

# MAKING A GREAT PLACE



## TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

**Providing technical input on transportation planning and funding priorities for the Portland metropolitan area.**

### COMMUNITY REPRESENTATION

Six at-large community members of Transportation Policy Alternatives Committee bring a unique perspective to the regional transportation conversation. These community members play a critical role in elevating the conversation beyond technical analysis by bringing in expertise that crosses city and county lines and is grounded in the experience and sensibilities of residents of the region.

### TRANSPORTATION ADVISORY LADDER

To ensure regional consensus, transportation issues are addressed by the Transportation Policy Alternatives Committee and Joint Policy Advisory Committee on Transportation before being acted on by the Metro Council.

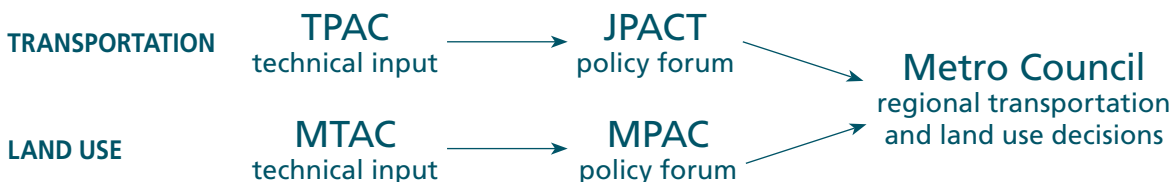
TPAC provides technical input to JPACT, which provides a forum for transportation issues at the policy level and makes recommendations on transportation needs in the region to the Metro Council. TPAC's 21 members consist of technical staff from the same governments and agencies as JPACT, plus a representative from the Southwest Washington Regional Transportation Council

Metro is the federally mandated metropolitan planning organization for the Oregon portion of the Portland metropolitan area. Designated by the governor, the agency coordinates and plans investments in the transportation system for the three-county area. Metro is responsible for approving the expenditure of all federal transportation funds in the region.

and the six community members appointed by the Metro Council. JPACT's 17 members consist of elected officials from across the region and representatives of agencies involved in transportation.

A similar structure provides recommendations on land use issues to the Metro Council through the Metro Technical Advisory Committee and Metro Policy Advisory Committee.

This established decision-making process assures a well-balanced regional transportation system and directly involves local elected officials in regional transportation policy decisions.



TPAC usually meets on the last Friday of the month from 9:30 a.m. to noon in the Metro Council chamber, 600 NE Grand Ave., Portland.

Find meeting agendas, minutes, packets and audio recordings at [www.oregonmetro.gov/tpac](http://www.oregonmetro.gov/tpac).

## About Metro

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

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

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

[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)

### Metro Council President

Tom Hughes

### Metro Councilors

Shirley Craddick, District 1  
Carlotta Collette, District 2  
Craig Dirksen, District 3  
Kathryn Harrington, District 4  
Sam Chase, District 5  
Bob Stacey, District 6

### Auditor

Suzanne Flynn

## METROPOLITAN PLANNING ORGANIZATION FUNCTIONS

About 1.5 million people live in the urban portions of Clackamas, Multnomah and Washington counties, the area covered by Metro's authority as the metropolitan planning organization.

Metro works collaboratively with cities, counties and transportation agencies to decide how to invest federal highway and public transit funds within its service area. It creates a long range transportation plan, leads efforts to expand the public transit system.

Unlike most metropolitan planning organizations, Metro also has land use authority across the urban area under state law, giving our region the ability to coordinate land use and transportation investments in a more efficient, effective way than many regions across the country.

### Core functions

- Establish a setting for effective regional decision-making
- Identify and evaluate transportation improvement options
- Prepare and maintain the long-range transportation plan
- Prepare and maintain an accounting of how all federal transportation funds are spent in the region
- Involve the public

### Required transportation planning functions

- Coordinate transportation and air quality planning
- Implement a congestion management process
- Select surface transportation program and transportation alternatives program funded projects

### State and Metro Charter mandated function

- Comprehensive planning

## Some elements of planning functions

- Performance measurement
- Environmental effects
- Safety
- Security
- System management and operations
- Travel demand management
- Asset management
- Title VI of the 1964 Civil Rights Act and the Executive Order on Environmental Justice
- Special studies such as the Climate Smart Communities Scenarios Project
- Modal plans such as the Active Transportation Plan, Freight Plan and the Regional High Capacity Transit System Plan
- The interaction of land use and transportation, including economic development, context sensitive design, transit-oriented development and state rule-making participation
- Corridor and area plans



### Tools

- Economic and land use forecast model
- Transportation system data
- Travel demand model
- Emissions model
- Regional Land Information System (RLIS)
- TransTracker project and financial database