

# Final Agency Coordination Plan

Southwest Corridor Light Rail Project

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## 1. INTRODUCTION

Metro, the regional government and municipal planning organization for the Portland, Oregon region, and TriMet, the area's mass transit provider, are the project sponsors of the Southwest Corridor Light Rail Project (LRT Project), a proposed 12-mile MAX light rail line serving SW Portland, Tigard, Tualatin and the surrounding communities. The project is in the National Environmental Policy Act (NEPA) environmental review process, which starts with a scoping period to refine alternatives to be studied in a Draft Environmental Impact Statement (Draft EIS), and culminates in a Record of Decision (ROD) from the Federal Transit Administration (FTA). The purpose of the Agency Coordination Plan is to describe how these agencies (the "lead agencies" in this Plan) will engage with participating tribes and agencies during the environmental review process and to identify tribal and agency roles and responsibilities.

## 2. PROJECT DESCRIPTION

### 2.1 Project Background

The Southwest Corridor project truly originated in Metro's 1982 Light Rail System Plan, which envisioned possible regional transit extending between downtown Portland, Tigard and Tualatin at a conceptual level. In 2009, the project was highlighted as a "near-term regional priority corridor" in Metro's Regional High Capacity Transit System Plan, which guided investments in light rail, commuter rail, bus rapid transit and rapid streetcar in the Portland metropolitan area.

Metro and its project partners initiated the Southwest Corridor Plan in 2011. The Plan includes an array of transit, roadway, bicycle and pedestrian investments meant to reduce congestion, improve circulation and improve quality of life in the corridor spanning from Southwest Portland to Sherwood and Washington Square to Tualatin. These investments would support the local land use visions adopted by each community in the area.

The LRT Project is one element of the broader Southwest Corridor Plan. Metro and TriMet developed the project elements currently proposed for environmental review through an early scoping process and analysis of a wide range of potential alternatives. Please see the project website (<http://www.swcorridorplan.org>) for information about the early scoping and other planning activities, the analysis of alternatives, the decisions of the Project steering committee, and background technical reports.

### 2.2. Project Purpose

The purpose of the Southwest Corridor LRT Project is to directly connect Tualatin, downtown Tigard, Southwest Portland, and the region's central city with light rail, high quality transit and appropriate community investments in a congested corridor to improve mobility and create the conditions that will allow communities in the corridor to achieve their land use vision. Specifically, the project aims to, within the Southwest Corridor:

- Provide light rail transit service that is cost-effective to build and operate with limited local resources

- Serve existing transit demand and significant projected growth in ridership resulting from increases in population and employment in the corridor
- Improve transit service reliability, frequency, and travel times, and provide connections to existing and future transit networks including WES commuter rail
- Support adopted regional and local plans including the 2040 Growth Concept, the Barbur Concept Plan, the Tigard Triangle Strategic Plan and the Tigard Downtown Vision to accommodate projected significant growth in population and employment
- Complete and enhance multimodal transportation networks to provide safe, convenient and secure access to transit and adjacent land uses
- Advance transportation projects that increase active transportation and encourage physical activity
- Provide travel options that reduce overall transportation costs
- Improve multimodal access to existing jobs, housing and educational opportunities and foster opportunities for commercial development and a range of housing types adjacent to transit
- Ensure benefits and impacts promote community equity
- Advance transportation projects that are sensitive to the environment, improve water and air quality, and help achieve the sustainability goals and measures in applicable state, regional, and local plans

### **2.3 Project Need**

This project is needed to address the following issues:

- Transit service to important destinations in the corridor is limited, and unmet demand for transit is increasing due to growth
- Limited street connectivity and gaps in pedestrian and bicycle networks create barriers and unsafe conditions for transit access and active transportation
- Travel is slow and unreliable on congested roadways
- There is a limited supply and range of housing options in the Southwest Corridor with good access to multimodal transportation networks, and jobs and services are not located near residences
- Regional and local plans call for high capacity transit in the corridor to meet local and regional land use goals
- State, regional and local environmental and sustainability goals require transportation investments to reduce greenhouse gas emissions.

