

# Metro Regional Transportation Plan (RTP)

## 2023 Regional Transportation Plan

Metro is working across greater Portland to expand options for how people and goods get where they need to go safely and reliably.

[Overview](#) [Public comment](#) [Building the plan](#) [Engagement](#) [Projects](#) [Transit](#) [Climate](#) [Research](#)



## City Council Work Session

August 14, 2023



# Presentation Overview

- Regional Transportation Plan (RTP) Overview
- RTP Planning Context
  - State Rules/Plans
  - County / City Plans
- Key Policy Proposals
- Questions
- City Response?
  - Key Issues to include



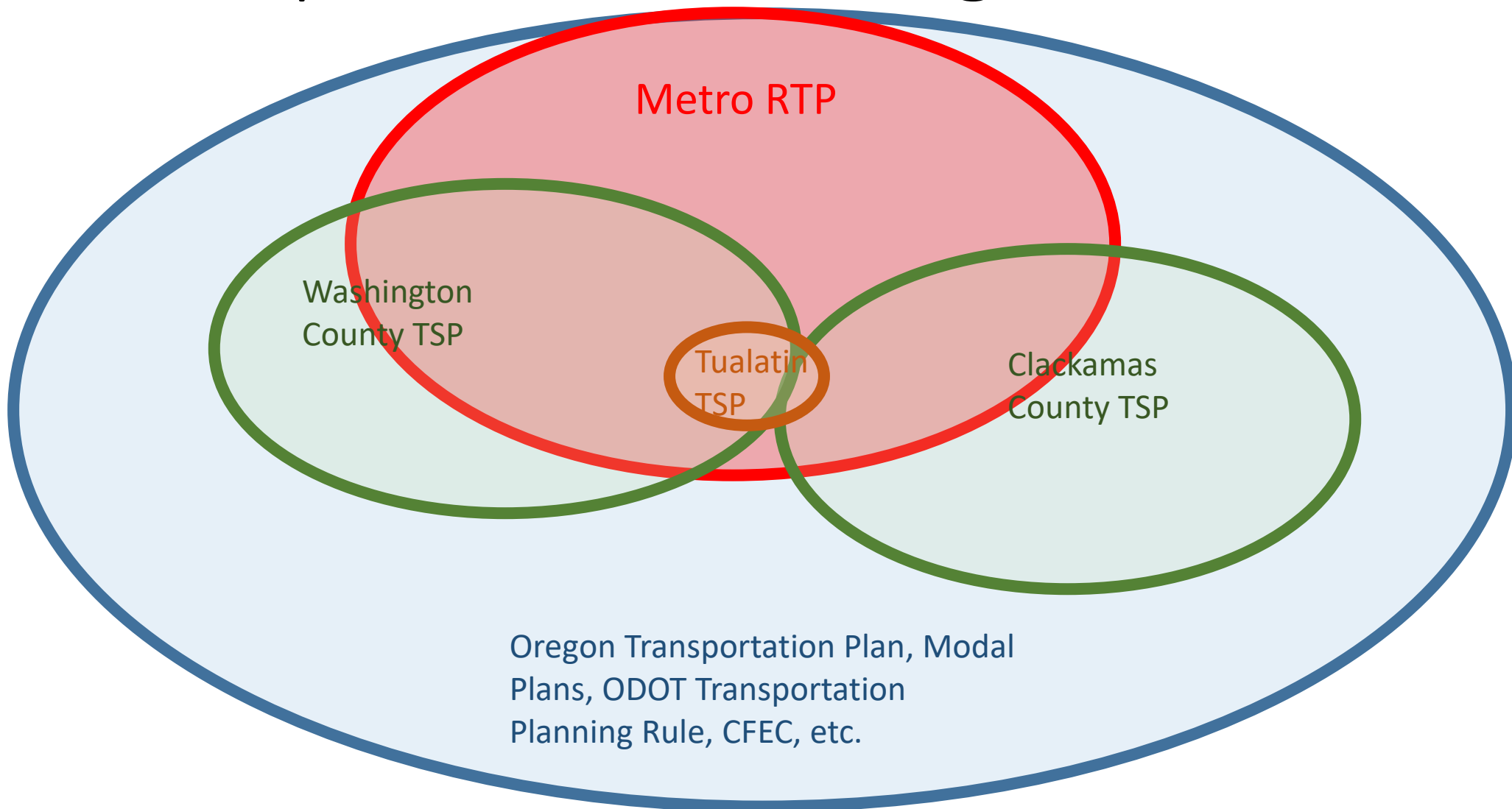
PUBLIC REVIEW DRAFT  
2023 Regional  
Transportation Plan

