

Chapter 7:
Community Involvement,
Agency Coordination,
and Permits

Portland



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7. COMMUNITY PARTICIPATION, AGENCY COORDINATION AND PERMITS

This chapter summarizes the efforts of the Lake Oswego to Portland Transit Project (LOPT) staff to engage members of the public and federal, state and local agencies in project development activities through the publication of the project's Draft Environmental Impact Statement (DEIS) and selection of the project's locally preferred alternative (LPA). The project has evolved through several phases of planning and project development, each with a unique set of public and agency engagement objectives and efforts. The project staff will continue to engage the public and agencies after the DEIS publication through a variety of efforts specifically defined for each future phase of the project. For additional information about agency coordination and/or to review a copy of the project's Public Involvement Plan, refer to the *Lake Oswego to Portland Transit Project: Section 6002 Coordination Plan* (LSA/URS and TriMet/Metro, September, 2009).

7.1 Community Participation

This section summarizes the community participation process for the project, describing past activities and activities that are planned for the public comment period following publication of this DEIS and leading to the selection of an LPA for the corridor. Additional information on community participation activities can be found in Section 2.1, Screening and Selection Process and Alternatives and Options Previously Considered.

7.1.1 Goals of the Community Participation Program

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

In order to achieve this goal, Metro, TriMet, the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, ODOT, and Portland Streetcar, Inc. have offered multiple opportunities for the public to obtain information about the project and provide feedback, including:

- **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 this DEIS. Public comments on the project scope are documented in the *Lake Oswego to Portland Transit Project: Public Scoping Report* (August 2008).
- **Information sharing:** Project updates have been and will continue to be available on Metro's website and from links on project partner websites, as well as by project newsletters and fact sheets. Metro has held open houses and has provided information at area events, community meetings, local grocery stores, and farmers' markets to make information accessible to a wide range of local residents and corridor commuters. The project team has held targeted meetings to interact with stakeholders and property owners. At the time of its publication, this DEIS will be posted on the website and CDs and/or hard copies made available at TriMet, Metro, the cities of Portland and Lake Oswego, Clackamas and Multnomah counties, and area libraries. After its

publication, and before a decision is made on the LPA, the project will hold additional open houses and a public hearing, and provide information through local organization and school newsletters, at additional area events, community meetings and local grocery stores and through canvassing in the corridor and e-mail, U.S. Mail and newspaper notifications.

- **Input from local experts:** The project's Community Advisory Committee (CAC) was appointed in late 2009. The CAC members were selected to represent a broad cross section of the community in the study corridor, and includes neighborhood, business, advocacy group and commuter, transit-dependent, elderly and disabled representatives who have been charged with advising the project Steering Committee on key tradeoffs, like which alignment and/or design options would best move people through the corridor while making it a great place to live, work, and play. Additional information on the CAC is below in Section 7.1.2.
- **Comments and preferences:** Prior to selection of a LPA, a 45-day public comment period will allow interested parties to submit comments on this DEIS document and express preferences related to the LPA. Comments received via the website, e-mail, and U.S. Mail or collected at open houses and the public hearing will be compiled, reviewed, and summarized by project staff and shared with decision-makers. The Final Environmental Impact Statement (FEIS) will provide a response to the comments.

Public involvement and participation have also been instrumental in previous phases of the project: an Alternatives Analysis conducted between July 2005 and December 2007 and a refinement phase which proceeded the DEIS. These earlier public involvement efforts included:

- Proactive public involvement and information sharing to provide comprehensive and understandable project related information;
- Public notice via e-mail, U.S. Mail and canvassing prior to public meetings about the project;
- Public access to and involvement in key actions and decisions, such as the selection of alternatives to advance to a DEIS at the conclusion of the Alternatives Analysis or when the Steering Committee was considering narrowing of study alternatives during the refinement phase;
- Outreach to segments of the community that typically do not become involved in transportation planning or project development activities, such as those with low incomes, minorities, elderly, disabled and those with limited English proficiency; and
- Support for early and continuous involvement of the public.

