

POTENTIAL TRANSPORTATION SOLUTIONS FOR COMMUNITY INPUT

TVCP Open House - May 8, 2012

The TV Highway Corridor Plan will identify near-term and future transportation solutions for the TV Highway Corridor and surrounding communities to make getting around safer and easier. This packet provides a summarized description of potential solutions that the TV Highway (Hwy) Corridor Plan Project Management Team (PMT)—the City of Hillsboro, Oregon Department of Transportation (ODOT), Washington County, and consultant staff project managers—is considering for the Draft Solutions Package. This information is provided as a supplement to other information displayed at this Open House to increase your understanding of the possible solutions and how they may be applied within the TV Highway Corridor Plan (also known as the “TVCP”) area. The PMT invites and encourages your input on these ideas.

This packet provides information about possible solutions being considered to serve all travel modes, including pedestrians (including people who use mobility devices), bicyclists, transit riders, motorized vehicles, and freight (truck and rail). Within each of these categories, possible solutions are grouped by future time periods over the TVCP planning period through 2035. The time periods are categorized as “Short Term” (0 to 5 years from the point in time that funding is secured for implementation), “Mid Term” (5 to 15 years), and “Long Term” (15 years and beyond).

Possible Solutions to Include in the TV Hwy Corridor Plan (TVCP)

The PMT developed the following possible solutions in coordination with ODOT and consultant staff, and with consideration of input from the TVCP Technical Advisory Committee (TAC)¹, the Community Advisory Committee (CAC)² and the public (including input at various events and online).

¹ The TAC is a group of technical expert staff from the jurisdictions and agencies involved with the plan.

² The CAC is a group of citizens selected via open application process to guide plan development.

SHORT TERM (0-5 YEARS³)

SUPPORT AND PROMOTE EMPLOYER INCENTIVE PROGRAMS TO REDUCE DRIVING

The Regional Transportation System Management and Operations (TSMO) Plan and the Regional Travel Options (RTO) Strategic Plan support marketing and outreach of travel options as a high priority. The Westside Transportation Alliance (WTA), the Transportation Management Association (TMA) serving Washington County, offers workplace services and programs to help employees commute to work by transit, carpool, vanpool, walking, and biking. Currently, there are six WTA Member Businesses within the TV Hwy Corridor. This solution would expand upon current employer-based commute trip reduction programs to reduce travel by motorists (particularly single-occupant vehicles). The program may apply to: purchasing transit passes for riders, vehicles for vanpooling or carpooling, bicycles for commuting, and equipment for transit shelters or bicycle storage.

PROVIDE REAL-TIME TRAVELER INFORMATION FOR TV HWY AND OTHER MAJOR ROUTES IN THE AREA

Real-time traveler information may include electronic reader boards (variable message signs) to alert people of temporary lane closures and other nonrecurring events, and direct travelers to alternative routes. Real-time traveler information may also include expanded travel conditions data available to people with handheld electronic devices or on-board navigation systems.



IMPROVE BUS STOPS ALONG TV HWY*

Amenities such as bicycle parking, shelters, seating, trash cans, lighting, and electronic TransitTracker displays may be provided at some bus stops to improve conditions for people who use transit and to attract more transit riders.

*Specific locations will be identified in a future TVCP Solutions Development Report.



³ 0-5 years from plan adoption and secured funding.

ADD STREET LIGHTING ON TV HWY*

A lack of lighting on some sections of TV Hwy makes it difficult to clearly see pedestrians, bicyclists, and vehicles at night. The addition of street lighting along TV Hwy would increase visibility and reduce potential conflicts to enhance safety for all users. Improved safety may increase active transportation and transit use. The greatest benefits are offered at poorly lit, unsignalized intersections, and near pedestrian/bicycle attractors (e.g., bus stops).

*Specific locations will be identified in a future TVCP Solutions Development Report.

IMPROVE SIGNAL TIMING (ALL MODES)

Adjusting the timing at signalized intersections in the TVCP area to optimize traffic operations under current traffic volumes may reduce delay and improve travel times. Signal timing improvements may include:

- **Signal prioritization for transit** - The addition of transit signal priority at signalized intersections on TV Hwy would improve transit travel times along TV Hwy by detecting when a transit vehicle is approaching a signalized intersection and altering the intersection signal timing to provide additional green time to the transit vehicle movement. Signal priority allows busses to minimize delay at traffic signals and decrease the overall travel time for riders. The Regional Transportation System Management and Operations (TSMO) Plan identifies transit signal prioritization as a near-term priority for TV Hwy.
- **Adaptive signal control (“smart signals” that adjust timing to congestion levels)** is an advanced form of signal optimization that allows traffic signals to adjust signal timing in real time as traffic volumes change. Adaptive systems also communicate traffic volume and signal timing information between signals to improve overall corridor traffic flow. TV Hwy and other arterial corridors such as 185th Avenue are good candidates for adaptive signal control.

