

 **Metro** | *Agenda*

Meeting: Metro Council Work Session
Date: Tuesday, Oct. 4, 2011
Time: 1 p.m.
Place: Council Chambers

CALL TO ORDER AND ROLL CALL

- 1 PM** **1. ADMINISTRATIVE/ COUNCIL AGENDA FOR OCTOBER 6, 2011/CHIEF OPERATING OFFICER COMMUNICATIONS**
- 1:15 PM** **2. HIGHWAY 26 CORRIDOR IGA WITH SANDY AND CLACKAMAS COUNTY - INFORMATION / DISCUSSION** **Benner**
- 1:45 PM** **3. TUALATIN VALLEY CORRIDOR PLAN PARTNERING AGREEMENT - INFORMATION/ DISCUSSION** **Platman**
- 2:15 PM** **5. COUNCIL BRIEFINGS/COMMUNICATION**

EXECUTIVE SESSION HELD PURSUANT WITH ORS 192.660(2)(e). TO CONDUCT DELIBERATIONS WITH PERSONS DESIGNATED BY THE GOVERNING BODY TO NEGOTIATE REAL PROPERTY TRANSACTIONS.

EXECUTIVE SESSION HELD PURSUANT WITH ORS 192.660(2)(e). TO CONDUCT DELIBERATIONS WITH PERSONS DESIGNATED BY THE GOVERNING BODY TO NEGOTIATE REAL PROPERTY TRANSACTIONS.

ADJOURN

Agenda Item Number 2.0

**HIGHWAY 26 CORRIDOR IGA WITH SANDY AND
CLACKAMAS COUNTY – INFORMATION/DISCUSSION**

Metro Council Work Session
Tuesday, Oct. 4, 2011
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: October 4, 2011 Time: 1:15 pm Length: 30 minutes

Presentation Title: Green Corridor IGA (Sandy, Clackamas County/Metro)

Service, Office, or Center: OMA

Presenters:

Dick Benner, OMA

(x1532)_____.

ISSUE & BACKGROUND

Metro's Regional Framework Plan (Policy 1.11, Neighbor Cities) calls for cooperative agreements with neighbor cities to maintain separation and "green corridors" between the cities and the metropolitan area. Metro is currently a party to an IGA with Sandy and Clackamas County to accomplish those purposes. Metro and the county designated portions of the area subject to the existing agreement as urban reserve and rural reserve. The rural reserve effectively maintains part of the separation required by the IGA. The urban reserve would allow urbanization of a portion of the area covered by the existing IGA. The question raised by the proposed amendment to the IGA is whether the Council wants to modify the IGA as proposed to continue to work with the city and the county to achieve the purposes of the current IGA in a different way

OPTIONS AVAILABLE

The option offered by the proposed amendments to the IGA relies upon the rural reserve designation to maintain a reduced, but still extensive separation between the two urban areas and to achieve the green corridor purposes in the urban reserve portion by committing to efforts (zoning and conditions on development).

One option is to make other revisions to the IGA. The proposed revisions, however, are the product of lengthy discussions with the city and the county and have the approval of both.

Another option is to terminate the existing IGA and rely upon the rural reserve designation to maintain the separation between the urban areas, leaving the city and county to address the green corridors purpose of the existing IGA. This option would not implement Policy 1.11.

IMPLICATIONS AND SUGGESTIONS

The staff recommends Council adoption of the proposed IGA as consistent with RFP Policy 1.11 and with the new reserves.

QUESTION(S) PRESENTED FOR CONSIDERATION

Should the Council authorize Council President to sign the revised IGA?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION Yes No

DRAFT IS ATTACHED Yes No

Draft 8/16/11

**INTERGOVERNMENTAL AGREEMENT ON
HIGHWAY 26 CORRIDOR
AMONG CITY OF SANDY, CLACKAMAS COUNTY,
METRO**

This Agreement is entered into by and between the City of Sandy ("City"), Clackamas County ("County") and Metro ("Metro") (collectively, the "Parties") pursuant to ORS 190.003 to 190.110, which allows units of government to enter into agreements for the performance of any or all functions and activities which such units have authority to perform.

RECITALS

WHEREAS, The Portland metropolitan region and neighboring cities outside Metro's jurisdictional boundaries are expected to experience substantial population and employment growth by the year 2060; and

WHEREAS, Anticipated urban growth and development in the Metro area will affect neighboring cities outside Metro's jurisdictional boundaries, and anticipated urban growth and development in the neighboring cities will affect jurisdictions within Metro's boundaries; and

WHEREAS, The City wishes to maintain its own identity, separate and distinct from the metropolitan area; and

WHEREAS, Metro and the County share the City's desire to maintain a separation between the City and the metropolitan area; and

WHEREAS, Highway 26 eastbound between the cities of Gresham and Sandy is the gateway to the Mount Hood recreational area, a nationally-recognized scenic and recreational resource; and

WHEREAS, pursuant to Senate Bill 1011 (2007) County and Metro have adopted both Urban and Rural Reserves in and around the Highway 26 Corridor between Gresham and Sandy; and

WHEREAS, the County, City and Metro previously entered into an Intergovernmental Agreement (the Green Corridor/Rural Reserve Agreement) for the purpose of preserving the rural character of the area between the Metro UGB and the Sandy Urban Reserve; and

WHEREAS, The City, the County and Metro are interested in preserving and protecting the visual character of the Highway 26 Corridor as it passes through the area subject to this Agreement; and

NOW, THEREFORE, the City, the County and Metro agree as follows:

AGREEMENT

I. Purpose

The Parties agree that they are mutually interested in and will work together to:

- A. Preserve the distinct and unique identities of the City and the metropolitan area by maintaining a separation between the City and the metropolitan area.
- B. Preserve and protect the rural and natural resource character and values of Rural Reserve areas along the corridor that separate the City from the metropolitan area.
- C. Establish a plan to protect the unique visual character of the Highway 26 Corridor.

II. Definitions

- A. "Highway 26 Corridor" means the area along State Highway 26 between the cities of Gresham and Sandy.
- B. "Clackanomah Urban Reserve" means Urban Reserve Areas 1D and 1F as designated in Metro's Regional Framework Plan, and shown on Exhibit A hereto.

III. Pre-Development Buffering

The Parties:

- A. Intend that urban development along the Highway 26 Corridor shall be screened from the Highway in a fashion that reasonably retains the rural visual character of the corridor. The parties agree that a 50-foot wide buffer containing a thick screen of evergreen trees will achieve this goal.

The County and the City:

- B. Will ~~seek~~**work together in good faith** to establish buffers in advance of urban development, either within the existing highway right of way or through the acquisition of appropriate easements on private land adjacent to the highway.
- C. If one or more owners of real property within the Highway 26 Corridor grants an appropriate easement(s), will establish a vegetated buffer within the easement(s) consistent with the terms of this Agreement.
- D. Where an affected property owner is willing to grant an easement(s), will seek funding to establish evergreen plantings within the buffer. Funds provided by any of the Parties for the buffer may be reimbursed through fees paid by future development in the urban reserve area.

E. If an affected property owner does not grant an appropriate easement to establish the buffer, will discuss alternative methods and or incentives to obtain the necessary easements, including the exercise of eminent domain.