## 2.4 Alternatives to be Considered

The Draft EIS will be prepared in accordance with NEPA and provisions of the Fixing America's Surface Transportation Act (FAST Act). FTA, Metro and TriMet are considering two alternatives for it: the No-Build Alternative and the Light Rail Alternative.

### No-Build Alternative

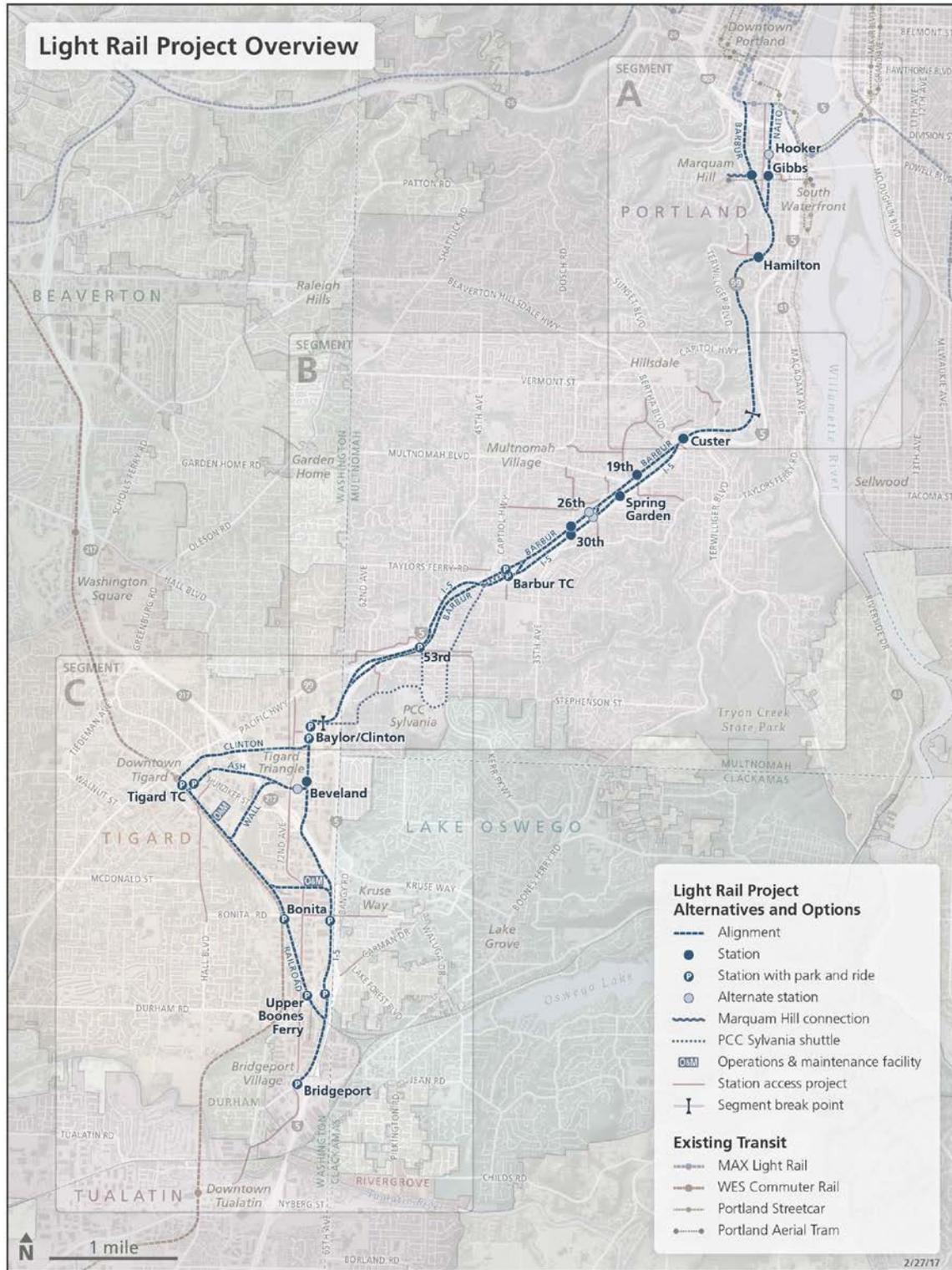
The No-Build Alternative reflects the existing transportation system plus the future transportation improvements identified in the Metro Regional Transportation Plan's Financially Constrained network, excluding the proposed light rail. The No-Build Alternative serves as the NEPA baseline against which the benefits and impacts of the Light Rail Alternative will be measured.

