

EXHIBIT A



City of Sweet Home
Community and Economic Development Department- Planning Program
3225 Main Street, Sweet Home, OR 97386 541-367-8113

City of Sweet Home 2025 Transportation System Plan Adoption Legislative Findings

INTRODUCTION

The 2025 Sweet Home Transportation System Plan (TSP) provides direction for current and long-range planning of the transportation system. The Plan was prepared in collaboration with City staff, stakeholders, and community residents and documents the research, analysis, and community involvement process used to identify system assets and needs. The intent with this plan is to add it as an amendment to and sub-element of the current Comprehensive Plan.

The 2010 Sweet Home Comprehensive Plan includes goals for transportation systems in Sweet Home, incorporating Statewide Planning Goals 12 (Transportation). The Plan also adds community goals to balance the development needs of future land development with a system that serves all users. This Transportation System Plan is compatible with these goals and further details recommendations and improvement projects to align with the intent of the Comprehensive Plan.

The Draft 2025 TSP is proposed for adoption as an amendment to the Comprehensive Plan and a contextual document within the plan that replaces the 2005 Transportation System Plan. This document includes criteria of approval and findings of compliance that support a Type IV Legislative Procedure for plan adoption.

CRITERIA OF APPROVAL

Sweet Home Municipal Code Chapter 17.116 sets out the decision-making criteria for amendments to the Comprehensive Plan and Development Code. The decision criteria are listed in bold text with findings in plain text.

17.116.030 DECISION CRITERIA

Amendments to the Comprehensive Plan or Development Code test shall be approved if the evidence can substantiate the following:

A. The proposed amendment will not adversely impact the following:

1. Traffic generation and circulation patterns;

The Draft 2025 TSP outlines the current transportation conditions in Sweet Home, identifies gaps and areas for improvement, and establishes clear goals for the City to consider for future planning. The Plan was developed with community input and is based on the needs, opportunities, and anticipated funding for the transportation system. The Plan is a long-term planning document. There will be no new traffic generated or changes to circulation patterns. Therefore, this criterion is satisfied.

2. Demand for public facilities and services;

The proposed plan does not include any improvements that will increase demand for public services—all proposed improvements are intended to satisfy existing demand, and future demand resulting from population growth. Therefore, this criterion is satisfied.

3. Level of park and recreation facilities;

The Draft 2025 TSP does not include any changes in the level of park and recreation facilities. Therefore, this criterion is satisfied.

B. A demonstrated need exists for the proposed amendment.

The current Comprehensive Plan includes the goal for “a well-planned, comprehensive transportation system that balances the need for future land development with a system that serves all users.” The last transportation system plan that was mentioned in the Comprehensive Plan was completed in 2005. The City of Sweet Home has grown substantially since that time. TSPs are mandated by Oregon’s land use laws to promote thoughtful growth and assist local agencies in developing transportation systems that meet the needs of residents. Therefore, this criterion is satisfied.

C. The proposed amendment complies with all applicable Statewide Planning Goals and administrative rule requirements. In addition, amendments to the Development Code shall conform with applicable City Comprehensive Plan policies.

Goal 1 Citizen Involvement:

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process; To provide for widespread citizen involvement; To assure effective two-way communication with citizens; To provide the opportunity for citizens to be involved in all phases of the planning process; To assure that technical information is available in an understandable form; To assure that citizens will receive a response from policy-makers; and To insure funding for the citizen involvement program.

The TSP is a long-term planning document that guides future development and investment in a transportation system. The development of the Plans included technical analysis, guidance from a combined Public Advisory Committee (PAC) and Technical Advisory Committee (TAC), and public engagement events. The project team created an introductory video and used flyers and a combination of social media and physical posters to generate public interest. Stakeholders represented small businesses, Sweet Fire District, Linn Shuttle, ODOT representatives, local landowners, Albany & Eastern Railroad, City committees, and City officials.

The process for approval of the Sweet Home Transportation System Plan is detailed in 17.128.020. The adoption process requires public hearings and notifications as outlined in 17.128.020(D) and (F): two hearings are required, one Planning Commission hearing and one City Council hearing, for application approval. The Planning Commission public hearing date is set for April 3, 2025. The City Council public hearing is scheduled for April 22, 2025. The City provided notice in accordance with 17.128.020(D) and (F), which details the required public hearing notification process. In compliance with these sections, the City met the required notice timelines and published the notices in the local newspaper. Additionally, the Department of Land Conservation and Development was notified in writing by the City.