See 7.1.6 below and Appendix B for supporting documentation on public outreach.

7.1.2 General Elements of the Community Participation Program

This section summarizes the elements of the community participation and outreach program.

Community Advisory Committee (CAC) – Twenty-three members were appointed by the project Steering Committee in late 2009. An open recruitment process was used to identify potential resident, business, commuter, and advocacy group members. Phone interviews and a balance of interests and geographical representation were considered in selecting members. Members were asked to attend monthly CAC meetings and act as liaisons to their communities and other stakeholders or interest groups. Metro publicizes the CAC meetings and makes available all CAC meeting agendas and packets on the website and through e-mail notification to members and interested persons on the

project e-mail list. Project information has been shared and discussed by members to consider tradeoffs of the DEIS alternatives and design options relative to community needs and concerns. Presentations on DEIS topics are made by project staff and technical experts. The CAC has provided ongoing input on issues addressed in this DEIS, the range of impacts identified, and potential types of mitigation that the community could support as the project proceeds to the FEIS and Preliminary Engineering. The CAC will make a recommendation to the Steering Committee and sponsoring agencies on potential station locations and other design refinements. With consideration for all CAC member perspectives, this will include points of consensus as well as minority opinions.

Metro website – Information has been regularly updated on the project website to provide readers with an understanding of the current status of work on the project, as well as background and next steps. Opportunities for public engagement are posted and updated on the website, which also includes materials presented to the CAC and Steering Committee. Materials from public open houses or events have been posted to the website along with an online comment form to solicit public input from a wider range of participants.

E-mail and new media – Outlets, such as Metro planning and Councilor newsfeeds and local government and community blogs, have been used to connect with the public and inform them of the project. A middle school class from the corridor learned about the project and how to create new media resources to reach out to the broader community about the project with project staff coordination. Project staff provided to the students project information and liaisons to interview so that the class might produce podcasts and timelines, which were published on the project website.

Newsletters and fact sheets – Periodic updates were provided to property owners and interested persons in the form of project newsletters and fact sheets, distributed via e-mail, regular U.S. Mail, the website, at meetings and through project partners.

Events, activities, and presentations – Staff from the cities of Portland and Lake Oswego, Multnomah and Clackamas counties, Metro, TriMet, Portland Streetcar, Inc., and ODOT and consultants participated in community events and activities and at neighborhood, community, business and property owner meetings to share and discuss project information. In addition, staff organized small group discussions with commuters to corridor colleges and universities, business owners, and employer and advocacy groups to discuss the alternatives and design options in the corridor, specifically focusing on how they would affect commuters. The Steering Committee co-chairs participated in a majority of these meetings and discussions.

Earned media – The project team coordinated with local news media 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 ensure awareness of the project and project decision-making processes, Metro sent a postcard notice to all property owners near the proposed alignments and design options and to other interested parties. This notice announced the publication of this DEIS and described opportunities to participate in the formal public comment period prior to LPA selection. The postcard referred recipients to the website for more detailed information.

Promotion and advertising – In addition to sharing public participation opportunities via new media, like blogs and social networking sites, upon publication of this DEIS, Metro placed an

advertisement in area newspapers to announce opportunities for public participation and to refer recipients to the website for more detailed information. The advertisements were placed in advance of the public comment period and prior to the project's public hearing.

Canvassing and property owner notices and meetings – All property owners potentially affected by the project were notified via U.S. Mail. Some property owners were individually contacted by project staff and consultants as part of the public engagement process. This took the form of canvassing areas along the alignment to ensure project awareness and invite participation. Targeted property owner meetings were held to discuss details of specific potential effects.

Visual renderings and simulations - Sketches and visual simulations of the current concept design for the project study alternatives and design options were used to increase public understanding and encourage meaningful input on design, environmental review, and selection of the LPA.

