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An Executive Summary

# 2035

**REGIONAL TRANSPORTATION PLAN**

**December 13, 2007**

Approved by the U.S. Department of Transportation  
on February 29, 2008.



Metro | *Joint Policy Advisory Committee on Transportation*

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**Metro's web site:** [www.oregonmetro.gov](http://www.oregonmetro.gov)

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

**Metro is the federally mandated metropolitan planning organization** designated by the governor 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 federal transportation funds.

*The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.*



The 2035 Regional Transportation Plan (RTP) provides an updated blueprint to guide transportation planning and investments in the tri-county Portland metropolitan region. This updated RTP, which extends the planning horizon of the current RTP through the year 2035, was developed to meet new federal (SAFETEA-LU) planning requirements. The plan, approved by the U.S. Department of Transportation on February 29, 2008, also meets federal and state air quality requirements.

Work will continue in 2008 and 2009 to address state planning requirements.

## 2035 Regional Transportation Plan

### AN EXECUTIVE SUMMARY

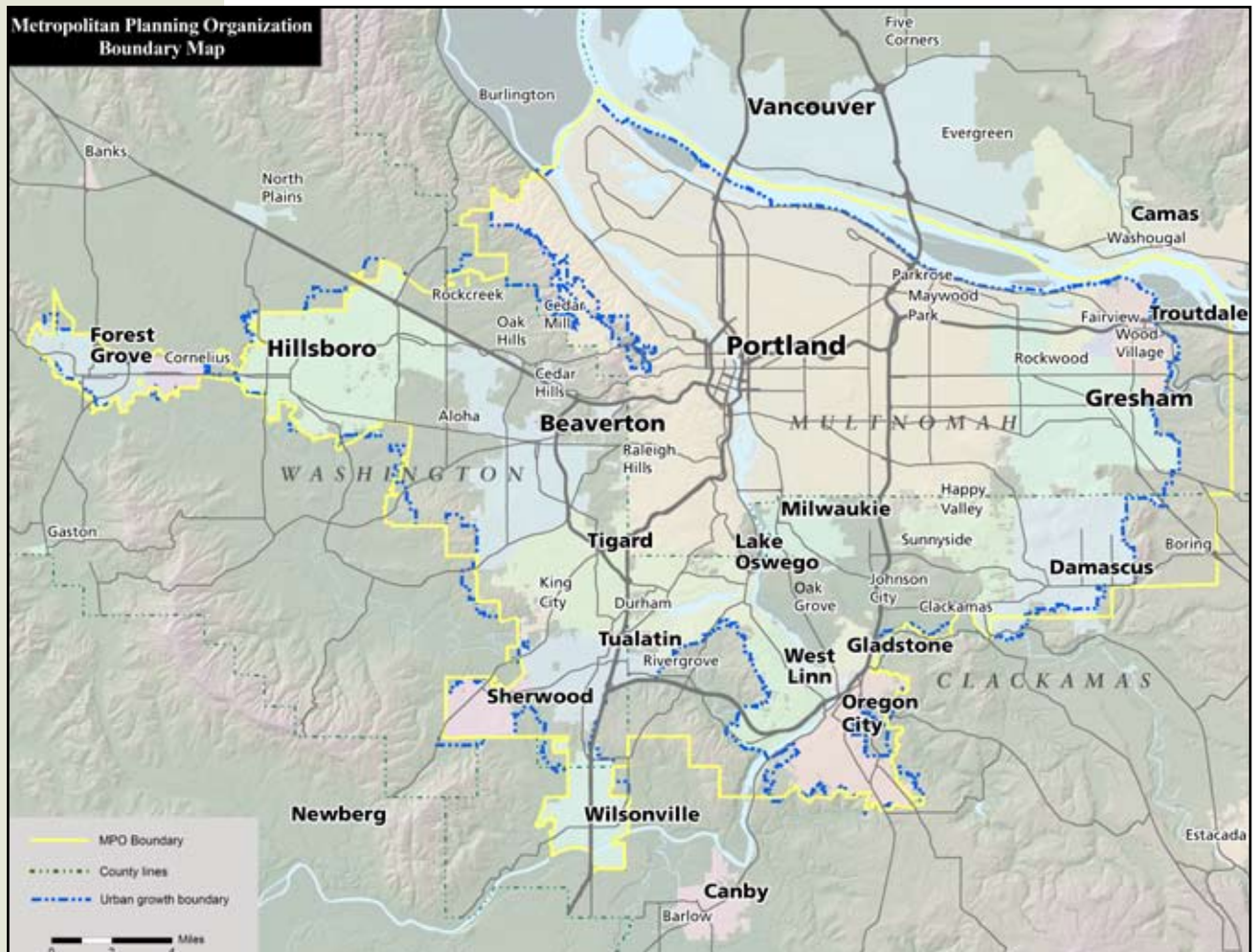
Transportation shapes our communities and daily lives in profound and lasting ways. Transportation enables residents of the region to reach jobs and recreation, access goods and services, and meet daily needs. What we plan for and invest in today will affect the health of our economy, residents, communities and environment for generations to come.

