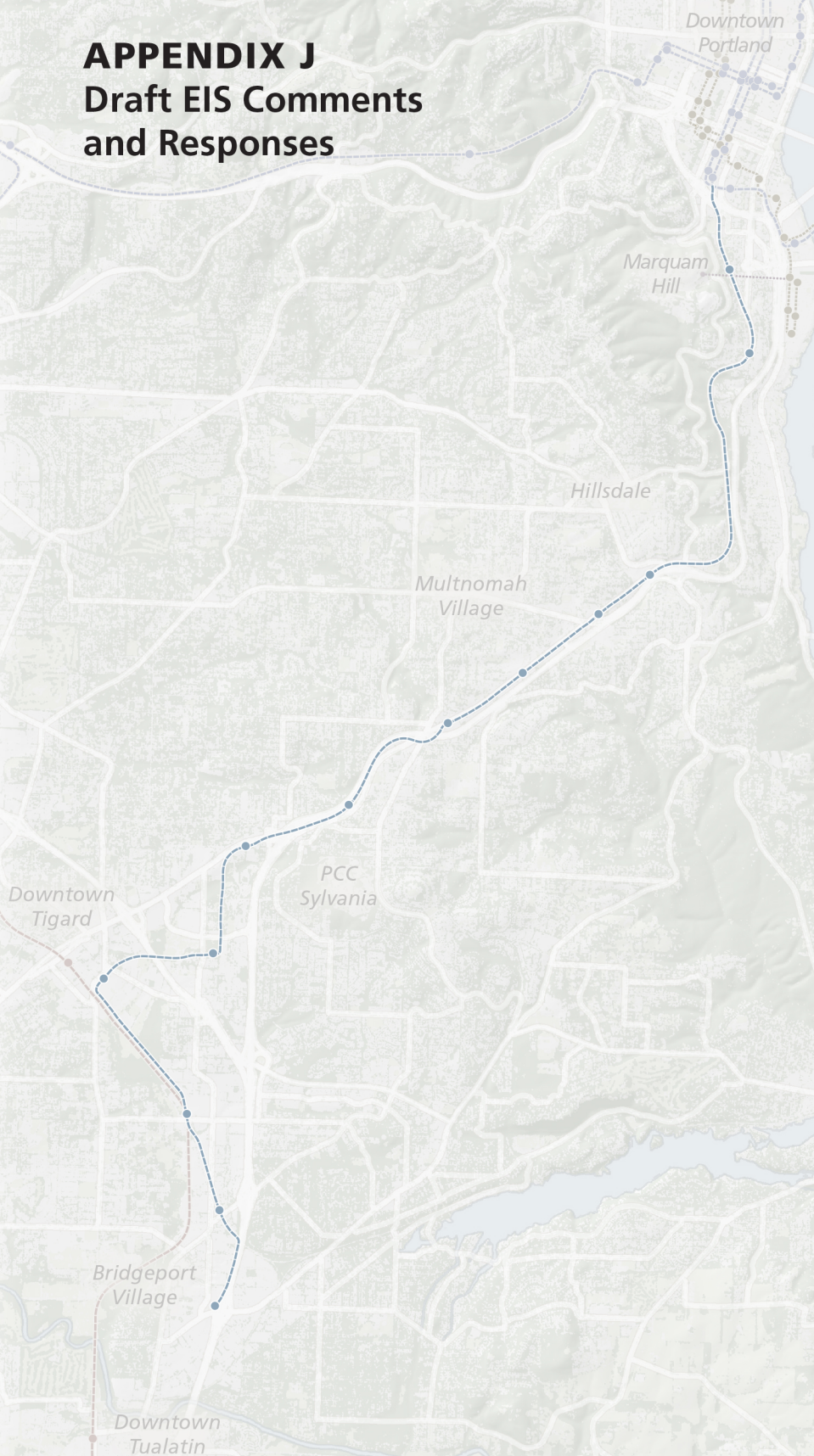


APPENDIX J Draft EIS Comments and Responses



APPENDIX J – DRAFT EIS COMMENTS AND RESPONSES

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Acronyms and Abbreviations

The following common acronyms and abbreviations are not spelled out within this appendix. Any other acronyms or abbreviations are only spelled out the first time they are used in this appendix and the first time they are used within each master response or comment response.

EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
I-405	Interstate 405
I-5	Interstate 5
MAX	Metropolitan Area Express
NEPA	National Environmental Policy Act
NUNM	National University of Natural Medicine
O&M	operations and maintenance
ODOT	Oregon Department of Transportation
OHSU	Oregon Health & Science University
PCC-Sylvania	Portland Community College Sylvania campus
Project	Southwest Corridor Light Rail Project
TriMet	Tri-County Metropolitan Transit District of Oregon
U.S. 26	U.S. Highway 26
WES	Westside Express Service

APPENDIX J1 – INTRODUCTION TO DRAFT EIS COMMENTS AND RESPONSES

This Appendix J1 includes the following information as an introduction to Appendix J, Draft EIS Comments and Responses:

- **J1.1, Approach to Comment Responses**, explains the approach to responding to comments.
- **J1.2, Project Terminology**, introduces project terminology that is used within this appendix and within the responses to comments. More detailed information can be found in Chapter 2, Alternatives Considered, of both the Draft EIS and this Final EIS.
- **J1.3, Master Responses to Common Topics**, provides responses to topics commonly raised by many commenters. These master responses are referenced as appropriate within the comment responses in Appendix J2, Responses to Draft EIS Comments.
- **J1.4, Organization and Index of Draft EIS Comments**, explains how the comments and responses are organized in Appendix J2, Responses to Draft EIS Comments, and Appendix J3, Original Copies of Draft EIS Comments, and includes a consolidated index of the Draft EIS comments.

