



2023 REGIONAL TRANSPORTATION PLAN

Executive Summary

Adopted November 30, 2023

Metro is the federally mandated metropolitan planning organization (MPO) designated by the Governor of Oregon to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. 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. JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions.

Project website: oregonmetro.gov/rtp ↗

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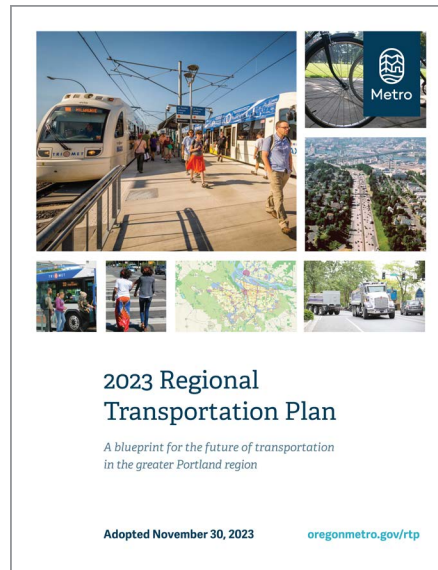
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2023 Regional Transportation Plan

To view the complete 2023 Regional Transportation Plan and technical appendices, please visit oregonmetro.gov/rtp





How people get around shapes their communities and everyday lives. The economic prosperity and quality of life in greater Portland depend on a transportation system that provides every person and business with access to safe, reliable and affordable ways to get around.

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The 2023 Regional Transportation Plan (RTP) identifies urgent and long-term transportation needs, investments to meet those needs and the funds the region expects to have available through 2045. The policies in the plan provide guidance for transportation providers that design and manage roadways, transit and trails. These agencies include cities, counties, the Oregon Department of Transportation, transit agencies and the Port of Portland.

The region’s transportation needs far outweigh available resources. More funding and continued collaboration to prioritize investments are critical to meeting the region’s goals.



How was the plan developed?

Every five years, Metro brings together communities across the greater Portland region to update the region's shared vision and investment strategy for transportation. Since Fall 2021, Metro worked with members of the public, policymakers and community and business leaders to update the region's shared transportation vision and investment strategy through 2045. There were thousands of individual touch points through public engagement activities and engagement with agency partners.

What does the plan do?

The plan includes new approaches for addressing mobility and prioritizing investments to advance transportation mobility, safety, equity, economic and climate goals. The goals, policies, projects and strategies in this plan also address federal, state and regional planning requirements based on shared regional values and outcomes, including implementation of the 2040 Growth Concept.

This plan will help to:

- **Restore and grow transit service** coverage to build the next generation of frequent, reliable and connected transit throughout the region.
- **Advance major projects** on the region's interstate highways and bridges.
- **Increase affordable travel options**, prioritizing completing gaps in biking and walking connections in equity focus areas and near transit to provide safe streets for the most vulnerable travelers.
- **Improve safety, reliability and mobility** for people and goods.
- **Reduce emissions** to meet our climate and air quality goals.
- **Move us closer to the region's transportation vision.**

However, more work and funding are urgently needed.

From October 2021 to November 2023, numerous people helped shape the 2023 RTP.

- 32** Joint Policy Advisory Committee on Transportation and Metro Policy Advisory Committee meetings
- 22** Metro Council meetings/workshops
- 6** JPACT/Metro Council workshops
- 47** Transportation Policy Alternatives Committee/Metro Technical Advisory Committee meetings and workshops
- 6** consultation meeting with federal, state and resource agencies
- 6** consultation meetings with Tribes
- 2** business forums
- 3** community leaders forums
- 7** community based organizations engaging 388 community members
- 3** Metro Committee on Racial Equity meetings
- 7** high capacity transit working group meetings
- 7** freight advisory committee meetings
- 4** online surveys with 4,110 participants
- 41** stakeholder interviews
- 4** forums held in Spanish, Chinese, Vietnamese and Russian
- 1** focus group with people with limited English proficiency

INPUT FROM ACROSS THE REGION

Connecting and collaborating

The 2023 Regional Transportation Plan was developed with guidance from Metro Council and the Joint Policy Advisory Committee on Transportation with support from advisory committees including the Metro Policy Advisory Committee, the Transportation Policy Alternatives Committee, the Metro Technical Advisory Committee and Committee on Racial Equity. Integral to this decision-making process were timely opportunities for the public to provide input.

The 2023 RTP brings together the input of thousands of people who live, work and travel across the greater Portland region. Meaningful engagement and consultation with Tribes, community members, community-based organizations, businesses, transportation agencies and elected officials contributed to a shared vision and strategy for investing in a transportation system that serves everyone. Engagement activities centered historically underrepresented communities, including people of color, youth and people with limited English proficiency.

 [Click here to learn more about the priorities of community members and other stakeholders](#)

"Bus stops need to be on sidewalks that are accessible, it is hard to get off the bus if you are using a wheel chair and there is no even sidewalk."

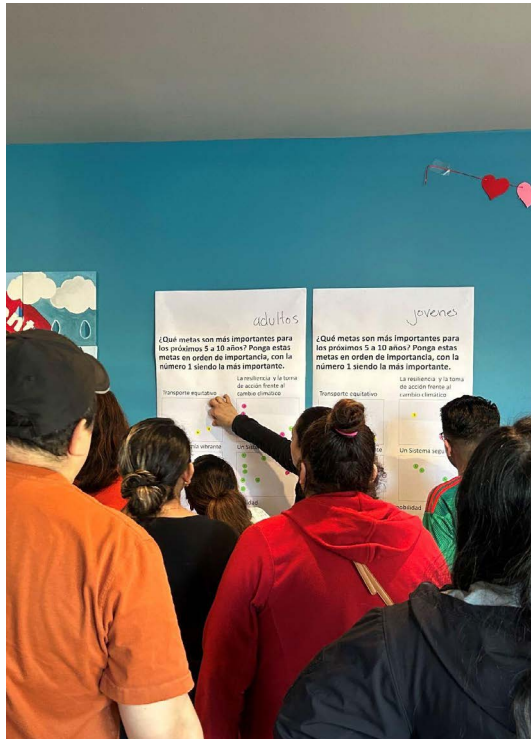
UNITE OREGON PARTICIPANT

"I'm so glad we have this opportunity to be here and voice our opinion. I always wondered how we got money for this type of development, but now things are more clear to me and it is good that federal money is being used for a good cause."

CENTRO CULTURAL PARTICIPANT

"There needs to be heated covered areas and seats in public transportation services; people have kids and groceries to take home during varying weather conditions."

CENTRO CULTURAL PARTICIPANT



Click here to read more about how public engagement shaped the 2023 RTP.

What did we hear?

Members of the public shared their transportation needs and priorities through online surveys, forums and events hosted by community based organizations. The people of the greater Portland region want safe, affordable and reliable transportation – no matter where they live, where they go each day or how they get there.

Safety is the top concern.

People are concerned about car crashes while walking and biking. They are also concerned about personal safety in relation to hate crimes, harassment, violence and people's unpredictable behavior. These especially are concerns for people using transit. People want to see more investment in lighting, safe places to walk and roll, improved transit stops and security (not police) in and around transit.

Climate action and resilience are important.

Community members point to major RTP projects that do not do enough to reduce greenhouse gas emissions. People are concerned about transportation's impact on clean air and ecosystems and want to see investment in transit, walking and biking. Community members also express concern about how the transportation system will adapt to climate change, especially for community members who are most vulnerable to extreme weather.

Investing in transit service is a priority.

Communities across the greater Portland region want access to transit that gets them where they need to go in a reasonable amount of time. Community members want transit that is safe, accessible, affordable, efficient and frequent.

Maintain the transportation system.

Maintaining streets and sidewalks and making needed repairs is a priority. Buses and MAX cars need to be maintained to feel safe and comfortable.

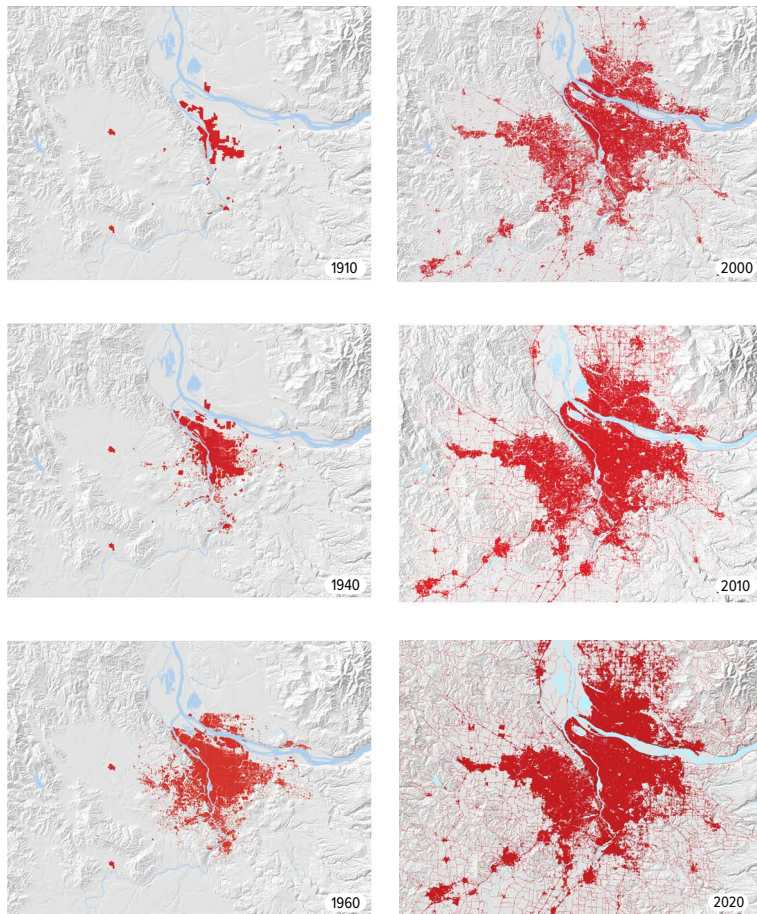
Invest in safe and accessible places to walk/roll.

Community members highlighted that many parts of the region need more sidewalks, and all sidewalks need to be ADA accessible. Community members stress the importance of making routes to transit stops and stations accessible.

Invest in communities.

Many communities want to see relatively small-scale investments in infrastructure, including local road connections and safety improvements such as lighting and improved crossings.

Change in urban land cover in the greater Portland region: 1910-2020



SOURCE: Historic Metropolitan Planning Commission Maps, NOAA CCAP Landcover

REGIONAL CONTEXT

The greater Portland region continues to grow and change.

Communities across greater Portland have a history of collaboration and innovation to manage growth and infrastructure across jurisdictional boundaries.

Because of the region's dedication to planning and working together to make local and regional plans a reality, the region has set a wise course for managing growth – but times are challenging. We are at pivotal moment. The impacts of climate change, generations of systemic racism, economic inequities, housing affordability, and the pandemic have made clear the need for action. The greater Portland region continues to grow, technology is changing quickly and our roads and bridges are aging. There is a need for new kinds of leadership, innovation and thoughtful deliberation and action to ensure the region remains a great place to live, work and play for everyone.

In collaboration with city, county, state, business and community leaders, Metro has researched how land use and transportation policies and investments can be leveraged to respond to these complex and interrelated challenges at a regional scale.

The region is forecasted to grow significantly between now and 2045. During that time, the region's population is anticipated to grow by 29 percent, while employment grows by 23 percent.

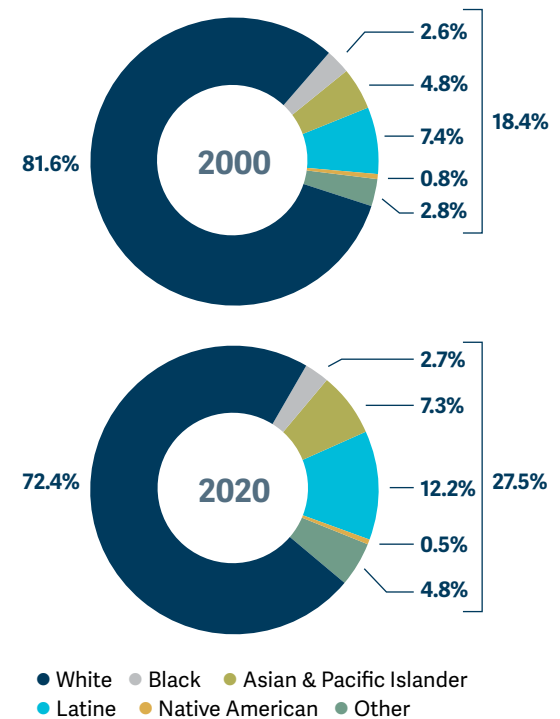
Though the COVID-19 pandemic slowed population and job growth in the greater Portland region and in many other major metro areas, this growth is expected to pick up again in the future. More than one-half million more people will be living here by 2045. Population and employment growth has a strong influence on congestion, and therefore on related performance measures such as access to jobs and corridor travel times. The region's goals include improving access to jobs and reducing travel times on key corridors regardless of how much growth occurs. All other things being equal,

these goals are harder to achieve when the region is growing rapidly. Comparing the change in access to jobs and travel time reduction to overall population and employment growth can help to distinguish whether growth or other issues are the driving factors behind the changes.

Recent demographic changes

The region continues to grow more racially and ethnically diverse. The share of residents who identify as people of color has steadily increased over the past several decades; from less than 1 percent in 1960 to 28 percent in 2020. Between 2000 and 2020, the share of residents in greater Portland who identify as people of color grew from 18 percent to 28 percent.

Population by race and ethnicity in the seven-county region, 2000 and 2020

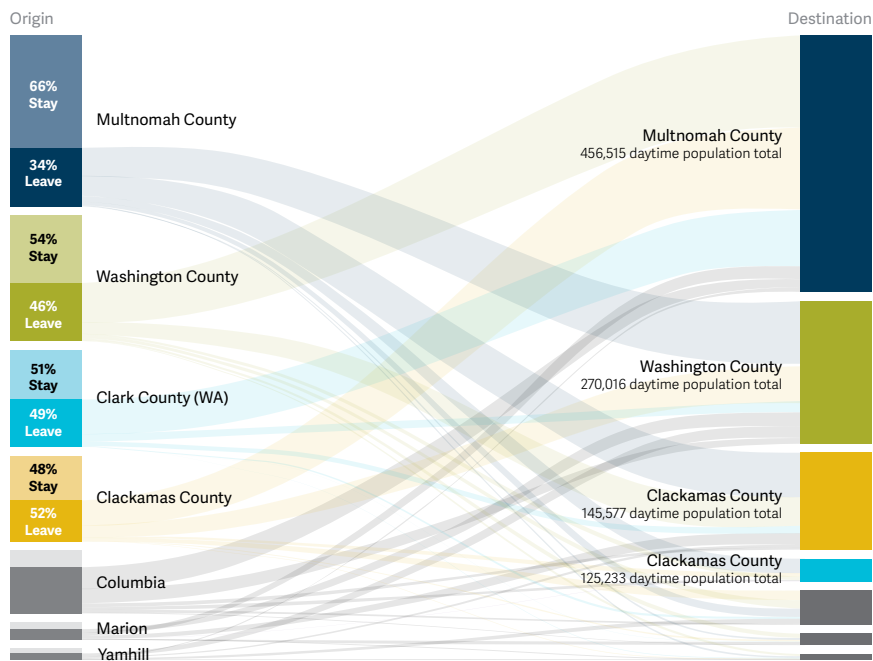


SOURCE: 2020 US Census data

How workers move around the region

As the greater Portland region continues to grow into a major metropolitan area, with increasing housing prices and a more specialized economy, commute patterns are becoming more complex. Over 45 percent of workers in the three Metro-area counties work in a different county than where they live. Multnomah County sees the largest inflow of commuters, and though there has been some growth in commutes into the region from outside communities, the majority of trips in the region continue to be between Multnomah, Washington and Clackamas Counties. Most of the longer-distance commute trips shown below are currently made by car. As the region grows, frequent and high-capacity transit routes are needed to provide affordable, congestion-free commute alternatives.