Over the past 15 years growth has brought significant opportunity and prosperity to the Portland-Vancouver region, but it has also brought growing pains. Like many other metropolitan areas across the U.S., this region faces powerful trends that require new ways of thinking about the future. Globalization of the economy, the region's role as a gateway for commerce and tourism, limited funding, increasing transportation costs, aging baby boomers, and climate change must be addressed as we work to keep this region a great place to live and work for ourselves and future generations.

The Portland metropolitan region pioneered approaches to land use and transportation planning in the past, and is uniquely positioned to address these trends – mainly because the area 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.

## The Portland metropolitan region – Oregon’s largest population and employment center

Metro’s jurisdictional boundary, shown below, includes the 25 cities and three counties in the Oregon portion of the Portland-Vancouver metropolitan region. Covering 463 square miles, the boundary encompasses only about 4.7 percent of the state’s land area, but is home to 1.4 million residents and nearly 800,000 jobs—38.4 percent of the state’s population and half the state’s jobs. By 2035, the population of this tri-county area is expected to reach 2 million.



The Metro jurisdictional boundary, which includes 25 cities and urbanized portions of Clackamas, Multnomah and Washington counties, is linked ecologically, culturally and commercially with the greater Portland-Vancouver region. This greater region, with its concentration of population, jobs and industry; its intersecting interstate freeways and major marine and airport functions, plays a major role in the economy of Oregon.





The value of agricultural production in Clackamas, Multnomah and Washington counties represents nearly 17 percent of the state's total value and 60 percent of the Port of Portland's export tonnage.

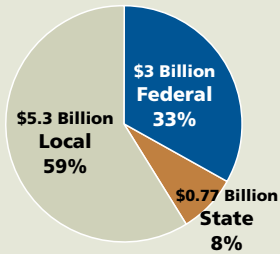
*Source: Identification and Assessment of the Long-Term Commercial Viability of Metro Region Agricultural Lands, Oregon Department of Agriculture, January 2007*

**The Pacific Northwest Region**

The Portland-Vancouver metropolitan region is part of a much larger Pacific Northwest region that encompasses Oregon, Washington, Idaho, most of British Columbia, northern California, southern Alaska and western Montana. Linked by a rich and complex natural environment offering abundant recreational opportunities, the region also features several major metropolitan areas. The Pacific Northwest region serves as a global gateway for commerce and tourism, connecting to other Pacific Rim countries and the rest of the United States.



Forecasted capital revenue: \$9.07 Billion 2007-2035

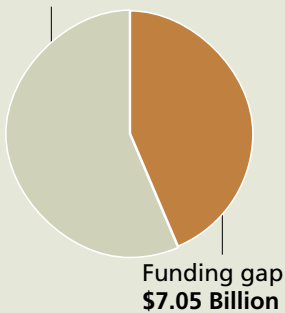


Only modest funding is expected from traditional local, state and federal sources for modernization of the road and highway system.

**Capital funding gap**  
(2007 dollars. Includes capital projects only.)

Total proposed capital investments **\$16.12 Billion**

Total expected revenue **\$9.07 Billion**



This RTP identifies a gap of more than \$7 billion between current spending and what we can afford.

## The 2035 Regional Transportation Plan (RTP) – A blueprint for a sustainable transportation future

The 2035 RTP is the first major update to the RTP since 2000. The plan provides a blueprint for building a sustainable transportation future that allows the region to compete in the global economy and preserves the natural beauty and quality of life that defines our region.

An overarching aim of the 2035 RTP is to link transportation planning and investment decisions to the vision embodied in the 2040 Growth Concept, the region’s long-range strategy for managing growth. The RTP defines a framework for making choices about where to allocate limited transportation resources and choices about the future we wish to see for our region and, by extension, the state of Oregon.

To address today’s transportation needs and plan for tomorrow’s growth, the region must maintain and improve the efficiency of current transportation investments, strategically expand the transportation system, improve safety and complete missing links. However, we cannot afford to do everything that is needed. Federal, state and local funding for transportation infrastructure has not kept pace with needs. This RTP identifies a gap of more than \$7 billion between what we can afford and what we will need. This RTP must be bold, smart and strategic with transportation investments that are fully integrated with our goals for land use, the economy, the environment and our quality of life.

Implementation of the RTP promises to be both challenging and exciting, demanding new levels of collaboration among the Metro Council, public and private sector leaders, community groups, businesses and the public. Our success in addressing these challenges will be measured in many ways and by many people, including future generations born here or who come here to live and work.

## Expected changes in population and transportation 2005-2035

By 2035, the population of the seven-county area surrounding the Portland-Vancouver region is expected to grow by more than 1 million people and 500,000 jobs, doubling trips on the transportation system and more than doubling the amount of freight and goods transported by air, water, rail, and over the region's roads and bridges.

Although recent trends that help mitigate congestion are expected to continue—such as reductions in the average length of trips and vehicle miles traveled per person, and increases in transit ridership and the number of trips made by walking, bicycling and carpooling—congestion on the region's interstate freeways is expected to increase. Delays caused by congestion on these freeways pose significant economic challenges for freight transportation, 70 percent of which involves truck trips on a freeway.