Public comment period – To meet federal requirements and provide ample time for comments on this DEIS, a 45-day comment period follows DEIS publication of this DEIS. Public comments received will inform the LPA decision-making process and be included and addressed in the project's FEIS.

Open houses/public events – After publication of this DEIS and prior to LPA selection, TriMet, Metro and local jurisdictions will hold at least two open houses to request where interested persons will have an opportunity to ask questions and offer comments on the DEIS analysis and which alternative and design options best meet the needs of the corridor. Staff may also use other community events to supplement public outreach during the DEIS comment period.

Public hearing – To meet federal requirements and provide an opportunity for the public to address decision-makers, a public hearing will be held at least 15 days after publication of the notice of availability of this DEIS in the *Federal Register*, during the public comment period, and prior to the LPA decision.

7.1.3 Environmental Justice Outreach and Compliance

This section summarizes the project's compliance with the federal environmental justice requirements for public outreach. Refer also to Section 3.18, Environmental Justice, Elderly and Disabled Populations for a summary of the project's compliance with environmental justice requirements.

Early in the DEIS, Metro staff evaluated the 2000 U.S. Census data for the corridor and reviewed other past documentation of the project area to identify potential concentrations of low-income, Hispanic, or minority residents. Low-income persons reside in the Old Town/Chinatown, Downtown Portland, South Portland, South Burlingame, Collins View and Evergreen neighborhoods. Persons of minority racial/ethnic status reside in the South Portland neighborhood. In addition, relative to other sensitive populations, a higher than average percentage of persons over 65 reside in the majority of the neighborhoods within the corridor. As part of the advertisement efforts described in 7.1.2, Metro included local ethnic-focused newspapers to ensure minority and Hispanic awareness of project related outreach activities. The 2000 U.S. Census data related to low-income, minority, and Hispanic populations is provided in Section 3.18, Environmental Justice, Elderly and Disabled Populations.

To respond to the presence of low-income and minority populations in the corridor, project information was provided at neighborhood farmers markets, grocery stores or by canvassing areas with low-income and minority populations and shared through school and community publications or websites in these areas. This served to raise awareness about the project and be sure people were prepared to participate in discussion about and selection of the locally preferred alternative. NOTE: Segment 1 will not see significant capital improvements or impacts as a result of the project but may see some additional and/or different bus and streetcar service depending on the alternative selected.

To address the presence of elderly populations throughout the corridor, the project provided presentations to numerous groups whose members are mainly over 65 (examples include the Lake Oswego Adult Community Center, the 50-Plus Advisory Board and the Lake Oswego Women's Coalition). Group members were also asked to network and share project information with elderly populations throughout the corridor. In addition, a Community Advisory Committee member was designated to represent the elderly population. This designee was selected from the existing CAC membership, as several members are over age 65. Around publication of the DEIS, when the public comment period is open and public events and a public hearing are occurring, information will be shared via the project website, written materials, community sites, events, and/or canvassing in specific areas. Additional electronic notification will be distributed to members of the groups mentioned above and featured on the on the Meals on Wheels website.

7.1.4 Compliance with Federal, State and Regional Regulations

Metro's *Public Involvement Planning Guide* ensures that the appropriate publics are involved in each project, that adequate notice of meetings and decision points are provided, and that a variety of appropriate public involvement strategies are employed for each project. FTA also provides guidance and review to ensure that the requirements of the National Environmental Policy Act (NEPA) and other applicable federal laws are met. The Oregon Statewide Planning program requires public engagement in planning activities through the Land Conservation and Development Commission's Goal 1: Citizen Involvement¹. The public involvement effort for this DEIS also complies with Metro's *Public Involvement Policy for Transportation Planning*. Metro's policy exceeds federal and state requirements for public involvement and notification.