*A blueprint for the future of transportation in  
the greater Portland region*

# RTP Process:

- 20-Year Vision for Transportation around the region
- Federally Required Plan for all Metropolitan areas
  - Update required every 5 years; Due December 2023
  - Projects must be in RTP to be federally funded
- Also governed by State Regulations – Transportation Planning Rule, CFEC, etc.
- 573 pages of significant work and expertise
- Public Comment Due August 25, 2023

# Transportation Planning Context



# Public Comment:

<https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/public-comment>

We encourage Tualatin residents and businesses to comment and tell Metro what you care about regarding transportation

# RTP Policy Goals

- Mobility Options
- Safe System
- Equitable Transportation
- Thriving Economy
- Climate Action and Resilience

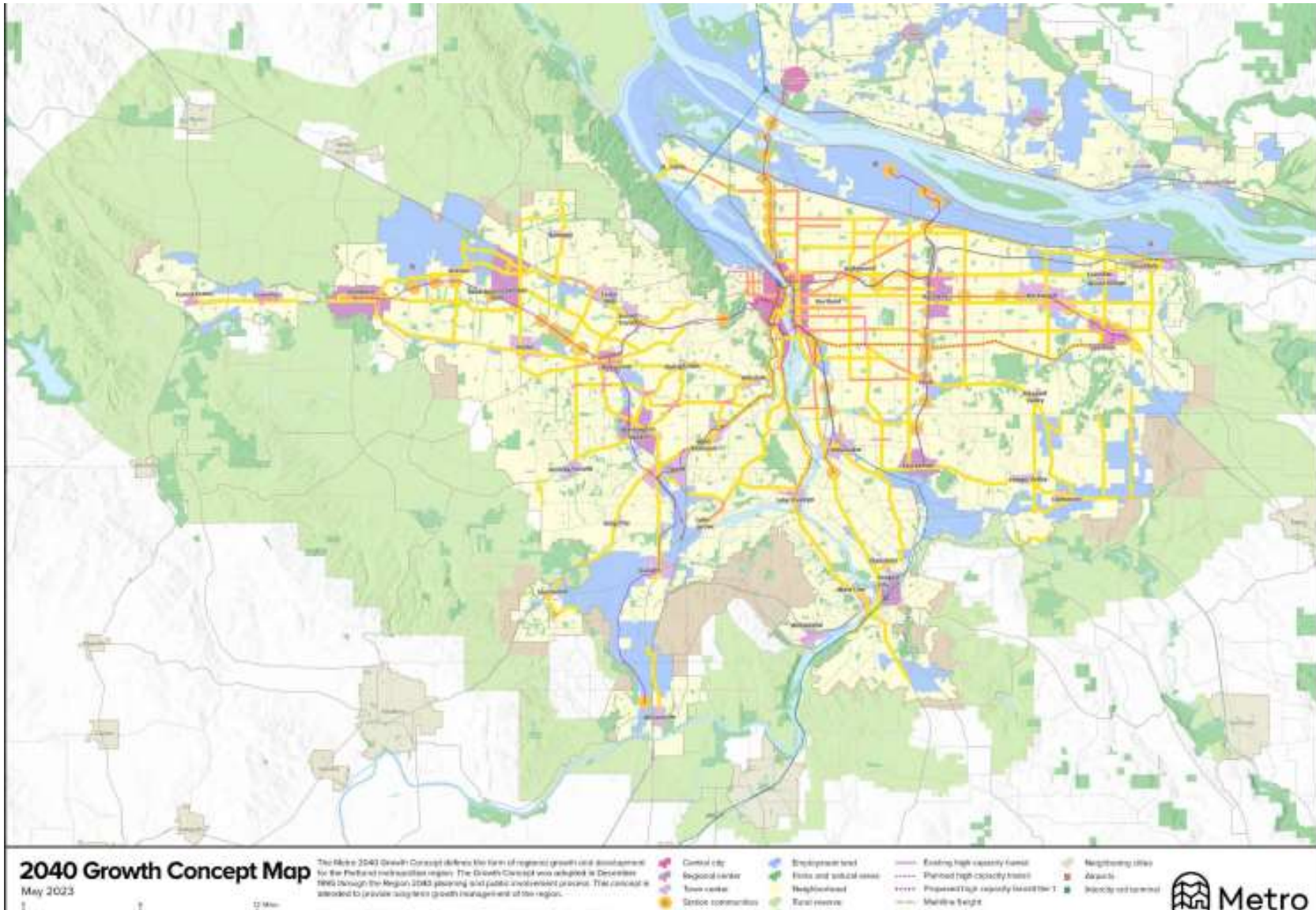


## 2023 RTP Vision

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.



# Supports Metro 2040 Growth Concept



# RTP Key Projects

- Southwest Corridor Light Rail
- I-205 Abernethy Bridge Improvements
- I-205 Widening (Stafford Rd to Hwy 213)
- I-5 Southbound at Boone Bridge
- Highway 99W Corridor Study
- High Capacity Transit Planning
- Ice Age / Tonquin and other Regional Trails
