



Region 1 Area Commission on Transportation

Meeting Agenda

Monday, June 8

5:30 p.m. – 7:00 p.m.

Oregon Trail Room, Gresham City Hall, 1333 NW Eastman Parkway, Gresham

Participants:

Meeting Goals:

- Review and approve bylaws
- Appoint Chair and Vice Chair
- Appoint Active Transportation and Freight Stakeholders

5:30 to 5:45 Welcome, introductions and agenda review
Rian Windsheimer

ACTION ITEMS

5:45 to 6:30 Commission administration
Kelly Brooks and Andrew Plambeck

1. Approval of minutes from May 7 Formation Committee meeting
2. Review and approval of bylaws
3. Appointment of Chair and Vice Chair
4. Appoint Active Transportation and Freight Stakeholders
5. Discuss meeting schedule and locations

INFORMATIONAL ITEMS

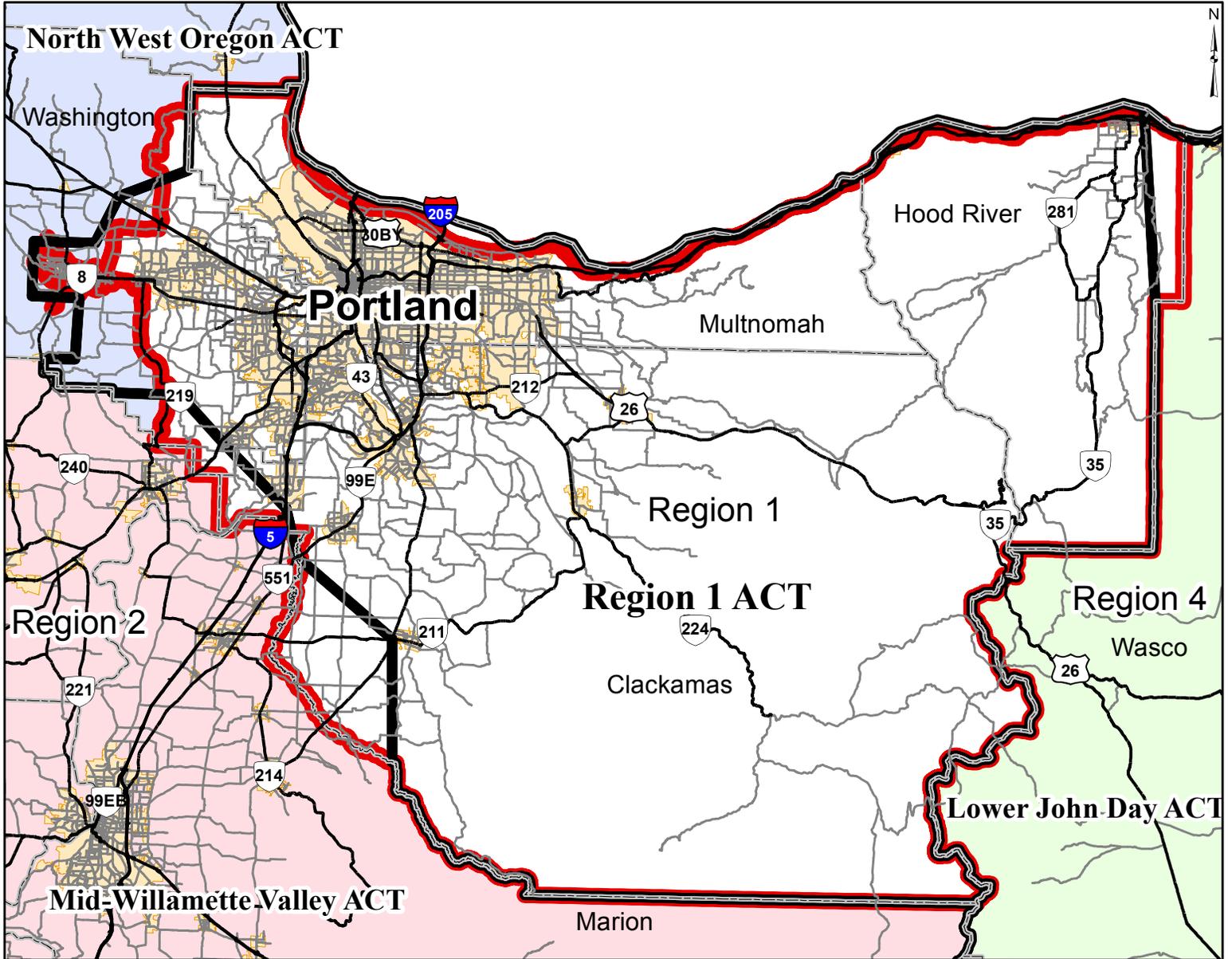
6:30 to 6:55 Presentation on Statewide Transportation Improvement Program (STIP)
Kelly Brooks