7.1.5 DEIS Public Comment Period and Adoption of the LPA

The publication of this DEIS in the *Federal Register* will initiate a public comment period. By federal requirement, the public comment period must be a minimum of 45 days and a maximum of 60 days. At the conclusion of the public comment period, the sponsoring agencies will begin a process to select the preferred alternative and, if applicable, design options. A concerted effort will be made during the public comment period to inform and engage community members, using the tools described above. The activities will include community group briefings, newsletters, website updates, online comment, open houses, a public hearing, and CAC meetings.

At the conclusion of the public comment period, public comments and concerns will be taken into account as the public agencies consider a preferred alternative and, if applicable, design options. After consideration of the public comments, the CAC will make a recommendation on a locally preferred alternative to the Steering Committee. Each involved agency and jurisdiction will review

¹ <http://www.oregon.gov/LCD/docs/goals/goal1.pdf>

and vote on the Steering Committee's LPA recommendation. Local jurisdictions will, at their discretion, provide a public comment opportunity prior to voting on the recommendation. The LPA recommendations from the Steering Committee and supporting agencies and jurisdictions will be reviewed by the Joint Policy Advisory Committee on Transportation (JPACT). JPACT will forward a final recommendation to the Metro Council for consideration and adoption. The Metro Council will hold a public hearing prior to adopting the LPA.

7.1.6 Public Participation Efforts in Previous Project Phases

Public involvement activities were undertaken by project staff within the previous major project phases, prior to initiating this DEIS phase. The key previous activities are summarized below. Section 2.1, Screening and Selection Process and Alternatives and Options Previously Considered, provides a project timeline and more detailed description of these project phases.

A. Pre-Alternatives Analysis

In 1988, a seven-member consortium of local governments purchased the Willamette Shore Line (WSL) right of way from Southern Pacific Railroad to preserve it for a future transit improvement. The group of local agencies and jurisdictions (TriMet, Metro, ODOT, the cities of Portland and Lake Oswego, and Multnomah and Clackamas counties) formed the WSL Consortium during the right of way purchase process. The owner agencies worked through the WSL Consortium and with adjacent property owners for approximately the next 20 years, primarily for the purpose of preserving right of way from encroachments and to ensure its preservation for future transit use. Public engagement was most typically with adjacent property owners regarding issues related to preservation and maintenance of the right of way.

B. Alternatives Analysis

In July 2005, Metro initiated the project's Alternatives Analysis (AA) process that included a broad public outreach process in the corridor. The Lake Oswego to Portland Transit and Trail Project Advisory Committee (LOPAC) was formed and made recommendations on narrowing of alternatives in the corridor. The project Steering Committee held a public hearing and received comment on draft recommendations before making a formal recommendation to the Metro Council. The Metro Council adopted a resolution that selected the No-Build, Enhanced Bus and Streetcar alternatives for further study in this DEIS. Public comments on the AA phase are documented in the *Lake Oswego to Portland Transit and Trail Study: Alternatives Analysis Public Comment Report* (September 2007) and its addendum (December 2007).

C. Refinement Phase

In December 2008, Metro initiated the Lake Oswego to Portland Transit Project Refinement Study to narrow the streetcar alignments and design options in the Johns Landing area and terminus options in downtown Lake Oswego. Design and terminus options were evaluated and narrowed after extensive public engagement with stakeholders in Johns Landing and Lake Oswego, respectively. In both cases, a series of meetings were held to discuss options, receive feedback and understand narrowing preferences.

7.2 Agency Coordination

Agency Coordination has played a significant role throughout the Lake Oswego to Portland corridor project development process, including the past approximately 20-year period of Willamette Shore Line right of way ownership and corridor preservation, the AA and the NEPA processes. A broad set of local, state and federal agencies have a wide range of expertise and jurisdictional authority in the corridor. The corridor is located in two cities and two counties, and as noted earlier, the Willamette Shore Line right of way is owned by a consortium of local governments and agencies, (cities of Portland and Lake Oswego, Multnomah and Clackamas counties, TriMet, Metro, and ODOT). Implementation of transit project improvements in the corridor will require a variety of approvals from local, state and federal regulatory agencies, as described further in Section 7.3 below.