- TSMO (Using Technology to help transportation)
- Many other smaller projects submitted by cities and counties



# RTP Basic Philosophy

- **Avoid building roadway capacity**
  - Consider tolling/other measures before widening
  - Invest in transit/walk/bike instead
- If traffic gets worse, more people will switch to walk/bike/transit

# Key Policy Proposals - Tolling

- RTP includes tolling all of I-5 and I-205 in the Metro Region
- Revenue would fund transit and/or system/demand management and/or active transportation projects
- **Staff Concern:** This RTP commits the region to tolling with revenue used for non-capacity projects. Any revision would have to model same/more GHG reduction



## Throughway Pricing in the RTP

Tolls will be collected both on the I-5 Bridge and I-205 Toll Projects (red dots) and in Regional Mobility Pricing Project corridors (orange lines).

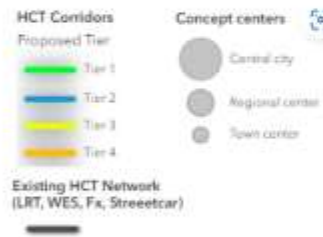


# Key Policy Proposals – High Capacity Transit

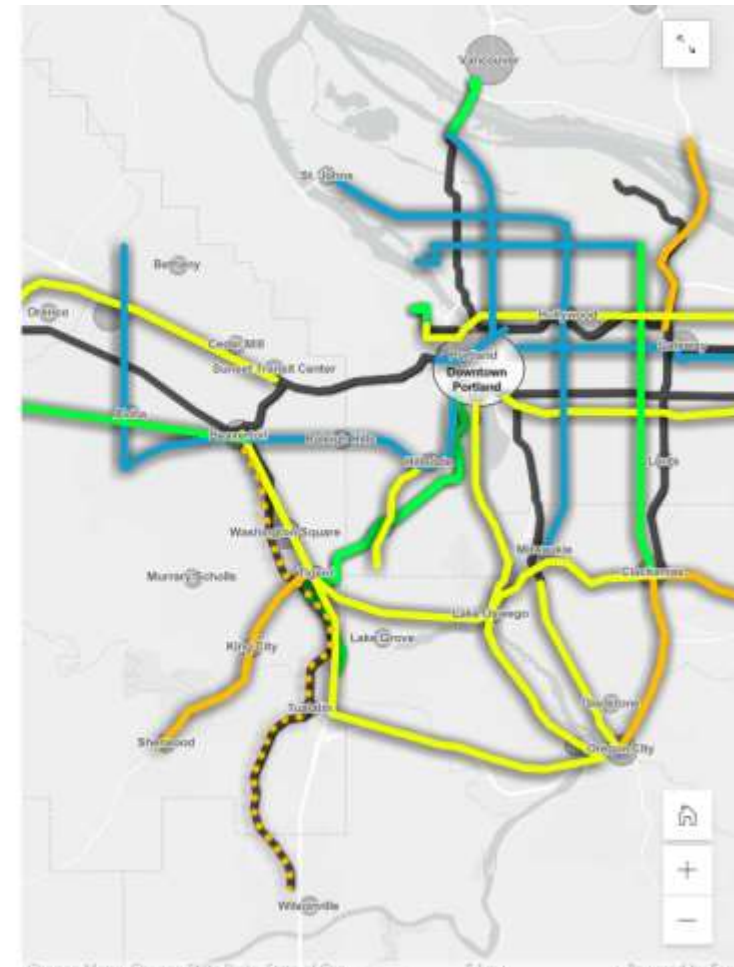
- Hwy 99W and WES corridors listed as Tier 4
- Staff Concern: Demand on Hwy 99W and WES / I-5 South corridors is vastly understated due to model only considering trips based in region – not into/out of region
- Part of recurring pattern of more investment going to center of region and less to outer areas

