

**Lake Oswego to Portland**

**Transit Project**

**Section 6002 Coordination Plan**

**DRAFT August 6, 2009**



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**Lake Oswego to Portland Transit Project  
Section 6002 Coordination Plan – Definition of Terms**

<b>Term</b>	<b>Definition</b>
Agencies	Includes Federal and state agencies, Native American Tribes and their affiliates, local and regional jurisdictions and governmental entities. Agencies does not include any private individuals, businesses, organizations or not-for-profit entities.
Attachment	Attachments to this Coordination Plan are provided for convenience and are not considered a part of this Coordination Plan. These attachments may be changed by one or both of the project's two Lead agencies (the Federal Transit Administration (FTA) and Metro) as needed and those changes would not require review by or coordination with the project's Participating Agencies.
Available	For the purposes of this project, references made in this Coordination Plan to documents being made available for review and/or comment mean that at a minimum: A For the public – the document was made available on the project website for public review and available in hard copy at the Metro main offices during normal work hours (8:00 a.m. to 5:00 p.m. local time, Monday through Friday, except holidays); or B For Participating Agencies – the document was emailed or mailed/delivered to the Participating Agency's primary point of contact. Documents that are distributed to Participating Agencies may be via: 1) one or more attachments to an e-mail; or 2) links provided in the email to the document(s) on a web page, FTP site or similar location/service; or 3) via physical distribution of a printed copy, DVD, CD or similar format via the US Postal service or other delivery service. This definition of availability does not preclude the project's lead agencies from using additional means of making project related documents available to Participating Agencies and the public.
Days	All references within this Coordination Plan to the number of days in a review interval mean all or any portion of calendar days (Pacific time), not business or working days, unless explicitly stated otherwise. Days of availability means calendars days following notice of and actual availability of documents (if applicable). For example, if a document is noticed for availability in and attached to an email on February 1 and if it is to be available for review and comment for 15 days, the document would be available and comments would be accepted through 5:00 p.m. Pacific time on February 16. That is, comments would be due to be received by Metro and/or FTA no later than close of business on February 16 (or on the next Metro/FTA business day, if February 16 fell on a weekend or holiday). For all review and comment periods covered by this Coordination Plan, Metro and/or FTA will include within notices of availability specific due dates and times.
Evaluation Framework	The project's evaluation framework referenced in this Coordination Plan is the combination of the project's Purpose and Need Statement and the project's Goal and Objectives.
Interval	An interval as used within this Coordination Plan is the period of time in calendar days (as defined herein) that has or that will be allowed to elapse between actions or events. For example, for a document's review and comment period the interval is the time between availability of the document and the deadline for comments to be received at Metro and/or FTA. The intervals within this Coordination Plan may be extended by Metro and FTA with good cause and without amending this Coordination Plan; but the Coordination Plan must be amended if the intervals are to be reduced, using the amendment process outlined in Section 2.6.3.
Notification of Availability	For the purpose of the Lake Oswego to Portland Transit Project, unless otherwise specified in this Coordination Plan, references to "notification of availability" of documents being made available for review means that, at a minimum: A For public review – notification of the availability of documents for review and comment will occur either through notices sent to the project's mailing list (using US Postal service and/or e-mail) and/or an advertisement in a local major media (e.g., The Oregonian); or B For Participating Agencies – notification of the availability of documents for review and comment will be made through an email to the Participating Agency's primary point of contact. This definition of notification of availability does not preclude the project's lead agencies from employing additional means of notifying the public or Participating Agencies of the availability of documents for review and comment.

## 1 Introduction

This draft Section 6002 Coordination Plan (Coordination Plan) will guide Metro, the Tri-County Metropolitan Transportation District (TriMet) and the Federal Transit Administration (FTA) through the various public and agency involvement activities for the Lake Oswego to Portland Transit Project (the project). The plan outlines activities covered during the project period of Scoping under National Environmental Policy Act (NEPA) through final design and construction (if needed and appropriate, an addendum to this plan may be issued at a later date that would address specific activities during final design and construction). This plan is designed to solicit early and continued feedback from stakeholder groups as the project progresses through the FTA project development process and it is intended to ensure that input received will be incorporated into the project's decision making process. This plan is based on the definition of terms outlined on page ii of this plan.

This draft version of the project's Coordination Plan is being circulated to the list of agencies/jurisdictions invited to the project's agency Scoping meeting held on September 26, 2007) and to any other agencies, jurisdictions or tribes that have subsequently been identified as potentially interested in this project as described and referenced in Section 2. This distribution list is being used because the project's list of Participating Agencies has not yet been finalized by Metro and FTA. The distribution list, notification of the availability of and circulation of the draft Coordination Plan and the following deadline for receipt of comments from agencies/jurisdictions comply with section 2.6 of this Coordination Plan.

Following are details related to agency review of and comment on this draft Coordination Plan:

- **Notice of Availability:** On July xx, 2009, sent via email from Metro to the list of agencies invited to the project's agency scoping meeting; and on July xx, 2009, sent via email from FTA to the list of Native American Tribes and their affiliates that were invited to the project's agency scoping meeting. This draft Coordination Plan was attached to those emails and is therefore available for agency review on July xx, 2009.
- **Due Date for Comments:** to be received by Metro or FTA by 5:00 p.m. PDT on Dxxxxday, August xx, 2009.
- **Address Comments to:** 1) Cliff Higgins, Metro, 600 NE Grand Avenue, Portland, OR - [Cliff.Higgins@OregonMetro.gov](mailto:Cliff.Higgins@OregonMetro.gov), fax 503.797.1794; 2) Joe Recker, TriMet, 710 Holladay Street, Portland, OR 97232 - [ReckerJ@trimet.org](mailto:ReckerJ@trimet.org); or 3) Debbie Ensor, FTA Region X, Jackson Federal Building, 915 Second Avenue, Suite 3142, Seattle, WA 98174-1002 - [Deborah.Ensor@DOT.gov](mailto:Deborah.Ensor@DOT.gov).

This plan complies with Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) signed into law on August 10, 2005. In particular, SAFETEA-LU states that, "The lead agency shall establish a plan for coordinating public and agency participation in and comment on the environmental review process for a project or category of projects" (23 USC Section 139 (g)(i)(A)). In addition, this plan complies with the US Department of Transportation's *SAFETEA-LU Environmental Review Process Final Guidance* (November 16, 2006), which outlines specifically what should be contained within a coordination plan, which agencies should be responsible for preparing and reviewing the plan and how the plan should be implemented (see Section 2, questions 47 to 57).

In particular, the guidance states that, “The coordination plan should outline (1) how the lead agencies have divided the responsibilities for compliance with the various aspects of the environmental review process, such as the issuance of invitations to participating agencies, and (2) how the lead agencies will provide the opportunities for input from the public and other agencies, in accordance with applicable laws, regulations, and policies. The plan also should identify coordination points...” (answer to Question 49). Finally, the Guidance notes that “The Coordination Plan must be shared with the public and with participating agencies so that they know what to expect and so that any disputes are surfaced as early as possible” (answer to Question 48). In compliance, this plan in its approved and final form will be posted on the project’s public Web page and Metro, TriMet and/or FTA will e-mail the final plan or a link to the final plan to the project’s Participating Agencies.

After the agency comment period, Metro, TriMet and FTA will consider all comments received before making revisions to the plan, if needed, and before adopting the Coordination Plan as final. Metro, TriMet and FTA will document all comments received and will document their responses to those comments, reflecting the final Coordination Plan. The final version of the Coordination Plan will note that it is considered final by Metro, TriMet and FTA. This introductory section of the Coordination Plan will also be revised as the Coordination Plan proceeds through the review, comment and adoption process to reflect the status of the plan each time a different version is released by Metro.

From time to time, the project’s lead agencies may revise this Coordination Plan after it is adopted as final. If revisions are made, the process used to make the revisions will comply with the notification, distribution and review specifications in Section 2.6.3. Attachment A – Coordination Plan Revisions will be used by Metro, TriMet and FTA to document draft, final and revised (if needed) versions of the Coordination Plan. Note that the attachments to this Coordination Plan can be revised by the project’s lead agencies without the need to comply with the procedures and timelines specified in Section 2.6.3.

Metro, TriMet and/or FTA may provide Participating Agencies with the opportunity to comment on additional documents or proposed project decisions at their discretion without the need to revise this Coordination Plan. Additionally, Metro, TriMet and/or FTA may lengthen the review or notification intervals included within this Coordination Plan with good cause and without the need to revise the plan. However, Metro, TriMet and/or FTA will reach documented concurrence from the affected Participating Agencies if any of the coordination points are eliminated or if the review intervals are shortened.

For further information about this plan, please contact either:

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The project's web page is at: [www.oregonmetro.gov/lakeoswego](http://www.oregonmetro.gov/lakeoswego). To be placed on the project mailing list, please call 503.813.7535 or e-mail your request to [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov).

## 1.1 Project Background and Description

The Lake Oswego Transit Corridor is illustrated in Figure 1.1-1. The corridor extends between the downtowns of Lake Oswego and Portland. In addition to the two downtowns, there are two primary activity centers in the corridor: the South Waterfront District and John's landing (see Figure 1.1-1). The primary roadway in the corridor is state Highway 43.

Existing and future traffic conditions in this corridor are projected to worsen as population and employment for Portland, Lake Oswego and areas south of Lake Oswego in Clackamas County continue to increase. The corridor's highways and arterials already experience long traffic queues, poor levels of service and significant capacity constraints at key locations. Travel times in the corridor are unreliable due to congestion on Highway 43. The Lake Oswego to Portland Corridor is environmentally, topographically and physically constrained. Future highway and arterial expansion in the corridor is not anticipated and it is not likely to be feasible. Because of these conditions in the corridor, previous planning studies have concluded that a high capacity transit improvement is needed in the Lake Oswego Transit Corridor to provide additional capacity and transit service improvements.

In 1988, a consortium of seven government agencies purchased the Willamette Shore Line right of way connecting Lake Oswego to Portland for the purpose of preserving the right of way for future rail transit service. The Willamette shoreline rail right of way was purchased from the Southern Pacific Railroad in 1988 for \$2 million dollars by the consortium of local governments which included Metro, the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, the Oregon Department of Transportation (ODOT) and TriMet. Knowing that the Highway 43 corridor is very constrained, the purchase was made with the intent of preserving the right of way for future transit use. The value of the right of way could be counted as local match for Federal funds to construct the project.

The 2004 Regional Transportation Plan (RTP) identified the need for a refinement plan for a high capacity transit option for the corridor, which included an analysis of several modal alternatives. Metro initiated the corridor refinement plan in July 2005 and issued the *Lake Oswego to Portland Transit and Trail Alternatives Analysis Evaluation Summary Public Review Draft* in June 2007. The project's Steering Committee held a public hearing on July 16, 2007, to receive comment on the draft report. On December 13, 2007, after reviewing and considering the alternatives analysis report, public comment and recommendations from the project's citizen advisory committee, project management group, steering committee and partner jurisdictions and agencies, the Metro Council approved Resolution No. 07-3887A, which adopted the *Lake Oswego to Portland Transit and Trail Alternatives Analysis – Alternatives to be Advanced into a Draft Environmental Impact Statement and Work Program Considerations* (December 13, 2007).

On September 12, 2007, in coordination with the FTA, Metro invited 19 agencies and jurisdictions to participate in a scoping meeting for the Lake Oswego to Portland Transit Project. The meeting notification included an invitation to the agencies to comment on the project's proposed Purpose and Need Statement, range of alternatives and range of probably impacts. The

Figure 1.1-1 – Lake Oswego to Portland Transit Corridor





letter of invitation included a copy of the proposed Purpose and Need Statement and a map of the proposed range of alternatives.

On April 16, 2008, FTA and Metro issued in the *Federal Register* notice of intent to publish an EIS for the Lake Oswego to Portland Transit Project (Attachment B). In addition, the notice of intent included notice that FTA's and Metro's would prepare and adopt a Section 6002 Coordination Plan (e.g., a public and agency involvement Coordination and Communication Plan) for the Lake Oswego to Portland Transit Project.

Metro initiated the Johns Landing Refinement Study in December 2008. The purpose of the study was to refine and potentially narrow the streetcar alignments through the Johns Landing neighborhood prior to the start of the DEIS. Potential new streetcar alignments were developed to potentially avoid impacts created by the proximity of the Willamette Shore Line (WSL) right-of-way to residences in a portion of the Johns Landing neighborhood. In addition, the study examined the range of terminus options to advance into the DEIS.

In March 2009, Metro and TriMet initiated the Lake Oswego to Portland Trail Refinement Study, which had three main tasks: 1) a technical evaluation of alignment options; 2) stakeholder involvement; and 3) an action plan/next steps to move the trail forward including phasing and funding sources.

After preparation and publication of the project's DEIS, Metro, TriMet and FTA will provide a 45 to 60-day public and agency comment period. Metro and TriMet will then select a LPA using the decision-making structure illustrated in Attachment C. Project phases subsequent to the adoption of the LPA are described in Section 1.3 of this plan.