Commuting patterns in the greater Portland region

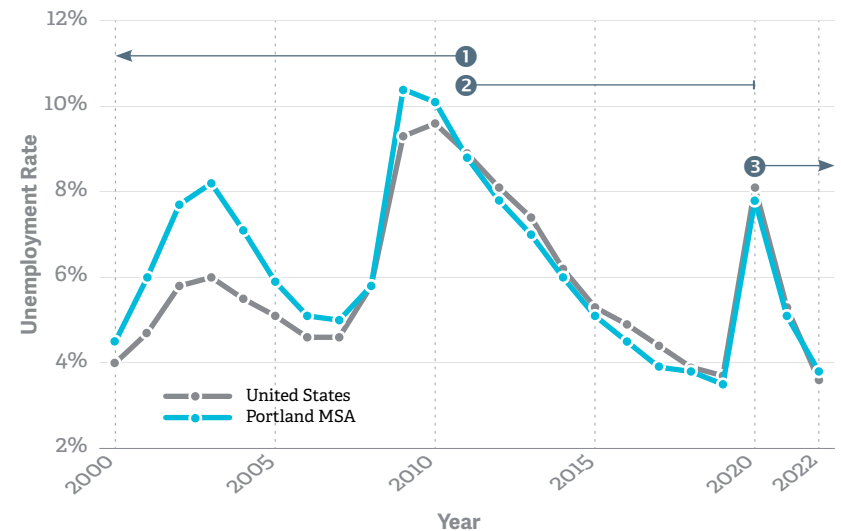


SOURCE: 2019 Longitudinal Employer-Household Dynamics

Jobs and growth

Before 2011, the region generally experienced higher unemployment rates than the national average, particularly during recessions (1). But since 2011, the region has consistently had lower unemployment rates than the rest of the country (2). In the Portland region and nationwide, the COVID-19 pandemic triggered an exceptional recession, which receded much more quickly than prior recessions (3).

Unemployment rate in the greater Portland region vs. the U.S., 2000-22



SOURCE: 2022 Bureau of Labor Statistics

Implementing the region's land use vision

In 1995, the greater Portland region adopted the 2040 Growth Concept. The long-range plan for managing growth integrates land use and transportation system planning to preserve the region's economic health and livability in an equitable, environmentally-sound and fiscally-responsible manner.

The 2023 Regional Transportation Plan is a key tool for implementing the **2040 Growth Concept**. The Growth Concept includes land use and transportation building blocks that express the region's aspiration to incorporate population growth within existing urban areas as much as possible and expand the urban growth boundary only when necessary. Implicit in the 2040 Growth Concept is the understanding that compact development is more affordable, sustainable, livable and fiscally responsible than urban sprawl, and will help reduce the region's carbon footprint. It concentrates mixed-use and higher density development in urban centers, light rail station communities, corridors and main streets that are well served by transit. It envisions a well-connected street network that supports biking and walking for short trips.

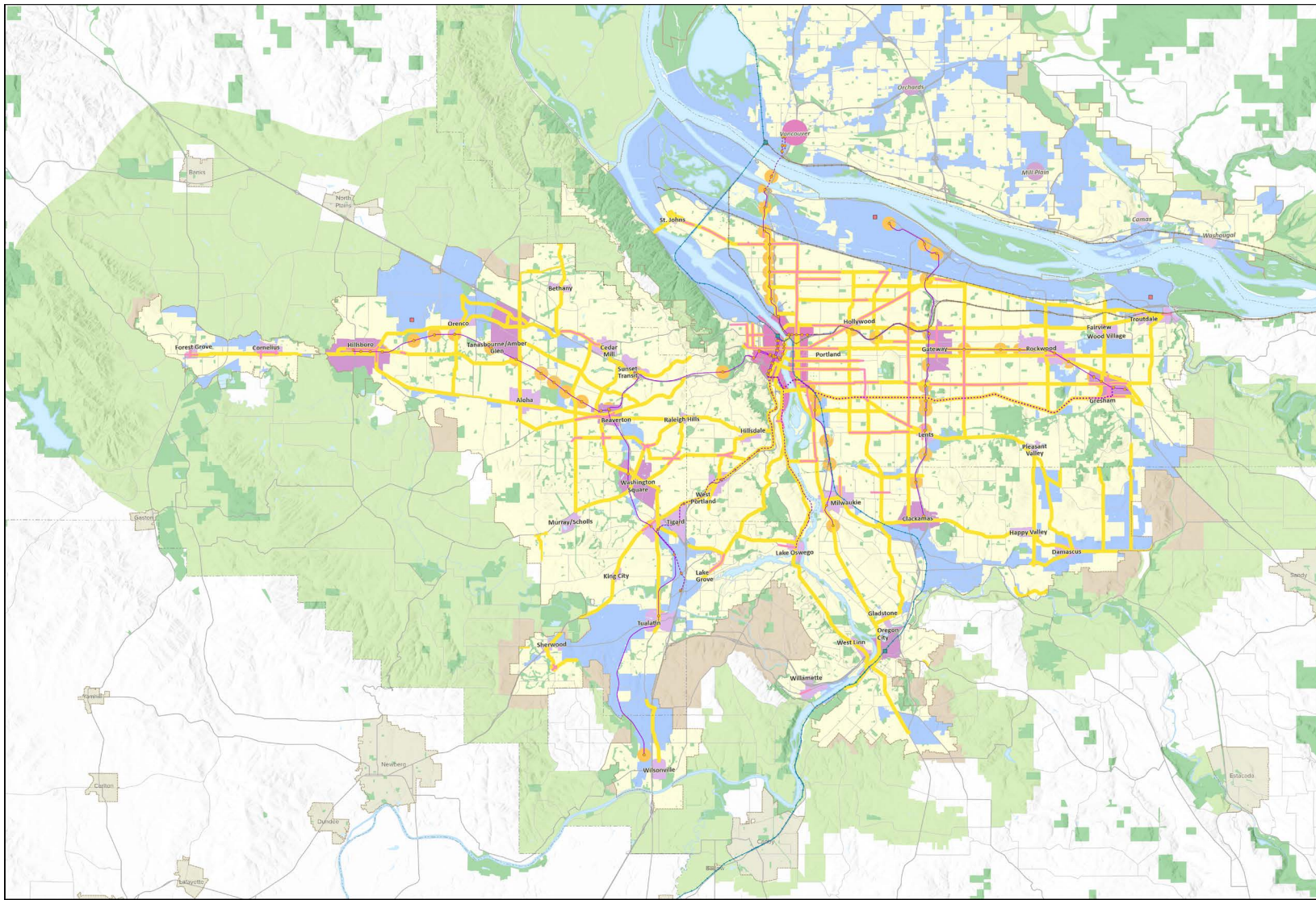
Attributes of great communities

Six desired regional outcomes for the region were endorsed by the Metro Policy Advisory Committee and approved by the Metro Council in 2008. The 2023 Regional Transportation Plan seeks to help achieve these outcomes.



Employment lands clustered along major highways are hubs for regional commerce. These areas include industrial land and freight facilities for truck, marine, air and rail cargo that enable goods to be generated and moved in and out of the greater Portland region. Freight access to industrial and employment lands is centered on rail, the freeway system and other road connections.





2040 Growth Concept Map

May 2023

0 6 12 Miles
0 0.5 10 Kilometers

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The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The map highlights elements of parallel planning efforts including: the 2018 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

- Central city
- Regional center
- Town center
- Station communities
- Main streets
- Corridors
- Employment land
- Parks and natural areas
- Neighborhood
- Rural reserve
- Urban reserve
- Urban growth boundaries
- Existing high capacity transit
- - - Planned high capacity transit
- . . . Proposed high capacity transit tier 1
- Mainline freight
- - - High speed rail (proposed)
- Neighboring cities
- Airports
- Intercity rail terminal



For more information on these initiatives, visit <http://www.oregonmetro.gov/2040>



2023 RTP Vision

Everyone in the greater Portland region will have safe, reliable, affordable, efficient, and climate-friendly travel options that allow people to choose to drive less and support equitable, resilient, healthy and economically vibrant communities.

Toward a transportation system that aligns with the region's values

The vision and goals reflect the values and desired outcomes for the future of the region's transportation system expressed by the public, decision-makers and community and business leaders. In 2022, JPACT and Metro Council approved a transportation vision and five supporting goals to guide the development of the RTP.



Mobility Options

People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.



Thriving Economy

Centers, ports, industrial areas, employment areas, and other regional destinations are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.



Safe System

Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.



Climate Action and Resilience

People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.



Equitable Transportation

Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.

In addition to the RTP vision and goals, project priorities have been informed by: **public engagement** [↗](#); adopted regional plans, strategies, policies and frameworks (see pages 35-38); federal and state policies and requirements; the **RTP needs assessment** [↗](#); the revenue forecast, and **other research** [↗](#).

RTP project lists

The RTP brings city, county, regional and state priority transportation projects together to create a **coordinated regional transportation priority list for the period from 2023 to 2045**. All types of projects are included in the Regional Transportation Plan list—highways, roads, transit, freight, biking and walking as well as programs. The current list includes **1,090 projects**.

The RTP contains three project lists: the 2030 Constrained List, the 2045 Constrained List, and the 2045 Strategic List. Together, the 2030 and 2045 constrained lists comprise the “financially constrained” projects, which refers to all the projects that can be built by 2045 within the constraints of expected funding availability. Being included on one of the constrained lists is a key step for these projects to qualify for potential state and federal funding.

2030 CONSTRAINED LIST

Projects that can be built in the **2023-2030** time period with funds the region currently expects to have available.

2045 CONSTRAINED LIST

Projects that can be built in the **2031-2045** time period with funds the region currently expects to have available.

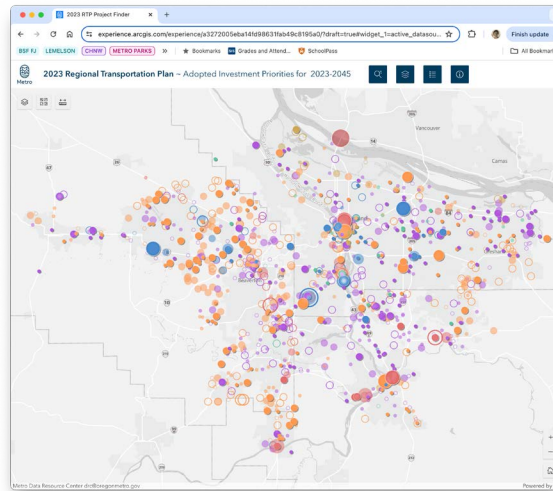
2045 STRATEGIC LIST

Projects on the 2045 strategic list do not yet have identified funding.

PROJECT LIST OVERVIEW

What projects are in the 2023 RTP?

There are two ways to explore the 2023 RTP Project lists: an interactive map and a database.



[Click here to view 2023 RTP Interactive Project Map](#)

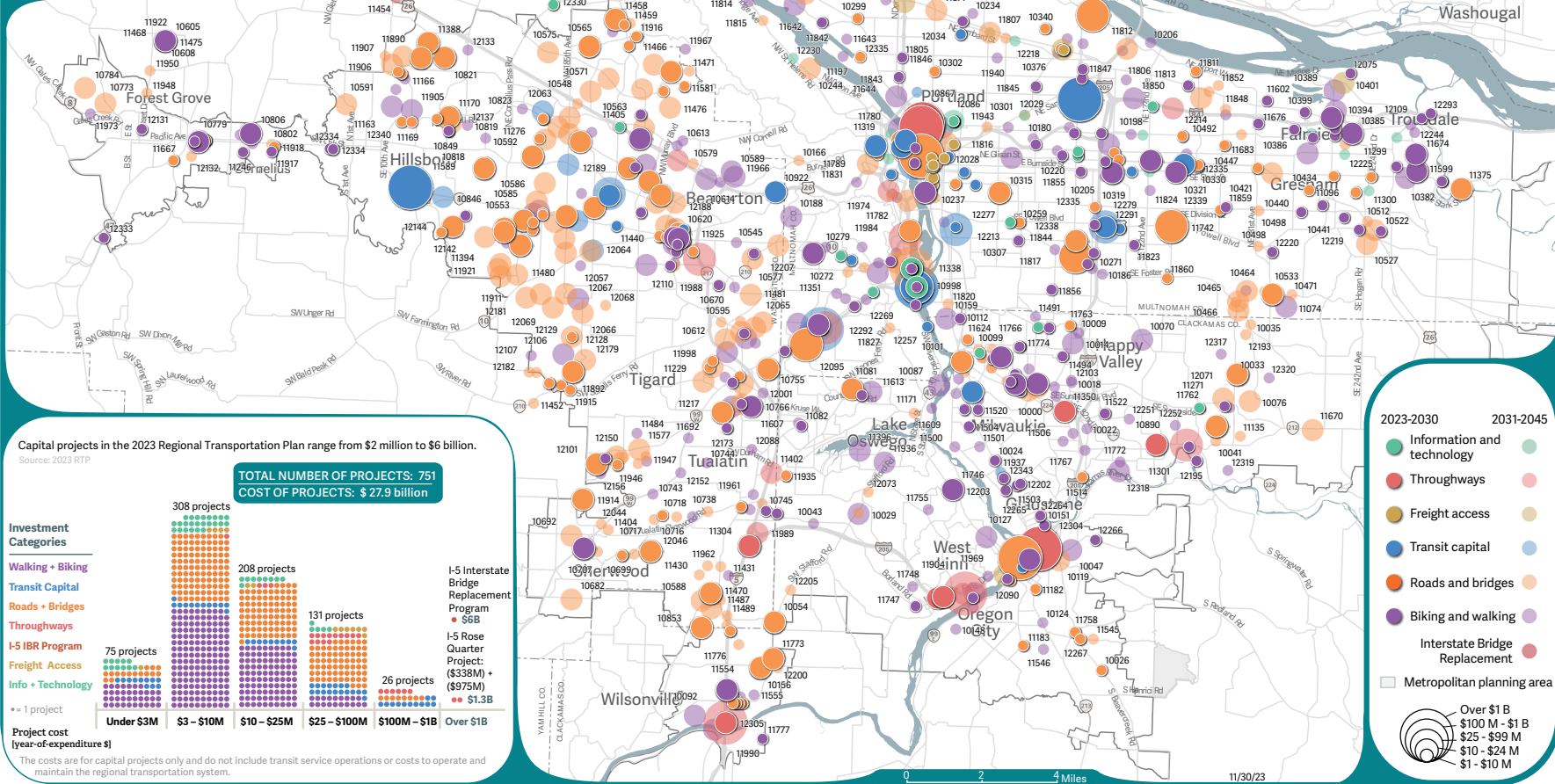
The project map shows locations for projects with dots colored by investment category and scaled to project cost range. Click on any dot to see project details and zoom in to see the project location extent on the map.

[Click here to download an Excel database of the 2023 RTP project list](#)

2023 Regional Transportation Plan Financially constrained projects, 2023-2045

Recommended by transportation agencies, the financially constrained projects are the highest priority projects given limited transportation funding and qualify for regional, state and federal funding. This list of projects includes projects with dedicated funding and projects that can be implemented with the funds the region currently expects to have available through 2045.

