

Ten things you need to know about the region's transportation system

A NEW LOOK
AT REGIONAL
CHOICES
FOR HOW
WE GROW

1. **About a million more people are expected to live here 25 years from now, the equivalent of two more cities the size of Portland.** They will all need to get to work, school and stores. That many more people means that much more freight, goods and services will need to move by water and air, over roads, bridges, rails.
2. **The economy of the Portland-Vancouver metropolitan region is transportation-dependent.** River ports, rail connections and an Interstate highway system make this a global transportation gateway and west coast hub. A 2005 Cost of Congestion study estimated potential losses in the region of \$844 million annually from freight delays and lost jobs by 2025 if investments do not keep pace with growth. We need to invest in technological applications and other cost-effective solutions to manage congestion and help traffic flow.
3. **Federal and state transportation sources cannot keep up with growing needs.** At current spending levels and without new sources of funding, the federal highway trust fund will go broke in 2009. State purchasing power is steadily declining because the gas tax hasn't increased since 1993. For the regional economy to stay competitive in a global market we need leadership and action to develop new funding sources.
4. **The public wants government to fix and maintain what we have first, before building anything new.** Government must demonstrate that the existing transportation system works at maximum efficiency before asking the public to support new investments and funding sources.
5. **Worldwide geopolitical instability will continue to drive up transportation costs.** 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—doubling project costs in some cases.
6. **Land use choices and transportation planning are inextricably linked.** Transportation planning can be a powerful tool to promote efficient land use—and vice-versa—translating into greater personal convenience and a more efficient use of our transportation system.
7. **Residents of the region tell us they want transportation plans to minimize environmental impacts.** In recent public opinion research, nearly two-thirds of the region's respondents put protection of air and water quality at the top of their list. Transportation plans, they said, must protect fish habitat, our drinking water, the air we breathe and our great Northwest landscape.
8. **Residents of the region tell us they want a balanced transportation system that serves everyone.** Public opinion research says that public money should provide a transportation system with choices to serve people of all ages, incomes and abilities.
9. **Without sacrificing the need to aspire and inspire, the RTP must be fiscally realistic and responsible.** Federal regulations stipulate a "fiscally constrained" plan, meaning that the total cost of the projects in the plan must correspond with reasonably available funding projections. If projects cost more than we expect to have, we must include realistic new funding sources to pay for them.
10. **The regional transportation plan must be different because the future will be different.** Leaders in this region have developed pioneering approaches to land use and transportation planning in the past. We have the leadership, the know-how and the public will to compete in the global economy while protecting our enviable quality of life.



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PEOPLE PLACES
OPEN SPACES