



## Investing in a transportation system for the 21st Century

The Regional Transportation Plan (RTP) is a long-range blueprint to guide how we plan for and invest in the transportation system in the Portland metropolitan region. The RTP directly reflects the public's values by prioritizing which transportation investments will build sustainable communities through multi-modal choices, a vital economy and a healthy environment. It also will be key in implementing the region's desire to guide growth into existing urban communities and preserve natural areas. This current update will be completed by June 2010.

### LIVING IN INTERESTING TIMES

The last time the region came to agreement on a Regional Transportation Plan, the work and the assumptions we used were based on challenges and needs of the previous century. The times now demand that we come to a new agreement based on today's needs and challenges.

### A LOT HAS CHANGED SINCE 2000

Accelerating global climate change (and transportation's contribution to the situation), long-term population growth, demographic shifts (an aging population), the continuing decline of federal and state funding, and unpredictable energy prices and supply make for a vastly different environment.

### EXPECTATIONS ARE HIGH

In the context of these challenges, the public's expectations – for quality of life, walkable communities, increased safety and environmental stewardship – create the demand for more sustainable transportation practices, and efficient urban form that reduces the overall need to travel as far or as frequently. In addition, our region's business and economic sectors expect an affordable and reliable transportation system to move goods and services.

### VALUES SHAPE 21ST CENTURY SYSTEM

Metro began this work by conducting public opinion research and focus groups with public and private sector leaders, community groups, business and freight interests, and individual residents of the region. What we heard was that people strongly supported using transportation investments and improvements to support their core community values, such as equity and access to multi-modal choices for everyone, environmental stewardship, freight mobility, improved public health, and financial responsibility to prioritize what projects we can fund.



### For more information

Visit [www.oregonmetro.gov](http://www.oregonmetro.gov)/ RTP and click on "2035 RTP Update"

Send e-mail to [rtp@oregonmetro.gov](mailto:rtp@oregonmetro.gov)

Attend ongoing Metro Advisory Committee meetings



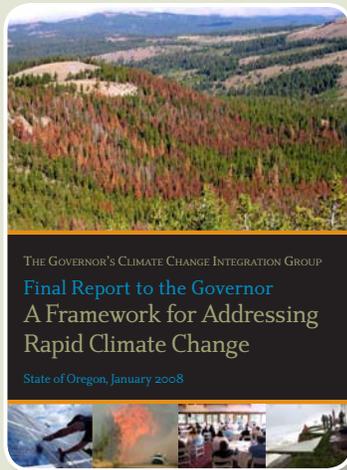
# What's new? . .



*“Our more compact land use patterns enable the region’s residents to live closer to key destinations, drive shorter distances, and make more use of transit, biking and walking. That reduced travel saves the region’s residents more than a billion dollars a year in spending on cars and fuel, and about 100 million hours a year traveling, compared to the average American.”*

**Joe Cortright**  
Economist, Impresa, Inc.

**Linking land use and transportation to address climate change** – We have a better understanding of how our transportation and land use choices affect carbon emissions. Metro now has data that shows how transportation options in existing and developing areas would better connect residents to their communities.



## Greenhouse gas goals adopted by the the state of Oregon

### Short-term:

by 2010, stop increases in greenhouse gas emissions

### Medium-term:

by 2020, reduce greenhouse gas emissions to 10 percent below 1990 levels

### Long-term:

by 2050, reduce greenhouse gas emissions to 75 percent below 1990 levels

## Addressing the importance of increased economic globalization on freight needs

– Metro sought the expertise of freight and commerce interests to address those needs with the formation of the Freight Task Force. The task force’s expertise has contributed considerably to our knowledge base and ensured that this vital part of the regional economy is integrated in the transportation decision-making process.



## Calculating the impacts of congestion

– Metro partnered with the Port of Portland and the Portland Business Alliance on the Cost of Congestion Study, which helped re-frame the transportation conversation by showing the economic importance of reducing congestion.

### Congestion hurts market access

Increasing congestion shrinks the delivery market that a business can reliably serve within any given time period.

# What's different?

## Studying the next move in transit

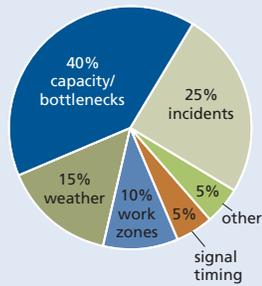
– Since July 2008, Metro has been working with local jurisdictions and community members on a High Capacity Transit System Plan. That work has identified 15 corridors for potential transit expansion as well as ways to improve system operations, such as increasing the speed of light rail through downtown Portland.

## Expanding our high capacity transit system



This spring, Metro launched its build-a-system tool, which allows users to construct their preferred transit lines within a limited budget. Metro received more than 550 responses, which will help the region plan where the next transit lines go. Visit this tool at: [oregonmetro.gov/go/inplaces](http://oregonmetro.gov/go/inplaces)

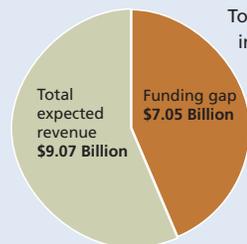
## Causes of congestion



## Identifying smart ways to manage congestion and reduce traffic delay

– Metro has looked at how cost-effective advanced technologies can increase system reliability, mobility and safety. These technologies, such as timed traffic signals and more and better electronic traveler information, make the existing system work better at a fraction of the cost of building new capacity-related projects.