IV. Concept Planning for Clackanomah Urban Reserves.

A. The Parties recognize that the ~~annexation~~addition of any portion of the Clackanomah Urban

Reserve into the Urban Growth Boundary will be preceded by and conditioned upon development of a concept plan by the appropriate local governments pursuant to Title 11 of the Metro's Urban Growth Management Functional Plan. The Parties further recognize that the concept planning process is a collaborative process between the jurisdiction that will ultimately provide services to the Clackanomah Urban Reserve and other affected jurisdictions, including the Parties. Metro's regulations do not prescribe a precise outcome to the concept planning process.

B. Prior to approving an amendment to the UGB to ~~annex~~add any portion of the Clackanomah Urban Reserve, Metro shall determine that the appropriate city or the County has complied with the provisions of Title 11 for any ~~that~~ portion of the Clackanomah Urban Reserve. The Parties will strive to ensure that the concept plan ~~provides~~calls for the following in land use regulations adopted following addition to the UGB:

~~a. A 50-foot wide evergreen buffer of trees of at least eight feet in height at planting and capable of growing to at least 30 feet where the highway abuts or lies within the Clackanomah Urban Reserve to be in place prior to the approval of any development in the concept plan area. This provision shall not apply to the development of roads, utilities or other public facilities;~~

a. Prior to approval of any commercial, industrial or urban-level residential development in the concept plan area, parcels located within the Clackanomah Urban Reserve and abutting Highway 26 shall provide a vegetated buffer screen along the entire highway frontage, to a depth of 50 feet where such a buffer can be imposed as a condition of development. Within the buffer area existing trees shall be preserved to the greatest extent possible. New evergreen trees at least eight feet in height at planting and capable of growing to at least 30 feet in height shall be planted at a density that will create a visual screen within five years. This provision shall not apply to the development of roads, utilities, or other public facilities;

b. Appropriate limitations on signs oriented to Highway 26 except where required for reasons of public safety;

~~a.c.~~ Achievement of the principles relating to the Clackanomah Urban Reserves set forth in Exhibit B of the Intergovernmental Agreement between Metro and Clackamas County to Adopt Urban and Rural Reserves, attached to this Agreement; and

d. Orientation of commercial retail development toward the interior of the Clackanomah Urban Reserves and away from the Highway 26 Corridor.

As used above, "strive to ensure" means the Parties will individually and collectively use their best efforts.

C. Metro will require that provisions in the concept plan that implement paragraphs IV.B.a ~~and IV.B.b~~ through d of this Agreement be adopted into the comprehensive plan and land use regulations of the County or the city responsible for urban planning in the portion, or both.

V. Notice and Coordination Responsibilities

A. The County shall provide the City and Metro with notice and an opportunity to comment at least 30 days prior to the first scheduled public hearing on plan amendments or zone changes within the Clackanomah Urban Reserve.

B. The County shall provide the City, Metro and ODOT with notice and an opportunity to comment at least 15 days prior to administrative action on any development applications (including, but not limited to, conditional use permits and design review) within the Clackanomah Urban Reserve.

C. The County shall provide the City and Metro with notice and an opportunity to comment on any proposed concept plan for any portion of the Clackanomah Urban Reserve.

D. In order to fulfill the cooperative planning provisions of this agreement the City, County and Metro shall provide each other with needed data, maps, and other information in hard copy or digital form in a timely manner without charge.

VI. Amendments to this Agreement

This Agreement may be amended in writing by the concurrence of all three Parties. The terms of this agreement may be reviewed at the time that the Parties adopt modifications to related agreements.

VII. Effectiveness and Termination

A. — This agreement will be effective upon acknowledgement of the designation by Metro of urban reserves in Clackamas County pursuant to ORS 195.145(1)(b) and a final decision on any appeal of the acknowledgement. This agreement shall continue until terminated by any of the Parties, following a written explanation for the

proposed termination and consultation with the other Parties, by written notice from the Party. The agreement shall terminate 60 days following receipt of the notice by the other Parties.

VIII. Severability

If any section, clause or phrase of this agreement is invalidated by any court of competent jurisdiction, any and all remaining parts of the agreement shall be severed from the invalid parts and shall remain in full force and effect.

<p>CITY OF SANDY</p> <p>_____ Mayor, City of Sandy</p> <p>ATTEST:</p> <p>By: _____ City Recorder</p> <p>METRO</p> <p>_____ Metro Council President</p> <p>ATTEST:</p> <p>By: _____</p>	<p>CLACKAMAS COUNTY</p> <p>_____ Chair, Board of Commissioners</p> <p>ATTEST:</p> <p>By: _____ Recording Secretary</p>
---	---

Agenda Item Number 3.0

**TUALATIN VALLEY CORRIDOR PLAN PARTNERING
AGREEMENT – INFORMATION /DISCUSSION**

Metro Council Work Session
Tuesday, Oct. 4, 2011
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: October 4, 2011 Time: 1:45 pm Length: 30 minutes

Presentation Title: Tualatin Valley (TV) Hwy Corridor Plan

Service, Office, or Center: Planning Department

Presenters (include phone number/extension and alternative contact information):
Deena Platman – x1754 and Jeannine Rustad, City of Hillsboro, Project Manager

ISSUE & BACKGROUND

The City of Hillsboro, in partnership with ODOT, Washington County, the City of Beaverton, TriMet and Metro, has embarked on a planning process to develop a multimodal corridor refinement plan for OR8 – Tualatin Valley Hwy between Hillsboro and Beaverton. The project’s significance lies in its status as **the first locally-led corridor refinement plan** advancing from the 2035 Regional Transportation Plan (RTP). This project joins the two Metro-led corridor refinement planning efforts of East Metro Connections and Southwest Corridor Plan to implement a comprehensive multimodal transportation and land use approach, which will address outstanding mobility issues in order to comply with the State of Oregon’s Transportation Planning Rule. Taken together, these three projects provide a **significant opportunity for Metro Council to imprint the six regional outcomes** – vibrant communities, economic prosperity, safe and reliable transportation, leadership on climate change, clean air and water, and equity – for lasting effect in broad stretches of the region.

For the TV Hwy Corridor Plan, confirming the desired function and design of the roadway is paramount for providing direction on the types of solutions that will be advanced. Currently, the RTP Design map classifies the roadway section between Hillsboro and Beaverton as a Throughway, which is equivalent to I-5 or US 26 and emphasizes vehicular mobility over accessibility to adjacent land uses.

The TV Hwy Corridor Plan has established a Policy Group (PG) comprised of elected officials and senior managers from the six partner agencies to provide policy direction through collaborative decision-making. Councilor Kathryn Harrington represents Metro on this committee. As with the Metro-led corridor refinement plans, Metro Council will be kept abreast of progress and provided the opportunity to weigh in at key decision points.

PG members have been asked to sign a Partnering Agreement for the TV Hwy Corridor Plan that defines the project purpose, goals, principles and procedures the group will use to conduct its interactions and decision-making. The Partnering Agreement is Attachment A to this document.

OPTIONS AVAILABLE

The Partnering Agreement establishes the framework for decision-making during the TV Highway Corridor Plan. This work session is an opportunity for the Council to learn about the project and provide direction to Councilor Harrington as Metro’s representative on the PG.