6:55 to 7:00 Information on July 16 meeting with Oregon Transportation Commission
Kelly Brooks

Materials:

Agenda, R1ACT roster, draft bylaws, R1ACT boundary map, stakeholder applications, May 7 meeting minutes

Region 1 ACT 2015



Legend

- State Highways
- Nonstate FC
- County
- ODOT Regions
- Region 1 ACT
- City Limit
- Lower John Day ACT
- Mid-Willamette Valley ACT
- North West Oregon ACT



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R1ACT Initial Nominations

Position	Representative	Affiliation
Active Transpo Stakeholder		
❖ City of Portland	Steve Novick*	Commissioner, Portland
Clack Co	Paul Savas	Commissioner, Clackamas County
Clack Co Stakeholder	Bill Avison**	Avison Lumber
❖ Clack Co Stakeholder	Jeff Gudman*	Councilor, Lake Oswego
Clack Co Stakeholder	Brian Hodson*	Mayor, Canby
Clack Co Stakeholder	Lori DeRemer*	Mayor, Happy Valley
❖ Clack Co Stakeholder	Bill Merchant	Vice Chairman, Hamlet of Beavercreek
Freight Stakeholder		
Hood River Co	Ron Rivers	Chair, Hood River County
❖ Hood River Co Stakeholder	Steve Bickford**	Mt. Hood Winery Commissioner, Port of Cascade Locks
❖ Hood River Co Stakeholder	Jess Groves	
Hood River Co Stakeholder	Peter Cornelison*	Councilor, Hood River
❖ Metro	Craig Dirksen	Councilor, Metro
❖ Mult Co	Diane McKeel	Commissioner, Multnomah County
❖ Mult Co Stakeholder	Shane Bemis*	Mayor, Gresham
Mult Co Stakeholder	Joseph Santos-Lyons****	APANO
❖ Mult Co Stakeholder	Sam Breyer	Centennial School District
Mult Co Stakeholder	Brian Newman***	OHSU
Mult Co Stakeholder	Tom Chamberlain**	Oregon AFL-CIO
❖ Mult Co Stakeholder	Chris Oxley**	Portland Trail Blazers
ODOT Region 1	Rian Windsheimer	Region 1 Manager, ODOT
❖ Port of Portland	Bill Wyatt	Port of Portland
Rural Transit Stakeholder	Julie Wehling	Canby Area Transit
❖ TriMet	Neil McFarlane	TriMet
Wash Co	Roy Rogers	Commissioner, Washington County
❖ Wash Co Stakeholder	Denny Doyle*	Mayor, Beaverton
Wash Co Stakeholder	Jeffrey Dalin*	Mayor, Cornelius
Wash Co Stakeholder	Krisanna Clark*	Mayor, Sherwood
❖ Wash Co Stakeholder	John Cook*	Mayor, Tigard
❖ Wash Co Stakeholder	Pam Treece**	Westside Economic Alliance

*City stakeholder

**Business/labor stakeholder

***Health stakeholder

****Environmental justice stakeholder

❖ Initial two-year term appointment (members may be reappointed to full four-year terms)

REGION 1 AREA COMMISSION ON TRANSPORTATION

Minutes of Formation Committee Meeting

May 7, 2015 Portland, Oregon

Attendees: Craig Dirksen (Metro), Neil McFarlane (TriMet), Steve Novick (City of Portland), Ron Rivers (Hood River County), Roy Rogers (Washington County), Paul Savas (Clackamas County), Rian Windsheimer (ODOT)

Absent: Bill Wyatt (Port of Portland), Diane McKeel (Multnomah County)

Introductions and welcome by Rian Windsheimer.

