

Chapter 5

Relationship Between Local Short-term Uses of the Human Environment and the Maintenance and Enhancement of Long-term Productivity

5.1 Build Alternatives

Chapter 5 Content

- 5.1 Build Alternatives
- 5.2 No Build Alternative

5.1.1 Short-term Impacts and Use of Resources

The East DS1 and East DS2 Alternatives would have similar temporary, short-term impacts during construction. Short-term impacts and use of resources resulting from either build alternative could include the following:

- Noise, dust, light, and glare produced by construction equipment and activities
- Traffic delays and detours for automobiles, buses, emergency response vehicles, bicyclists, pedestrians, and freight vehicles
- Use of materials, labor, and energy to construct improvements
- Changes in access to properties during construction
- Reduced visibility, dust creation, soil erosion, respiratory hazards, mobilized contaminants, changes in aesthetics of the surrounding area, establishment of invasive plants, increased sediment in stormwater runoff as a result of ground clearing construction activities
- Creation of short-term jobs to construct the project and related spending at local businesses.

5.1.2 Maintenance and Enhancement of Long-term Productivity

The short-term impacts would be outweighed by the long-term productivity of the proposed action. Long-term productivity benefits of either build alternative include reducing congestion, improving traffic flow, and improving public safety in the API. As demonstrated in Section 3.2 Land Use, the proposed action would be consistent with federal, state, regional, and local plans subject to approval of goal exceptions and other applicable plan updates.

Implementation of the proposed action would result in the short-term impacts and use of resources as described above, while increasing the long-term productivity of transportation, land use and economic systems.

5.2 No Build Alternative

The No Build Alternative, which would not construct the improvements of the proposed action, would have long-term adverse impacts from increased congestion, which would have associated safety impacts and reduced productivity of economic systems. Thus, the No Build Alternative would not meet the purpose and need for the proposed action by reducing traffic congestion and improving traffic flow and public safety.

Chapter 6

Irreversible and Irretrievable Commitment of Resources

The irreversible and irretrievable commitment of resources analysis is required by the National Environmental Policy Act Section 102 (C)(v) and 40 CFR 1502.16.

Implementing the proposed action involves a commitment of a range of natural, physical, human and fiscal resources. Land used in the construction of the proposed facility is considered an irreversible commitment during the time period that the land is used for a highway facility. However, if a greater need arises for use of the land or if the highway facility is no longer needed, the land could be converted to another use, although it is unlikely that it would be converted back to a more rural use, such as agriculture. For this reason, conversion of prime farmland is considered an irreversible action. At present, there is no reason to believe that it would ever be necessary or desirable to convert land used for this highway project to another use.

Considerable amounts of fossil fuels, labor, and highway construction materials such as cement, aggregate, and bituminous material are expended. Additionally, large amounts of labor and natural resources are used in the making of construction materials. These materials are generally not retrievable. However, they are not in short supply and their use would not have an adverse impact upon continued availability of these resources. Any construction would also require a substantial one-time expenditure of both state and federal funds, which are not retrievable. The commitment of these resources is based on the concept that residents in the local area, region and state would benefit from the improved quality of the transportation system. These benefits would consist of improved mobility and safety, which are expected to outweigh the commitment of these resources, such as: savings in energy and time, reduced congestion, and fewer accidents. In addition to the costs of construction and right of way acquisition would be costs for roadway maintenance, including pavement, roadside, litter/sweeping, signs and markers, electrical systems, and stormwater facilities.

Chapter 6 Content

Irreversible and Irretrievable Commitment of Resources

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Chapter 7

Comments and Coordination

Early and continual coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts, proposed mitigation measures, and related environmental requirements. Agency consultation and public participation for the proposed action have been accomplished through a variety of formal and informal methods, including: public and agency scoping meetings, public open houses, a project website, online surveys, newsletters, media releases, field-based surveys, and focus group meetings. Also, ODOT-sponsored committees, including the Agency Coordination Committee, Citizen Advisory Committee, and the Steering Team were formed to provide opportunities for involvement at all stakeholder levels. This chapter summarizes the results of efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

7.1 SAFETEA-LU Section 6002 Coordination

7.1.1 Invitations to Participating Agencies

On October 5, 2007, ODOT sent a project initiation letter to FHWA identifying FHWA and ODOT as co-lead agencies for the proposed action (Appendix H). As required by Section 6002 of the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), other federal, state, tribal, regional, and local government agencies that may have an interest in the project should be invited to serve as participating agencies. Nongovernmental organizations and private entities cannot serve as participating agencies. In November 2007, ODOT and FHWA invited the following entities to be participating agencies:

- City of Bend
- Deschutes County
- Oregon Department of Land Conservation and Development
- Confederated Tribes of Warm Springs
- Confederated Tribes of Burns Paiute
- Klamath Tribe.

