



## Chapter 5. Public Involvement and Agency Coordination

Multnomah County and its agency partners developed a stakeholder involvement approach to accomplish the following tasks:

- Delivering a “transparent” analysis and environmental review process that provided ongoing, inclusive, and meaningful two-way communication between the project team and the public
- Meeting the applicable regulatory requirements, such as the National Environmental Policy Act (NEPA)
- Encouraging active participation of those stakeholders with an interest in the outcome of the project

A key element of the stakeholder involvement approach was a structured decision-making process and a well-defined decision-making organization. It created a clear path for the project using major

decision points. This structure enabled the project team to inform stakeholders of current progress, what had been accomplished, and future decisions. The process defined how stakeholders would participate to answer the following questions typically asked by stakeholders:

- Who will make the decisions?
- How can I influence the decisions?
- When will I have an opportunity to participate?
- Who will consider my input?

### 5.1 Decision Structure and Public Involvement Process

The following subsections summarize the decision structure and public involvement process. For a more detailed summary, see the *Sellwood Bridge Project Decision Process and Public Involvement Summary Report* (JLA, 2008).

#### National Environmental Policy Act of 1969

**On January 1, 1970 the National Environmental Policy Act of 1969 (NEPA) was signed into law. NEPA established a national environmental policy intentionally focused on federal activities and the desire for a sustainable environment balanced with other essential needs of present and future generations. NEPA established a supplemental mandate for federal agencies to consider the potential environmental consequences of their proposals, document the analysis, and make this information available to the public for comment prior to implementation.**

**NEPA requires, to the fullest extent possible, that the policies, regulations, and laws of the federal government be interpreted and administered in accordance with its environmental protection goals. NEPA also requires federal agencies to use an interdisciplinary approach in planning and decision-making for any action that adversely impacts the environment.**

**While NEPA established the basic framework for integrating environmental considerations into federal decision-making, it did not provide the details of the process by which it would be accomplished. Federal implementation of NEPA is the charge of the Council on Environmental Quality (CEQ), which interprets the law and addresses NEPA’s action-forcing provisions in the form of regulations and guidance.**

**This Draft Environmental Impact Statement (DEIS), which was prepared following the Federal Highway Administration’s (FHWA’s) environmental process and guidelines for preparing a DEIS, complies with FHWA NEPA regulations. FHWA will be the final approver of this document.**

### 5.1.1 Project Groups

Because the Sellwood Bridge project is complex, with many stakeholders and interest groups wanting to participate, the project team established a structured decision-making process at the outset to direct community input related to key project milestones, referred to as major “decision points.” Primary groups involved in the decision-making process included the following:

- Project Management Team
- Community Task Force
- Policy Advisory Group
- Senior Agency Staff
- Working Groups

Figure 5.1-1 illustrates the decision structure. The following subsections describe the composition, roles, and responsibilities of each group.

#### Project Management Team

The Project Management Team (PMT), which guides the project, consists of staff members from Multnomah County, Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA), the City of Portland, Metro, and the consulting team. The PMT’s responsibilities include the following:

- Management of project scope, schedule, and budget
- Direction, production, and quality assurance of technical and public/agency involvement work

- Staff support to the Policy Advisory Group (PAG), Senior Agency Staff (SAS), and Community Task Force (CTF)

#### Community Task Force

The CTF is comprised of a balanced representation of stakeholder interests. The group includes leaders of neighborhoods on both sides of the bridge; local and regional business groups; advocates for different bridge user groups (such as bridge commuters, freight and transit users, river users, pedestrians, and bicyclists); and representatives of natural resource, historic resource, and aesthetic interests. The Multnomah County Board of Commissioners appointed members to the CTF at the beginning of the project. CTF responsibilities include:

- Representing their constituents’ perspectives during group deliberations
- Communicating project progress with their constituents
- Preparing for and attending CTF meetings and public outreach events
- Working to develop consensus recommendations for presentation to the PAG