## Capital funding gap



Total proposed capital investments **\$16.12 Billion** (2007 dollars. Includes capital projects only.)  
This RTP identifies a gap of more than \$7 billion between current spending and what we can afford.

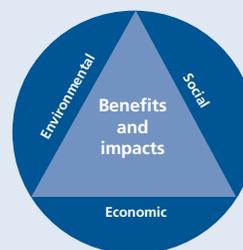
## Looking at innovative approaches to transportation funding

– Metro and its partners are looking for opportunities to connect use of the transportation system to its funding, because current sources are not keeping pace with needs. The RTP is helping prioritize basic needs and identify stable sources of funding.

## Changing the lens through which transportation decisions are made

– This RTP update expands our consideration of how land use and transportation affect one another, and explore the best options for the environment, the region's economy and the aspirations of our communities.

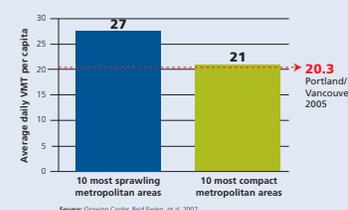
## Outcomes-based evaluation framework



## Measuring success

– We're getting a more complete and accurate picture of how our transportation system as a whole is performing by looking at more than the traditional measurements, such as peak capacity of the highway system at rush hour. Now we're analyzing how land use patterns and alternative modes are influencing actual mobility, trips saved, and reduced commuting distances.

## Vehicle miles traveled per capita: compact development vs. sprawl



*“Through cooperation and coordination, the local governments of the Metro region have created a long term transportation investment plan that integrates improving air quality and addresses energy resource issues.”*

**Lynn Peterson**  
Chair, Clackamas County Commission

*“Metro has worked closely with the trucking and shipping operators here and this RTP reflects a better understanding of how our industry works and how freight investments can fit into the larger region's planning.”*

**Corky Collier**,  
Executive Director,  
Columbia Corridor Association

## Metro

People places. Open spaces.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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### For more information

about RTP milestones, accomplishments, and what's on the horizon, visit

[www.oregonmetro.gov/RTP](http://www.oregonmetro.gov/RTP)  
and click on "2035 RTP Update"

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## Accomplishments to date

**In 2006**, Metro kicked-off this RTP update with a call to embrace these challenges as an opportunity to meet community needs. Metro began technical research to get a clearer understanding of what types of investments encourage sustainable growth and job creation into existing urban centers, along transit corridors, and in employment areas.

**In 2007**, Metro commissioned a scientific public opinion survey, which confirmed that the new goals and policies reflected regional values and priorities.

**In March 2007**, Metro, MPAC and JPACT endorsed the new goals and policies.

**In December 2007**, the Metro Council, MPAC, and JPACT approved the federal component of the RTP, which included these new policies and a transportation system that satisfied federal requirements and timelines.

**In 2008**, Metro modeled five different transportation investment scenarios to explore how they may achieve desired outcomes.

**Reference:** The implications of making the same transportation investments as we've always done.

**Connectivity:** How improving street connectivity affects congestion.

**High Capacity Transit:** How extended transit service and availability affect travel choices and housing patterns.

**Throughways:** The effect of increased highway mobility, with or without congestion pricing, on congestion, peoples' auto usage, as well as where jobs and housing locate.

**Management:** How increasing the direct costs of using the transportation system affects travel patterns, choices and overall system performance.

The results will help shape which mix of investments, such as timed traffic signals, expanded intersections, widened roads, new transit lines, or added bike lanes can best deliver the best balance of affordability and ability to meet everyone's needs.

## THE PARTNERS RESPONSIBLE FOR THE RTP UPDATE

The federal government recognizes the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) as the designated authority to adopt the RTP. One entity cannot adopt an RTP without the other. Because the RTP update is also a land use action under state law, the Metro Policy Advisory Committee (MPAC) also has a role in approving the state component of the RTP update.

- Metro, as the federally mandated Metropolitan Planning Organization for the region, is responsible for developing the RTP every four years.
- JPACT is a committee of elected officials and transportation agency officials that make recommendations to the Metro Council on transportation needs in this region.
- MPAC is a 27-member committee of local government representatives and citizens that consults with Metro on policy issues.

## MOVING TOWARD ADOPTION NEXT YEAR

In 2009, the Metro Council, JPACT and MPAC will decide how best to invest limited transportation funds to achieve our goals.

After working with the region's leadership to develop a draft, the Metro Council and JPACT will open the plan up for public comment in September, and consider adoption by resolution by the end of the year. Following an air-quality analysis and formal documentation the Metro Council and JPACT are scheduled to consider final adoption of the RTP in June 2010.

## AFTER THE FINAL ADOPTION OF THE RTP

The adoption of the updated RTP will lead to a number of local and regional transportation planning activities and on-the-ground projects. Metro staff will provide technical assistance to local communities as they update their plans to be consistent with the RTP. In partnership with the Oregon Transportation Research and Education Consortium, staff will update local technical assistance tools and institute ongoing monitoring of the transportation system.