The City of Bend, Deschutes County, and the Oregon Department of Land Conservation and Development all accepted the invitation. All three tribes declined the invitation to be a participating agency. These tribes may still provide comment on the proposed action; however, opportunities for this input may occur at different intervals than when the participating agencies review and comment on the proposed action. There are no cooperating agencies.

Chapter 7 Content

- 7.1 SAFETEA-LU Section 6002 Coordination
- 7.2 Consultation and Coordination with Other Public Agencies
- 7.3 Public Participation

Key Point

A notice of intent to prepare a Draft EIS for the US 97 Bend North Corridor Project was published in the Federal Register on December 27, 2007.

More Information

Appendix G provides additional detail on how FHWA and ODOT complied with Section 6002 of SAFETEA-LU. The US 97 Bend North Corridor EIS SAFETEA-LU 6002 Coordination Plan (ODOT 2011m) is available upon request (Appendix K).

Definition

Project Management Team

The project management team consists of engineers, scientists, planners and public involvement specialists who have been analyzing the proposed action in accordance with the National Environmental Policy Act.

Key Point

All Agency Coordination Committee members were invited to the agency scoping meeting, which was held on January 10, 2008. The purpose of the meeting was to introduce the participating agencies' roles and responsibilities, provide an opportunity for agencies to comment on the project's purpose and need statement, and to gather information about the scope of environmental analysis that would be conducted for the proposed action.

7.1.2 Agency Coordination Committee

ODOT established the Agency Coordination Committee to ensure early and continual agency coordination throughout the project. The Agency Coordination Committee includes all participating agencies plus the Bend Metropolitan Planning Organization. In addition to reviewing and providing comment on key National Environmental Policy Act milestones such as the purpose and need statement, impact assessment methodologies to be applied to the environmental analysis, range of alternatives, and recommendation on the preferred alternative (which will occur after the Draft EIS has been circulated for public comment and a public hearing is held), the Agency Coordination Committee also provides:

- Interagency coordination for the project on technical issues and statewide, regional and local planning efforts
- Input to the Project Management Team, Steering Team, and Citizen Advisory Committee.

The Agency Coordination Committee meets on an occasional basis as project information dictates and at key National Environmental Policy Act milestones. Agency Coordination Committee meeting dates are shown in Exhibit 7-1. A range of issues were identified and discussed at these meetings, including:

- Purpose and need for the proposed action
- Range of alternatives
- Project cost, design features, projected operations, potential environmental impacts
- Interchange access management plan process and coordination
- Oregon statewide planning goal exception/compliance
- Multi-jurisdictional coordination
- Emergency service response times and travel routes
- New northern interchange type and location as well as its implications to nearby residential, commercial, and planned development areas.

Exhibit 7-1: Agency Coordination Committee Meeting Dates

January 11, 2007 ¹	December 12, 2007	August 6, 2008
January 25, 2007 ¹	December 18, 2007	September 30, 2008
April 12, 2007 ¹	January 10, 2008	October 10, 2008
July 12, 2007 ¹	February 28, 2008	October 30, 2008
July 26, 2007 ¹	March 13, 2008	July 6, 2009
August 9, 2007 ¹	May 8, 2008	November 19, 2009
September 27, 2007 ¹	May 22, 2008	February 4, 2010 ²
November 30, 2007	June 24, 2008	February 10, 2011

¹ The agencies met regularly with ODOT during the Refinement Plan process, which concluded prior to the National Environmental Policy Act phase and participating agency invitation (October 2007).

² In addition to the agency scoping meeting on January 10, 2008, the agencies were provided with a second formal opportunity to comment on the proposed action's purpose and need and on the range of alternatives.

7.2 Consultation and Coordination with Other Public Agencies

ODOT has consulted and coordinated with other public agencies in addition to coordination with the participating agencies. These interactions have taken place as needed to coordinate compliance with required permits and approvals.