These projects have been prioritized and classified into two investment time frames: 2023-2030 and 2031-2045 and are shown on this map with their unique RTP ID number. To access an interactive online map 'click' on the QR code with a mobile device or pointer.

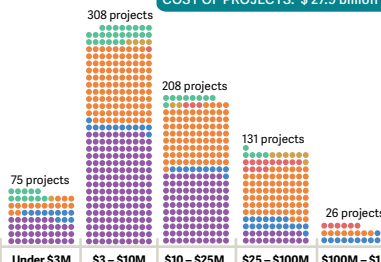


Capital projects in the 2023 Regional Transportation Plan range from \$2 million to \$6 billion.
Source: 2023 RTP

TOTAL NUMBER OF PROJECTS: 751
COST OF PROJECTS: \$ 27.9 billion

Investment Categories

- Walking + Biking
- Transit Capital
- Roads + Bridges
- Throughways
- I-5 IBR Program
- Freight Access
- Info + Technology

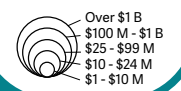


- I-5 Interstate Bridge Replacement Program • \$6B
- I-5 Rose Quarter Project: (\$338M) + (\$975M)
- \$1.3B

Project cost (year-of-expenditure \$)
The costs are for capital projects only and do not include transit service operations or costs to operate and maintain the regional transportation system.

2023-2030 2031-2045

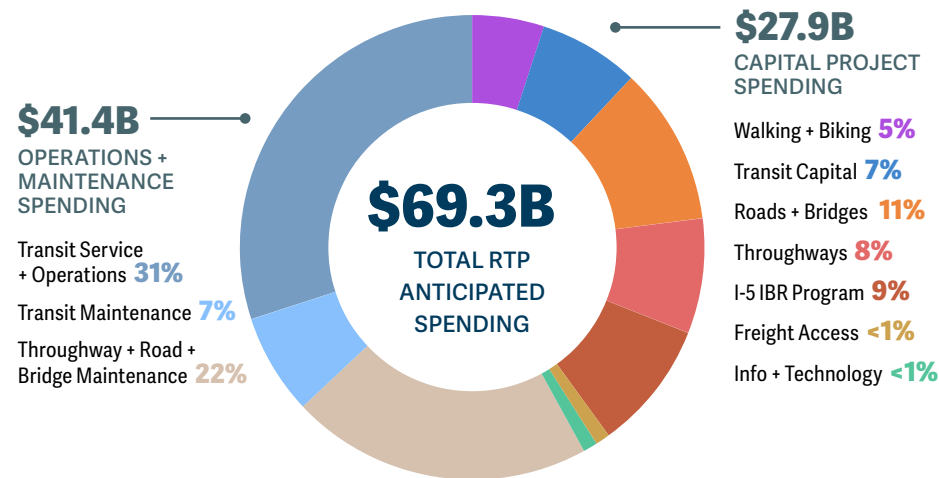
- Information and technology
- Throughways
- Freight access
- Transit capital
- Roads and bridges
- Biking and walking
- Interstate Bridge Replacement
- Metropolitan planning area



The 2023 RTP includes almost \$70 billion in planned transportation investments.

The RTP constrained list anticipated spending by investment category represents 795 projects (751 capital projects, 38 operations and maintenance projects, and 6 ongoing regional planning activities) expected to happen between now and 2045. Capital projects make up 40 percent of the total constrained project list (see next page). Operations and maintenance comprise the remaining 60 percent. Spending figures are in year-of-expenditure (YOE) dollars.

2023 RTP constrained list anticipated spending by investment category

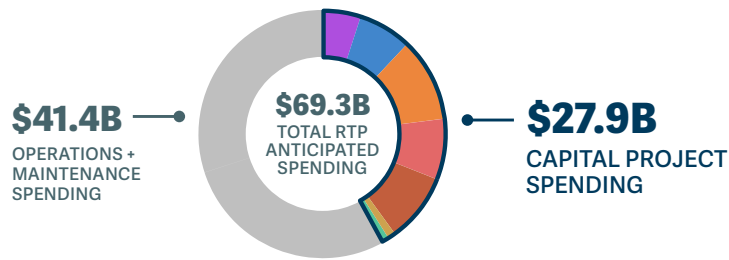


NOTES:

1. Reflects the RTP financially constrained list of projects.
2. Year of Expenditure \$ represent current year costs inflated to a projected cost for the year of expenditure.
3. Totals and percentages may not add up due to rounding.
4. Road and bridge projects include street reconstructions, new street connections and widening, and throughway overcrossings with designs that support walking and biking to provide mobility and access for all modes of travel.
5. Freight access projects improve access and mobility for national and international rail, air and marine freight to reach destinations within the region's industrial areas and to the regional throughway system.
6. The I-5 Interstate Bridge Replacement (IBR) Program is reported separately due to the overall cost and mix of investments that would be constructed as part of the project. The project would replace I-5/Columbia River bridges, add auxiliary lanes and improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA, add walking and biking facilities and implement variable rate tolling.
7. Throughway projects vary and may include a mix of mainline and auxiliary lane additions, tolling (on I-205 and I-5), seismic retrofits and throughway bridge replacements, interchange fixes, frontage roads, soundwalls, multimodal throughway overcrossings and other bicycle, pedestrian and local street connections to support local circulation.

Capital projects by the numbers

While sixty percent of RTP constrained project list spending is devoted to maintaining and operating the existing transportation system, **almost \$28 billion is expected to be available to build 751 new projects between 2023 and 2045.** The following charts describe how the RTP capital spending is allocated among different project types, sizes, and nominating agencies.

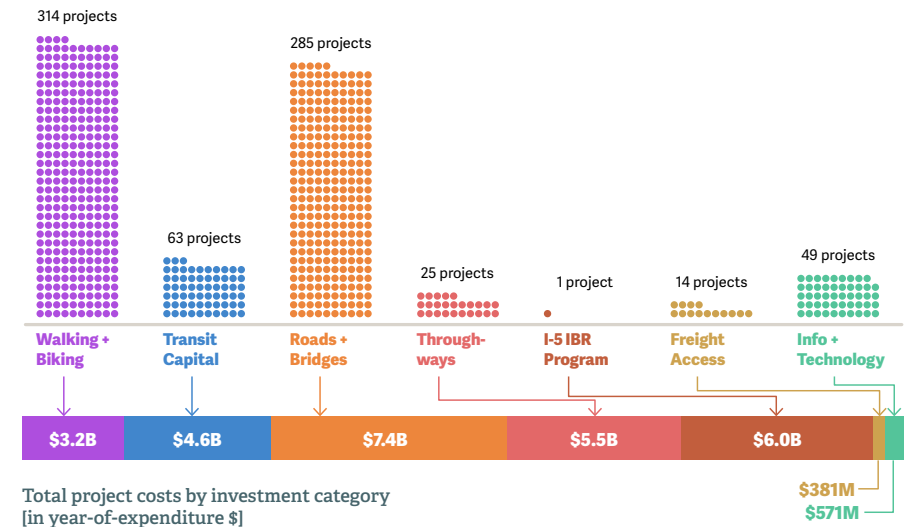


For more detailed information on the following major capital projects, see Chapter 8 of the RTP or the project websites:

- [Interstate 5 Bridge Replacement \(IBR\) Project](#)
- [Southwest Corridor Project](#)
- [I-5 Rose Quarter Improvement Project](#)
- [I-205 Abernethy Bridge and Phase 1A Construction](#)
- [I-205 Toll Project](#)
- [I-5 & I-205 Regional Mobility Pricing Project](#)
- [I-5 Boone Bridge Replacement](#)
- [Earthquake Ready Burnside Bridge](#)
- [82nd Avenue Transit Project](#)
- [Tualatin Valley Highway Transit Project](#)

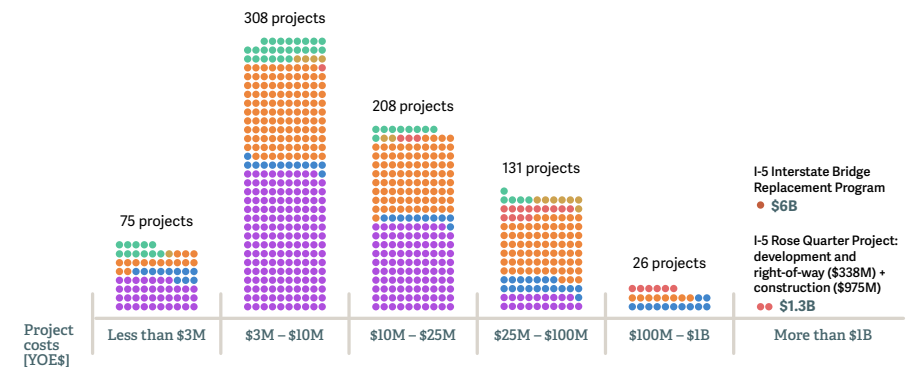
Number and cost of RTP capital projects by investment category

Approximately half of the capital projects (by number)—and 30% of capital spending—support walking, biking and transit.

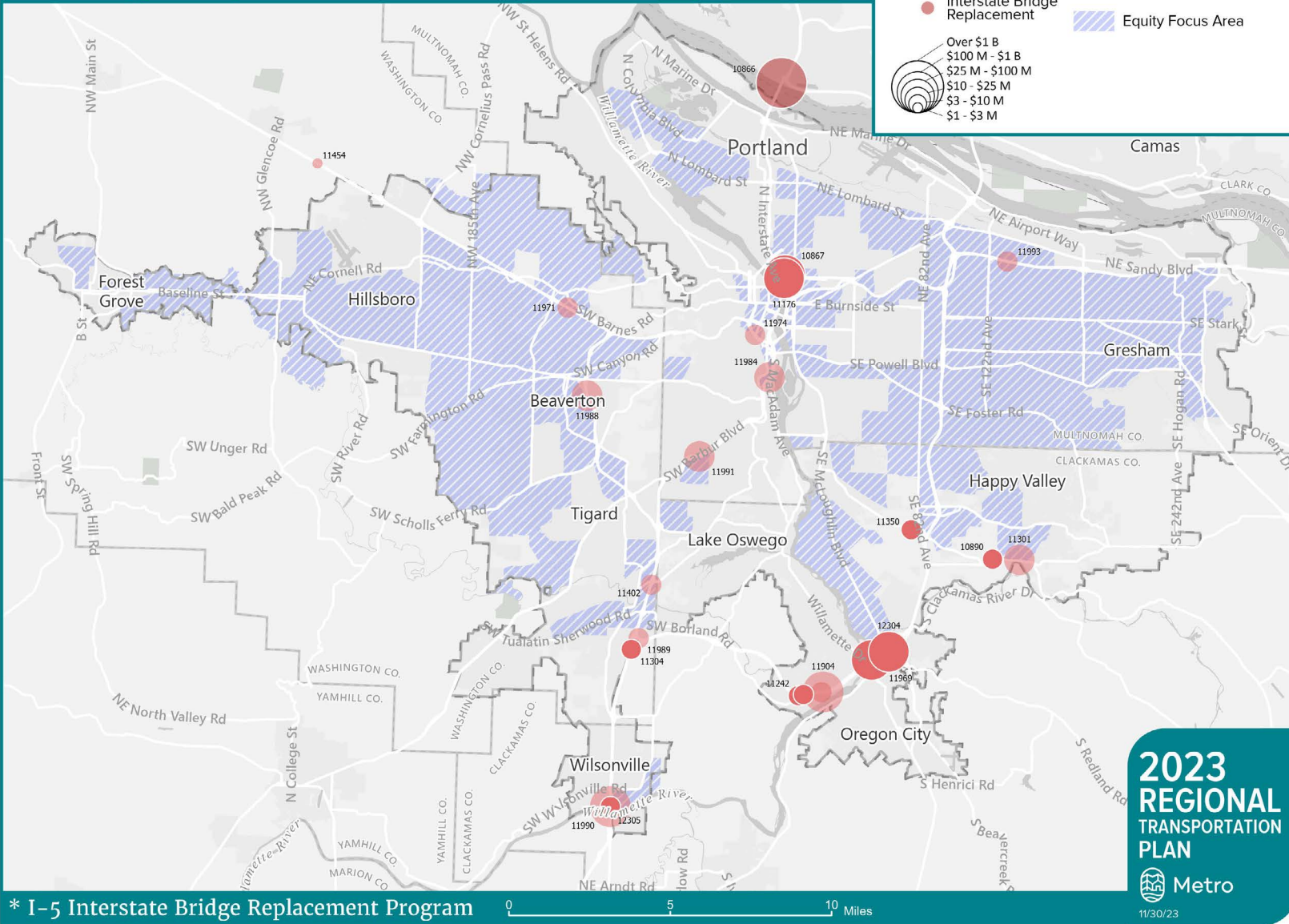


Number and cost range of RTP capital projects by investment category

Approximately half of the capital projects cost less than \$10M, and approximately half cost between \$10M and \$1B. The I-5 Interstate Bridge Replacement Program and the I-5 Rose Quarter Project each cost more than \$1B. The I-5 Interstate Bridge Replacement Program is the largest single capital project in the RTP, representing about 9 percent of the total RTP constrained list project costs and nearly one-quarter of the RTP constrained capital project costs.

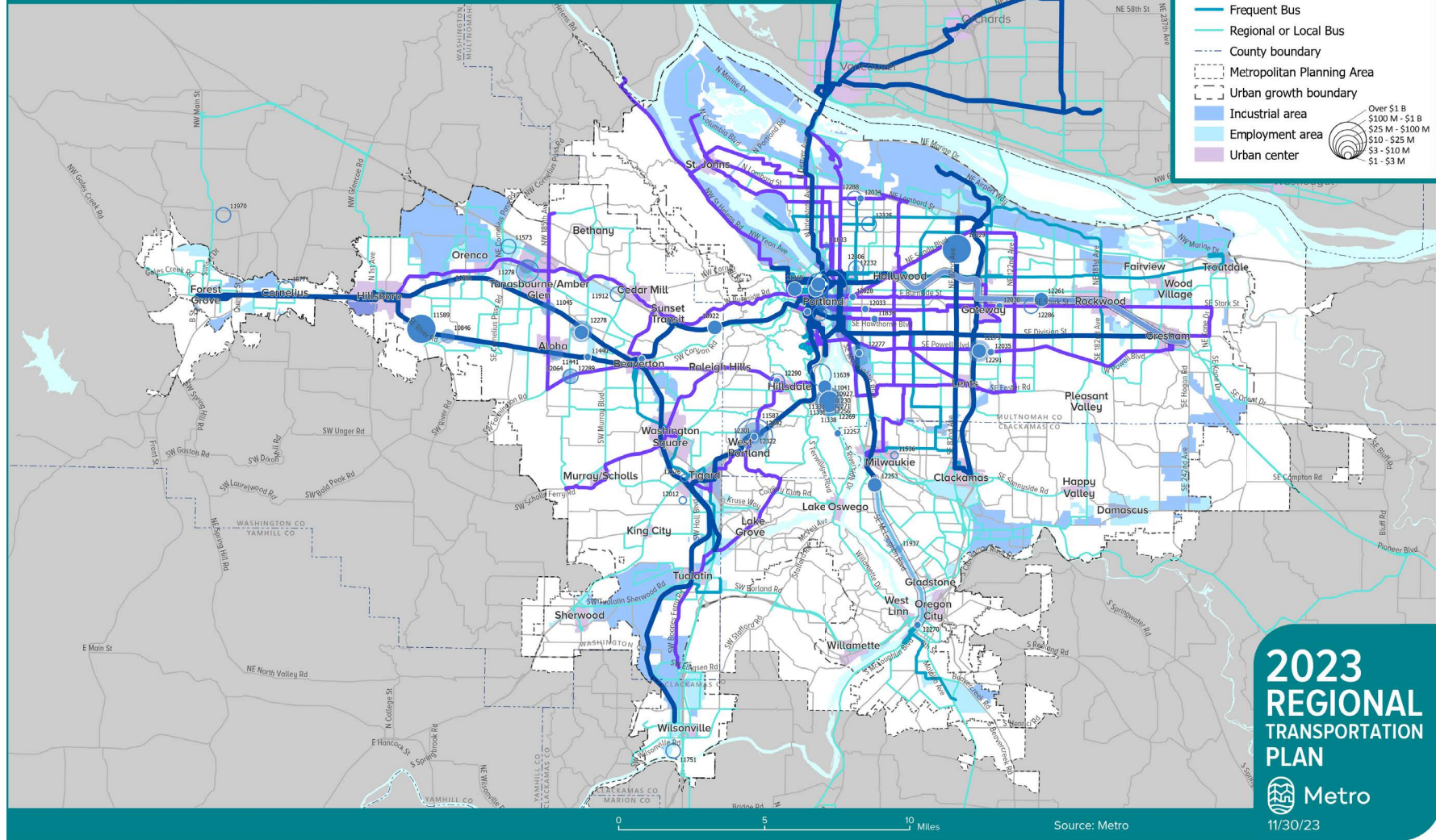


Financially Constrained Projects Throughway and IBR* Program Projects



Financially Constrained Projects

Transit Capital Projects and Planned Service (2045)





OUTCOMES OF THE PLAN

How does the RTP address the region's goals?

