National policies and requirements	Impact on design
Federal Migratory Bird Treaty Act (1918)	Projects must identify impacts to migratory birds and avoid destruction of active nests or eggs and killing of individual birds.
Fish and Wildlife Coordination Act (1934)	Requires agency consultation to identify impacts to fish and wildlife resources and recommend mitigation.
Title VI of the Civil Rights Act of 1964	Protects people from discrimination based on race, color and national origin in programs and activities receiving federal financial assistance, including transportation projects. Depends upon understanding and properly addressing the unique needs of different socioeconomic groups and involving the public for effective transportation decision-making.
Section 4(f) of the Department of Transportation Act (1966)	Applies to projects in publicly owned parks, recreational areas, wildlife and waterfowl refuges and public and private historical sites. Requires a review and documentation of a no feasible and prudent avoidance alternative and all possible planning to minimize harm.
National Historic Preservation Act (1966)	Applies to projects that could impact historical properties. Requires a review to take into account the effect a project may have on historic properties.
National Environmental Policy Act (1970), and Magnuson-Stevens Fishery Conservation Management Act, Section 7 (1976)	Any transportation project that receives federal funding is required to consider the environmental effects of the proposals and actions. NEPA requires a disclosure of impacts but does not require the decision-maker to select the environmentally preferable alternative, nor does it prohibit adverse impacts. However, best practices in environmental protection would be to avoid, or minimize or mitigate for the adverse impacts.
Clean Water Act Amendment (1972)	Addresses impacts to "waters of the U.S." Regulates point sources for water pollution, including those from roadways and motor vehicles, through the National Pollutant Discharge Elimination System. Transportation agencies are responsible for managing the stormwater runoff that discharges into the region's waters via regulated municipal separate storm sewer systems along streets, roads and highways.
Endangered Species Act (1973)	Requires that projects be designed to provide the greatest value to the greatest number of people, while avoiding or minimizing impacts to plant and animal species and their habitat, as well as the ecological processes that naturally sustain these areas. Any projects receiving federal funding must comply with the Endangered Species Act.
Clean Air Act (1990)	Mandates controls on air pollution from motor vehicles. Transportation projects and activities that limit and reduce the air pollution from motor vehicles help transportation agencies attain and remain in conformity with the Clean Air Act.
Americans with Disabilities Act (1990)	Prohibits discrimination against persons with disabilities in all areas of public life, including transportation. Requires that transportation projects be designed to be accessible to persons with disabilities.
Executive Order 12898 Environmental Justice (1994)	Requires that every federal agency identify and address the effects of all programs, policies and activities, such as transportation design, on minority populations and low-income populations. Requires involving the public in developing transportation projects that fit harmoniously within their communities.
U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (March 11, 2010)	Supports development of fully-integrated active transportation networks. Provides several policy statements, including direction to "go beyond minimum design standards" for pedestrian and bicycle projects, and to integrate bicycle and pedestrian projects on new, rehabilitated and limited access bridges.
U.S. Department of Transportation Memorandum: Bicycle and Pedestrian Facility Design Flexibility (August 20, 2013)	Expresses the Federal Highway Administration's support for taking a flexible approach to bicycle and pedestrian facility design.
Architectural Barriers Act, accessibility guidelines for outdoor developed areas (2013)	Requires that trails developed through federally funded projects in parks and other recreational areas are readily accessible to and usable by persons with disabilities.
U.S. Department of Transportation Memorandum: Revisions to the Controlling Criteria for Design and Documentation for Design Exceptions (May 5, 2016)	Encourages flexibility and a context-sensitive approach for projects on the National Highway System (NHS). Reduced the number of controlling criteria to 10. Of these criteria, only design loading structural capacity and design speed apply to all NHS facility types. The remaining eight criteria are applicable only to "high-speed" NHS roadways, defined as Interstate highways, other freeways, and roadways with a design speed greater than or equal to 50 mph.