- **Collaborative Environmental and Transportation Agreement for Streamlining (CETAS)** – On August 21, 2007, ODOT presented the proposed action to the CETAS committee, which implements the Oregon Major Transportation Projects Agreement. Based on the limited impacts expected to natural resources, the committee agreed that no formal tracking of the proposed action was necessary.
- **Deschutes County Environmental Health** – Coordination with this regional agency occurred in March 2011. The agency reviewed maps of the build alternatives' water quality treatment facilities in relation to public community wells located at the Four Seasons Mobile Home Park and the Juniper Mobile Home Park. After reviewing the information, the agency concluded that formal coordination should be with the Oregon Department of Human Services, Public Health Division, Drinking Water Program.
- **Deschutes County Historical Landmarks Commission** – On February 17, 2011 ODOT presented the project to the Commission and discussed the possible impacts of the build alternatives on historic properties eligible for or listed on the National Register of Historic Places. At that meeting, the Commission expressed an interest in seeing the Nels Andersen House moved, rather than demolished, to preserve the structure. The house's private owner expressed concern that the house may be unable to be moved without destroying it because of structural issues. The Commission also asked ODOT to identify the Commission as a consulting party under Section 106 of the National Historic Preservation Act.
- **National Resources Conservation Service** – Consultation with this agency to comply with the Farmland Policy Protection Act is complete. ODOT submitted a farmland conversion rating form for review by the Natural Resources Conservation Service on January 12, 2011.
- **Oregon Department of Human Services, Public Health Division, Drinking Water Program** – Coordination with this agency occurred in March 2011. The agency reviewed maps of the build alternatives' water quality treatment facilities in relation to public community wells located at the Four Seasons Mobile Home Park and the Juniper Mobile Home Park. The agency concluded that

these public community wells would not be affected by the project. Coordination will continue with this agency during construction.

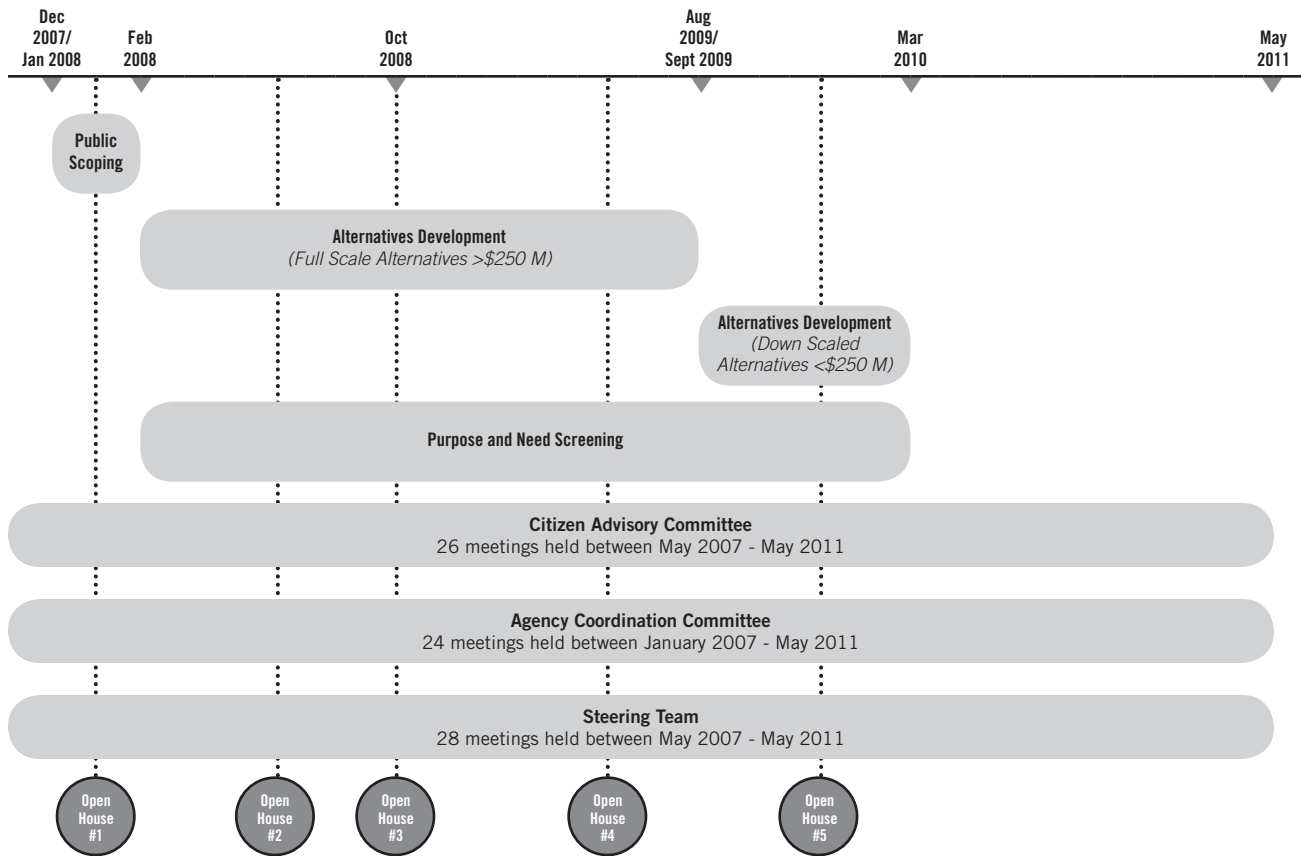
- **Oregon Water Resources Department** – Coordination with this agency occurred in March 2011. This agency’s jurisdiction is limited to private well installation and monitoring and does not include public wells. No further coordination is anticipated with this agency.
- **State Historic Preservation Office** – Consultation is ongoing with this agency to comply with Section 106 of the National Historic Preservation Act. Six significant historic resources are located within the API. Coordination with the State Historic Preservation Office to obtain concurrence on the eligibility for listing these resources on the National Register of Historic Places was completed on January 27, 2011. Coordination on the findings of effect from the proposed action has been completed with the State Historic Preservation Office concurring with the determinations on May 23, 2011, June 17, 2011, and June 29, 2011. Documentation of all coordination is provided in Appendix D.
- **US Army Corps of Engineers** – Consultation with this agency occurred in May 2010. The three canals, including the Swalley Canal, the North/Pilot Butte Canal, and the North Main Unit Canal connect to the Deschutes River and are defined by federal law as regulated tributaries. The minor relocations and piping of portions of the Swalley Canal would not require a permit from the US Army Corps of Engineers.