## **1.2 Evaluation Framework**

The project's evaluation framework consists of the project's Purpose and Need Statement and the project's Goal and Objectives (see Attachment D – current to date). The project's Purpose and Need Statement is one of the project's Section 6002 agency and public Coordination Points described in sections 2.6 and 3.3, respectively. The final version of the project's Purpose and Need Statement will be documented in the Purpose and Need chapter of the project's EIS. The project's Goal and Objectives will be prepared based on the project's Purpose and Need Statement and will also be documented in the Purpose and Need Chapter of the project's EIS.

The project's evaluation framework will be used to develop evaluation criteria and measures for two project milestones: 1) the screening of alternatives to advance into the project's DEIS (i.e., the reasonable alternatives that meet the project's Purpose and Need Statement; and 2) the selection of the project's Locally Preferred Alternative (LPA). The project's evaluation criteria and measures for these two milestones will be referenced and/or documented within the project's EIS. In particular, the Evaluation chapter of the DEIS will document the evaluation criteria and measures to be considered in the selection of the project's LPA.

### 1.3 Environmental Review Process

The Lake Oswego to Portland Transit Project will undergo environmental review in accordance with NEPA, following FTA regulations and policies, including the SAFETEA-LU Section 6002, Efficient Environmental Reviews for Project Decision Making. The project will also address other related Federal, state and local environmental laws, regulations and guidelines, depending upon the design and scope of the project alternatives and the affected environment. At the start of the project, Metro, TriMet and FTA agreed that an Environmental Impact Statement (EIS) and Record of Decision (ROD) was the appropriate environmental process to follow. Section 1 of this Coordination Plan describes the project's Scoping process, including the Notification of Intent to publish an EIS. The project's EIS will document the other related environmental laws, regulations and guidelines that will be addressed by the project.

Following are the key phases of the project's environmental review and documentation process.

- **Scoping.** Section 1 of this Coordination Plan describes the project's Scoping process, including: the Notification of Intent to publish an EIS, identification of the project's Lead, Cooperating (if appropriate) and Participating agencies; Purpose and Need Statement; range of alternatives; and scope of and methods for the environmental review and analysis.
- **DEIS Preparation and Publication.** Based on the results of Scoping, Metro, TriMet and FTA will prepare a DEIS documenting the environmental analysis. The project's Participating Agencies will be provided with the opportunity to review and comment on preliminary sections of the DEIS before the DEIS is published in the *Federal Register*, as specified in Section 2.6 of this Coordination Plan.
- **DEIS Public and Agency Comment Period.** As described in sections 2.6.5 and 3.3 of this Coordination Plan and in compliance with NEPA and Section 6002 of SAFETEA-LU, Metro, TriMet and FTA will provide a 45 to 60-day public and agency comment period for the DEIS. The comment period will include one or more public hearings, which will be held no sooner than 15 days following publication of the DEIS.
- **LPA Selection.** Following the close of the DEIS comment period, Metro and TriMet will select a LPA, considering the DEIS, public and agency comments and recommendations from the project's local and regional partners agencies and jurisdictions. Attachment C illustrates the recommendation and decision-making process for the LPA. The LPA and the rationale for its selection will be documented in a final LPA report.
- **FEIS Preparation and Publication.** After the LPA is selected by Metro and TriMet and, if the LPA is a build alternative, Metro, TriMet and FTA will prepare and publish the project's FEIS. The project's FEIS will be based on the project's LPA and the No-Build Alternative. Metro, TriMet and FTA will provide the project's Participating Agencies the opportunity to review and comment on chapters/sections of the preliminary FEIS before the FEIS is published. When complete, the FEIS will be published in the *Federal Register* and it will document and respond to all public and agency comments received during the DEIS comment period.

- **FEIS 30-Day Waiting Period.** Following publication of the FEIS in the *Federal Register* and its distribution to the public and agencies, FTA will conduct a 30-day waiting period to provide Federal agencies that find the project to be environmentally unsatisfactory the opportunity to refer the decision to CEQ ( 40 CFR 1504).
- **Record of Decision.** Following completion of the 30-day waiting period for the FEIS and if the FEIS is not appealed to the EPA, FTA will issue a Record of Decision documenting FTA’s determination that the project has successfully addressed the NEPA environmental review process.
- **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 LPA. Additional environmental analysis, documentation and/or review may be needed to successfully complete the project’s permitting process.

The project’s Section 6002 agency and public coordination points occur throughout this environmental review process. See sections 2.6 and 3.3 of this Coordination Plan for a detailed description of the project’s agency and public coordination points, respectively.

#### **1.4 Participating Agency Identification**

NEPA and SAFETEA-LU emphasize the importance of agency coordination early in the environmental review process. Three categories of interagency participation, consistent with the Section 6002 Final Guidance, have been delineated to facilitate this cooperation for the Lake Oswego to Portland Transit Project.

**Lead Agency.** Section 6002 specifies that transit projects undertaking an EIS designate FTA as the project’s Federal Lead agency. FTA is the Federal lead agency supervising the preparation of the EIS by Metro and TriMet. Metro and TriMet are the project’s local lead agencies. In summary, the Section 6002 final guidance specifies that the Lead Agencies must perform their roles in accordance with 23 CFR part 771 and 40 CFR parts 1500 to 1508. Section 2.1 of this Coordination Plan further specifies the role of Lead Agencies.

**Cooperating Agency.** The need for and role of Cooperating Agencies is specified within NEPA and its related regulations and guidance. Cooperating agencies are any other federal, state, and local public agencies, and tribal governments with jurisdiction or special expertise with respect to any environmental issues that should be addressed in the EIS.

**Participating Agency.** Participating agencies, according to SAFETEA-LU Section 6002: Section 139(d), are those Federal and non-Federal agencies that may have an interest in the project. Such agencies are invited to participate in the environmental review process. Because Cooperating Agencies are by definition Participating Agencies, but with a higher degree of responsibility and involvement in the environmental review process, references within this Coordination Plan to Participating Agencies include Cooperating Agencies. Section 2.2 of this Coordination Plan further specifies the role of Participating Agencies.

In addition to these three externally-required categories of agencies, FTA, TriMet and Metro may, at their discretion, designate one or more agencies as Interested Agencies. In general, Interested Agencies would be those agencies that would not play a review and comment and/or permitting role for the project, but they may want to be regularly informed about the project's decisions and milestones and they may desire to comment at public coordination points. See Section 2.3 for more information concerning Interested Agencies.

The process that Metro, TriMet and FTA will use to identify Participating Agencies is described in Section 2.6.1 of this Coordination Plan.

## **2 Agency Coordination**

This section describes the agency coordination that will occur within the Lake Oswego to Portland Transit Project in compliance with Section 6002 of SAFETEA-LU. First, the Federal and local Lead Agencies, the Participating Agencies (including tribes) and Interested Agencies are described, followed by a summary of the projects agency coordination goals and objectives and the overall agency coordination approach and logistics. Finally, this section includes a detailed description of the project Section 6002 agency Coordination Points and agency contact information. Agency coordination is addressed in pages 15 to 22 of the *SAFETEA-LU Environmental Review Process Final Guidance*.

### **2.1 Federal/Local Lead Agencies**

FTA is the Federal Lead Agency for the Lake Oswego to Portland Transit Project; and Metro and TriMet are the project's Local Lead Agencies. Following are the some key tasks of the Lead Agencies as specified in the *SAFETEA-LU Environmental Review Process Final Guidance* (pages 15 to 18) and this Coordination Plan:

- Issue Notice of Intent to publish an EIS, oversee the publication of the EIS and ensure compliance with NEPA, Section 6002 of SAFETEA-LU and other related laws, regulations and guidance;
- Extend invitations to agencies to become Participating Agencies and/or Cooperating Agencies;
- Determine the project's Purpose and Need Statement;
- Prepare the project's Coordination Plan
- Determine the range of alternatives to be studied in the DEIS; and
- Determine the analysis methods and range of disciplines to be used to prepare the DEIS.

FTA, Metro and TriMet will undertake these tasks in compliance with SAFETEA-LU and in coordination with the project's Participating Agencies as described within this Coordination Plan.

### **2.2 Participating Agencies and Tribes**

As specified in the *SAFETEA-LU Environmental Review Process Final Guidance* (pages 18 to 21), the primary role of a Participating Agency includes (but is not limited to) the following:

- Participate in the project’s NEPA process, especially with regard to the development of the project’s Purpose and Need Statement, range of alternatives, analysis methods and level of detail, which all occur within a project’s scoping process
- Identify as early as practicable any issues of concern regarding the project’s potential environmental impacts.
- Provide meaningful and timely input on unresolved environmental or related issues.
- Provide review and comment on the project’s draft EIS documents.

FTA, Metro and TriMet will invite agencies that would be affected by or have an interest in the Lake Oswego to Portland Transit Project to become Participating Agencies, as appropriate under Section 6002 of SAFETEA-LU, including invitations to become Cooperating Agencies, as appropriate under NEPA. Note that all Cooperating Agencies (if there are any) will be considered Participating Agencies. Metro, TriMet and FTA have also created a category of agencies, jurisdictions and tribes termed *Interested Agencies*. Agencies that decline the invitation to become a Participating Agency or that miss the response deadline may become an Interested Agency. Interested Agencies are described in Section 2.3 of this Coordination Plan.

Note that Native American tribes are included within this Coordination Plan’s definition of “agency.” In implementing this Coordination Plan, Metro, TriMet and FTA will meet the requirements of all applicable Federal laws, treaties, regulations and guidelines related to coordination and communications with tribes within a NEPA process. 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. Because of the government-to-government consultation responsibilities associated with tribes, FTA will, in general, consult directly with potentially affected tribes and where appropriate will invite them to become Participating or Interested Agencies. The tribes may accept or reject those invitations as described herein. In particular, FTA, Metro and TriMet will continue to consult with tribes as required under Section 106 of the National Historic Preservation Act of 1966, as amended, regarding potential cultural resource impacts of concern to the Tribes throughout project development.

The invitations to become a Participating Agency will be extended by Metro, TriMet and/or FTA as early as practicable in the project’s environmental review process (as per SAFETEA-LU Section 6002: Section 139(d)(2)). As per the *SAFETEA-LU Environmental Review Process Final Guidance*, the invitation process for identifying Participating Agencies differs somewhat depending on whether the invitee is a Federal agency or if it is a state or local agency or jurisdiction or Native American tribe – those differences are described as follows.

- ***Federal Agencies.*** All Federal agencies that are invited to become a Participating Agency will be considered a project Participating Agency unless the Federal agency rejects in writing the invitation by the response deadline. A Federal agency invited to become Cooperating Agency that declines that role will become a Participating Agency, unless that agency requests of FTA, Metro or TriMet to be removed entirely from the project’s list of affected agencies by the deadline established in the Letter of Invitation sent to that agency. Upon request to be removed from the Affected Agencies list or upon the rejection of an invitation to become a Participating Agency, the invited Federal agency will be assumed to have: 1) no jurisdiction or authority with respect to the project, 2) no expertise or information relevant to

the project, and 3) no intention to submit comments on the project. If the Federal agency's response does not state its rejection of the invitation in these terms, then the Federal agency may still be considered a Participating Agency.

- ***State and Local Agencies and Native American Tribes.*** State, tribal and local agencies must respond affirmatively to the invitation to continue to be considered as a Participating Agency for the project. State, tribal and local agencies that reject the invitation to be a Participating Agency, for whatever reason, will no longer be considered a Participating Agency by the Project.

Note that the project's Lead Agencies may extend some or all of the deadlines for responses to become a Participating Agency if they determine it is in the best interest of the project to do so. In general, FTA, Metro and/or TriMet will notify the affected agency/ies of the extension, but they are not required to do so.

It may be appropriate for an agency's status to change over the course of the environmental review and project development process. Those changes may result from a variety of developments, including: changes to the definition of the project; new or revised information on how the project might affect the environment; or changes in Federal, state or local laws, regulations or guidance. Changes in an agency's status once it is established under this Coordination Plan will be made by FTA, Metro and TriMet and in consultation with the affected agency. However, the process used by FTA and Metro to change an agency's status may differ from the process and time intervals outlined in this Coordination Plan to initially establish the status of the agency.

Attachment E lists the Federal, state, and local agencies identified as affected agencies based on the natural, cultural, and socioeconomic resources in the project area and agency jurisdiction and expertise. Attachment F lists the contact information for the affected agencies (see Section 2.7). Attachment E categorizes those agencies by Lead, Cooperating, Participating and Interested. Attachment E will be updated regularly by Metro to reflect the current status of the affected agencies.

### **2.3 Interested Agencies**

Metro and FTA have also included within this plan a category of agency termed Interested Agency. An Interested Agency is an agency that would have a continued interest in the Lake Oswego to Portland Transit Project, but that does not qualify as a Participating Agency as per *SAFETEA-LU Environmental Review Process Final Guidance* or that has rejected an invitation to become a Participating Agency.

Interested Agencies will be placed on the project's mailing list and will receive publications and notifications that would normally be transmitted to the public. Interested Agency's have the opportunity to review and comment as provided for under NEPA and as described under the public coordination points of this plan (Section 3.3). However, comments made by Federal Interested Agencies that have declined an invitation to be a Participating Agency will be reviewed and considered within the context provided for under Section 2.2 of this plan and within the *SAFETEA-LU Environmental Review Process Final Guidance*.

