 – Recreational Travel and Tourism: This policy addresses recreational travel and tourism. See Findings for Statewide Planning Goal 8.

Policy 2.24 – Natural Environment: This policy calls for placing a priority on protecting the natural environment, reducing impacts of construction, reducing impacts on parks, open space, natural areas and wetlands and avoiding fragmentation of parks, natural areas, etc. See Findings for Statewide Planning Goal 6.

Policy 2.25 – Water Quality: This policy seeks to minimize the amount of new impervious surfaces associated with transportation projects. Water quality has gained increasing importance with the efforts to protect salmon runs. See Findings for Statewide Planning Goal 6.

Policy 2.26 – Clean Air: This policy addresses maintenance of clean air in the region. See Findings for Statewide Planning Goal 6.

Policy 2.27 – Energy Efficiency: This policy addresses designing the transportation system to promote efficient use of energy and reduce the region’s transportation-related energy consumption. See Findings for Statewide Planning Goal 13.

Policy 2.28 – Motor Vehicle Level of Service: This policy addresses the provision of adequate motor vehicle level of service. The 2000 RTP amendments include new street connections and capacity improvements, consistent with Policy 2.28 of the RFP.

Policy 2.29 – Transit Level of Service: This policy addresses the provision of an adequate level of transit service in the region. The 2000 RTP amendments include transit improvements to increase transit accessibility in the region, consistent with Policy 2.29 of the RFP.

Policy 2.30 – Local Street Connectivity: This policy addresses the provision of local street connectivity. The 2000 RTP amendments include new street connections to reduce the impact of local travel on regional streets and improve pedestrian and bicycle circulation and access to transit, consistent with Policy 2.30 of the RFP.

IV. Regional Transportation Policies

Policy 1.0 – Public Involvement: This policy refers to characteristics of a good public involvement effort, including timely public notice, full public access to key decision points and opportunities to comment. The amendments are consistent with Policy 1.0 of the RTP. See Findings for Policy 2.3 of the RFP and Statewide Planning Goal 1.

Policy 2.0 – Intergovernmental Coordination: This policy calls for intergovernmental coordination. The amendments are consistent with Policy 2.0 of the RTP. See Findings for Policy 2.1 of the RFP and Statewide Planning Goal 2.

Policy 3.0 – Urban Form: This policy refers to facilitating implementation of the 2040 Growth Concept with strategies that address mobility and accessibility needs with an emphasis on multi-modal investments. The amendments are consistent with Policy 3.0 of the RTP. See Findings for Policies 1.1 and 2.6 of the RFP.

Policy 4.0 – Consistency between Land-use and Transportation Planning: This policy addresses consistency between land use and transportation planning. The amendments are consistent with Policy 4.0 of the RTP. See Findings for Policy 2.2 of the RFP and Statewide Planning Goal 12.

Policy 5.0 - Barrier-free Transportation: This policy addresses providing access to better transportation choices for travel in the region and serving special access needs for all people,

including elderly, youth and disabled. The amendments are consistent with Policy 5.0 of the RTP. See Findings for Policy 2.9 of the RFP.

Policy 5.1 – Interim Special Needs Transportation Policy: This policy addresses the provision of transportation choices to economically disadvantaged persons. The amendments are consistent with Policy 5.1 of the RTP. See Findings for Policy 1.3 and Policy 2.9 of the RFP.

Policy 5.2 – Interim Job Access and Reverse Commute Policy: This policy addresses serving the transit and transportation needs of the economically disadvantaged in the region by connecting low-income populations with employment areas and related social services. The amendments are consistent with Policy 5.2 of the RTP. See Findings for Policy 1.3 and Policy 2.9 of the RFP.

Policy 6.0 – Transportation Safety and Education: This policy addresses improving the safety of the transportation system and encouraging bicyclists, motorists and pedestrians to share the road safely. The amendments are consistent with Policy 6.0 of the RTP. See Findings for Policy 2.8 of the RFP.

Policy 7.0 – The Natural Environment: This policy calls for placing a priority on protecting the natural environment, reducing impacts of construction, reducing impacts on parks, open space, natural areas and wetlands and avoiding fragmentation of parks, natural areas, etc. The amendments are consistent with Policy 7.0 of the RTP. See Findings for Statewide Planning Goal 6 and Policy 2.24 of the RFP.

Policy 8.0 – Water Quality: This policy seeks to minimize the amount of new impervious surfaces associated with transportation projects. The amendments are consistent with Policy 8.0 of the RTP. See Findings for Statewide Planning Goal 6 and Policy 2.25 of the RFP.

Policy 9.0 – Clean Air: This policy addresses maintenance of clean air in the region. The amendments are consistent with Policy 9.0 of the RTP. See Findings for Statewide Planning Goal 6 and Policy 2.26 of the RFP.

Policy 10.0 – Energy Efficiency: This policy addresses designing the transportation system to promote efficient use of energy and reduce the region’s transportation-related energy consumption. The amendments are consistent with Policy 10.0 of the RTP. See Findings for Statewide Planning Goal 13 and Policy 2.27 of the RFP.

Policy 11.0 – Regional Street Design: This policy addresses linking land use with transportation through street design and calls for the design of regional streets to reflect the function and character of surrounding land uses, consistent with regional street design concepts. The amendments are consistent with Policy 11.0 of the RTP. See Findings for Policy 2.11 of the RFP.

Policy 12.0 – Local Street Design: This policy addresses linking land use with transportation through street design. The amendments to the 2000 RTP include projects that integrate land use, automobile, bicycle, pedestrian, freight and public transportation needs through local and regional street design to support implementation of the 2040 Growth Concept. The amendments

are consistent with Policy 12.0 of the RTP. See Findings for Policy 2.11 and Policy 2.30 of the RFP.

