

## 2018 Regional Transportation Plan



*safe • reliable • healthy • affordable*

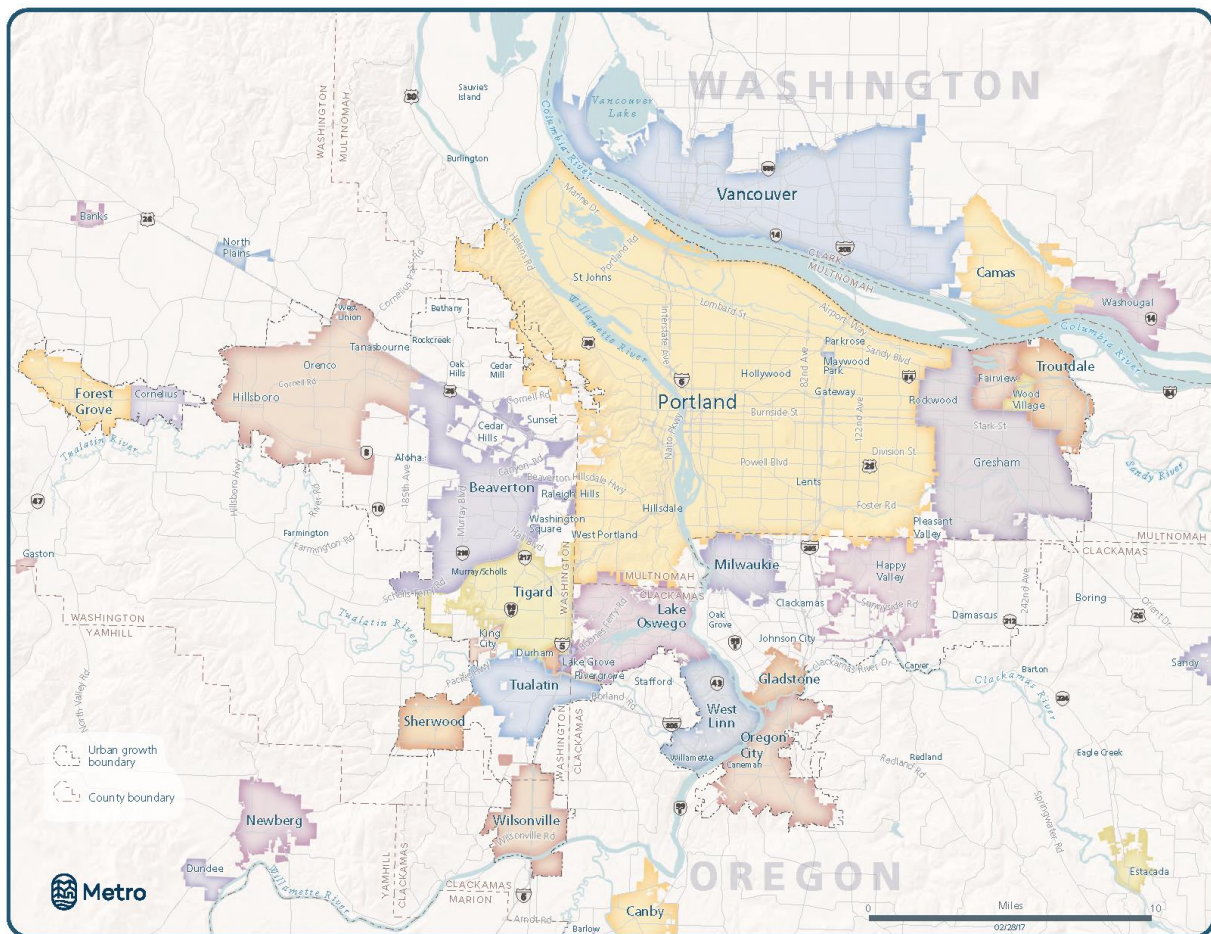
# 2018 Regional Transportation Plan

## Chapter 1

### Toward a Connected Region

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December 6, 2018



Metro serves more than 1.5 million people in Clackamas, Multnomah and Washington counties. The agency's boundary encompasses 24 cities – from the Columbia River in the north to the bend of the Willamette River near Wilsonville, and from the foothills of the Coast Range near Forest Grove to the banks of the Sandy River at Troutdale.

Among its other responsibilities, Metro is authorized by Congress and the State of Oregon to coordinate and plan investments in the transportation system for the three-county area. Metro uses this authority to expand transportation options, make the most of existing streets and improve public transit service. As the designated metropolitan planning organization, Metro works collaboratively with cities, counties and transportation agencies to decide how to invest federal highway and public transit funds within its service area. It creates a long-range transportation plan, leads efforts to expand the public transit system and helps make strategic use of a small subset of transportation funding that Congress sends directly to metropolitan planning organizations.

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## PURPOSE

Transportation planning means more than deciding where to build roads, sidewalks, bikeways and transit and freight routes. It's about taking care of what we have and building great communities.

It's about ensuring that no matter where you are or where you're going, you can have safe, reliable, healthy and affordable options to get there. It's about nurturing a strong economy, advancing equity and protecting the quality of life we all value.

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon, for the Oregon portion of the Portland-Vancouver urbanized area, serving 1.5 million people living in the region's 24 cities and three counties. As the MPO, Metro formally updates the Regional Transportation Plan every five years in cooperation and coordination with the Oregon Department of Transportation and the region's cities, counties and transit agencies.

The Regional Transportation Plan is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the greater Portland region. The plan identifies the region's most urgent transportation needs and priorities for investment in all parts of the system with the funds the region expects to have available over the next 25 years to make those investments a reality. It also establishes goals and policies to help meet those needs and guide priority investments. More resources will be needed to achieve our vision and address the challenges of a growing, thriving region.

How we respond to these challenges today will set the course for generations to come. Since summer 2015, Metro has been working with local, regional and state partners and the public to update our region's shared transportation vision and investment strategy for the next 25 years. The updated RTP defines a safe, reliable, healthy and affordable transportation system that is environmentally responsible, efficiently moves products to market, and ensures all people can connect to the education and work opportunities they need to experience and contribute our region's economic prosperity and quality of life. The plan laid out in these pages, will take sustained, focused work from every partner in the region.