The following chapters of this Final EIS provide related information:

- **Chapter 6, Public Involvement, Agency Coordination and Required Permits**, describes the outreach activities associated with the Draft EIS comment period. This chapter also describes ongoing correspondence and coordination with tribes and agencies.
- **Chapter 7, Draft EIS Comment Summary**, summarizes the issues raised in the Draft EIS comments and how the Draft EIS comments informed the selection of the Preferred Alternative and subsequent project refinements.

J1.1 Approach to Comment Responses

The Draft EIS comments include all comment submissions received between June 7 and July 30, 2018.¹ All Draft EIS comments are included in this appendix and have received some level of response. However, the type of response and the level of detail depends on whether a comment submission contains substantive comments. NEPA requires lead agencies to respond to substantive comments. Examples of substantive comments includes those that raise specific issues or concerns regarding the Project or the study process, suggest new alternatives, or question or raise concern over new impacts not previously addressed in the Draft EIS. Non-substantive comments include those that are not relevant to the topics discussed in the EIS, such as general statements of support or opposition to the Project. While not required by NEPA, responses are provided to some non-substantive comments that were included in comment submissions, such as to explain the Project's planning and decision-making process or to point the reader to where to find relevant information.

¹ This span of time includes the formal 45-day comment period, which began when a Notice of Availability was issued in the Federal Register on June 15, 2018, as well as the days leading up to that comment period after Metro notified its interested parties email list of the availability of the Draft EIS on June 7, 2018.

Many commenters raised multiple distinct issues within a single comment submission. While the responses in Appendix J2 are organized by comment submission, the response to each submission may contain several individual responses addressing the various issues raised by a commenter.

Some commenters provided multiple comment submissions during the Draft EIS comment period. For example, someone who testified at a public hearing may have also submitted a comment by email. Each of these comment submissions would receive a separate response that addresses the issues raised in each submission.

Some responses to comments are addressed by referencing master responses, which have been developed to provide a consistent response to common topics raised by multiple commenters. The master responses are provided in Section J1.3 of this appendix. In some cases, however, comments were more unique and not suited to a broad master response. In those cases, the comment received an individualized response.

In addition to these comment submissions, Metro received 44 emails during the Draft EIS comment period that are not considered to be comment submissions and are not documented in this Final EIS. Examples of these emails include requests for information on specific individual property impacts, general requests for maps, test emails and emails expressing thanks for confirmation of comment receipt. These emails received a direct response from Metro staff after they were received.

J1.2 Project Terminology

This section defines the common project terminology used in the responses. For more information about the project elements, including maps and descriptions, see Chapter 2, Alternatives Considered, of both the Draft EIS and this Final EIS.

In both the Draft EIS and this Final EIS, the project area is divided geographically into three segments for analysis purposes:

- **Segment A, Inner Portland**, is the area between the tie-in to the Portland Transit Mall (near I-405) and SW Brier Place (north of SW Terwilliger Parkway).
- **Segment B, Outer Portland**, is the area between SW Brier Place and the Portland-Tigard city boundary, near SW 65th Avenue.
- **Segment C, Tigard and Tualatin**, is the area between the Portland-Tigard city boundary and the terminus at Bridgeport Village in Tualatin.

Table J1-1 provides an overview of the common project terminology used in the master responses and comment responses. This table includes a comparison between the terms used in the Draft EIS and this Final EIS to describe each element of the Project.