SHORT TERM TO MID TERM (0-15 YEARS)

REDUCE VEHICLE TURN MOVEMENTS TO/FROM DRIVEWAYS ON TV HWY*

The safety of a roadway is closely related to the location, orientation, and distance between vehicle access points (e.g., streets and driveways). Research has clearly shown a direct correlation between the number of access points and collision rates. Typically, as the number of access points increases, so do collision rates. Managing the number, spacing, and available turning movements at driveway and side streets protects those traveling on a major street from conflicts with those turning onto or off of the street. The purpose of reducing vehicle turn movements (aka, access management) is to improve safety and mobility for through travel along TV Hwy by pedestrians, bicyclists, and motorists. Possible solutions to target for specific areas along TV Hwy include:

- Reducing the number of driveways as redevelopment of properties occurs along TV Hwy
- Reducing access to right-in, right-out only turn movements
- Locating signals to favor through travel movements
- Restricting turns to certain intersections
- Using nontraversable medians to manage left-turn and U-turn movements

Turn restrictions would need to be focused at areas where alternative access is provided. Limiting driveway access on TV Hwy is a strategy that may be useful in protecting bicyclists riding in the right-hand travel lanes and pedestrians along the north side of the highway. Medians can also provide a refuge area for pedestrians crossing TV Hwy.

*Specific locations will be identified in a future TVCP Solutions Development Report.

PROVIDE NEW LOCAL STREETS TO IMPROVE CONNECTIVITY AROUND TV HWY

Dedicating areas for new connected streets could be implemented with redevelopment of certain areas adjacent to TV Hwy. A connected local street network would provide a more safe, balanced, and integrated transportation network, including reducing the need for people making short local trips to use TV Hwy.

SHORT TERM TO LONG TERM (0-25 YEARS)

IMPROVE EXISTING NORTH-SOUTH ROUTES FOR ALL MODES*

Some of the congestion on TV Hwy is a result of TV Hwy being used for a portion of north-south travel. Enhancing north-south roadways could reduce travel demand on TV Hwy. Multiple segments of north-south arterials and collectors do not safely accommodate pedestrians and bicyclists, and would benefit from enhancements including addition of on-street bike lanes and sidewalks. However, improvements to roadways such as 209th Avenue, 198th Avenue, 185th Avenue, and 170th Avenue, which are key routes between jobs north of TV Hwy and housing south of TV Hwy, may provide the most benefit to the overall transportation system. Further exploration and development of these enhancements may also be considered in concert with intersection improvements, such as possible strategies identified in Table 1 on page 9.



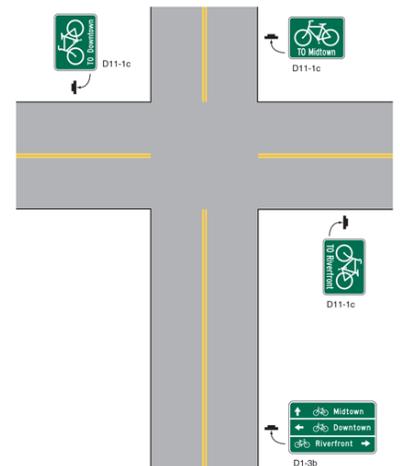
*Specific locations will be identified in a future TVCP Solutions Development Report.

POTENTIAL BICYCLE & PEDESTRIAN SOLUTIONS

SHORT TERM (0-5 YEARS⁴)

ADD DIRECTIONAL WAYFINDING SIGNS

Wayfinding signs inform people who walk, use mobility devices, or ride bicycles about available pathways, streets, and other routes to safely and conveniently navigate throughout an area. Wayfinding signs will typically show destination, direction, distance (sometimes measured in time to walk or bike to a destination), a mode symbol (pedestrian, bicycle, etc.), and a route number or identification (if applicable). Wayfinding signage is an important element of the TSMO Plan and Regional Travel Options (RTO) Strategic Plan. Wayfinding signage along TV Hwy and connecting streets would direct pedestrians and bicyclists to transit facilities, schools, parks, and other community attractions to strengthen connectivity and increase bicycle, pedestrian, and transit use within the TVCP area.



