

**”Charter”
Mid-Willamette Valley
Area Commission on Transportation
(MWACT)**

Prepared by
The Mid-Willamette Valley Blue Ribbon Committee
on the Formation of an Area Stakeholder Group

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**Mid-Willamette Valley Blue Ribbon Committee
on the
Formation of an Area Stakeholder Group**

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**Proposal for the Formation
of a
Mid-Willamette Valley
Area Commission on Transportation
(MWACT)**

The Mid-Willamette Valley Blue Ribbon Committee on the Formation of an Area Stakeholder Group recommends that the Oregon Transportation Commission establish such a group for the Marion, Polk and Yamhill County area to be known as the *Mid-Willamette Area Commission on Transportation (MWACT)*.

Rationale for Establishment of MWACT

In recent years ODOT has increasingly encountered local opposition to proposed transportation projects and priorities resulting in costly redesigns or project cancellations. Local jurisdictions and other stakeholders have asked for increased participation in the early stages of project selection and development. ODOT's reengineering process and the Governor's Transportation Initiative concluded that more effective and timely local citizen participation in the ODOT project selection and development process could help achieve the following goals:

- increase stakeholder commitment to projects
- improve projects by better meeting real needs
- reduce project costs
- reduce time to project completion
- better fulfill expectations for quality

What would be the mission of MWACT?

MWACT's mission is proposed as follows:

Mission Statement

- To provide a forum for the discussion and coordination of current and future transportation issues affecting the Area's livability.
- To prioritize state transportation infrastructure and capital investments through the development of an implementation strategy based on transportation plans related to the Mid-Willamette Valley Area
- To advocate Mid-Willamette Area transportation issues to neighboring regions and other organizations
- To advise the Oregon Transportation Commission on state and regional policies affecting the Area's transportation system.

What authority and responsibilities would MWACT have?

MWACT would be "chartered" by the Oregon Transportation Commission. It would serve the OTC in an advisory capacity much as a city or county planning commission serves its jurisdiction. As stated in the mission statement, MWACT would address all forms of transportation with primary focus on the state system. Local, Salem-Keizer Metropolitan Planning Organization (MPO) and regional transportation issues also would be considered if they affected the state system.

MWACT would play a key role in the development of the Statewide Transportation Improvement Program. It would establish a public process for regional project selection priorities for the STIP. Through that process, it would prioritize transportation problems and solutions and recommend the projects in the Mid-Willamette area to be included in the STIP.

The authority of the MPO granted by federal ISTEA rules would remain unchanged. However, MWACT would consult with the Salem-Keizer MPO for the purpose of coordinating transportation priorities for the Area, and would incorporate the MPO's project priorities into its STIP recommendations.

How would MWACT be established?

The Oregon Transportation Commission would adopt a resolution chartering the Mid-Willamette Area Commission on Transportation. The OTC would send a letter inviting appointments to MWACT from the following:

VOTING MEMBERSHIP

- MPO (SKATS) Members including: 6 members
 - Polk County (elected official)
 - Marion County (elected official)
 - City of Salem (elected official)
 - City of Keizer (elected official)
 - Salem Transit District (elected official)
 - ODOT Region 2 (appointed official)

- Other Cities by transportation corridor (elected officials) 5 members
 - Hwy 99W/18/47 corridor
 - Hwy 1-5 corridor
 - Hwy 22W/99W/51 corridor
 - Hwy 22E corridor
 - Hwy 99E/213 corridor

- Yamhill County (elected official) 1 member

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- Yamhill County Transit Area 1 member
- Confederated Tribes of the Grand Ronde (elected official) 1 member
- Private Sector (one selected by each county commission) 3 members

Total Voting membership 17 MEMBERS

EX-OFFICIO, NON-VOTING MEMBERS

- Metro Portland Region (JPACT) 1 member
- Representatives of other adjoining regional commissions 1 per region
- State legislators for the Mid-Willamette area

ALTERNATES

MWACT members are encouraged to designate an alternate to attend meetings when the primary member is unable to attend. Alternates have the full voting rights of the member. It is preferred that alternates for elected officials also be elected and should represent the same jurisdiction or travel-shed but could be an appointed official or a staff member on an occasional basis.