Table J1-1. Overview of Project Terminology Between Draft EIS and Final EIS

Description of Project Element	Draft EIS Term and Additional Context	Final EIS Term and Additional Context
Draft or adopted route for the proposed light rail investment, including definition of the transit mode, alignment, stations, termini and other elements	<p>Draft EIS light rail alternatives: the range of alignment alternatives, Marquam Hill connection options, PCC-Sylvania shuttle options and O&M facility options studied in the Draft EIS</p> <p>Initial route proposal: a draft proposed light rail route that was identified within the Draft EIS to provide an opportunity to comment on a full-length light rail alternative¹</p>	Preferred Alternative: the route that has been adopted into the Regional Transportation Plan, and generally the alternative that has been identified by the lead agencies as the favored course of action to meet the Project's Purpose and Need; includes the Preferred Alternative alignment and stations, Marquam Hill Connection, PCC-Sylvania Shuttle and Hunziker O&M Facility
Locations for the light rail alignment, stations and park and rides, as well as associated streetscape elements	Alignment alternatives: three alternatives in Segment A, four in Segment B and six in Segment C	Preferred Alternative alignment and stations: the elements of the Preferred Alternative that are equivalent in scope to the Draft EIS alignment alternatives, for comparison purposes (excluding the Marquam Hill Connection, PCC-Sylvania Shuttle and Hunziker O&M Facility)
A pedestrian connection between a light rail station near SW Gibbs Street and the medical and educational facilities on Marquam Hill	Marquam Hill connection options: four options for the type of connection	Marquam Hill Connection: the inclined elevator connection that has been selected as part of the Preferred Alternative
A shuttle operating between PCC-Sylvania and one or two nearby light rail stations	PCC-Sylvania shuttle options: two options for the shuttle route	PCC-Sylvania Shuttle: the SW 53rd Ave. shuttle route that has been selected as part of the Preferred Alternative
A new light rail O&M facility in Tigard	O&M facility options: three options for the location of the facility	Hunziker O&M Facility: the facility location near SW Hunziker St. that has been selected as part of the Preferred Alternative
A portion of the light rail line that could be constructed if there is insufficient funding to construct the full length	Minimum Operable Segment options: two options for the extent of the line to construct, terminating at either the Tigard Transit Center (Hall) Station or the Bridgeport Station	Terminus options: two options for the extent of the Preferred Alternative to construct, terminating at either the Upper Boones Ferry Station or the Hall Station
Changes to roadway circulation and new pedestrian and bicycle facilities on various roads and ramps connecting to the west end of the Ross Island Bridge	Bridgehead Reconfiguration: streetscape elements included as part of Alternative A2-BH, to accommodate light rail on SW Naito Pkwy.	Ross Island Bridgehead Reconfiguration: a related transportation improvement, separate from the light rail investment
Additional pedestrian and bicycle facilities to improve access to the light rail stations	Station access improvements: 29 options for pedestrian and bicycle facilities	Station access improvements: 30 options for pedestrian and bicycle facilities, which are related transportation improvements, separate from the light rail investment

¹ The initial route proposal included several design refinements, which were proposed changes to the design of the Draft EIS alignment alternatives. These changes were intended to avoid or minimize impacts identified in the Draft EIS analysis and to optimize transit performance and capital costs.

J1.3 Master Responses to Common Topics

Common topics in the Draft EIS comments have been addressed in the comment responses by referencing master responses. Master responses were developed for 18 topics, which are listed in Table J1-2 along with the total number of comments associated with each topic. Following Table J1-2, each master response is provided, including an identifying number, title, general comment and the master response itself.

Table J1-2. Master Response Topic Summary

Number	Master Response Topic	Number of Associated Comments
1	Project, Light Rail or High Capacity Transit in General	309
2	Village Inn Restaurant	351 ¹
3	Design Refinements	136 ²
4	Segment A Alignment Alternatives (Including Ross Island Bridgehead Reconfiguration)	141
5	Segment B Alignment Alternatives	114
6	Segment C Alignment Alternatives	52
7	Bicycle and Pedestrian Facilities	84
8	SW Barbur Boulevard Lane Removal	26
9	Marquam Hill Connection	18
10	Other Transit Improvements and Service Changes	80
11	Roadway Improvements	28
12	Marquam Hill, Hillsdale and PCC-Sylvania Tunnels	13
13	Draft EIS Public Involvement Process	26
14	Crime, Safety and Policing	41
15	Extended I-5 Alignment	16
16	Other Destinations Not Studied in Draft EIS	37
17	Property Acquisitions and Direct Displacements	91
18	Affordable Housing, Gentrification and Indirect Displacements	46 ³

¹ This number includes one petition, counted as one comment that received 1,855 signatures, and 322 additional comments collected and submitted with the petition, each counted as one comment.

² This number includes one petition, counted as one comment that received 259 signatures, and 5 additional comments collected and submitted with the petition, each counted as one comment.

³ This number includes one petition, counted as one comment that received 73 signatures.

Master Response 1: Project, Light Rail or High Capacity Transit in General

General Comment

Some commenters expressed general support for or opposition to the Project, light rail or high capacity transit.

Master Response

FTA, Metro and TriMet acknowledge receiving these comments of general support and opposition; decision-makers also received these comments before identifying the Preferred Alternative.

The Southwest Corridor was designated as a near-term regional priority corridor in the *Regional High Capacity Transit System Plan* (Metro, 2009). This plan was adopted by regional decision-makers, as described in Appendix I of the Draft EIS, Project Background and Alternatives Considered. Appendix I of the Draft EIS explains the public process for selecting light rail as the transit mode for the Southwest Corridor and identifying the light rail alternatives evaluated in the Draft EIS.

Following the Draft EIS public comment period, the Project's Preferred Alternative was endorsed by the Metro Council in November 2018 and adopted into Metro's *Regional Transportation Plan* in December 2018. Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements, describes the identification and adoption of the Preferred Alternative.

Master Response 2: Village Inn Restaurant

General Comment

Many comments were received related to the Village Inn restaurant in Tualatin, including a petition with over 1,800 signatures and more than 300 additional comments that were gathered by the restaurant owners. In the Draft EIS, the Village Inn property at the northeast corner of SW 72nd Avenue and SW Lower Boones Ferry Road was shown as a potential full parcel acquisition. The Draft EIS designs assumed that bus bays would be located on the Village Inn parcel so that they would be adjacent to the Bridgeport Station.

Commenters expressed opposition to the potential acquisition and displacement of the Village Inn from its current location and a desire to move the bus bays to avoid impacts to the site. Commenters also shared memories of dining with family at the restaurant, complimented the food and service, and expressed a sense of community around the restaurant.