The financially constrained project list in the 2023 Regional Transportation Plan was analyzed to understand the plan's impact on regional goals related to mobility, safety, equity, economy and climate.

Projects in the RTP have been proposed and selected using an **outcomes-based approach**, which uses measurable objectives and performance targets. Targets are used to evaluate performance over time and to monitor how the transportation system is performing between plan updates, which occur every five years.

The RTP uses several different performance measures to capture the region's progress in each of five goal areas—**Mobility, Safety, Equity, Economy and Climate and Resilience**—and compares the results to targets that are established through the state and federal rules that guide the RTP. The system analysis uses Metro's travel model and other analytical tools. The analysis accounts not only for the projects and policies in the RTP, but also for factors such as projected population and job growth.

The system analysis results are described alongside key takeaways from the high-level project list assessment. This assessment considered whether individual planned projects have certain features that support RTP goals.

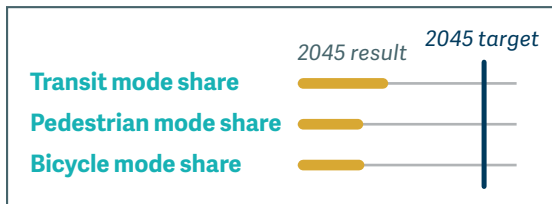
Note: Unless otherwise noted, data from the following charts and figures is from the Metro Research Center.



Mobility

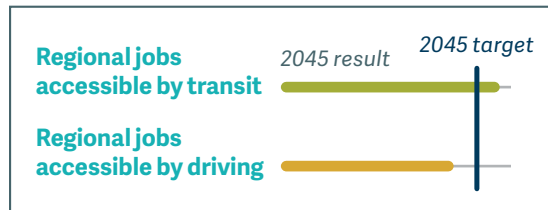
The RTP aims to provide people and businesses with affordable, convenient, sustainable, and safe connections to destinations. The RTP has many different performance measures related to mobility. For some of these measures the RTP meets performance targets, and for other measures it falls short.

The RTP increases transit and multimodal travel, but does not meet the region’s targets to triple transit, walking and bicycling mode share.



Metro’s travel model forecasts that the investments in the RTP help to increase the share of trips that people make by taking transit, walking and biking, but only by small amounts. Transit mode share is forecasted to grow by 1.3 percent between 2020 and 2045. This is a relative increase of more than 30 percent, which is significant, but still short of adopted targets. Walking and bicycling mode shares also increase by small amounts and fall short of targets.

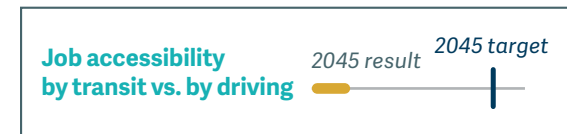
The RTP generally improves access to jobs.



Generally, the investments in the RTP help keep both roads and transit vehicles moving more efficiently, which increases access to jobs. The percentage of the region’s jobs that are accessible by driving increases between 2020 and 2030 and then starts to decline between 2030 and 2045. Increasing congestion near some job centers appears to

contribute to declining motor vehicle access to jobs in the later years of the plan.

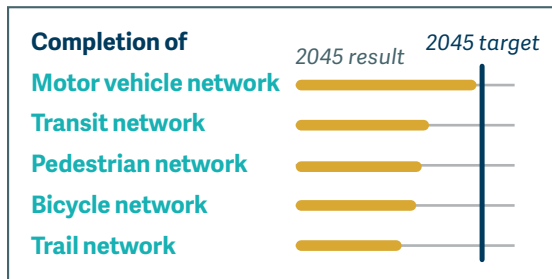
Driving currently offers much better access to jobs than transit does, and the RTP does not change this even though it improves access to jobs via transit.



The RTP improves access to jobs via transit more than it does access to jobs via driving. However, driving currently offers access to five to ten times as many destinations as transit, depending on when and where you are traveling. The RTP does not change the fact that driving offers much better access than transit in greater Portland. In order to give people the ability to choose from a variety of seamless and well-connected travel options and services that easily get them where they need to go, transit needs to offer the same level of access as driving. Providing equal access via transit and driving is an aspirational goal for the greater Portland region—and almost any other U.S.

city – due to a decades-long history of auto-oriented development. But closing the gap between transit and driving access has far-reaching benefits for the region.

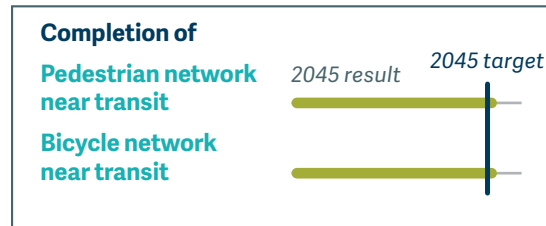
None of the region’s transportation networks are complete, but the motor vehicle network is much closer than others.



The RTP includes a goal to complete the planned motor vehicle, transit, pedestrian, bicycle, and trail networks by 2045. None of these networks are expected to be complete in 2045, but the motor vehicle network, which will be 99 percent complete when other networks are only 58 to 73 percent complete, is much more fully built out than the other networks. The fact that the motor vehicle network is so much more complete than others contributes to the challenge of providing a variety of seamless and connected travel choices. Metro staff are working to develop approaches for defining system completeness for transportation system management and operations

network and transportation demand management programs.

The region has been prioritizing completing pedestrian and bicycle facilities near transit, and the RTP upholds this priority.



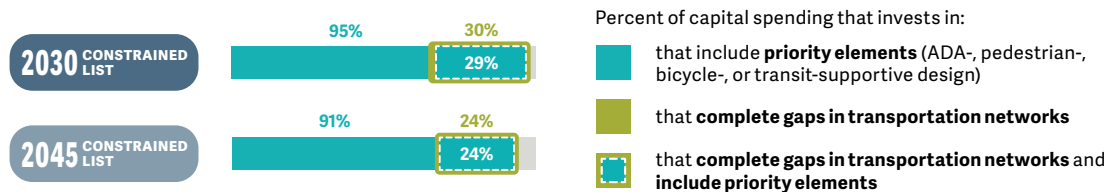
The pedestrian and bicycle networks are currently more complete near transit than in other locations in the region, and though the RTP does slightly less to complete these networks near transit than in other parts of the region, they will still be more complete in 2045.

The RTP meets throughway reliability thresholds for most of the region’s throughways and generally maintains current levels of reliability.

The Regional Mobility Policy identifies future transportation needs on the region’s throughways using travel speed as a proxy for reliability. It sets a minimum throughway performance threshold of no more than four hours per weekday with travel speeds below 35 miles per hour on controlled access throughways (which include the region’s freeways—I-5, I-84, I-205, I-405, US 26 and OR 217) or 20 miles per hour on signalized throughways (e.g., OR 99E, US 30, OR 212). If average speeds fall below the relevant speed threshold for more than a total of four hours in a day, it indicates the system is failing at that location.

How does the RTP invest in mobility?

Almost all of the RTP projects include design elements that support travel by walking, rolling, biking or transit (■). However, about a quarter of the RTP capital spending goes toward projects that close gaps in regional transportation networks (■).

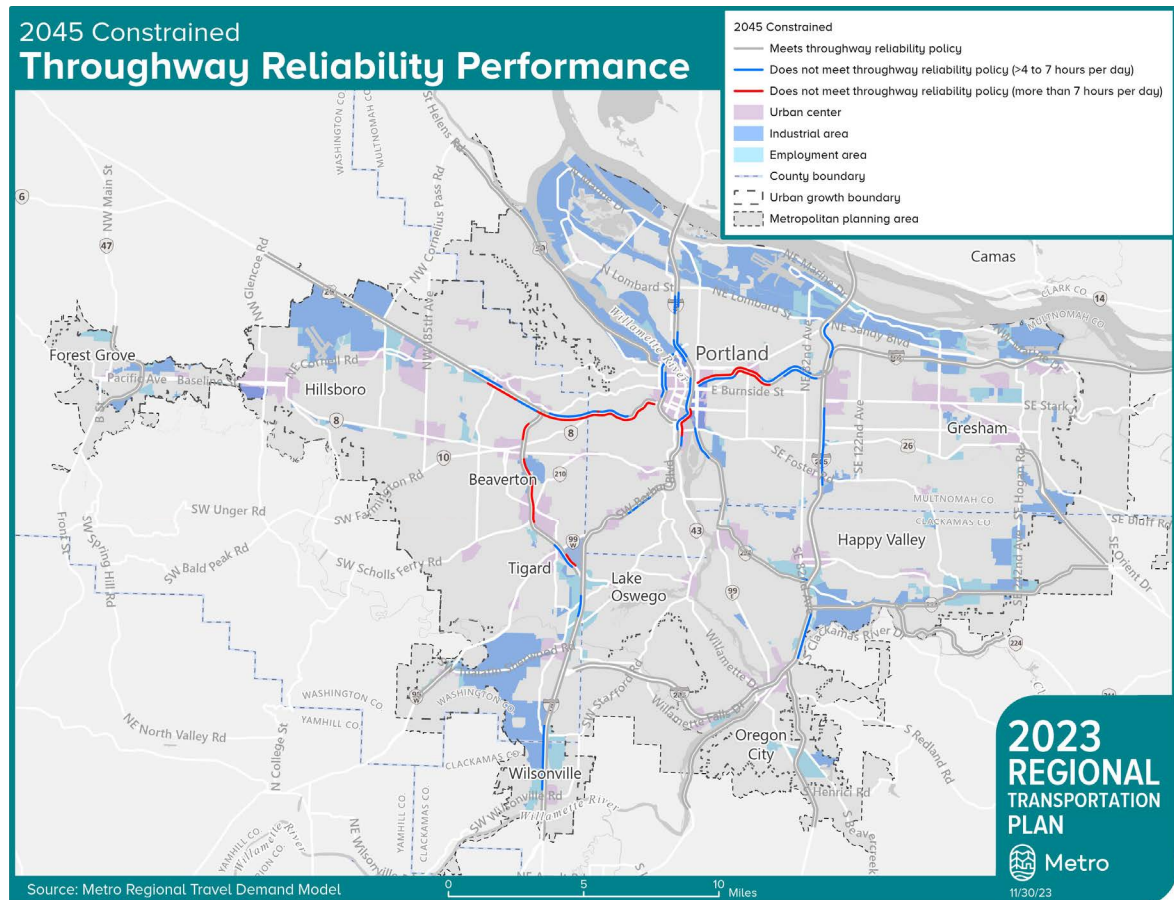


Reliability is generally projected to improve between now and 2030 as the region invests in implementing pricing, system management, strategic projects to address bottlenecks, and multimodal investments such as high capacity transit and system management. Reliability then declines back to 2020 levels in 2045 due to continued population and employment growth. Though the RTP maintains or improves reliability on most throughways between the base year and 2045, there are some notable exceptions. Stretches of OR 217, US 26, I-84, and I-5 south of downtown Portland all show declining reliability, and there are also some marked improvements in reliability along I-5 north of downtown Portland due to RTP projects.

The RTP investments help to preserve future throughway capacity for longer distance movement of goods, services and people, and enhance access to the region's industrial areas, ports and intermodal facilities. Further corridor-level evaluation is needed to address deficiencies and specific investment needs identified in this analysis.

See Chapter 7 and Appendix I for more maps showing how throughway reliability changes over time and how different throughways perform. See Chapter 3 for the updated Regional Mobility Policy.

Learn more about the development of the Regional Mobility Policy [↗](#)





Safety

The region is not on track to meet its target of reducing fatal and serious injury crashes to zero by 2035. By every safety measure that the RTP tracks, the greater Portland region's streets are getting less safe, and are not on a pathway to meet the 2035 Vision Zero goal.

The region's approach to safety

In 2018, the Metro Council and Joint Policy Advisory Committee on Transportation adopted a target to eliminate traffic deaths and serious injuries by 2035. To achieve this goal, Metro and the region's transportation agencies employ a Safe System approach. The Safe System approach aims to prevent the most serious crashes by holistically considering street design, speeds, people's behavior, and vehicle design. Transportation agencies in the region use proven safety countermeasures to reduce roadway fatalities and serious injuries, including

speed management, medians, crosswalk visibility enhancements, bicycle lanes, sidewalks, and more.

The Safe System approach acknowledges that people will make mistakes and may have road crashes—and focuses on designing a transportation system where these crashes will not result in death or serious injury.

Adopted RTP policies identify strategies and actions for regional partners to improve traffic and personal safety on the region's roadways. Actions include improving arterials with complete streets designs, managing speeds for safety, investing in Safe Routes to Schools and increasing access to transit.

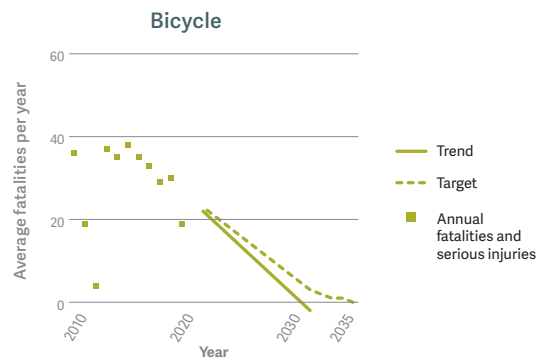
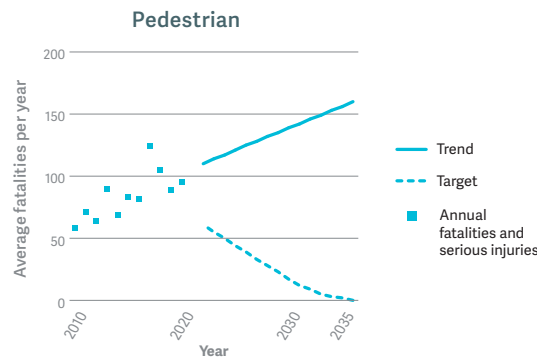
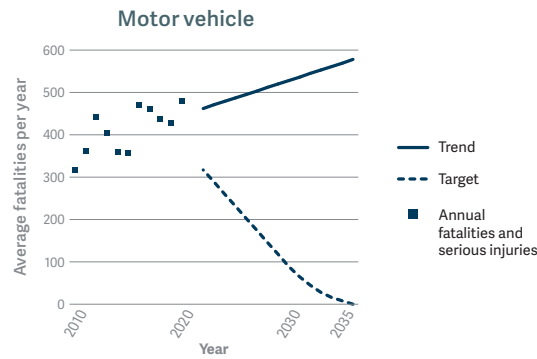
Regional safety trends

Chapter 4 of the RTP includes maps and information on where crashes occur and on who they affect. Key findings include:

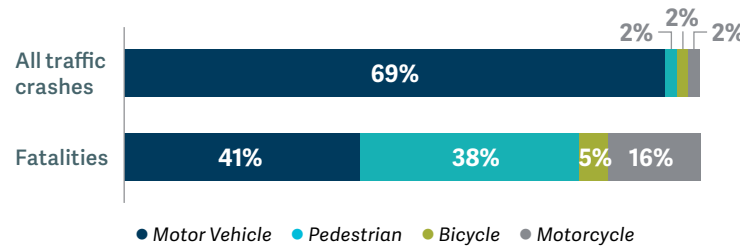
- Pedestrians experience a disproportionately high number of traffic deaths.