Learn more about the 2018  
Regional Transportation Plan at  
**[oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)**

## Chapter organization

This chapter is organized into the following sections:

- 1.1. Introduction:** This section broadly describes the Regional Transportation Plan and trends and challenges facing the region that were the focus of this update.
- 1.2. Geographic setting:** This section describes the geographic context of the Portland-Vancouver metropolitan region.
- 1.3. Metropolitan transportation planning process:** This section describes Metro's role in transportation planning and planning areas of responsibility to address state and federal requirements.
- 1.4. Process and engagement overview:** This section describes the timeline and process for developing the 2018 Regional Transportation Plan.
- 1.5. What's next moving forward:** This section provides a brief introduction to the rest of the plan.

## 1.1 INTRODUCTION

*The 2018 Regional Transportation Plan will help make the case for more investment and funding to build, operate and maintain the regional transportation system we need for all modes of travel.*

The 2018 Regional Transportation Plan defines a shared vision and investment strategy that guides investments for all forms of travel to keep people connected and commerce moving throughout the greater Portland region. The plan is updated every five years to stay ahead of future growth and address trends and challenges facing the region.

Our region is growing rapidly and straining our aging transportation system. A half-million new residents are expected to live in the Portland region by 2040 – about half from growing families. Our communities are becoming more culturally diverse, bringing rich cultural activity to neighborhoods. A new generation will grow to adulthood as others move toward retirement. Climate change is happening and our system is not prepared for the expected Cascadia Subduction Zone earthquake. We are experiencing technological changes in transportation that could radically alter our daily lives. Housing affordability and safe, reliable and affordable access to education, jobs and other important destinations are of concern.



Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable and affordable ways to get around.

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. We have set our region on a wise course and experienced many successes. But, our treasured region and the planet face formidable challenges. The rapid growth and change across our region have exposed and exacerbated longstanding economic and racial inequities, threatening to undermine the broader benefits of economic growth as well as our region's quality of life. These inequities coupled with longer-term concerns around affordability, safety, climate change and growing congestion demand that we do things differently and make this update all the more timely.

The 2018 Regional Transportation Plan update provided policymakers, community and business stakeholders and the public with an opportunity to work together across interests and communities to bring innovative solutions to the challenges facing our changing region. It provided a platform for updating our shared vision for the transportation system and updating our policies, strategies and investment priorities to help ensure people and products can get where they need to go as congestion, safety and maintenance issues increasingly impact our daily lives.



## 1.2 GEOGRAPHIC SETTING

The Portland-Vancouver metropolitan region is part of the broader Pacific Northwest region, also called Cascadia. Shown in **Figure 1.1**, the Pacific Northwest encompasses most of British Columbia, Washington, Oregon and adjoining parts of Alaska, Montana and California.

**Figure 1.1 Portland-Vancouver metropolitan region geographic context**



Linked together by a rich and complex natural environment, abundant recreational opportunities and major metropolitan areas, the Pacific Northwest also serves as a global gateway for commerce and tourism, connecting to other Pacific Rim countries and the rest of the United States.

The Portland region is situated at the northern end of the Willamette Valley, a fertile river valley surrounded by dramatic natural features - the Coast Range to the west, the Cascade Range to the east, and the Columbia River to the north (including the Columbia River Gorge National Scenic



area). Several snow-capped mountains are visible from different vantage points in the region – including Mt. Hood, Mt. St. Helens, Mt. Rainier and Mt. Adams. Within the region, rivers, streams, wetlands, buttes, forest lands, meadows and rolling to steep hillsides dominate the natural landscape. Outside the urban growth boundary, agricultural lands and other natural landscape features influence the sense of place for the greater region.

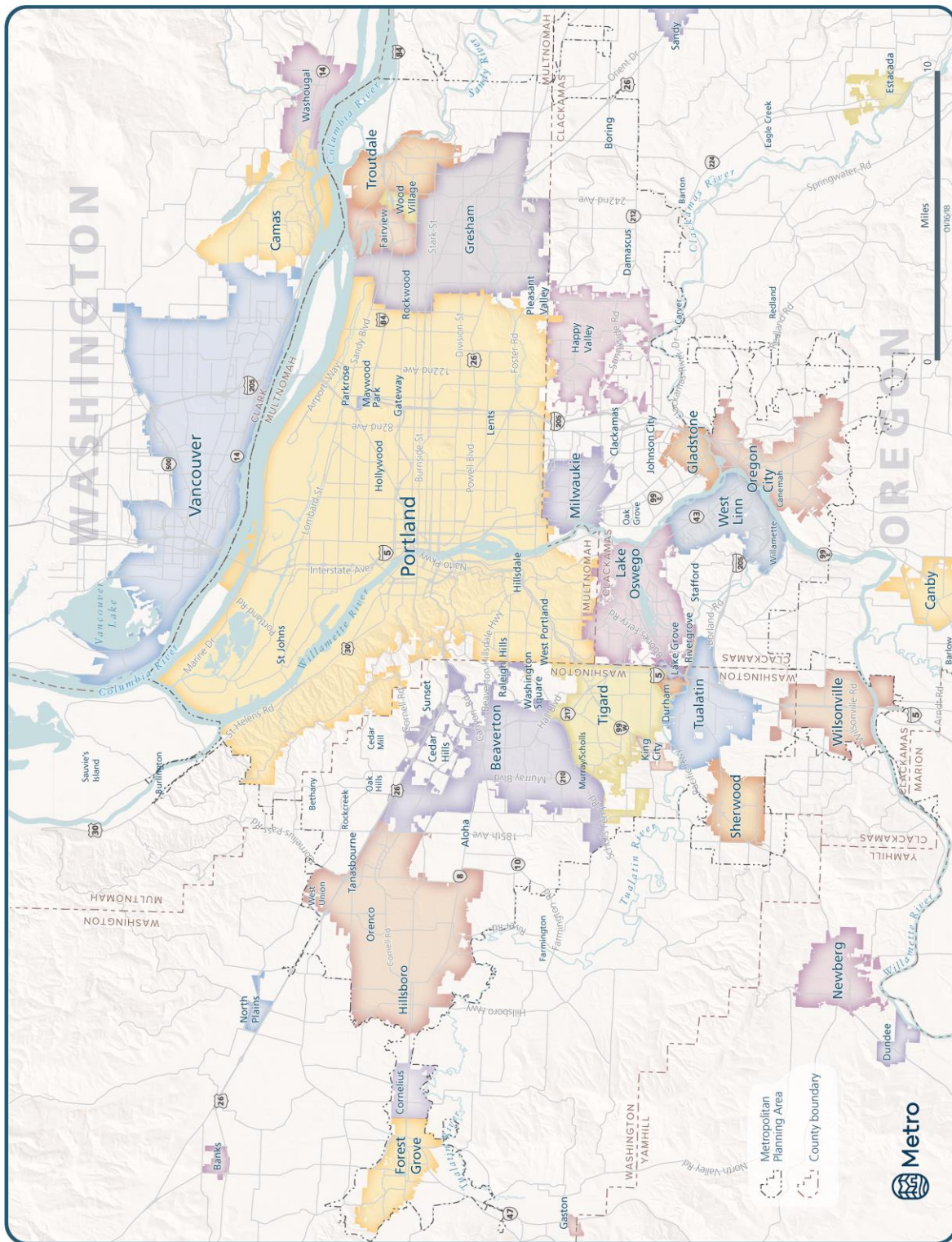
Although not the largest gateway on the U.S. West Coast, the Portland-Vancouver metropolitan region is one of four international gateways on the West Coast, including the Puget Sound, the San Francisco Bay area and Southern California. In this role, the region serves as a gateway to domestic and international markets for businesses located throughout the state of Oregon, Southwest Washington, the Mountain states and the Midwest. Clackamas, Multnomah and Washington counties also play a significant role in the state’s agricultural production, representing nearly 17 percent of the state’s total value of production and 60 percent of the Port of Portland’s export tonnage.<sup>1</sup> The economy of our region and state depend on our ability to support the transportation needs of these industries and provide reliable access to gateway facilities.