Based on the above findings, the process for adoption of the amendment complies with Goal 1 and meets the requirements of the State's Citizen Involvement provisions.

Goal 2 Land Use Planning:

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions. City, county, state and federal agency and special district plans and actions related to land use shall be consistent with the comprehensive plans of cities and counties and regional plans adopted under ORS Chapter 268.

The City has an established land use planning process and a policy framework that serves as a basis for the decision on this request. The policy framework is found in the City's acknowledged Comprehensive Plan, which includes policies and goals relevant to the decision. An analysis of how the Draft 2025 TSP is consistent with this policy framework is presented below, as required for the requested Comprehensive Plan amendments.

- Amendments to the City's Comprehensive Plan have become part of the policy framework that serves as the basis for decisions and actions related to the use of land. The proposal is to replace the currently adopted 2005 TSP with the Draft 2025 TSP, to be adopted and incorporated by reference as an element of the Comprehensive Plan.
- Existing state, regional, and local plans, policies, and regulations relevant to the Draft 2025 TSP were reviewed and summarized in order to guide the development of the TSP. (See Appendix A, TM #1).
- Coordination between state, regional, and local agencies was accomplished through both the PMT, which included key City staff members, the TAC and PAC. Members of the TAC and PAC that provided guidance on the development of the TSP included representatives from multiple agencies and organizations, including those listed below.
 - City of Sweet Home
 - Sweet Home Planning Commission
 - Sweet Home City Council
 - Sweet Home Fire District
 - DLCD
 - ODOT
 - Albany & Eastern Railroad
 - US Forest Service
 - Sweet Home School District
 - Sweet Home Chamber of Commerce
 - Linn Shuttle/Senior Center
- The project management team for the TSP was comprised of City staff and consultants from DKS Associates, MIG and ODOT. In addition, the project team met in workshops with the PAC and TAC members on June 18, 2024, October 30, 2024, and January 9, 2025. The project team had joint work sessions with the Planning Commission and City Council on November 12, 2024 and January 28, 2025.

Based on the above findings, the process for adoption of the amendment complies with Goal 2 and meets the requirements of the State's Land Use Planning provisions.

Goal 3 – Agricultural Lands:

Agricultural lands shall be preserved and maintained for farm use, consistent with existing and future needs for agricultural products, forest and open space and with the state's agricultural land use policy expressed in ORS 215.243 and 215.700.

Goal 3 is not applicable to the Draft 2025 TSP.

Goal 4 Forest Land:

To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous

growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Goal 4 is not applicable to the Draft 2025 TSP.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces:

To protect natural resources and conserve scenic and historic areas and open spaces. Local governments shall adopt programs that will protect natural resources and conserve scenic, historic, and open space resources for present and future generations. These resources promote a healthy environment and natural landscape that contributes to Oregon's livability.

OAR 660-015-0000(5) requires local governments to protect significant riparian corridors, upland wildlife habitat, and wetlands to conserve these resources and the biological systems they contain and support. The City of Sweet Home details protection and conservation efforts in the Comprehensive Plan and Development Code (Title 17 of the Sweet Home Municipal Code).

The Draft 2025 TSP goals and objectives (see Exhibit B, TSP) support natural and cultural resource protection, including objectives below specifically address protection objectives and projects that generally support protection by promoting walking, biking, and taking transit.

- Goal 1, Objective 1: Develop an integrated transportation system that accommodates a wide range of transportation options.
- Goal 2, Objective 1: Identify and improve safe crossings for bicycles and pedestrians.
- Goal 2, Objective 4: Identify and implement bicycle corridors to navigate the city.
- Goal 2, Objective 8: Improve lighting along pedestrian and bicycle corridors.
- Goal 3, Objective 3: Minimize the impacts of transportation system improvements on existing land uses.
- Goal 3, Objective 7: Connect the city through pedestrian and bicycle paths.
- Technical Memorandum #2, Policy 5 (see Appendix B): the standards for pedestrian and bicycle system improvements listed in the Transportation System Plan, shall be implemented when reviewing new development.
- Technical Memorandum #6 (see Appendix E), Project A36 designates a neighborhood greenway allowing for safe pedestrian access to the Hobart Natural Area.

The cumulative effect of the planned projects in the Transportation System Plan projects will protect and conserve existing natural resources and improve open spaces in Sweet Home. The amendment does not change or functionally alter any previously established protection or conservation measures.