- Traffic fatalities are decreasing among bicyclists.
- A majority of serious crashes, and particularly serious bike/pedestrian crashes, occur in equity focus areas.
- Speed, alcohol, and/or drugs continue to be the most common contributing factors in severe and fatal crashes in the region.
- Serious crashes, and particularly fatal pedestrian crashes, are increasing both in the greater Portland region and nationally. The growing popularity of SUVs and other heavier and larger models of passenger vehicles is contributing to these trends; by 2025, light trucks, SUVs, vans and pickups are estimated to make up 78 percent of sales. Research indicates that crashes involving SUVs and similar weight vehicles are more likely to injure or kill pedestrians and bicyclists.

Targets and trends for annual traffic fatalities and serious injuries by transportation mode, 2009-2020 regionwide



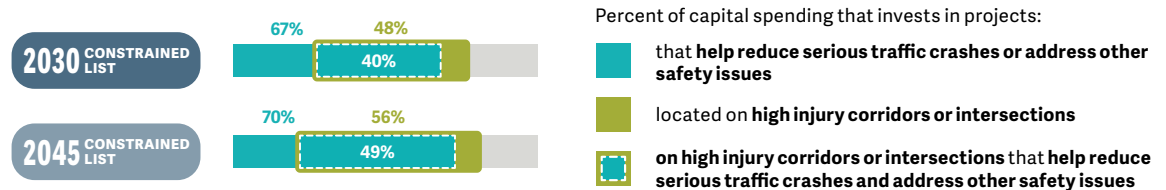
Percentage of all traffic crashes and traffic fatalities by mode, 2016-2020



38% of people who die in crashes are pedestrians

How does the RTP invest in safety?

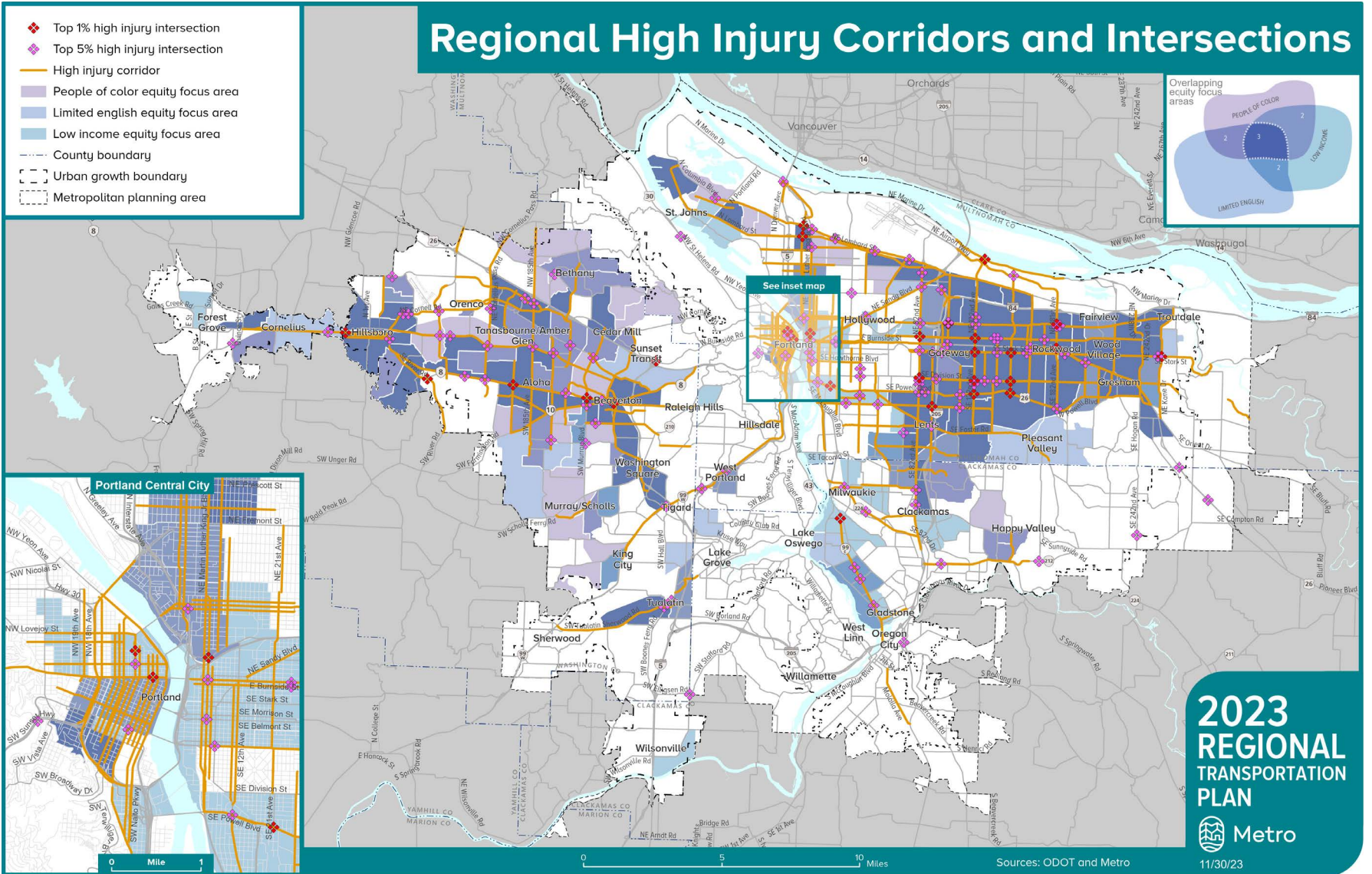
More than two thirds of capital funding in the RTP goes to projects that partner agencies identified as projects that address safety issues (■). More than half of the total capital budget goes toward projects that are on the high-injury network (■), which includes the relatively small share of roads and intersections where most of the serious crashes in the region occur. A higher share of investments that aim to address safety on the high injury network are planned in the long term (49 percent) than the near term (40 percent).



Being a woman and a visible Muslim makes it hard and unsafe. I have been harassed several times. We cannot control other people. I appreciate there are security officers on MAX, though.
UNITE OREGON PARTICIPANT

"There needs to be a focus on making sure that safety is a priority before any further development."
CENTRO CULTURAL PARTICIPANT

Regional High Injury Corridors and Intersections





Equity

The region's goals are only met when everyone shares in the benefits. While the RTP seeks to invest equitably, these investments do not undo longstanding transportation inequities in safety and access to jobs.

The RTP prioritizes transportation investments that eliminate transportation-related disparities and barriers for marginalized communities, with a focus on communities of color and people with low incomes. Metro has engaged marginalized communities across the region to better understand their transportation needs. These communities have emphasized the need for fast, frequent, affordable, and reliable transit connections to key destinations, and safer walking and biking infrastructure, particularly near transit stops.

Many of the equity performance measures describe conditions in Equity Focus Areas (EFAs) (see map on next page), which are places with double the average regional density of people of color, people with low incomes, and/or people with limited English proficiency.

The region's bicycle and pedestrian networks are currently more complete in some EFAs and the RTP continues to invest in completing those networks.

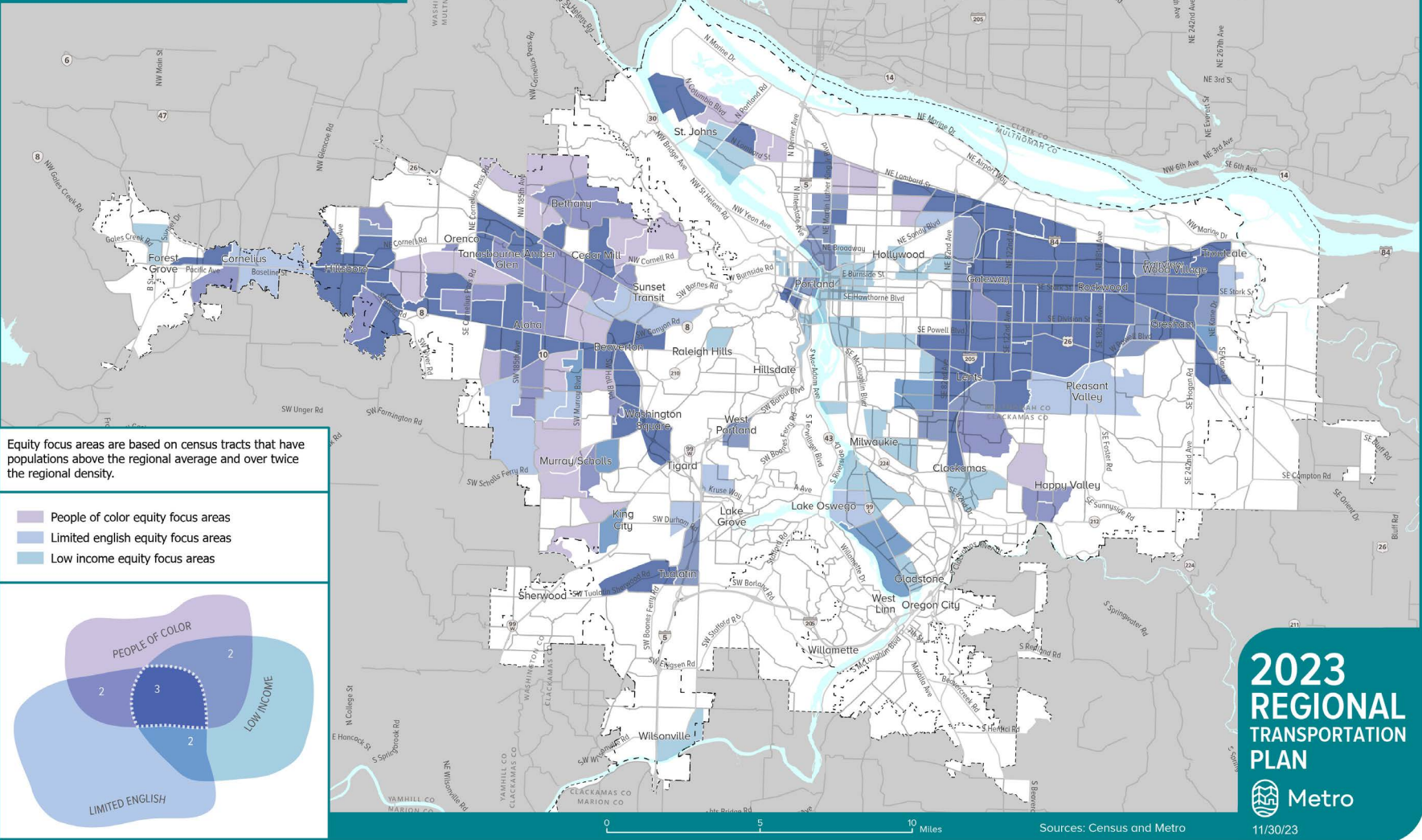
However, recent data show that these areas continue to experience three times the number of crashes that involve people walking and biking—who are particularly vulnerable to death and injury during crashes—and almost twice as many fatal and serious injury crashes as other parts of the region.

People living in some EFAs currently have significantly better access to jobs via transit and driving than people living in non-EFAs.

The RTP improves access to jobs in EFAs relative to other communities. However, despite continued efforts to grow transit service during this and previous RTP cycles, driving in general continues to offer much more efficient and convenient access to jobs than transit does. The system analysis shows that in 2045, 39 percent of regional jobs will be accessible by driving from an EFA, while only 10 percent of regional jobs will be accessible by transit.

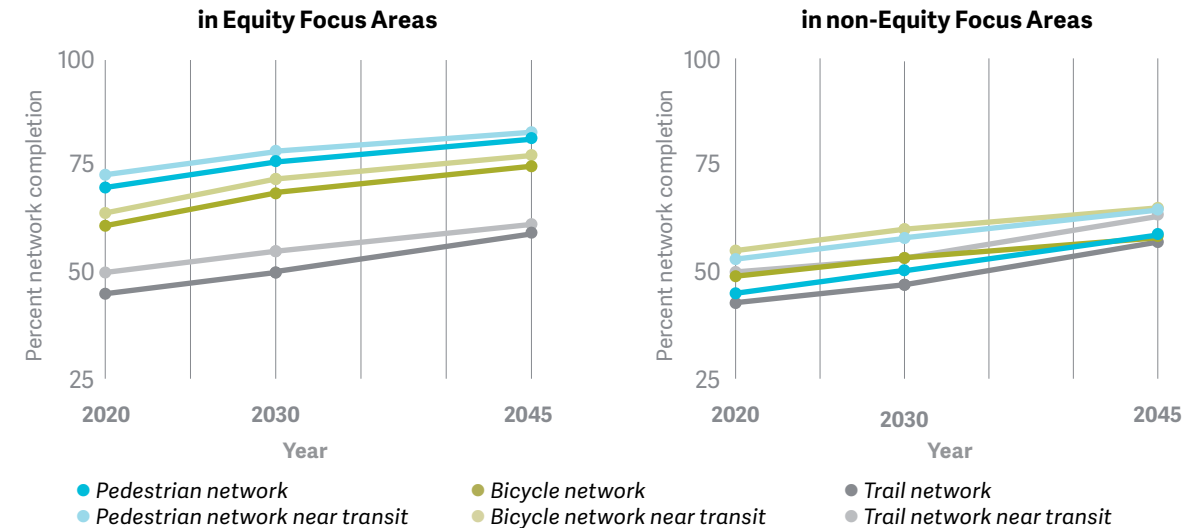
Both community feedback and research emphasize that people of color and people with low incomes are more likely to rely on transit. An equitable transportation system, therefore, is one in which transit offers the same level of access to jobs as driving.

Equity Focus Areas



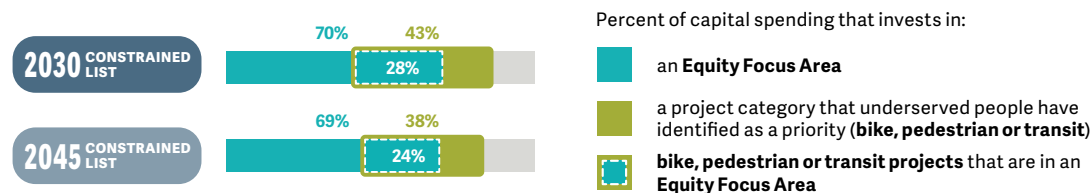
System completeness by network type and geography

The RTP prioritizes completing the bicycle and pedestrian system in equity focus areas to provide safe streets for the most vulnerable travelers. The active transportation network is generally more complete in EFAs than in other communities, often because EFAs are often located in older, more walkable neighborhoods. However, significant portions of the network in EFAs still need to be completed for everyone in the region to benefit from high-quality walking and biking connections, so the RTP continues to invest in these areas at a higher rate than other parts of the region.