Attachment E identifies the project's Interested Agencies, if there are any. Attachment E will be updated regularly by Metro to reflect the current status of the affected agencies.

## 2.4 Agency Coordination Goals and Objectives

Metro, TriMet and FTA have established the following agency consultation goals for the Lake Oswego to Portland Transit Project:

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

*Objective A.1* Engage affected agencies regarding the scoping of effects to be evaluated, alternatives to be considered, design development, mitigation measures and project purpose and need.

*Objective A.2* Coordinate with resource agencies based on the positive relationships Metro, TriMet and FTA have developed to date and enhance those relationships through this project.

**Goal B:** Avoid substantial design changes during permit review.

*Objective B.1* Address resource agency feedback and concerns during project development, design, and mitigation by exercising early and continuous communication throughout the process.

## 2.5 Agency Coordination Approach and Logistics

The general approach to agency coordination with identified Participating Agencies for the Lake Oswego to Portland Transit Project is outlined below:

- Identify affected and interested agencies.
- Make official contact with potentially interested agencies in order to invite their participation in an informational meeting and field tour and provide general project information (see agency contact list below).
- Hold an agency Scoping meeting for the EIS. A comment period of at least 30 days following notification of availability will be provided to Participating Agencies and other agencies for furnishing input on scoping, project purpose and need and project alternatives.
- Issue Notice of Intent to publish an EIS in the *Federal Register* (see Attachment B).
- Make official contact with affected agencies in order to invite their participation as Cooperating Agencies, where appropriate.
- Invite those agencies with interest to become Participating Agencies.
- Coordinate with Cooperating and Participating agencies to provide them the opportunity to review and comment on draft EIS analysis methods, as appropriate.
- Meet with representatives of Cooperating and Participating agencies as needed throughout EIS and project development to review issues.

- Provide a preliminary review copy of the pertinent sections/chapters of the Draft EIS for Cooperating Agency review and comment.
- Provide a 45 to 60 review and comment period on the DEIS, when notification of its publication is issued in the *Federal Register*.
- Provide a preliminary review copy of the pertinent sections/chapters of the Final EIS for Cooperating Agency review and comment.
- Provide a minimum 30-day waiting period for agency comment on the FEIS, when notification of its publication is issued in the *Federal Register*.
- Seek to 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.

## **2.6 Participating Agency Section 6002 Coordination Points**

This section provides a description of the project’s Section 6002 agency coordination points, summarizing the content of the coordination point (typically, but not exclusively, a review and comment opportunity on a draft document) and, if appropriate, the time interval associated with that 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 in compliance with this Coordination Plan and the US DOT’s Section 6002 guidance.

This section categorizes the Section 6002 agency coordination points as follows: 1) invitations to participate; 2) Scoping (which includes Purpose and Need, Range of Alternatives, Range of Disciplines); 3) the Section 6002 Coordination Plan; 4) analysis methods; 5) draft chapters/ sections of the DEIS; 6) draft chapters/sections of the FEIS; 7) the Record of Decision; and 8) activities during final design and construction. There are no Section 6002 agency coordination points for this project other than those listed in this section. Metro, TriMet and FTA may, with cause and at their discretion, extend the time intervals specified herein without the need to amend this plan – however, any reduction in the specified intervals would require Metro, TriMet and FTA to amend this plan in compliance with the amendment process described in Section 2.6.3. Table 2.6-1 lists the project’s Section 6002 agency coordination points and the time intervals associated with each.

### **2.6.1 Invitations to Participate**

Metro, TriMet and FTA, as the project’s lead agencies, will agree upon the Federal, state, regional and local agencies/jurisdictions to invite to be the project’s Participating Agencies, as described in Section 2.2 of this Coordination Plan and in compliance with SAFETEA-LU Section 6002: Section 139(d). Metro, TriMet and/or FTA will notify the identified agencies/ jurisdictions as to their proposed project status and those agencies/jurisdictions will be provided a time interval within which to accept or reject that status.



**Table 2.6-1  
Lake Oswego Streetcar Project's Section 6002 Agency Coordination Points and  
Participating Agency Review/Comment Intervals**

Coordination Point	Interval <sup>1</sup>	Notes
Invitations to Participate	30 days <sup>2</sup>	
Scoping	33 days <sup>3</sup>	Occurred: September 12 to October 15, 2007
<i>Purpose and Need Statement</i>		
<i>Range of Alternatives</i>		
<i>Range of Probable Effects</i>		
Coordination Plan	30 days <sup>4</sup>	
Analysis Methods	21 to 28 days	See Attachment G <sup>5</sup>
Draft DEIS Chapters/Sections	21 to 28 days	See Attachment G <sup>5, 6</sup>
Draft FEIS Chapters/Sections	21 to 28 days	See Attachment G <sup>5, 7</sup>
Record of Decision	180 days <sup>8</sup>	

Source: Metro/FTA; June 2009.

<sup>1</sup> See the Page I of this Coordination Plan for a definition of terms as used within this Coordination Plan, specifically "interval" and "days." Unless specified, the intervals are the calendar days provided for review and comment.

<sup>2</sup> The interval of days for the invitation to participate are the number of days that Participating Agency are provided to respond to FTA's and/or Metro's invitation to become a project Participating Agency. See sections 2.2 and 2.6.1 for more detail.

<sup>3</sup> Any agency or jurisdiction that accepts an invitation to become a project Participating Agency and that did not receive notice of availability on September 12, 2007, or April 16, 2008, to review and comment on the project's purpose and need statement, range of alternatives and range of probable effects will be provided a subsequent opportunity with a duration of 30 days for review and comment.

<sup>4</sup> After the Coordination Plan is adopted as final by Metro, TriMet and FTA, Participating Agencies will be provided 14 days to comment on any proposed revisions to the Coordination Plan.

<sup>5</sup> Participating Agencies are provided the opportunity to review and comment on analysis methods and D/F EIS chapters/sections as specified in Attachment G. The review/comment intervals in Attachment G can vary by discipline and by Participating Agency. The review intervals within Attachment G will be finalized through a review process and Metro/FTA will provide all draft analysis methods and D/FEIS chapters/sections that Participating Agencies request through that review process.

<sup>6</sup> A 45 to 60-day public and agency comment period on the published DEIS will be provided by Metro, TriMet and FTA.

<sup>7</sup> A waiting period of thirty days will follow publication of the notice of availability of the Final EIS in order to provide Federal agencies that find the project to be environmentally unsatisfactory in order to refer the decision to CEQ ( 40 CFR 1504).

<sup>8</sup> With a Notice of Final Federal Agency Action for the ROD published in the *Federal Register*, a claim seeking judicial review of the Federal agency action will be barred unless the claim is filed within 180 days after publication in the *Federal Register*, per Section 6002(a) of SAFETEA-LU, codified as 23 U.S.C. §139(l).

The timing of all invitations to become a project Participating Agency is solely at the discretion of Metro, TriMet and FTA. Metro, TriMet and/or FTA will provide an interval of 30 days for agencies/ jurisdictions to respond to the invitation to become a project Participating Agency. Section 2.2 of this Coordination Plan provides additional detail on the Participating Agency roles and responsibilities and on the invitation process. The project's Participating Agencies are not required to be notified by Metro, TriMet or FTA of invitations extended to other agencies/jurisdictions to become a Participating Agency.

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

## 2.6.2 NEPA Scoping

This section describes the following Section 6002 agency coordination points that occurred during the project's Scoping phase: 1) Purpose and Need (consistent with SAFETEA-LU

Section 6002: Section 139(f)); 2) range of alternatives (consistent with SAFETEA-LU Section 6002: Section 139(f)(4)(B)); and 3) range of disciplines.

On September 12, 2007, in coordination with the FTA, Metro invited approximately 19 agencies and jurisdictions to participate in a Scoping meeting for the Lake Oswego to Portland Transit Project. The meeting notification included an invitation to the agencies to comment on the project's proposed Purpose and Need Statement, range of alternatives and range of probably impacts. The letter of invitation included a copy of the proposed Purpose and Need Statement and a map of the proposed range of alternatives. The agencies that received an invitation to the September 2007 Scoping meeting are noted in Appendix E. This agency distribution list was used for the Scoping coordination points because Metro, TriMet and FTA had not yet concluded the Participating Agency invitation and selection process.

The project's Notice of Intent to publish an EIS was issued in the *Federal Register* on April 16, 2008, and it included and solicited comments on: 1) a description of the alternatives proposed to be studied further in the Draft EIS (based on Metro Resolution No. 07-3887A); 2) a preliminary Purpose and Need Statement; and, 3) a list of the project's probable effects on the environment (i.e., the environmental disciplines to be addressed in the EIS). Metro, TriMet and FTA provided an interval of 93 days to review and comment on these three elements of the NEPA Scoping coordination point.

In addition to publishing the project's Notice of Intent in the *Federal Register*, Metro issued a news release on April 17, 2008 summarizing the Notice of Intent and requesting comments on the Scoping coordination point items through July 18, 2008. The Notice of Intent invited the public and agencies/jurisdictions to attend a project Scoping meeting, which was held on April 21, 2008. Metro published notice of the Scoping meeting in community newspapers on April 9 and 10, 2008, including publication in *The Oregonian's* Southwest zone on April 10, 2008. At that time, Metro distributed a postcard to its project mailing list announcing the Scoping meeting and inviting comment on the project's proposed Scoping coordination point elements.

Agencies/jurisdictions that were not on the September 2007 or April 2008 Scoping meeting mailing lists that become Participating Agencies before the conclusion of Scoping will be afforded the opportunity to comment on the project Scoping Milestones based on the notification and review intervals specified in Table 2.6-1. Metro will prepare a *Scoping Report* that documents all public and agency comments received during the Scoping comment periods.

After reviewing and considering comments made during the Scoping comment periods, Metro, TriMet and FTA will establish the project's final Purpose and Need Statement and the final range of alternatives and disciplines to be studied and addressed in the project's DEIS. Further, project staff will conduct additional conceptual design refinement and preliminary analysis of alternatives to assist Metro, TriMet and FTA in determining the range of reasonable alternatives that meet the project's Purpose and Need to be studied further in the DEIS. After they are established by Metro, TriMet and FTA, Metro, TriMet and/or FTA will electronically transmit to the Participating Agencies the project's final Purpose and Need Statement and range of alternatives.

### **2.6.3 Section 6002 Coordination Plan**

As noted, a primary purpose of this Coordination Plan, consistent with SAFETEA-LU Section 6002: Section 139(g)(1)(A), is to inform the project's agencies/jurisdictions (and the public) on the public and 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. A draft of this Coordination Plan will be distributed via email to the project's Participating Agencies or proposed Participating Agencies (Appendix E) or to the list of agencies invited to attend the agency Scoping Meeting, if Participating Agencies have not yet been invited. Comments from Participating Agencies on the draft Coordination Plan will be due 30 days after the Participating Agencies receive from Metro, TriMet and/or FTA: 1) an email notifying them that the draft Coordination Plan is available; and 2) the draft Coordination Plan.

Metro, TriMet and FTA will finalize the Coordination Plan after the close of the Participating Agency comment period and after considering comments received. In compliance with SAFETEA-LU Section 6002: Section 139(g)(1)(A) and (g)(1)(E)(i), Metro, TriMet and/or FTA will distribute the final Coordination Plan to Participating Agencies via e-mail and will post the plan on the project's web page.

After the final Coordination Plan is issued by Metro, TriMet and FTA, it may be revised from time to time. If it is to be revised, Metro, TriMet and/or FTA will distribute a draft revised Coordination Plan to the project's Participating Agencies for review and comment. The review and comment period for proposed revisions to the Coordination Plan will be 14 days. After the close of the comment period, FTA, Metro and TriMet will issue a final revised Coordination Plan, with revisions noted in Attachment A.

Metro, TriMet and FTA may extend the time intervals for review and comment as specified in the Coordination Plan, for both agencies and the public, with good cause and without revising the plan; but the time intervals for review and comment specified within the Coordination Plan may not be reduced without revising the plan.

### **2.6.4 Analysis Methods**

Metro, TriMet and FTA will provide Participating Agencies with documentation of the proposed analysis methods for the EIS, as per SAFETEA-LU Section 6002: Section 139(f)(4)(C) and consistent with the approach described under Question 38 of the *SAFETEA-LU Environmental Review Process – Final Guidance*. Analysis methods will be prepared for each of the discipline areas selected to be addressed in the project's EIS, each complying with its own set of laws, regulations and guidance (if applicable).

Table G-1 of Attachment G lists the set of analysis methods to be distributed to each Participating Agency by indicating the review interval allowed for each analysis method (if a cell in the table is blank, then the corresponding draft analysis method would not be provided to that Participating Agency for review and comment). Metro, FTA and the Participating Agency will finalize the list of the proposed analysis methods to be forwarded to that Participating Agency. All analysis methods requested by a Participating Agency through its review and

comment on this Coordination Plan will be included in Table G-1 of Attachment G and will be forwarded to the Participating Agency for review and comment. The time intervals available for Participating Agency review and comment on the proposed analysis methods for the EIS are specified in Table G-1 of Attachment G, generally ranging from 21 to 28 days.