Kelly Brooks discussed the nomination process and task force proposal to create an ACT that led to a provisional charter from the Oregon Transportation Commission. She outlined that this group is expected to formalize the appointments for the rest of the ACT members, with the exception of the at-large freight and active transportation stakeholders, who will be selected from recommendations forwarded by the Oregon Freight Advisory Committee and Oregon Bicycle and Pedestrian Advisory Committee, respectively, at the June meeting of the ACT.

Andrew Plambeck outlined the ODOT staff proposal to set a schedule for staggering the four-year terms of service for ACT members. To prevent the entire ACT membership from turning over at once, roughly half the members would be appointed to a two-year, renewable term initially. After that two-year term, any of them may be reappointed to a full four-year term. This will maintain continuity and preserve institutional knowledge.

- ✓ The group agreed by consensus to the proposal to stagger terms of service.

Rian Windsheimer opened a discussion of the processes nominating entities went through to reach decisions on their nominations. The counties and City of Portland members outlined their coordinating processes to nominate ACT members.

Kelly Brooks outlined the list of nominees to be appointed by the Formation Committee.

Councilor Craig Dirksen expressed the hope that people representing cities understand they represent all cities, not just their particular city, and likewise for business members representing the whole business community as opposed to just their business.

Neil McFarlane said this is just the start of the process, and that while the group gets some experience under its feet members should be aware of any lacking perspectives that can be fixed, and prioritized to be fixed, in the next round of appointments.

Rian Windsheimer asked that they apply the same logic to the bylaws, understanding that tweaks can be made as the group reviews them in the future.

Commissioner Paul Savas said he hopes the Formation Committee members can have that conversation with the first meeting of the full ACT, stating that it would be valuable to orient the new members to understand their role as representing the whole system.

Rian Windsheimer responded that the Oregon Transportation Commission gave clear direction to engage other ACTs and share knowledge and best practices. That first meeting might be a good opportunity to hear from another ACT about how they emphasize that principle.

The group then discussed the requirement for an environmental justice perspective.

Kelly Brooks relayed a conversation she had with Joseph Santos-Lyons of APANO about the fact that he had marked on his nomination form that APANO does not do environmental justice work. She asked if he, as a person not representing just one organization, can represent that perspective as he has experience as a co-founder and current board member of OPAL, an environmental justice organization. He replied that he is concerned about the time commitment of the ACT in general, but seems comfortable representing an environmental justice perspective.

Commissioner Paul Savas commented that for the first meeting of the full ACT it would be beneficial to clearly define terms like social justice and environmental justice so ACT members have a good understanding of what those terms mean.

Commissioner Steve Novick said he would like to call the director of OPAL and some other environmental justice organizations to ask if they are comfortable with Mr. Santos-Lyons representing their perspectives on the ACT. He proposed that Mr. Santos-Lyons be appointed with the caveat that if he isn't the right person to represent that perspective, someone else from the ACT should be asked to step down so a nominating entity can appoint someone representing an environmental justice perspective.

Councilor Craig Dirksen agreed that he should be included in the full list of appointments, and if adjustments are needed later there's a legitimate reason to revisit that list.

- ✓ The group agreed by consensus to find someone else to represent environmental justice if Mr. Santos-Lyons is not the right person.
- ✓ Roy Rogers moved and Steve Novick seconded adoption of the list of nominees. The nominees were adopted by consensus.

Kelly Brooks described the elements of the bylaws that came directly from the ACT formation proposal decided upon in the task force process, and then described the pieces ODOT staff filled in to bring a complete draft to the Formation Committee.

She first described the proposal for alternates, considering who can come and who they answer to. The original draft said alternates should be selected in the same manner as primary members, which struck some staff as overly burdensome, so ODOT staff proposed changing it to having primary members simply appoint their alternates with the blessing of their respective nominating

entity. The initial draft also said stakeholders would not have alternates, but this was changed to specify that all elected officials would have alternates.

Commissioner Roy Rogers suggested that at the very least public agencies, even if not elected officials, should have alternates.

Commissioner Paul Savas expressed concerns with a change, citing the very specific nominees Clackamas County appointed, and wanted to know which stakeholders would be affected.

Kelly Brooks explained that the change represented concerns from multiple counties' staffs that they would need to duplicate the original nomination process, so the change would simply allow primary members to appoint their own alternates with the respective coordinating committee's blessing.

