



TRIP97 GOVERNANCE – INTERGOVERNMENTAL AGREEMENT STRUCTURE

OVERVIEW ON GOVERNANCE

“Governance” addresses the institutional structure by which *TRIP97* decisions are made with regard to investment priorities, corridor operation and management, funding decisions, program administration, and other factors. The governance structure incorporates the underlying legal authorities, rights, and obligations of the basic participating governments, and the processes for making decisions. The *TRIP97* governance structure needs to address many items including:

- The development and implementation of a corridor-wide program of interrelated investments with a substantial total cost that is implemented in phases over time;
- The development and on-going operations of a corridor management program;
- The implementation of a funding strategy that likely incorporates the pooling of funding contributions from the *TRIP97* Partners; and
- Intergovernmental coordination or administration of land use **issues, actions, and decisions** affecting the intergovernmental-funded corridor investment strategies.

GOVERNANCE RECOMMENDATION FOR *TRIP97*

The *TRIP97* Partnership Steering Team is recommending application of an *Intergovernmental Agreement Governance Structure*. The Steering Team is recommending this partnership-style structure because it:

- Allows for a “crawl before we walk” incremental approach to Governance as *TRIP97* effort continues to evolve...starting small and generating success that will build trust among the communities.
- Is the easiest structure to establish, all parties are familiar with the structure, and enactment requires only the approval of the parties;
- Can accommodate and fully enforce funding contributions from *TRIP97* partner jurisdictions and a variety of other sources (e.g., local vehicle registration fee with voter approval);
- Means that each Governing Body (e.g., Council/Commission) of *TRIP97* retain all material decision-making authority;
- Assists in land use coordination, but no major ability to facilitate land use requirements; and
- Is easily adaptable. Revisions only require amendments to intergovernmental agreements, which must be approved by *TRIP97* governing bodies.

NEXT STEPS FOR GOVERNANCE

The TRIP97 Partnership Steering Team recommends moving forward in the Spring of 2014 with drafting an Intergovernmental Agreement to establish the Governance Structure, with the Parties including ODOT Region 4, City of Bend, City of La Pine, City of Madras, City of Redmond, Deschutes County, Jefferson County, and the Bend Metropolitan Planning Organization. Here is a starting point for recommended key provisions of the Agreement, or potentially an earlier step of a Memorandum of Understanding (MOU):

- **Steering Team** - Establishment of a Steering Team, and overall management structure and appointments from each of the partners for general coordination and decision-making;
- **Authorities** – decision-making will largely be retained by the Governing Bodies (boards) of each partner, and Steering Team provides general guidance and coordination;
- **Day-to-Day Management** - Roles and responsibilities for day-to-day management of activities including planning, engineering and other technical work, ongoing maintenance and operations, and capital investments;
- **Contracting/Administration** - Means, roles, and responsibilities for contracting procurement and oversight;
- **Land-Use Decision-making** - Methodology, expectations and coordination of land-use decision-making affecting the US 97 corridor, in particular as it relates to measuring system performance under the Transportation Planning Rule and Oregon Highway Plan;
- **Investment Strategies** - Agreed-upon approach to investment strategies (projects, corridor management / operations / maintenance, coordination system connections, etc.);
- **Funding Contributions** - Means, roles, and responsibilities for funding contributions / allocations, financing mechanisms (see TRIP97 Finance Recommendations), collections and management;
- **Public Involvement** - Roles and responsibilities for engaging stakeholders (both internal and external), the Central Oregon Area Commission on Transportation (COACT), Central Oregon Intergovernmental Council (COIC), the Regional Solutions Advisory Committee, etc.; and managing public involvement and many aspects of decision-making.
- **Work Plan/Budget** - Preliminary multi-year work plan and budget; and
- **Term/duration** of the Agreement

The expectation of the Steering Team is that extensive stakeholder involvement will be required as this IGA (and potentially MOU) is being drafted, in order for all Governing Bodies to endorse the final version.