7.3 Public Participation

ODOT has and will continue to use many methods to share information with and gather input from the public. This section describes those methods which include: public meetings, a project website, focus group meetings, surveys, and project committees. A summary of public participation to date is included in Exhibit 7-2.

As mentioned above, ODOT sponsored the formation of the Citizen Advisory Committee and the Steering Team, which have representatives from the Bend area community. In addition, online surveys, open houses, and focus group meetings were conducted to gather as much public input about the project as possible during development of the project alternatives. Additional efforts were and will continue to be made to engage environmental justice populations who may be affected by the proposed action; these efforts are described below.

Exhibit 7-2: Opportunities for Public and Agency Involvement



7.3.1 Public Meetings

Five open houses have been held to date. All open houses were open to the public and were advertised in multiple publications. These open houses are summarized in Exhibit 7-3. Additional public meetings will occur as the project proceeds, including a public hearing during the Draft EIS public comment period.

7.3.2 Project Website

A project website, www.us97solutions.org, was established during the public scoping period and has remained a well-visited destination for those seeking more information. It is available in English and Spanish. Website visitors can submit comments and questions directly to the project management team through the website’s “Contact Us” page. ODOT typically responds to website inquiries within one week of receipt.

The project website is updated to coincide with upcoming open houses, and on an ad hoc basis between open houses to distribute updates about the project. The website is typically updated approximately two weeks prior to an open house meeting. Meeting agendas and meeting minutes from the Citizen Advisory Committee, Steering Team, and focus group meetings are regularly posted in the website document library as they are finalized.



Project website: www.us97solutions.org

Exhibit 7-3: Public Scoping and Open House Meeting Information

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Public Scoping Meeting/Open House #1	
January 24, 2008, 5:00 – 8:30pm Sky View Middle School 63555 18th Street, Bend, OR 115 attendees	<ul style="list-style-type: none"> ■ Inform the public about the proposed action scope, purpose and need, and goals and objectives ■ Inform the public about the National Environmental Policy Act process and the EIS schedule ■ Provide historical account of past planning processes that were completed and how those processes tie into the current National Environmental Policy Act process ■ Present illustrative design concepts within the west, existing US 97, and east corridors to stimulate discussion on identifying issues, constraints, concerns, and environmental resources. ■ Gather comments from the public on all information presented, including the purpose and need statement, and goals and objectives
Advertisements	
<i>Bend Bulletin</i>	January 13, 20 and 24, 2008
<i>Bend Source Weekly</i>	January 17 and 24, 2008
<i>Redmond Spokesman</i>	January 16 and 23, 2008
Newsletters and postcards	January 8 and 15, 2008
Website	January 10, 2008
Press release	January 14, 2008
<ul style="list-style-type: none"> ■ Notice of Intent published in Federal Register on December 27, 2007 ■ Television and radio: three television (KOHD, KTVZ (2)) and eight radio interviews (KBND, KMTK, KLRR, KLTW, KRCO, KWLZ, KWPK, KQAK) between January 15 and January 31, 2008 	
Open House #2	
June 19, 2008, 5:00 – 8:00 pm Sky View Middle School 63555 18th Street, Bend, OR 75 attendees	<ul style="list-style-type: none"> ■ Provide updates on the project ■ Present preliminary range of alternatives and gather public input
Advertisements	
<i>Bend Bulletin</i>	June 18 and 19, 2008
<i>Bend Source Weekly</i>	June 18, 2008
<i>Redmond Spokesman</i>	June 18, 2008
Newsletters and postcards	June 5, 2008
Website	June 5, 2008
Press release	June 12, 2008
Open House #3	
Oct. 22, 2008, 6:00 – 7:30pm Sky View Middle School 63555 18th Street, Bend, OR 55 attendees	<ul style="list-style-type: none"> ■ Provide updates on the project ■ Present revised preliminary range of alternatives and gather public input
Advertisements	
<i>Bend Bulletin</i>	October 19 and 22, 2008
<i>Bend Source Weekly</i>	October 15 and 22, 2008
<i>Redmond Spokesman</i>	October 15, 2008
Newsletters and postcards	October 8, 2008
Website	October 8, 2008
Press release	October 6, 2008