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

The analysis methods may be revised from time to time. If an analysis method is to be substantively revised, Metro, TriMet and FTA will provide the Participating Agencies that are designated to receive drafts of the methodology in Table G-1 with the proposed revised analysis method. Metro, TriMet and FTA will provide a review and comment period of 14 days for draft revised analysis methods, unless Metro, TriMet and FTA determine that the proposed revision is relatively complex requiring a review period as specified in the then-current Table G-1 in Attachment G. Metro, TriMet and FTA will finalize the amended analysis methods after considering the comments received from the Participating Agencies during the comment period. Metro, TriMet and/or FTA will distribute electronically the final revised analysis methods to the Participating Agencies.

### **2.6.5 Draft EIS**

Participating Agencies will receive draft DEIS chapters/sections for a review period prior to publication of the DEIS in the *Federal Register*. Table G-2 of Attachment G lists the set of draft DEIS chapters/sections to be distributed to each Participating Agency by indicating the review interval allowed for each chapter/section (if a cell in the table is blank, then the corresponding draft DEIS chapter/section would not be provided to that Participating Agency for review and comment). Metro, FTA and the Participating Agency will finalize the list of the draft DEIS chapters/ sections to be forwarded to that Participating Agency. All draft DEIS chapters/sections requested by a Participating Agency through its review and comment on this Coordination Plan will be included in Table G-2 of Attachment G and will be forwarded to the Participating Agency for review and comment.

The time intervals available for Participating Agency review and comment on the draft DEIS chapters/sections are specified in Table G-2 of Attachment G, generally ranging from 21 to 28 days. Metro, TriMet and FTA will finalize the DEIS chapters/sections, considering comments received from the Participating Agencies during the draft DEIS chapter/section comment period.

A DEIS comment period of not less than 45 days and not more than 60 days will follow publication and notification of availability of the Draft EIS (final determination of the duration of the Draft EIS comment period will be made by the two Lead Agencies). Notification of availability of the DEIS will be published in the *Federal Register* and sent via e-mail to the Participating Agencies. The DEIS will be distributed electronically to Participating Agencies concurrent with or shortly following notification of its availability (e.g., via a web page link, FTP site, delivered CD, etc.). In compliance with NEPA, one or more public hearings will be

held by the project no sooner than 15 days after publication of a Notice of Availability for the DEIS in the *Federal Register* and before the conclusion of the comment period.

The locally preferred alternative will be adopted by the Metro Council after consideration of: 1) the Draft EIS; 2) public and agency comment received during the DEIS comment period; and 3) recommendations of other agencies. The locally preferred alternative will be included in and form the basis of the Final EIS. In compliance with NEPA, all agency/ jurisdiction comments received by the project during the DEIS comment period will be documented and addressed in the project's FEIS.

### **2.6.6 Final EIS**

Participating agencies will receive draft FEIS chapters/sections for a review period prior to publication of the FEIS in the *Federal Register*. Table G-3 of Attachment G lists the set of draft FEIS chapters/sections to be distributed to each Participating Agency by indicating the review interval allowed for each chapter/section (if a cell in the table is blank, then the corresponding draft FEIS chapter/section would not be provided to that Participating Agency for review and comment). Metro, FTA and the Participating Agency will finalize the list of the draft FEIS chapters/ sections to be forwarded to that Participating Agency. All draft FEIS chapters/sections requested by a Participating Agency through its review and comment on this Coordination Plan will be included in Table G-3 of Attachment G and will be forwarded to the Participating Agency for review and comment.

The time intervals available for Participating Agency review and comment on the draft FEIS chapters/sections are specified in Table G-3 of Attachment G, generally ranging from 21 to 28 days. Metro, TriMet and FTA will finalize the FEIS chapters/sections, considering comments received from the Participating Agencies during the draft FEIS chapter/section comment period. Metro and TriMet will work with FTA to address comments received from Participating Agencies during the comment period on the draft Final EIS. Metro and/or FTA will issue notification of availability of the Final EIS in the *Federal Register* and in an email to the project's Participating Agencies.

The Final EIS will be distributed electronically to Participating Agencies (e.g., via an FTP site, via a delivered CD, etc.), concurrent with or shortly following notification of its availability. The Final EIS will include responses to all agency (and public) comments received on the Draft EIS during the DEIS comment period. A waiting period of thirty days will follow publication of the notice of availability of the Final EIS to provide Federal agencies that find the project to be environmentally unsatisfactory the opportunity to refer the decision to CEQ ( 40 CFR 1504).

### **2.6.7 Record of Decision (ROD)**

After the FEIS waiting period has elapsed, FTA will issue a ROD containing its specific environmental decisions and approvals on the project and itemizing any mitigation measures incorporated into the project, per 40 CFR 1505.2. The ROD will be distributed to Participating Agencies electronically and a Notice of Final Federal Agency Action will be published by FTA in the *Federal Register*. With the *Federal Register* notice, a claim seeking judicial review of the

Federal agency action will be barred unless the claim is filed within 180 days after publication in the *Federal Register*, per Section 6002(a) of SAFETEA-LU, codified as 23 U.S.C. §139(l).

## **2.6.8 Final Design and Construction**

TriMet and FTA will continue to coordinate with the project's Participating Agencies throughout final design and construction, specifically to obtain permits and other approvals. This Coordination Plan will be amended, if appropriate, during the initiation of final design and project construction to incorporate coordination points and review/comment periods for permitting, licensing and approvals needed after adoption of the project's ROD.

## **2.7 Agency Contact Information**

Attachment F provides contact information for the project's affected agencies: Lead Agencies; Cooperating Agencies (if any); Participating Agencies; and Interested Agencies (if any). 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 2.6 for detail). Attachment F will be revised by Metro as needed, reflecting contact information provided by the agencies. Invitations to become a project Participating Agency will request the contact information. Attachment F is not a part of this Coordination Plan and may be changed by Metro as needed without complying with the revision process outlined in Section 2.6.

## **3 Public Coordination**

This section includes a summary of the project's public coordination goals and approach and specifies the project's notification, availability, review, comment and adoption process for the public's involvement in the public Section 6002 Coordination Points.

### **3.1 Public Coordination Goals**

The goal of the Lake Oswego to Portland Transit Project is for Metro, TriMet and FTA to work with local public transportation agencies, local jurisdictions and Federal, state and local agencies to create an open public involvement process with ample opportunities to inform and involve the public. Throughout the project's timeline, citizens, businesses, organizations and interest groups will have extensive opportunities to interact with and receive responses from project team members on issues of interest or concern to them.

### **3.2 Public Coordination Plan and Approach**

Metro has prepared a Public Involvement Plan for the project, which is included in Attachment H. The Public Involvement Plan is consistent and complies with this Coordination Plan. The Public Involvement Plan may be changed from time to time by Metro, the local Lead agency, without triggering the need to revise this Coordination Plan.

The overall public involvement approach will be to ensure that the public involvement program:

- Provides meaningful opportunities for early and continued participation by all interested stakeholders;
- Generates feedback to the project team at key stages in the project development, evaluation, and decision processes so that the development and evaluation of alternatives incorporates community issues in a timely and responsive manner, and that public input is considered in the selection of the preferred alternative;
- Provides a process and more than one feedback venue so that project alternatives and priorities reflect the participation of the public; and,
- Facilitates participation that meets the expectations of the project's Public Involvement Plan.

The Project's Public Involvement Plan complies with:

- Requirements of NEPA by ensuring that public comment is addressed through the environmental review process;
- Executive Order on Environmental Justice (EO 12898 – 1994) by ensuring that populations of concern, including minority and low-income populations, are provided with adequate opportunities to participate;
- Requirements of Title VI Civil Rights Act of 1964 by ensuring that all citizens, regardless of race, income, or physical limitations, have the opportunity to participate;
- SAFETEA-LU Section 6002 requirements for public coordination; and,
- The Coordination Point processes and intervals defined in Section 3.3 of this Coordination Plan.

### **3.3 Public Section 6002 Coordination Points**

This section provides a description of the project's Section 6002 public coordination points, summarizing the content of the coordination point (typically, but not exclusively, a review and comment opportunity on a draft document) and, if appropriate, the time interval associated with that coordination point. While most of the project's public coordination points have yet to occur, some have already taken place; the coordination points that have already occurred are described herein and are in compliance with this Coordination Plan and the US DOT's Section 6002 guidance.

This section categorizes the Section 6002 public coordination points as follows: 1) Scoping (which includes Purpose and Need, Range of Alternatives, Range of Disciplines); 2) the Section 6002 Coordination Plan; 3) the DEIS; 4) the FEIS; and 5) the Record of Decision. There are no Section 6002 public coordination points for this project other than those listed in this section. Metro, TriMet and FTA may, with cause and at their discretion, extend the time intervals specified herein without the need to amend this plan – however, any reduction in the specified intervals would require Metro, TriMet and FTA to amend this plan in compliance with the amendment process described in Section 2.6.3. Table 3.3-1 lists the project's Section 6002 public coordination points and the time intervals associated with each.

**Table 3.3-1  
Lake Oswego Streetcar Project Section 6002 Coordination Points and  
Public Review/Comment Intervals**

Coordination Point	Interval <sup>1</sup>	Notes
Scoping	93 days	Occurred: April 16 to July 18, 2008
<i>Purpose and Need Statement</i>		
<i>Range of Alternatives</i>		
<i>Range of Probable Effects</i>		
Coordination Plan	N/A <sup>2</sup>	Made available for information. <sup>2</sup>
DEIS Chapters/Sections	45 to 60 days <sup>3</sup>	
Draft FEIS Chapters/Sections	N/A <sup>4</sup>	Made available for information. <sup>4</sup>
Record of Decision	180 days <sup>5</sup>	

Source: Metro/FTA; June 2009.

Note: N/A = not applicable.

<sup>1</sup> See the Page I of this Coordination Plan for a definition of terms as used within this Coordination Plan, specifically “interval” and “days.” Unless specified, the intervals are the calendar days provided for review and comment.

<sup>2</sup> Following its finalization by Metro, TriMet and FTA, the Coordination Plan will be posted on the project’s web page and made available at the Metro main office for public review.

<sup>3</sup> A 45 to 60-day public and agency comment period for the published DEIS will be provided by Metro, TriMet and FTA.

<sup>4</sup> While the public will be notified of the availability of the published FEIS, there will be no public comment opportunity on the FEIS. A waiting period of thirty days will follow publication of the notice of availability of the Final EIS in order to provide Federal agencies that find the project to be environmentally unsatisfactory in order to refer the decision to CEQ ( 40 CFR 1504).

<sup>6</sup> With a Notice of Final Federal Agency Action for the ROD published in the *Federal Register*, a claim seeking judicial review of the Federal agency action will be barred unless the claim is filed within 180 days after publication in the *Federal Register*, per Section 6002(a) of SAFETEA-LU, codified as 23 U.S.C. §139(l).

### 3.3.1 NEPA Scoping

This section describes the following Section 6002 public coordination points that occurred during the project’s Scoping phase: 1) Purpose and Need (consistent with SAFETEA-LU Section 6002: Section 139(f); 2) range of alternatives (consistent with SAFETEA-LU Section 6002: Section 139(f)(4)(B); and 3) range of disciplines. Scoping was initiated by Metro, TriMet and FTA on April 16, 2008, with the publication of the project’s Notice of Intent to publish an EIS (see Attachment B).

The project’s Notice of Intent included and solicited comments on: 1) a description of the alternatives proposed to be studied further in the Draft EIS (based on Metro Resolution No. 07-3887A); 2) a preliminary Purpose and Need Statement; and, 3) a list of the project’s probable effects on the environment (i.e., the environmental disciplines to be addressed in the EIS). Agencies/jurisdictions and the public were provided with an interval of 93 days to review and comment on these three elements of the NEPA Scoping coordination point.

In addition to publishing the project’s Notice of Intent in the *Federal Register*, Metro issued a news release on April 17, 2008 summarizing the Notice of Intent and requesting comments on the Scoping coordination point items through July 18, 2008. The Notice of Intent invited the public and agencies/jurisdictions to attend a project Scoping meeting, which was held on April 21, 2008. Metro published notice of the Scoping meeting in community newspapers on April 9 and 10, 2008, including publication in *The Oregonian’s* Southwest zone on April 10, 2008. At that time, Metro distributed a postcard to its 2,053 member project mailing list on April 8, 2008 announcing the Scoping meeting and inviting comment on the project’s proposed Scoping coordination point elements. Eighty-four people attended the Scoping meeting.



Metro will prepare a *Scoping Report* in July 2009 that documents all public and agency comments received during the Scoping comment periods. After reviewing and considering those comments, Metro, TriMet and FTA will establish the project's final Purpose and Need Statement and the final range of alternatives and disciplines to be studied and addressed in the project's DEIS. Further, project staff will conduct additional conceptual design refinement and preliminary analysis of alternatives to assist Metro, TriMet and FTA in determining the range of reasonable alternatives that meet the project's Purpose and Need to be studied further in the DEIS. After they are established by Metro, TriMet and FTA, Metro will post the final Purpose and Need Statement and range of alternatives on the project's web page.