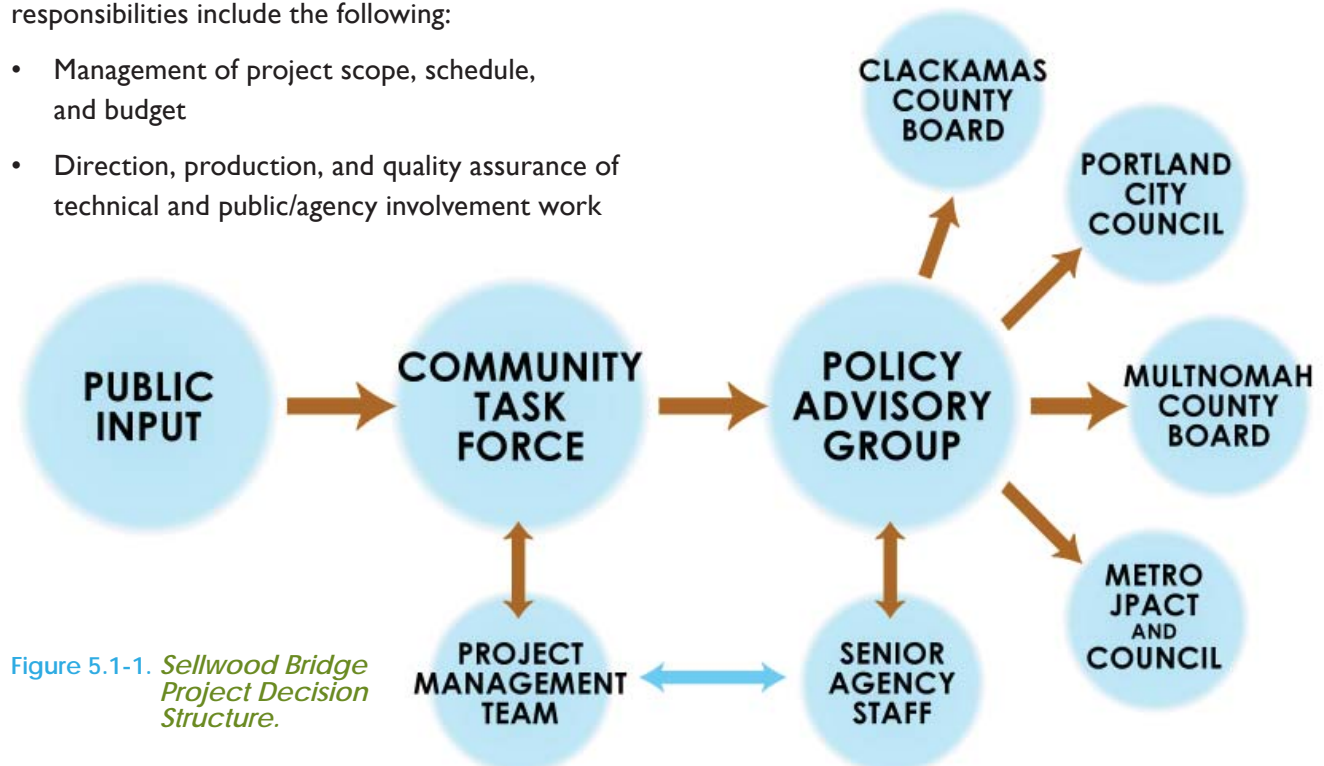


Figure 5.1-1. Sellwood Bridge Project Decision Structure.

## Policy Advisory Group

The PAG consists of elected and appointed officials of local agencies and jurisdictions with regulatory responsibility for the project or those who have a strong interest in the outcome. These officials include individuals from Multnomah County, Clackamas County, City of Portland, City of Milwaukie, Metro, ODOT, TriMet, FHWA, and the Oregon Legislature. Responsibilities of the PAG include:

- Setting the policy framework for the project
- Representing the interests of their agencies or jurisdictions in group deliberations
- Communicating project progress to their fellow elected or appointed officials, and to their constituents
- Reviewing recommendations from the CTF and other background materials and making decisions at key decision points

Table 5.1-1 lists PAG members.