The Oregon portion of the Portland-Vancouver metropolitan region encompasses 24 cities and 3 counties as shown in **Figure 1.2**. Metro’s urban growth boundary and jurisdictional boundaries are shown in **Figure 1.5**.

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<sup>1</sup> *Identification and Assessment of the Long-Term Commercial Viability of Metro Region Agricultural Lands*, Oregon Department of Agriculture, January 2007, Pg. 4.

Figure 1.2 Cities and counties of the Portland-Vancouver metropolitan region

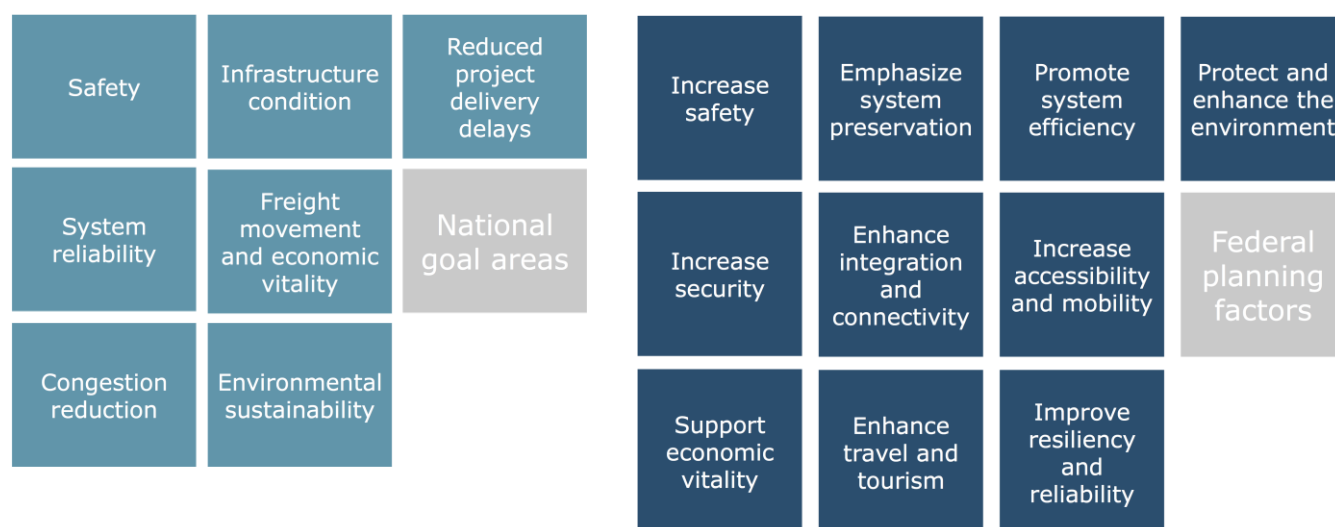


## 1.3 METROPOLITAN TRANSPORTATION PLANNING PROCESS

Since 1979, Metro has been the metropolitan planning organization (MPO) designated by Congress and the State of Oregon, for the Oregon portion of the Portland-Vancouver urbanized area, covering 24 cities and three counties with a population of 1.5 million. It is Metro's responsibility to meet the requirements of the Fixing America's Surface Transportation (FAST) Act, the Oregon Transportation Planning Rule (which implements Statewide Planning Goal 12), the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, and the Metro Charter for this MPO area. In combination, these requirements call for development of a multimodal transportation system plan that is integrated with the region's land use plans, and meets federal and state planning requirements.

Metro uses a federally-mandated decision-making framework, called the metropolitan transportation planning process, to guide its regional transportation planning and programming activities. This planning process requires all urbanized areas with populations over 50,000 to have a MPO to coordinate transportation and air quality planning and programming of federal transportation dollars within their boundaries. These activities must address the seven national goal areas and consider projects and strategies that address the ten federal planning factors shown in **Figure 1.3**. The national goal areas and planning factors are addressed throughout the RTP and appendices, including the plan's goals and objectives (Chapter 2), policies to guide development and implementation of the plan (Chapter 3), existing system performance (Chapter 4), financing the region's investment priorities (Chapter 5), the region's investment priorities (Chapter 6), expected performance (Chapter 7) and planned implementation and monitoring activities (Chapter 8).