### Light Rail Alternative

As described in Section 3 below, project partners spent five years developing the Light Rail Alternative that is now being considered. The resulting proposal includes a 12-mile MAX extension from the Portland Transit Mall that would generally run along the Barbur Boulevard/I-5 corridor from Southwest Portland south to Bridgeport Village in Tualatin with stations serving destinations including South Portland, Marquam Hill, Burlingame, Barbur Transit Center, PCC Sylvania, Tigard Triangle, downtown Tigard and Bridgeport Village (see Figure 2.4-1). The Light Rail Alternative includes multiple alignment, station, and park-and-ride options still under consideration. It also includes associated roadway connectivity projects, such as a new auto crossing over Highway 217 in Tigard, plus new and improved bikeways, sidewalks and safe crossings both along the LRT alignment and providing access to stations.

In December 2016, the project steering committee selected a refined set of design options for study in the Draft EIS and a final project Purpose & Need, taking into account comments received during the scoping period. Those decisions are anticipated to occur in December 2016. Descriptions of the proposed light rail alignment options, stations, park-and-ride lots, and operating and maintenance facility options are included in the *Light Rail Project Alternatives for Environmental Review*, available on the project website ([www.swcorridorplan.org](http://www.swcorridorplan.org)).

Figure 2.4-1



### 3. ENVIRONMENTAL REVIEW PROCESS AND SCHEDULE

The Southwest Corridor LRT Project will require an environmental impact statement (EIS) pursuant to the National Environmental Policy Act (NEPA) (42 U.S. Code (U.S.C.) § 4332(C)) and FTA's NEPA regulations (23 Code of Federal Regulations (CFR) 771). The environmental review process includes the following key milestones (some of which have been completed):

- **Early Scoping** *Began September 2011*: FTA, Metro, and TriMet engaged in early scoping to solicit input to define the vision, values, and goals of the Southwest Corridor Plan, and to identify opportunities and constraints for improving livability and mobility in the corridor. FTA and Metro published notice of the early scoping process in the *Federal Register* on Sept 29, 2011. A Scoping Public Involvement Report was published in February 2012.
- **Alternatives Analysis** *October 2011 – June 2016*: Metro, TriMet, and project partners conducted an alternatives analysis between 2011 and 2016 to examine a range of modes, alignments, and supporting roadway, bicycle and pedestrian projects under consideration. Alternatives were assessed to determine if they met the project's purpose and need; screening criteria helped identify the most promising ones to advance into the EIS.

The project website ([www.swcorridorplan.org](http://www.swcorridorplan.org)) includes links to the Early Scoping Public Involvement Report and a summary of alternatives considered and removed in advance of the scoping period.