**Table 5.1-1. Sellwood Bridge Project Policy Advisory Group Members and Agencies/Jurisdictions.**

Member	Agency/Jurisdiction
PAG Chair, Commissioner Maria Rojo de Steffey	Multnomah County
County Chair, Commissioner Ted Wheeler	Multnomah County
Commissioner Sam Adams	City of Portland
Councilor Robert Liberty	Metro
Commissioner Lynn Peterson	Clackamas County
Mayor Jim Bernard	City of Milwaukie
Fred Hansen	TriMet
Senator Kate Brown	Oregon State Senate
Representative Carolyn Tomei	Oregon State House
Jason Tell	Oregon Department of Transportation
Phillip Ditzler	Federal Highway Administration

## Senior Agency Staff

The SAS group consists of senior level staff from each of the PAG member organizations. Each PAG member appointed a representative to serve on the SAS to stay current on project activities, gather input from the staffs of the organizations, and provide timely and accurate project information and recommendations to the PAG.

## Working Groups

Working Groups were organized to provide detailed input to the PMT and CTF in the areas of bridge design; bicycle and pedestrian facility design; freight interests; bridge type; and aesthetics. The groups consisted of consultants, agency staff, and volunteer experts. Each group met several times throughout the project to provide input on alternative development, evaluation of alternatives, and selection of alternatives for this Draft Environmental Impact Statement (DEIS). A special City of Portland Technical Advisory Committee, which consisted of representatives of those city departments with an interest in the project,

met to provide input during each round of outreach.

### 5.1.2 Decision Process and Structure

Creating a decision-making process was a key element of the project. The CTF, PMT, and PAG guided its development, forming a logical path with major decision points throughout the project. The public involvement program was established around the six major decision points shown on Figure 5.1-2.

1. Establish Decision Process and Structure
2. Define Purpose and Need
3. Establish Evaluation Framework
4. Develop Alternatives
5. Screen Alternatives
6. Identify Preferred Alternative (the project is at this stage)



Figure 5.1-2. Project Schedule and Decision Points.

The first five major decision points, already completed, featured public involvement activities that included the following elements: briefings, newsletters, open houses, an interactive project Web site, online surveys, and a speakers' bureau. The sixth decision point will also include similar elements. The project schedule with the six decision points is shown on Figure 5.1-2.

The following subsections summarize the six major decision points and the associated public involvement activities. The *Sellwood Bridge Project Decision Process and Public Involvement Summary Report* (JLA, 2008) provides the public involvement materials, including stakeholder interviews, newsletters, technical memorandums, and summaries of open houses and meetings.

### Decision Point 1: Establish Decision Process and Structure

The first major decision point ensured understanding and agreement about the process and about the roles, responsibilities, and membership of the various project groups (CTF, PAG, SAS, and PMT). The PAG formally reached this decision point on June 7, 2006.

### Decision Point 2: Define Purpose and Need

The second major decision point, conducted in the summer and fall of 2006, established the need for the project and defined the problems the project was expected to address. To develop the Purpose and Need statement, the PMT and the CTF considered comments from a project newsletter

(October, 2006); issues raised in an the first open house (Scoping Open House, October, 2006); an online survey (Community Values and Issues) available on the project Web site between early September and late October 2006; and stakeholder interviews with business, freight, neighborhood, and transit interests. Most issues were addressed directly in the Purpose and Need statement. Issues raised that could not be addressed by the project were referred to other agencies, as appropriate. In November 2006, the PAG adopted the Purpose and Need statement, located in Section 1.5 (Project Purpose) and Section 1.6 (Project Need)

### Decision Point 3: Establish Evaluation Framework

The third major decision point, conducted in late 2006 and early 2007, created a method for assessing and comparing alternatives—the evaluation framework. The framework set criteria and quantitative performance measures to gauge the effectiveness of alternatives—how well they solved the identified problems and how well they performed against the broad range of stakeholder values. Public comments from the October 2006 scoping open house and the first online survey (Community Values and Issues) influenced the evaluation framework for the project. The evaluation framework included the following ten evaluation criteria categories, each with separate evaluation criteria and performance measures:

- Aesthetics
- Bicycle and Pedestrian

- Community Quality of Life
- Automobiles, Freight, and Emergency Vehicles
- Construction
- Cost and Economic Impacts
- Natural Environment
- Material Resources
- Mass Transit
- Seismic

The PAG adopted the evaluation framework on January 29, 2007 (Multnomah County, 2007a).

