



PORT OF HOOD RIVER COMMISSION
MEETING AGENDA
June 19, 2018
Marina Center Boardroom

2:30 P.M.
Work Session

1. Call to Order
2. Introductions
3. Background – Kevin Greenwood, Project Director

Review of prior study efforts and process related to this year's Final Environmental Impact Study (FEIS) effort.

4. Presentation – Angela Findley, WSP, and Lowell Clary, Clary Consulting
 - a. NEPA 101 – Angela Findley

What is the National Environmental Policy Act (NEPA) and why is it so important?

- b. Project Development – Lowell Clary

Review of other bridge projects from around the country and refresher on project delivery.

- c. Next Steps – Findley, Clary, Greenwood

What are the opportunities for public involvement from an oversight role.

5. Public Comment

Opportunity for members of the public to add comment (max. 3 min.).

6. Adjournment

Regular Port Commission Meeting starts at 5:00pm

If you have a disability that requires any special materials, services, or assistance, please contact us at 541-386-1645 so we may arrange for appropriate accommodations.

*The chair reserves the opportunity to change the order of the items if unforeseen circumstances arise. The Commission welcomes public comment on issues not on the agenda during the public comment period. With the exception of factual questions, the Commission does not immediately discuss issues raised during public comment. The Commission will either refer concerns raised during public comment to the Executive Director for a response or will request that the issue be placed on a future meeting agenda. People distributing copies of materials as part of their testimony should bring **10 copies**. Written comment on issues of concern may be submitted to the Port Office at any time.*

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ANGELA J. FINDLEY, PMP

Project Manager



Angela Findley brings experienced leadership to manage full project delivery in accordance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). She is well-versed in NEPA guidance from various federal agencies, including the U.S. Department of Transportation (Federal Highway Administration [FHWA], Federal Aviation Administration and Federal Transit Administration [FTA]), U.S. Department of Energy (Bonneville Power Administration) and U.S. Department of the Interior (National Park Service and Bureau of Land Management). She excels in integrating compliance with Section 106 of the National Historic Preservation Act, Endangered Species Act (ESA), Section 4(f) of the U.S. Department of Transportation Act, Section 6(f) of the Land and Water Conservation Fund, and various applicable federal and state regulations with the NEPA process. Angela is committed to collaborating with clients to provide complete project delivery while engaging in public involvement and coordinating with resource and regulatory agencies. She strives for early identification of issues, proactive solutions and contingency planning to keep projects on schedule and under budget. Her background is in environmental policy and conflict management.

Washington State Department of Transportation (WSDOT) Industrial Way/Oregon Way Intersection Environmental Impact Statement (EIS), Longview, Washington: project manager leading an environmental and transportation analysis team to deliver an EIS for grade-separating an intersection of two state highways (SR-432 and SR-433), Oregon Way and three at-grade rail crossings in the Longview Industrial Corridor. Angela is collaborating with WSDOT and Cowlitz County to design an alternatives development process that embraces WSDOT's practical design mandate and complies with NEPA. She is leading a multidisciplinary team to produce an EIS; complete environmental technical analyses; support public involvement activities; and analyze the complex interface between highway traffic, rail service operations, and the limited capacity constraint of the adjacent interstate Lewis and Clark Bridge bridge over the Columbia River. Key issues to be evaluated in the EIS include residential, commercial and industrial land acquisition and displacements, environmental justice, freight movement, cumulative impacts in consideration of other major industrial development in the vicinity, and public controversy.

Southwest Washington Regional Transportation Council (RTC) SR-14 Bingen/White Salmon Circulation Study, Bingen, Washington: principal-in-charge for developing circulation plan alternatives for the interface of state highway traffic, local street network, port access, pedestrian and bicycle facilities, and at-grade crossings on the BNSF mainline.