### **3.3.2 Section 6002 Coordination Plan**

Metro, TriMet and FTA will finalize the Coordination Plan after the close of the Participating Agency comment period on the draft Coordination Plan and after considering comments received (see Section 2.6.3 for more detail). In compliance with SAFETEA-LU Section 6002: Section 139(g)(1)(A) and (g)(1)(E)(ii), will make the final Coordination Plan available to the public by posting the final Coordination Plan on the project's web page.

### **3.3.3 Draft EIS**

A DEIS comment period of not less than 45 days and not more than 60 days will follow publication and notification of availability of the DEIS (final determination of the duration of the Draft EIS comment period will be made by the three Lead Agencies). Notification of availability of the DEIS will be published in the *Federal Register* and a local major media (e.g., *The Oregonian*), via the project's mailing list and on the project web site. The DEIS will be distributed or made available to the public in the following ways: electronic posting on the project's web page; printed and electronic versions at Metro's main office during normal business hours; a printed version at local libraries during normal business hours; and electronic and/or printed versions of the DEIS mailed and/or e-mailed to members of the public that have requested it. The DEIS may be distributed to the public via additional methods as defined in the project's Public Involvement Plan. In compliance with NEPA, one or more public hearings will be held by the project no sooner than 15 days after publication of a Notice of Availability for the DEIS in the *Federal Register* and before the conclusion of the comment period.

The locally preferred alternative will be adopted by the Metro Council after consideration of: 1) the Draft EIS; 2) public and agency comment received during the DEIS comment period; and 3) recommendations other agency. The locally preferred alternative will be included in and form the basis of the Final EIS. In compliance with NEPA, all agency/ jurisdiction comments received by the project during the DEIS comment period will be documented and addressed in the project's FEIS.

### **3.3.4 FEIS**

Notification of availability of the FEIS will be published in the *Federal Register* and a local major media (e.g., *The Oregonian*), via the project's mailing list and on the project web site. The FEIS will be distributed or made available to the public in the following ways: electronic

posting on the project's web page; printed and electronic versions of the FEIS will be available at Metro's main office during normal business hours; printed version of the FEIS will be available at local libraries during normal business hours; and electronic and/or printed versions of the FEIS will be mailed or e-mailed to members of the public that have requested it and to all known members of the public that commented on the DEIS. The FEIS may be distributed to the public via additional methods as defined in the project's Public Involvement Plan.

The Final EIS will include responses to all agency and public comments received on the DEIS during the DEIS comment period. A waiting period of thirty days will follow publication of the notice of availability of the FEIS to provide Federal agencies that find the project to be environmentally unsatisfactory the opportunity to refer the decision to CEQ ( 40 CFR 1504).

### **3.3.5 ROD**

After the FEIS waiting period has elapsed, FTA will issue a ROD containing its specific environmental decisions and approvals on the project and itemizing any mitigation measures incorporated into the project, per 40 CFR 1505.2. The ROD will be made available to the public electronically on the project's web page and in hard copy at Metro's main office during normal business hours. Further, Notice of Final Federal Agency Action will be published in the *Federal Register*. With the *Federal Register* notice, a claim seeking judicial review of the Federal agency action will be barred unless the claim is filed within 180 days after publication in the *Federal Register*, per Section 6002(a) of SAFETEA-LU, codified as 23 U.S.C. § 139(l).

### **3.3.6 Final Design and Construction**

While TriMet and FTA will continue to coordinate with the public throughout the project's final design and construction phases, there are no Section 6002 Coordination Points that will occur during final design and construction.

## **3.4 Environmental Justice Compliance**

Executive Order 12898, issued by President Clinton in 1994, provides that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations." In the accompanying memorandum, President Clinton urged federal agencies to incorporate environmental justice principles into analyses prepared under the National Environmental Policy Act (NEPA) and emphasized the importance of public participation in the NEPA process.

In response to Executive Order 12898, the U.S. Department of Transportation issued the DOT Order, which outlines how environmental justice analyses should be performed and how transportation project decisions should be made to avoid disproportionately high and adverse effects on minority and low-income populations. The DOT Order requires agencies to do two things: (1) explicitly consider human health and environmental effects related to transportation projects that may have a disproportionately high and adverse effect on minority or low-income populations; and (2) implement procedures to provide "meaningful opportunities for public

involvement” by members of those populations during project planning and development (DOT Order § 5(b)(1)).

#### **4. Agency Issue Identification and Resolution**

A primary purpose of this Coordination Plan is to describe and facilitate good and timely communication between FTA, Metro, TriMet and the project’s Cooperating and Participating Agencies. By implementing and adhering to this plan, the project’s participants will be provided the opportunity to engage in a key tenant of NEPA and the environmental process: early and continuing identification of environmental issues that could substantially delay or prevent project approval. This section specifies how disagreements between the project’s participants will be addressed, if they emerge. This plan’s resolution process is consistent with the *SAFETEA-LU Environmental Review Process – Final Guidance* (see pages 39 to 41).

The Lead Agencies may, after due consideration of the concerns of the Participating Agencies, decide that a particular dispute is relatively minor and would, therefore, proceed without resorting to any dispute resolution process.

When there is disagreement on important issues of concern, the lead agencies may decide that the most effective approach would be to work out the disagreement in some formal or informal way. As per SAFETEA-LU and the Section 6002 Final Guidance, Metro and/or TriMet, as local Lead Agencies, or the Governor of Oregon may at any time request the FTA as Federal Lead Agency to convene issue resolution meetings. These meetings would seek to resolve with Participating Agencies issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project.

If resolution of major issues cannot be achieved, FTA must notify the Governor of Oregon, Congress and the Council on Environmental Quality (CEQ). FTA would publish any unresolved issues in the *Federal Register* (SAFETEA-LU Section 6002: Section 139(h)).



**Attachment A**  
**Lake Oswego to Portland Transit Project**  
**Section 6002 Coordination Plan Revisions**

<b>Date</b>	<b>Description of the Version and/or Changes Since the Prior Version</b>
August 6, 2009	Draft Coordination Plan prepared by Metro and TriMet, forwarded to the Federal Transit Administration for review and comment.

Source: Metro; August 2009.



**Attachment B**  
**Lake Oswego to Portland Transit Project**  
**Notice of Intent to Publish and Environmental Impact Statement**

Federal Register / Vol. 73, No. 74 / Wednesday, April 16, 2008 / Notices

20741

**DEPARTMENT OF TRANSPORTATION**

**Federal Transit Administration**

**Intent To Prepare an Environmental Impact Statement for the Lake Oswego to Portland Transit Project in the Portland, OR Metropolitan Area**

**AGENCY:** Federal Transit Administration (FTA), U.S. Department of Transportation (DOT).

**ACTION:** Notice of Intent to prepare an environmental impact statement.

**SUMMARY:** The Federal Transit Administration (FTA) and Metro (the regional government that serves the 25 cities and three counties of the Portland, Oregon metropolitan area), in cooperation with the cities of Lake Oswego and Portland, Clackamas and Multnomah counties; Oregon Department of Transportation (ODOT) and the Tri-County Metropolitan Transportation District of Oregon (TriMet), will prepare an Environmental Impact Statement (EIS) to evaluate the benefits and impacts of proposed transit improvements. Three alternatives are proposed: (1) A No-Build alternative that includes everything in the Metro Regional Transportation Plan, not including the proposed project, and with a continuation of present day bus service policies in place of the project; (2) a streetcar alternative that would extend the existing Portland Streetcar system approximately 1.2 miles to a short terminus in Johns Landing, or 5.7 miles to a terminus in downtown Lake Oswego, with connecting bus service in the corridor, and (3) an enhanced bus alternative with capital improvements between downtown Portland and Lake Oswego and connecting bus service to the rest of the corridor. FTA and Metro will prepare the EIS in accordance with FTA regulations (23 CFR 771 *et seq.*) implementing the National Environmental Policy Act (NEPA), and with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This Notice alerts interested parties of the intent to prepare the EIS, provides information on the nature of the proposed transit project, invites participation in the EIS process (including comments on the scope of the EIS proposed in this notice), and announces an upcoming public scoping meeting.

**DATES:** *Comment due date:* Written comments on the scope of the EIS, including the preliminary purpose and need for transit improvements in the corridor, the alternatives to be considered, the environmental and

community impacts to be evaluated, and any other project-related issues, should be sent to the Lake Oswego to Portland Transit Project, at the address below, by July 18, 2008. *Scoping meeting date:* A public scoping meeting will be held on April 21, 2008 at 6 p.m. at the location indicated in **ADDRESSES** below. Oral and written comments may be given at the scoping meeting. An agency scoping meeting was held on September 26, 2007, to collect comments of local, State and federal agencies with an interest in the proposed project.

**ADDRESSES:** Written comments on the scope of the EIS should be sent to Lake Oswego to Portland Transit Project, Metro, 600 NE Grand Avenue, Portland Oregon 97232. Comments may also be offered at the public scoping meeting. The public scoping meeting will be at: Community Room, Lakewood Center for the Arts, 368 S. State Street, Lake Oswego, OR 97034. This meeting place is accessible to persons with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, may contact Karen Withrow at (503) 797-1932 at least 48 hours before the meeting. A scoping information packet will be available before the meeting on the Metro Web site ([www.metro-region.org](http://www.metro-region.org)) or by calling Karen Withrow at (503) 797-1932; copies will also be available at the public scoping meeting.

**FOR FURTHER INFORMATION CONTACT:** John Witmer, Community Planner, Federal Transit Administration, Region 10, (206) 220-7954.

**SUPPLEMENTARY INFORMATION:** *Scoping:* FTA and Metro invite all interested individuals and organizations, public agencies and Native American Tribes to comment on the scope of the EIS, including the project's proposed purpose and need, the proposed alternatives to be analyzed in the EIS and the proposed impacts to be evaluated. Each is described below.

*Background:* The Lake Oswego to Portland corridor is environmentally, topographically and physically constrained. Future roadway expansion is not anticipated and probably not feasible, and previous planning studies have concluded that a high capacity transit improvement is needed to provide additional corridor capacity. In 1988, a consortium of seven government agencies purchased the Willamette Shore Line right-of-way connecting Lake Oswego to Portland for the purpose of preserving the rail right-of-way for future rail transit services. The 2004 Regional Transportation Plan (RTP) identified the need for a corridor refinement plan for a high capacity

transit option for this corridor. Metro led a broad-based alternatives analysis that published its results in June 2007. After public review and comment, the Metro Council adopted Resolution No. 07-3887A, advancing three alternatives into an EIS. Public comment is summarized in a comment report dated January 2008.

*Preliminary statement of purpose of and need for the project.* The project is needed because mobility and traffic conditions in this corridor are projected to worsen as population and employment projections for Portland and Clackamas County continue to grow, especially on the west side of the Willamette River. The corridor already experiences long traffic queues, poor levels of service and significant capacity constraints at key locations. Travel times in the corridor for traffic and bus transit are unreliable due to congestion on Highway 43.

The purpose of the Portland to Lake Oswego Transit Project is to develop transit that meets future travel demand, supports local and regional land use plans, and garners public acceptance and community support; and which will:

- Increase the mobility and accessibility within the geographically constrained Highway 43 Corridor, connecting from the Portland Central City through the Lake Oswego Town Center.
- Minimize traffic and parking-related impacts to neighborhoods.
- Support and enhance existing neighborhood character in an environmentally sensitive manner.
- Cost-effectively increase corridor and system-wide transit ridership.
- Support transit-oriented economic development in Portland and Lake Oswego.
- Improve transportation access to and connectivity among significant destinations and activity centers.
- Increase transportation choices in the corridor, and access for persons with disabilities.
- Integrate effectively with other transportation modes.
- Anticipate future needs and impacts and not preclude future expansion opportunities.

The project's purpose and need statement will be finalized, using agency and public review and comment.

*The environmental process:* In accordance with NEPA, SAFETEA-LU Section 6002, and FTA's Section 5309 New Starts requirements, the project's environmental process has been divided into three general phases: Scoping; Alternatives Analysis/Draft EIS and

selection of the Locally Preferred Alternative (LPA); and Final EIS.

(1) *Scoping:* Metro and FTA will use the scoping process to identify participating agencies, and to develop, with the review and comment of participating agencies and the public: (a) The project's purpose and need, (b) the range of alternatives to be studied in the Alternatives Analysis/Draft EIS, and (c) the evaluation methodology, including a determination of the scope of the environmental analysis to be conducted for the EIS. The scoping process will include a public process that will include a variety of public and agency meetings, workshops, open houses, and comment opportunities. Metro will create and implement a comprehensive public involvement program and a public and agency involvement Coordination and Communication Plan. The coordination plan will be posted on the project Web site at the end of the scoping process. The public involvement program will include: outreach to local and county officials and community and civic groups; periodic meetings with various local agencies, organizations, and committees; a public hearing after release of the Draft EIS; and distribution of project newsletters and other information pieces.

