

## **RESOLUTION NO. 1216**

### **A RESOLUTION AUTHORIZING THE MAYOR TO ENTER INTO A MEMORANDUM OF UNDERSTANDING WITH ODOT, METRO, MULTNOMAH COUNTY, AND THE CITIES OF FAIRVIEW, GRESHAM, AND WOOD VILLAGE CONCERNING THE PROPOSED MT. HOOD PARKWAY.**

**WHEREAS**, the Oregon Department of Transportation (ODOT) has been studying the options for a highway between Interstate 84 and U.S. Route 26, commonly referred to as the proposed Mt. Hood Parkway; and

**WHEREAS**, the City of Troutdale, most recently by Resolution No. 1194 adopted August 8, 1995, has expressed its support for a proposed Mt. Hood Parkway along the Hogan Road (242nd Avenue) corridor; and

**WHEREAS**, ODOT's Draft Environmental Impact Statement (DEIS) has been downgraded to a Major Investment Study (MIS) as a cost-saving measure; and

**WHEREAS**, the MIS is expected to lead to a decision regarding the preferred corridor for the Mt. Hood Parkway; and

**WHEREAS**, the Hogan Corridor through a portion of northwest Troutdale may be used as an arterial corridor for an extension of Hogan Road/242nd Avenue; and

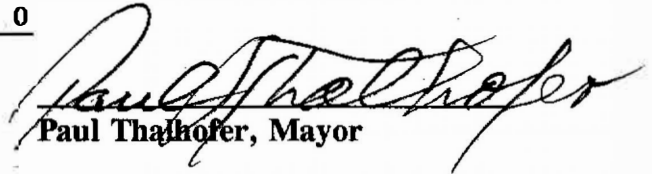
**WHEREAS**, the affected jurisdictions desire to state their mutual understandings concerning the MIS decision process schedule, the role of the Citizen and Technical Advisory Committees, the need for enabling local land use decisions, and the desire for an Intergovernmental Agreement to implement the MIS decision; and

**WHEREAS**, this mutual understanding has been formalized in a proposed Memorandum of Understanding.


### **NOW THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TROUTDALE**

That the Mayor is authorized to enter into a Memorandum of Understanding (MOU) with ODOT, Metro, Multnomah County, and the Cities of Fairview, Gresham, and Wood Village concerning the proposed Mt. Hood parkway, such MOU to be substantially as shown on Attachment A hereto.

YEAS: 5  
NAYS: 0  
ABSTAINED: 0

  
Paul Thalhofer, Mayor

Dated: 12-8-95

  
George Martinez, City Recorder

Adopted: 12-5-95

MT. HOOD PARKWAY PARTNERSHIP AGREEMENT  
Memorandum of Understanding (M.O.U.) between:  
Oregon Dept. of Transportation  
Cities of Fairview, Gresham, Troutdale, Wood Village  
Multnomah County  
METRO

November 6, 1995: *Recommended by East Multnomah County Transportation Committee*

OBJECTIVE OF AGREEMENT

Primary Objective: Confirm the need for the Parkway, Resolve Parkway Route location;  
Determine implementation program for MIS decision during 1996.

Sub-Objectives of Agreement:

(EMCTC endorse November 1995; ODOT and other parties endorse December 1995)

1. Affected jurisdictions sign (MOU) Partnership Agreement.
2. Describe Major Investment Study (MIS) and local/regional process, milestones, and timelines.
3. Develop State, local, regional partnership on associated State highway projects and arterial facilities in East County.
4. As a result of MIS decision, establish partnership for Corridor Protection.
5. As a result of MIS decision, establish interim Traffic Improvement Program.