**Figure 1.3 National goal areas and federal planning factors**



MPOs also have responsibility for maintaining the region's congestion management process and implementing new federal performance-based planning requirements that tied to the national goal areas. MPOs are now required to establish targets related to safety, bridge and pavement

condition, air quality, freight movement, and performance of the National Highway System, and to use performance measures to track their progress toward meeting those targets. **Appendix L** documents the region’s approach to addressing the federal transportation performance-based planning and congestion management requirements.

As the designated MPO for the Oregon portion of the Portland-Vancouver region, Metro is responsible for coordinating development of the RTP in cooperation with the region’s transportation providers —the 24 cities and three counties in the metropolitan planning area boundary, the Oregon Department of Transportation, Oregon Department of Environmental Quality, Port of Portland, Port of Vancouver, TriMet, South Metro Area Regional Transit (SMART), Southwest Washington Regional Transportation Council (RTC), Washington Department of Transportation and other Clark County governments. The process also includes opportunities for open, timely and meaningful involvement of the public, and requires comprehensive consideration of the link between transportation and other regional goals for land use, the economy and the environment, including public health, safety, mobility, accessibility and equity. Public engagement and consultation efforts that shaped development of the 2018 Regional Transportation Plan are summarized in this chapter with more details provided in **Appendix D**.

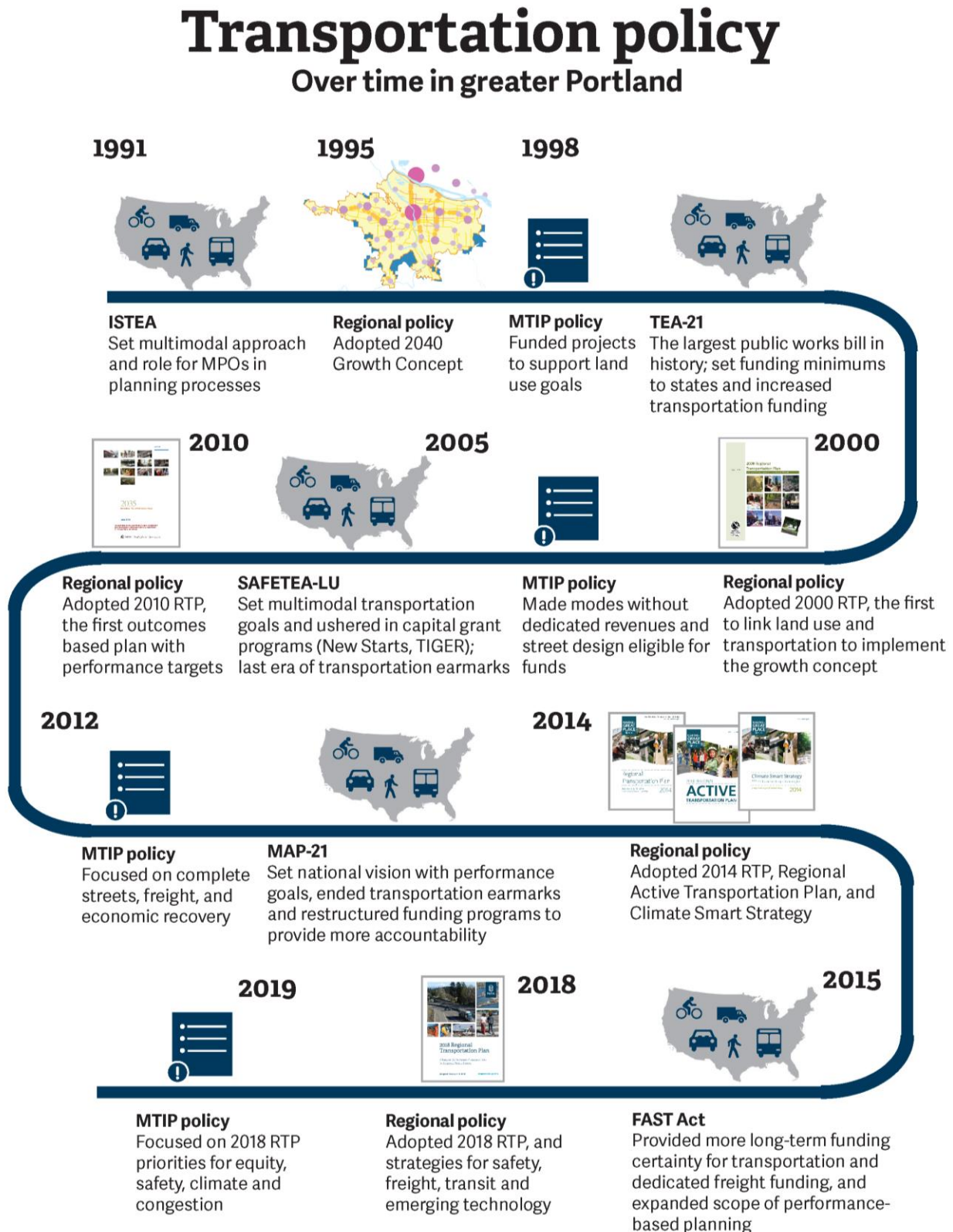
The Metro Council adopted the first RTP in 1983. As a cornerstone of the metropolitan transportation planning process, the RTP provides a long-range blueprint for transportation in the Portland metropolitan region with a 20-year minimum time horizon. The RTP is updated every five years to reflect changing conditions in the region and respond to new federal and state regulatory developments.

Under state law, the RTP serves as the region’s regional transportation system plan (TSP), consistent with Statewide Planning Goals and the [Oregon Transportation Planning Rule](#) (TPR). State law establishes requirements for consistency of plans at the state, regional and local levels. The RTP must be consistent with the Oregon Transportation Plan, state modal and facility plans that implement the Oregon Transportation Plan, the Oregon Transportation Planning Rule and the [Metropolitan Greenhouse Gas Reduction Targets Rule](#). Local plans must be consistent with the RTP. Projects and programs must be in the RTP’s Financially Constrained System in order to be eligible for federal and state funding.