Commissioner Paul Savas asked whether a city member would need to choose an alternate from their own city or if they could potentially pick a representative of another city. That distinction could create friction for a nominee that feels ownership of that ACT seat as representing a particular city rather than all cities.

Commissioner Roy Rogers mentioned that he could guarantee all mayors in Washington County would pick a member of their own city councils. He expressed the opinion that the rest of the alternates need some vetting by ACT members. He also brought up that since Washington County's stakeholders are almost all elected officials, they would have alternates while Multnomah County's stakeholders would not.

Commissioner Steve Novick expressed concern that if an alternate for an elected official needed to also be an elected official, his alternate would need to be the mayor of Portland, and that if he were unable to make a meeting it would be likely that the mayor would be likewise unavailable. He proposed that the fairest process would be for everyone to appoint an alternate and for the ACT to approve those appointments.

Neil McFarlane asked whether it would make sense to just have one per Formation Committee member. This might allow someone to represent all stakeholders of a county instead of just one member. Also mentioned that there should be some pressure for nominees to attend meetings.

Commissioner Roy Rogers asked to clarify whether this would mean one alternate for each Formation Committee member but also an additional at-large stakeholder alternate.

Commissioner Steve Novick responded that the idea of a free-floating alternate would be problematic if all of the stakeholders couldn't agree on one alternate. He suggested that the Formation Committee members alone have alternates.

- ✓ The group agreed by consensus to alter the draft bylaws to reflect that the nine Formation Committee members have alternates, and all other members do not.

Kelly Brooks moved on to ongoing appointments, which will go through the same nominating process. She explained the change to clarify that 18 votes is considered a majority if consensus cannot be reached.

Commissioner Roy Rogers asked about voting by phone.

Kelly Brooks explained that the bylaws are currently silent on that issue but it's worth discussing.

Kelly Brooks then discussed the terms of service and a change to reflect that if a Formation Committee member leaves their official role at their nominating entity, that entity must immediately appoint a replacement.

Kelly Brooks then explained the executive committee as currently stated would be a small, administratively-focused group including the chair, vice chair and ODOT representative.

Commissioner Paul Savas asked to clarify that 18 members means "voted on by the ACT."

Commissioner Roy Rogers responded that in his recollection they had discussed a simple majority, and it had been raised to require more than a majority.

Commissioner Paul Savas clarified that he was thinking of consensus as rough percentages rather than number of votes, and that somewhere around 75% in agreement would mean consensus.

Kelly Brooks noted that ODOT staff will make changes in the language around voting to state "voted on by the ACT."

Councilor Craig Dirksen suggested a change to require that the chair of JPACT is always either the chair or vice chair of the ACT.

Commissioner Roy Rogers responded that he has had some conversations in Washington County about the distinction between the MPO and the ACT, and that he's hearing that these two bodies are different and should maintain some separation.

Commissioner Paul Savas agreed that there should be some separation, citing rural areas of Clackamas County that aren't represented by Metro and JPACT. The whole point of the ACT was to have some attention drawn to the entire region rather than a Metro jurisdictional boundary to ensure a more holistic point of view. Having a specific seat on the executive committee held by Metro would defeat that purpose.

Commissioner Steve Novick clarified that this would not prohibit the JPACT chair from serving as either chair or vice chair of the ACT.

Councilor Craig Dirksen also proposed including the JPACT chair as a member of the executive committee.

Commissioner Roy Rogers concurred that it may be beneficial to expand the executive committee to include that person.

Rian Windsheimer explained that internal discussion led to keeping the executive committee small to make sure that if some substantive task or issue came up, the ACT can form a subcommittee to address it. The executive committee would be specifically for administrative functions such as scheduling and creating meeting agendas. If there were a larger number of executive committee members, it would require these very busy people to come to yet another meeting. This can always be adjusted in the future, but the idea was to have more substantive issues tackled by subcommittees.

Kelly Brooks confirmed that the draft bylaws allow for the creation of ad hoc or standing subcommittees.

Commissioner Paul Savas suggested that if the executive committee is just for setting the agenda, it could potentially be simply representatives of each of the counties—with Multnomah County and the City of Portland deciding between themselves who would represent Multnomah County. This would allow the whole region to be represented on the executive committee.