	2005	2035	Change
Population	1.4 million	2.0 million	+43%
Employment	870,000	1.4 million	+61%
Daily person trips	6.0 million	9.1 million	+52%
Daily vehicle miles traveled	20.0 million	27.6 million	+38%
Daily vehicle miles traveled per person	14.68	13.77	-6%
Commute trip length	7.54	7.17	-5%
Percent of roadways severely congested during evening rush hour (v/c>1.0)	2%	10%	+400%
Mode share (percent of total person-trips)			
• Transit trips	4.1%	5.8%	+41%
• Walk trips	6.6%	7.5%	+14%
• Bike trips	1.1%	1.2%	+9%
• School bus	2.8%	2.5%	-11%
• Carpools and vanpools	40.5%	39.8%	-2%
• Drive alone	45.0%	43.1%	-4%

*(Transportation projections exclude truck and through traffic, and assume that only the projects in the 2035 RTP financially constrained list are built. Numbers have been rounded.)*

*Source: Metro Data Resource Center and Metro Transportation Research and Modeling Systems.*

The challenge of the RTP is to translate visionary policy language into real world projects at a time when transportation funding is scarce and transportation infrastructure is aging.

*Bill Barbur, Central Northeast Neighbors, Inc., in public testimony on November 15, 2007*



## Age of the region's bridges and highways

### Bridges

Hawthorne Bridge (1910)  
Steel Bridge (1912)  
Broadway Bridge (1913)  
Sellwood Bridge (1925)  
Burnside Bridge (1926)  
Ross Island Bridge (1926)  
St. Johns Bridge (1931)  
Interstate Bridge (1958)  
Morrison Bridge (1958)  
Glen Jackson Bridge (1964)  
Marquam Bridge (1966)  
Fremont Bridge (1973)

### Highways

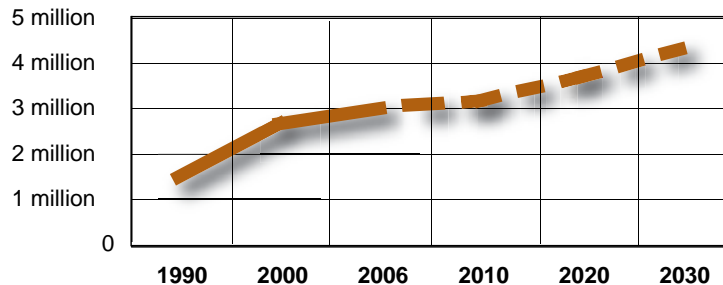
I-84 (1963)  
I-5 (1966)  
I-205 (1983)



## FIVE CHALLENGES AND OPPORTUNITIES

The Portland metropolitan region is at an important crossroads where converging international, state and local forces present both challenges and opportunities.

### Regional population



U.S. Census 2000, 2006 estimate. Projections for 2010, 2020, and 2030 based on Metro projected annual growth rate of 1.58%.

### POPULATION GROWTH

**About a million more people are expected to live here in the next 25 years.** These future residents will need to get to work, school and services on the region's transportation system. Congestion is expected to increase with this growth, potentially affecting our economic competitiveness, our environment and our quality of life. We will need new transportation investments to serve growing communities and businesses.

### GLOBALIZATION OF THE ECONOMY

**The Portland-Vancouver metropolitan region is a global transportation gateway and West Coast hub for domestic commerce and tourism.** An international airport, river ports, rail connections and an interstate highway system move tourists, freight and goods to the region and beyond. Freight transportation needs are expected to more than double the amount of goods that will travel to and through this region. The economy of our region and the rest of the state depend on providing reliable access to this gateway and hub. The economic health of the region also depends on industries that located here because of the well-trained labor pool, relatively low cost of living and high quality of life.

### OIL PRICES AND COSTS

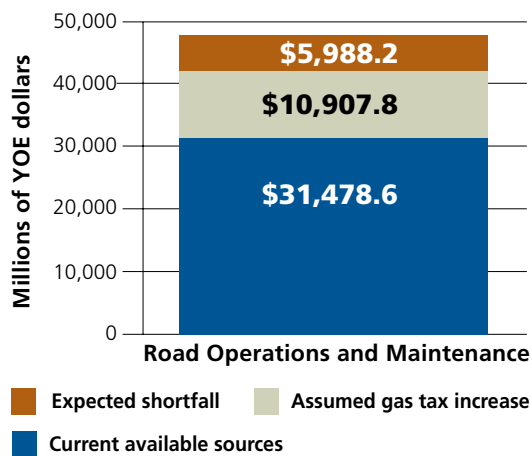
**Geopolitical instability, uncertain energy supplies and other trends will continue to drive up transportation costs, affecting project costs and household expenditures.** Rising prices for all petroleum products—not just fuel—are here to stay. For example, the price of liquid asphalt jumped 61 percent in Oregon during the first seven months of 2006—from \$207 a ton to \$333 a ton—contributing to a doubling of project costs in some cases. Due to the rising cost of gasoline, upkeep and insurance, transportation costs per household in the region are also increasing. Transportation is the second highest household expense after housing, with lower-income households spending a higher percentage of their income on transportation costs than on housing. We need to make sure that people of modest means have affordable transportation choices.