Council may decide to support the Partnering Agreement as written and direct Councilor Harrington to sign it on behalf of Metro or choose to further refine the document based on Council's comments.

IMPLICATIONS AND SUGGESTIONS

Staff recommends that Council direct Councilor Harrington to endorse the TV Highway Corridor Plan Partnering Agreement. Metro staff has worked with the project team to resolve initial concerns with document language and now supports the purpose and intent of the agreement as currently written.

QUESTION(S) PRESENTED FOR CONSIDERATION

- Does Metro Council direct Councilor Harrington to endorse the Partnering Agreement?
- Do Metro Council members have input to share with Councilor Harrington on the future function and design of TV Hwy?
- Are there further questions regarding next steps in the planning process? Would any councilors like staff to provide an in depth briefing on the project?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __ Yes X No
DRAFT IS ATTACHED __ Yes X No

Tualatin Valley Highway Corridor Plan Policy Group Partnering Agreement

(Revised Draft 9-2-11)

TV Highway Corridor Plan Partnering Agreement Purpose

For any collaborative process to proceed smoothly, it is helpful for those involved to agree at the outset on the purpose of the process, and on the procedures and principles by which the group will conduct its interactions and decision making. This Partnering Agreement is not intended to bind the parties to any decision or course of action, but rather to outline a clear process for meeting management and future recommendations. This Partnering Agreement is effective through the TV Highway Corridor Plan (TVCP) Policy Group (PG) approval of final TVCP recommendations, expected to be completed in Spring 2012.

The purpose of this Partnering Agreement is to:

- identify the mission and expectations of the TV Highway Corridor Plan (TVCP) Policy Group (PG),
- describe the roles and responsibilities of the PG's members,
- outline the organizational and process relationships of the PG to other working groups associated with the TVCP, and
- establish operating protocols for PG members.

TVCP PG Representation

The TVCP PG is composed of representatives from the following six partner agencies and jurisdictions (listed in alphabetical order):

- City of Beaverton, represented by Mayor Denny Doyle
- City of Hillsboro, represented by Mayor Jerry Willey
- Metro, represented by District 4 Councilor, Kathryn Harrington
- Oregon Department of Transportation (ODOT), represented by Region 1 Deputy Director, Rian Windsheimer
- Tri-County Metropolitan Transportation District of Oregon (TriMet), represented by Director of Project Planning, Alan Lehto
- Washington County, represented by District 1 Commissioner, Dick Schouten

Any tentative agreements reached by these members must be ratified by their respective Councils or Commissions in order to be binding on any of these agencies.

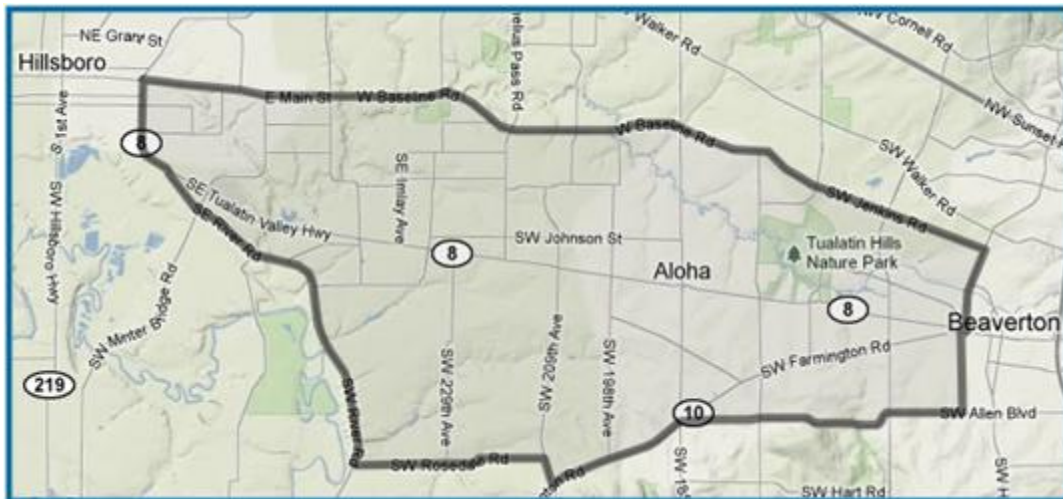
TVCP PG Mission

The mission of the TVCP PG is to provide informed policy direction, and a venue for public input and collaborative decision making among affected agencies and jurisdictions through a planning process that leads to the final TVCP and adoption by partner agencies and jurisdictions.

TVCP Background

The Metro 2035 Regional Transportation Plan (RTP) identifies the TV Highway corridor area as a prominent portion of an important regional mobility corridor (*Mobility Corridor 24 – Beaverton to Forest Grove*). The purpose of the TVCP is to develop a regional, system-level corridor plan consistent with the RTP to address safety and congestion problems in the TVCP Study Area (see the map below) through short-term and long-term integrated transportation solutions for all users, including bicyclists, pedestrians, transit users, freight, and drivers. The TVCP will also address RTP roadway classification inconsistencies, and define and seek stakeholder jurisdictional support for the RTP street design and functional classifications on TV Highway between the Hillsboro and Beaverton Regional Centers (8.5 miles, from Cedar Hills Boulevard in Beaverton to SW10th Avenue/SE Walnut Street in Hillsboro).

The TVCP will be provided to the decision-making bodies of the partner agencies and jurisdictions for their consideration of adoption. It may be incorporated into the RTP either by amendment or during the next scheduled RTP update. The Oregon Transportation Commission (OTC) may adopt the TVCP as an amendment to the Oregon Highway Plan (OHP).



TVCP Goals

The TVCP Project Management Team (PMT) has developed initial goals for the TVCP that consist of an overarching goal, TVCP policy and process goals, and TVCP implementation goals as articulated below. These initial goals are subject to refinement through the TVCP development process.

TVCP Overarching Goal

The overarching TVCP goal is to establish consensus among the project partners on a plan for the TV Highway corridor through the year 2035; to set stakeholders' expectations about the long-term function and capacity of the transportation corridor; and to understand how the surrounding area is planned to develop over time. The plan should reflect community needs and desires for the corridor to evolve into a thriving, welcoming place that connects our vibrant growing community now and for future generations. In addition, the TVCP will develop creative transportation system solutions that recognize existing financial constraints by prioritizing low-cost/high benefit solutions that can be implemented over time, and will include a finance and implementation strategy that encourages funding cooperation among project partners.

TVCP Policy and Process Goals

To achieve the overarching goal and the intended outcomes, the TVCP will be developed:

- Under clear policy direction from the PG that resolves inconsistencies in state, regional, and local transportation policies and plans that apply to TV Highway **functional and design designations**; and
- Through an open, timely and meaningful **public and interagency involvement** process with **targeted outreach to underserved populations**.

