



# 2035

REGIONAL TRANSPORTATION PLAN

“This plan provides everyone with a clear understanding of our goals and aspirations for high capacity transit in our region. Planners, local jurisdictions, developers and residents can see not only our near-term priorities, but with the system expansion policy in place, we can each see what it takes to bring the benefits of high capacity transit to our local communities.”

– Metro Council President David Bragdon

## The Regional High Capacity Transit Plan

For the past year, Metro has been developing a 30-year plan to guide investments in light rail, commuter rail, bus rapid transit and rapid streetcar in the Portland metro region to be included in the Regional Transportation Plan. The Regional High Capacity Transit System Plan ranks 16 potential high capacity transit corridors in four regional priority tiers, creates a framework for future system expansion prioritization and proposes amendments to the 2035 Regional Transportation Plan (RTP).

### How were the high capacity transit corridors determined?

Residents were asked in interviews and at workshops and community events to identify potential connections. Residents offered 192 connections that were narrowed down to 16 through consolidation, screening and evaluation processes. The final ranking was influenced by the results of an online build-a-system tool questionnaire this spring, which told decision-makers that residents wanted the main factor in deciding corridor priority to be ridership potential, followed by environmental benefits and then cost.

### How are the high capacity transit corridors organized?

Corridors are organized into four tiers (see Table 1). The tiers are based on a set of targets designed to measure corridor readiness for successful high capacity transit investment. These targets may include transit supportive land use policies, ridership development plans, community support and financial feasibility, and will be fully defined in the RTP update process.

The system expansion policy framework is designed to provide a transparent process agreed to by Metro, TriMet and local jurisdictions to advance high capacity transit projects through the tiers. The framework will help identify which near-term regional priority corridors should move into federal

project development toward implementation and establishes a procedure for other regional priority corridors to advance to a higher tier.

### How does the High Capacity Transit Plan fit into the RTP?

The Regional High Capacity Transit System Plan will determine how much of the region’s transportation funding will be allocated to high capacity transit and other types of regional transportation like roads, freight and trails. For the 2035 RTP, high capacity transit investments will focus on the three near-term regional priority corridors:

- The vicinity of Powell Boulevard, connecting Gresham to downtown Portland
- The corridor in the vicinity of Barbur Boulevard/Highway 99, connecting downtown Portland to Tigard and possibly Sherwood
- The WES commuter rail corridor that connects Beaverton to Wilsonville, which could see WES service upgraded to all day service with trains running at 15-minute intervals.

“Feedback from people around the region was critical in shaping this plan. People see that high capacity transit plays a critical role in creating livable communities and offering transportation choices so families can save money. As part of our larger transportation system, a network of light rail and streetcars also helps our region address climate change and rising gas and oil costs.”

– Metro Councilor Carlotta Collette

## 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.

### Metro Council

President  
David Bragdon

Rod Park  
District 1

Carlotta Collette  
District 2

Carl Hosticka  
District 3

Kathryn Harrington  
District 4

Rex Burkholder  
District 5

Robert Liberty  
District 6

Metro Council  
503-797-1700  
metro council@oregonmetro.gov

### Auditor

Suzanne Flynn

**Table 1: Regional priority tiers**

Tier description	Corridors
<b>Near-term regional priority corridors</b> Corridors that are most viable for implementation in the next four years	<ul style="list-style-type: none"><li>Portland city center to Gresham (in the vicinity of Powell Boulevard corridor)</li><li>Portland city center to Sherwood (in the vicinity of Barbur Boulevard/Highway 99W corridor)</li><li>Beaverton to Wilsonville (in the vicinity of WES corridor)*</li></ul>
<b>Next phase regional priority corridors</b> Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented	<ul style="list-style-type: none"><li>Clackamas Town Center to Oregon City Transit Center via I-205</li><li>Milwaukie to Oregon City Transit Center via McLoughlin Boulevard</li><li>Sunset Transit Center to Hillsboro</li><li>Red Line extension to Tanasbourne</li><li>Washington Square Transit Center to Clackamas Town Center via I-205</li><li>Washington Square Transit Center to Clackamas Town Center (via abandoned railroad)</li><li>Hillsboro to Hillsdale</li><li>Gateway to Salmon Creek**</li></ul>
<b>Developing regional priority corridors</b> Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential due to political aspirations to create HCT supportive built form	<ul style="list-style-type: none"><li>Hillsboro to Forest Grove</li><li>Gresham to Troutdale extension</li></ul>
<b>Regional vision corridors</b> Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation	<ul style="list-style-type: none"><li>Troutdale to Damascus</li><li>Clackamas Transit Center to Damascus</li><li>Tualatin to Sherwood</li></ul>

\* WES upgrades to 15-minute all day service are currently included in the federal RTP financially constrained list of projects. The project as included in the RTP represents this level of improvement phased in over time, not construction as light rail as evaluated in the Regional HCT Plan technical evaluation.

\*\* Gateway to Salmon Creek was selected as part of the Southwest Washington Regional Transportation Council HCT System Plan and was not ranked based on evaluation criteria used in this plan.

### For more information:

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

The High Capacity Transit System Plan technical analysis and other information:  
[www.oregonmetro.gov/goingplaces](http://www.oregonmetro.gov/goingplaces)