

Foreword: from the Metro Council



These are remarkable and challenging times for the greater Portland region. We continue to attract new residents, jobs and industries. Our communities are becoming more culturally diverse, bringing rich cultural activity to neighborhoods. A new generation is growing to adulthood as others move toward retirement. Advances in technology are changing how we connect, how we work, and increasingly, how we travel, move goods and provide services. And we are beginning to recognize longstanding issues facing communities that have been marginalized. This shifting landscape impacts how we use and what we expect from our transportation system.

Every resident and business – those with roots in the region that run generations deep to new residents – have a stake in our system of highways, roads, bridges, sidewalks, bikeways and transit and freight routes. This Regional Transportation Plan is accountable to each of them.

We are facing new and longstanding challenges

The greater Portland region is facing global and regional challenges. As more and more people come to our region to enjoy the things that have contributed to our high quality of life, that high quality of life is at risk. Congestion, maintenance needs and safety issues are expected to grow as a half-million more people join the region by 2040.

At the same time, the climate is changing, and we need to continue to reduce greenhouse gas emissions and work for clean air and clean water. Systemic inequities mean that communities have not equally benefited from public policy and investments, and some perspectives have long been ignored or actively suppressed. The economy is changing, and the pace of technology increasing. Congestion is at an all-time high on our system – a reflection of the pace at which people have moved here as well as where people live relative to where they work. In 2015, only one-third of workers in the region lived and worked in the same city.

Meanwhile, the funding gap between the needs of a growing region and an aging system of highways, transit, roads and bridges and an incomplete network of sidewalks, bikeways and transit routes continues to worsen.

2018 REGIONAL TRANSPORTATION PLAN



Through the update of this plan, we have built new partnerships to bring new voices to the process and focused our efforts to make more near-term progress on these regional priorities: equity, safety, Climate Smart Strategy implementation, travel options and congestion.



The engagement activities produced more than 19,000 touch points with regional partners, community and business leaders and residents of the region to inform development of the 2018 Regional Transportation Plan.



Learn more about the 2018 Regional Transportation Plan at oregonmetro.gov/rtp.

On behalf of the Metro Council, I want to thank the residents, businesses, community organizations, jurisdictional partners and others who, over the last three years, have contributed to the update of the 2018 Regional Transportation Plan and supporting strategies for safety, transit, freight and emerging technology.

We have a vision for our future – and for how our transportation system will work

The plan sets out a vision that in the 21st century, our region has a continuously improving economy and shared quality of life with the foundation of a safe, reliable, healthy and affordable transportation system. It also builds on the tradition of multimodal investment and creative thinking to create partnerships that develop innovative and equitable solutions to the challenges we currently face now and in the future.

More than \$42 billion is planned to be invested in the region's transportation system over the next 25 years to serve our future population of over 2 million people. This Regional Transportation Plan identifies current and future transportation needs, priority investments to meet those needs, and federal, state, regional and local funding the region expects to have available through 2040.

It lays out nearly \$27 billion in funding for maintenance, preservation, and operations of the transportation system. More than \$15 billion is planned for capital projects that optimize and expand the region's highway and transit systems, improve access to freight destinations, complete gaps in biking and walking connections and regional trails that provide important access to transit, downtowns, schools, services and other community destinations.

Delivering outcomes to build public trust

This plan will help to grow transit coverage, frequency and ridership; improve safety, reliability and mobility for people and products; increase affordable travel options, particularly for people of color and people with low income; and reduce air pollution and greenhouse gas emissions.

Ultimately, the plan will move the region closer towards its vision of creating an equitable transportation system that supports a high quality of life, a prosperous economy and a healthy environment. We look forward to working with our partners to translate this plan into action.

Let's get to work.

Metro Council President Hughes on behalf of the Metro Council

A handwritten signature in black ink that reads "Tom Hughes". The signature is fluid and cursive, with the first name "Tom" and last name "Hughes" clearly legible.