



# 2035

REGIONAL TRANSPORTATION PLAN

## Linking investments to our vision for metropolitan mobility and building great communities

The Portland metropolitan region is an extraordinary place to live. Our region has vibrant communities with inviting neighborhoods. We have a diverse economy and a world-class transit system. The region features beautiful scenery, parks, trails and wild places close to home. As a critical West Coast domestic hub and international gateway for commerce and tourism, the Portland area relies on well-functioning river ports, rail connections and highways.

Transportation shapes our communities and our daily lives, allowing us to reach our jobs and recreational opportunities, access goods and services, and meet daily needs. Land use planning determines where homes, schools, work, shopping, and other activities are located and can profoundly affect the way in which we travel around the region and within our communities.

The Regional Transportation Plan provides for the movement of people by private vehicle, public transit, ridesharing, walking and biking as well as the movement of freight by roads, air, water and rail. The plan links land use and transportation by dividing investments into two tracks: mobility corridors and community building.

### Providing mobility in the region's major travel corridors

The transportation system plays a crucial role in sustaining the economic health of the region and the state of Oregon. Unmitigated congestion and delay will compromise the economy in the future. As a global trade gateway and domestic hub for commerce and tourism, the region is expanding current efforts to address growing congestion, particularly on the region's mobility corridors.

The mobility corridor concept emerged as a new way to think about the region's major travel corridors during the RTP update. The concept focuses on the region's network of freeways and highways and parallel high capacity transit, frequent bus service, arterial streets and bicycle parkways. The function of this integrated system is metropolitan mobility – moving people and goods between different parts of the region and, in some corridors, connecting the region with other parts of Oregon and the Pacific Northwest.

Business and consumer needs are expected to double the amount of goods moved on the region's transportation system over the next 25 years. The continued economic health of our region and state depends on effectively serving growing transportation needs of business by providing reliable highway and arterial access to gateway and hub facilities. The RTP defines a coordinated metropolitan mobility strategy that links land use and transportation, provides targeted road and highway improvements along with high quality transit service, better transportation options, and system management to address growing congestion and delay into the future. The strategy will help ensure safe and reliable travel options for businesses and commuters

### RTP investment strategy

#### Mobility investment strategy

Focused on major travel corridors

#### Community building investment strategy

Focused on placemaking



throughout the region and provide important access to the region's downtowns and employment areas.

### **Building community with transportation**

The RTP community building concept recognizes the important role of transportation in placemaking to achieve the 2040 Growth Concept vision for a strong economy, a healthy environment and communities that serve the needs of all. The concept calls for cultivating great communities by investing in the community assets essential to making downtowns, main streets and employment areas better places to live, work and play. Typically, these are investments that help revitalize downtowns and main streets or provide critical access to industrial lands and freight intermodal facilities. Planning transportation for community building outcomes will help protect our region's natural and cultural legacy and serve as an economic catalyst for businesses and jobs in these places.

### **Centers and mainstreets**

A diverse, walkable community depends on a transportation infrastructure that provides a variety of ways to get around - serving pedestrians, bicyclists and transit-riders as well as drivers. Investments focus on streetscape retrofits, street connectivity, sidewalks, bicycle and trail connections in downtowns and along main streets, and transit investments such as frequent bus, street car or high capacity transit to leverage higher density mixed-use development in these areas.



For example, an attractive, tree-lined main street, complete with wide sidewalks and "street furniture" – benches, bus shelters, trash cans – is a source of community pride and a magnet for walkers, shoppers and tourists.

### **Industrial and employment areas**

In industrial and employment areas, the investments focus on providing critical freight access to the interstate highway system to help the region's businesses and industry in these areas remain competitive. Providing access and new street connections to support industrial area access and commercial delivery activities, and upgrading main line and rail yard infrastructure in these areas are also emphasized. Work force access to industrial and employment areas is also important.

Using public transportation investments to leverage desired growth and private investment in 2040 centers, corridors and employment areas contributes to the quality of life and economic vitality of the region.



## Regional Transportation Plan Investment Strategy

### Roads and bridges

\$6.6 billion to keep the region's bridges in good repair, reconstruct existing streets to add sidewalks and bike facilities and expand the arterial system to provide more routes for community travel.

**Transit** \$6.2 billion to expand the existing high capacity transit system and supporting bus service.

**Highways** \$4.5 billion to widen existing highways to address freight bottlenecks, mitigate congestion, improve reliability for interstate and regional travel, and increase access to industrial areas and intermodal facilities.

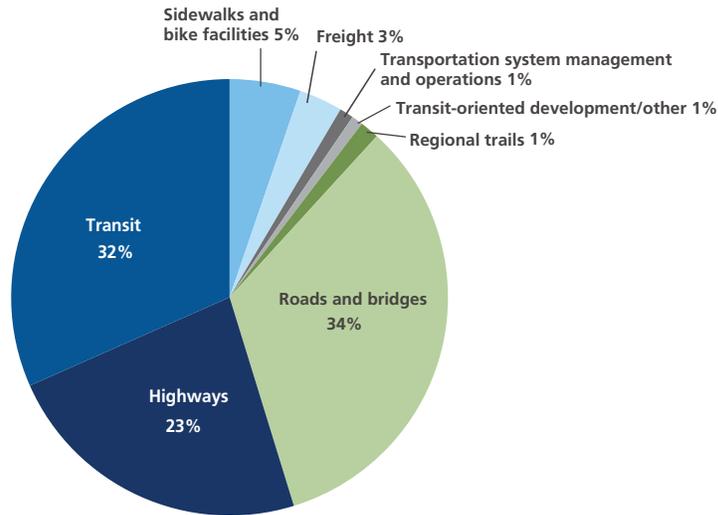
**Bike facilities and sidewalks** \$1 billion to complete gaps in sidewalks and bike facilities and improve access to transit.

**Freight** \$632 million to remove existing freight rail bottlenecks, improve industrial area access and upgrade rail tracks and services to facilitate goods movement in and through the region.

**Regional trails** \$278 million to complete gaps in the regional trail system and improve access to transit.

**TSMO** \$203 million to implement projects and programs to protect the investments we have already made in the region's transportation system, use advanced technology to improve the operations and efficiency of the existing road and transit system, provide traveler information and expand incident management efforts.

**TOD/other** \$164 million for transit-oriented developments and other projects such as removing barriers to fish passage.



## 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:

The 2035 Regional Transportation Plan update, fact sheets and related information:  
[www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)