For the purpose of this chapter, “regulatory agency” refers to those federal, state and local agencies from which a permit is anticipated or approval is needed for a build alternative. The project team has, and will continue to, communicate with regulatory agencies throughout the project development and NEPA processes, including identifying and securing permits and approvals required for a transit project to be completed.

The project team works extensively with local jurisdictions and regulatory agencies, as described in more detail in the *Lake Oswego to Portland Transit Project: Section 6002 Coordination Plan*. Cooperating agencies are agencies invited to participate in development of this Environmental Impact Statement (EIS) and may use this document to help in their approval for permits or other decision making related to the project. Participating agencies include representatives from a variety of local and state agencies with an interest in the project.

7.2.1 Section 6002 Coordination Plan

In the fall of 2009, the project team prepared a Section 6002 Coordination Plan² to guide the various public and agency involvement activities for the Lake Oswego to Portland Transit Project (LOPT). The plan outlines activities covered during the project periods of NEPA scoping through final design and construction. The plan was designed to solicit early and continuous feedback from agency stakeholder groups as the project progresses through the Federal Transit Administration (FTA) project development process, and is intended to ensure that input received will be incorporated into the project’s decision-making processes.

A. Lead Agencies

The project’s federal lead agency is the FTA and the local lead agencies are Metro and TriMet.

B. Cooperating Agencies

Cooperating Agencies have an elevated status in the NEPA process, which includes an opportunity to contribute expertise in the development of technical analysis methods and the analysis of effects associated with project alternatives and options. In accordance with NEPA regulations, and upon

² The plan complies with Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that states “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).

request of a lead federal agency, any other federal or state agency which has jurisdiction or a special expertise with respect to any environmental issue may become a Cooperating Agency.

The Cooperating Agencies for the Lake Oswego to Portland Transit Project are:

- Federal Highway Administration (FHWA)
- US Army Corps of Engineers (Corps)

C. Participating Agencies

The Participating Agency role was established through the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) to create specific coordination opportunities for a broader array of public agencies and tribal governments. Invitation letters were broadly distributed to a list of local and tribal governments with potential interest in the project. The following agencies were invited to become Participating Agencies; **agencies in bold** accepted the invitation to be a Participating Agency:

- **U.S. Department of the Interior (USDOJ)**
- **U.S. Environmental Protection Agency (USEPA)**
- **U.S. Fish and Wildlife Service (USFWS)**
- **National Marine Fisheries Service (NMFS)**
- **Federal Railroad Administration (FRA)**
- Oregon Parks and Recreation Department (OPRD)
- **Oregon Department of Environmental Quality (ODEQ)**
- **Oregon Department of Fish and Wildlife (ODFW)**
- Oregon Land Conservation and Development Department (OLCDD)
- **Oregon State Historic Preservation Office (OSHPO)**
- **Oregon Department of State Lands (ODSL)**
- **Oregon Department of Transportation (ODOT)**
- **Multnomah County**
- **West Multnomah Soil and Water Conservation District**
- **Clackamas County**
- North Clackamas Parks and Recreation District
- **City of Lake Oswego**
- **City of Portland**

C. Tribes

The project sponsors are committed to government-to-government consultation with tribes on projects that may affect tribal rights and resources. The project is encouraging early and continued feedback from and involvement by tribes potentially affected by the project to ensure that their input will be included in the decision-making process. Invitations for consultation were extended to the following tribes; **tribes in bold** accepted the invitation for consultation:

- **Confederated Tribes of the Grand Ronde**
- Confederated Tribes of Siletz Indians

- **Columbia River Inter-Tribal Fish Commission, on behalf of Confederated Tribes of Warm Springs**

D. Agency Coordination Activity Summary

Agency Coordination activities for this DEIS have been conducted by project staff and consultants as shown in Table 7.2-1. For more detail on these activities, refer to the *Lake Oswego to Portland Transit Project: Section 6002 Coordination Plan*.

