



A summary of the 2000 RTP

Metro's updated Regional Transportation Plan is a blueprint to guide transportation investments in the Portland metropolitan region during the next 20 years. Adoption of the plan, an important part of achieving the 2040 Growth Concept vision, marked the end of a five-year planning process.

Highlights of the 2000 plan include the need to:

- expand some roads and highways throughout the region
- expand bus and light rail service and the ability to walk to stations
- build new sidewalks and bikeways on existing streets
- limit delays for national and international freight movement
- implement strategies to ensure our system works efficiently
- identify new funding sources to keep pace with growth.



METRO
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Metro, the regional government that serves the 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area, provides planning and services that protect the nature of our region.

What is the goal of the plan?

The goal of the plan is to expand choices for travel in the region while keeping the region livable in the face of a projected 50 percent increase in population and a 70 percent increase in jobs by 2020. The plan sets policies for all forms of travel, including cars, buses, light rail, walking, bicycling and movement of freight by air, rail, truck and water. These policies will be used as the basis for allocating federal and state transportation funds.

What is different about the 2000 plan?

The updated plan sets a new direction for the future. Transportation planning by all government partners in the region will be guided by the following strategies:

- balance transportation and land-use plans to protect livability
- sustain economic health by providing access to jobs and industry
- expand transportation choices by providing safe and convenient alternatives to driving and serve special access needs for all people, including youth, the elderly and the disabled
- avoid sprawl and reinforce main streets and downtowns by targeting transportation projects in regional and town centers
- maintain access to natural areas around the region.

What types of projects are recommended?

The 2000 plan recommends more than 650 transportation projects around the region at an estimated cost of \$7.6 billion. More than half the projects are new since the 1995 update, and many have originated from ideas of interested residents. The plan calls for a balanced transportation system that serves all types of travel, with hundreds of pedestrian and bicycle projects as well as major improvements to the region's road, bridge and transit systems.

The plan recommends funding the following projects:

- \$3.14 billion to double existing transit service to meet an expected 89 percent increase in bus and light rail riders by 2020
- \$2.10 billion for expanding and building new freeways and highways
- \$1.5 billion for arterial street expansions and new connections
- \$252 million for bridge maintenance and preservation
- nearly \$406 million for bicycle lanes, sidewalks, multi-use paths, trails, safer street crossings, and improved bus stops and shelters
- nearly \$84 million for programs to ensure the system works efficiently, such as ramp metering and signal timing, and \$7.1 million for programs to increase transit ridership, walking, biking and telecommuting in the region.

How will projects be funded?

Some funding for the 20-year plan will come from limited state, local and federal dollars. However, existing funding sources are not enough. If all 650 projects were completed, they would cost approximately \$7.6 billion. However, only \$3.16 billion is expected to be available to fund these projects. This means a possible \$4 billion shortfall by 2020. New funding sources are needed to keep pace with growth, and many projects must wait until funding is available.

What happens next?

With adoption of the plan in August 2000 by the Metro Council, city and county governments will have one year to update local plans to reflect the new regional policies. In this way, the transportation planning system throughout the tri-county urban area can be coordinated and optimized to serve a growing population.

How did the plan evolve?

The first Regional Transportation Plan was adopted in 1983 by the Metro Council. It has been updated every three to five years to reflect changes in the region. The update of the 2000 Regional Transportation Plan began in 1994. In 1995, the Metro Council adopted an interim plan that addressed new federal requirements. A Metro citizen advisory committee created guiding principles for

use in updating the plan. In 1996, the guiding principles helped launch many of the programs and projects now included in the updated plan. During the past five years, more than 100 citizen meetings and community workshops were held, along with several hearings and public comment periods to help Metro finalize the plan.

Why does the plan matter?

Decisions made today about how to make room for future growth and travel will have lasting impacts on our environment and way of life. The RTP is a guide to coordinated transportation planning that all of the region's cities and counties, Tri-Met, Oregon Department of Transportation and Port of Portland must follow. The plan is a big part of Metro's overall strategy to protect our valued livability.

How can we serve new growth?

The plan's overall strategy is to tie transportation investments to land use. The 2040 Growth Concept provides the land-use direction for the RTP, with planned improvements closely tied to the needs of different areas. For example, areas with concentrated development (such as downtown Portland and regional centers such as Gresham and Beaverton) will be targeted with a balance of high-quality transit, pedestrian and

bike projects to complement needed street and highway improvements.

How does the plan protect the environment?

The plan expands our choices for travel within the region, encouraging us to share a ride, take the bus or light rail, walk or bike more often. We can reduce the need to expand the transportation system by building new homes and businesses close to existing transportation, where roads already exist and people can walk to the bus or light rail. We can also target new transportation projects to areas that most need access, and where the region has decided future growth should occur. Collectively, these strategies can help the region maintain clean air, conserve energy and reduce pressure to expand the urban growth boundary.

How can I get more information?

Call the transportation hotline, (503) 797-1900 option 2. You can leave a message requesting a copy of the Regional Transportation Plan or 16 fact sheets about the plan. Ask for a list of all RTP fact sheets. If you are hearing impaired, call TDD (503) 797-1804.

Visit our web site at www.metro-region.org

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