(2) *Alternatives Analysis/Draft EIS:* During this phase, Metro and FTA will analyze and document the environmental benefits, costs, and impacts of the alternatives that were selected for further study as a result of the scoping process. This will build on the 2005-07 Lake Oswego to Portland Transit and Trail Study alternatives analysis to the extent appropriate. Also, the Alternatives Analysis FTA requires for New Starts and Small Starts projects will be completed. Metro and FTA will publish a Draft EIS documenting the alternatives analysis, evaluation of alternatives and the environmental evaluations required by NEPA during this phase. Following a formal public hearing on the Alternatives Analysis/Draft EIS and consideration of the comments received, this phase will conclude with selection of the locally preferred alternative, with public and participating agency input, by the Metro Council; the cities of Lake Oswego and Portland; Clackamas and Multnomah counties; ODOT; and TriMet.

(3) *Final EIS:* In preparing the Final EIS, further study necessary to respond to comments on the Draft EIS will be conducted, responses to all comments received will be prepared, and feasible and prudent mitigation identified in the Draft EIS for all adverse environmental



and community impacts will be further designed and committed to.

**Proposed alternatives:** Metro expects to analyze a no-build alternative and two build alternatives. Prior to beginning formal EIS analysis, a Johns Landing refinement plan will be undertaken to define alignments for streetcar in the John's Landing area of the City of Portland, using all or parts of the Willamette Shore Line right-of-way, SW Macadam Avenue, Johns Landing Master Plan alignment or combinations thereof. As defined by the Metro Council in Resolution No. 07-3887a adopted December 2007, the build alternatives are as follows: (1) *A Streetcar mode*, because among transit alternatives studied to date, Streetcar operation in a significant percentage of exclusive right-of-way (the Willamette Shore Line) has the highest forecast ridership, significantly faster travel times between key corridor destinations, and greater reliability. In peak travel periods, the Streetcar would provide faster travel times than autos between downtown and Lake Oswego. Faster travel time and higher reliability is gained through operation of streetcar in a significant percentage of exclusive right of way on the Willamette Shore Line. Streetcar would also have the lowest operating and maintenance costs of any alternative, including the No-Build. Streetcar development could leverage up to 3.3 million square feet of total new transit supportive development in Lake Oswego and Johns Landing. Streetcar would operate as an extension of the existing streetcar line that operates between NW 23rd Avenue and the South Waterfront. (2) *Enhanced Bus Mode*, because this would avoid the property impacts of the previously studied Bus Rapid Transit alternative while still providing improved service, bus pullouts, and better shelters and lighting at stations. Enhanced bus would operate in mixed traffic, which has implications for travel time, reliability and long-term efficiency of the line. Enhanced bus would serve as the base case for comparison of Streetcar alternatives in the EIS. The EIS will also include a no-build alternative. Metro will consider any additional reasonable transit alternatives identified during scoping that provide similar transportation benefits while reducing or avoiding adverse impacts.

**Probable effects:** NEPA requires Metro and FTA to evaluate, in a public setting, the significant impacts of the alternatives selected for study in the Draft EIS. Areas of investigation include, but are not limited to, land use, development potential, land acquisition and displacements, historic resources,

visual and aesthetic qualities, air quality, noise and vibration, energy use, safety and security, and ecosystems, including threatened and endangered species. The impacts will be evaluated for both the construction period and for the long-term period of operation. Measures to mitigate adverse impacts will be developed. Comments on potentially significant environmental impacts that may be associated with the proposed project and alternatives are welcomed.

In accordance with FTA policy and regulations, Metro and FTA will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements include, but are not limited to, the regulations of the Council on Environmental Quality and FTA implementing NEPA (40 CFR parts 1500-1508, and 23 CFR Part 771), the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93), the Section 404(b)(1) guidelines of EPA (40 CFR part 230), the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800), the regulation implementing section 7 of the Endangered Species Act (50 CFR part 402), Section 4(f) of the DOT Act (23 CFR 771.135), and Executive Orders 12898 on environmental justice, 11988 on floodplain management, and 11990 on wetlands.

**R.F. Krochalis,**

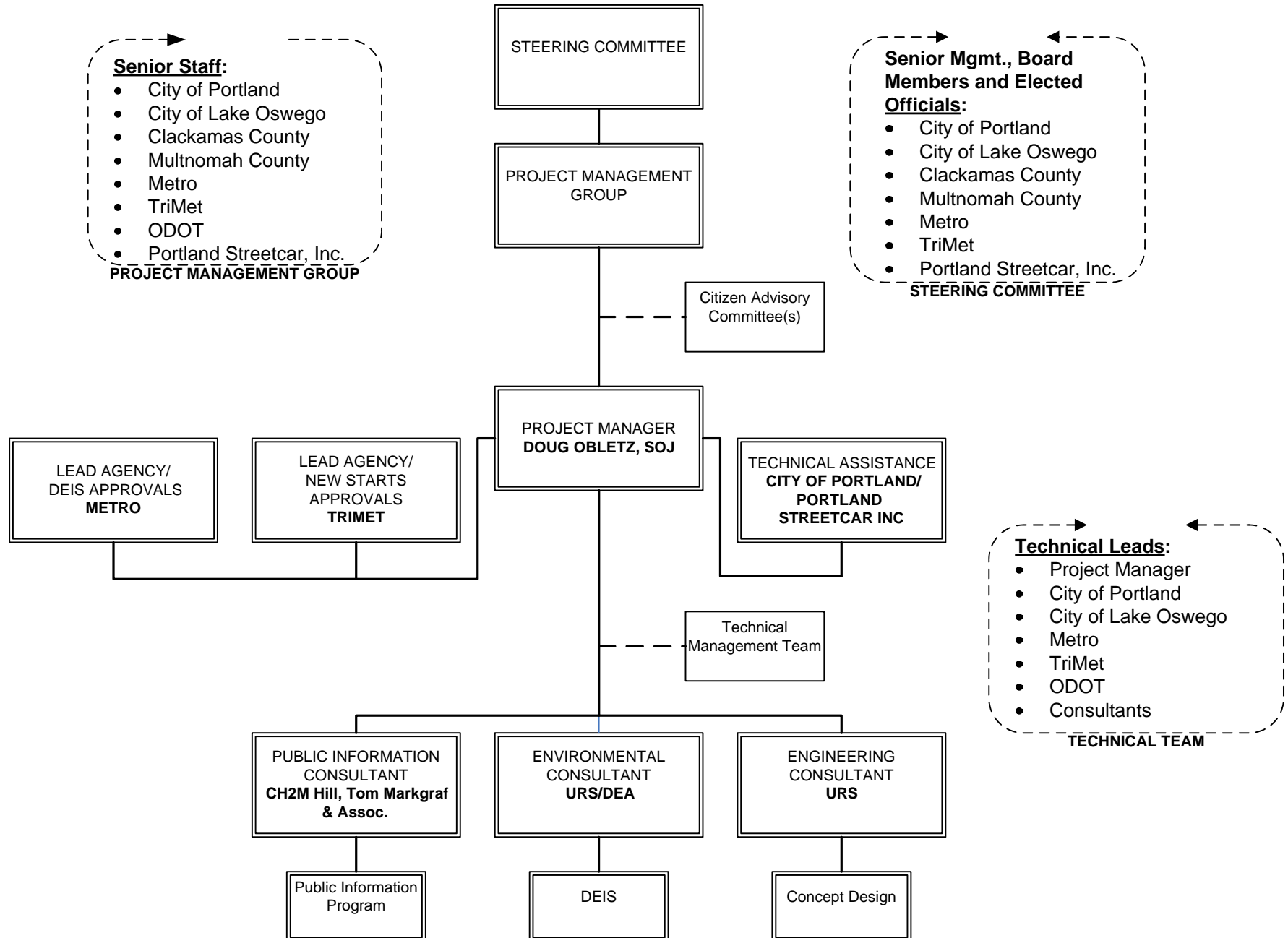
*Regional Administrator, Region 10, Federal Transit Administration.*

[FR Doc. E8-8189 Filed 4-15-08; 8:45 am]

BILLING CODE 4910-57-P



# LAKE OSWEGO TO PORTLAND TRANSIT PROJECT PROJECT ORGANIZATION





**Attachment D  
Lake Oswego to Portland Transit Project  
Purpose and Need**

**Lake Oswego to Portland Transit Project**

**DRAFT – Purpose and Need Statement  
August 3, 2009**

The **Purpose** of the project is to optimize the regional transit system by improving transit within the Lake Oswego to Portland Transit Corridor, while being fiscally responsive and by supporting regional and local land use goals. The project should maximize, to the extent possible, regional resources, economic development and garner broad public support. The project should build on previous corridor transit studies, analyses and conclusions and should be environmentally sensitive.

The **Need** for the project results from:

- Historic and projected increases in traffic congestion in the Lake Oswego to Portland Corridor due to increases in regional and corridor population and employment;
- Local and regional land use and development plans, goals and objectives that target the corridor for residential, commercial, retail and mixed-use development to help accommodate forecast regional population and employment growth;
- The topographic, geographic and built environment constraints within the corridor that limit the ability of the region to expand the highway and arterial infrastructure in the corridor;
- Lengthy and increasing transit travel times and deteriorating public transportation reliability in the corridor due to growing traffic congestion;
- The region's growing reliance on public transportation to meet future growth in travel demand in the corridor;
- Increasing operating expenses, combined with increasingly scarce operating resources, while demanding more efficient public transportation operations; and
- Limited options for transportation improvements in the corridor caused by the identification and protection of important natural, built and socioeconomic environmental resources in the corridor.



**Attachment E**  
**Lead and Proposed<sup>1</sup> Participating Agencies for the**  
**Lake Oswego to Portland Transit Project**

<b>Agency</b>	<b>Primary Contact</b>	<b>Notes/Status</b>
<b>Federal Lead Agency</b>		
Federal Transit Administration		
<b>Local Lead Agencies</b>		
Metro		
TriMet		
<b>Proposed Federal Participating Agencies</b>		
US Department of Interior		
US Army Corps of Engineers		
National Marine Fisheries Service		
Federal Highway Administration		
US Environmental Protection Agency		
US Fish and Wildlife Service		
Federal Railroad Administration		
<b>Tribes</b>		
		Contact Karen Quigley at Oregon Commission on Indian Services for a list of potentially-interested tribes.
<b>Proposed State of Oregon Participating Agencies</b>		
Oregon Parks and Recreation Department		
Oregon Department of Environmental Quality		
Oregon Department of Fish and Wildlife		
Oregon Land Conservation and Development		
Oregon State Historic Preservation Office		
Oregon Department of State Lands		
Oregon Department of Transportation		
<b>Proposed Local/Regional Participating Agencies</b>		
City of Portland		
Multnomah County		
Clackamas County		
North Clackamas Parks and Recreation		
City of Lake Oswego		
West Multnomah Soil and Water Conservation District		

Source: Metro; July 2009.

Note: This is an attachment to the *Lake Oswego to Portland Transit Project Section 6002 Coordination Plan* (draft – Metro: July 2009) – it may be amended by the Federal Transit Administration (FTA), Metro and TriMet as deemed appropriate, without requiring an amendment to the Coordination Plan. All agencies and jurisdictions included in this appendix, except for the tribal agencies, the US Department of Interior, the Federal Railroad Administration and the West Multnomah Soil and Water Conservation District, were invited to the project's agency Scoping meeting, held by the Federal Transit Administration and Metro on September 26, 2007.

<sup>1</sup> Proposed by Metro and TriMet. Upon agreement, Metro, TriMet and FTA will extend invitations to the other agencies listed in this appendix to become Participating Agencies for the Lake Oswego to Portland Transit Project. The process used to invited Participating Agencies is described in Section 2 – Agency Coordination of the Lake Oswego to Portland Transit Project Section 6002 Coordination Plan (draft – Metro: July 2009).





**Attachment F**  
**Contact Information for the lead and proposed<sup>1</sup> participating agencies for the**  
**Lake Oswego to Portland transit project**

Agency/Jurisdiction	Primary Contact	Address	Other Contacts
<b>Federal Lead Agency</b>			
Federal Transit Administration	John Witmer, Community Planner	FTA – Region 10 Jackson Federal Building 915 Second Ave., suite 3142 Seattle, WA 98174-1002	
<b>Local Lead Agencies</b>			
Metro	Jamie Snook	Metro 600 NE Grand Ave Portland, OR 97232	
TriMet	Joe Recker	TriMet 710 Holladay Street Portland, OR 97232	
<b>Proposed<sup>1</sup> Federal Cooperating Agencies</b>			
Federal Highway Administration	Jeff Graham, Operations Engineer	530 Center St. NE, suite 100 Salem, OR 97301	
US Army Corps of Engineers	Sheryl A. Carrubba, Operations Manager, Portland District	CENWP-OD-N:Carrubba 333 SW First Ave. Portland, OR 97208-2946	Dominic Yballe, Regulatory Project Manager (CEBWO-OD-G: Yballe)
<b>Proposed<sup>1</sup> Federal Participating Agencies</b>			
US Department of Interior	Willie R. Taylor, Director, Office of Environmental Policy and Compliance	Main Interior Building MS 2340 1849 C St. NW Washington, D.C. 20240	
National Marine Fisheries Service	Ben Meyer, Branch Chief	1201 NE Lloyd Blvd., suite 1100 Portland, OR 97232	Christy Fellas
US Environmental Protection Agency	Yvonne Vallette	805 SW Broadway Ave., suite 500 Portland, OR 97205	
US Fish and Wildlife Service	Paul Hensen, State Supervisor	2600 SE 98 <sup>th</sup> Ave., suite 100 Portland, OR 97266	
Federal Railroad Administration	Paul Wilson, Chief Inspector	500 Broadway St., suite 240 Vancouver, WA 98660	
<b>Tribes</b>			
Columbia River Inter-Tribal Fish Commission	Christine Golightly	729 NE Oregon St., suite 200 Portland, OR 97232	
Confederated Tribes of Grand Ronde	Michael Karnosh, Tribal Ceded Lands Coordinator	9615 Grand Ronde Road Grand Ronde, OR 97347	
Confederated Tribes of Siletz Indians	Delores Pigsley, Tribal Council Chairwoman	201 SE Swan Ave. Siletz, OR 97347	
Confederated Tribes of Warm Springs	Ron Suppah,	123 Veterans St.	