**Figure 1.4** illustrates how federal and regional transportation policies have evolved since the 1990s.



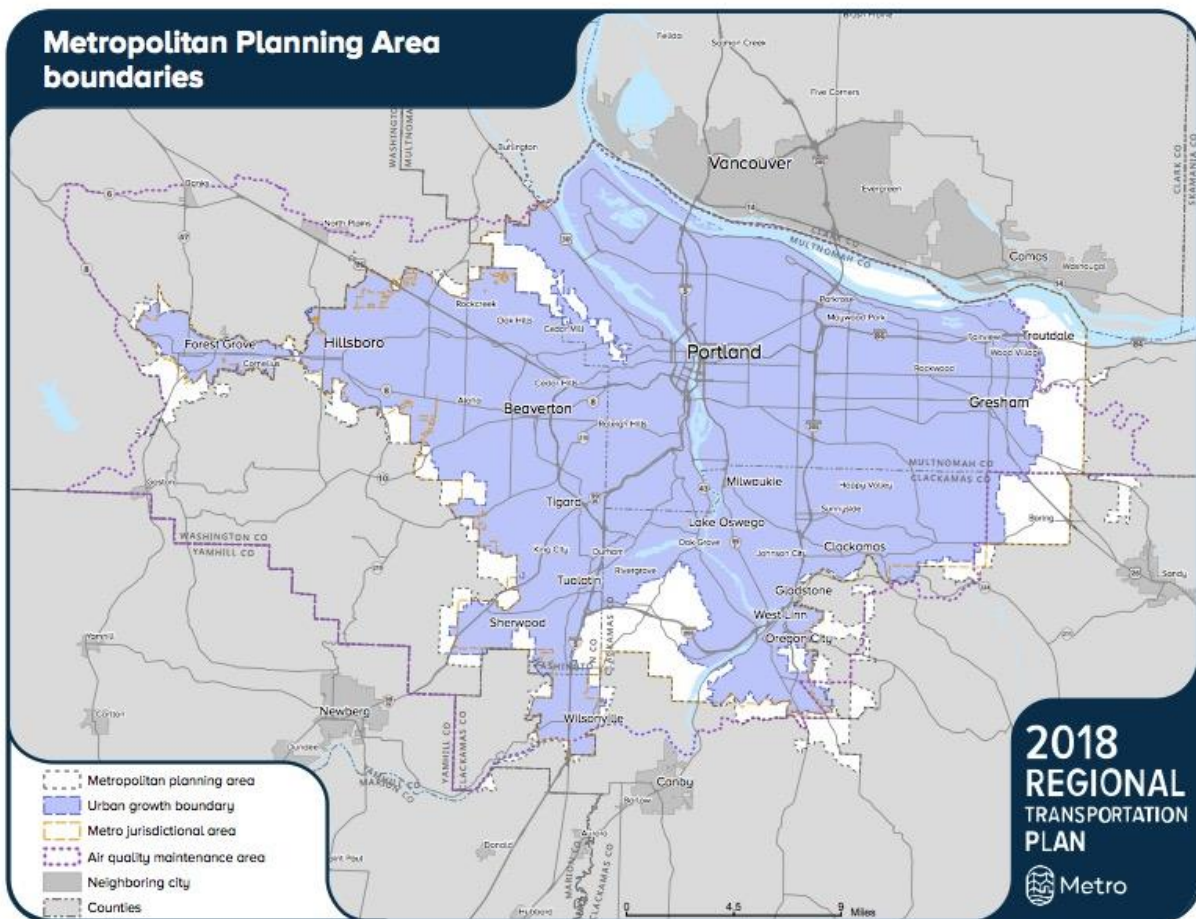
Figure 1.4 How federal and regional transportation policies have evolved since the 1990s



### 1.3.1 The region has several planning boundaries with different purposes

Federal and state law requires several metropolitan transportation planning boundaries be defined and planned for in the region for different purposes. These boundaries are shown in **Figure 1.5**.

**Figure 1.5 Metropolitan planning area boundary**



First, Metro's jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the greater Portland region's urban growth boundary.

Third, the Urbanized Area (UZA) boundary is defined to delineate areas that are urban in nature distinct from those that are largely rural in nature. The Portland-Vancouver metropolitan region is somewhat unique in that it is a single urbanized area that is located in two states and served by two MPOs. The federal UZA boundary for the Oregon-portion of the Portland-Vancouver metropolitan region is distinct from the Metro urban growth boundary (UGB).



Fourth, MPO's are required to establish a Metropolitan Planning Area (MPA) Boundary, which marks the geographic area to be covered by MPO transportation planning activities. At a minimum, the MPA boundary must include the urbanized area, areas expected to be urbanized within the next twenty years and areas within the Air Quality Maintenance Area Boundary (AQMA) – a fifth boundary.

The federally-designated AQMA boundary is the area subject to State Implementation Plan (SIP) regulations. The Portland region's AQMA boundary was developed as part of the ozone and carbon monoxide SIPs, which are pollutants the region had previously violated national air quality standards. In October 2017, the region achieved attainment status under the Clean Air Act Amendments. Reaching this milestone means that transportation conformity no longer is required to be performed in this region. The region continues to comply with other obligations and requirements outlined in the SIPs.

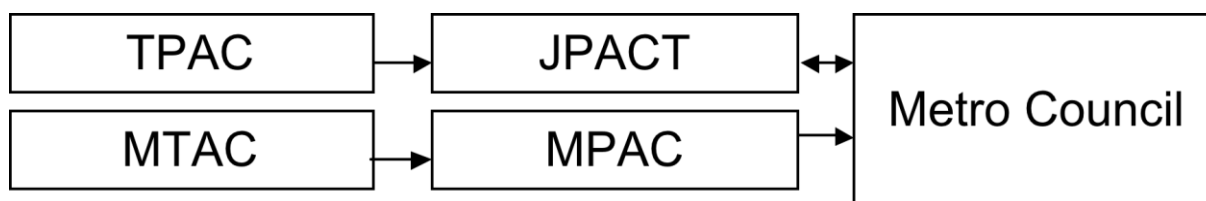
### 1.3.2 Metro facilitates the metropolitan transportation planning process through Metro's advisory committees

Metro facilitates the metropolitan transportation planning process through four advisory committee bodies – the [Joint Policy Advisory Committee on Transportation](#) (JPACT), the [Metro Policy Advisory Committee](#) (MPAC), the [Transportation Policy Alternatives Committee](#) (TPAC) and the [Metro Technical Advisory Committee](#) (MTAC). Metro also convened seven technical work groups in 2016, 2017 and early 2018 and periodic joint workshops of TPAC and MTAC to shape development of the 2018 Regional Transportation Plan. The work groups included topical experts and representatives from MTAC and TPAC. More than 60 work group meetings were held.