Oregon Department of Transportation (ODOT) US 97 Bend North Corridor EIS, Bend, Oregon: project manager responsible for developing the EIS documenting how alternate solutions will impact the community and the environment. Angela led the alternatives development process and the development/delivery of the EIS, environmental technical reports, public involvement, traffic analysis and preliminary design. Key issues evaluated as part of the environmental studies included land use and development, residential and business displacements, environmental justice (EJ) and public controversy. The project, sponsored by ODOT, involves improving a 6-mile section of US 97 between the Deschutes

Market Road/Tumalo Junction interchange and the Empire Avenue interchange. The section includes the merge of US 97 and US 20 in an urban section and rural transitional areas in northern Bend. The project's build alternatives recommend rerouting this section from just north of Cooley Road to approximately Empire Avenue and constructing a new at-grade intersection in the northern part of the corridor. Estimated costs for the preferred alternative, including right of way (ROW) acquisition and construction costs, is \$174 million. The draft EIS was published in July 2011, final EIS in August 2014 and Record of Decision (ROD) in September 2014. The project was recognized as the Oregon Women's Transportation Seminar 2014 Project of the Year.

WSDOT SR-502 Corridor Widening EIS, Clark County, Washington: environmental task leader, deputy project manager and subsequently project manager on a multidisciplinary project to widen a section of SR-502 from two to four lanes. Angela led the preparation of the Draft EIS and Final EIS, as well as the documentation to obtain a ROD. She was also responsible for ensuring Section 4(f), Section 106 and ESA compliance. Key issues included right of way acquisition, access management, business and residential relocation, farmland conversion, wetland fill, historic property adverse effects and public controversy.

ODOT Highway 199 Expressway Upgrade Environmental Assessment (EA), Grants Pass, Oregon: project manager directing the multidisciplinary team that developed the EA, supplemental EA and revised EA for a 4-mile section experiencing a crash rate higher than the statewide average and containing several intersections with unacceptable congestion levels. The scope of the EA included development of the environmental baseline, preparation of the impact analysis, public involvement, preliminary design, traffic analysis and access management. The EA was prepared as part of an ODOT on-call contract for general environmental research and project management services on a statewide basis. Angela was the contract manager.

HIGHLIGHTS

Firm: WSP

Years of Experience: 23
19 with current firm

Education: M.S., Forest Resources, Oregon State University 1996; B.A., Mathematics, University of Washington 1989

Professional Memberships:
Project Management Institute;
Society of American Foresters

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<p>Name & Title: Lowell R. Clary, President</p>	<p>Experience on relevant projects: Lowell Clary is president of Clary Consulting Company, with over 30 years of experience in transportation policy, administration, finance, toll road and managed lane project development. Clary Consulting provides advisory services to governmental and private sector clients on developing transportation projects including value pricing projects, public-private partnerships (P3s), transportation finance, and assist in negotiations of complex project agreements. Mr. Clary served as the Assistant Secretary of Florida Department of Transportation and led the development of value pricing lanes in Florida that is evolving into value pricing lane networks in Southeast Florida, Orlando and Jacksonville and under study in Tampa. Mr. Clary also has reviewed and advised on other value pricing projects as a consultant for Clary Consulting as discussed further below.</p>
<p>Name of firm (only if sub): Clary Consulting Company</p>	
<p>Role on this project: Policy Advisor</p>	
<p>Education: BS, Accounting/Finance, Florida CPA</p>	
<p>Years of experience in discipline/role proposed for this project: 30 years</p>	
	<p>Policy and Financial Advisor, Puget Sound Regional Council Futures Study (2015 to 2017). Clary Consulting participated on a study that identified funding and organizational options to help fund the Puget Sound Regional Council's long-range transportation plan. PSRC and partner organizations including Washington State DOT, and King County appointed a task force of key business leaders, elected and appointed officials from the Puget Sound region. The Futures Task Force was supported by Clary Consulting in their study efforts that including the examination of expanding express lanes in the Puget Sound region. Lowell Clary led the identification of funding options including value pricing lanes and provided support including presentation and interaction with the Futures Task Force.</p> <p>Policy Advisor, Florida Department of Transportation Regional Concept of Operations for Managed Lanes (2011-2013). Clary Consulting partnered with HNTB developing a regional concept of operations study for the value pricing lanes network in Southeast Florida. The study examined key issues including: connecting express lanes in the Southeast Florida region; tolling regimes for longer sections of express lanes; administration processes for managing the operations of a regional express lanes network; use of express lane toll revenues; integrating public transit in the regional express lane network; safety for more extensive express lane network; and other related issues that are required for an extensive express lanes network in Southeast Florida. Clary Consulting focused on policy, administration, and financial aspects of the study.</p> <p>Policy Advisor, Connecticut Department of Transportation, Value Pricing Study (2001-2014). Clary Consulting partnered participated on a value pricing study to examine the feasibility of value pricing on I-95 in Southeastern Connecticut and I-84 in the Hartford area. The study was a partnership with US DOT and Connecticut DOT to analyze options to improve congestion in these highly travelled corridors using tolling options. Clary Consulting focused on policy, administrative and organization aspects of the study. The study effort is underway again in 2017 as Connecticut further examines tolling options and the administrative and organizational requirements should the State decide to move forward with tolling.</p>