## FUNDING SHORTFALLS

**Federal and state transportation sources are not keeping up with growing needs.** At current spending levels and sources of funding, the federal highway trust fund will expend all revenues projected to be collected by 2009. State and local government purchasing power is steadily declining because the state gas tax is not indexed to inflation and has not increased since 1993. The funding of highway and road systems has lost more than 40 percent of its purchasing power. Oregon ranks last compared with other western states (California, Idaho, Montana, Nevada, Washington and Utah) in total auto taxes and fees collected. Reduced purchasing power leads to increased competition for transportation funds and reduced capability to maintain and expand the existing system. Meanwhile, the region's transportation infrastructure continues to age and require more maintenance. Over the next two decades, the gap is expected to grow between the revenues we have and the investments we need to make just to keep our throughway, street and transit systems in their current condition, to say nothing of addressing new needs.

### Growing maintenance funding gap



## CLIMATE CHANGE

**Global climate change poses a serious and growing threat to Oregon's economy, natural resources, forests, rivers, agricultural lands and coastline.**

Transportation activities are the second largest source of greenhouse gas emissions in Oregon, accounting for an estimated 38 percent of the state's carbon dioxide emissions. By 2025 vehicle emissions are predicted to increase by 33 percent from the expected increase in driving due to population growth. In 2007, the Oregon Legislature and Governor passed House Bill 3543, which commits the state to reducing greenhouse gas emissions by 2020 to 10 percent below 1990 levels, and by 2050 to 75 percent below 1990 levels. Further, the U.S. Supreme Court recently ruled that the U.S. Environmental Protection Agency violated the Clean Air Act by not regulating motor vehicle emissions standards to control pollutants, such as carbon dioxide, that scientists say contribute to global climate change. This recent ruling and state initiatives suggest that we should anticipate new regulations on these kinds of emissions within this RTP's planning horizon.

"Whether and how Metro and the region deal with greenhouse gas emissions goes to the heart of whether this community continues to be vibrant, economically competitive, equitable, and sustainable – all goals of the RTP. This challenge is an opportunity for Metro – to provide national leadership on using a linked transportation and land use system to stabilize and then reduce greenhouse gas emissions."

*Mary Kyle McCurdy, Staff Attorney, 1000 Friends of Oregon, in public testimony on November 15, 2007*



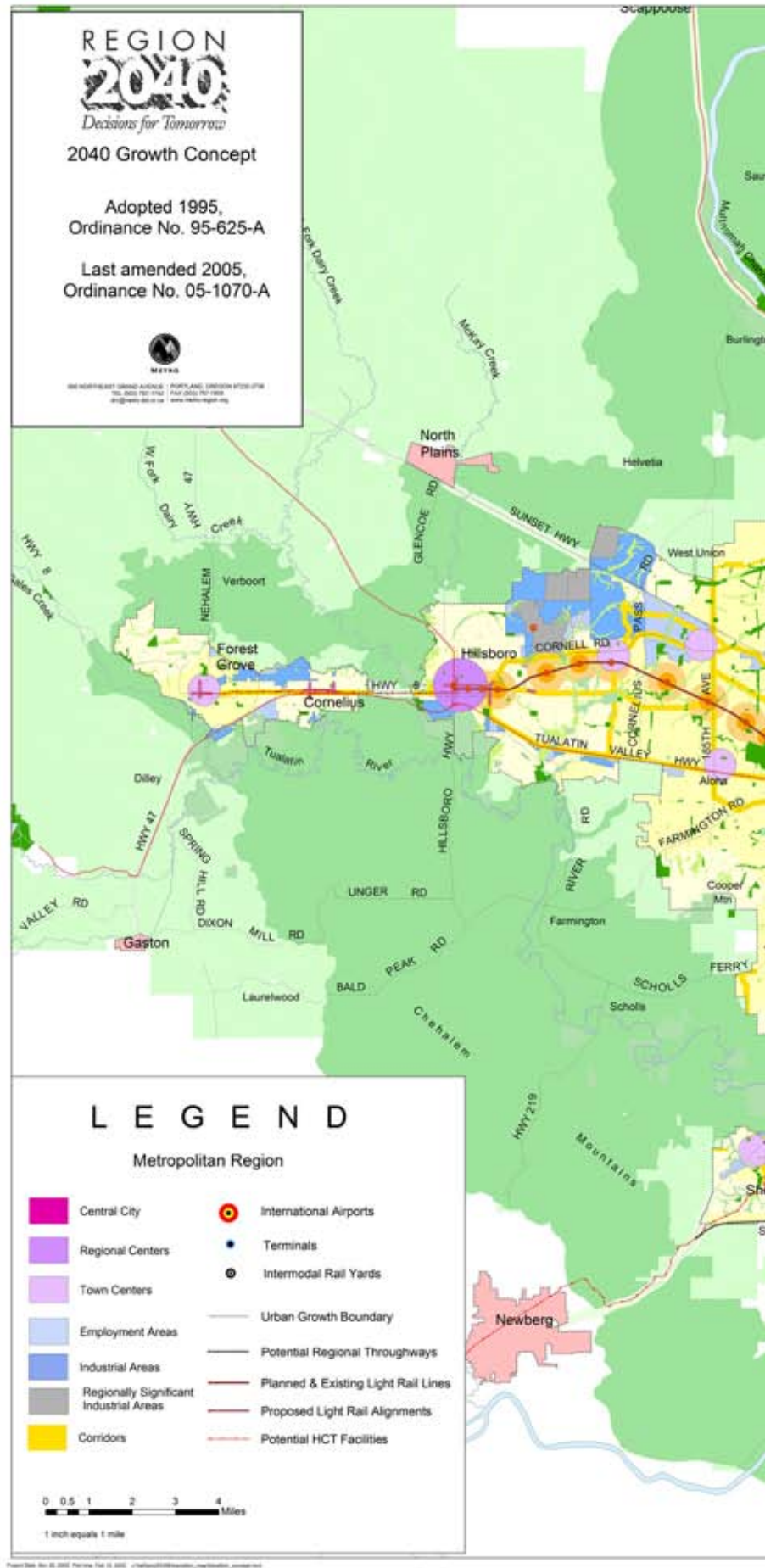
## The Portland metropolitan region's 2040 Growth Concept