Exhibit 7-3: Public Scoping and Open House Meeting Information

Open House #4	
May 19, 2009, 5:30 – 7:00pm Sky View Middle School 63555 18th Street, Bend, OR 91 attendees	<ul style="list-style-type: none"> ■ Provide updates on the project ■ Present revised preliminary range of alternatives and gather public input ■ Review the project schedule ■ Introduce the next phase of detailed environmental studies
Advertisements	
<i>Bend Bulletin</i>	May 17 and 19, 2009
<i>Bend Source Weekly</i>	May 13, 2009
<i>Redmond Spokesman</i>	May 13, 2009
Newsletters and postcards	May 4, 2009
Website	May 5, 2009
Press release	May 7, 2009
Open House #5	
December 4, 2009, 4:30 – 6:00pm Deschutes County Services Building 1300 NW Wall Street, Bend, OR 115 attendees	<ul style="list-style-type: none"> ■ Update the public on effort to develop downscaled, lower-cost alternatives ■ Present preliminary downscaled (practical design) alternatives and gather public input
Advertisements	
<i>Bend Bulletin</i>	November 29 and December 3, 2009
<i>Bend Source Weekly</i>	December 2, 2009
<i>Redmond Spokesman</i>	December 2, 2009
Newsletters and postcards	November 20, 2009
Website	November 23, 2009
Press release	December 3, 2009
<ul style="list-style-type: none"> ■ Television, radio and newspaper interviews: one television interview (KOHD), one radio interview (KBND), one newspaper interview (<i>Bend Bulletin</i>) 	

7.3.3 Focus Group Meetings and Surveys

To date, ODOT has conducted 20 focus group meetings to guide specialized discussions with particular interest groups and project stakeholders, such as the emergency service providers, interested parties for various business areas, and environmental justice populations. The focus groups were held on the dates shown in Exhibit 7-4. ODOT will continue to hold focus group meetings throughout the National Environmental Policy Act process.

In general, issues that have been identified at these focus group meetings were based on the stakeholder’s particular interest; for example, business owners were interested in potential changes to private driveways and public approach roads whereas neighborhood associations were interested in residential property displacements and relocations. Topics discussed by these stakeholder groups included:

More Information

The August 2008 *Business Survey Summary* describes the findings of the July 2008 in-person business survey. This report is available on request (Appendix K).

Business Areas

- Approaches to business area
- Property acquisitions and business displacements

Neighborhood Associations

- Changes in traffic volumes on local streets
- Visual impacts of elevated structures
- Property acquisitions and residential displacements

Emergency Service Providers

- Emergency service routes and estimated travel times
- Private driveways and public approach road connections to residences
- Safety

Bicyclists and Pedestrians

- Connectivity of bicycle routes and pedestrian trails and sidewalks
- Safety

Mobile Home Parks

- Property acquisitions and residential displacements
- Comparable affordable housing for relocated residents
- Visual impacts of elevated structures
- Emergency service provider travel routes to neighborhoods
- Safety

A door-to-door, in-person survey of businesses within the API was conducted July 22–23, 2008. The survey focused on five areas with concentrations of businesses: Clausen Drive, Robal Road/Cooley Road, Nels Anderson Road, Jamison Road, and Empire Avenue. The purpose of the survey was to: document existing businesses including estimated number of full-time, part-time and seasonal employees; identify businesses employing individuals from environmental justice populations; identify businesses providing goods and/or services to environmental justice populations; document existing parking conditions; determine client origin (destination clients versus drive-by clients); determine the businesses’ awareness of the project; ask about the most effective public involvement strategies for the businesses; and solicit general comment about the project.