How does the RTP invest in equity?

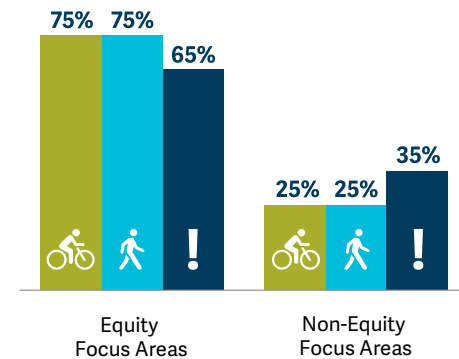
Almost 40 percent of RTP spending invests in project categories that underserved people have identified as priorities (■), with a slightly higher share of these investments in the near term (43 percent) than in the long term (38 percent). More than two thirds of overall spending invests in equity focus areas (■).



Crashes and equity

Safety is a critical issue for marginalized travelers. The RTP aims to reduce crashes in equity focus areas to at or below the levels observed in other communities. A majority (65 percent) of fatal and severe injury crashes—and 75 percent of those crashes that involve pedestrians and bicyclists—are in EFAs. Addressing high-crash locations in these areas makes the transportation system safer for all users and makes the region more equitable.

Percentage of average annual traffic fatalities and severe injuries in EFAs and non-EFAs



- Bicyclist fatalities and severe injuries
- Pedestrian fatalities and severe injuries
- All fatalities and severe injuries

“For me, equitable transportation, no matter your socio-economic status, where you live, its all the same and equal. Just being inclusive with everyone. You can get from point A to point B without worrying a lot.”

THE STREET TRUST PARTICIPANT



Economy

The RTP supports a thriving economy by making transportation more safe, efficient and complete and by helping keep people, freight and deliveries on time.

The transportation system plays a critical role in connecting workers to jobs and connecting employers to the talent that they need and moving goods to, from and around the region. Shifts in the economy often lead to changes in how people and goods travel through the region. The RTP supports the region's economy by improving connections to jobs and responding to changing transportation patterns.

However, travel times increase at a much slower pace than the region's population and employment growth (less than 4 percent increase by 2045, compared to 29 percent and 23 percent growth, respectively). This suggests that investments in the RTP help traffic move more efficiently along these corridors than it would otherwise given the pressure that new growth and new trips put on the transportation system.

% CHANGE IN AVERAGE OFF-PEAK / PEAK TRAVEL TIMES 2045 vs 2020	
Driving	+3.7% / +3.8%
Transit	-3.4% / -1.6%

"People live in rural areas where things are less expensive. There's people in rural areas of Forest Grove that don't have access to public transportation but prefer this because it is a lot cheaper. I'm thinking about all of these families that have to move on the outskirts of town to be able to afford a living."

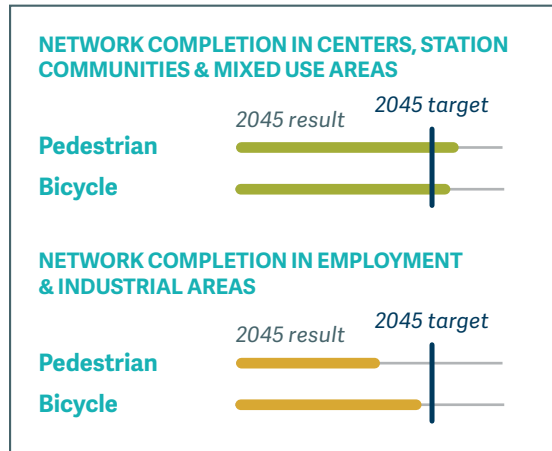
CENTRO CULTURAL PARTICIPANT

The RTP achieves mixed results on regional economic goals.

The RTP aims to decrease driving and transit travel times along regional mobility corridors. It does reduce transit travel times along the corridors that connect the region's centers, but driving times along these corridors increase in the later years of the plan due to increased congestion.

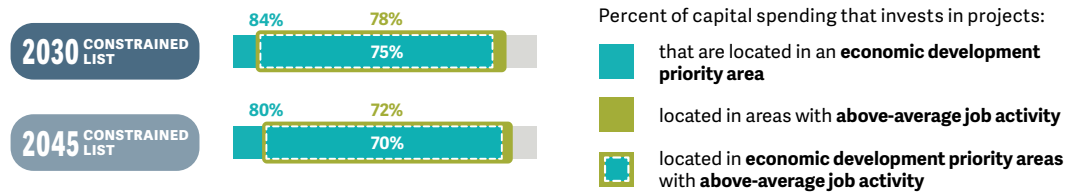
The RTP must complete the bicycle and pedestrian networks in the communities where jobs are located in order to help workers take advantage of the faster and more frequent transit connections that the RTP provides. The bicycle and pedestrian network is already more complete than average in centers, station communities and other mixed-use areas where many of the region's office, service and other jobs are located. The RTP continues to prioritize

investment in these areas. However, the pedestrian and bicycle networks—particularly the former—are not nearly as complete in employment and industrial areas that are home to many of the region’s manufacturing and transportation jobs. Many businesses in these areas need freight access and ample floor space for manufacturing or warehousing, which can pose challenges to creating convenient and safe walking and biking environments. Completing these networks, however, can help transit riders safely and conveniently complete the last mile of their commutes.



How does the RTP invest in the economy?

The RTP invests heavily in projects that are located both in planned job centers (■) and in the places where jobs are currently concentrated (■), supporting current and planned growth.



PROJECT SPOTLIGHT

Terminal 6 Modernization

Port of Portland
Terminal 6 in the City of Portland

The Terminal 6 Modernization project, or STRONGER T6, will improve and expand Terminal 6 — Oregon’s only marine shipping terminal for agricultural exporters. This project exemplifies the region’s commitment to investing in economic growth by focusing on priority areas for development and areas with higher-than-average job activity. This \$42 million initiative led by the Port of Portland involves pavement improvements to Yards 604, 605, 606, and 607; electrical system upgrades; and a new stormwater collection system that reduces the flow of pollutants into the Columbia River. By bringing the pavement and electrical systems to a state of good repair, the project will increase cargo storage, make operations safer and more environmentally friendly, reduce terminal operating costs, and decrease emissions from electricity generation. With these strategic investments, the RTP invests in critical transportation infrastructure that supports the needs of businesses, workers, and future economic development.

More information about the project is available [here](#).



Climate + Resilience

Improving transit and active transportation connections to destinations helps to achieve climate goals—especially when accompanied by programs that manage demand for driving.

The transportation sector is the largest contributor to greenhouse gas emissions in Oregon. It is therefore a key focus of the state and region’s greenhouse gas reduction efforts.

The 2023 RTP update aims to meet targets to reduce per capita vehicle miles traveled that are designed to help meet Oregon reach its ambitious goals to reduce greenhouse gas emissions (see chart on page 31). The RTP takes into account how significant changes like new tolls on the region’s throughways and changing transit ridership patterns will affect progress toward these targets. This work builds on the region’s **Climate Smart Strategy**, which establishes a toolkit of high- and medium-impact strategies to reduce regional greenhouse gas emissions.

“We’ve seen droughts all over the United States, flooding. Even here in Oregon, we’ve had crazy heat waves and fires. Those definitely affected my life. So doing our best to make Clackamas County contribute towards less emissions and, therefore, less climate change is definitely something I want to do while I’m living here.”

CLACKAMAS COUNTY YOUTH RESIDENT

“It seems like there’s going to be growing inequity for people who don’t have the money to buy an electric car. Use this plan to push agencies to convert faster, but the worry is that if it’s not done equitably, then that cost will be pushed to the most vulnerable people.”

NEXT UP PARTICIPANT

Climate Smart high- and moderate-impact greenhouse gas (GHG) reduction strategies

► High GHG Reduction Impact



Support Clean Vehicles and Fuels



Coordinate Transportation and Community Design



Implement Pricing



Invest in Transit

► Medium GHG Reduction Impact



Invest in Active Transportation



Invest in System Management and Operations



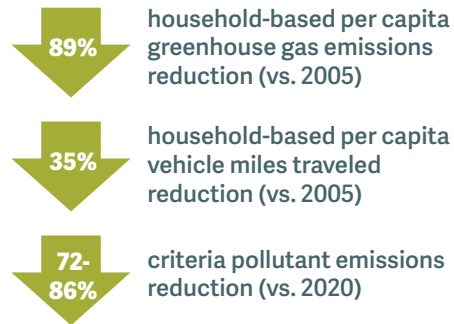
Invest in Travel Information and Incentives

RTP climate and air quality performance

The RTP uses three performance measures to analyze the plan's impact on climate and air quality:

- Greenhouse gas emissions per capita
- Vehicle miles traveled per capita
- Criteria pollutant emissions

The system analysis shows the following reductions:



Vehicle miles traveled trends and reduction strategies

Vehicle miles traveled (VMT) per capita measures how many miles the average person in the greater Portland region drives each day. Per capita VMT in the region has been significantly lower than the national average since 1997. Over the past 25 years, there has been a general downward trend, with a few exceptions during economic booms. However, between 2010 and early 2020 there was little or no decline in VMT per capita.

In an era when high housing costs make it challenging for many people to live in transportation-rich neighborhoods, the region may need to take new approaches (such as congestion pricing) or prioritize high-impact strategies (such as expanding frequent transit, creating more affordable housing in regional centers, and increasing the use of parking pricing parking) to meet ambitious greenhouse gas and VMT reduction targets.

The RTP and roadway pricing

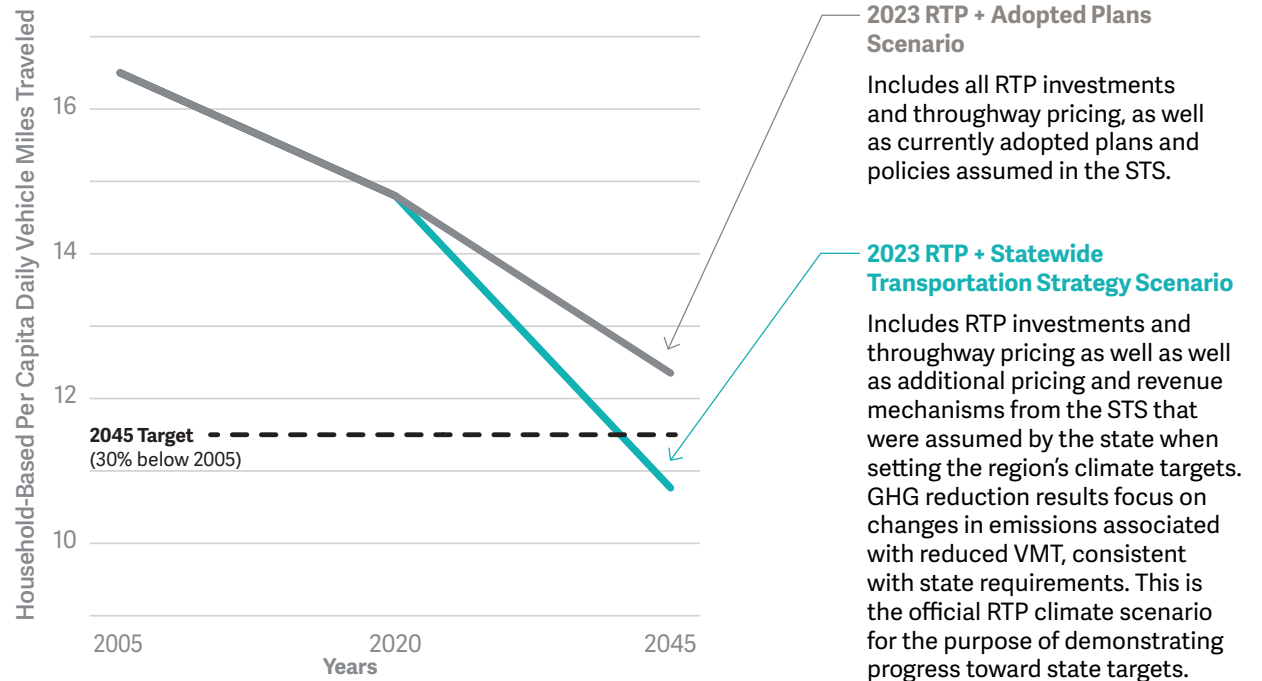
The 2023 RTP is the first to propose significant implementation of roadway pricing policy to better manage travel demand and help finance new transportation projects. Proposed RTP pricing projects include variable rate tolls on the I-5 Interstate Bridge and on most of the I-5 and I-205 corridors within the region, including the I-205 Abernethy Bridge. The performance analysis of the 2023 RTP showed that if implemented together, these pricing programs would help the region meet its climate and mobility goals.

In March 2024, after adoption of the 2023 RTP, Governor Kotek directed ODOT to stop work on most of the tolling proposed in the 2023 RTP by canceling the Regional Mobility Pricing Project, transferring tolling of the I-5 Interstate Bridge Replacement Program to Washington State Department of Transportation (WSDOT), and indefinitely pausing work on the I-205 Toll Project. The 2025 legislative session is expected to provide an opportunity for legislative consideration of alternative revenue sources and the future of tolling in the greater Portland region.

Implementation of future tolling is also subject to completion of the federal environmental review processes and further consideration and decisions of the Oregon Legislature, Governor Kotek and the Oregon Transportation Commission.

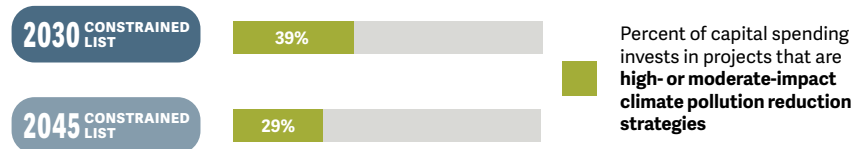
Household-based daily VMT per capita by Scenario relative to Regional Climate Target

The RTP meets state-mandated regional climate targets by implementing the projects and programs in the constrained RTP project list in combination with state-led actions identified in the **Oregon Statewide Transportation Strategy (STS)**. There are multiple paths to meeting regional climate targets through a combination of increased pricing and other climate strategies including demand management, system management, and increased investment in alternatives to driving.



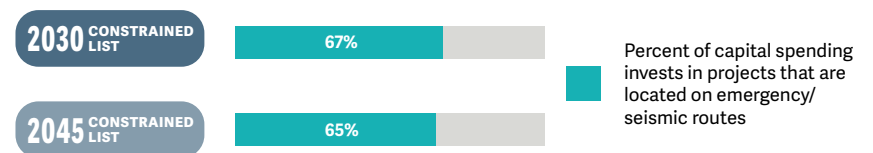
How does the RTP invest in climate?

Roughly 30 percent of total RTP capital spending goes toward the high- or moderate-impact climate pollution reduction strategies listed on page 29 (■), with a higher share of these investments in the near term (39 percent) than in the long term (29 percent).