TVCP Implementation Goals

The TVCP will identify and prioritize **cost-effective strategies** to be implemented in the short term (less than 5 years), medium term (5 to 15 years), and long term (15 to 25 years) that support the following TVCP implementation goals:

- Improve **mobility and accessibility** for travel by walking, bicycling, transit, auto, and freight (both truck and rail) for people of all ages and abilities to a variety of destinations for work, play, school, community services and activities etc.
- Enhance **safety for all users and modes** along and across TV Highway all hours of the day by providing safe and comfortable facilities for walking (including mobility devices), bicycling and using transit with complete and direct routes connecting residents to a variety of destinations.
- Strengthen and support economic vitality.
- Improve the visual appearance of TV Highway to create a welcoming environment that the community takes pride in and enhances community identity.

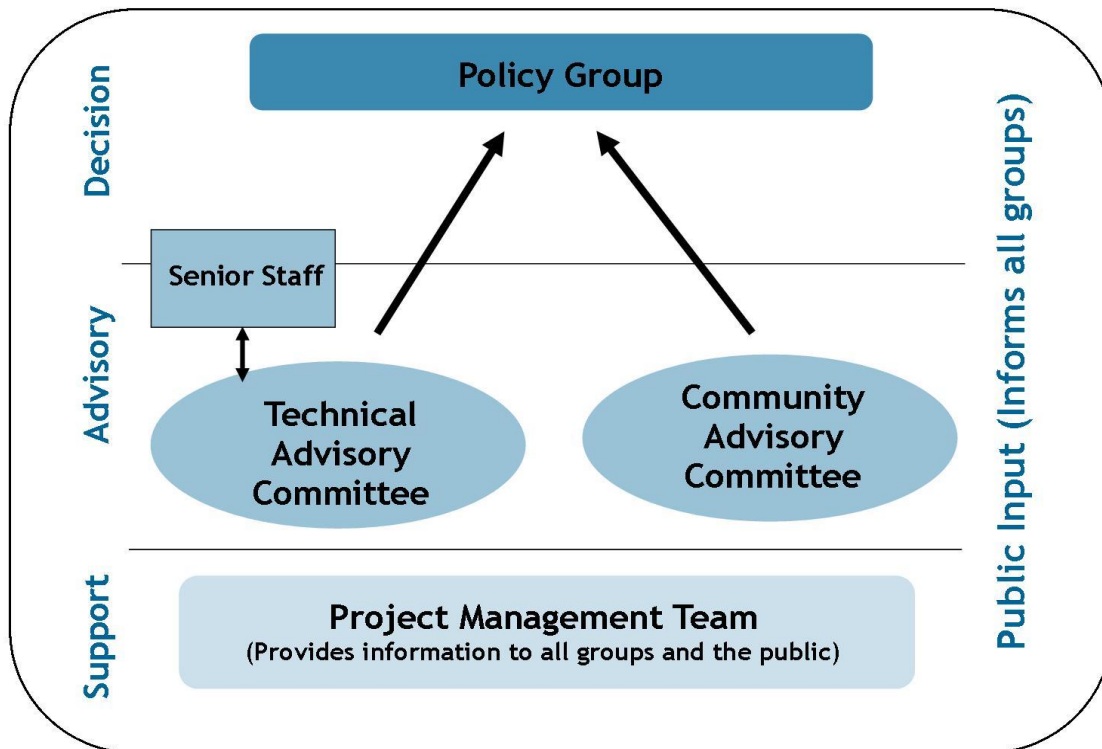
- Reduce overall and per capita vehicle miles travelled (**VMT**) by encouraging people to more efficiently use auto trips and increase walking, bicycling and using transit for local and regional trips.
- Promote environmental stewardship by enhancing natural system constructing improvements that minimize run off and respond to changing environmental conditions
- Be consistent with state and regional comprehensive strategies to **reduce greenhouse gas (GHG) emissions**

TVCP PG Decision-Making Structure

The following four groups support the PG through the TVCP process:

- The Project Management Team (PMT), which consists of project management staff from ODOT, City of Hillsboro, and Washington County, and their Consultant Project Manager and Public Involvement Lead. The PMT is responsible for day-to-day project management, and public/interagency coordination and support, including communication and sharing information between the five groups (including the PG) involved in the TVCP decision-making process. For example, the PMT will provide input from the Technical Advisory Committee to the Community Advisory Committee for their consideration.
- TVCP Senior Staff consists of senior staff from the six participating jurisdictions and agencies. The Senior Staff members will represent policy and technical interests, receive and review information from other groups, and serve as communication liaisons to their respective PG members. At PG meetings, for example, one or more Senior Staff members may be on the agenda to present information, or to address the PG at the request of an individual PG member with PG approval.
- The Technical Advisory Committee (TAC), which is composed of technical staff from the participating jurisdictions and agencies. The members of the TAC are charged with representing their agencies' technical roles and concerns, reviewing products prepared by the consultant team, and providing technical feedback and advice on the products to the TVCP Senior Staff. Senior staff reviews TAC recommendations, and then the TAC provides their recommendations (after addressing Senior Staff review input) to the PG.
- The Community Advisory Committee (CAC), which consists of community interests and citizens, advocacy groups, and local business representatives. The CAC will serve in an advisory role to the PG. The PG will approve represented interests on the CAC following completion of the PG Partnering Agreement.

Project Decision Structure



TVCP PG Roles and Responsibilities

The TVCP PG is responsible for:

- providing policy guidance for the preparation of the TVCP to the PMT;
- reviewing and considering advice provided by the Senior Staff, TAC, CAC, and the public;
- building inter-jurisdictional consensus on major project decisions at specific project milestones; and
- using the Partnering Agreement as a basis for PG decision making.

The PG provides policy direction to the PMT, TAC, and Senior Staff, and provides endorsement of the TAC's and CAC's final recommendations. In so doing, the PG will consider technical information, recommendations, and concerns provided by the PMT, Senior Staff, TAC, and CAC. PG members understand and acknowledge that the individual jurisdictions and agencies that they represent retain whatever final decision-making authority is provided under law with respect to the TVCP.

TVCP PG Good Faith

Good faith means, without limitation, that members will at all times use every reasonable effort to be informed on the relevant issues; communicate these issues with their decision-making bodies, jurisdictions, or agencies; communicate with each other with respect and candor; and follow through with their respective project responsibilities in a timely manner.

PG members will act as an avenue of communication and liaison to their respective elected bodies, jurisdictions, and/or agencies. It is the responsibility of each member, and the members all agree, each individually, in good faith, (1) to stay informed about the TVCP process, and the interests of their respective jurisdiction or agency; (2) to promptly communicate the interests of their respective jurisdiction or agency, especially timely updates about any local transportation planning within the study area, to the PG; and (3) to communicate the interests and agreements of the PG and its members to their respective elected body, jurisdiction or agency as well as to their constituencies and the public. ODOT will act as the media contact for the TVCP, in cooperation with the media departments of the PG member agencies.

TVCP PG Operating Protocols

Meetings and Schedule

The PG will meet up to three (3) times as scheduled by the PMT during the TVCP development process. The PMT will schedule PG meetings to coincide with the following key decision points and the PG members' schedules: (1) approval of documented future (2035) conditions/opportunities and constraints (Fall 2011); (2) approval of the range of solutions to be evaluated (Winter 2011); and (3) approval of final TVCP recommendations (Spring 2012).