### Linking transportation to land use, the economy and the environment

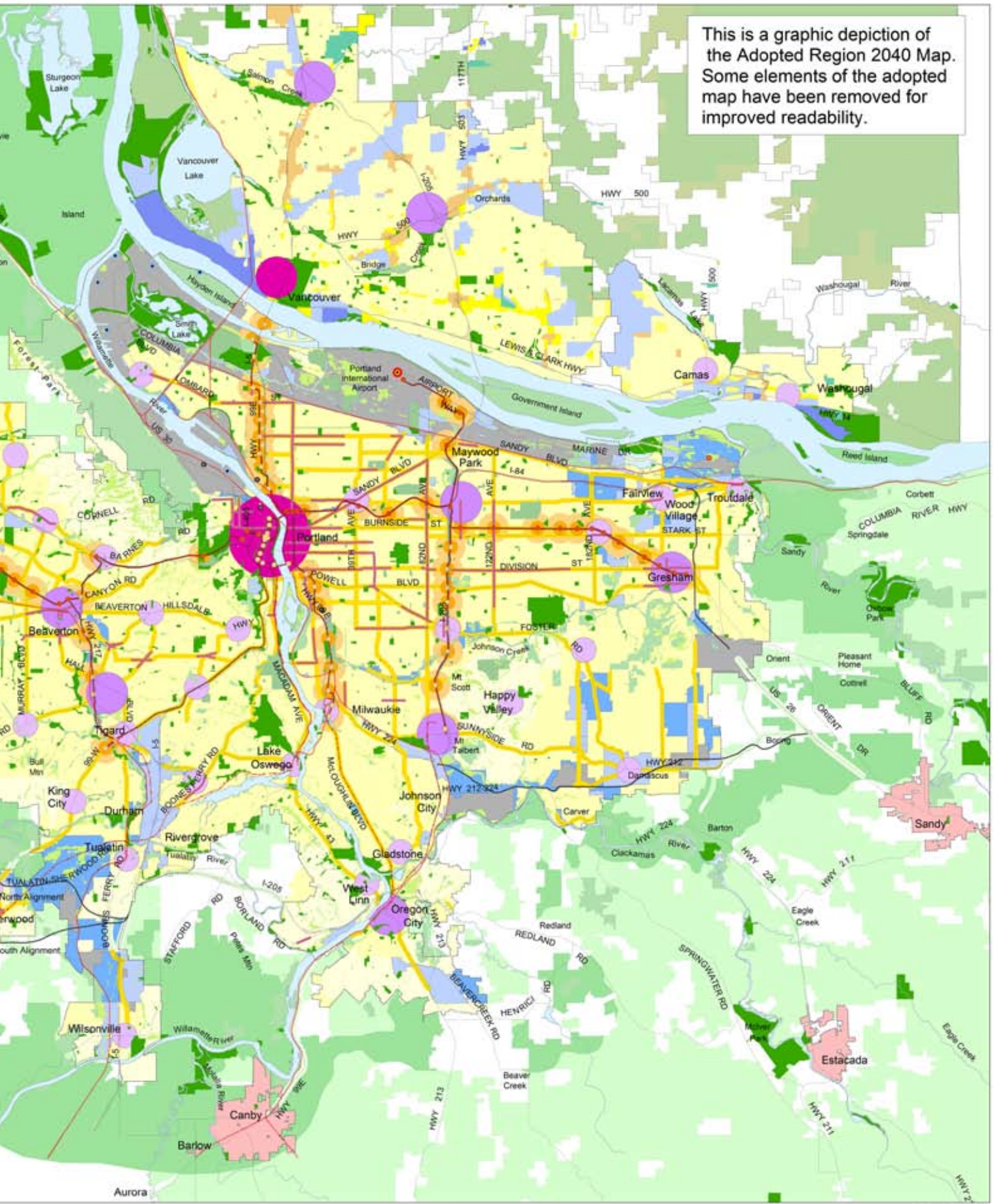
In the early 1990s, the residents of the Portland metropolitan region developed the 2040 Growth Concept through an extensive public process. Adopted by the region in 1995, this long-range growth management strategy directs growth toward centers and major transportation corridors to encourage compact development that can be efficiently served by transit and other public infrastructure. The map of the 2040 Growth Concept on pages 10 and 11 shows the locations of these centers and corridors.