How would voting members be selected to ensure coordination with existing regional public agencies?

In order to maintain good communications and coordination with existing transportation planning organizations, the Salem-Keizer MPO (SKATS) members except Salem School District 24J would be members of MWACT. Other public sector representatives would be designated by their organizations with consideration to cross membership with the Mid-Willamette Valley COG Board. One city representative per transportation corridor would be selected by the cities within that corridor with consideration to cross membership with ODOT's transportation planning corridor committees. Private sector representatives would be selected by county commissioners.

How would MWACT coordinate with adjacent regions and involve state legislators?

Adjacent regions would be asked to designate a member to MWACT who would become an ex-officio, non-voting member. All state legislators for the Mid-Willamette Area would be considered ex-officio, non-voting members and sent meeting notices and newsletters.

MWACT Steering Committee

From the membership of MWACT, MWACT would select a "steering committee" to help guide the work program and agendas of the full group, as needed.

MW Technical Committee(s)

MWACT would form technical advisory committees, as needed. The purpose of the MWTAC would be to consider the technical aspect of policy matters and prepare alternatives and recommendations for the policy group. The technical group would include staff people of agencies and organizations as follows:

- local government engineers and planners (public works directors, transportation planners)
- representatives of state agencies (DLCD, DEQ, OEDD)
- representatives of various modes of transportation modal (bicycle, ped., transit, air, truck, rail, pipeline, auto, marine)
- representative of transportation safety interests (police, ODOT)
- "lay citizen" members

What would be the work of the MWACT?

MWACT would develop an initial annual work program that would include the following:

- Define expectations of members for MWACT?
- Organize a technical advisory committee and develop a process for its use, as needed, by MWACT.
- Prepare and adopt rules of conduct.
- Survey existing plans and projects and determine how MWACT will coordinate its activities with them
- Outline a process to involve the public in MWACT's planning and decision-making processes
- Participate in the update process of the 1998-2001 STIP
- Develop guidelines to determine when a transportation condition becomes a problem to be solved (problem thresholds)
- Develop regional criteria for selecting transportation projects to solve prioritized problems (criteria to be based on statewide community livability and economic development guidelines)
- Inform and educate members of the state legislature and local elected officials on transportation issues generally and specific to the Mid-Willamette Valley area.

Additional activities over time would include the following:

- develop a transportation implementation strategy for the Area (based on existing local and corridor plans)
- identify and prioritize transportation problems of area-wide significance
- recommend projects for inclusion in the Statewide Transportation Improvement Program (STIP)
- review and comment on transportation plans being developed within the Area
- create forums for discussion and resolution of area-wide transportation issues

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- prepare recommendations on transportation proposals of a "super regional" nature (1-5, high speed rail, inter-regional transit, freight and airport development)
- recommend and communicate Area interests to Metro and other regions

Who would staff MWACT?

Basic staff services for MWACT would be provided by the ODOT Mid-Willamette Area Manger. Participating agencies would contribute time in service on technical committees. Some services may be provided through contracts with the Mid-Willamette Valley COG or jurisdictions within the Area on a local/state cost share basis.

**Mid-Willamette Valley
Area Commission on Transportation
(MWACT)**

Proposed City Representation by Transportation Corridor
(34 cities--One city selected per corridor)

**Hwy 99W/18/47 Corridor
(Yamhill County)**

Newberg
Dundee
Lafayette
Dayton
McMinnville
Amity
Sheridan
Yamhill
Carlton
Willamina

**Hwy 22E Corridor
(Marion County)**

Aumsville
Turner
Sublimity
Stayton
Mill City
Gates
Detroit
Idanha
Salem*
Keizer*
Lyons – Linn County

**Interstate 5 Corridor
(Marion County)**

Woodburn
Donald
St. Paul
Salem*
Keizer*
Jefferson

**Hwy 99E/213 Corridor
(Marion County)**

Aurora
Gervais
Mt. Angel
Silverton
Scotts Mills
Hubbard
Woodburn
Salem
Keizer*

**Hwy 22W/99W/51 Corridor
(Polk County)**

Monmouth
Independence
Dallas
Falls City
Willamina
Salem*

*Cities of Salem and Keizer are MPO (SKATS) board members and therefore members of MWACT