

## LC ACT Formation Staff Notes, Regional Managers Meeting September 4, 2009

Present: City Manager or Assistant Manager from all Lane County cities except Dunes City and Westfir  
Support Staff: Byron Vanderpool, Paul Thompson, Ann Mortenson, Central Lane Metropolitan Policy Organization (MPO); Sonny Chickering, ODOT; Celia Barry, Lane County.

(Notes are not chronological; they were organized by subject matter.)

The City Managers held a round table discussion and recommended:

- that City Mayors and the Board Chair meet to develop a proposal for a proposed ACT charter spelling out the process to form an ACT. They believe that as elected officials, Mayors and the Board Chair would be an appropriate group to come up with the process that best involves cities and identifies other key stakeholders.
- that representatives from Lane Transit District (LTD), the Port of Siuslaw, and Native American Tribes also be included in these initial discussions.
- Once the proposed charter and ACT formation process is developed, identify and involve others as appropriate.
- that ultimately the proposed charter be submitted to each City Council for a formal resolution on the matter. (The City of Florence has already passed a resolution in support of formation of an ACT).
- Focus the ACT charter on the areas of influence that the locals actually have, i.e., as an advisory body to the OTC.

Tasks for Staff From the Meeting:

1. Gather information about the advantages/disadvantages of various ACT processes. Jerri Bohard can assist.
2. Ask existing ACTs how their membership has changed over time and specifically what business is being transpired. The Rogue and Mid Willamette Valley ACT would be good candidates for getting feedback.
3. In staff's preparation for an upcoming meeting with Mayors, provide links to the ODOT ACT web site and various ACT web sites. Be sure mayors receive the appropriate level of education about ACTs before being asked to provide input. ODOT staff noted that one initial Mayoral meeting was held last winter.

The managers were asked to comment on the ACT composition and function.

Lane County's diversity means there are different transportation issues and dynamics when it comes to the Coast, the Mountains and the Metro area. So one representative for all the cities would not be enough. All cities might not need to be represented but representation by state facility corridor might be an effective representation. The number of votes for the County needs to be explicitly discussed.

The MPO would be adequately represented by virtue of inclusion of the jurisdictional representatives that form the Metropolitan Policy Committee (MPC).

It is difficult to represent freight with any one person or entity, since this covers a broad spectrum. Also, private businesses are by definition out for a profit and self interested, so how to affectively involve these interests in advising OTC on programming funds is difficult. Adding to the difficulty is the fact that these interests don't typically join in local transportation discussions.

It was noted that in most ACTs, the Counties appoint a citizen representative, while the Rogue Valley ACT appoints the citizen representatives (see table in Cover Memo Attachment B.1). Would the charter specify where citizen representatives come from? It would be good to have citizens represent diverse interests.

It was noted that all groups naturally start out with high aspirations and then reality sets in. In the case of ACTS, it was observed that the ACTs are purely advisory to the OTC. Starting out with this knowledge may help provide perspective in deciding how the ACT will function.

MPO staff noted that the Mid Willamette Valley ACT reviews Modal Plans in addition to other OTC advisory work that ODOT requests.

Membership could be expanded and contracted as necessary. Historically, other existing ACTs started out with a given membership and it evolved over time through a natural selection process. Start somewhere and as time goes on changes can be made.

ODOT staff suggest monthly meetings are the most workable given the Statewide Transportation Improvement Program time lines. Meetings could be standing meetings and cancelled during periods when there is no business.

The following concerns related to development of an ACT:

- There are currently good guidelines in place for ACT and charter formation. There is no need to reinvent the wheel or be unique. Keep it simple.
- There is no need to add another layer onto the ACT dealing with land use or other issues. It is unclear what the purpose of this would be given the existing regulatory framework.
- Hiring an outside facilitator is unnecessary and they would not be interested in contributing to the cost.