Neil McFarlane suggested that if this is indeed just about scheduling and setting agendas, then broader representation probably isn't necessary. He considers those things the work of the chair, so having the chair, vice chair and ODOT representative should suffice. The more important work will be in setting up subcommittee to tackle some of the larger issues.

Commissioner Paul Savas pointed out that it can be about perception, citing that when the Clackamas County Coordinating Committee started in 2001 there was an executive committee that wasn't very active and the perception became that Clackamas County staff were simply driving the agenda. When he became chair of the committee he insisted that the group would drive the agenda rather than county staff, and that members thereafter became much more engaged and empowered. It would prevent distrust that whoever is the current ACT chair might be setting the agenda based on their own jurisdiction's interests rather than the region as a whole. He moved to have a representative from each county on the executive committee.

Commissioner Roy Rogers pointed out that the City of Portland, Port of Portland and TriMet would not be represented.

Commissioner Paul Savas clarified that the county could appoint any of their nominees to serve on the executive committee.

Kelly Brooks explained that there isn't a process for adding executive committee members, so that would need to be discussed.

Commissioner Steve Novick asked for more thought and discussion about what specifically the executive committee would do before deciding who serves on it.

Rian Windsheimer explained that the group does not need to make a final decision on this today, and that it can be decided upon at the next meeting.

Kelly Brooks then discussed the attendance requirements, which states that ACT members are expected to participate or send an alternate. If a member fails to attend three consecutive meetings, the nominating entity will be notified to reappoint that member or appoint a different representative.

Kelly Brooks explained that all ACT nominees were notified about this meeting, informed that they would be formally appointed and provided with the meeting materials. She discussed scheduling the next meeting and setting a regular schedule. Several conflicts were noted in addition to what ODOT staff had previously noted. ODOT staff committed to working with ACT members to find an ideal time.

It was generally agreed that either early morning or evening works best, particularly for those running businesses or volunteering their time as elected officials serving on the ACT.

Kelly Brooks then discussed the July meeting, which will be a joint meeting with the Oregon Transportation Commission in Hillsboro, followed by a reception and dinner with the commissioners. She then presented a draft agenda for the June meeting, for which the goals are to adopt bylaws, appoint officers and appoint the at-large stakeholder members. There is also an intent to have some informational agenda items to discuss the Statewide Transportation Improvement Program and Fix-It list for the region.

Rian Windsheimer thanked the group and adjourned the meeting.

**Region 1 Area Commission on Transportation (R1ACT)
Draft Bylaws**

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PURPOSE

The Region 1 Area Commission on Transportation (R1ACT) is an advisory body established to provide a forum for stakeholders to collaborate on transportation issues affecting Oregon Department of Transportation (ODOT) Region 1. R1ACT is intended to strengthen state and local partnerships in transportation planning, programming and development.

AUTHORITY

ORS 184.610 to 184.666 gives the Oregon Transportation Commission (OTC) the authority to establish the policies for the operation of ODOT and for the administration of programs related to transportation. The Area Commissions on Transportation (ACTs) are advisory bodies chartered under authority of the OTC. The OTC retains oversight and final decision-making authority to assure efficient management of the state transportation system. ACTs provide valuable input and recommendations to that process.

R1ACT is a voluntary association of government and non-government transportation stakeholders and has no legal regulatory, policy or administrative authority. The ACT process and resulting recommendations shall comply with relevant laws, regulations and policies. As an advisory body to the OTC with authority to make recommendations on policy or administration, R1ACT meets the definition of a “Governing Body” and falls under the requirements of the Public Meetings Law, ORS 192.610 to 192.690. R1ACT members shall comply with the requirements of Oregon Government Standards and Practices laws concerning conflict of interest.