#### **Decision Point 4: Develop Alternatives**

The fourth major decision point, conducted in the spring of 2007, developed the range of alternatives. This step ensured that the stakeholders were consulted and their ideas were considered. Public involvement activities included an informative newsletter (March 2007), an alternatives development open house in April 2007, and a second online survey (Proposed Alignment and Interchange Concepts). The online survey, conducted between March and April 2007, solicited input on alignments, the west-side interchange types, and bridge cross-sections. The CTF considered this public input when recommending a range of alternatives for further consideration. The PAG adopted the range of alternatives in June 2007. Chapter 2 summarizes the concepts and alternatives developed during this process.

#### **Decision Point 5: Screen Alternatives**

The fifth major decision point, conducted in the summer of 2007, selected alternatives for analysis in this DEIS. A newsletter (July 2007), an open house in July 2007, and a third online survey (Alternative Screening), conducted from July to the beginning of September 2007, accompanied this decision point.

The newsletter summarized the decision points that had been reached, the alternatives under consideration, and information about the third open house.

The July 2007 open house provided a project update and explained the results of the alternative-

screening process. Participants had the opportunity to use an online decision-making tool called “Build a Bridge.” The process involved looking at unique combinations of alternative elements, including interchange types, roadway alignments, and bridge cross-sections. Participants built their own virtual bridges by combining their favored elements. The tool displayed the performance of favored elements, including cost and displacements of businesses and households.

The Alternative Screening online survey, posted on the project Web site, asked the public to compare the pros and cons of the alternatives using the Build a Bridge tool.

A newsletter (October 2007) included information on the alternatives that would be evaluated in the DEIS. The alignments, cross-sections, and west-side interchange types in the Build alternatives reflect community input.

This decision step also selected bridge design types for the replacement alternatives. In the fall of 2007, a Bridge Type Working Group of local bridge experts recommended six replacement bridge options for further consideration. A fourth online survey (Bridge Types), conducted in November 2007, obtained public input on the various bridge types. A fourth public open house in November 2007 obtained additional public feedback on bridge types. The CTF and PAG weighed public input from the fourth online survey and the fourth open house before selecting the bridge types for evaluation in this DEIS.

#### **Decision Point 6: Identify Preferred Alternative**

The project is currently at the sixth and final major decision point, identification of the preferred alternative. The preferred alternative could be the No Build Alternative, any of the Build alternatives (A through E), or a different combination of individual elements from the Build alternatives (such as the cross-section, bridge type, alignment, west-side interchange, or east-side connection).

A formal public comment period and a formal public hearing will be held following distribution of this DEIS. The PAG will consider the analysis documented in this DEIS, CTF input, and public comments when identifying a locally preferred alternative. The Multnomah County Board of Commissioners, Clackamas County Board of Commissioners, Metro’s Joint Policy Advisory Committee on Transportation (JPACT), Metro Council, the Portland City Council, ODOT, and FHWA must approve this locally preferred alternative. FHWA will ultimately select the preferred alternative.

A final environmental impact statement (FEIS) will evaluate the economic, social, and environmental effects of the preferred alternative. Following distribution of the FEIS, a second public comment period will begin. If the comments received can be satisfied within the context of the preferred alternative, FHWA will issue a Record of Decision approving the selected alternative. This approval,

and a Financial Plan demonstrating how the project will be funded, would allow Multnomah County to move ahead with the project.