Exhibit 7-4: Focus Group Meeting Information

Date	Audience	Location	Number of Attendees
February 8, 2008	Businesses <ul style="list-style-type: none"> ▪ Robal Road/Cooley Road businesses 	747 SW Mill View Way Bend, OR	8
February 22, 2008	Businesses <ul style="list-style-type: none"> ▪ Traffic engineers representing businesses in the Robal Road/Cooley Road area 	ODOT, TPAU Office 555 13th Street NE Salem, OR	6
March 7, 2008	Businesses <ul style="list-style-type: none"> ▪ Traffic engineers representing businesses in the Robal Road/Cooley Road area 	ODOT, TPAU Office 555 13th Street NE Salem, OR	4
March 17, 2008 5:00 – 7:00pm	Businesses <ul style="list-style-type: none"> ▪ Nels Anderson Businesses 	63099 Nels Anderson Road Bend, OR	11
March 19, 2008 6:30 – 9:00pm	Neighborhoods <ul style="list-style-type: none"> ▪ Boyd Acres Neighborhood Association 	Sky View Middle School 63555 18th Street Bend, OR	9
March 26, 2008 6:00 – 8:00pm	Neighborhoods <ul style="list-style-type: none"> ▪ Hunnell United Neighbors 	ODOT Region 4 63055 N Highway 97 Bend, OR	29
March 27, 2008 6:00 – 8:30pm	Businesses <ul style="list-style-type: none"> ▪ Clausen Drive Businesses 	ODOT Region 4 63055 N Highway 97 Bend, OR	13
April 2, 2008 10:00 – 11:30am	Mobile Home Parks <ul style="list-style-type: none"> ▪ Four Seasons ▪ Hilltop ▪ Juniper 	ODOT Region 4 63055 N Highway 97 Bend, OR	2
April 11, 2008 10:00am – 12:00pm	Businesses <ul style="list-style-type: none"> ▪ Robal Road/Cooley Road Businesses 	747 SW Mill View Way Bend, OR	not recorded
April 11, 2008 1:00 – 3:00pm	Emergency Service Providers <ul style="list-style-type: none"> ▪ Bend Fire Department ▪ Bend-La Pine School District ▪ Bend Police Department ▪ Deschutes County Sheriff ▪ Oregon State Police 	Deschutes County Sheriff’s Office 63333 Highway 20 West Bend, OR	5
April 29, 2008 5:00 – 7:00pm	Businesses <ul style="list-style-type: none"> ▪ Empire Avenue Businesses 	ODOT Region 4 63055 N Highway 97 Bend, OR	8
July 28, 2008 2:00 – 4:00pm	Emergency Service Providers <ul style="list-style-type: none"> ▪ Bend Fire Department ▪ Bend Police ▪ City of Bend ▪ Deschutes County 911 ▪ Deschutes County Rural Fire Protection District #2 ▪ DKS Associates ▪ Kittelson and Associates ▪ Oregon State Police 	Deschutes County Sheriff’s Office 63333 Highway 20 West Bend, OR	8

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Date	Audience	Location	Number of Attendees
September 3, 2008 2:00 – 4:00pm	Emergency Service Providers <ul style="list-style-type: none"> ▪ City of Bend Police Department ▪ Oregon State Police ▪ Deschutes Rural Fire Protection District #2 ▪ City of Bend ▪ Bend Fire Department ▪ Deschutes County Sheriff’s Office 	ODOT Region 4 63055 N Highway 97 Bend, OR	6
September 3, 2008	Businesses <ul style="list-style-type: none"> ▪ Robal Road/Cooley Road businesses 	ODOT Region 4 Annex 63085 N Highway 97 Bend, OR	13
October 16, 2008 5:30 – 7:00pm	Businesses <ul style="list-style-type: none"> ▪ Empire Avenue Business Area ▪ Jamison Road Business Area ▪ Clausen Drive Business Area 	ODOT Region 4 63055 N Highway 97 Bend, OR	9
January 21, 2009 4:30 – 7:00pm	General <ul style="list-style-type: none"> ▪ Nels Anderson Businesses ▪ Boyd Acres Neighborhood Association ▪ Robal-Cooley Area Businesses ▪ Clausen Drive Area Businesses ▪ Hunnell United Neighbors ▪ Empire Avenue Businesses ▪ Mobile Home Parks ▪ Emergency Service Providers 	Central Oregon Association of Realtors Conference Room 2112 NE 4th Street Bend, OR	25
June 18, 2009 12:00 – 2:00pm	Bicyclists and Pedestrians	ODOT Region 4 63030 N Highway 97 Bend, OR	6
June 25, 2009 12:00 – 2:00pm	Bicyclists and Pedestrians	ODOT Region 4 63055 N Highway 97 Bend, OR	11
January 28, 2010 6:00 – 8:00pm	Neighborhoods <ul style="list-style-type: none"> ▪ Hunnell United Neighbors 	ODOT Region 4 63055 N Highway 97 Bend, OR	51
July 22, 2010	Businesses <ul style="list-style-type: none"> ▪ Traffic engineers representing businesses in the Robal Road/Cooley Road area 	ODOT, TPAU Office 555 13th Street NE Salem, OR	
November 4, 2010 5:00 – 7:00pm	Businesses <ul style="list-style-type: none"> ▪ Nels Anderson Business Area ▪ Empire Avenue Business Area ▪ Jamison Road Business Area ▪ Clausen Drive Business Area 	ODOT Region 4 63055 N Highway 97 Bend, OR	15