## High Capacity Transit Network Vision

The map represents the high capacity network vision tiered based on investment readiness.

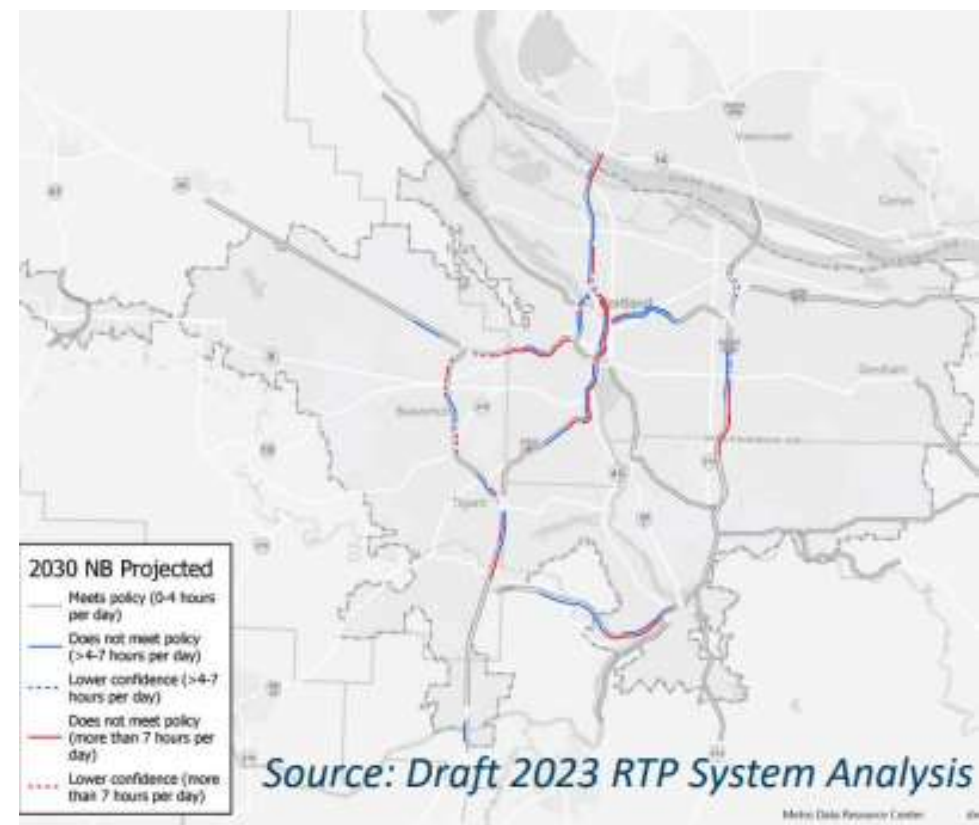


*Interactive Map: Click and drag to pan and use the buttons in the lower right corner to zoom.*



# Key Policy Proposals – Regional Mobility Policy

- Freeways are considered to operate acceptably unless speed is less than 35 mph for more than 4 hours per day
- 20 mph on ‘throughways’
- Staff Concern:
  - I-5 issues through Tualatin considered not a problem
  - Diversion of freeway traffic onto city streets resulting in increased crash rates



# Key Policy Proposals – Regional Mobility Policy

- Reduce home-based Vehicle-Miles Traveled (VMT)
- Land use changes must not add home-based VMT
- Staff concerns:
  - Note that this is home-based VMT and doesn't include trips in/out of region – such as longer commutes
  - How would a major regional employer (such as a new chip fab) not add home-based VMT?

# Tualatin Response to RTP:

- Questions / Concerns / Other Thoughts?
- Should we write a comment letter?
- If so, What issues should we include in it?



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