Master Response

Following the Draft EIS comment period, the design of the Bridgeport Station was modified for the Preferred Alternative to avoid the need to relocate the Village Inn restaurant. This was accomplished by moving the bus bays to the south side of SW Lower Boones Ferry Road, on the ground floor of the proposed park and ride structure. Minor impacts to landscaping on the Village Inn property are still assumed in this Final EIS, and the parcel is assumed to be used as a construction staging area. As a result, the parcel is still anticipated to be partially or fully acquired for the Preferred Alternative. However, this impact would not affect the Village Inn restaurant; after publication of the Draft EIS, the restaurant closed permanently in May 2020.

To learn more about property acquisitions and displacements, including how these impacts would be mitigated, see Section 4.1, Acquisitions and Displacements, of this Final EIS. Maps and tables of the properties that are anticipated to be affected by acquisitions are provided in Appendix F, Properties Affected by Acquisitions and Permanent Easements, of this Final EIS.

Master Response 3: Design Refinements

General Comment

Some commenters voiced support for or opposition to one or more of the design refinements that were identified in the Draft EIS as potential modifications to the alignment alternatives that could reduce impacts and costs. Some commenters expressed general concerns about the level of analysis the design refinements received relative to the alignment alternatives, and about the amount of time available for public comment on the design refinements.

These design refinements were described in Chapter 2, Alternatives Considered, and Appendix E, Potential Design Refinement Concepts and Options, of the Draft EIS. There were six design refinements in the Draft EIS:

- Refinement 1, Barbur Woods East-Side Running
- Refinement 2, Taylors Ferry I-5 Overcrossing
- Refinement 3, I-5 Undercrossing

- Refinement 4, Barbur Undercrossing
- Refinement 5, Elmhurst
- Refinement 6, Tigard Transit Center Station East of Hall

Of the six design refinements, all but Refinement 3 were included in the initial route proposal in the Draft EIS.

Master Response

The public's comments expressing preferences about the design refinements were shared with local decision-makers before identifying the Preferred Alternative. Those comments informed the selection of which refinements are included in the Preferred Alternative and are further studied in this Final EIS. The discussion in the following sections describes whether each refinement is included in the Preferred Alternative and is studied further in this Final EIS, as well as the factors that informed the decision to include or omit each refinement in the Preferred Alternative. More information about the selection of the Preferred Alternative can be found in Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements, while details on the Preferred Alternative can be found in both Chapter 2, Alternatives Considered, and Appendix A, Detailed Maps and Descriptions of the Alternatives, of this Final EIS.

The design refinements received adequate study and opportunity for public comment in advance of the Preferred Alternative selection. Many of the design refinements were developed in response to public comments received during the development of the Draft EIS or to address adverse impacts identified in the Draft EIS analysis for the alignment alternatives. The design refinements were disclosed within the Draft EIS document, including descriptions, maps and preliminary impacts assessments that were provided in Appendix E, Potential Design Refinement Concepts and Options. The potential property impacts of the design refinements were identified within the Draft EIS in Appendix F, Properties Affected by Acquisitions. Upon publication of the Draft EIS, owners of properties affected by the design refinements were notified along with owners of properties affected by the Draft EIS light rail alternatives. Public comments were solicited during the 45-day Draft EIS comment period and, as noted above, were shared with decision-makers before the selection of the Preferred Alternative. The analysis in this Final EIS has not revealed any new significant adverse impacts for the Preferred Alternative that were not identified for the Draft EIS light rail alternatives.

Refinement 1

Refinement 1 is not included in the Preferred Alternative and is not studied further in this Final EIS. Instead, the Preferred Alternative would remain in the center of SW Barbur Boulevard through what is known as "The Woods" area, and would replace the existing SW Barbur Boulevard trestle bridges in this area. Metro's Southwest Corridor Steering Committee recommended omitting Refinement 1 from the Preferred Alternative to improve safety for people walking and bicycling along SW Barbur Boulevard and to avoid one or two at-grade crossings between light rail and the northbound traffic lanes. The recommendation was also informed by input received during the Draft EIS comment period and a funding agreement that was developed after the Draft EIS was published to support replacing the existing SW Barbur Boulevard trestle bridges.

Refinement 2

As part of its Preferred Alternative recommendation, Metro's steering committee requested further analysis of alignment options in the Crossroads area, including Refinement 2, Alternative B2 or a variation of either. Project partner staff analyzed several options, including one suggested by community members (the "Smith Proposal" alignment, also referred to as the "Dean Smith refinement") during the Draft EIS comment period, through a public process that involved nearby neighborhood associations, Metro and TriMet's community advisory committees and public open houses. See Chapter 6, Community Participation, Agency Coordination and Required Permits, of this Final EIS for a full list of the public engagement activities related to Refinement 2 and other alignments in the Crossroads area. See Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements, for more information about the options that were considered in the Crossroads area and the reasons for the selection of the design for the Preferred Alternative.

Ultimately, Refinement 2 was not included in the Preferred Alternative and is not studied further in this Final EIS. Instead, based on public input and staff findings, TriMet's steering committee recommended in March 2019 that the Preferred Alternative use the alignment of Alternative B2 to cross I-5 on the south side of SW Barbur Boulevard. The Preferred Alternative was subsequently refined at the Barbur Transit Center as part of a broader effort in the summer of 2019 to reduce project costs and minimize impacts. This modification shifted the alignment and station at the Barbur Transit Center to the center of SW Barbur Boulevard instead of adjacent to I-5 behind the park and ride. The modification also resulted in a shorter light rail structure over I-5, which would reduce the visual impact of the bridge and the duration and severity of construction impacts compared to the unmodified Alternative B2.