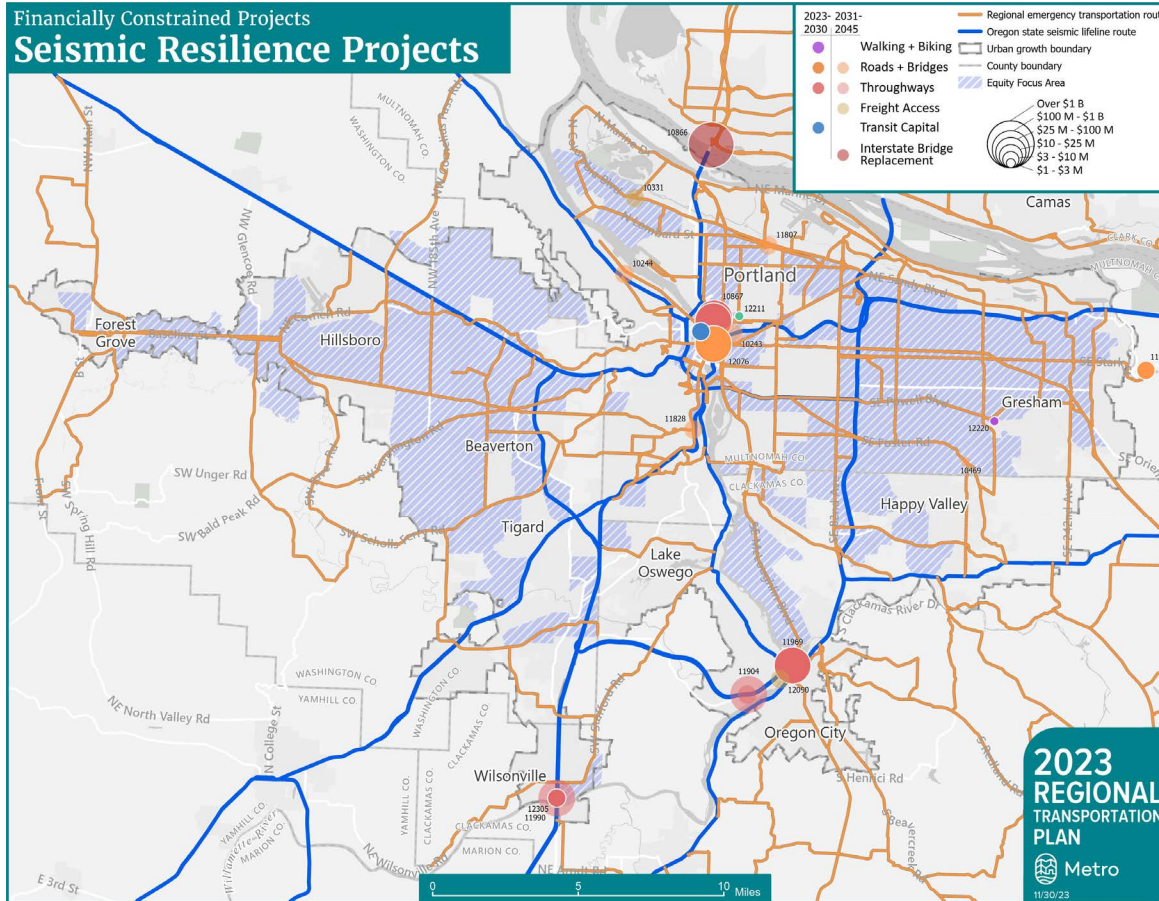
How does the RTP invest in resilience?

Two thirds of total RTP capital spending goes toward projects that are located on Regional Emergency Transportation Routes or Statewide Seismic Lifeline Routes (■), which present opportunities to improve resilience of those facilities. The RTP proposes 21 capital projects that will improve the seismic resilience of the transportation system. These projects represent nearly 40 percent of total RTP capital spending. See project map on the next page.



RTP investments in disaster preparedness

Several major projects in the RTP are planned to improve the region's readiness for major natural disasters, including earthquake-ready bridges across the Willamette (Abernethy Bridge and Earthquake Ready Burnside Bridge) and Columbia (Interstate Bridge Replacement Program) rivers, and improvements along Regional Emergency Transportation Routes and Statewide Seismic Lifeline Routes. These investments will help ensure that essential infrastructure will be here to serve us for generations, no matter what happens.



PROJECT SPOTLIGHT

Earthquake Ready Burnside Bridge

 Burnside Bridge over the Willamette River in the City of Portland

The Earthquake Ready Burnside Bridge project makes a key transportation link in the region more resilient, safe, and sustainable. The Burnside Bridge is a Regional Emergency Transportation Route and a regionally established lifeline route that connects the east and west sides of the region. Under this project, Multnomah County and the City of Portland will rebuild the bridge as a seismically resilient structure, while also improving transit, walking, and bicycling travel options.

By reinforcing this vital transportation route with multi-modal infrastructure, the \$895M project ensures efficient emergency response capabilities during earthquakes or other disasters, while also contributing to the region's targets of reducing vehicle miles traveled (VMT) and associated greenhouse gas emissions by creating more space for transit, bicycling and walking on the bridge.

More information about the project is available [here](#) ↗.

How will greater Portland pay for transportation investments?

The 2023 Regional Transportation Plan shows that more investment and funding are needed to build, operate and maintain the regional transportation system for all modes of travel.

HB 2017 Keep Oregon Moving provided a significant investment in transportation. However, as the region looks to balance transportation spending over the next two decades, a robust evaluation of revenue collection and allocation strategies will be critical to future policy success.

Building a safe, reliable and sustainable transportation system requires steady, long-term investment. We don't have the resources to invest at the levels needed to address all of the challenges facing our region and achieve our shared vision for the transportation system. For example, the region needs to complete gaps in transit, walking and biking networks to expand affordable travel options, yet active transportation currently lacks dedicated funding at all levels of government. The transit system relies heavily on payroll taxes to fund operations, yet the region's demand for frequent and reliable transit service exceeds the capacity of local payroll taxes to support it.

An emerging source of transportation revenue may be in tolling and other pricing strategies. In 2021, Metro completed the

Regional Congestion Pricing Study (RCPS) ↗.

The RCPS conducted in-depth analysis to test four pricing strategies including congestion pricing, cordon pricing, parking pricing and mileage-based fees. The results of this study showed promise for vehicle pricing strategies, and will be an important factor influencing the region's funding outlook and making the most of past investments in the transportation system.

In October 2021, the **City of Portland's Pricing Options for Equitable Mobility (POEM) Task Force ↗** explored pricing options on parking, cordon pricing, and highway tolling. The **Equity and Mobility Advisory Committee (EMAC) ↗** advises the Oregon Department of Transportation (ODOT) and the Oregon Transportation Commission (OTC) on development of an easy-to-use, accessible and equitable tolling program in the greater Portland region.

Each of these efforts have recognized the need to ensure unintended impacts on people with low-incomes, land use and the transportation system are identified and addressed in design and implementation.

Policies in Chapter 3 of the 2023 RTP may help guide how revenues from potential tolling and congestion pricing will be spent. The 2025 legislative session is expected to provide an opportunity for legislative consideration of alternative revenue sources and the future of tolling in greater Portland.

In the past five years, nearly \$3 billion has been invested in the regional transportation system. Of the 1,123 projects listed in the 2018 RTP, 170 have been built or will be completed by 2024. Examples of these projects include:

City of Portland

- Blumenauer Bicycle and Pedestrian Bridge
- Rivergate Rail Overcrossing
- Division Transit Project

Washington County

- Roy Rogers Road
- Blanton Street Extension
- A Better Red (MAX Red Line)

Clackamas County

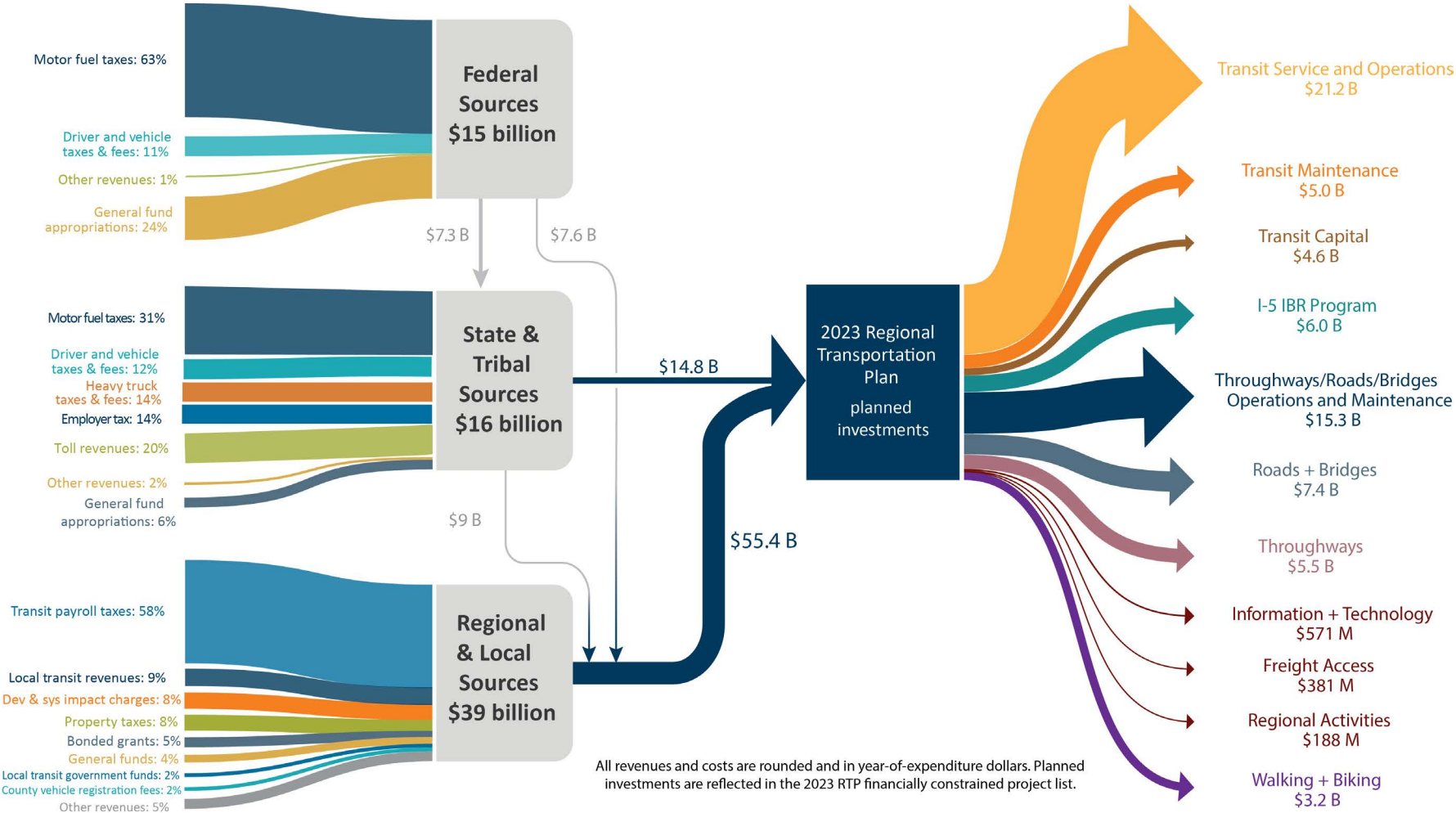
- Molalla Avenue Bike and Pedestrian Improvements
- Mt. Scott Blvd/King Rd Improvements
- I-205 Northbound Auxiliary Lane

Multnomah County (non-PDX)

- 238th Dr Freight and Multimodal Project
- Division Street Bike and Pedestrian Improvements

Transportation revenues are collected from a variety of sources, which are distributed through complex processes before being available to transportation agencies in the greater Portland region to build projects in the RTP, and to maintain and operate the existing transportation system.

The collection of transportation revenues occurs across multiple levels of government and from a wide range of sources. Revenues then flow through a variety of programs, redistributions, and formulae before being invested in the greater Portland region’s local and regional transportation networks. Metro worked in cooperation with staff from ODOT, TriMet, SMART, cities, counties, and a Tribal government to develop the revenue forecast for the 2023 RTP. Described in Chapter 5, the region estimates that almost \$70 billion can be reasonably expected to be available during the life of the plan (2023-2045).



Click here to read the 2023 High Capacity Transit Strategy



IMPLEMENTATION STRATEGIES

The Strategy for Regional High Capacity Transit Investment




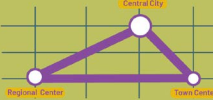




High capacity transit is public transportation that moves a lot of people quickly and often. From the region's first MAX light rail project—the Blue Line to Gresham in the 1980s—right up to the recent opening of the region's first FX rapid bus line on Division Street in 2022, our region has delivered a high capacity transit system that now provides tens of millions of rides each year. **It is the backbone of our region's transportation system, connecting Portland's central city and regional growth centers where the greatest number of people live, work and play.**

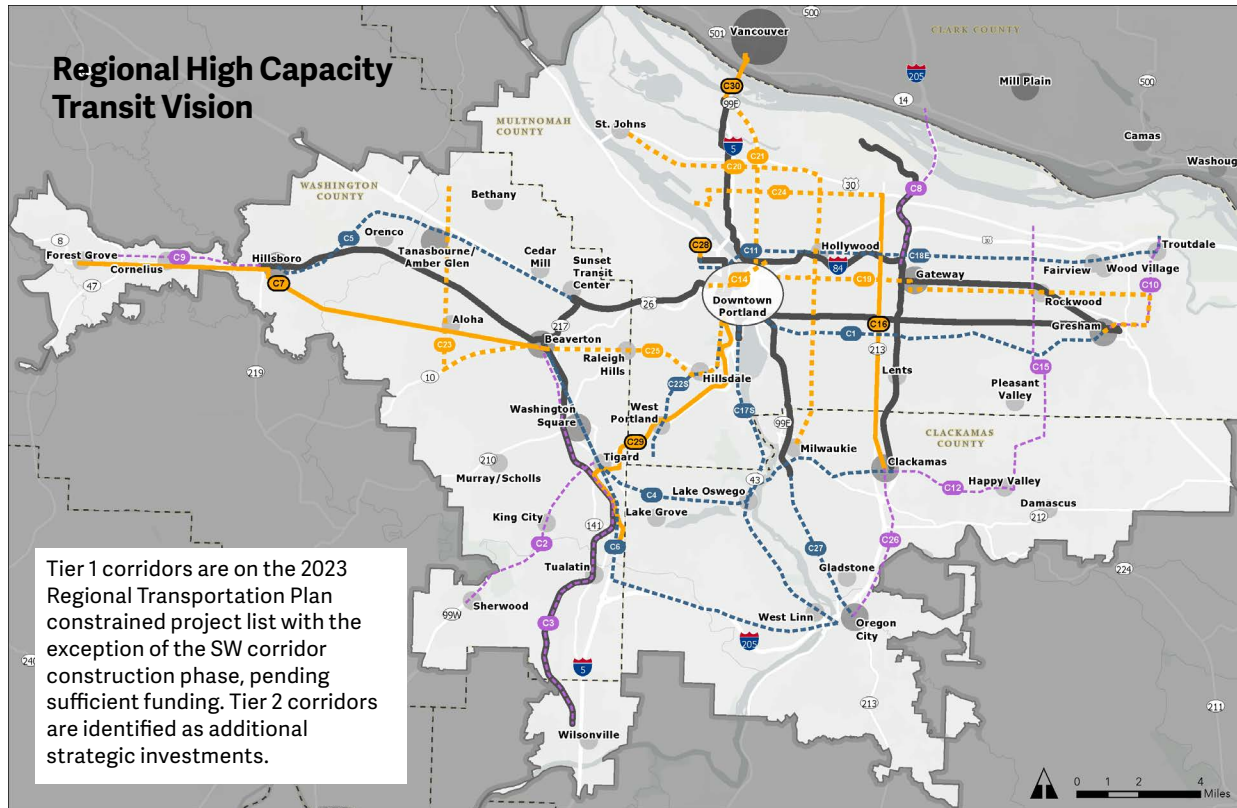
Why invest in high capacity transit?