State policies and requirements	Impact on design
"Bicycle and Pedestrian Bill" (ORS 366.514) Use of highway funds for footpaths and bicycle trails (1972)	Requires provision of bicycle and pedestrian facilities wherever a highway, road or street is being constructed, reconstructed or relocated. Serves as the state's complete streets policy.
Transportation Planning Rule (last amended 1991)	Supports the integration of land use and transportation planning. Among its many provisions, it includes requirements to reduce vehicle miles traveled. Section 8 and Section 10 are related to multimodal mixed-use areas (MMA). In areas designated as an MMA, a local jurisdiction does not need to apply local or state mobility standards when evaluating proposed plans, thus allowing more design flexibility.
Oregon Statewide Land Use Planning Goals (1974): Goal 19 Transportation; Goal 2 Land Use; Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces; Goal 6 Air, Water and Land Resources Quality	Goal 19 requires cities, counties and the state to create multimodal transportation system plans so people are not limited in the ways they can access the jobs, goods, or services available in different parts of their community. Goal 2 requires each local government in Oregon to have a comprehensive land use plan. Transportation system plans are part of the comprehensive plan. Goal 5 covers more than a dozen resources, and local governments are asked to create inventories of these resources. These inventories identify areas that ideally should be avoided when planning and designing transportation projects. Goal 6 instructs local governments to consider the protection of air, water and land resources from pollutants, using a variety of market, zoning and management tools. The elements of Goal 6 correspond broadly to the federal Clean Air and Clean Water Acts.
Oregon Transportation Plan (last amended 2015) and associated mode and topic plans	Establishes a vision and policy foundation for a safe, multimodal transportation system. Mode and topic plans provide more specificity on how to implement the Oregon Transportation Plan, such as achieving zero deaths and serious injuries.
Oregon Highway Plan (1999)	Includes many elements that impact design, including Policy 1F, which establishes mobility targets (as defined by motor vehicle volume-to-capacity ratios). Streets are designed to meet the targets. Land Use and Transportation Policy 1B addresses the relationships between land use and transportation and identifies desired outcomes. Policy 1A describes state highway classifications, including primary functions.
Oregon Fish and Wildlife Habitat Mitigation Policy	Requires projects to evaluate the potential impact of development actions on fish and wildlife habitat and to follow guidelines to reduce, offset or avoid the impacts.
Oregon Fish Passage Law (ORS 509.580-640) (2015 edition)	Protects native migratory fish. Requires fish passage through artificial obstructions, such as roads. Agencies must consult with the Oregon Department of Fish and Wildlife to identify streams used by native migratory fish and to implement passage.
Oregon State Endangered Species Act (1987)	Requires projects to identify impacts to state-listed and candidate species not currently listed under the federal Endangered Species Act.
Section 401 Water Quality Certification of the Clean Water Act	Assesses project compliance with state water quality standards and mitigation measures. Issued in conjunction with the U.S. Army Corps of Engineers Clean Water Act Section 404 permit.
Permits and conditions for excavation or removal of archaeological or historical material	Projects are required to obtain a permit from the Oregon Parks & Recreation Department before any excavation in a known archeological site or for exploratory excavations to determine if archeological deposits are present on lands owned by state or local agencies.
Freight Reduction in Carrying Capacity Review (ORS 366.215) (2017)	Applies to a subset of state highways known as reduction review routes; prohibits designs that could limit passage of over-dimensional freight loads, unless safety or access considerations require reduction. Design exceptions to the rule must be approved by Oregon Department of Transportation. Some segments of these state facilities traverse centers and are classified as regional boulevards.
Oregon Department of Transportation Blueprint for Urban Design (2019)	Serves as interim guidance to the Highway Design Manual (2012) and other ODOT design guidance. Highlights opportunities for flexibility in the design of state owned arterials in urban areas based on land use context.
Metropolitan Greenhouse Gas Reduction Targets Rule (OAR 660-044) (last amended 2017)	Sets greenhouse gas targets adopted by the Land Conservation and Development Department for each of Oregon's metropolitan areas, including Portland. The targets are designed to help guide metropolitan areas as they implement ways to reduce greenhouse gas emissions from light vehicles, including through changes to land use and transportation plans.

Regional policies and requirements	Impact on design
Region 2040 Growth Concept (1994)	Establishes a broad regional vision to guide all future comprehensive planning at the local and regional levels, including development of the Regional Transportation Plan. Regional street design classifications were developed to implement the 2040 Growth Concept. The design classifications correspond to the different 2040 land use types, including centers, corridors, main streets, and employment and industrial areas.
Regional Framework Plan (1997)	Integrates land use, transportation and other regional planning mandates. For example, Section 1.10 addresses guiding settlement in the region in a pattern that "makes biking and walking the most convenient, safe and enjoyable transportation choices for short trips, encourages transit use and reduces auto dependence and related greenhouse gas emissions."
Urban Growth Management Functional Plan (last amended April 2018)	Title 3 Water Quality and Flood Management; Title 4 Industrial and Employment Areas; Title 6 Centers, Corridors, Station Communities and Main Streets; Title 13 Nature in Neighborhoods provide tools to implement the 2040 Growth Concept. Requires and recommends changes to city and county comprehensive plans and implementing ordinances. The following titles impact transportation design: Title 3 addresses protecting water quality, flood management and fish and wildlife conservation; Title 4 addresses protecting freight movement; Title 6 addresses developing centers and corridors, and Title 13 addresses nature in neighborhoods.
Regional Transportation Plan (2018) and associated mode and topic plans: regional freight, transit, safety and emerging technology strategies and the Climate Smart Strategy	Provide policies supporting multimodal complete street design to achieve desired outcomes and implement the 2040 Growth Concept. They include transportation targets and performance measures. Regional strategies include specific actions related to transportation design.
Regional Transportation Functional Plan (last amended 2012)	Implements the Regional Transportation Plan and the 2040 Growth Concept. Outlines the requirements for local transportation system plans. Title 1 (Transportation System Design) includes specific design requirements. States that jurisdictions must allow use of regional design guidance. Includes connectivity requirements. Requires that cities and counties consider a set of strategies to meet mobility targets, with increased motor vehicle capacity being the last option considered.
Strategic Plan to Advance Racial Equity, Diversity and Inclusion (2016)	Includes specific goals and objectives for Metro to address long-term institutional and structural changes in order to advance racial equity, diversity and inclusion, including ensuring access to safe and reliable transportation.
Green Trails (2002), Wildlife Crossings (2009), Trees for Green Streets (2002)	Provide design guidelines for developing environmentally-friendly soft-surface trails, providing safe passage for urban wildlife, and using street trees as a stormwater management tool.

Local policies and requirements	Impact on design
	Local policies and requirements, including transportation system plans, comprehensive plans, construction and design guidance, manuals or standards, and stormwater management requirements often have direct regulatory power and greatly impact transportation multimodal design. Local policies and requirements can vary considerably across the greater Portland area.