Refinement 3

Refinement 3 was included in the Draft EIS as an alternative to Refinement 4. Because Refinement 4 is included in the Preferred Alternative, Refinement 3 is not included in the Preferred Alternative and is not studied further in this Final EIS. The reasons for selecting Refinement 4 are provided in the following section.

Refinements 4, 5 and 6

Refinements 4, 5 and 6 are all included in the Preferred Alternative and further studied in this Final EIS as part of the Preferred Alternative. To learn more about the anticipated impacts and proposed mitigations for the Preferred Alternative, including these design refinements, see Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Impacts and Mitigations, of this Final EIS.

Refinement 4 was developed to reduce the length of the I-5 overcrossing due to the high capital costs, construction-period traffic impacts and visual impacts of a long skewed-angle aerial structure over I-5. It was also developed to replace the Baylor Station with the 68th Station, which would complement the shift in station location included with Refinement 5 and improve access to light rail for the neighborhood north of Pacific Highway (99W). Metro's steering committee recommended including Refinement 4 in the Preferred Alternative, because the refinement would result in faster travel time, lower capital cost, fewer visual and construction impacts, improved station spacing, improved park and ride access, and increased ridership compared to both Refinement 3 and Alternatives B2 and C2.

Refinement 5 was developed to avoid displacing a cluster of businesses on SW Beveland Street. Concerns about these impacts were raised in public comments received during development of the Draft EIS, including concerns that these displacements would disrupt cohesion among business owners and employees. Metro's steering committee recommended including Refinement 5 in the Preferred Alternative, because the refinement would reduce business impacts and also improve light rail travel times compared to Alternative C2.

Refinement 6 was developed to avoid displacing multiple apartment buildings in downtown Tigard that are assumed to include a relatively high proportion of low-income residents. Concerns about these impacts were raised in public comments received during development of the Draft EIS. Metro's steering committee recommended including Refinement 6 in the Preferred Alternative, because the refinement would reduce residential displacements and traffic impacts compared to Alternative C2.

Master Response 4: Segment A Alignment Alternatives (including Ross Island Bridgehead Reconfiguration)

General Comment

Some commenters voiced support for or opposition to alignments in Segment A on either SW Barbur Boulevard or SW Naito Parkway, between SW Lincoln Street and the intersection of SW Barbur Boulevard and SW Naito Parkway. Some commenters also expressed support for changes to the Ross Island Bridgehead, with or without light rail.

The Draft EIS studied three alignment alternatives in this area:

- Alternative A1, Barbur
- Alternative A2-BH, Naito with Bridgehead Reconfiguration
- Alternative A2-LA, Naito with Limited Access

Chapter 2, Alternatives Considered, and Appendix A, Detailed Maps and Descriptions of the Alternatives, of the Draft EIS provide descriptions and maps of these alignment alternatives.

Master Response

The public's comments expressing preferences about the alignment alternatives were shared with local decision makers before selection of the Preferred Alternative. These comments informed the selection of Alternative A1 to be included in the Preferred Alternative and further studied in this Final EIS, as well as the inclusion of the Ross Island Bridgehead Reconfiguration in this Final EIS as a related transportation improvement. The following sections describe the factors that informed the decision to include or omit each Segment A alignment alternative in the Preferred Alternative and summarize notable modifications included in the Preferred Alternative designs.

More information about the selection of the Preferred Alternative in Segment A and subsequent design modifications can be found in Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements. Details on the Preferred Alternative can be found in both Chapter 2, Alternatives Considered, and Appendix A, Detailed Maps and Descriptions of the Alternatives, of this Final EIS.

Alternative A1

A modified version of Alternative A1 is included in the Preferred Alternative and studied further in this Final EIS. The following section describes why Alternative A1 was selected instead of either Alternative A2-BH or A2-LA, which would both run on SW Naito Parkway instead of SW Barbur Boulevard in the northern part of Segment A.

The primary modification to Alternative A1 is that the Preferred Alternative would cross SW Sheridan Street and SW Caruthers Street, both designated as U.S. 26, on an elevated structure instead of at grade.

Along with the selection of the Preferred Alternative, Metro's Southwest Corridor Steering Committee recommended that the Ross Island Bridgehead Reconfiguration component of Alternative A2-BH be studied in this Final EIS as a related transportation improvement. Metro's steering committee also recommended identifying funding sources for the Ross Island Bridgehead Reconfiguration separate from the light rail investment.

To learn more about the anticipated impacts and proposed mitigations for the Preferred Alternative and the Ross Island Bridgehead Reconfiguration, see Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Impacts and Mitigation, of this Final EIS.

Alternatives A2-BH and A2-LA

Alternatives A2-BH and A2-LA were not selected for the Preferred Alternative and are not studied further in this Final EIS. Metro's steering committee did not select Alternatives A2-BH and A2-LA for the Preferred Alternative because, compared to Alternative A1, they would have slower light rail travel times; have a longer connection to Marquam Hill; result in more displacements of residents, businesses and employees; and have more impacts on potentially eligible historic resources.