- **NEPA Scoping** *September 2, 2016 – October 3, 2016*: The scoping period, which started with publication of the project's Notice of Intent in the *Federal Register* on September 2, 2016, allows the public and government agencies to provide input on what to study in the EIS. This includes comment on the project's purpose and need, the range of alternatives, and the potential impacts to be assessed during environmental review. Staff will produce a scoping summary report, describing the scoping process and comments received. The project steering committee will consider public and agency comments when finalizing the range of alternatives to be studied in the Draft EIS.
- **Draft Environmental Impact Statement** *December 2016 – December 2017*: Having considered the input during scoping, FTA, Metro, and TriMet will prepare a Draft EIS documenting the environmental analysis. The project's Participating Agencies will be invited to review and comment on preliminary sections of the Draft EIS, as specified in Section 4.6 of this Coordination Plan. Federal law directs participating agencies to provide comments within their special expertise or jurisdiction and use the environmental review process to address any environmental issues of concern to their agency (23 U.S.C. § 139(d)(9)). Under this statute, FTA shall coordinate the development of the project purpose and need and alternatives with other Federal agencies that require alternatives analysis, such as Section 404 permits under the Clean Water Act. Moreover, to the maximum extent practicable, FTA must develop an environmental document sufficient to satisfy the requirements for any Federal approval, Federal permit or other Federal action required for the project (23 U.S.C. § 139(d)(8)(B)). The reviews described in Section 4.6 of this Plan are intended to ensure that the EIS alternatives comply with such other environmental

requirements and, if necessary, that alternatives developed to comply with these other environmental requirements are also included in the EIS. Similarly, the reviews will allow a further opportunity (beyond that provided in NEPA scoping) for Federal agencies to comment on the project purpose and need.

- **Draft EIS Public and Agency Comment Period** *January – February 2018*: A 45-day public and agency comment period will follow publication of the Draft EIS and will include one or more public hearings, which will be held no sooner than 15 day following publication of the Draft EIS.
- **Preferred Alternative Selection** *Spring – Summer 2018*: Following the close of the Draft EIS comment period, the project steering committee will recommend a Preferred Alternative, considering the Draft EIS, public and agency comments, and recommendations from the project’s local and regional partners. The recommended Preferred Alternative will be forwarded to the Metro Council and local jurisdictions for approval.
- **Final Environmental Impact Statement and Record of Decision** *Fall 2018 – Summer 2019*: If the Preferred Alternative is a build alternative, FTA, Metro, and TriMet will prepare and publish a Final EIS to document all components, impacts and mitigations of the Preferred Alternative, and address all substantive comments received on the Draft EIS. FTA and TriMet will invite the Participating Agencies to review and comment on relevant sections of the preliminary Final EIS. When complete, the Final EIS will be published and distributed, and its availability announced in the *Federal Register* and elsewhere.

The lead agencies will strive to undertake a combined Final EIS and Record of Decision (ROD), in accordance with the FAST Act which calls for combining a Final EIS and a ROD “to the maximum extent practicable.” 23 U.S.C. 139(n)(2). If FTA concludes that it is not practicable to do so, there will be a waiting period of at least 30 days following publication of the Final EIS, after which FTA will issue a ROD stating its determination of the project’s compliance with NEPA requirements and the basis for that decision.

- **Permitting**: As determined necessary through the project’s environmental review process, the project will obtain the federal, state, regional and/or local permits needed to construct and operate the project as defined by the Preferred Alternative. Additional environmental analysis, documentation and/or review may be needed to successfully complete the project’s permitting process.

## 4. AGENCY COORDINATION

NEPA and FTA’s NEPA regulations emphasize the importance of agency coordination early in the environmental review process. There are three categories of interagency participation to facilitate the Southwest Corridor LRT Project.

### 4.1 Lead Agencies

FTA is the federal lead agency and Metro and TriMet are the local lead agencies for the Southwest Corridor LRT Project. Under NEPA, they have primary responsibility for preparing the EIS. Lead agencies also identify and involve Participating Agencies, develop coordination plans, provide

opportunities for public and participating agency involvement in defining the purpose and need and determining the range of alternatives, and collaborate with Participating Agencies in determining methodologies and the level of detail for the analysis of the alternatives.

#### **4.2. Cooperating Agencies**

NEPA defines cooperating agencies as any other federal, state, and local public agencies, and tribal governments, with jurisdiction by law or special expertise with respect to any environmental impact addressed in the EIS.

#### **4.3. Participating Agencies**

Participating agencies are federal and non-federal agencies, and tribal governments, with an interest in the project that have agreed to participate in the NEPA process. They play a role in defining the project, including assisting in the development of the project's Purpose and Need Statement, range of alternatives, analysis methods, and level of detail. They concur on the project schedule developed within this Plan, and identify as early as practicable any issues of concern regarding the project's potential environmental impacts. They provide meaningful and timely input on unresolved environmental or related issues, and they review and comment on the Draft EIS document.