MISSION

The primary mission of R1ACT is to advise the OTC on state and regional policies affecting ODOT Region 1’s transportation system. In accordance with this purpose, R1ACT shall:

1. Provide a forum for coordinating, learning, understanding and gaining consensus around transportation plans, policies, projects and funding;
2. Provide recommendations to the OTC regarding program funding allocations for the Statewide Transportation Improvement Program (STIP) and other funding opportunities and programs;
3. Engage key stakeholders and the general public with a process consistent with state and federal laws, regulations and policies;
4. Recommend short- and long-term transportation investment priorities based on state and local plans and addressing identified needs of ODOT Region 1’s transportation system while balancing local, regional and statewide perspectives; and

- Communicate and coordinate regional recommendations, priorities and activities, and collaborate with other organizations and interests, including as applicable the Joint Policy Advisory Committee on Transportation (JPACT), other ACTs, ODOT advisory committees, the Governor’s Regional Solutions Centers (RSCs), county coordinating committees, regional partnerships and investment boards, state legislators, Oregon’s congressional delegation, and other agencies and stakeholders.

MEMBERSHIP

Voting Membership

Public Agencies	Stakeholders appointed by counties or coordinating committees***	Stakeholders appointed at large
Counties (4)*	Clackamas (4)	Active Transportation (1)
Cities (4+)**	Hood River (2)	Freight (1)
ODOT (1)	Multnomah (6)	
Metro (1)	Washington (4)	
TriMet (1)		
Rural Transit (1)		
Port of Portland (1)		
Total Voting Membership		31 Members

*One Commissioner per county

**A minimum of one city elected official per county

***One stakeholder per county should represent business or labor

Non-voting Membership

The following officials and organizations shall be invited to be non-voting, ex officio members of R1ACT:

- Oregon Department of Environmental Quality (DEQ)
- Regional Solutions Team Coordinator
- Oregon Transportation Commissioners
- State legislators representing parts of Region 1
- Members of Congress representing parts of Region 1

R1ACT may nominate and elect other ex officio members from the following categories on either an ad hoc or ongoing basis:

- State and federal agencies
- Tribal governments

- City and county transportation departments
- Regional groups that have an interest in transportation issues such as land use and housing advocates, regional partnerships, regional investment boards and law enforcement agencies.

Alternates

Only ACT members representing the Clackamas County, Hood River County, Multnomah County, Washington County, the City of Portland, the Port of Portland, ODOT, TriMet and Metro shall designate alternates. Alternates will be selected by the primary member and approved by the nominating body. In order to ensure good representation, when a primary member is unable to attend a meeting, the member should contact the designated alternate to serve in the member's place. An alternate may only vote when the primary member is absent. The alternate's vote will be assumed to represent the vote of the ACT member for whom they are standing in.

Appointments, Nominations and Balance of Representation

The initial nomination and appointment process will occur as follows:

1. ODOT, the four county commissions, City of Portland, TriMet, Metro and Port of Portland representatives will be selected by their respective governing bodies prior to the first official meeting of the ACT. These agencies will be the official appointing body for additional members, except for the active transportation and freight positions, for the initial appointment process only. Future appointments will be approved by the full ACT.
2. Rural transit agencies will caucus to nominate a rural transit representative.
3. At least one city per county must serve on the ACT. City representatives may be selected by a caucus of mayors or other process determined by the cities in each county. The cities may also choose to route all of their nominations (city, stakeholder and business/labor) through the next step.
4. Each county will solicit nominations for its respective business/labor and stakeholder members according to the following:
 - The Clackamas County Coordinating Committee and County Commission will solicit nominations.
 - Hood River County will develop a coordinating committee or other mechanism to solicit and nominate candidates.
 - The East Multnomah County Transportation Committee (EMCTC) and City of Portland will solicit and nominate candidates.
 - The Washington County Coordinating Committee will solicit and nominate candidates.

Cities may be appointed as stakeholders through the county/coordinating committee processes with a minimum of one city per county (in addition to the City of Portland). Nominating entities should also consider appointments from agriculture, timber, tourism and citizen representatives.

5. ODOT staff will work with the nominating entities (counties, city caucuses, etc.) to ensure that the ACT retains a diversity of stakeholder input and meets the following guidelines:
 - A minimum of 50% representation by elected officials, Port of Portland and transit districts.
 - A representative from the fields of environmental justice and health.
6. The members appointed in Step 1 will appoint the rural transit representative, city representatives and stakeholder representatives.
7. The active transportation and freight representatives will be nominated via an application process administered by ODOT. The nominations will be approved by the ACT members appointed through the previous step.

Ongoing membership nominations will follow the initial protocols to fill vacancies or reappoint members at the end of membership terms. Appointments shall be confirmed by a vote of the ACT.