Three online surveys were conducted during the alternatives development phase. They coincided with the public open houses on January 24, 2008, June 29, 2008, and October 22, 2009 and are detailed in Exhibit 7-5.

Exhibit 7-5: Online Survey Details

Date	Survey Purpose	Number of Respondents
January 10–February 11, 2008	<ul style="list-style-type: none"> ■ Determine generally where survey respondents lived ■ Learn how and when highway travelers use transportation facilities within the API ■ Identify and prioritize issues and concerns ■ Solicit input on the proposed action’s purpose and need 	293
June 10–30, 2008	<ul style="list-style-type: none"> ■ Collect demographic information about survey respondents ■ Ask about frequency and use of the US 97 corridor ■ Collect comments about the alternatives. 	45
October 6–31, 2008	<ul style="list-style-type: none"> ■ Collect demographic information about survey respondents ■ Ask about frequency and use of the US 97 corridor ■ Collect comments about the alternatives. 	18

7.3.4 Outreach to Environmental Justice Populations

The known concentration of minority and low-income populations in the API is within three mobile home parks located immediately east of US 97 in the vicinity of Fort Thompson Lane and Bowery Lane. Individuals from the mobile home parks were invited to all public open houses, including the public scoping meeting; a Spanish language interpreter was provided at all of these meetings and Spanish meeting announcements were sent to all residents in the Juniper and Hilltop Mobile Home Parks.

In addition to the focus group meetings and the public open houses, meetings with environmental justice populations were held on two separate occasions, August 25, 2009 and July 20, 2010. The July 20, 2010 meeting was held at the Juniper Mobile Home Park; flyers were sent to residents at all three mobile home parks. About 40 individuals attended the August 25, 2009 meeting and about 25-30 attended the July 20, 2010 meeting. The purpose of these meetings was to present the alternatives, discuss potential impacts and benefits of the alternatives to the mobile home park residents, and identify community concerns about the project. ODOT gave a presentation about the alternatives and answered questions at each meeting.

General questions and concerns that arose at each of these meetings included:

- Increase travel distance to reach homes
- Noise and visual impacts
- Safety
- Project cost
- Desire to stay in or relocate from the mobile home park neighborhoods
- Various opinions about the design features of the build alternatives.

More Information

See Section 3.4 Environmental Justice, for information about community demographics, composition, and impacts from the proposed action.

More Information

The July 2008 *Mobile Home Park Survey Summary* describes the findings of the June 2008 in-person mobile home park survey. This report is available on request (Appendix K).

The April 2011 *Mobile Home Park Survey Summary* describes the findings of the March 31 and April 4, 2011 in-person mobile home park survey. This report is available on request (Appendix K).

On June 18-19, 2008, an in-person survey was conducted of residents at the Juniper Mobile Home Park, Four Seasons Mobile Home Park, and Hilltop Mobile Home Park. Prior to the survey, appointments were set for interviewing residents at specified times. The remaining residents were queried door-to-door as available. The purpose of the survey was to confirm the presence of minority and low-income persons in these parks, to assess residents' awareness of the project, and to identify public involvement techniques that would facilitate involvement of park residents in the project. The survey achieved an approximately 40 percent or higher response rate from each mobile home park.

During the 2008 business survey described above, business representatives were also asked to identify whether or not they employed individuals from environmental justice populations or if they provided goods and/or services primarily to environmental justice populations.

On March 31 and April 4, 2011, a follow-up survey was conducted of residents at the mobile home parks. This survey was conducted in-person at the Juniper Mobile Home Park and the Hilltop Mobile Home Park, and was conducted via mail at the Four Seasons Mobile Home Park. The purpose of the survey was to determine if residents of mobile home parks work at business areas where proposed business displacements would occur as a result of the project: Nels Anderson Business Area and Clausen Drive Business Area. The survey also gathered information about whether residents of these mobile home parks purchase/use goods or services from these businesses, and how they travel to and from these businesses. The survey achieved an approximately 45 percent of higher response rate from each mobile home park.