Because Cooperating Agencies are by definition Participating Agencies with a higher degree of responsibility and involvement in the environmental review process, references within this Coordination Plan to Participating Agencies include Cooperating Agencies.

While recognizing that Native American tribes are sovereign and thus qualitatively different than state or federal agencies, this Coordination Plan includes tribes in its definition of "agency." FTA has invited several tribes to serve as Participating Agencies as described above. While the project area does not include any known tribal lands, tribes may have interests regarding natural and cultural resources that could be affected by the project's alternatives. In implementing this Coordination Plan, the lead agencies will meet the requirements of all applicable Federal laws, treaties, regulations and guidelines related to coordination and communications with tribes within a NEPA process. In particular, FTA, Metro and TriMet will continue to consult with tribes as required under Section 106 of the National Historic Preservation Act regarding potential cultural resource impacts of tribal concern throughout project development. Because of its government-to-government tribal consultation responsibilities, FTA will also consult directly with any interested tribe upon request.

The following federal, state, and local agencies have been identified as affected agencies based on the natural, cultural, and socioeconomic resources in the project area and agency jurisdiction and expertise. FTA and Metro invited these agencies to participate on September 8-9, 2016 per 23 U.S.C. § 139(d)(2).

### **Tribes**

- Confederated Tribes of the Grand Ronde Community
- Confederated Tribes of the Siletz Indians
- Confederated Tribes of the Warm Springs Reservation

### **Federal Agencies**

- Federal Highway Administration (FHWA)
- Federal Railroad Administration (FRA)
- National Park Service
- NOAA Fisheries
- US Army Corps of Engineers
- US Environmental Protection Agency
- US Fish and Wildlife Service

### **State Agencies**

- Oregon Department of Energy
- Oregon Department of Environmental Quality
- Oregon Department of Fish and Wildlife
- Oregon Department of Geology and Mineral Industries
- Oregon Department of Land Conservation and Development
- Oregon Department of State Lands
- Oregon Department of Transportation
- Oregon Parks and Recreation
- Oregon State Historic Preservation Office

### **Local Agencies**

- Clackamas County
- Multnomah County
- Washington County
- City of Beaverton
- City of Durham
- City of King City
- City of Lake Oswego
- City of Portland

- City of Rivergrove
- City of Sherwood
- City of Tigard
- City of Tualatin
- Tualatin Hills Park & Recreation District
- Tualatin Valley Fire & Rescue
- Tualatin Valley Water District
- West Multnomah Soil & Water Conservation District

Agencies that were not initially identified as affected agencies may be subsequently invited to become a participating agency by FTA, Metro and TriMet. See section 4.6.1 below for further information on invitations to participate.

#### **4.4. Agency Coordination Goals and Objectives**

FTA, Metro and TriMet have established the following agency consultation goals for the Southwest Corridor LRT Project:

**Goal 1:** Ensure the open exchange of information, ideas and concerns among FTA, Metro, TriMet and the Participating Agencies about the project, its potential impacts and appropriate mitigation.

##### *Objectives*

- Engage affected agencies regarding the scoping of effects to be evaluated, alternatives to be considered, design development, mitigation measures and project purpose and need.
- Coordinate with resource agencies based on the positive relationships FTA, Metro, and TriMet have developed to date through this project.
- Leverage the Participating Agencies' expertise to make refinements that allow the project to better avoid, minimize, and mitigate project impacts.

**Goal 2:** Address agency concerns early to avoid substantial design changes during the permit review process.

##### *Objectives*

- Address resource agency feedback and concerns during project development, design, and mitigation by exercising early and continuous communication throughout the process.
- Assure to the extent practicable that if a build alternative advances out of the Final EIS, it complies or can comply with Participating Agencies' permitting and regulatory requirements.