## 5.2 Key Issues and Themes

The project team received thousands of public comments throughout the public involvement process. These comments included issues and themes that have influenced project decision making, directly shaping the range of alternatives and, ultimately, the elements of the alternatives analyzed in this document. This DEIS addresses many of the issues raised. The other comments are outside the scope of the project and, therefore, are not in this DEIS. However, the project team has attempted to respond to the most frequently voiced issues through community meetings and in public outreach information, such as the project Web site and newsletters. Table 5.2-1 lists the most frequently voiced issues from public involvement activities, along with the associated responses.

Table 5.2-1. *Key Issues, Themes, and Associated Responses.*

Issue/Theme	Response
Build a new bridge in another corridor	Multnomah County officials reviewed the findings of a 1999 study conducted by Metro ( <i>South Willamette River Crossing Study</i> ) that considered various bridge alignments. The study concluded that improvements were needed to the existing Sellwood Bridge or the existing bridge would need to be rebuilt in the existing east-west corridor. Additional project studies confirmed that assumptions of the 1999 Metro study are still valid.
Neighborhood livability in Sellwood	Livability is defined as maintaining a two-travel lane bridge, making bridge improvements compatible with the <i>Tacoma Main Street Plan</i> (City of Portland, 2001), and reducing commuter and neighborhood cut-through traffic impacts. Alternatives A, B, and D are two-lane bridge options for a new and rehabilitated bridge in this DEIS. The PAG adopted Alternative A for additional analysis in this DEIS because it features a narrow cross-section width (39 feet) to reduce right-of-way impacts. Neighborhood livability elements, such as community cohesion, are addressed in Section 3.7 (Social Elements) for the No Build Alternatives and the Build alternatives.
Neighborhood cut-through traffic	The No Build Alternative would maintain existing conditions on SE Tacoma Street east of the bridge. The Build alternatives include three different options for the intersection of SE Tacoma Street and SE 6th Avenue. Section 3.1 (Transportation) addresses the potential for neighborhood cut-through traffic for each of the three intersection options.

Table 5.2-1, cont. *Key Issues, Themes, and Associated Responses.*

Issue/Theme	Response
Consistency with the policies, goals, and objectives in the <i>Tacoma Main Street Plan</i>	The adopted <i>Tacoma Main Street Plan</i> (City of Portland, 2001) and other approved planning documents call for two travel lanes on the Sellwood Bridge and two travel lanes on SE Tacoma Street. Alternatives A, B, D, and E would include two travel lanes on the Sellwood Bridge. Alternative E would include two additional lanes limited to transit use. The No Build Alternative and the Build alternatives would maintain two travel lanes on SE Tacoma Street.
Private property impacts	Property impact evaluation criteria were included in the evaluation framework to screen the range of alternatives. Multnomah County communicated and coordinated with private property owners in the area to minimize private property impacts throughout this phase of the project. Section 3.3 (Right-of-Way and Relocation) addresses private property impacts of the No Build Alternative and the Build alternatives.
Residential and business impacts	Residential and business impact evaluation criteria were included in the evaluation framework to screen the range of alternatives. Sections 3.6 (Economics), 3.7 (Social Elements), and 3.3 (Right-of-Way and Relocation) addresses residential and business impacts of the No Build Alternative and the Build alternatives.
Route a new bridge to the north to reduce residential impacts	The project team developed and analyzed three alignments (Pink, Teal, and Gold alignments; Subsection 2.1.4) to the north of the existing alignment to address public comments. The PAG adopted Alternative E (hybrid of the Pink and Teal alignments) for analysis in this DEIS to address public comments and to minimize impacts to the residential units immediately north and south of the existing bridge. In addition, the PAG eliminated other alignments closer to the existing alignment (Blue and Purple; Subsection 2.1.5) from consideration because of the residential impacts of these alignments.
Bicycle and pedestrian access and connections to area trails	Bicycle and pedestrian connectivity, mobility, and safety to and across the river in the corridor were included in the evaluation framework as a threshold criterion. Bicycle and pedestrian evaluation criteria were also included in the evaluation framework. Section 3.2 (Bicyclists and Pedestrians) addresses benefits and impacts to bicyclists and pedestrian safety, mobility, and connectivity. The Build alternatives would include wider facilities for bicyclists and pedestrians and improve connections to the trail facilities on the east and west sides of the river. The No Build Alternative would maintain existing bicycle and pedestrian facilities.
Build for the long-term future and ensure adequate bridge capacity for all users	The PAG adopted alternatives with two travel lanes (Alternatives A, B, and D) and three travel lanes (Alternative C) in the DEIS to evaluate the tradeoffs (benefits and impacts) of the number of travel lanes on the bridge. Alternative E includes four lanes, but two are dedicated transit lanes. Because only transit vehicles would be allowed to use these lanes, Alternative E is categorized as a two-lane bridge. No alternatives consider four travel lanes for automobiles and trucks. Chapter 3 addresses the impacts of the No Build Alternative and the Build alternatives to the natural and built environment. Specifically, Section 3.1 (Transportation) addresses traffic operations for the No Build Alternative and the Build alternatives.