⁴ 0-5 years from plan adoption and secured funding.

IMPROVE TV HWY PEDESTRIAN AND BICYCLIST CROSSINGS*

Adding safe, new or enhanced pedestrian and bicyclist crossings at targeted locations may reduce potential conflicts with motorists. Possible crossing improvements include:

- Updated crossings at signalized intersections that meet Americans with Disabilities Act (ADA) requirements, and increase visibility and drivers' awareness of pedestrians and bicyclists
- New crossings with possible treatments including signals, striped crosswalks, and raised pedestrian refuge islands (e.g., new signalized crossing at 178th Avenue)

*The locations of pedestrian crossing improvements will be evaluated based on the need for access management, transit stop locations, property access, and safety, and will be identified in a future TVCP Solutions Development Report.



FILL GAPS IN SIDEWALKS ALONG TV HWY AND ON NORTH-SOUTH CONNECTING STREETS

Existing sidewalk facility gaps along TV Hwy and on north-south arterials and collectors would be filled, and existing sidewalks would be widened to a minimum of 6 feet, consistent with the Metro Regional Street and Pedestrian Corridor designations. Sidewalks will connect schools, parks, and commerce areas to TV Hwy while improving safety and access to transit. Specific gap locations to be filled are identified on the bicycle and pedestrian facilities segment maps.



PROVIDE BICYCLE FACILITIES ON TV HWY

This solution would result in bike lanes being widened to a minimum of 6 feet (where feasible). Bike lanes must be wide enough to allow a bicyclist to ride far enough from the edge of pavement to avoid debris and avoid conflicts with passing vehicles. Existing bike lanes are narrow, especially considering the relatively high number of motorized vehicles and speeds on TV Hwy. These constrained bike lanes limit the use of bicycles as a safe and viable travel mode on TV Hwy, and force bicyclists to ride on or near the edge of the outside vehicle travel lane. Improved bike lanes would clearly designate a usable lane for bicyclists on the roadway, and possible locations of these improved facilities are shown on the four segment maps (posted at the Open House).

DEVELOP CONTINUOUS EAST-WEST PARALLEL BIKE ROUTES NORTH AND SOUTH OF TV HWY

To complement Regional Transportation Plan (RTP) and Major Streets Transportation Improvement Program (MSTIP) projects, continuous east-to-west bike routes that parallel TV Hwy will be provided. There are opportunities to advance this concept in the Washington County Transportation System Plan and Regional Active Transportation Plan. The following are some of the streets that will potentially have bike facilities:

North of TV Hwy:

- Alexander Street from 170th Avenue to 214th Avenue
- Johnson Street from 209th Avenue to 234th Avenue
- Drake Street from 67th Avenue to Brookwood Avenue
- Frewing Road from Brookwood Avenue to 45th Avenue

South of TV Hwy:

- Witch Hazel Road from River Road to Brookwood Avenue
- Construct Shaw Road as a bike/ped facility from Brookwood Avenue to 198th Avenue
- Shaw Road from 198th Avenue to 160th Avenue

This improvement concept would serve both advanced and casual riders (including children). Advanced riders are typically willing to use bicycle facilities along main streets and will avoid out-of-direction travel whenever possible. The more casual riders typically desire a separated facility, or a roadway with lower-speed, lower-volume traffic, and are willing to include a small amount of out-of-direction travel.

COMPLETE REGIONAL TRAILS IN CORRIDOR

TV Hwy Corridor is identified by Tualatin Hills Parks and Recreation District (THPRD) as part of the Surf to Turf Rail-with-Trail. Other regional trails in the TVCP area are identified in the Metro RTP Financially Constrained project list. Completion of these regional trails would improve the multimodal transportation system and enhance livability.



ADD LANDSCAPE BUFFER WITH TREES BETWEEN SIDEWALKS AND TV HWY*

Consistent with the Regional street designation, a 5-foot to 8-foot planter strip would be provided between the bike lanes and sidewalk along TV Hwy. This landscape buffer will be designed with transit accessibility in mind (e.g., having concrete between the sidewalk and the curb at bus stops). This buffer between vehicular traffic and pedestrians improves safety and increases the attractiveness for pedestrians along the corridor.

