

EXHIBIT 2

Statement of Planning Principles

As the Metropolitan Planning Organization for Northeast Ohio, NOACA is responsible for a continuing, cooperative, and comprehensive transportation plan. To advance its mission, the NOACA Governing Board has developed this Statement of Principles to guide its decisions, its advisory committees, and its staff.

1. It is the intent of the NOACA Board to comply with the language and spirit of the Transportation Equity Act for the 21st Century (TEA21). (Note: Since this document was adopted by the NOACA Board, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) was enacted by Congress.)
2. It is the intent of the NOACA Board to comply with the language and spirit of the Clean Air Act of 1990, the Clean Water Act and any amendments to these Acts.
3. It is the intent of the NOACA Board to enhance the natural environment of the NOACA region and to minimize the adverse impact of incremental transportation investments on the environment. To this end, the NOACA Board will: 1) request staff identify the anticipated impacts of the proposed projects on the natural environment and available methods to mitigate adverse impacts, 2) consider anticipated impacts and available mitigation when evaluating Transportation Plan and TIP amendments, and 3) request sponsors provide adequate information to facilitate analysis and decisions.
4. It is the intent of the NOACA Board to enhance the quality of life of communities within the NOACA region and to minimize the adverse impact of incremental transportation investments on existing communities within the region. To this end, the NOACA Board will: 1) request staff identify the anticipated impacts of the proposed projects on the natural environment and available methods to mitigate adverse impacts, 2) consider anticipated impacts and available mitigation when evaluating Transportation Plan and TIP amendments, and 3) request sponsors provide adequate information to facilitate analysis and decisions.
5. It is the intent of the NOACA Board to support the planning activities of the counties and communities within the NOACA region and to ensure that transportation investments authorized by the Board are consistent with the policies and plans adopted by these agencies both individually and severally. To this end, the NOACA Board will direct staff to consult with these agencies when evaluating incremental transportation investments. In cases where there exist conflicts between the policies or plans adopted by communities within the region, the Board will use its good offices to seek resolution of these conflicts in order that a consensus regarding the incremental transportation investment may be achieved.
6. It is the intent of the NOACA Board to ensure that all transportation investment funds potentially available to the NOACA region are sought and that these funds are used prudently to meet the transportation needs of the region. To this end, the Board will use its TIP Preparation and Management Policy and Major Regional Transportation Investment Policy to select and manage transportation investments.

7. It is the intent of the NOACA Board to improve the efficiency of the existing transportation system, using all available methods.

8. It is the intent of the NOACA Board to encourage the use of public transportation within the region. To this end, the NOACA Board will 1) evaluate the impact of capacity adding highway improvements on the operations of transit systems; 2) encourage transportation investments (such as H.O.V. lanes, light rail and commuter rail) which improve the efficiency of public transit, 3) encourage communities within the region to adopt pedestrian amenities, land use plans and zoning codes which result in development densities that support the efficient use of public transportation, and 4) encourage cooperation between the region's several counties, communities, and transit systems to improve transit services, region-wide.

9. It is the intent of the NOACA Board that decisions regarding amendments to the Transportation Plan and Transportation Improvement Program be fully informed and deliberated. To this end, the Board will request of project sponsors that all necessary information regarding a proposed Transportation Plan or TIP amendment be furnished to staff in sufficient time for staff to provide the Board with a reasonable evaluation. Except in cases of emergency or other urgent need, the Board will table for further consideration any proposed TIP amendments which fail to timely provide the information requested by the Board.

10. It is the intent of the NOACA Board to encourage efficient, compact land use development that facilitates mobility, saves infrastructure costs, preserves environmentally-sensitive and agricultural lands, and enhances the economic viability of existing communities within the region. To this end, the NOACA Board, in cooperation with ODOT and the planning commissions of the constituent communities and counties, will periodically review existing land use plans and zoning maps, highway and transit modeling methodologies, and economic and demographic trends to ensure that land use and transportation planning policies applied by NOACA are consistent with this objective.

11. It is the intent of the NOACA Board to ensure that transportation system investments enhance racial and cultural harmony. NOACA encourages communities to: 1) institute programs combating discrimination, and 2) pursue open housing patterns. NOACA also encourages all public bodies, especially schools, to improve understanding and harmony among the racial, ethnic and cultural minorities.

Transportation Plan Goals

Goal 1: Advance the region's economic competitiveness based upon a sustainable development approach integrating environmental, social equity and economic perspectives.

Goal 2: Enhance the natural environment and ecology of the region by improving air, land and water quality, conserving transportation energy and by identifying and preserving existing critical natural resources and environmentally sensitive areas.

Goal 3: Preserve and improve the efficiency and safety of the existing transportation system, prioritize elements of the system identified as significant and ensure the system serves homeland security.

Goal 4: Establish a more balanced transportation system which enhances modal choices by prioritizing goods movement, transit, pedestrian and bicycle travel instead of just single occupancy vehicle movement and highways.

Goal 5: Improve the transportation mobility of the transit-dependent and low-income individuals to jobs, housing and other trip purposes.

Goal 6: Provide additional transportation system capacity to move people and goods only when such capacity improvements promote the NOACA Principles, minimizing the adverse impacts of the investments on existing communities within the region.

Goal 7: Foster reinvestment in existing urban core areas throughout the region, and work to target and manage transportation investments to implement Plan goals.

Goal 8: Foster intergovernmental and private sector relationships to strengthen the regional community and assist in Plan implementation.

Goal 9: Direct the Plan and its investments toward efficient, compact land use development/redevelopment that facilitates accessibility, saves infrastructure costs, preserves and enhances farmland, forests and open space and enhances the economic viability of existing communities within the region.

Goal 10: Foster improvement in the quality of life of residents in the region through attention to aesthetics in the planning of the transportation system.