Based on the above findings, the process for adoption of the amendment complies with Goal 5 and meets the requirements of the State's Natural Resources, Scenic and Historic Areas and Open Spaces provisions.

Goal 6 - Air, Water and Land Resources Quality:

To maintain and improve the quality of the air, water and land resources of the state. All waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate, or violate applicable state or federal environmental quality statutes, rules and standards.

Recommendations and development projects in the Transportation System Plan were designed to protect air, water, and land resources from pollution and contaminants. The recommendations support the enhancement of air, water, and land quality, ensuring the amendment aligns with Statewide Planning Goal 6.

Goal 7 - Areas Subject to Natural Disasters and Hazards:

To protect people and property from natural hazards. Local governments shall adopt comprehensive plans (inventories, policies and implementing measures) to reduce risk to people and property from natural hazards.

This amendment does not directly address potential natural disasters and hazards. These hazards are addressed in other planning processes. Therefore, this amendment is consistent with Statewide Planning Goal 7.

Goal 8 – Recreational Needs:

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Goal 8 is not applicable to the Draft 2025 TSP.

Goal 9 - Economic Development:

This goal requires that local comprehensive plans and policies contribute to a stable and healthy economy in all regions of the state.

Goal 4 of the TSP vision (see Exhibit B, TSP) promotes economic development and tourism. The objectives of the TSP Goal 4 are as follows:

- Provide facilities to connect the public to downtown, parks, and other event locations and recreation opportunities
- Manage arterials to support freight in the efficient movement of goods and services
- Improve wayfinding and signage around the City to improve the ability to confidently navigate the transportation network by residents and visitors
- Coordinate with state and regional partners to implement transportation strategies that support increased tourism
- Improve walkability in the Downtown area to promote economic activity.

This amendment does not directly impact or inhibit economic activities or propose any zoning designation changes. Based on the above findings, the process for adoption of the amendment complies with Goal 9 and meets the requirements of the State's Economic Development provisions.

Goal 10 - Housing:

This goal requires the City plans provide for the appropriate type, location and phasing of public facilities and services sufficient to support housing development in areas presently developed or undergoing development or redevelopment.

Several Draft 2025 TSP policies and projects promote a transportation system that can adequately support housing development and future travel demand. The Draft 2025 TSP promotes existing Comprehensive Plan Transportation policies addressing appropriate service for residential areas, population growth and travel demand needs include:

- Policy 1: As a general guideline, all streets shall carry volumes and speeds at the appropriate range for all street classifications as described the Functional Classifications Guidelines.
- Policy 3: The roadway design standards in the Transportation System Plan shall be implemented in the land development and land division ordinances for the development of future roadway facilities.
- Policy 4: Private streets must be built to City standards as approved as part of the development plan.
- Policy 5: The Standards for Pedestrian and Bicycle System improvements listed in the Transportation System Plan, shall be implemented when reviewing new development.
- Policy 6: The City shall encourage access management actions that:

- Minimize the number of potential conflicts among all users of the street system.
- Minimize local cost for transportation improvements needed to provide additional capacity and/or access improvements along unimproved roadways.
- Policy 7: The City seeks to encourage transportation projects that enhance overall system continuity. Wherever possible, the City shall consider, the street connectivity when reviewing new street development.

Travel demand analysis conducted through the TSP process estimates total traffic will increase by over 20% (approximately 1,785 new households) by 2045 (see Appendix D, TM #5). Many of the identified Draft 2025 TSP projects are intended to increase travel capacity among various modes to accommodate future demand. Transportation improvements that accommodate traffic increases over the next 20 years will also help the City meet future housing needs. Many other projects are intended to complete the transportation network and options within existing residential areas. Examples of goals and projects that support increased housing capacity and other transportation improvements that serve existing residential areas include:

- Goal 1: Mobility, Accessibility, and Connectivity.
 - Address intersection capacity needs for present and future traffic volumes.
 - Upgrade key intersection locations to meet Americans with Disabilities Act (ADA) requirements.
 - Encourage active transportation through policy and engineering.
 - Ensure the transportation system provides equitable access for all people.
 - Provide connectivity within the city and identify and prioritize needed transportation connections.
- Goal 2: Safety
 - Identify and improve safe crossings for bicycles and pedestrians.
 - Prioritize safe routes to school.
 - Expand the sidewalk network throughout the city.
 - Identify and implement bicycle corridors to navigate the city.
 - Improve traffic safety through a comprehensive program of engineering, education, and enforcement.
 - Design streets to serve their anticipated function and intended use.
 - Improve lighting along pedestrian and bicycle corridors.
- Goal 3: Quality of Life
 - Preserve community identity through transportation design choices.
 - Minimize the impacts of transportation system improvements on existing land uses.
 - Connect the city through pedestrian and bicycle paths.
- Goal 4: Economic Development
 - Provide facilities to connect the public to downtown, parks, and other event locations and recreational opportunities.
 - Improve wayfinding and signage around the city to improve the ability to confidently navigate the transportation network by residents and visitors.
 - Improve walkability in the Downtown area to promote economic activity.
- Goal 5: System Management and Maintenance
 - Maintain a roadway functional classification system that prioritizes the purpose and design of each existing and future roadway. Classify streets according to function to achieve consistency in construction, operation, and maintenance.
 - Streets should operate with the intended purpose and provide a combination of mobility and access consistent with the functional classification. Traffic volumes should align with the functional classification with higher classification facilities generally carrying higher traffic volumes.
 - Street policies and design standards should be based on functional classification and other contextual considerations. Streets should be constructed to these standards unless exceptions are granted as approved by Public Works.

- Where existing streets do not meet standards or proposed streets are unable to meet standards, other management practices (such as parking prohibition) may be utilized to maintain safe operation.
- Balance local access to US 20 with the need to serve regional and statewide traffic, while supporting adjacent land uses
- Plan for a transportation system that supports projected population and employment growth and maximize travel options by providing efficient routes for all modes of transportation.
- Aspirational Vehicle Capacity Projects (Draft 2025 TSP, Table 3, Projects C2, C3, and C4)
- Aspirational Pedestrian Focused Projects (Draft 2025 TSP, Table 4, Projects A1, A3, and A5)
- Aspirational Bicycle Focused Projects (Draft 2025 TSP, Table 5, Projects A6-A9, and A11-A14)
- Aspirational Multi-Modal Projects (Draft 2025 TSP, Table 6, Project A39-A41)
- Safe Routes to School Projects (Draft 2025 TSP, Table 7, Projects A16-A20, A22-A33, and A35-A38)

The provisions of this amendment do not address the planning or development of housing. Based on the above findings, the process for adoption of the amendment complies with Goal 10 and meets the requirements of the State's Housing provisions.

Goal 11 - Public Facilities and Services:

Goal 11 requires cities and counties to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. The goal requires that urban and rural development be "guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable and rural areas to be served."

Transportation facilities, including roadways, bikeways, sidewalks, and multi-use paths are a primary type of public facility and, in Sweet Home, are managed by public agencies including the City, Linn County, and ODOT. The Draft 2025 TSP documents existing conditions and future needs for Sweet Home's transportation system based on the existing and planned land uses (see Appendix C, TM #3 and Appendix D, TM #5). The Draft 2025 TSP projects (see Exhibit B, Tables 3-8) and the Financially Constrained Projects (see Exhibit B, Table 2) are tailored to meet identified existing and future needs and address project goals and objectives.

Based on the above findings, the process for adoption of the amendment complies with Goal 11 and meets the requirements of the State's Public Facilities and Services provisions.

Goal 12- Transportation:

Goal 12 requires cities, counties, metropolitan planning organizations, and ODOT to provide and encourage a "safe, convenient and economic transportation system." This is accomplished through development of Transportation System Plans based on inventories of local, regional and state transportation needs. Goal 12 is implemented through OAR 660, Division 12, also known as the Transportation Planning Rule ("TPR"). The TPR contains numerous requirements governing transportation planning and project development. (See the "OAR 660, Division 12" section of this document for findings of compliance with the TPR.)

Project goals and priorities that address mobility and connectivity, capital investments/funding, community needs, system management, environment, transit, safety, equity, and health guided the development of the Draft 2025 TSP. Existing conditions and future transportation needs were analyzed with respect to these goals and objectives. Elements of the Draft 2025 TSP – including existing conditions and future needs, as well transportation system standards, implementation strategies, and recommended transportation system improvements – are consistent with TPR Section -0020 requirements.

The inventory and analysis of existing and future conditions identified opportunities, by mode, to improve the transportation system (see Appendix C, TM #3). These needs were identified in the existing conditions and needs analysis; by project team members, advisory committee members, and other community members; and through analysis using projected future traffic volumes and patterns, consistent with TPR Section -0030 requirements.