*Specific locations will be identified in a future TVCP Solutions Development Report.

LONG TERM (15+ YEARS)

ADD A BUFFERED BICYCLE LANE ON TV HWY

Buffered bicycle lanes are separated from automobile traffic by a physical barrier such as a landscaped buffer or a mountable curb to provide cyclists with a higher level of comfort and safety. Buffered bicycle lanes may be one-way or two-way on the same side of the road. This buffer between vehicular traffic and bicyclists improves safety and increases the attractiveness for bicyclists along the corridor. Special attention must be given to points where the bicycle lanes interact with roadways and driveways.



POTENTIAL TRANSIT SOLUTIONS

SHORT TERM (0-5 YEARS⁵)

IMPROVE EXISTING BUS SERVICE WITHIN TVCP AREA (#57 AND OTHER ROUTES)

More extensive and frequent bus service may attract additional riders and allow for the movement of more people through the corridor. Additionally, stop locations will be assessed for safety, access to resources such as schools and health facilities, and ease of connections to the MAX. Bus service will also be enhanced by signal priority for transit vehicles. Signal priority allows busses to minimize delay at traffic signals and decrease the overall travel time for riders.



MORE DETAILED STUDY TO DETERMINE LONG-TERM TRANSIT SOLUTIONS FOR TV HWY

The Regional Transportation Plan identifies TV Hwy as a high capacity transit corridor. A thorough and detailed transit alternatives analysis study would determine the preferred location (e.g., on or adjacent to TV Hwy) and most viable transit mode that could be developed further and eventually implemented (e.g., express bus service, light rail, streetcar, bus rapid transit, or commuter rail) to serve future growth and potential transit users.

MID TERM (5-15 YEARS)

ADD NEW NORTH-SOUTH BUS SERVICE BETWEEN SOUTH HILLSBORO AND MAX

New north-south bus service will connect the communities of South Hillsboro to the MAX line north of TV Hwy. New bus service will help with connectivity and access throughout the TVCP area. The City of Hillsboro and TriMet are currently working on a Westside Transit Enhancement Study that is evaluating the benefits of providing north-south bus service. Both the TriMet study and the TVCP are evaluating a north-south transit line in the vicinity of Century Boulevard to connect jobs north of TV Hwy with housing south of TV Hwy. To provide the additional benefit, the north-south transit lines should jog east-west off of arterials into residential neighborhoods, coordinate arrival times with the MAX line, and reduce or eliminate the need for transfers by bringing users as close to the front doors of large area businesses as possible.

⁵ 0-5 years from plan adoption and secured funding.

POTENTIAL MOTOR VEHICLE SOLUTIONS

SHORT TERM (0-5 YEARS⁶)

ADD AUTOMATED SPEED ENFORCEMENT CAMERAS*

Long delays and extensive traffic queues may cause drivers to engage in riskier actions, such as exceeding reasonable speeds, which could result in more turning- and angle-related collisions. Speed cameras provide police with one more tool to improve safety for all modes by targeting these aggressive driving behaviors.

*Specific locations will be identified in a future TVCP Solutions Development Report.

MID TERM TO LONG TERM (5-25 YEARS)

IMPROVE SPECIFIC INTERSECTIONS ALONG TV HWY

Improvements will be needed at 10 intersections along TV Hwy to maintain mobility through the future planning year (2035). Table 1 below provides a list of possible improvements for each intersection that would maintain adequate operating conditions for motorists based on a traffic operational analysis of future conditions along TV Hwy using the Metro 2035 travel demand model.

Table 1. Possible Intersection Improvements to Maintain Mobility

Intersection	Possible Examples to Maintain Mobility
SE Brookwood Ave & TV Hwy	Second left-turn lane
SW 234th Ave/Century Blvd & TV Hwy	Dual left-turn lane on one approach, dedicated right-turn lane on one approach
SW 229th Ave & TV Hwy	Left-turn lane
TV Hwy & Cornelius Pass Rd/SW 219th Ave	Dual left-turn lanes on three approaches, dedicated right-turn lane on one approach, two north-south through lanes, protected left turns (traffic signal improvement)
SW 209th Ave & TV Hwy	Dedicated right-turn lanes on two approaches, additional north-south through lane, protected left turns (traffic signal improvement)
SW 198th Ave & TV Hwy	Dual left-turn lanes on one approach, dedicated right-turn lane on one approach
SW 185th Ave & TV Hwy	Dual left-turn lanes on all approaches, dedicated right-turn lanes on two approaches
SW 170th Ave & TV Hwy	Dedicated right-turn lanes on three approaches, dual left-turn lanes on all approaches, additional through lanes (or grade separation)
SW 160th Av/SW Millikan Way & TV Hwy	Dual left-turn lanes on one approach, protected left turns (traffic signal improvement)
SW Murray Blvd & TV Hwy	Dual left-turn lane on one approach, dedicated right-turn lane