Tribal Council Chairman Warm Springs, OR 97761

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**Proposed<sup>1</sup> State of Oregon Participating Agencies**

Oregon Parks and Recreation Department	Tim Wood, Director	725 Summer St. NE, suite C, Parks Salem, OR 97301-1012	
Oregon Department of Environmental Quality	Dick Pedersen, Director	811 SW Sixth Ave. Portland, OR 97204	
Oregon Department of Fish and Wildlife	Jeff Boechler, Watershed Manager	17330 SE Evelyn St. Clackamas, OR 97045	
Oregon Department of Land Conservation and Development	Richard Whitman, Director	635 Capitol St. NE, suite 150 Salem, OR 97301-2540	Meg Fernekees 800 NE Oregon St., #18 suite 1 Portland, OR 97232
Oregon State Historic Preservation Office	Stephen Poyser, Review and Compliance Specialist	725 Summer St. NE, suite C Salem, OR 97301-1012	
Oregon Department of State Lands	Mike McCabe	725 Summer St. NE, suite 100 Salem, OR 97301-1279	
Oregon Department of Transportation	Jason Tell, Region 1 Manager	123 NW Flanders St. Portland, OR 97209-4037	

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**Proposed<sup>1</sup> Local/Regional Participating Agencies**

City of Portland	Mayor Sam Adams	1221 SW Fourth Ave., room 220 Portland, OR 97204	
Multnomah County	Commissioner Deborah Kafoury	501 SE Hawthorne Blvd. Portland, OR 97214	Peggidy Yates, Economic Development Policy Advisor
Clackamas County	Commissioner Lynn Peterson	2051 Kaen Road Oregon City, OR 97045	Elissa Gertler, Public/ Government Affairs Director
North Clackamas Parks and Recreation	Michelle Healy, Senior Planner	150 Beaver Creek Road Oregon City, OR 97045	
City of Lake Oswego	Brant Williams, Director of Economic and Capital Development	380 A Ave., third floor P.O. Box 369 Lake Oswego, OR 97034	
West Multnomah Soil and Water Conservation District	Dick Springer	2701 NW Vaughn St., suite 450 Portland, OR 97210	

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Source: Metro; July 2009.

Note: This is an attachment to the *Lake Oswego to Portland Transit Project Section 6002 Coordination Plan (draft – Metro: July 2009)* – it may be amended by the Federal Transit Administration (FTA), Metro and TriMet as deemed appropriate, without requiring an amendment to the Coordination Plan. This attachment specifies the lead contact for Participating Agencies for the purpose of notifications from the Lead Agencies.

<sup>1</sup> Proposed by Metro and TriMet. Upon agreement, Metro, TriMet and FTA will extend invitations to the other agencies listed in this appendix to become Participating Agencies for the Lake Oswego to Portland Transit Project. The process used to invited Participating Agencies is described in Section 2 – Agency Coordination of the Lake Oswego to Portland Transit Project Section 6002 Coordination Plan (draft – Metro: July 2009).

**Table G-1  
Draft Lake Oswego to Portland Transit Project Analysis Methods Disciplines and Intervals for Participating Agency Review/Comment**

<b>Analysis Methods Discipline</b>	<b>US DOI</b>	<b>USACE</b>	<b>NMFS</b>	<b>FHWA</b>	<b>US EPA</b>	<b>USFWS</b>	<b>FRA</b>	<b>OPRD</b>	<b>ODEQ</b>	<b>ODFW</b>	<b>ODLCD</b>	<b>OSHPO</b>	<b>ODSL</b>	<b>ODOT</b>	<b>City of Portland</b>	<b>City of Lake Oswego</b>	<b>Multnomah County</b>	<b>Clackamas County</b>	<b>NCPRD</b>	<b>WMSWCD</b>	<b>Tribe 1</b>	<b>Tribe 2</b>
Capital Cost Estimates				21																		
Operating Cost Estimates																						
Travel Demand Forecasting				21											21	21	21	21				
Transit							21								21	21	21	21				
Local and Regional Traffic				21			21								21	21	21	21				
Land use and Economic Development											21				21	21	21	21				
Property Acquisitions															21	21	21	21				
Noise and Vibration				21																		
Social and Neighborhoods											21				21	21	21	21				
Visual and Aesthetic															21	21	21	21				
Air Quality				21	21				21													
Biological Resources and Endangers Species	21	21	21		21	21				21			21									
Wetlands	21	21	21		21	21				21			21							21		
Water Resources and Floodplains	21	21	21		21	21				21			21							21		
Utilities and Energy															21	21	21	21				
Geology and Earthquake Design Standards																						
Hazardous Materials					21																	
Historic, Archaeological and Cultural Resources	28							28					28								28	28
Public Parks and Recreation Areas and Wildlife/Waterfowl Refuges	28							28					28		28	28	28	28	28		28	28
Sustainability and Greenhouse Gases					21				21						21	21	21	21				

Source: Metro, TriMet and FTA; July 2009.

Note: FTA = Federal Transit Administration; USDOI = US Department of Interior; USACE = US Army Corps of Engineers; NMFS = National Marine Fisheries Service; FHWA = Federal Highway Administration; USEPA = US Environmental Protection Agency; USFWS = US Fish and Wildlife Service; FRA = Federal Railroad Administration; OPRD = Oregon Parks and Recreation Department; ODEQ = Oregon Department of Environmental Quality; ODFW = Oregon Department of Fish and Wildlife; ODLCD = Oregon Department of Land Conservation and Development; OSHPO = Oregon State Historic Preservation Office; ODSL = Oregon Department of State Lands; ODOT = Oregon Department of Transportation.

This series of tables is an attachment to, but not an element of, the Lake Oswego to Portland Transit Project Section 6002 Coordination Plan – it may be revised by Metro, TriMet and FTA, in consultation with the Participating Agency/ies, without the need to amend the Coordination Plan. This table specifies the number of calendar days that Participating Agencies for the Lake Oswego to Portland Transit Project have to review and comment on discipline-specific draft analysis methods. The numbers within the table represent the number of calendar days available to the Participating Agencies for review and comment on the draft document (see the Coordination Plan’s definition of terms for the definition of “calendar days” and “availability”). If there is no number within a cell, that means that the corresponding draft document would not be delivered to the corresponding Participating Agency for review and comment. These dates are draft proposed and will be determined by Metro, TriMet and FTA and as requested by the Participating Agencies. Actual review periods for all or some may or may not overlap. Metro, TriMet and FTA may extend the review intervals upon request from a Participating Agency or with other cause for that agency without the requirement to change the review intervals for other agencies. Metro, TriMet and FTA must receive written concurrence from a Participating Agency to reduce the intervals once they are agreed upon by Metro, TriMet, FTA and the Participating Agency.

**Table G-2  
Draft Lake Oswego to Portland Transit Project DEIS Discipline-Specific Sections and Intervals for Participating Agency Review/Comment**

<b>Discipline-Specific Section</b>	<b>US DOI</b>	<b>USACE</b>	<b>NMFS</b>	<b>FHWA</b>	<b>US EPA</b>	<b>USFWS</b>	<b>FRA</b>	<b>OPRD</b>	<b>ODEQ</b>	<b>ODFW</b>	<b>ODLCD</b>	<b>OSHPO</b>	<b>ODSL</b>	<b>ODOT</b>	<b>City of Portland</b>	<b>City of Lake Oswego</b>	<b>Multnomah County</b>	<b>Clackamas County</b>	<b>NCPRD</b>	<b>WMSWCD</b>	<b>Tribe 1</b>	<b>Tribe 2</b>
Capital Cost Estimates				21																		
Operating Cost Estimates																						
Travel Demand Forecasting				21											21	21	21	21				
Transit							21								21	21	21	21				
Local and Regional Traffic				21			21								21	21	21	21				
Land use and Economic Development											21				21	21	21	21				
Property Acquisitions															21	21	21	21				
Noise and Vibration				21																		
Social and Neighborhoods											21				21	21	21	21				
Visual and Aesthetic															21	21	21	21				
Air Quality				21	21				21													
Biological Resources and Endangers Species	21	21	21		21	21				21			21									
Wetlands	21	21	21		21	21				21			21							21		
Water Resources and Floodplains	21	21	21		21	21				21			21							21		
Utilities and Energy															21	21	21	21				
Geology and Earthquake Design Standards																						
Hazardous Materials					21																	
Historic, Archaeological and Cultural Resources	28							28				28									28	28
Public Parks and Recreation Areas and Wildlife/Waterfowl Refuges	28							28				28			28	28	28	28	28		28	28
Sustainability and Greenhouse Gases					21				21						21	21	21	21				

Source: Metro, TriMet and FTA; July 2009.

Note: DEIS = Draft Environmental Impact Statement = FTA = Federal Transit Administration; USDOI = US Department of Interior; USACE = US Army Corps of Engineers; NMFS = National Marine Fisheries Service; FHWA = Federal Highway Administration; USEPA = US Environmental Protection Agency; USFWS = US Fish and Wildlife Service; FRA = Federal Railroad Administration; OPRD = Oregon Parks and Recreation Department; ODEQ = Oregon Department of Environmental Quality; ODFW = Oregon Department of Fish and Wildlife; ODLCD = Oregon Department of Land Conservation and Development; OSHPO = Oregon State Historic Preservation Office; ODSL = Oregon Department of State Lands; ODOT = Oregon Department of Transportation.

This series of tables is an attachment to, but not an element of, the Lake Oswego to Portland Transit Project Section 6002 Coordination Plan – it may be revised by Metro, TriMet and FTA, in consultation with the Participating Agency/ies, without the need to amend the Coordination Plan. This table specifies the number of calendar days that Participating Agencies for the Lake Oswego to Portland Transit Project have to review and comment on draft discipline-specific sections of the DEIS before it is published. The numbers within the table represent the number of calendar days available to the Participating Agencies for review and comment on the draft document (see the Coordination Plan’s definition of terms for the definition of “calendar days” and “availability”). If there is no number within a cell, that means that the corresponding draft document would not be delivered to the corresponding Participating Agency for review and comment. These dates are draft proposed and will be determined by Metro, TriMet and FTA and as requested by the Participating Agencies. Actual review periods for all or some may or may not overlap. Metro, TriMet and FTA may extend the review intervals upon request from a Participating Agency or with other cause for that agency without the requirement to change the review intervals for other agencies. Metro, TriMet and FTA must receive written concurrence from a Participating Agency to reduce the intervals once they are agreed upon by Metro, TriMet, FTA and the Participating Agency.

**Table G-3  
Draft Lake Oswego to Portland Transit Project FEIS Discipline Sections and Intervals for Participating Agency Review/Comment**

<b>Discipline Section</b>	<b>US DOI</b>	<b>USACE</b>	<b>NMFS</b>	<b>FHWA</b>	<b>US EPA</b>	<b>USFWS</b>	<b>FRA</b>	<b>OPRD</b>	<b>ODEQ</b>	<b>ODFW</b>	<b>ODLCD</b>	<b>OSHPO</b>	<b>ODSL</b>	<b>ODOT</b>	<b>City of Portland</b>	<b>City of Lake Oswego</b>	<b>Multnomah County</b>	<b>Clackamas County</b>	<b>NCPRD</b>	<b>WMSWCD</b>	<b>Tribe 1</b>	<b>Tribe 2</b>
Capital Cost Estimates				21																		
Operating Cost Estimates																						
Travel Demand Forecasting				21											21	21	21	21				
Transit							21								21	21	21	21				
Local and Regional Traffic				21			21								21	21	21	21				
Land use and Economic Development											21				21	21	21	21				
Property Acquisitions															21	21	21	21				
Noise and Vibration				21																		
Social and Neighborhoods											21				21	21	21	21				
Visual and Aesthetic															21	21	21	21				
Air Quality				21	21				21													
Biological Resources and Endangers Species	21	21	21		21	21				21			21									
Wetlands	21	21	21		21	21				21			21							21		
Water Resources and Floodplains	21	21	21		21	21				21			21							21		
Utilities and Energy															21	21	21	21				
Geology and Earthquake Design Standards																						
Hazardous Materials					21																	
Historic, Archaeological and Cultural Resources	28							28				28									28	28
Public Parks and Recreation Areas and Wildlife/Waterfowl Refuges	28							28				28			28	28	28	28	28		28	28
Sustainability and Greenhouse Gases					21				21						21	21	21	21				

Source: Metro, TriMet and FTA; July 2009.