This strategy represents a vision of shared community values and desired outcomes that continue to resonate today:

- Safe and stable neighborhoods for families
- Compact development that uses land, transportation infrastructure and money efficiently
- A healthy economy that generates jobs and business opportunities
- Protected farms, forests, rivers, streams and natural areas and access to nature
- A balanced transportation system to move people and goods
- Housing for people of all incomes in every community



This is a graphic depiction of the Adopted Region 2040 Map. Some elements of the adopted map have been removed for improved readability.



## A FOCUS ON GOALS TO ACHIEVE THE REGION'S VISION

The 10 goals of the RTP frame a vision of what we want the regional transportation system to achieve and will shape the ways the region links investments to the 2040 Growth Concept to realize that vision.

### Regional Transportation Plan Goals

OUR VISION FOR THE SYSTEM

#### **Goal 1: Foster Vibrant Communities and Efficient Urban Form**

Land use and transportation decisions are linked to promote an efficient and compact urban form that fosters vibrant, healthy communities; optimizes public investments; and supports active transportation options, jobs, schools, shopping, services, recreational opportunities and housing proximity.

#### **Goal 2: Sustain Economic Competitiveness and Prosperity**

Multi-modal transportation infrastructure and services support the region's well-being and a diverse, innovative, sustainable and growing regional and state economy through the reliable and efficient movement of people, freight, goods, services and information within the region as well as to destinations outside the region.

#### **Goal 3: Expand Transportation Choices**

Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

#### **Goal 4: Emphasize Effective and Efficient Management of the Transportation System**

Multi-modal transportation infrastructure and services are well-managed and optimized to improve travel conditions and operations, and maximize the multi-modal capacity and operating performance of existing and future transportation infrastructure and services.

#### **Goal 5: Enhance Safety and Security**

Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

#### **Goal 6: Promote Environmental Stewardship**

Promote responsible stewardship of the region's natural, community, and cultural resources during planning, design, construction and management of multi-modal transportation infrastructure and services.

#### **Goal 7: Enhance Human Health**

Multi-modal transportation infrastructure and services enhance quality of human health by providing safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

HOW WE GET THERE

#### **Goal 8: Ensure Equity**

Regional transportation planning, programs and investment decisions ensure the benefits and adverse impacts of investments and programs are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

#### **Goal 9: Ensure Fiscal Stewardship**

Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs.

#### **Goal 10: Deliver Accountability**

The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input in transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.



## The RTP – a long-range blueprint of the region’s response

In anticipation of the challenges and opportunities both present and anticipated, this RTP sharpens the focus of the region’s transportation blueprint on key values, goals and objectives that aim to protect human and environmental health and support the region’s economic competitiveness.

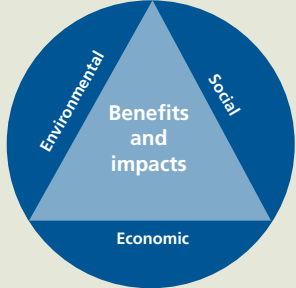
**A renewed focus on reinforcing livability and sustainability.** Government must be a responsible steward of the social, built and natural environments that shape our communities. It has a responsibility to serve the people who live here, protect the region’s unique setting and landscape, and leave a better place for future generations. The RTP emphasizes linking transportation planning to the 2040 Growth Concept’s long-range vision for vibrant communities, a healthy economy and environmental protection.

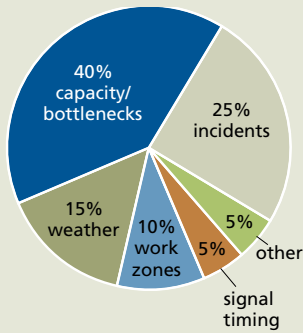
**A heightened focus on sustaining the region’s economic competitiveness.**

The transportation system plays a crucial role in sustaining the economic health of the region and that of the rest of the state.

- The transportation system supports the Portland-Vancouver metropolitan area’s role as a gateway and hub for the movement of freight, goods and services to and within the region and to the rest of the state. Many sectors of the regional economy heavily depend on the safe and efficient movement of people and goods by car, transit, truck, rail, air and water. The plan recognizes that focusing transportation investments and other strategies to support the gateway function of our transportation system is the primary way in which to strengthen that gateway role for the region and the rest of the state.
- The economic health of the region depends on tourism, high-tech and other entrepreneurial industries that have located here because of the area’s natural beauty, high quality of life and well-trained labor pool. These industries need reliable and efficient connections between different transportation modes and between destinations inside and outside the region to promote the region’s function as a gateway for trade and tourism.
- The plan also recognizes investments that serve certain land uses or transportation facilities may have a greater economic return on investment than others.