Name & Title: Lowell Clary	Experience on relevant projects:
Name of firm (only if sub):	Project Manager, Audit of US-36 P3 Project, Colorado Office of the State Auditor (2014-2015). Clary Consulting served as the lead auditor, with Lowell Clary leading a team of financial, technical and legal experts that conducted an audit of the Colorado US-36 P3 Project to evaluate whether the State of Colorado received the "best value" from the P3 approach for the US-36 Project. The US-36 Phase 1 and Phase 2 projects added value pricing lanes to help provide options during highly congestion peak periods. The audit concluded the P3 approach was the best value and also identified a number of opportunities for improvement in the Colorado P3 program along with recommendations that could be implemented to improve future P3 projects in the State of Colorado. The audit was presented to the Colorado Joint Audit Committee in late March 2015 and the recommendations were used to improve the process for future value pricing projects including the Central 70 project recently awarded by Colorado DOT.
Role on this project:	
Education:	
Years of experience in discipline/role proposed for this project:	
	<p>Lead Financial Advisor – Orchard Pond Parkway, Orchard Pond, LLC (2011-2017) Clary Consulting was the Financial Advisor for the landowner/private project sponsor. Orchard Pond Parkway is a new alignment toll road of just over five miles that creates a "land bridge" between US-27 and US-319 in Tallahassee. The project opened to traffic in the Spring of 2016.</p> <p>Project Champion, 95 Express, Florida Department of Transportation (2003-2007). Lowell Clary, while serving as Assistant Secretary for the Florida Department of Transportation championed the first major value pricing project in Florida, 95-Express, part of I-95 in Miami-Dade County (Miami). Mr. Clary negotiated funding from the State Legislature, US DOT, and using forecasted future toll revenues to provide the funding to move 95 Express forward in a timely manner. Mr. Clary championed the project and led the policy development for 95-Express, including providing the oversight of FDOT District 6, Chief Engineer, negotiations with Federal agencies and others necessary to move the project along. The partnership for 95 Express including the local MPOs, Florida DOT, FHWA, FTA and the public. The value pricing toll revenues pay for the express lanes and bus rapid transit in the corridor created by the express lanes. The success of the 95 Express project led Florida DOT to develop a network of express lanes in Southeast Florida (I-95, I-595, I-75, Florida's Turnpike), Orlando (I-4), Jacksonville (I-295) and under discussion in Tampa (I-4 and I-275). For more information, please see http://www.95express.com/</p> <p>Chair – Transportation Policy Section, Transportation Research Board (2017-Present). Lowell Clary serves as the Chair of the Policy Section of the Transportation Research Board which includes the Revenue and Finance Committee, Economics Committee, Congestion Management Committee, and other related committees. Previously Mr. Clary served as the chair of the Revenue and Finance Committee and the P3 Subcommittee. In these roles Mr. Clary is active in current trends and activities for transportation funding, finance, managed lanes and related activities at national meetings, committee meetings, review of research papers and networking with leaders in the industry.</p>