**Goal 3:** Improve the quality of the EIS.*Objectives*

- Leverage the Participating Agencies' expertise to improve the EIS, namely, to make it a document that is useful to the public and decision makers, that is readable and not overly technical, and that helps illuminate the trade-offs among alternatives.
- Leverage the Participating Agencies' expertise to assure that sound technical reports support the information and conclusion presented in the EIS.

**4.5 Agency Coordination Approach and Logistics**

The project's general approach to coordination with Participating Agencies is outlined below. Some of these steps have been completed, and this section of the plan will be updated as subsequent items are accomplished.

**Completed steps:**

- Identified affected and interested agencies.
- Issued Notice of Intent to publish an EIS in the *Federal Register* on September 2, 2016 (see <https://www.federalregister.gov/documents/2016/09/02/2016-21160/notice-of-intent-to-prepare-an-environmental-impact-statement-for-the-southwest-corridor-light-rail>).
- Formally invited potentially interested agencies to participate in an informational meeting on September 8-9, 2016.
- Held an agency scoping meeting for the EIS on September 20, 2016.

**Future or ongoing steps:**

- Disseminate to Participating Agencies and make available to the public the schedule for completion of the environmental review (Section 3), and any modifications to that schedule.
- Coordinate with Participating agencies in developing EIS analysis methods, as appropriate.
- Meet with Participating agencies as needed throughout EIS and project development to review information and discuss issues.
- Circulate the pertinent sections of the preliminary Draft EIS for Participating Agency review and comment.
- Provide a 45- to 60-day comment period, including at least one public hearing, on the published Draft EIS.
- Circulate pertinent sections of the Final EIS for Participating Agency review and comment, with a 30-day review period.
- Provide a minimum 30-day waiting period on the published Final EIS if a combined FEIS/ROD is not issued.

- Seek to identify and resolve major issues as early as practicable in the environmental review process and during all phases of project development prior to permit submittals.
- Document official communications and agreements with resource agencies.

#### **4.6 Participating Agency Coordination Points**

This section describes the project's agency coordination points, summarizing the content and time interval for each coordination point. While most of the project's agency/ jurisdiction coordination points have yet to occur, some have already taken place; the agency coordination points that have already occurred are described herein and are consistent with this Coordination Plan.

This section categorizes the agency coordination points as follows: 1) invitations to participate; 2) NEPA Scoping (which includes Purpose and Need, Range of Alternatives, Range of Impacts to be Studied); 3) the Coordination Plan; 4) analysis methods; 5) draft sections of the Draft EIS; 6) draft sections of the Final EIS; 7) the Record of Decision; and 8) activities during final design and construction. The lead agencies may extend the time intervals identified below for good cause; however, they will only reduce the specified intervals with the agreement of all Participating Agencies.

##### ***4.6.1 Invitations to Participate***

The project's lead agencies agreed upon the federal, state, regional and local agencies/jurisdictions to invite to be Participating Agencies, in compliance with 23 U.S.C. § 139(d). FTA and Metro notified the identified agencies/jurisdictions of their proposed status as Participating Agencies and asked them to accept or reject that status by October 3, 2016. Federal agencies are assumed to be Participating Agencies unless they specifically declined. As noted under Section 4.3 above, additional agencies may subsequently be invited to be Participating Agencies.

The status of a participating agency may change through agreement between FTA, Metro, TriMet and the affected agency. Changing the status of an agency will utilize a notification process and intervals that are at the discretion of FTA, Metro, TriMet and the affected agency.

##### ***4.6.2 NEPA Scoping***

On September 8-9, 2016, FTA and Metro invited 35 agencies and jurisdictions to participate in an Agency Scoping meeting for the Southwest Corridor LRT Project, held on September 20, 2016. The meeting notification invited the agencies to comment on the project's proposed Purpose and Need Statement, range of alternatives, the probable significant impacts, and the detail of analysis on specific environmental impacts to be included in the EIS. It also included a link to the project's website featuring the preliminary Purpose and Need Statement, descriptions and maps of the possible alternatives, preliminary EIS schedules, and additional background information.