AGREEMENT ELEMENTS

PHASE I. MAJOR INVESTMENT STUDY, LOCAL AND REGIONAL DECISION PROCESS

1. 1995-1996 SCHEDULE

Begin MIS work - October 1, 1995

Study Committee draft of MIS Alternatives Analysis - December 15, 1995

Publication of MIS Alternatives analysis - February 1-15, 1996

ODOT open house hearing - mid March, 1996

ODOT recommendation of preferred corridor alternative to Metro - May - June, 1996

Local Land Use Decisions on preferred corridor July - Sept. 1996

Regional Transportation Plan incorporate results of MIS and local and/or regional decisions  
July - Dec. 1996

Intergovernmental Agreement (IGA) for MIS Decision Fall 1996

## 2. Role of Parkway CAC/TAC/ EMCTC/Public

- a. Stakeholders Roles in MIS Process: Agencies, TAC/CAC, Public, Property Owners.
- b. Regular Meetings of TAC/CAC and regular communication by ODOT.
- c. Regular Public Communication - Via Newsletter, Press by ODOT and partners.
- d. Participatory Decision Making by East County public, jurisdictions, JPACT, METRO with ODOT.

The general schedule for CAC/TAC meetings would be to hold three with each committee; the first as the first draft of the AA is nearing completion, the second two after the open house hearing. The first would be to give an overview of the MIS process and share some of the information that will be going into the AA; (by December 1995). The second round of two meetings will assist ODOT in drafting a recommendation (between March and May 1996).

## 3. Scope of Local Land Use Decisions in MIS

- a. Corridor Decision Process and Scope. Local land use decisions will designate a single preferred parkway corridor or a no build position. Parties to this Agreement will consider the MIS recommendation consistent with their local land use plan provisions and procedures..
- b. Design Concept Decision Process and Scope. If a single preferred parkway corridor is designated, as opposed to a no build, then local land use decision should indicate any locally preferred parkway design concept within that designated corridor.

## PHASE II. IMPLEMENTATION PROGRAM FOR MIS (DEVELOP IGA By Fall 1996)

### 1. Regional Funding Strategy for 2040/AOH Highways (by JPACT, ODOT, EMCTC)

Concurrent with MIS process, develop draft Intergovernmental Agreement (IGA) to implement MIS decision in a long term transportation partnership. The actual IGA would be signed in Fall, 1996, following local and regional land use decisions on a route.

- a. Develop strategy with ODOT, EMCTC, region subsequent to MIS decision.
  - Include 2040 Highways/ major unfunded AOH facilities.
  - Study funding Options and Opportunities for regional highways as a result of MIS decision. (by JPACT, EMCTC, ODOT)
- b. Develop information on unfunded regional highway needs (by ODOT, EMCTC, JPACT).
- c. Inform Congress: Use 1996 ISTEA to facilitate funding for Regional Highways and National Highway System connection per Regional Transportation Plan.

### 2. Develop Corridor Protection Program (by ODOT, County, Cities)

- a. Describe program proposal as a result of MIS decision.
- b. Implement program following MIS decision.
- c. Potential Program Elements
  - 1) Corridor purchase: Hardship Right of Way acquisition.
  - 2) Coordinate corridor protection, Interim Improvement projects and timeframe.

- 3) Business, tenant, and property owner assistance.
- 4) Local tax abatement and easements.
- 5) Rule 12 Corridor Protection requirements.
- 6) Develop and adopt land use tools and controls.

3. Interim Traffic Improvements Program (ODOT, County, Cities, JPACT/Metro)

- a. Describe program, timeframe, and partner commitments as a result of MIS decision.
- b. ODOT facilitation/partnership for interim projects; Partnership responsibilities spelled out in IGA
- c. Follow up MIS Decision to consider interim improvements to all I-84 to U.S. 26 routes, between the 181st, 207th, 238th, 257th interchanges and U.S. 26. (Mt. Hood Highway)
- d. Evaluate capacity, TSM, Land Use/Transportation coordination issues from local comprehensive plans, 2040 plan, and Regional Transportation Plan.

PARTNERSHIP AGREEMENT BY:	
1. NAME: _____ DATE _____	Oregon Dept. of Transportation, Region 1
2. NAME: _____ DATE _____	City of Fairview
3. NAME: _____ DATE _____	City of Gresham
4. NAME: _____ DATE _____	City of Troutdale
5. NAME: _____ DATE _____	City of Wood Village
6. NAME: _____ DATE _____	Multnomah County
7. NAME: _____ DATE _____	METRO