7.3.5 Citizen Advisory Committee

The Citizen Advisory Committee consists of community members representing various interest groups within the API: Boyd Acres Neighborhood Association; Hunnell United Neighbors; Four Seasons, Juniper and Hilltop Mobile Home Parks; and representatives of local businesses, bicyclists and pedestrians, emergency services, and the freight industry. The Citizen Advisory Committee meets approximately every other month and sometimes more frequently. The role of the Citizen Advisory Committee is to raise important community issues, concerns and ideas to ODOT throughout the project. Citizen Advisory Committee has held 26 meetings to date; meeting dates are listed in Exhibit 7-6.

A range of issues were identified and discussed at these meetings, including:

- Project cost, design features, projected operations, potential environmental impacts
- Displacement of businesses
- Approaches and travel routes to residential and commercial properties
- Grade separation of US 97 and Cooley Road and implications to nearby residential and commercial areas
- New northern interchange type and location as well as its implications to nearby residential and commercial areas
- Emergency service response times and routes to areas in the API and greater Bend area.

Exhibit 7-6: Citizen Advisory Committee Meeting Dates

May 21, 2007 ¹	August 13, 2008	October 14, 2009
July 26, 2007 ¹	September 10, 2008	November 19, 2009
September 13, 2007 ¹	October 8, 2008	February 10, 2010
October 11, 2007 ¹	December 10, 2008	March 31, 2010
December 13, 2007	January 14, 2009	May 19, 2010
March 12, 2008	February 11, 2009	July 14, 2010
May 14, 2008	April 8, 2009	November 16, 2010
June 11, 2008	May 13, 2009	March 9, 2011
July 9, 2008	June 10, 2009	

¹ The committee met regularly with ODOT during the Refinement Plan process, which concluded prior to the National Environmental Policy Act phase.

7.3.6 Steering Team

The Steering Team consists of four members: the ODOT Region 4 Manager, a representative from the City of Bend, a representative from Deschutes County, and the Citizen Advisory Committee chairperson. The Steering Team’s role is to:

- Consider input from the public, project stakeholders, Citizen Advisory Committee and Agency Coordination Committee
- Understand technical data and analysis provided by the Project Management Team
- Provide input on policy implications to local and regional agencies.

Upon considering the above information, the three advisory members of the Steering Team (the representatives from the City of Bend and Deschutes County, and the Citizen Advisory Committee chairperson) provide their recommendations to the ODOT Region 4 Manager at key project milestones. These project milestones include:

- Purpose and need for the proposed action
- Range of alternatives that are forwarded into the Draft EIS for detailed study
- Preferred Alternative (to occur after the Draft EIS is circulated for public comment and a public hearing is held).

The Steering Team meets approximately quarterly or as project milestones dictate. Twenty-eight Steering Team meetings have been held to date (Exhibit 7-7). A range of issues were identified and discussed at these meetings, including:

- Project cost, design features, projected operations, potential environmental impacts
- Addressing access to residential and commercial properties
- Practical design of the public infrastructure improvements
- Community support and public involvement
- Interagency coordination.

Exhibit 7-7: Steering Team Meeting Dates

May 15, 2007 ¹	April 24, 2008	January 13, 2009
June 28, 2007 ¹	May 27, 2008	January 27, 2009
July 31, 2007 ¹	June 10, 2008	April 2, 2009
September 27, 2007 ¹	July 8, 2008	April 28, 2009
October 25, 2007 ¹	August 5, 2008	September 22, 2009
November 29, 2007	August 19, 2008	November 5, 2009
January 22, 2008	September 9, 2008	February 24, 2010
March 13, 2008	September 23, 2008	March 29, 2011
March 25, 2008	October 14, 2008	
April 8, 2008	December 4, 2008	

¹ The Steering Team met regularly with ODOT during the Refinement Plan process, which concluded prior to the National Environmental Policy Act phase.

Upon receiving recommendations and input from the public, project stakeholders, Project Management Team, the Citizen Advisory Committee, the Agency Coordination Committee, and the Steering Team, the ODOT Region Manager is responsible for making final project recommendations on the purpose and need statement, range of alternatives, and preferred alternative, which are subject to FHWA approval. The final project recommendation on a preferred alternative will occur after the Draft EIS is published, a public hearing is held, and all public comments on the Draft EIS are evaluated.