Master Response 5: Segment B Alignment Alternatives

General Comment

Some commenters voiced support for or opposition to alignments in Segment B, which would run in the center of SW Barbur Boulevard, adjacent to I-5 or a combination of the two between SW Custer Drive and SW 60th Avenue. The Draft EIS studied four alignment alternatives in this area:

- Alternative B1, Barbur
- Alternative B2, I-5 Barbur Transit Center to 60th
- Alternative B3, I-5 26th to 60th
- Alternative B4, I-5 Custer to 60th

Chapter 2, Alternatives Considered, and Appendix A, Detailed Maps and Descriptions of the Alternatives, of the Draft EIS provide descriptions and maps of these alignment alternatives.

Master Response

The public's comments expressing preferences about the alignment alternatives were shared with local decision-makers before identifying the Preferred Alternative. These comments informed the selection of a modified version of Alternative B2 to be included in the Preferred Alternative and further studied in this

Final EIS. The following sections describe the factors that informed the decision to include or omit each Segment B alignment alternative in the Preferred Alternative and summarize notable modifications included in the Preferred Alternative designs.

More information about the selection of the Preferred Alternative in Segment B and subsequent design modifications can be found in Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements. Details on the Preferred Alternative can be found in both Chapter 2, Alternatives Considered, and Appendix A, Detailed Maps and Descriptions of the Alternatives, of this Final EIS.

Alternative B2

A modified version of Alternative B2 is included in the Preferred Alternative and further studied in this Final EIS. The following sections describe why Alternative B2 was selected instead of either Alternative B1, which would include more of the alignment in the center of SW Barbur Boulevard, or Alternatives B3 and B4, which would include more of the alignment adjacent to I-5.

The Preferred Alternative includes the following notable modifications to Alternative B2:

- The Barbur Transit Center Station was moved to the center of SW Barbur Boulevard, as studied under Alternative B1 in the Draft EIS, instead of adjacent to I-5 behind the transit center.
- The 53rd Station was moved to be adjacent to I-5 behind the park and ride instead of adjacent to SW Barbur Boulevard in front of the park and ride, as studied under Refinement 4, Barbur Undercrossing.
- The alignment near Tigard was moved to cross over I-5 north of and parallel to the existing SW Barbur Boulevard bridge, and then cross SW Barbur Boulevard/Pacific Highway (99W) in a cut-and-cover undercrossing, as studied under part of Refinement 4, Barbur Undercrossing.
- Park and ride capacities were reduced and revised from structured parking to surface parking at the Barbur Transit Center and 53rd Stations.

Appendix I of this Final EIS provides more information about these changes. To learn more about the anticipated impacts and proposed mitigations for the Preferred Alternative, see Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Impacts and Mitigation, of this Final EIS.

Alternative B1

Alternative B1 was not selected for the Preferred Alternative and is not studied further in this Final EIS. Metro's Southwest Corridor Steering Committee did not select Alternative B1 because it would require a complex reconstruction of the existing bridge over I-5 at the Crossroads area, which the committee believed to be largely infeasible and undesirable within the scope of the light rail investment. Appendix I of this Final EIS provides more information about the costs, risks and impacts associated with this bridge reconstruction.

Alternatives B3 and B4

Alternatives B3 and B4 were not selected for the Preferred Alternative and are not studied further in this Final EIS. Metro's steering committee did not select Alternatives B3 and B4 because, compared to Alternative B2, they would include less accessible and visible station locations, fewer streetscape and safety

improvements to SW Barbur Boulevard, and more residential displacements. They would also be less supportive of the City of Portland's Barbur Concept Plan.

Master Response 6: Segment C Alignment Alternatives

General Comment

Some commenters voiced support for or opposition to alignments in Segment C. The Draft EIS studied six alignment alternatives in this area:

- Alternative C1, Ash to I-5
- Alternative C2, Ash to Railroad
- Alternative C3, Clinton to I-5
- Alternative C4, Clinton to Railroad
- Alternative C5, Ash and I-5 Branched
- Alternative C6, Wall and I-5 Branched

Chapter 2, Alternatives Considered, and Appendix A, Detailed Maps and Descriptions of the Alternatives, of the Draft EIS provide descriptions and maps of these alignment alternatives.

Master Response

The public's comments expressing preferences about the alignment alternatives were shared with local decision-makers before identifying the Preferred Alternative. These comments informed the selection of a modified version of Alternative C2 to be included in the Preferred Alternative and further studied in this Final EIS. The following sections describe the factors that informed the decision to include or omit each Segment C alignment alternative in the Preferred Alternative and summarize notable modifications included in the Preferred Alternative designs.

More information about the selection of the Preferred Alternative in Segment C and subsequent design modifications can be found in Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements. Both Chapter 2, Alternatives Considered, and Appendix A, Detailed Maps and Descriptions of the Alternatives, of this Final EIS provide details on the Preferred Alternative.

Alternative C2

A modified version of Alternative C2 is included in the Preferred Alternative and further studied in the Final EIS. The following section describes why Alternative C2 was selected instead of the other alignment alternatives in Segment C.