Evaluation criteria, developed in accordance with TPR Section -0035 and based on the TSP goals and objectives, were used to evaluate improvement alternatives that would address identified needs. Evaluation criteria is detailed in the Goals objectives and Evaluation Criteria (see Appendix B, TM #2). The criteria were presented to and refined during discussions with the TAC/PAC during their scheduled meetings and community members at public meetings.

The regulatory basis for proposed transportation policies and development code amendments – in particular, TPR requirements – is outlined in the Plans and Policy Framework (see Appendix A, TM #1). This coordination of land use and transportation planning is consistent with both the general purpose and specific requirements in the TPR, including Section -0045 (Implementation of the Transportation System Plan).

The Draft 2025 TSP will be adopted as the Transportation Element of the City's Comprehensive Plan. TSP adoption will be accomplished through a legislative amendment process consistent with City procedures and requirements.

Based on the above findings, the process for adoption of the amendment complies with Goal 12 and meets the requirements of the State's Transportation provisions.

Goal 13 - Energy Conservation:

To conserve energy. Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

A robust set of bicycle and pedestrian projects are recommended in the Draft 2025 TSP. The transportation sector is the biggest Green House Gas (GHG) polluter, and the transportation system is increasingly vulnerable to climate change and extreme weather events. Reducing GHG emissions through mitigation actions is necessary to help achieve Oregon's climate goals and decarbonize the transportation system. As the climate changes and there are more wildfires, floods, and landslides, efforts are needed to adapt the transportation system to be able to better withstand or recover quickly from these events (Oregon Transportation Plan, Chapter 2 - Key Drivers of Change, 2.2 Climate Change).

Active transportation relies on safe and connected bicycle and pedestrian infrastructure tailored to Oregon's diverse communities (Oregon Transportation Plan 3.2 – Bicycle and Pedestrian Infrastructure)

The Draft 2025 TSP includes policies and projects that are intended to promote pedestrian and bicycle mobility, which supports energy conservation for the City's transportation system. The following Draft 2025 TSP policies and projects support the City's pedestrian and bicycle mobility goals:

- Goal 2: Safety
 - Expand the sidewalk network throughout the city.
 - Identify and implement bicycle corridors to navigate the city.
- Goal 3: Quality of Life
 - Identify and seek funding for programs that encourage healthy transportation habits.
 - Connect the city through pedestrian and bicycle paths.
- Goal 4: Economic Development

- Improve walkability in the Downtown area to promote economic activity.
- Technical Memorandum #6 (Appendix E)
 - Table 3: Preliminary Pedestrian-Focused Projects
 - Table 4: Preliminary Bicycle Projects
 - Table 5: preliminary Safe Routes to School Projects
 - Table 8: Preliminary Smart Mobility Projects
- Technical Memorandum #9 (Appendix F)
 - Table 4: Aspirational Pedestrian Focused Projects
 - Table 5: Aspirational Bicycle Focused Projects
 - Table 6: Aspirational Multi-Modal Projects
 - Table 7: Safe Routes to School Projects
- Comprehensive Plan Policy 5: The Standards for Pedestrian and Bicycle System improvements listed in the Transportation System Plan, shall be implemented when reviewing new development.

Based on the above findings, the process for adoption of the amendment complies with Goal 13 and meets the requirements of the State's Energy Conservation provisions.

Goal 14 - Urbanization:

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

The Draft 2025 TSP includes a number of policies and projects that are intended to accommodate future housing and employment growth forecasted out to 2045, as described in findings for Statewide Planning Goals 9 (Economic Development) and 10 (Housing).

Draft 2025 TSP Goal 1 – Mobility, accessibility and Connectivity:

- Address intersection capacity needs for present and future traffic volumes.

Draft 2025 TSP Goal 5 – System Management and Maintenance:

- Plan for a transportation system that supports projected population and employment growth and maximize travel options by providing efficient routes for all modes of transportation.

See findings to Goal 9 and 10 for more details on how specific Draft 2025 TSP policies and projects are intended to respond to a growing community.

Based on the above findings, the process for adoption of the amendment complies with Goal 14 and meets the requirements of the State's Urbanization provisions.

Goal 15 – Willamette River Greenway:

To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

Goal 15 is not applicable to the Draft 2025 TSP.

Goal 16 – Estuarine Resources:

To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.

Goal 16 is not applicable.

Goal 17 – Coastal Shorelands:

To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and to reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.

Goal 17 is not applicable to the Draft 2025 TSP.