Table 7.2-1 Agency Coordination Dates ¹

Agency	Invitation	6002 Coordination Plan	Purpose and Need	Alternatives to be Considered	List of DEIS Topics	Technical Analysis Methods	DEIS Sections
Federal Highway Administration	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
U.S. Army Corps of Engineers	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
Department of the Interior	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
National Marine Fisheries Service	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
U.S. Environmental Protection Agency	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
U.S. Fish and Wildlife Service	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
Federal Railroad Administration	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
Oregon Department of Environmental Quality	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
Oregon Department of Fish and Wildlife	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
Oregon State Historic Preservation Office	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
Oregon Department of State Lands	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
Oregon Department of Transportation	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
City of Lake Oswego	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
City of Portland	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
Clackamas County	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
Multnomah County	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
West Multnomah Soil and Water Conservation District	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
Confederated Tribes of Grand Ronde	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
Confederated Tribes of Warm Springs	26-Aug-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10
Columbia River Inter-Tribal Fish Commission on behalf of Confederated Tribes of Warm Springs	14-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	17-Sep-09	20-Oct-09	28-May-10

Source: Metro 2010

¹ Dates that project related materials were provided to agencies for review.

7.3 Permits and Approvals

The Portland to Lake Oswego Transit Project will need a variety of federal, state and local permits and approvals. The project sponsors will seek intergovernmental agreements with the local government and agency partners to consolidate, simplify and contain costs of the local permitting process to the extent possible. A list of the major permits and approvals that may be needed includes, but is not limited to the following:

A. Federal and State Permits and Approvals

- Section 404 Permit (or nationwide permit) under the Clean Water Act (CWA) – U. S. Army Corps of Engineers
- Wetlands Removal and Fill Permit – Oregon Department of State Lands (ODSL)
- Section 401/Water Quality Certification – Oregon Department of Environmental Quality (ODEQ)
- Federal Endangered Species Act Review, Section 7 Consultation – National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS)
- National Historic Preservation Act: Section 106 Evaluation – Oregon State Historic Preservation Officer (SHPO) and Federal Transit Administration (FTA)
- Section 4(f) Evaluation (and Section 6(f)) – U.S. Department of Transportation (USDOT) in consultation with the U.S. Department of the Interior
- Migratory Bird Treaty Act – U.S. Fish and Wildlife Service (USFWS)
- National Pollutant Discharge Elimination System (NPDES) Permit under the Clean Water Act (CWA) – Oregon Department of Environmental Quality (ODEQ)
- Magnuson-Stevens Act Clearance – National Marine Fisheries Service (NMFS)
- Farmland Protection Policy Act (FPPA) Compliance – Federal Transit Administration (FTA)
- Air Quality Conformity Determination – Federal Transit Administration (FTA)
- Oregon Endangered Species Act – Oregon Department of Fish and Wildlife (ODFW)
- Public Utilities Commission (PUC) Permits – Oregon PUC
- Right of way permits – ODOT and local jurisdictions

B. Local Permits and Approvals

- Land use, design review, conditional use, subdivision/lot line adjustment and environmental review permits – City of Portland, City of Lake Oswego, Multnomah County and Clackamas County
- Greenway Permits and Environmental Zone Review – City of Portland, City of Lake Oswego, Multnomah County and Clackamas County
- Building, demolition, grading, tree removal and erosion control permits – City of Portland, City of Lake Oswego, Multnomah County and Clackamas County
- Electrical, mechanical, plumbing permits – City of Portland, City of Lake Oswego, Multnomah County and Clackamas County
- Utility relocations – use and occupancy agreements from various public and private utility providers
- Right of way permits – City of Portland, City of Lake Oswego, Multnomah County and Clackamas County