In addition, the [Metro Public Engagement Review Committee \(PERC\)](#) advises the Metro Council on engagement priorities and ways to engage community members in regional planning activities consistent with adopted public engagement policies, guidelines and best practices. The [Committee on Racial Equity](#) (CORE) provides community oversight and advises the Metro Council on implementation of the Metro's [Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#). Adopted by the Metro Council in June 2016 with the support of MPAC, the strategic plan leads with race, committing to concentrate on eliminating the disparities that people of color experience, especially in those areas related to Metro's policies, programs, services and destinations.

**Figure 1.6** displays the regional transportation decision-making process.

**Figure 1.6 Regional transportation decision-making process**



Source: Metro

All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies. Under state law, the RTP serves as the region's transportation system plan (TSP). As a result, the Metro Policy Advisory Committee (MPAC) also has a role in approving the regional transportation plan as a land use action, consistent with statewide planning goals and the Metro Charter.

In addition, the Bi-State Coordination Committee advises the RTC, JPACT and the Metro Council on issues of bi-state significance. Its principal charge is to sustain a regional dialogue, to share information and encourage collaboration. On issues of bi-state land use and economic significance, the Committee advises the local and regional governments appropriate to the issue. Since formation in 1999, the committee has reviewed Federal transportation funding reauthorization, Columbia River Channel deepening and projects and studies focused on the I-5 and I-205 corridors.

Restructuring in 2004, expanded this role to include examining the connection between land use and transportation in the I-5 corridor and taking a multi-modal approach – including freight and transit – in considering the impacts of land use and transportation decisions within the context of economic development and environmental justice issues. JPACT and the RTC Board cannot take action on an issue of major bi-state transportation significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation.

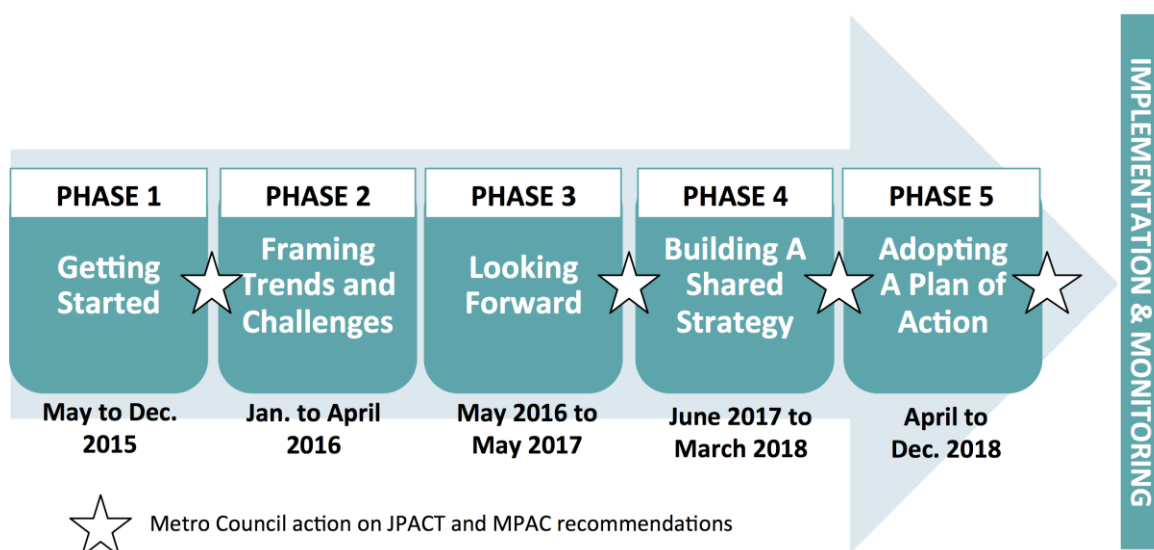


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## 1.4 PROCESS AND ENGAGEMENT OVERVIEW

The 2018 RTP update was completed in five phases as shown in **Figure 1.7**. From May 2015 to December 2018, the Metro Council and staff engaged the public, community and business leaders and local, regional and state partners to update the Regional Transportation Plan.

**Figure 1.7 Timeline and process for development of the 2018 Regional Transportation Plan**



Technical work groups and other engagement and planning activities were organized to address the regional challenges that come with a growing region with a focus on implementing the 2014 Climate Smart Strategy and updating the plan to address these policy topics:



Transit



Transportation equity



Finance



Freight



Transportation design



Transportation safety



Performance



Emerging technology

## Phase 1: Getting started | May to December 2015

Beginning in summer 2015, the first phase consisted of engaging local, regional, state, business and community partners to prioritize the regional challenges to be addressed in the update and the process for how the region should work together to address them. This engagement included:

- interviews with 31 stakeholders
- discussion groups in partnership with Metro's diversity, equity and inclusion team with communities of color and youth on priorities and issues related to racial equity
- a partnership with PSU's Center for Public Service and 1000 Friends of Oregon to reach underrepresented communities
- a public involvement retrospective that summarized previous feedback from communities of color on transportation planning and project development
- an online survey with more than 1,800 participants to help identify the top transportation issues facing the greater Portland region.

This phase concluded in December 2015 with JPACT and Council approval of the work plan and public participation plan for the update. In addition to implementing the 2014 Climate Smart Strategy, the adopted work plan identified seven policy topics for the Regional Transportation Plan update to focus on – safety, equity, freight, transit, finance, performance, and design. Metro staff formed seven technical work groups to advise staff.

## Phase 2: Framing trends and challenges | January to April 2016

The second phase began in January 2016 and concluded in April 2016. In this phase, Metro engaged the public, jurisdictional partners and business and community leaders to document key trends and challenges facing the region as well as priority outcomes for investment in the region's transportation system. This included:

- an online survey with more than 5,800 participants
- a Regional Snapshot on transportation, published in April 2016.



### Creating a new dialogue to shape the future we want

From start to finish, the 2018 RTP update was about meaningful engagement with the community, business interests and our elected officials working together to craft a shared vision and investment strategy for our transportation system.



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.