Planning and investment decisions must consider the economic, environmental and social benefits and impacts of actions as well as dollar costs.





More than half of all congestion can be addressed using system management and operations solutions.

Source: Federal Highway Administration

We need to use funding efficiently to improve freight mobility, access to transit and provide more travel options.

Freight and business workshop, Fall, 2006



**A heightened focus on ensuring a safe, accessible, reliable and seamless transportation system, completing gaps in the regional transportation network and protecting regional mobility corridors to relieve congestion.**

The RTP’s ultimate goal is a complete and integrated multi-modal transportation system that equitably, safely and reliably provides mobility and accessibility for people and goods, supports the 2040 Growth Concept, and is cost-effective and fiscally responsible. To achieve this goal, the transportation system needs to:

- provide seamless connections between different modes of transportation by filling gaps in the existing motor vehicle, transit, freight, bikeway and pedestrian systems, and facilitating convenient transfers from one transportation mode to another.
- provide choices to an array of transportation options for people and goods by planning key mobility corridors as multi-modal facilities that encompass transit, freight and motor vehicle options, and safely accommodate bicycles and pedestrians where appropriate. The plan emphasizes accessibility and reliability of the system, particularly for commuting and freight, and includes a new, more customized approach to managing and evaluating performance of mobility corridors.
- reduce carbon emissions and protect the region’s air and water through improved access to convenient options to automobile travel, and through promoting compact urban form by emphasizing access to and within targeted population and employments centers.
- manage congestion in the most sustainable, efficient and cost-effective way through:
  - employing cost-effective technologies that improve safety and maximize the operations of the current system. The region’s ability to physically add new capacity is limited by the expense of purchasing rights-of-way, high construction costs and environmental and land use constraints. Further, a growing body of research has shown that adding road capacity is not in itself a sustainable solution to congestion.
  - distributing travel demand across multiple modes and regional mobility corridors to ensure that freight transporters and commuters have a broad range of travel options in each corridor.
  - considering more aggressive ways to manage existing capacity and reduce demand – particularly during peak travel periods. Tools such as value pricing have proven successful in other parts of the country and world, but need more public understanding and support to succeed in the Portland-Vancouver metropolitan area.

**A continued focus on expanding choices for travel in the region.** Expanding transportation choices for the movement of people and goods enhances other goals for public health and safety, livability, global climate change, economic prosperity and environmental stewardship. The RTP recognizes that diverse transportation needs often compete with one another and that the plan must try to balance them. While recognizing that the automobile will likely continue to dominate transportation choices, the RTP needs to plan for ample and convenient access to travel alternatives for tourists; for residents, workers and customers to everyday destinations; and for those unable to travel by automobile or fixed-route transit. Even the occasional use of transit, walking, bicycling or sharing a ride can help the region maintain its clean air, conserve energy and efficiently accommodate more people within a compact urban form.

**A new focus on fiscal stewardship to preserve our existing transportation assets and achieve the best return on public investments.** Government must invest public money responsibly and efficiently. To maximize return on limited public dollars, the RTP gives priority to cost-effective transportation investments that achieve multiple goals. Prudent resource management also requires placing a priority on maintaining and optimizing existing infrastructure. In addition, the plan directs future actions to stabilize transportation funding in this region and raise new revenue to pay for needed infrastructure in order to achieve our goals and realize the vision of the 2040 Growth Concept.



The region's percentage senior population will double over the next 25 years, which will have huge implications for regional mobility.

*Phil Selinger, TriMet, in public testimony on November 15, 2007*



{Transportation for} the [elderly and disabled] population ...could soon be "your" transportation system.

*Jon Putnam, advocate for elderly and disabled, in public testimony November 15, 2007*



## Overview of the 2035 RTP update work plan

On February 29, 2008, federal transportation authorities approved the 2035 RTP based on federal planning requirements and the air-quality conformity determination. In March 2008, Metro staff began updating the RTP to meet Oregon planning requirements. Those requirements include addressing population growth and state and regional goals for land use, transportation, the economy and the environment.

State planning rules require all projects and programs to be accompanied by a realistic funding strategy. In the course of updating the RTP to meet federal requirements, a \$7 billion gap was identified between known resources and projects identified in existing state and local plans. More work is needed to prioritize investments and develop realistic funding strategies.

Metro staff will be working closely with local governments, transportation agencies and other stakeholders throughout 2008 and into 2009 to finalize the plan. This work is part of Metro's comprehensive effort to update the 2040 Growth Concept. That effort is focused on identifying new and more effective ways to manage the region's land and transportation infrastructure and leverage private investments to keep this region a great place to live, work and visit.

When completed, the state component will be integrated with the federal component to create a final RTP for public review and final adoption in Fall 2009. Below is a summary of the major tasks in the RTP update work plan and a graphic showing key milestones, public participation opportunities and decision points.