Table 5.2-1, cont. *Key Issues, Themes, and Associated Responses.*

Issue/Theme	Response
Bus transit on the bridge and/or future streetcar	Connectivity, reliability, and operations of existing and future public transit were included in the evaluation framework as a threshold criterion. Transit evaluation criteria were also included in the evaluation framework. Section 3.1 (Transportation) addresses transit impacts. Each of the Build alternatives would restore TriMet bus service across the Sellwood Bridge and would include building the bridge strong enough to accommodate streetcar transit in the future, if this mode is pursued. The existing 10-ton weight restriction would continue under the No Build Alternative, precluding buses from crossing the bridge.
Accommodate large vehicles, including transit, trucks, and emergency vehicles	A geometrically functional and safe roadway design was included in the evaluation framework as a threshold criterion. Providing for improved freight mobility to and across the bridge was also included as a threshold criterion in the evaluation framework. The Build alternatives would meet applicable geometric roadway design standards to safely accommodate various vehicle types, including transit vehicles, trucks, and emergency vehicles. The No Build Alternative would not meet these design standards.
Structural integrity for large vehicles and seismic events	Providing structural integrity to accommodate safely various vehicle types, including transit vehicles, trucks, and emergency vehicles, and to withstand moderate seismic events, was included as a threshold criterion and evaluation criterion in the evaluation framework. Section 3.12 (Geology) addresses seismic protection. All Build alternatives would meet current seismic design standards and would have a design life of 75 years. The No Build Alternative is designed for a 20-year design life.
Bridge approach and interchange safety	A geometrically functional and safe roadway design was included as a threshold criterion in the evaluation framework. The Build alternatives would improve the bridge approaches to meet current engineering design standards. The No Build Alternative would not improve the geometric deficiencies of the Sellwood Bridge/OR 43 interchange on the west side.
West-side landslide	The No Build Alternative would rebuild the west-side bridge approach with drilled shafts, which could help to stabilize the existing landslide in the area. The Build alternatives would include mitigation to improve stability of the existing landslide. Section 3.12 (Geology) addresses landslide and other geologic impacts.
Bridge closure during construction	Traffic across the river during construction would be maintained under Alternatives D and E. Alternative B would include the option of a temporary detour bridge during construction. Traffic across the river would not be maintained during maintenance activities under the No Build Alternative and during construction activities under Build alternatives A, B (without the temporary detour bridge), and C. Chapter 2 addresses estimated bridge construction time and construction methods.