Note: The listed improvements are included to provide an order of magnitude understanding of effort and cost. Other improvement scenarios may also provide adequate operations. The adoption of alternative mobility standards may allow for fewer improvements.

⁶ 0-5 years from plan adoption and secured funding.

FREIGHT

SHORT TERM (0-5 YEARS⁷)

PUBLIC COMMUNITY RAIL SAFETY EDUCATION

Promoting and integrating public rail safety education (“Operation Lifesaver”), particularly targeted at school-aged children within the TVCP vicinity is an effective way of increasing community awareness of safety issues. The primary immediate and sustained benefit of implementing this program through schools in the TVCP area will be reduced exposure to freight trains by people who may otherwise trespass across the Portland and Western Rail track, or stop their vehicle within a marked rail crossing. Metro supports this solution concept and notes that there is an opportunity to incorporate rail safety education into the Regional Freight and Passenger Rail Study scope of work.



OTHER IMPROVEMENT CONCEPTS NOT RECOMMENDED FOR CONSIDERATION BY THE TAC AND CAC

The following improvement concepts were presented to and considered by the TAC and CAC. Based on their input and the professional recommendation of the consultant staff, these improvement concepts are not recommended to be included in the Draft Solutions Package. However, the PMT encourages your input on these concepts, including whether or not you agree with this recommendation. All public comments will be made part of the project record and considered in future recommendations.

ADD SECURITY CAMERAS AT TRANSIT STOPS

Security cameras can assist transit agencies in monitoring and responding to situations at transit facilities and can be used in incident response. Cameras can be used to monitor the safety of passengers while ensuring that the station equipment remains intact. Security cameras at transit stops can warn officials of possible intentional acts of crime or violence.

- This improvement concept met very few of the project objectives and was not supported by the TAC or CAC. Therefore, it is not recommended for the Draft Solutions Package.

INSTALL SECURE FENCING ON SOUTH SIDE OF RAILROAD TRACK BETWEEN AUTHORIZED CROSSINGS

A fence separating the railroad track and the residential and commercial developments on the south side of TV Hwy would funnel pedestrians and bicyclists through authorized crossings, thereby improving freight travel time reliability. This fencing would reduce the number of unauthorized crossings of the Portland and Western Rail (PNWR) track, thus increasing safety within the corridor.

- This improvement concept met very few of the project objectives, could potentially decrease pedestrian and transit mode share, and was not supported by the TAC or CAC. The fencing conflicted with the objectives for a well-connected street system and an increase in pedestrian mode share. Because this is an expensive solution that would not be paid for by the railroad company, the TAC found that this would offer only limited benefits for a high cost. It is therefore not recommended for the Draft Solutions Package.

⁷ 0-5 years from plan adoption and secured funding.

CONSOLIDATE NUMBER OF AT-GRADE RAIL CROSSINGS

At-grade rail crossings pose a safety risk, and reducing the number of crossings may improve rail-related safety.

- This improvement concept met very few of the project objectives and was not supported by the TAC or CAC. Consolidating the number of at-grade rail crossings would not minimize travel times, provide a well-connected street system, provide a more complete bicycle or pedestrian system, enhance conditions for reliable emergency response, or develop solutions that support economic vitality. Furthermore, closing an at-grade crossing would divert traffic to adjacent intersections that are already capacity-constrained. Therefore this improvement concept is not a recommended solution.

ADD NEW BUS SERVICE ON PARALLEL STREETS NORTH AND SOUTH OF TV HWY (E.G., ALEXANDER, BLANTON)

New bus service on parallel streets would improve connectivity within the TVCP area while increasing transit, pedestrian, and bicycle mode share.

- This is not a recommended improvement concept because it would require infrastructure improvements (e.g., for bus stops) and would detract ridership from the TV Hwy Route #57. The PMT, TAC, and CAC unanimously did not recommend this improvement concept for inclusion in the Draft Solutions Package.