Also in April 2016, the Metro Council convened members of MPAC, JPACT, state legislators, community and business leaders and other interests from across the region to discuss the key trends and challenges facing the region during the first of four regional leadership forums.

Metro staff also worked with the Oregon Department of Transportation's (ODOT) economist and jurisdictional partners, individually and through a technical work group, to forecast a budget of federal, state and local funds the greater Portland region can reasonably expect by 2040 under current funding trends.

### Phase 3: Looking forward | May 2016 to May 2017

From May 2016 to May 2017 technical work and public engagement activities continued to focus on finalizing a shared vision statement for the plan, developing draft strategies for safety, transit and freight, and updating the evaluation framework and measures for evaluating plan performance. The engagement for this phase included:

- a round of follow up discussion groups in partnership with Metro's diversity, equity and inclusion team with communities of color and youth to review actions and priorities for the agency's racial equity strategy
- focus and discussion groups on transportation priorities for communities of color and strategies to improve engagement with underrepresented groups
- an online survey focusing on priorities for communities of color
- an online survey with more than 2,600 participants on investment priorities and funding
- another round of discussion groups with communities of color on hiring practices and priorities related to the Planning and Development department-specific equity plan.



### Regional leadership forums

To address the challenges and trends facing our region, the Metro Council convened a series of four regional leadership forums to shape development of the 2018 Regional Transportation Plan.

Forum participants included members of MPAC, JPACT, state legislators, and community and business leaders from throughout the greater Portland region. Working side-by-side, local, regional and state leaders brought the perspectives of their communities and constituents to the conversation around the challenges we are facing, our vision for the future and potential solutions for moving forward together. The discussions shaped the update to the plan's vision, goals, policies and projects.

- 1 **Exploring Big Ideas for Our Transportation Future** 4/22/16
- 2 **Building the Future We Want** 9/23/16
- 3 **Connecting Our Priorities to Our Vision** 12/2/16
- 4 **Finalizing Our Shared Plan for the Region** 3/2/18

Metro Council also hosted its second and third regional leadership forums. In regional leadership forums 1 and 2, there was consensus that a bold vision and more funding are needed to build a 21st century transportation system. In forum 3, leaders discussed a shared vision for the future transportation system and potential near-term priorities for addressing regional transportation challenges in ways that supported the vision. Participants also identified actions to build a path to future funding.

Staff also compiled background information and online resource guide maps to support jurisdictional partners as they updated their investment priorities for further evaluation and public review during Phase 4. In addition, staff launched the RTP Project Hub – an online visual database – for jurisdictional partners to use to update project information and collaborate with other jurisdictions. Phase 3 concluded with Metro Council directing staff to release a call for projects to update the region’s transportation near- and long-term investment priorities to support regional goals for safety, congestion relief, affordability, community livability, the economy, social equity and the environment.

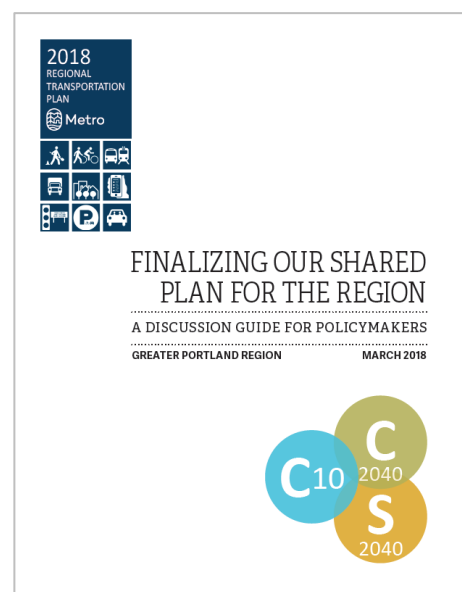
## **Phase 4: Building a shared strategy | June 2017 to March 2018**

The fourth phase began in June 2017 with release of a second Regional Snapshot on transportation and the call for projects for jurisdictional partners to update the plan’s regional transportation project priorities. Agencies were asked to identify projects that addressed regional needs and challenges, reflected public priorities and maximized progress toward the region’s agreed upon vision and goals for the future transportation system.

Local jurisdictions and county coordinating committees worked within a constrained budget and capital funding targets to determine the project priorities to put forward for inclusion in the plan in collaboration with ODOT, Metro, South Metro Area Regional Transit (SMART) and TriMet. All project submissions were required to have come from adopted plans or studies that provided opportunities for public input.

In summer 2017, Metro analyzed three funding scenarios: 10-year constrained project priorities, 2040 constrained project priorities and 2040 strategic project priorities. The analysis tested new and updated outcomes-based system performance measures to evaluate performance of the transportation system as a whole for each scenario to help inform finalizing the plan’s project priorities in Phase 5.

Metro staff also prepared an interactive map of proposed projects and lists that was made available on the project website for the public and partners to use to learn more about the projects under consideration. Safety, transit, freight and emerging technology strategies continued to be developed on parallel tracks. Jurisdictions also piloted project-level evaluation criteria on 50 projects; the pilot





project evaluation will be advanced during the next RTP update.

The results of the analysis were released in November 2017. Engagement on the call for projects included:

- a community leaders' forum for feedback on the results
- Metro Councilor briefings to business and neighborhood groups
- an online survey with more than 2,900 participants.

The analysis was also summarized in a larger discussion guide for decision-makers that also relayed key issues and the results of the call for projects. A fourth and final Regional Leadership Forum was held in March 2018 to discuss findings and recommendations from the technical analysis and public engagement to inform finalizing the plan during Phase 5. Leaders participated in table discussions to recommend ways for jurisdictions to refine their draft project lists to better meet the region's shared goals. The recommendations were:

1. **Make more near-term progress on key regional priorities – equity, safety, travel options, Climate Smart implementation and congestion.** Advance projects that address these outcomes to the 10-year list to improve people's lives by making travel safer, easing congestion, improving access to jobs and community places, attracting jobs and businesses to the region, saving households and businesses time and money, and reducing vehicle emissions.
2. **Make more near-term progress to reduce disparities and barriers that exist for historically marginalized communities.** Advancing projects that improve safety and expand travel options to the 10-year list to reduce disparities and barriers, especially for people of color and lower-income households.
3. **Prioritize projects that focus on safety in high injury corridors.** Advance projects in high injury corridors to the 10-year list and ensure all projects in high injury corridors address safety to reduce the likelihood and severity of crashes for all modes.
4. **Accelerate transit service expansion.** Increase transit service as much as possible beyond Climate Smart Strategy investment levels. Focus new and enhanced transit service to connect transit to underserved communities to jobs and community places, in congested corridors and in areas with more jobs and housing.
5. **Make more near-term progress to tackle congestion and manage travel demand.** Advance lower cost projects to the 10-year list that use designs, travel information, technologies, and other strategies to support and expand travel options and maximize use of the existing system. This will help ease congestion and keep people and goods moving safely and reliably. It will be important to ensure that lower income households are not financially burdened by strategies to make road use more efficient.
6. **Prioritize completion of biking and walking network gaps in the near-term.** Advance projects that fill gaps for biking and walking in high injury corridors or that provide connections to transit, schools, jobs and 2040 centers to the 10-year list.

7. **Continue to build public trust through inclusive engagement, transparency and accountability.** Continue engaging the region's diverse communities in the planning and implementation of projects to achieve desired outcomes, including equity, safety, reliability affordability and health. Report back whether projects deliver (or don't deliver) anticipated outcomes and adjust course as needed. Improved participation, transparency and accountability with our investment decisions will help build broad support for more investment in our communities.

The Metro Council directed jurisdictional partners to use these seven recommendations to review and refine their project lists to the extent practicable to help make more progress on these near-term regional priorities – equity, safety, Climate Smart Strategy implementation and congestion. The Metro Council also directed jurisdictional partners to focus their adjustments in the equity focus areas and high injury corridors identified in the RTP.

The RTP financially constrained funding assumptions were updated to reflect new revenues anticipated as a result of House Bill 2017. Jurisdictions worked through coordinating committees in response to the Metro Council's request for project list updates to make more progress on key regional priorities. The recommended projects are described in more detail in Chapter 6. Lists of the recommended projects are in **Appendices A, B and C**.

## **Phase 5: Adopting a plan of action | April to December 2018**

The final phase of the process began in April 2018 and focused on finalizing and adopting the region's investment priorities and strategies recommended through 2040. The 2018 RTP and four strategies for safety, freight, transit and emerging technology were available for public review during a 45-day comment period from June 29 through August 13, 2018.

Engagement activities during the comment period included:

- **Notifications and notices** – Public notices of the comment period were provided to local neighborhood involvement and community outreach offices and community planning organizations in Washington County. Notices were published in the Portland Tribune, Gresham Outlook, Beaverton Valley Times, Tigard Times, Clackamas Review and on the Metro website. Notifications were sent to the RTP interested persons list (nearly 1,900 people) in addition to Metro's four regional advisory committees, their respective interested parties and seven technical work groups that were convened to support development of the draft RTP and strategies. Metro used Facebook and other social media to announce the comment period. Partner agencies and community and business organizations engaged throughout the RTP update posted notifications of the comment period through E-newsletters and other methods to inform their members and interested parties of the comment opportunity.
- **Online survey and public review draft materials** – An online survey, an interactive map of the draft projects and public review drafts of the 2018 RTP, project lists, appendices and four strategies were posted on the 2018 RTP web page at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp). Members of the public, regional advisory committees, partner agencies and other interested parties were

invited to comment on the draft materials. More than 200 emails and 50 letters were submitted. Nearly 900 people responded to the online survey.

- **Public hearing** – The Metro Council held a public hearing on August 2. Seven people testified on a range of topics.
- **Consultation** – Metro staff invited four Native American Tribes and several federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RTP and strategies in accordance with 23 CFR 450.316. Metro convened three separate consultation meetings on August 6, 14 and 21. A fourth consultation meeting, with the Confederated Tribes of the Grand Ronde, was held on September 6.

All comments received through August 30 and subsequent consultation meetings are documented in a final public comment report and appendices to the public comment report. In addition, staff summarized more than 350 individual comments proposing specific changes to the draft RTP and four strategies and made recommendations to respond to the proposed changes. MPAC, JPACT and the Metro Council considered public comments received and staff recommended changes prior to taking their final action. The recommended changes adopted by JPACT and the Metro Council to respond to public comments received can be found in **Appendix U**.

MPAC and JPACT both recommended approval of the plan and strategies for safety, transit, freight and emerging technology to the Metro Council in October 2018 with the changes identified in Appendix U. Metro Council held a legislative hearing on November 8 and a final hearing on December 6.

The Metro Council adopted the 2018 Regional Transportation Plan, and strategies for safety, transit, freight and emerging technology on December 6, 2018 as recommended by MPAC and JPACT.



On December 6, 2018 the Metro Council unanimously approved the 2018 Regional Transportation Plan and strategies for safety, transit, freight and emerging technology setting a new foundation for future investment and collaboration. Appendix D provides more information about public engagement activities that shaped the adopted plan and strategies.

## 1.5 WHAT'S NEXT MOVING FORWARD?

The greater Portland region pioneered approaches to land use and transportation planning in the past, and is uniquely positioned to address the trends and challenges facing the region – mainly because the region has solid, well-integrated transportation and land-use systems in place and a history of working together to address complex challenges at a regional scale.

In the 1990s, regional policy discussions centered on how and where the region should grow to protect the things that make this region a great place to live, work and play. Those discussions led to the 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. 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. The rest of this plan represents a new step forward to respond to the changes and challenges we face and set a new course for future transportation decisions and implementation of the 2040 Growth Concept and Climate Smart Strategy.

The pages ahead provide an updated blueprint and investment strategy for a more sustainable transportation system that links land use and transportation, protects the environment and supports the region's economy. Translating our vision into a reality will not be a simple task – and it will take time. More work is needed, as this plan does not achieve all the goals we've defined. It represents a new step forward for our region.



*This RTP provides an updated blueprint and investment strategy for building a more equitable and sustainable transportation system that connects people where they want to travel, protects the environment and supports the region's economy.*

*The updated plan will take sustained, focused work from every partner in the region.*

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Sam Chase, District 5

Bob Stacey, District 6

### **Auditor**

Brian Evans

600 NE Grand Ave.  
Portland, OR 97232-2736  
503-797-1700

December 6, 2018