Each member will make a good faith effort to attend all PG meetings, and will arrive prepared and on time. If a PG member is unable to attend a meeting, the member may appoint an alternate to attend the meeting. Alternates shall be informed about the issues on the agenda for the meeting and shall be empowered by their respective agency or jurisdiction to make decisions in the same manner as the primary member. When a member appoints an alternate, the member shall strive to ensure that the same alternate shall attend any future meetings that the member is unable to attend. If a member cannot attend a meeting, he or she will make best efforts to inform the ODOT Project Manager more than one week in advance of the meeting and shall indicate whether an alternate will attend in the member's place. The ODOT Project Manager will then inform the other PG members and the PMT regarding attendance at the upcoming meeting.

The PG will have assistance from the PMT, which will, in consultation with the Senior Staff, develop agendas and materials for PG meetings. The PMT will distribute a draft agenda to PG members at least one week in advance of the scheduled meeting. The PMT will also provide meeting materials in advance if possible. The PMT will also distribute a PG meeting summary that includes the key points of discussion and decisions within one week of each PG meeting. The Consultant Project Manager will lead PG meetings. The Consultant Project Manager may call upon staff members or consultant team members to speak on specific agenda items.

PG members agree to consider and apply the following ground rules:

- PG members shall seek to resolve differences and strive for consensus where consensus is appropriate. The Consultant will facilitate PG meetings and discussions, allowing for the development of a consensus, but a consensus is not required in order to move forward.
- PG members shall share available speaking time so that all members can be heard. The facilitator will solicit comments and perspectives from multiple PG members before a member speaks multiple times on an issue.
- PG members shall seek to learn and understand each other's perspectives, encourage candid and constructive discussions, and be respectful of a range of opinions.
- PG members shall focus on successfully completing the agreed-upon agenda, and meeting purpose(s).
- If needed during PG meetings to clarify or resolve issues, individual PG members may request PG permission to invite agency and jurisdiction staff or others not originally on the agenda to address the PG.
- PG members shall avoid side discussions, and shall voice concerns and complaints at the meeting, not outside or after the meeting.
- As appropriate, PG members shall collectively discuss topics.
- PG members shall turn off cell phones or put them in the non-ring mode, and avoid use of other personal electronic messaging devices (e.g., iPhone, Android, Blackberry) during meetings.

All PG meetings shall be deemed public meetings under Oregon Law. PG meetings will be open to the public, and time will be reserved for public comment. Public comment will also be solicited at open house events and will be provided at CAC meetings.

Decision Making

The PG shall strive to make decisions by consensus, but if consensus is not reached on an issue action by a PG majority will be sufficient for it to advance as a PG action. The term "consensus" means that while an individual member may have a preference for another course of action, all PG members agree that the decision is the most acceptable for the partners as a whole and they are sufficiently comfortable with a decision that they can "live with it" and can recommend the decision to their respective elected bodies, agencies, and/or jurisdictions. A minority opinion may be presented if consensus is not reached.

Quorum for conducting business at a PG meeting shall be four (4) members or alternates in attendance. If a meeting is to be cancelled because of a lack of quorum, or for any other reason, ODOT will provide notice to all members at least one week in advance of the scheduled meeting.

The PG members will adhere to the following decision-making protocols:

- PG members will act to make those decisions and recommendations in accordance with the agreed-upon purpose of the project and their agencies' policies.
- PG members will not revisit a decision once it has been made, unless a majority of all parties agree to revisit the issue.
- PG members will consider input from the public and other stakeholders in their decision-making, and will reserve time each PG meeting to hear public comment.

Dispute Resolution

If the PG cannot reach a majority opinion on an issue, the PG may decide to return the issue to the Senior Staff and the PMT for further consideration and analysis.

Agreement

The TVCP PG representatives from the following participating agencies agree to the terms of this Partnering Agreement. Executed this ____ day of October, 2011 by:

City of Hillsboro

Washington County

Oregon Dept. of Transportation

Metro

City of Beaverton

TriMet

Materials following this page were distributed at the meeting.