Goal 18 – Beaches and Dunes:

To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and to reduce the hazard to human life and property from natural or man-induced actions associated with these areas.

Goal 18 is not applicable to the Draft 2025 TSP.

Goal 19 – Ocean Resources:

To conserve marine resources and ecological functions for the purpose of providing long-term ecological, economic, and social value and benefits to future generations.

Goal 19 is not applicable to the Draft 2025 TSP.

Conforming with Applicable City Comprehensive Plan Policies

The 2000 Sweet Home Comprehensive Plan (updated in 2010) includes Transportation Systems goals outlined in Chapter 6. The goals are:

- The City of Sweet Home wants a well-planned, comprehensive transportation system that balances the needs of future land development with a system that serves all users.

Development of the Draft 2025 TSP included a community outreach and involvement process that involved the collection of feedback from a variety of community members that informed recommendations used to develop the goals and objectives of the TSP update and identify community needs and priorities. The project team evaluated the existing conditions and future needs of the transportation system in Sweet Home to develop several technical memorandums and a list of recommended projects for the City to consider over the next 20 years.

As stated previously, the Draft 2025 TSP is designed to be consistent with the Comprehensive Plan goals and further implements the goals through recommendations and projects in the Plan. The proposed amendment does not affect any other goals in the Comprehensive Plan nor create any inconsistency within the Comprehensive Plan. Therefore, this criterion is satisfied.

D. The amendment is appropriate as measured by at least one of the following criteria:

- 1. It corrects identified error(s) in the provisions of the plan.**

Staff has not identified any errors in the previous 2005 TSP, therefore this criterion is not applicable.

- 2. It represents a logical implementation of the plan.**

Because the Comprehensive Plan includes the goal that the City “wants a well-planned, comprehensive transportation system that balances the needs of future land development with a system that serves all

users,” this Plan represents a logical implementation of the current Sweet Home Comprehensive Plan. Therefore, this criterion is satisfied.

3. It is mandated by changes in federal, state, or local law.

TSPs are mandated by Oregon’s land use laws to promote thoughtful growth and assist local agencies in developing transportation systems that meet the needs of residents. Therefore, this criterion is satisfied.

4. It is otherwise deemed by the City Council to be desirable, appropriate, and proper.

The Draft 2025 TSP will be brought before the Planning Commission for recommendation and the City Council for adoption, which will further show that the amendment is deemed by the Council to be desirable, appropriate, and proper. Therefore, this criterion is satisfied.

Exhibit B: Draft Transportation System Plan

- Appendix A: Technical Memorandum #1
- Appendix B: Technical Memorandum #2
- Appendix C: Technical Memorandum #3
- Appendix D: Technical Memorandum #5
- Appendix E: Technical Memorandum #6
- Appendix F: Technical Memorandum #9
- Appendix G: Implementing Ordinances



Oregon

Tina Kotek, Governor

Department of Transportation

Transportation and Growth

Management Program

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Phone: (971) 239-3670

Date: April 16th, 2025

TO: City of Sweet Home City Council

FROM: Michael Duncan

Senior Region Planner,

Transportation Growth Management Program Grant Manager

ODOT Region 2

SUBJECT: City of Sweet Home Transportation System Plan Update and North Sweet Home Area Plan, 2025

Congratulations on nearing completion of your Transportation System Plan (TSP) and Area Plan. ODOT is pleased to have participated in developing this plan, which identifies needed improvements, programs, and policy context on both the local street system and the state system.

ODOT supports the technical analysis used to identify problems and solutions, and the policies you established for making transportation-related investment decisions. We endorse your adoption of the plan.

We appreciate the difficult choices involved in deciding which projects and programs to include in the TSP's financially-constrained project list— the projects that are likely to be constructed or implemented within the 20-year planning horizon, given the limited amount of funding the TSP anticipates will be available.

As noted in the TSP, a good portion of the forecasted funding that was identified in the TSP's financial analysis section as reasonably likely to be available for the financially constrained projects and programs identified on the state highway system and included in the TSP are not secured at this time. Consequently, actual project and program implementation will be dependent on those funding forecasts being fully realized. This is an important consideration for both Sweet Home and ODOT.

ODOT looks forward to working with you to implement your TSP as resources allow.

Regards,

Michael Duncan

TGM Grant Manager, Sr. Region Planner

350 W. Marine Drive

Astoria, Oregon 97103

CC: Naomi Zwerdling, ODOT Region 2 Planning and Development Review Manager