### **Scoping**

April – June 2006

### **2040 research and policy development**

June 2006 – March 2007

### **System development and policy analysis of federal component**

March – September 2007

### **Public review and adoption process for federal component**

October 2007 – March 2008

### **Performance measures and scenarios development**

January – May 2008

### **Scenarios analysis, funding options and policy refinements**

June - December 2008

### **System analysis and funding strategy development**

January 2009 – May 2009

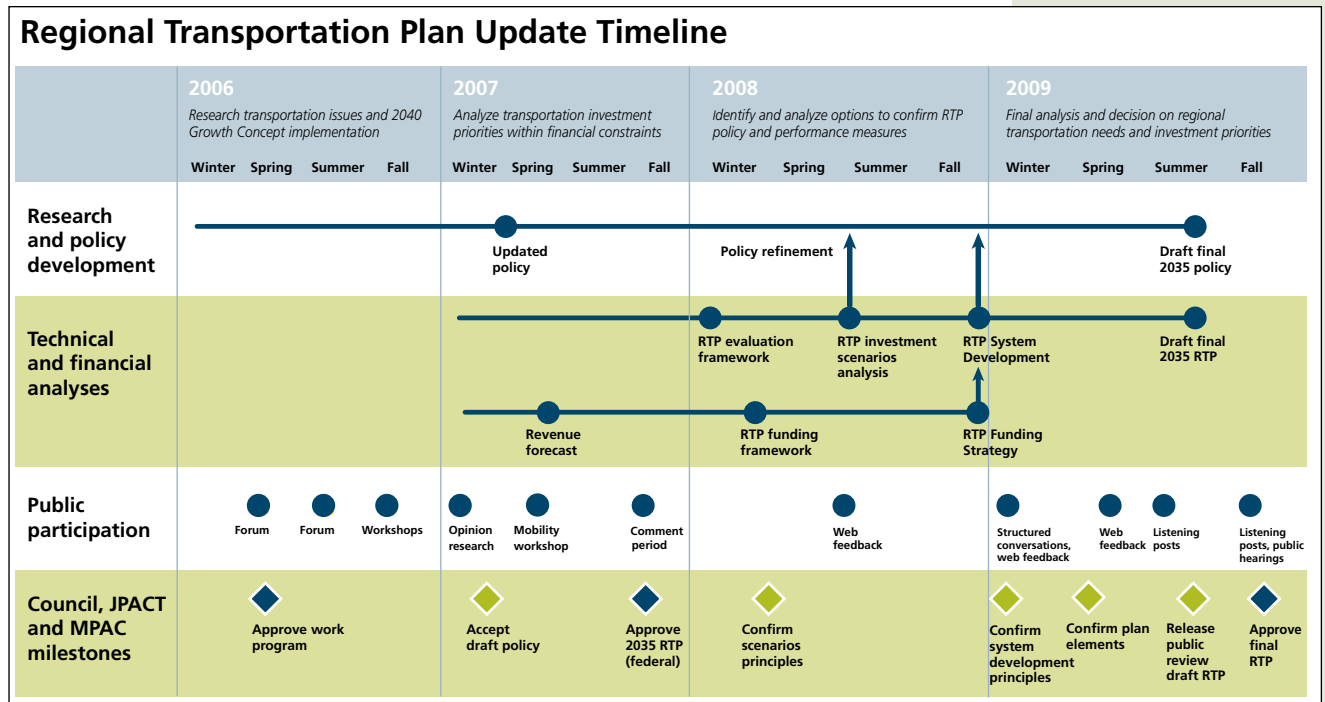
### **Public review and adoption process for final 2035 RTP – state and federal components**

September –December 2009





The graphic below shows a basic timeline of the tasks, milestones, decisions and public participation opportunities involved in completing this major RTP update.



### For more information

The RTP web site, [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp), provides updated information on the project's status, links to downloadable reports and other material, and public comment opportunities.



## THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

Metro's transportation planning activities are guided by a federally mandated decision-making framework called the metropolitan transportation planning process. This planning process requires all urban areas with populations over 50,000 to have a designated Metropolitan Planning Organization (MPO) to coordinate transportation and air quality planning and programming of federal transportation dollars within their boundaries.

Metro is the designated MPO for the Portland tri-county area. As such, Metro is responsible for coordinating development of the RTP in cooperation with the region's transportation providers—the 25 cities and three counties in the Metro boundary, the Oregon Department of Transportation, Oregon Department of Environmental Quality, Port of Portland, TriMet, South Metro Area Rapid Transit (SMART), Southwest Washington Regional Transportation Council (RTC), Washington Department of Transportation and other Clark County governments.

Metro facilitates this planning and decision-making process through four advisory committees: 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). In addition, the Metro Committee for Citizen Involvement (MCCI) advises the Metro Council on ways to engage residents in regional planning activities.

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 four years to reflect changing conditions in the region and respond to new federal and state regulatory developments. 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, and the Oregon Transportation Planning 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.

**NONDISCRIMINATION NOTICE TO THE PUBLIC**

*Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed with the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at [www.oregonmetro.gov](http://www.oregonmetro.gov) or call 503-797-1536.*



**Metro** | *People places. Open spaces.*

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

**Metro representatives**

**Metro Council President** – David Bragdon

**Metro Councilors**

Rod Park, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Robert Liberty, District 6.

**Auditor** – Suzanne Flynn

**Metro**

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700