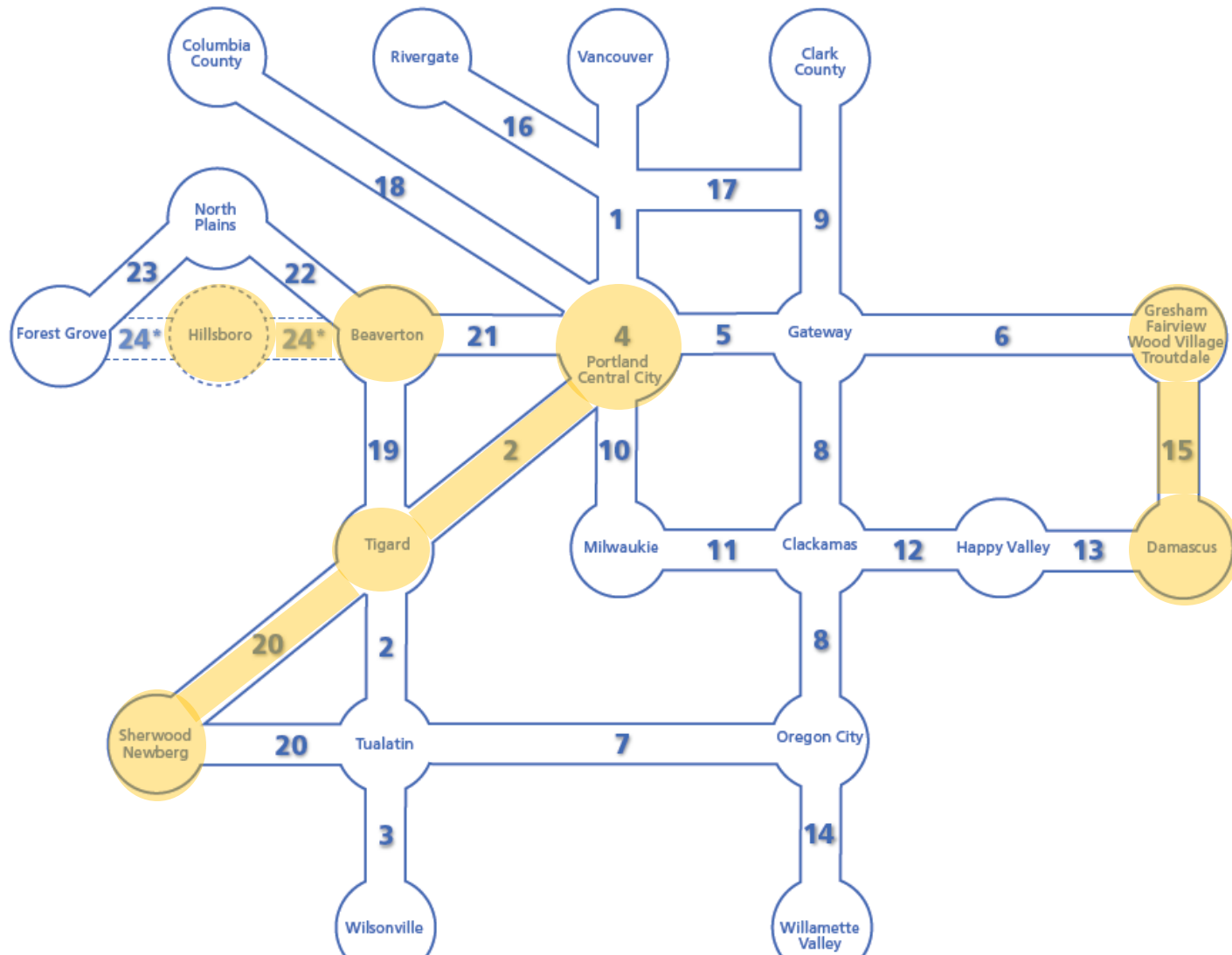


TV HIGHWAY CORRIDOR PLAN

... TVHIGHWAY.ORG

TV Highway Corridor Plan Metro Council Work Session

October 4, 2011

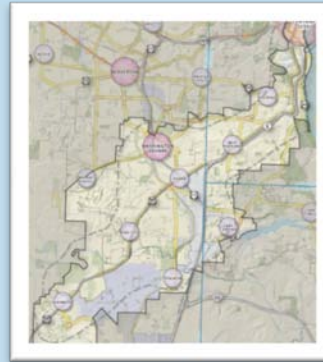




EAST METRO CONNECTIONS PLAN

Metro-led

BIG ISSUE:
Current designations and design of roadways don't match community needs and desires



SOUTHWEST CORRIDOR PLAN

Metro-led

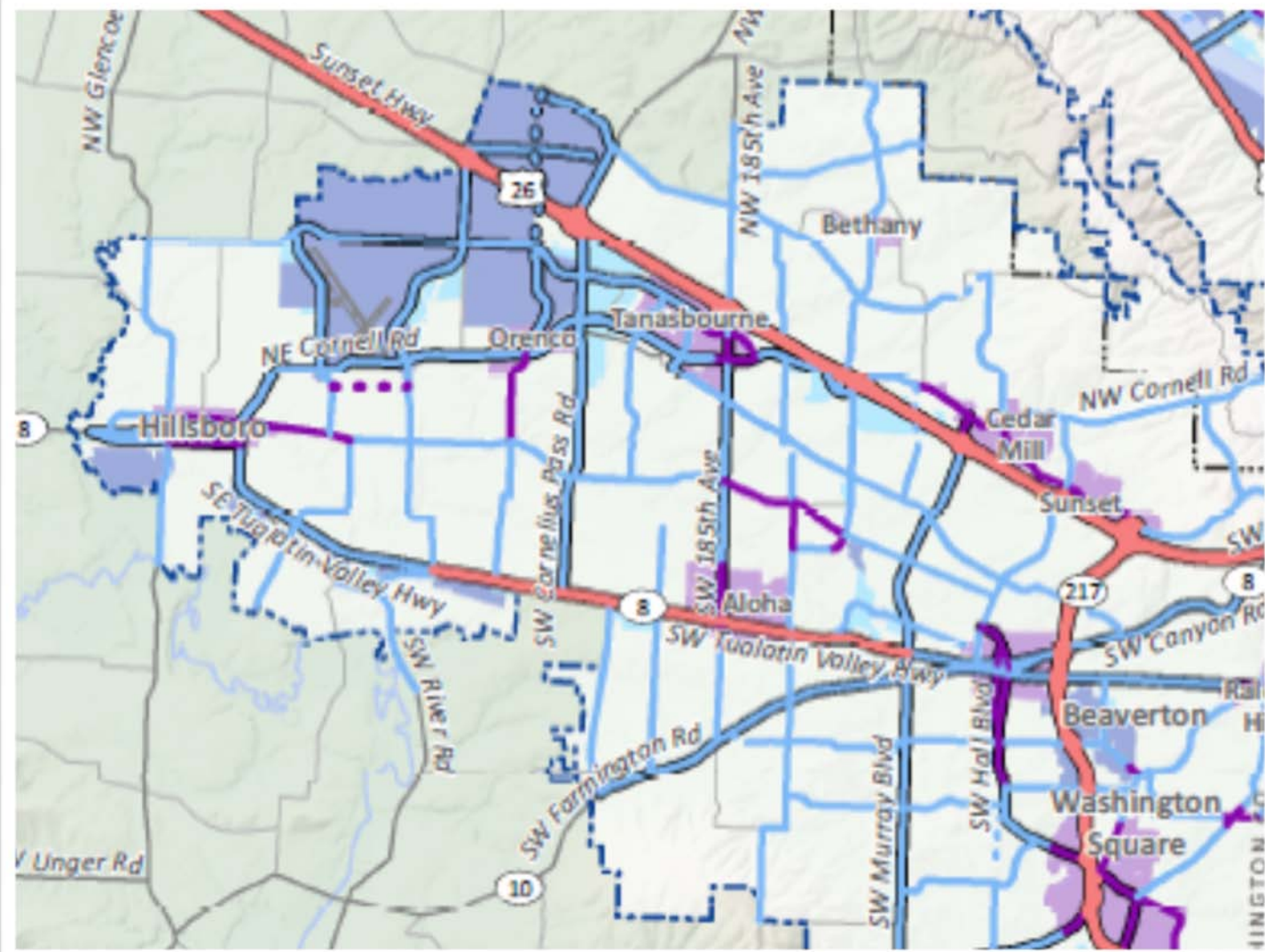
BIG ISSUE:
High travel demand in the I-5 & Barbur/99W corridor




TV HIGHWAY CORRIDOR PLAN
...TVHIGHWAY.ORG

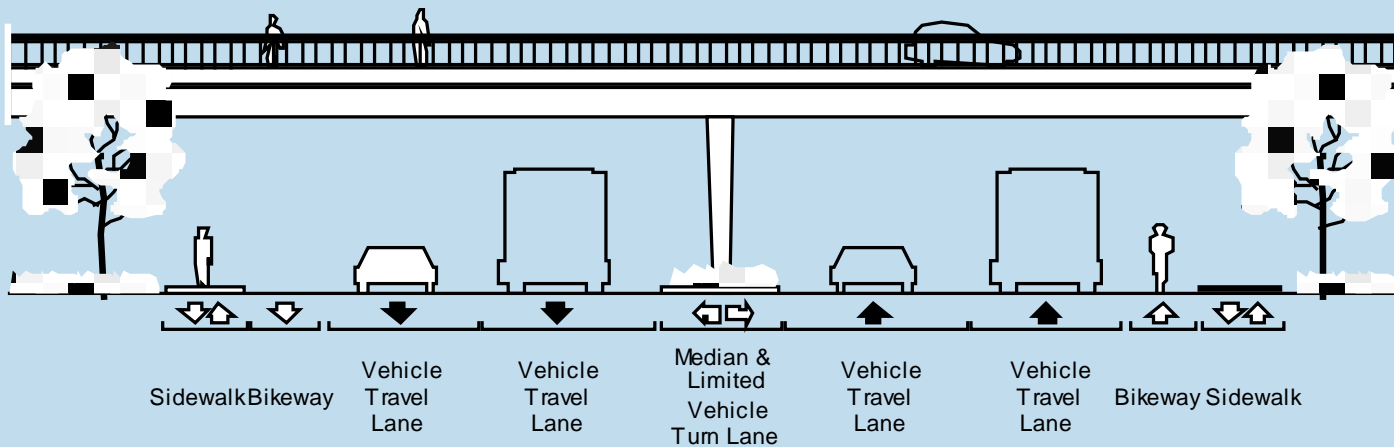
ODOT/Washington Co/City of Hillsboro-led