Policy 13.0 – Regional Motor Vehicle System: This policy addresses providing an adequate motor vehicle system of arterials and collectors that connect the central city, regional centers, industrial areas and intermodal facilities, providing mobility within the region as well as statewide, national and international connections. The amendments are consistent with Policy 13.0 of the RTP. See Findings for Policy 2.12 of the RFP.

Policy 14.0 – Regional Public Transportation System: This policy calls for an appropriate level, quality and range of public transportation options to serve this region and support implementation of the 2040 Growth Concept. The amendments are consistent with Policy 14.0 of the RTP. See Findings for Policies 2.9, 2.13 and 2.29 of the RFP.

Policy 14.1 – Public Transportation System Awareness and Education: This policy addresses expanding the amount of information available about public transportation. The amendments are consistent with Policy 14.1 of the RTP. See Findings for Policies 2.8, 2.9, 2.13 and 2.29 of the RFP.

Policy 14.2 – Public Transportation Safety and Environmental Impacts: This policy calls for making public transportation a safe and environmentally-friendly form of transportation. The amendments are consistent with Policy 14.2 of the RTP. See Findings for Policies 2.9, 2.13 and 2.29 of the RFP.

Policy 14.3 – Regional Transportation Performance: This policy addresses the provision of fast, reliable transit service. The amendments are consistent with Policy 14.3 of the RTP. See Findings for Policies 2.9, 2.13 and 2.29 of the RFP.

Policy 15.0 – Regional Freight System: This policy addresses enhancing freight movement in the region. The amendments are consistent with Policy 15.0 of the RTP. See Findings for Policy 2.16 of the RFP.

Policy 15.1 – Regional Freight System Investments: This policy addresses protecting public/private investments in the freight network. The amendments are consistent with Policy 15.1 of the RTP. See Findings for Policy 2.16 of the RFP.

Policy 16.0 – Regional Bicycle System Connectivity: This policy addresses the provision of a continuous regional network of safe and convenient bikeways connected to other transportation modes and local bikeway systems. The amendments are consistent with Policy 16.0 of the RTP. See Findings for Policy 2.15 of the RFP.

Policy 16.1 - Regional Bicycle System Mode Share and Accessibility: This policy addresses providing safe, convenient and direct bicycle access to land uses as part of transportation improvements to increase bicycle mode share. The amendments are consistent with Policy 16.1 of the RTP. See Findings for Policy 2.15 of the RFP.

Policy 17.0 – Regional Pedestrian System: This policy addresses designing the pedestrian environment to be safe, direct, convenient and accessible for all users. The amendments are consistent with Policy 17.0 of the RTP. See Findings for Policy 2.14 of the RFP.

Policy 17.1 – Regional Pedestrian Mode Share: This policy addresses providing safe, convenient and direct pedestrian access to land uses as part of transportation improvements to increase pedestrian mode share. The amendments are consistent with Policy 17.1 of the RTP. See Findings for Policy 2.14 of the RFP.

Policy 17.2 – Regional Pedestrian Access and Connectivity: This policy addresses providing safe, convenient and direct pedestrian access to land uses as part of transportation improvements. The amendments are consistent with Policy 17.2 of the RTP. See Findings for Policy 2.14 of the RFP.

Policy 18.0 – Transportation System Management: This policy calls for the use of ITS/technology-based solutions to optimize the performance of the region’s transportation systems. It also calls for the development of access management plans for urban areas that are consistent with regional street design concepts. The amendments are consistent with Policy 18.0 of the RTP. See Findings for Policy 2.19 of the RFP.

Policy 19.0 – Regional Transportation Demand Management: This policy addresses managing travel demand on the existing transportation system enhance mobility and support the use of alternative transportation modes by improving regional accessibility to public transportation, carpooling, telecommuting, bicycling and walking options. The amendments are consistent with Policy 19.0 of the RTP. See Findings for Policy 2.18 of the RFP.

Policy 19.1 – Regional Parking Management: This policy addresses managing and optimizing the efficient use of parking to support the 2040 Growth Concept. The amendments are consistent with Policy 19.1 of the RTP. See Findings for Policy 2.17 of the RFP.

Policy 19.2 – Peak Period Pricing: This policy addresses managing and optimizing the use of highways in the region to reduce congestion, improve mobility and maintain accessibility within limited resources. The amendments to the 2000 RTP complement and are consistent with Policy 19.2 of the RTP.

Policy 20.0 – Transportation Funding: This policy addresses ensuring the allocation of fiscal resources is driven by both land use and transportation benefits to maintain and improve efficiency of existing system and develop an adequate transportation system to implement planned land uses. The amendments are consistent with Policy 20.0 of the RTP. See Findings for Policy 2.2, Policy 2.5, Policy 2.19 and Policy 2.21 of the RFP.

Policy 20.1 – 2040 Growth Concept Implementation: This policy addresses implementing a regional transportation system that supports the 2040 Growth Concept. The amendments are consistent with Policy 20.1 of the RTP. See Findings for Policies 1.1, 1.6, 2.5 and 2.6 of the RFP, Policy 3.0 of the RTP and Statewide Planning Goal 2.

Policy 20.2 – Transportation System Maintenance and Preservation: This policy addresses emphasizing preservation and maintenance in the selection of transportation projects. The amendments are consistent with Policy 20.2 of the RTP. See Findings for Policy 2.19 of the RFP.

Policy 20.3 – Transportation Safety: This policy addresses prioritizing funding system deficiencies that threaten the safety of the traveling public. The amendments are consistent with Policy 20.3 of the RTP.