Terms of Service

To preserve institutional knowledge and ensure continuity, R1ACT members shall serve staggered four-year terms. Initially, some members may be appointed to partial terms expiring in less than four years to set the schedule for this framework. If a stakeholder member changes employment or organizational status, a vote of the ACT will decide to either continue the member's term or appoint a replacement. The nine self-appointed members of the Formation Committee shall be automatically reappointed to represent their entities. If a Formation Committee member leaves his or her appointed position, the nominating entity shall immediately nominate a replacement.

Officers and Executive Committee

A Chair and Vice-Chair shall be elected by a vote of the ACT. The Chair and Vice-Chair may not be appointed to the ACT by the same county. The Chair shall preside at all meetings attended, sign documents and correspondence, orient new members, approve agendas, represent the ACT in other venues and serve as R1ACT's official spokesperson. The Vice-Chair shall serve as the Chair's primary alternate and shall preside at R1ACT meetings in the Chair's absence. The Chair, Vice-Chair and ODOT representative will form an Executive Committee to set agendas, schedule meetings, and develop and update the ACT work plan with review and approval by the ACT. R1ACT can form standing or ad hoc subcommittees as necessary to

consider policy and technical issues and report back to the ACT. Consideration will be given to existing advisory committees across Region 1 to avoid duplication and redundancy.

Officers shall serve two-year terms starting at the first meeting of the calendar year. Officers may be elected to more than one term in office.

Attendance

All voting members of R1ACT are expected to participate in all meetings or send an alternate if applicable. If a voting member fails to participate in three (3) consecutive meetings, or to send an alternate, the ACT will notify the nominating entity that the position must be reappointed.

Coordination

As part of its regular report to the OTC, R1ACT shall review how it coordinates with other bodies and interests.

Key membership categories will be met by the following requirements:

- Elected officials
 - One county commissioner from each county will be a voting member
 - At least one city per county will be a voting member
 - The elected Metro Councilor appointed as chair of JPACT will be a voting member
 - Among the 16 county stakeholder appointments (beyond the one county and one city representative from each county), at least two must be elected officials

- Freight and Mobility
 - A freight representative will be a voting member
 - The Port of Portland will be a voting member

- Active Transportation and Transit
 - An active transportation representative will be a voting member
 - The region's largest transit district (TriMet) will be a voting member
 - A rural transit representative will be a voting member

- Private Sector, Health and Environmental Justice
 - One representative per county must be a business or labor stakeholder
 - One representative must be able to represent the connection between transportation and public health

- One representative must be able to actively represent Title VI protected classes and address disproportionately high and adverse human health and environmental effects of programs, policies and activities on minority populations and low-income populations

OPERATION

Meetings

R1ACT shall meet at regular intervals as determined by the ACT or as scheduled by the Executive Committee. Meetings may take place in different parts of the region as determined by the Executive Committee.

Decision-Making

R1ACT will use a collaborative approach to problem-solving in which all members seek consensus first. Consensus means that all members agree to accept the decision even though some members may not fully agree with all aspects of the decision. Members are encouraged to voice their perspectives and have all views recorded.

Eighteen votes are required to advance a decision in an instance that consensus cannot be reached. The R1ACT minority would then be empowered to produce and record a report outlining the minority's opinions on the decision that would be presented along with the majority recommendation.

Public Involvement

For R1ACT to fulfill its advisory role in prioritizing transportation problems and solutions and recommending projects, the ACT will involve the public and stakeholders in its decision-making and follow a Public Involvement Plan. As R1ACT considers local, regional and statewide transportation issues, it will provide public information and involve the public in its deliberations. To comply with federal environmental justice requirements, the public involvement process will include a strategy for engaging minority and low-income communities in transportation decision-making.

Work Program

R1ACT's Executive Committee shall develop an annual work plan that is reviewed and adopted by R1ACT members. The work plan can be amended at any time by consensus or a vote of the ACT. The Executive Committee shall meet as needed to develop agendas and develop and monitor the work plan. R1ACT shall review work plans and accomplishments at least once every

two years and submit a report to the OTC. The report shall review R1ACT functions including staffing, public participation and coordination with other entities.

Support Staff

R1ACT will be staffed by ODOT. ODOT will provide planning staff assistance to R1ACT and financial support sufficient for administration of the ACT to meet OTC expectations.