

MAKING A  
GREAT  
PLACE



.....

# Regional Transportation Plan

.....

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2014

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The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

**Project web site:** [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

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# 2014 Regional Transportation Plan

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## Glossary of terms

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## Acknowledgements

## Technical Appendix (separate document)

## EXECUTIVE SUMMARY

Over the years, the diverse communities of the Portland metropolitan area have taken a collaborative approach to planning that has helped to make our region one of the most livable in the country. In the 1990s, regional policy discussions centered on how and where we should grow to protect the things that make this region a great place to live, work and play. Those discussions led to adoption of the region's long-range plan, the 2040 Growth Concept. This plan reflects shared community values and desired outcomes that continue to resonate today.

We have set our region on a wise course and experienced many successes – but times are changing. Our region is growing and evolving, shaped by a global economy, a warming planet, demographic changes, public health and safety concerns and changes in how we live and travel. Today it is time to revisit how we are implementing our vision, make some corrections and find new strategies and resources to create the future we want for our region.

### Setting a new course for transportation

This document is the latest update to the region's long-range transportation plan to confront the changes and challenges we face. Over the past year, Metro worked with state and local government partners as well as residents, community groups, and businesses to develop the 2014 Regional Transportation Plan. A summary of public engagement efforts as well as a log of all public comments and staff responses are provided in the appendix.

The plan sets a new course for future transportation decisions and implementation of the 2040 Growth Concept. The plan takes into account the changing circumstances and challenges we face and addresses them directly. It continues most of the policies, goals and objectives from the 2035 Regional Transportation Plan, which adopted an outcomes based approach that distinguished it from past RTPs. The 2014 update has strengthened and added more detail to the bicycling and walking policies to reflect direction from the Regional Safety Plan and Regional Active Transportation plan.

### Innovative approaches, policies and strategies to respond

The 2014 RTP recognizes the diversity of transportation needs throughout the Portland metropolitan region and integrates land-use, economic, environmental and transportation policies to accomplish desired outcomes for the region. The plan lays out the priorities for road, transit, freight, bicycle and pedestrian improvements, and a strategy to pay for them.

Through its policies, projects and strategies, the 2014 RTP aims to attract jobs and housing to downtowns, main streets and employment areas. It seeks to increase the use of public transit, improve the safety, convenience and appeal of bicycling and walking, and reduce miles traveled and emissions by cars and trucks in the metropolitan region. It also seeks to increase the safety, reliability and efficiency of the roadway and transit systems for all users.

Central to this plan is an overall emphasis on desired outcomes and measurable performance. The plan includes innovative policies to link investments to aspirations to support community

revitalization and job creation. Growing congestion is addressed comprehensively through a multi-pronged strategy to make existing highways, roads and transit networks work as efficiently as possible, provide real options for walking, bicycling and riding transit and expand transit and roadways in a strategic manner.

The RTP proposes investing more than \$22 billion in local, regional, state and federal funds during the next 25 years to improve safety, system reliability and travel choices for everyone, revitalize downtowns and main streets, create jobs and support the region's economy, and reduce our region's carbon output. It provides for record levels of investment in transit, system management, bicycle and pedestrian-oriented projects. Further, it establishes a new outcomes-based framework and sets ambitious targets for evaluating future transportation investments against regional targets for reducing greenhouse gas emissions and vehicle miles traveled; increasing safety, equity and active transportation; and improving the reliability of freight movement.

The pages ahead describe this updated blueprint and investment strategy for a more sustainable and equitable transportation system that links land use and transportation, protects the environment and supports the region's economic vitality.

"We must recognize that we are on the cusp of a new wave of transportation policy. The infrastructure challenge of President Eisenhower's 1950s was to build out our nation and connect within...in the 1980s and 1990s it was to modernize the program and better connect roads, transit, rail, air and other modes. Today, the challenge is to take transportation out of its box in order to ensure the health, vitality and sustainability of our metropolitan areas."

**ROBERT PUENTES**, *Brookings Institution, A Bridge to Somewhere: Rethinking American Transportation for the 21st Century*