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# Lake Oswego to Portland Transit Project Public Involvement Plan

## Project overview

The environmental analysis, or Draft Environment Impact Statement (DEIS), will begin in July 2009 and conclude in 2010 with the selection of a single Locally Preferred Alternative (LPA) to be advanced into preliminary engineering and a Final Environmental Impact Statement (FEIS).

Metro will lead the effort in coordination with the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, the Oregon Department of Transportation (ODOT), Portland Streetcar, Inc. and TriMet, guided by the National Environmental Policy Act (NEPA), as well as Metro's policies for public involvement and notice requirements. The project will be subject to review by the Federal Transit Administration prior to publishing the DEIS.

The DEIS will study proposed improvements to existing transit service by extending streetcar on the Willamette Shore Line right of way, Macadam Avenue or parts of both or by enhancing bus service. The DEIS will also evaluate a no-build option.

The enhanced bus alternative would operate on Southwest Macadam Avenue and Highway 43.

The streetcar alternative has alignment alternatives through Johns Landing including options that would operate partially on Highway 43/Macadam Avenue and an option that would use the Willamette Shore Line right of way. Additional design options in Lake Oswego may be developed, but the streetcar option would terminate near Albertsons on State Street.

In addition to the alignment and terminus options for streetcar, the DEIS will evaluate a minimum operable segment in the vicinity of the Sellwood Bridge to an eventual Lake Oswego terminus.

On a parallel process, the project partners are engaged in identification of next steps on the idea of creating a trail in the corridor. A report on updated trail concepts, a phasing strategy and fundraising opportunities will be available Summer 2009. A separate public involvement plan will be created for the trail effort as next steps are further defined.

The Portland Plan and Lake Oswego's master planning process for the Foothills area are related to this effort. Both planning exercises have the potential to identify development or redevelopment opportunities additional housing and jobs for Johns Landing and downtown Lake Oswego. Transit improvements in the corridor could both benefit from and support this type of development, as shown in the market analysis completed in the Alternatives Analysis.

Community concern over possible impacts of transit, issues like proximity to homes, noise, safety and traffic, will be evaluated as part of the DEIS. Significant engagement with residents, business owners and commuters through the area will be critical before deciding what kind of transit provides the best service in the most cost effective and safe manner.

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This plan seeks to meet the requirements outlined in the State of Oregon's Planning Goal 1: Citizen Involvement. The goal requires that each governing body adopt and publicize a program for citizen involvement that is appropriate to the scale of the planning effort. The public involvement program should allow for continuity of information, enable citizens to understand the issues, and if appropriate, use existing local citizen involvement programs established by counties and cities. SAFTEA-LU legislation requires preparation of an agency and public coordination plan. This document exceeds the federal legislation expectations. Finally, this plan meets Metro's public involvement standards.

### **Project history**

The right of way for the Willamette Shore Line was purchased from the Southern Pacific Railroad in 1988 by a consortium of local governments including Metro, the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, ODOT, and TriMet.

Over the years a number of land use and transportation studies confirmed that the corridor between Lake Oswego and Portland is geographically and topographically challenging and that travel conditions in the corridor are expected to continue to worsen. With congestion increasing over time and widening of Highway 43 infeasible, adding transit capacity is the best way to improve travel conditions in the corridor. It will give people additional choices for how they get from place to place.

The Lake Oswego to Portland Transit and Trail Alternatives Analysis, begun in 2005, developed and evaluated transit and trail alternatives in the Lake Oswego to Portland corridor. Beginning with a wide range of alternatives, the effort resulted in the selection of a short list of promising alternatives to advance into the federal environmental analysis process, a DEIS.

Metro had and continues to partner with the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, ODOT, Portland Streetcar, Inc. and TriMet in this study.

### **Mission**

In short, the Lake Oswego to Portland Transit Project seeks to identify a transit solution to meet future travel demand and support local and regional land use plans, one that the community can accept. The resulting project should minimize impacts to neighborhoods and benefit existing neighborhoods by providing transportation choices and making the communities along the corridor even greater places to live, work and play.

### **Communication goals**

Communication efforts and public involvement will engage the community along the corridor, broader community interests and stakeholders, and those who use Highway 43 as transit riders or drivers early and often, seeking to share project information and understand community concerns and preferences so they can inform the transit solutions considered for advancement.

### **Objectives and outcomes**

In order to achieve these goals, Metro, the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, ODOT, Portland Streetcar, Inc. and TriMet will offer multiple opportunities to participate in the project:

**Early involvement:** A public scoping meeting was held on April 16, 2008 and followed by a 93-day comment period (through July 18, 2008), to allow for comments on the project Purpose and Need statement, alternatives to be considered, and any specific environmental or community issues that need to be addressed in the DEIS.

**Information sharing:** Project updates will be available on Metro's web site and from links on project partner web sites, as well as by project newsletters and fact sheets. Metro will hold up to six open houses and/or have information at area events or farmer's markets to make information accessible to a wide



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range of local residents and commuters. The project team will hold up to 30 targeted meetings to interact with stakeholders and property owners. The DEIS, once approved by the Federal Transit Administration and published to seek public comments, will be posted on the web site and CDs and/or hard copies will be available at Metro and area libraries.

**Input from local experts:** The project's Community Advisory Committee will include neighborhood, business, advocacy group and commuter representatives who will be charged with advising the project Steering Committee on key tradeoffs, like which alignment and terminus options will best move people through the corridor while making it a great place to live, work, and play.

**Comments and preferences:** Prior to selection of a LPA, a public comment period will allow anyone interested to submit comments on the DEIS document. Comments will be read and summarized by Metro and shared with decision-makers. During the Final Environmental Impact Statement (FEIS), each comment will receive a response.

The communication process will provide the public with easy access to project information, the ability to get questions answered and the ability to influence the selection of a LPA.

Metro and the project partners will know they have been successful if a community-supported alternative is advanced into the FEIS and preliminary engineering leading to final design and construction.

### **Target audiences**

**Residents** – those who live in the communities along the corridor between Lake Oswego and Portland

**Businesses** – those who operate businesses or work in the corridor between Lake Oswego and Portland

**Commuters or through-travelers** – those who travel through the corridor between Lake Oswego and Portland

**Advocacy groups** – those with a particular interest in the corridor between Lake Oswego and Portland. For instance, those interested in maintaining access for persons with disabilities (TriMet's Committee for Accessible Transportation), increasing travel by bicycle (Bicycle Transportation Alliance), or promoting rail transit (Association of Oregon Rail Transit Advocates).

### **Public involvement objectives**

Target audiences will be asked to read project information, share it with those they know, talk through tradeoffs, and provide comments and preferences in writing or at public meetings.

The project hopes to provide the public with effective, consistent opportunities to voice concerns and ideas about the project. Through continued interaction with residents and other stakeholders, the project will build lasting relationships, which will help increase involvement in the project. As deemed appropriate by Title VI and Executive Order 12898, outreach to minority, low-income, and bilingual communities will also be included in the project.

### **Key messages**

The consistent messages to be delivered to target audiences are:

- The project team will make every effort to provide timely information and answer questions.
- Interaction and engagement will improve the quality of the transit solution selected for the Lake Oswego to Portland corridor.

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- Project partners need constructive comments and ideas in order to improve designs and address concerns.
- Some concerns will not be able to be fully addressed during the DEIS process and regardless of which transit option is selected, there will be challenges. Continued cooperation will be required to resolve issues as the project advances.
- Advancing a trail project in the Lake Oswego to Portland corridor has much community and jurisdiction support and this project will be designed to allow for a trail, though it may not be built on the same schedule.

### Project team

The project team includes Metro, the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, ODOT, Portland Streetcar, Inc. and TriMet. Metro will lead the effort with TriMet playing a critical role related to project design and all the partners participating in the design, technical analysis, communication and decision-making. This coordination will be accomplished through a series of committees, the Technical Advisory Committee (agency staff), Project Management Team (agency project managers), and Steering Committee (elected and appointed decision-makers). Public input will be shared first with the Technical Advisory Committee. Recommendations from the Community Advisory Committee will be shared directly with the Steering Committee along with recommendations from the Project Management Team.

### Tools and tactics

**Community Advisory Committee (CAC)** – an open recruitment process will be used to identify potential resident, business, commuter, and advocacy group members. Phone interviews and balancing of interests and geographical representation will be used to select members. Members will be asked to attend each meeting and notify Metro in the event they cannot continue as CAC members, so a replacement may be found. Metro will publicize CAC meetings on the web site and through email notification to members and interested persons. Meetings will be facilitated so that project information can be shared and members can discuss tradeoffs and challenges leading to their recommendations to the Steering Committee. Presentations will be provided by project staff from Metro and partner agencies. In accordance with agreed-upon CAC protocols, the CAC recommendation to the Steering Committee will be carried by the CAC chair and will include points of consensus and issues to be analyzed further as the project progresses. Any minority opinion will be reflected.

**Metro web site** – information will be continually updated to provide readers with an understanding of the current work of the project, as well as background and next steps. Opportunities for public engagement will be clearly delineated. Frequently asked questions will be answered. Materials from public open houses or events will be posted to the web site along with an online comment form to solicit public input from a wider range of participants.

**New media** – outlets, such as podcasts and social networking sites, may also be used to connect with the public and inform them of the project. The project is expecting to coordinate with a middle school class, who will learn about the project and learn how to create new media resources for the rest of the community to learn about the project. The students and teacher will work with a few staff members throughout the project to further develop these plans. In addition, the project will use Metro's new newsfeed to share project information. Finally, Metro will coordinate with community blogs to share information about meetings and public comment opportunities.

**Email alerts** – email addresses available through the project mailing list will be added to Metro's Planning e-newsletter list so that periodic updates about the project can be sent at a moment's notice. Metro Councilor newsletters will also include project information. Cities, counties, TriMet, Portland Streetcar, Inc. and ODOT will be asked to share information through their email networks.

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**Newsletters and fact sheets** – periodic updates will be provided to property owners and interested persons in the form of a project newsletter sent via mail and/or fact sheets or through the Frequently Asked Questions shared via the web site, at meetings, and through project partners.

**Events, activities, and presentations** – city, county, Metro, TriMet, Portland Streetcar, Inc. and ODOT staff will participate in community events and activities or present at community or business meetings to share and discuss project information as available and appropriate. In addition, staff will be available for, or organize, small group discussions with neighbors, business owners, or advocacy groups to discuss specific issues, such as property-related questions or the advancement of a trail in the corridor.

**Earned media** – the project team will proactively work with local and new media to describe the project, explain its timeline, highlight opportunities for involvement, discuss relevant issues, and frame possible outcomes.

**Postcard notification** - in order to meet federal guidelines and ensure awareness of the project and project decision-making processes, Metro will send at least one postcard notice to all property owners near the proposed alignments and interested parties. At a minimum, this notice will announce the publication of the DEIS and opportunities to participate in a formal public comment period prior to LPA selection and refer recipients to the web site for more detailed information.

**Promotion and advertising** – in addition to sharing public participation opportunities via new media, like blogs and social networking sites, Metro will place at least one ad in area newspapers to announce opportunities for public participation and refer recipients to the web site for more detailed information. The ads will be placed prior to the start of the public comment period and public hearing.

**Canvassing and property owner meetings** - with a variety of impacts potentially expected, property owners will benefit from individual contact with appropriate staff as part of the public engagement process. This will take the form of canvassing areas along the alignment to ensure project awareness and invite participation and targeted property owner meetings to discuss details of specific property situation.

**Stop area activities** – if stop area planning is pursued as part of the project, the project team will solicit community input on the opportunities and constraints of each station area, Metro will, based on concurrent station area assessment for the DEIS, offer a total of three to six stop area activities at or near proposed stop locations. Activities will be tailored to address the needs at each proposed stop.

**Visual renderings and simulations** - using sketches and renderings or still/animated visual simulations of design concepts and mitigation strategies conceived for the proposed alignment (and any design options) will dramatically increase public understanding and capability to provide meaningful input on station design, environmental review, and selection of the LPA.

**Open houses/public events** – after publication of the DEIS and prior to LPA selection, Metro and local jurisdictions will hold one or more open houses to request public input. Participants will have an opportunity to ask questions and offer comments on the DEIS analysis and which alternative best meets the need to move people through the corridor. If only one open house is held, it may be supplemented by participation in other community events such as farmer’s markets.

**Public comment period** – to meet federal requirements and provide ample time for comments on the DEIS, a 45-day comment period will follow the publication of the DEIS and inform the LPA decision-making process.

**Public hearing** – to meet federal requirements and provide an opportunity for the public to address decision-makers, a public hearing will be held not less than 15 days after publication of the DEIS Federal Register Notice but during the public comment period and prior to LPA selection.

## **Timeline**

Public engagement will be ongoing throughout the DEIS process with public notice, public meetings and a public comment period held prior to LPA selection.

## **Measurement and evaluation**

Successful communication will be evidenced by a clear understanding of the project alternatives and timeline and participation in opportunities for engagement and the decision-making process. Community consensus around a proposed LPA will indicate that the project has heard from stakeholders and incorporated their perspectives. The project will achieve its mission when a transit solution is implemented in the Lake Oswego to Portland corridor.