BIG ISSUE:
Need to resolve inconsistencies with RTP classifications to determine future design of TV Hwy



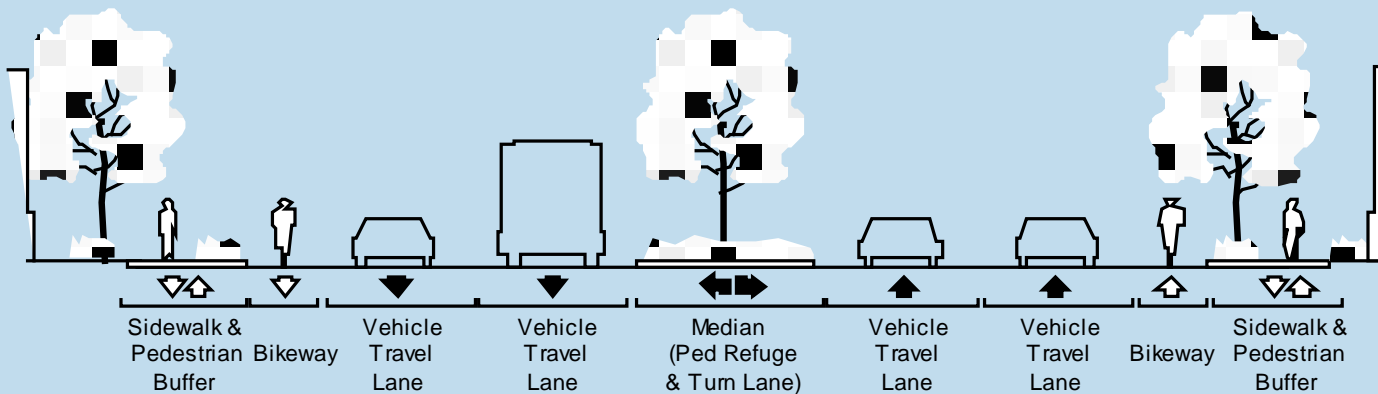


THROUGHWAY



6 through lanes
(plus auxiliary
lanes) with grade
separated
intersections/
interchanges

REGIONAL STREET

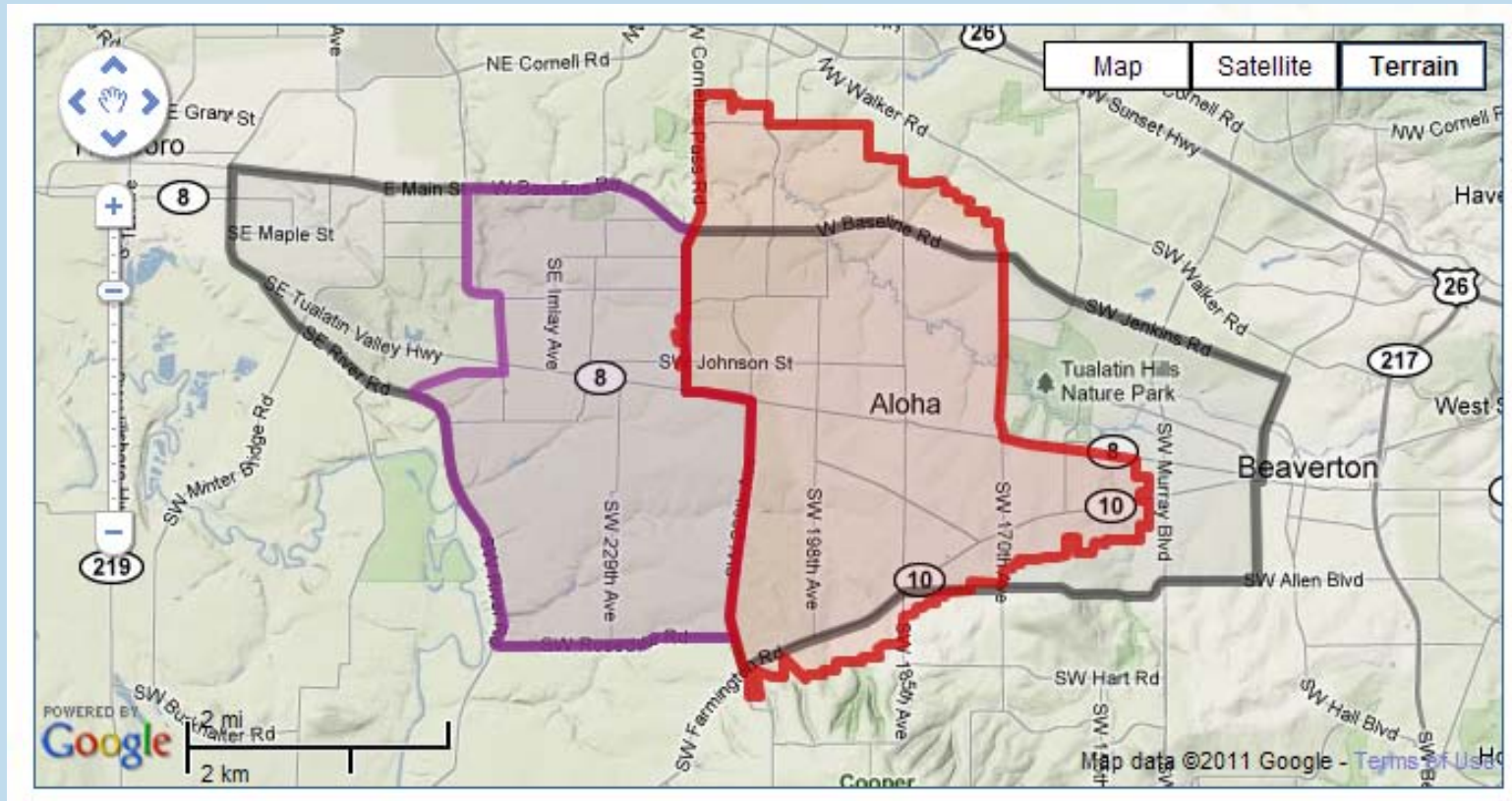


4 through lanes
with turn lanes

Looking for Council input on:

- TV Hwy partnering agreement
- Future function and design of TV Hwy

Project Area



Plan Purpose

- 1** Identify **transportation solutions for all modes** (bike, pedestrian, vehicular, transit and freight) in the CRP Project Area. Solutions must take into consideration operational, capacity and safety deficiencies at highway intersections.
- 2** Determine design & functional **Regional Transportation Plan (RTP) classification**. (Throughway vs. Arterial)
- 3** Ensure **community stakeholders** have an **opportunity to learn** about the Corridor issues and proposed solutions and **have input** throughout the process.
- 4** Secure **support of public and affected jurisdictions**, including the Cities of Hillsboro and Beaverton, Washington County, ODOT and Tri-Met.

Multi-Modal Corridor



Transit Use and Pedestrian Access



Transit on TV Hwy (#57) is a success!