ADD A HIGH-OCCUPANCY VEHICLE (HOV) LANE

HOV lanes are also known as carpool or diamond lanes. HOV lanes can connect major population and employment centers. They are generally inside (left) lanes that are identified by signs and diamond symbols painted on the pavement, and are typically separated from the other lanes on the freeway by a solid white line.

- Adding a HOV lane on TV Hwy is not recommended for the Draft Solutions Package because of the negative feedback received from the TAC and CAC. The principal concerns were with giving up a lane of traffic or needing to add another lane and that an HOV lane is most effective with pricing preferences that would not work on TV Hwy. Although the HOV lane meets the project objectives for greater travel time reliability and a reduction in travel share by single-occupancy vehicles, it is a high cost-solution that does not fit the arterial designation of TV Hwy. For these reasons it is not a recommended improvement concept for the Draft Solutions Package.

CREATE A COUPLET BETWEEN CORNELIUS PASS ROAD AND 170TH AVENUE (MAKES ALEXANDER ONE-WAY WESTBOUND AND BLANTON ONE-WAY EASTBOUND)

A couplet between Cornelius Pass Road and 170th Avenue would function as more of a circulatory system south and parallel to TV Hwy.

- This improvement concept was universally not recommended by the PMT, TAC, or CAC and is therefore not included in the Draft Solutions Package. Members found this option to be too disruptive to travel patterns and neighborhood streets, with minimal benefits. Although this improvement would meet the project objectives for mobility and safety, it conflicts with the objectives for providing a well-connected street network and worker access to industrial/employment areas.

RELOCATE RAILROAD UNDERNEATH THE TV HWY MEDIAN (CUT-AND-COVER) AND USE EXISTING RAILROAD LAND FOR MULTIMODAL USE

This would be a major reconstruction project to relocate a portion of the PNWR track alignment and to depress the track elevation so that other modes could cross it via structures. The existing PNWR right-of-way would be available for use as a dedicated high-capacity transit and multi-use trail.

- Because the high cost of this improvement concept would preclude other low-cost, high-impact solutions, this is not recommended for the Draft Solutions Package. PMT, TAC, and CAC members agreed that, although relocating the railroad and using the land for multimodal use meets a high number of objectives, it is cost prohibitive.

ADD UNDERCROSSING OF RAILROAD TRACKS FOR PEDESTRIANS AND BICYCLISTS (BETWEEN 209TH AND 160TH AVENUES)

An undercrossing will allow safe access to and from TV Hwy for pedestrians and bicyclists from the south without creating an additional crossing of the railroad tracks.

- There was a concern from TAC that this would be extremely costly and may not be safe for users. The general consensus among TAC and CAC members was that personal safety may be compromised in creating undercrossings. Additionally, there are different low-cost solutions that meet more project objectives. For these reasons, this is not a recommended improvement concept for the Draft Solutions Package.

NEXT STEPS

At this May 8 Open House, and at the Policy Group's⁸ (PG's) second meeting (scheduled June 18, 2012), participants from the community will have opportunities to weigh in on the proposed solutions concepts and phasing (short, mid, and long term). With the addition of more technical work to identify specific placements or improvements (particular segments for bike lanes, intersections for improvements, etc.), the solutions package will be refined and detailed.

At the next PG meeting, the PMT will seek the PG's input and preliminary approval on the direction of the Draft Solutions Package and proposed phasing. From that point, the PMT will complete the Solutions Development Report and will subsequently incorporate the recommended solutions package into the draft TV Highway Corridor Plan (TVCP). The TAC, CAC, and public will review the draft TVCP and provide input to the PG. The PMT will seek input and direction from the PG at their final meeting (tentatively scheduled for early July 2012).

Finally, the PMT will complete the TVCP for approval through hearings from the Hillsboro and Beaverton City Councils, the Washington County Board of Commissioners, the Metro Council, and the Oregon Transportation Commission (OTC). These hearings have not been scheduled.

Upcoming planned meetings in the TVCP process include:

- **Public Open House**, Tuesday, May 8
- **Policy Group Meeting #2**, Monday, June 18
- **Technical Advisory Meeting #4**, date TBD, estimated for mid- to late June
- **Community Advisory Meeting #4**, date TBD, estimated for mid- to late June
- **Policy Group Meeting #3**, date TBD, estimated for early July

⁸ The Policy Group is a group of elected officials or top staff from jurisdictions and agencies involved with the plan.