The project's Notice of Intent to publish an EIS was issued in the Federal Register on September 2, 2016, and it included and solicited comments on: 1) a description of the alternatives proposed to be studied further in the Draft EIS; 2) a preliminary Purpose and Need Statement; and 3) a list of the

project's probable effects on the environment (i.e., the range of environmental impacts to be addressed in the EIS). The comment period closed on October 3.

Metro also published notices in newspapers and issued a news release requesting comments on the scoping materials through October 3, 2016. The notices and news release invited the public and agencies/jurisdictions to complete online surveys on the project website, send emails or letters with comments, and to attend a project Scoping open house meeting on September 22, 2016. Metro and TriMet similarly solicited public engagement and comments via email and social media.

After reviewing and considering comments made during the Scoping comment periods, along with additional conceptual design refinement and analysis of alternatives by project staff, the steering committee will advance the Purpose and Need Statement and range of alternatives to be addressed in the Draft EIS. Metro will electronically transmit to the Participating Agencies the steering committee's decisions.

#### **4.6.3 Coordination Plan**

As noted, a primary purpose of this Coordination Plan, consistent with 23 U.S.C. § 139(g)(1)(a), is to inform the project's agencies/jurisdictions (and the public) on the agency coordination process to be used for the project. In particular, the Coordination Plan establishes the review and comment coordination points for Participating Agencies and the public. Metro will email the draft Coordination Plan to Participating Agencies to invite comments and request concurrence with the proposed schedule. Comments from Participating Agencies on the draft Coordination Plan will be due 30 days after receipt of the draft Coordination plan. An agency's non-response will be considered concurrence with the proposed schedule.

FTA, Metro, and TriMet will finalize the Coordination Plan after the close of the Participating Agency comment period and after considering comments received. Metro will distribute the final Coordination Plan to Participating Agencies via e-mail and will post the plan on the project's web page.

The lead agencies may revise the Coordination Plan as necessary. They will provide Participating Agencies at least 14 days to review proposed changes and comment on them, and will circulate the revised plan promptly following any revisions.

FTA, Metro, and TriMet may extend the comment periods described in this Plan for good cause. They may reduce those periods if agreed upon by all Participating Agencies.

#### **4.6.4 Analysis Methods**

FTA, Metro, and TriMet will prepare methods of analysis for each of the issue areas to be addressed in the Draft EIS, each complying with its own set of laws, regulations and guidance (if applicable).

Any Participating Agency shall inform Metro within 15 days of receiving this Plan which draft methodologies, if any, it wishes to review and comment on. Table B-1 will reflect the agencies' interest and the time allowed for reviewing and commenting on the methodologies, which will

generally be 21 to 28 days. The lead agencies may involve some Participating Agencies more closely in developing methodologies, depending on expertise and available time and resources.

FTA, Metro, and TriMet will finalize the analysis methods based on consideration of the comments received from the Participating Agencies during the comment period. FTA, Metro, and/or TriMet will distribute electronically the final methodologies to the Participating Agencies after the comment period.

Table B-1 and the analysis methods may be revised as follows. In all cases, the lead agencies shall consider comments from Participating Agencies before finalizing any revisions and shall transmit all the revised Table B-1 to all Participating Agencies:

- If a Participating Agency requests to be added to or removed from the list of agencies to receive a particular draft analysis method for review and comment, then FTA, Metro, and/or TriMet will update the updated Table B-1.
- The lead agencies may combine, separate, or otherwise reorganize the list of analysis methods to be produced, at their discretion.
- If an analysis method is to be substantively revised after being finalized, FTA, Metro, and TriMet will provide the Participating Agencies designated to receive drafts of the methodology a review and comment period of 14 days for draft revised analysis methods, unless they determine that a review period as specified in Table B-1 is warranted.