The Preferred Alternative includes the following notable modifications to Alternative C2:

- A cut-and-cover undercrossing of SW Barbur Boulevard/Pacific Highway (99W) was added, and the Baylor Station was replaced with the 68th Station adjacent to Pacific Highway, as studied under Refinement 4, Barbur Undercrossing.
- In the Tigard Triangle, the alignment was shifted to run on SW Elmhurst Street instead of SW Beveland Street, and the Beveland Station was replaced with the Elmhurst Station, as studied under Refinement

5, Elmhurst. The portion of Alternative C2 along SW Beveland Street, which would have displaced a cluster of businesses along that street, is not part of the Preferred Alternative and is not studied further in this Final EIS.

- Near downtown Tigard, the alignment was shifted to run along the east side of SW Hall Boulevard instead of across SW Hall Boulevard and along SW Ash Avenue, and the Tigard Transit Center Ash Station was replaced with the Hall Station, as studied under Refinement 6, Tigard Transit Center Station East of Hall. The portion of Alternative C2 along SW Ash Avenue, which would displace a cluster of apartments, is not part of the Preferred Alternative and is not studied further in this Final EIS.
- At the Bonita Station, the alignment was shifted to run along the west side of the freight rail and WES Commuter Rail tracks for 0.3 mile.
- Park and rides were removed from the Bonita and Upper Boones Ferry Stations. The structured park and ride at the Baylor Station was replaced with a surface park and ride at the 68th Station that would have a similar capacity. The Hall Park and Ride was reduced in capacity and converted to a surface lot.

Appendix I of this Final EIS provides more information about these changes. To learn more about the anticipated impacts and proposed mitigations for the Preferred Alternative, including this alignment, see Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Impacts and Mitigation, of this Final EIS.

Alternatives C1, C3, C4, C5 and C6

The I-5 alignment in Segment C (Alternatives C1 and C3) was not included in the Preferred Alternative, because it would provide slower light rail travel times and more impacts to businesses and employees than Alternative C2. The Clinton alignment (Alternatives C3 and C4) was not included in the Preferred Alternative, because it would provide one fewer light rail station in the Tigard Triangle, be less supportive of the Tigard Triangle Strategic Plan and result in a critical traffic impact at SW Hall Boulevard near Pacific Highway, compared to Alternative C2. The Branched Configuration (Alternatives C5 and C6) was not selected, because it would provide worse Tigard-Tualatin connectivity and worse transit service in Downtown Tigard, and would have higher operating costs, compared to the Preferred Alternative. As a result, Alternatives C1, C3, C4, C5 and C6 are not included in the Preferred Alternative and are not studied further in this Final EIS.

Master Response 7: Bicycle and Pedestrian Facilities

General Comment

Some commenters expressed general support, concerns or suggestions about bicycle and pedestrian improvements. Common themes included:

- concerns that the bicycle and pedestrian facility designs shown in the Draft EIS are insufficient and/or should be improved
- support for bicycle and pedestrian facilities that are either part of the Draft EIS alignment alternatives or studied as station access improvements
- suggestions for bicycle and pedestrian improvements that are not studied in the Draft EIS

Chapter 2, Alternatives Considered, of the Draft EIS describes the pedestrian and bicycle facilities included in the design of each alignment alternative. Appendix A, Detailed Maps and Descriptions of Light Rail Alternatives, of the Draft EIS describes the station access improvements that supplement the facilities constructed as part of the alignment alternatives.

Master Response

The public's comments expressing preferences regarding bicycle and pedestrian improvements were shared with local decision-makers before identifying the Preferred Alternative. Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements, describes the adoption of the Preferred Alternative following the Draft EIS public comment period. The sections below describe the bicycle and pedestrian facilities that are studied in this Final EIS, either as part of the Preferred Alternative or as a related transportation improvement, and how these facilities have changed since the Draft EIS based on public comments received.

Preferred Alternative

The bicycle and pedestrian facilities included in the design of the Preferred Alternative are described in Chapter 2, Alternatives Considered, of this Final EIS, and mapped in Chapter 3, Transportation Impacts and Mitigation, of this Final EIS. Examples of these improvements include:

- new sidewalks, bicycle facilities and pedestrian crossings on most of SW Barbur Boulevard, including raised, protected bikeways between SW Naito Parkway and the Barbur Transit Center
- continuous sidewalks and bicycle facilities at SW Barbur Boulevard and SW Capitol Highway
- new sidewalks and bicycle facilities on SW 53rd Avenue to provide access between the 53rd Station and PCC-Sylvania
- new or rebuilt streetscape on portions of SW 70th Avenue and SW Elmhurst Street in the Tigard Triangle

Regarding concerns about the adequacy of bicycle facilities in the Draft EIS, including requests for additional width and protection, project designs used for the Draft EIS and shared with the public at that time were higher level, provided less detail on elements such as width and level of protection, and studied many alternatives and options. With the selection of the Preferred Alternative and development of the Final EIS, the design has advanced to a more detailed stage. The more detailed designs help inform mitigation commitments and support compliance with federal regulations outside of the EIS process. As part of these more detailed designs, project partners have adjusted the assumptions about the type of bicycle facilities that would be constructed on SW Barbur Boulevard in locations where light rail would operate in the center of the roadway. The Draft EIS designs allocated sufficient space in the street right of way to allow for either buffered or physically protected bicycle lanes, but deferred more detailed decisions about facility type to a later date. Where feasible on SW Barbur Boulevard, the designs used for the Final EIS analysis now include bicycle lanes raised at sidewalk level, with a vegetated buffer between the auto lanes and the bicycle lanes. Other areas would typically include buffered bicycle lanes at the same level as the auto lanes.