The region cannot meet shared ambitious climate, safety, equity, or urban land use goals or realize the compact, urban land uses that partners have long planned for together without deep investments in high capacity transit. These types of investments provide:

- More capacity to get people to where they need to go more safely, comfortably and actively, improving quality of life;
- Fast and reliable connections between regional and town housing and job centers, major destinations and community places, supporting vibrant communities;
- More reliability for moving people and goods between hubs of commerce, supporting a strong economy;
- A more affordable alternative to driving better serving people traveling from marginalized communities who rely on transit, creating a more equitable transportation system; and
- More efficient use of land and public facilities and services and less greenhouse gas and pollutant emissions, protecting farms and forests and marginalized communities most impacted by air quality.

High Capacity Transit...

 <p>Moves lots of people</p>	 <p>Has its own track or bus lane</p>
 <p>Is frequent</p>	 <p>Is direct</p>
 <p>Runs for most of the day</p>	 <p>Is fast and reliable</p>
 <p>Provides a comfortable waiting environment</p>	 <p>Serves places with a mix of and many destinations</p>



The 2023 High Capacity Transit Strategy takes into account how greater Portland has grown, how communities and their needs have changed and how transit and travel are different (after COVID-19 and with new rapid bus) to create a network vision for the future. That vision identifies the region's most pressing needs for high capacity transit investments, creating a pipeline prioritizing the most heavily traveled urban corridors with concentrations of housing and jobs and equity focus areas that need

high-quality, frequent transit service to continue growing and thriving. With a renewed blueprint for investment that will help greater Portland be competitive for Federal funding, our region is ready to put the pipeline to work in building the next 50 years of critical transit projects.

Working to make the vision a reality is something that requires action from all regional partners. High capacity investments take existing strong transit

connections to the next level in accessibility and priority on the roadway, while shining a light on the corridor it travels to improve safety, access and livability for current and future riders. Supportive improvements are key to creating an environment that encourages current and future ridership while meeting regional objectives around equity and affordability. Such improvements are essential to complete before building the high capacity project for investments to be successful and reach their fullest potential.

Additional Implementation Strategies and Plans

The Regional Transportation Plan is supported through a variety of adopted strategies and modal plans. Some strategies provide guidance for a specific mode of transportation, such as active transportation and freight. Other strategies focus on approaches to achieving specific goals, such as Climate Smart Strategy and the Regional Transportation Safety Strategy. These strategies are updated periodically with and in between Regional Transportation Plan updates. This section provides summaries of each strategy with web links to the complete strategy documents.



Emerging Technology Strategy (December 2018) ↗

The Emerging Technology Strategy examines the effects of current technologies and developing ones, such as rideshare and bikeshare service and the first generation of driverless cars. Emerging technology strategies call for public agencies in the region to: help make emerging technologies accessible to all; use technology to support equitable, shared, and active travel choices; and advance the public interest through innovation.



Regional Freight Strategy (December 2018) ↗

Updated in 2018, the Regional Freight Strategy provides a vision, policies and investments that support the greater Portland region's role as the trade gateway for the state of Oregon and many southwest Washington businesses. Freight policies seek to improve safety and better manage roads that provide critical access to and connections between industrial centers, ports, rail yards, shipping facilities and the Interstate and state highway system. During the development of the 2023 Regional Transportation Plan, a Regional Freight Delay and Commodities Movement Study explored impacts of the pandemic and the growth in e-commerce and examined commodity movement in the region.



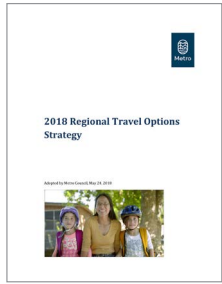
Regional Transit Strategy (December 2018) ↗

First adopted in 2018, the Regional Transit Strategy defines a vision, policies and investments needed to help make the region's transit system frequent, convenient, accessible and affordable for everyone. The Strategy includes the Enhanced Transit Concept (ETC) that features spot treatments, such as bus only lanes and transit priority signals at intersections, to improve speed and reliability in the region's most congested frequent service bus or streetcar lines. ETC is now known as "Better Bus."



Regional Transportation Safety Strategy (December 2018) ↗

First adopted in 2018, the Regional Transportation Safety Strategy includes the ambitious safety goal of Vision Zero. Metro's target is zero traffic-related deaths and life-changing injuries in the greater Portland by 2035. The strategy includes new regional transportation safety and security policies and updated actions to address the contributing factors in fatal and lifechanging traffic crashes identified for the greater Portland region.



Regional Travel Options Strategy (May 2018) ↗

The Regional Travel Options Strategy maps out a plan for reducing reliance on driving alone through employer outreach programs, traveler education and incentives for using alternatives to driving.

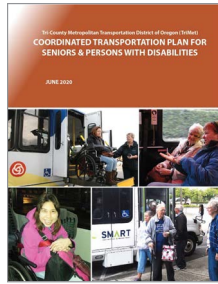
This strategy offers policy direction that established the regional Safe Routes to School program. The strategy also provides guidance on adapting to new technologies and prioritizing projects and programs that address inequities.



Climate Smart Strategy (December 2014) ↗

The Climate Smart Strategy defines policies, strategies and supporting actions that can be taken by the state, Metro, cities, counties, transit agencies and others to support the region's

efforts to integrate land use and transportation decisions to reduce greenhouse gas emissions while making our transportation system safer, healthier and more reliable. The strategy responds to a state mandate to reduce per capita greenhouse gas emissions from cars and small trucks by 2050. The Climate Smart Strategy and related policies were adopted in the 2018 Regional Transportation Plan. Implementation of the strategy and progress toward the state-mandated greenhouse gas emissions reduction targets is reviewed and reported as part of each update to the RTP.



Coordinated Transportation Plan for Seniors and People with Disabilities (TriMet; June 2020) ↗

Prepared by TriMet, the coordinated transportation plan defines priorities and actions to support a cost-

effective, efficient and high-quality transportation system that serves the needs of seniors and persons with disabilities. It identifies current and future needs, calling for investments and actions to help ensure people have access to medical care and other essential services. The plan recognizes seniors will represent the fastest growing segment of our population in years to come and defines a continuum of services that takes into account people's abilities as they transition through various stages of age and ability. The next update is due in 2024.



Regional Active Transportation Plan (July 2014) ↗

The Regional Active Transportation Plan defines a vision and policies that will make it easier to walk, ride a bike and access transit to work, school, parks and

other destinations throughout the region.



Transit Oriented Development Program Strategic Plan (2023) ↗

Updated in 2023, the strategy sets new goals around affordability, climate and racial equity, and explores ways to leverage additional funding to

increase the program's impact over time. Land acquisition is also identified as a key part of the region's anti-displacement toolkit, and the strategic plan sets a direction to pursue greater impacts through community-led development partnerships on publicly acquired land.



Transportation System Management and Operations Strategy (January 2022) ↗

The Transportation System Management and Operations (TSMO) Strategy defines an approach to optimizing the

existing transportation system by improving business practices and collaboration, encouraging behavior changes through travel demand management and using technology to operate the system. Updated in 2021, the strategy includes both goals and objectives that aim to correct past disparities and undue burdens experienced by Black, Indigenous, people of color and people with low incomes. The strategy includes an equity tree to guide TSMO decision making in the greater Portland region that leads to well-defined problems, solutions and accountability.

Moving forward together

It will take collaboration and innovation from community, agency staff, businesses and decision-makers to ensure that the region's transportation investments respond to urgent needs of greater Portland's growing and changing communities.

The region must take additional steps to address a wide range of planning, programmatic and project activities that will support the greater Portland region in implementing the Regional Transportation Plan.

The RTP sets the course for near-term planning and programs, projects and data development. Many of the priorities

expressed by the public and decision makers, that could not be fully addressed within the 2023 RTP update, will be advanced through the upcoming work described in Chapter 8 of the RTP.

Local planning

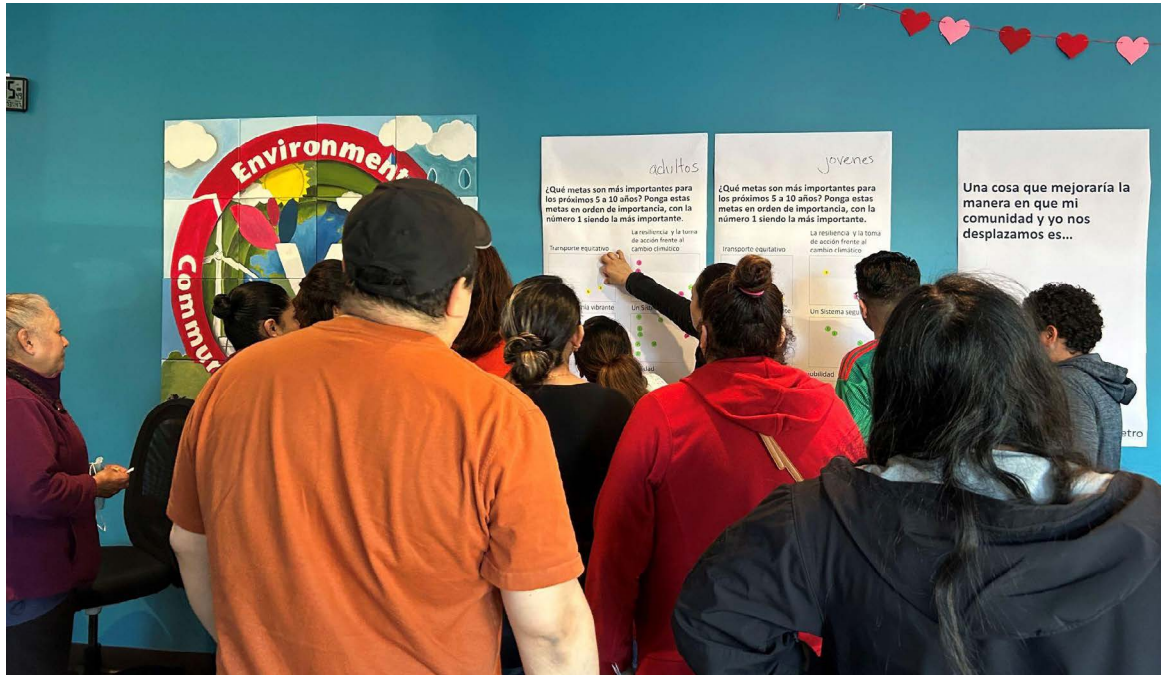
Local planning efforts that help implement the Regional Transportation Plan, include updates to the local transportation system plans, concept plans for designated urban reserves and topical, modal or subarea plans needed for consistency with the RTP or to address specific local or subarea transportation needs or emerging issues.

Local plans and projects are developed and updated to meet local transportation needs consistent with local land use plans and to implement the RTP. A schedule for local transportation system plan updates is available at www.oregonmetro.gov/tsp

Metro's regional programs

Metro and regional partners work together to support many of the regional strategies with programs including:

- Regional Safe Streets for All Program
- Regional Active Transportation Program
- Regional Freight Program
- Regional Transit Program
- **Transportation System Management and Operations Program** ↗
- **Regional Travel Options (RTO) and Safe Routes to School Programs** ↗
- Air Quality and Climate Change Monitoring Program
- Better Bus
- **Civil Right and Environmental Justice Program** ↗
- **Designing Livable Streets and Trails Program** ↗
- **Regional Transit-Oriented Development Program** ↗



- **Cascadia Corridor Ultra-High-Speed Ground Transportation Project Planning** (WSDOT with agency partners) (2023-2028)
 - **Equitable Development Strategies for transit investment corridors** (Metro with agency partners and community organizations) (ongoing)
 - **Workforce Diversification in Regional Transportation Infrastructure Projects** (Metro with agency partners, construction industry and community organizations) (2025)
 - **RTP Project List Development Process and Analysis Review** (Metro with agency partners and community-based organizations) (2025)
 - **Emergency Transportation Routes Project Phase 2** (Metro and Regional Disaster Preparedness Organization and agency partners) (2024-26)
 - **Regional Freight Rail Study** (Metro and agency partners) (2024-26)
 - **Regional Transportation Functional Plan Update** (Metro and agency partners) (2024-25)
 - **2040 Growth Concept Update** (Metro and agency partners) (TBD pending further direction from Metro Council)
 - **Corridor Refinement Planning** (Agency partners) (ongoing)
- [Click here to learn more about priorities for future transportation planning ↗](#)

Regionwide planning

The following planning processes are upcoming or ongoing, and also advance the RTP vision and goals:

- **Regional Transportation Priorities and Funding Strategy** (Metro with JPACT and agency partners) (2024-28)
- **EPA Climate Pollution Reduction Grant Comprehensive Climate Action Plan** (Metro with agency partners) (2024-27)
- **USDOT Safe Streets for All grant** (Metro with agency partners) (2023-25)
- **Regional Transportation Demand Management (TDM) Strategy** (Metro with agency partners and non-profit organizations) (2024-25)
- **Regional Mobility Policy Implementation Action Plan** (Metro and ODOT with agency partners) (2024-27)
- **Connecting First and Last Mile: Accessing Mobility through Transit Study** (Metro with agency partners) (2024-26)
- **Steel Bridge Transit Bottleneck Study** (ODOT, City of Portland, Portland Streetcar, Inc., FTA) (2023-2045)





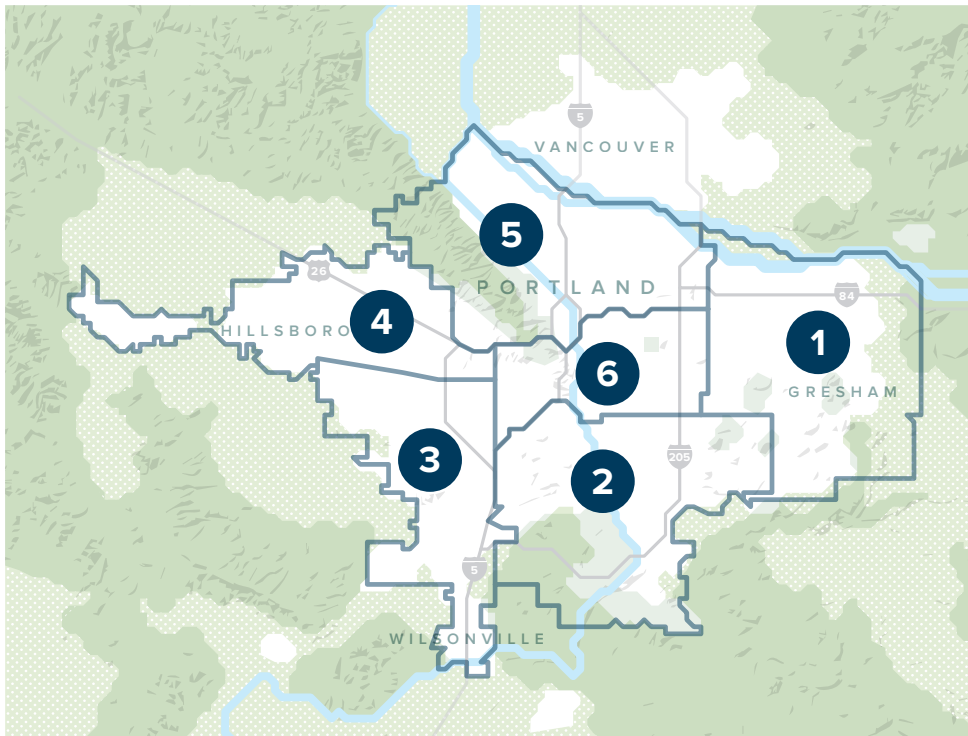
If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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.

Stay in touch with news, stories and things to do.
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