Table 5.2-1, cont. *Key Issues, Themes, and Associated Responses.*

Issue/Theme	Response
Construction impacts	Construction impact evaluation criteria were addressed in the evaluation framework to screen the range of alternatives. Section 2.3 (Construction Activities) addresses construction impacts of the No Build Alternative and the Build alternatives.
Funding to construct bridge improvements	Chapter 2 provides the estimated cost for the No Build Alternative and the Build alternatives. Section 3.6 (Economics) discusses economic impacts, including funding to construct bridge improvements. Multnomah County would not be able to move ahead with construction until after a Financial Plan had been developed demonstrating how the project would be funded and FHWA had approved that Financial Plan.
Recreational facility impacts	Recreational facility impacts were included in the evaluation framework to screen the range of alternatives. Section 3.9 (Parks and Recreation) addresses impacts to these facilities. The Draft Section 4(f) Evaluation also addresses impacts to recreational resources. The visual simulations in Section 3.11 (Visual Resources) illustrate the impacts of the Build alternatives to selected recreational facilities. The No Build Alternative would have no impact on recreational facilities.
Historic resource impacts	Historic resource impact evaluation criteria were included in the evaluation framework to screen the range of alternatives. On the west side, the Build alternatives were designed to minimize impacts to River View Cemetery. The Build alternatives would avoid direct impacts to Oaks Pioneer Church. Section 3.10 (Archaeological and Historic Resources) and the Draft Section 4(f) Evaluation address the criteria to determine historic resources and documents impacts to historic resources. The No Build Alternative would have no impact on historic resources.
Natural environment impacts, including riparian vegetation, fish, water quality, and wetlands	Natural environment evaluation criteria were included in the evaluation framework to screen the range of alternatives. Section 3.13 (Water Resources and Water Quality), 3.14 (Hydraulics), 3.15 (Aquatic Resources), 3.16 (Vegetation), 3.17 (Wetlands), and 3.18 (Wildlife) address natural environment impacts.
River users and navigation	The No Build Alternative and the Build alternatives would maintain or improve the existing vertical clearance between the Willamette River and the bottom of the bridge. Section 3.1 (Transportation) addresses navigational and river user impacts.
Bridge aesthetics and visual impacts	Aesthetic evaluation criteria were included in the evaluation framework to screen the range of alternatives. The public commented on proposed bridge types through an online survey in November 2007. Section 3.11 (Visual Resources) addresses visual impacts.

Table 5.2-1, cont. *Key Issues, Themes, and Associated Responses.*

Issue/Theme	Response
Use of resources to construct the project	An evaluation criterion addressed material use in the evaluation framework to screen the range of alternatives. Section 3.20 (Energy) addresses energy impacts of the No Build Alternative and the Build alternatives.
Include all of SE Tacoma Street in the project	Multnomah County owns and maintains the existing Sellwood Bridge. This project addresses the Sellwood Bridge and its immediate bridge approaches, owned by Multnomah County and ODOT. Its aim is development of a solution for the structurally deficient structure. Because the City of Portland owns and maintains SE Tacoma Street and not part of the bridge structure, it is out of scope for this project. Section 3.1 (Transportation) includes traffic impacts beyond the Sellwood Bridge and its approaches. Improvements on SE Tacoma Street for any of the Build alternatives would include the necessary transition and approach work to match with the new or rehabilitated Sellwood Bridge.

### 5.3 Agency Review and Coordination

This DEIS is prepared to comply with NEPA, which is a federal law that governs all projects receiving federal funding or receiving permits from federal agencies. NEPA regulations are contained in 40 Code of Federal Regulations (CFR) 1500-1508. Three agencies are leading the NEPA process for this project—Multnomah County, FHWA, and ODOT. Groups formed to carry out specific project roles (the PMT, CTF, PAG, SAS, and working groups) were described in Subsection 5.1.1. The following subsections summarize additional agency coordination activities.

#### 5.3.1 Collaborative Environmental and Transportation Agreement for Streamlining Process

ODOT established the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) process to coordinate review of transportation construction projects. The process establishes a working relationship between ODOT and 10 federal and state transportation, natural resource, cultural resource, and land-use planning agencies. In addition to ODOT, the agencies include:

- FHWA
- National Marine Fisheries Service
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- Oregon Department of Environmental Quality
- Oregon Department of Fish and Wildlife
- Oregon Department of Land Conservation and Development
- Oregon Division of State Lands
- Oregon State Historic Preservation Office

The charter agreement among these agencies is intended to facilitate environmental streamlining and stewardship in environmental programs. The Major Transportation Projects Agreement is a follow-on agreement that provides the framework for tracking transportation projects undergoing NEPA environmental impact statements.