- 8th most ridden bus route
- 50,000 rides per week
- 2004 Upgraded to Frequent Service

Pedestrian Safety and Accessibility Challenges

- Bus stop locations coincide with reported pedestrian/auto conflicts
- Limited safe pedestrian facilities in corridor
- TV Hwy South Side challenges
 - Bus stops often on unpaved gravel shoulders near traffic
 - Safe crossings limited to signalized intersections spaced ½ mile or more apart
 - Railroad

Bike Facilities



- TV Hwy and Baseline are continuous east/west bike routes
- Adjacent traffic and narrow bike lanes are disincentives for riding on TV Hwy
- SW Murray provides the only continuous north/south bike lanes
 - Some north/south streets have no bike lanes on one side of TV Hwy
 - West of SW 185th Avenue, only short segments of streets with bike lanes
 - Continuous routes limited (cul-de-sacs, few through streets, and off-set intersections)

Traffic Operations



60% of Auto Trips Begin and End Within the Study Area

Average Daily Traffic Haven't Changed Much Since 1980's

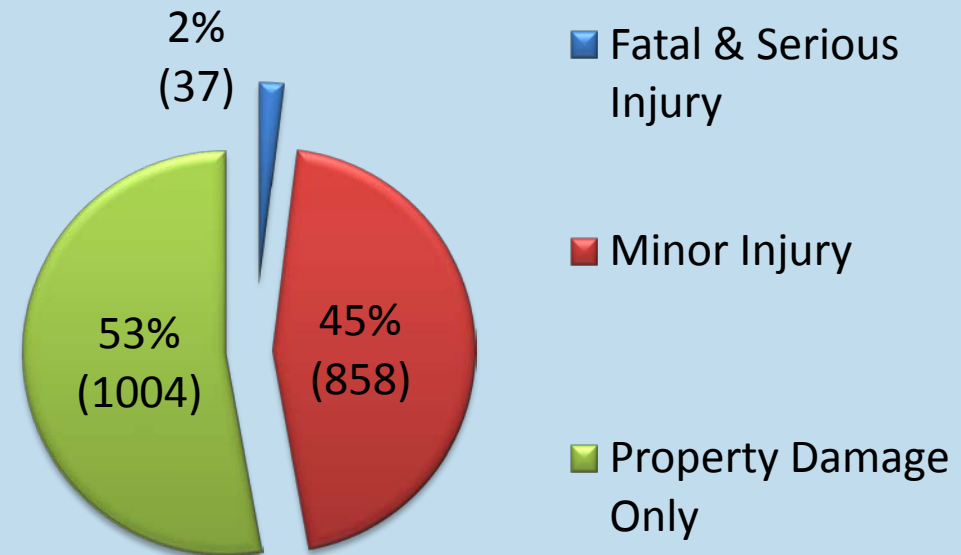
- 1980's ~ 38,000
- Today: 40,000 in busiest location (170th to 219th)

Failing Intersections

- 7 intersections expected to exceed operational standards
- Vehicle queues on TV Hwy extend past the next public access point at several locations

- Crash rates along TV Hwy are significantly higher (Approx. 20-30%) than on comparable state facilities
- 5 locations along the corridor have a very high number of crashes and/or severe crashes
- Approx. 30% of all fatal and serious injury crashes along TV Hwy involved a bike or pedestrian

Crashes By Severity (2006-2010)





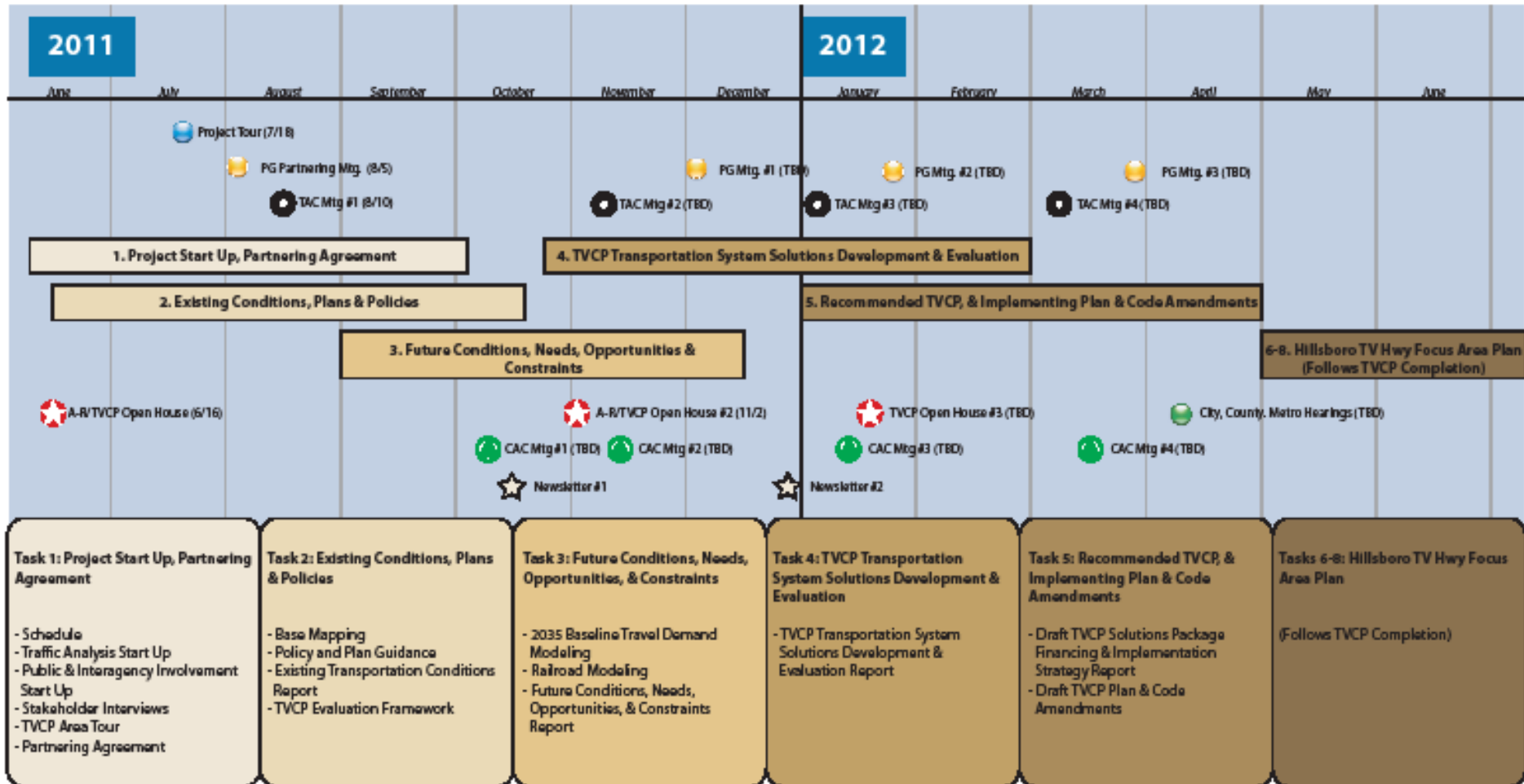
TV HIGHWAY CORRIDOR PLAN

-- TVHIGHWAY.ORG

DRAFT

Project Workplan

9/12/11



Discussion Items:

- Direction on partnering agreement
- Input on the future function and design of TV Hwy
- Questions regarding next steps