#### **4.6.5 Draft EIS**

Participating Agencies will receive preliminary Draft EIS sections to review. Any Participating Agency shall inform Metro within 15 days of receiving this Plan which Draft EIS sections, if any, it wishes to review and comment on. Table B-2 will reflect the agencies' interest and the time allowed for reviewing and commenting on the Draft EIS sections, which will generally be 21 to 28 days. The lead agencies may involve some Participating Agencies more closely in developing Draft EIS sections, depending on expertise and available time and resources.

Table B-2 and the Draft EIS sections may be revised as follows. In all cases, the lead agencies shall consider comments from Participating Agencies before finalizing any revisions and shall transmit all the revised Table B-2 to all Participating Agencies:

- If a Participating Agency requests to be added to or removed from the list of agencies to receive a particular Draft EIS section for review and comment, then FTA, Metro, and/or TriMet will update Table B-2.
- The lead agencies may combine, separate or otherwise reorganize the list of Draft EIS sections to be produced, at their discretion.

The lead agencies will consider the Participating Agencies' comments when they finalize the Draft EIS. In addition, the lead agencies will work with appropriate participating agencies to identify a preferred alternative prior to issuing the Draft EIS.

Metro will email the Participating Agencies when notification of availability of the Draft EIS is published in the Federal Register and will include a link to the document as published. The lead agencies shall establish a Draft EIS comment period of 45 to 60 days after publication of the Draft EIS. One or more public hearings will be held no sooner than 15 days after publication of a Notice of Availability for the Draft EIS in the Federal Register and before the conclusion of the comment period.

#### ***4.6.6 Selection of the Preferred Alternative***

After the close of the comment period, a local process will begin to confirm the preferred alternative that is identified in the Draft EIS or, if one is not included in the Draft EIS, to identify a preferred alternative. The local process will strive to reach consensus on a preferred alternative and will culminate with the Metro Council identifying or confirming, as appropriate, a preferred alternative after consideration of: 1) the Draft EIS; 2) public and agency comments received during the Draft EIS comment period; 3) recommendations of the project steering committee; and 4) the actions or official statements of appropriate local agencies regarding a preferred alternative.

After conclusion of the local process, FTA will make the ultimate selection of the Preferred Alternative. The Preferred Alternative will be analyzed in and form the basis of the Final EIS.

#### ***4.6.7 Final EIS and Record of Decision***

In compliance with NEPA, the Final EIS will respond to all agency and public substantive comments received during the Draft EIS comment period, incorporating changes to the document as appropriate. The lead agencies will continue to coordinate with Participating Agencies through the preparation of the Final EIS. A briefing to review draft Final EIS chapters can be arranged upon request.

The lead agencies will strive to undertake a combined Final EIS and ROD, as described in Section 3 above. If FTA concludes that it is not practicable to do so, there will be a waiting period of at least 30 days after the Final EIS, after which FTA will issue a ROD documenting the basis for its environmental decision and summarizing any mitigation measures incorporated into the project ( 23 CFR 771.127(a)).

Metro will notify Participating Agencies when the ROD is issued and will provide a URL, and a hard copy upon request. EPA will publish a notice of Final Agency Action in the Federal Register.

#### **4.7 Agency Contact Information**

Attachment C provides contact information for the project's affected agencies: Lead Agencies, Cooperating Agencies (if any) and Participating Agencies. The attachment identifies each agency's primary contact person, who is to receive all official correspondence from the Lead Agencies related to Coordination Points and opportunities for review and comment (see Section 4.6 for detail). Attachment C will be revised by FTA, Metro, and TriMet as needed, reflecting contact information provided by the agencies. Attachment C is not a part of this Coordination Plan and may be revised and circulated by FTA, Metro, and TriMet as needed.

#### **4.8 Public Coordination**

The Public Involvement Plan (PIP) provides the strategic framework for public involvement activities during the environmental review stages for the project. The PIP outlines public involvement goals and key audiences. The PIP also identifies activities and tools and tactics to engage the public and solicit feedback at appropriate project milestones, including those specifically required by NEPA and FTA. Metro will notify Participating Agencies when the PIP is released and will provide a URL.