CETAS agencies have provided input throughout this project and have concurred on project decisions (such as the Purpose and Need [Chapter 1] and the range of alternatives to be studied [Chapter 2]). The CETAS agencies will provide input on the criteria for the identification

of the preferred alternative and will be asked to concur on the preferred alternative. By agreement, FHWA requires the concurrence of the CETAS agencies on the preferred alternative before it will issue the FEIS.

### 5.3.2 Lead, Coordinating, and Participating Agencies

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) law authorizes federal surface transportation programs through fiscal year 2009. Section 6002 of SAFETEA-LU created consolidated and enhanced environmental streamlining regulations. It requires transportation agencies to

work together with natural, cultural, and historic resource agencies to establish timeframes for the environmental review of transportation projects. The efficient and effective coordination of multiple environmental reviews, analysis, and permitting actions is essential for meeting the environmental streamlining mandates under SAFETEA-LU.

The lead agencies for this project are Multnomah County, FHWA, and ODOT. In accordance with Section 6002 of SAFETEA-LU, letters were sent to various local agencies that might have been interested in participating in the project as cooperating or participating agencies. Cooperating agencies are certain federal agencies having

**This DEIS followed and complied with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6002 requirements. The following list summarizes how this DEIS complies with Section 6002 requirements:**

- **Multnomah County, ODOT, and FHWA are joint lead agencies.**
- **The Environmental Protection Agency (EPA) published the Notice of Intent in the Federal Register on November 9, 2006, to announce the initiation of the project.**
- **Invitation letters were mailed to cooperating and participating agencies on October 6, 2006.**
- **Scoping comments were collected from cooperating and participating agencies during an agency scoping meeting in December 2006, and additional written comments were mailed to the lead agencies and the project team. Cooperating and participating agencies also helped prepare and adopt a Coordination Plan in December 2006.**
- **The public was invited to attend a public scoping open house on October 25, 2006, and to take an online survey to collect public opinions on the draft Purpose and Need statement.**
- **Cooperating and participating agencies were involved in the development of the Purpose and Need statement and the Range of Alternatives. They also commented as members of the Policy Advisory Group (PAG) and Project Management Team (PMT; described in Section 5.1), and Collaborative Environmental and Transportation Agreement for Streamlining (CETAS; described in Section 5.3).**
- **The public was asked to help develop the Range of Alternatives at public scoping workshops in April 2007 and July 2007 and through an online survey.**
- **The cooperating and participating agencies reviewed the methodology and coordinated with the project to determine the correct level of detail to analyze each alternative in July 2007.**
- **The lead agencies have established a comment period on the DEIS and advertised this comment period through notices, postcards, and the project Web site.**

jurisdiction by law or special expertise with respect to any environmental impact in a proposed project or project alternative. Participating agencies include all federal, state, regional, or local governmental agencies and tribes that have interest in the project. By definition, cooperating agencies are also participating agencies. These agencies included local jurisdictions, natural resource agencies, and other agencies that FHWA suggested. The cooperating and participating agencies involved in the project are listed in Table 5.3-1. Each of these agencies has been afforded the opportunity to comment at each of the five previous decision points in the project.

Table 5.3-1. *Cooperating and Participating Agencies.*

<b>Federal Agencies</b>	
Federal Emergency Management Agency (p)	U.S. Army Corps of Engineers (c)
National Marine Fisheries Service (c)	U.S. Environmental Protection Agency (c)
U.S. Coast Guard (c)	U.S. Fish and Wildlife Service (c)
<b>State Agencies</b>	
Oregon Department of Environmental Quality (p)	Oregon Department of Land Conservation and Development (p)
Oregon Department of Fish and Wildlife (p)	Oregon State Historic Preservation Office (p)
Oregon Division of State Lands (p)	
<b>Tribes and Local Agencies</b>	
Confederated Tribes of Siletz (p)	Clackamas County (p)
City of Milwaukie (p)	Metro (p)
City of Portland (p)	TriMet (p)

c = cooperating agency  
 p = participating agency