In some cases, commenters requested that the Project include bicycle and pedestrian facilities that were not studied in the Draft EIS. These included bicycle and pedestrian facilities attached to the light rail structures at both the Crossroads intersection and the overcrossing of I-5 near SW 60th Avenue, as well as

additional bicycle and pedestrian improvements to access the SW 68th Station. These suggested modifications are not included in the Preferred Alternative studied in this Final EIS for a variety of reasons, including cost, engineering complexity and environmental considerations.

Designs will continue to be refined following the publication of the Final EIS through public outreach and ongoing coordination with project partners. For information about the active transportation impacts of the Preferred Alternative, see Chapter 3 of this Final EIS. Please also see TriMet's Conceptual Design Report for more detailed illustrations of potential bicycle and pedestrian improvements:

<https://trimet.org/swcorridor/design.htm>.

Related Transportation Improvements

Related transportation improvements are additional access improvements, separate from the light rail investment, that would extend the mobility benefits of developing light rail. These optional improvements could be phased to be built before, with or after the light rail investment, depending on funding. The related transportation improvements include the Ross Island Bridgehead Reconfiguration and station access improvements. The station access improvements would be eligible for FTA capital grant funding for the light rail investment but are currently assumed to be funded separately from that grant request. They are included in this Final EIS to facilitate incorporating them into the light rail investment at a later date if funding allows, or seeking other sources of federal funds.

Examples of station access improvements that were mentioned in comments received during the Draft EIS comment period include a bike/walk bridge over I-5 near SW 53rd Avenue, Taylors Ferry sidewalks and bikeway, Bonita sidewalks and bikeway, and Hamilton sidewalks and bikeway. The Draft EIS included 29 station access improvements in total; all 29 are also included in this Final EIS. In addition, a multi-use path over Highway 217 in Tigard has been added to the list of station access improvements in this Final EIS. This path was included in the alignment alternatives in the Draft EIS, but is not part of the scope of the light rail investment in this Final EIS due to cost constraints. If additional funding is secured, the path could be constructed as part of the light rail structure over Highway 217.

Additionally, some walking and bicycling improvements would be built as part of the Ross Island Bridgehead Reconfiguration, including new or reconstructed sidewalks and bikeways on SW Naito Parkway and other streets near the Ross Island Bridge.

Appendix A, Detailed Maps and Descriptions of the Alternatives, of this Final EIS includes a complete list of the station access improvements, including maps and descriptions. Chapter 2 of this Final EIS includes a more detailed description and map of the Ross Island Bridgehead Reconfiguration.

Master Response 8: SW Barbur Boulevard Lane Removal

General Comment

Some commenters voiced concerns that the Project would remove travel lanes on SW Barbur Boulevard.

Master Response

The public's comments expressing concerns about removal of travel lanes on SW Barbur Boulevard were shared with local decision-makers before identifying the Preferred Alternative.

Following the publication of the Draft EIS, decision-makers did consider a concept of removing additional travel lanes on SW Barbur Boulevard in order to reduce project costs and minimize property impacts. However, that concept was not included in the Preferred Alternative and is not studied in this Final EIS. For more information, see Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements.

Both the Draft EIS light rail alternatives and the Final EIS Preferred Alternative would maintain four through travel lanes on SW Barbur Boulevard south of SW Naito Parkway. One northbound travel lane would be removed between SW Capitol Highway in the Woods to SW Naito Parkway (reducing northbound through lanes from three to two). Additionally, one northbound travel lane would be removed between SW Pennoyer Street and SW Hooker Street, where there are currently two northbound lanes and one southbound lane.

Based on the Final EIS traffic analysis, these lane removals are not expected to result in significant traffic impacts. Portions of SW Terwilliger Boulevard and SW Macadam Avenue would have increased traffic volumes due to some drivers diverting from SW Barbur Boulevard, but this diversion is not expected to cause any substantial queuing or intersection operations issues that would require mitigation. For more information, see Chapter 3, Transportation Impacts and Mitigation, of this Final EIS, and the accompanying Attachment B, Transportation Impacts Results Report.

Master Response 9: Marquam Hill Connection

General Comment

Some commenters expressed a preference for how to connect Marquam Hill and the OHSU campus to the Project. Other commenters expressed concerns about impacts resulting from the Marquam Hill Connection, either to the Congregation Ahavath Achim Synagogue or to Terwilliger Parkway.

Master Response

The public's comments expressing preferences for Marquam Hill connection options and concerns about related impacts were shared with local decision-makers before identifying the Preferred Alternative. Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements, describes the adoption of the Preferred Alternative following the Draft EIS public comment period.

Marquam Hill Connection Selection Process

Multiple Marquam Hill connection options were presented in the Draft EIS, and were then refined for the Final EIS through a public process that included multiple stakeholders, including representatives from area institutions, neighborhood associations and agencies.

In 2019, TriMet convened the Marquam Hill Connection Green Ribbon Committee and the Marquam Hill Connection Work Group to help explore and narrow options for the type of connection. The green ribbon committee recommended the inclined elevator option to TriMet's Southwest Corridor Steering Committee, primarily because of increased accessibility due to the reduced walking distance, a smaller visual presence compared to a bridge and elevator, and the unique experience of an inclined elevator.

Following this recommendation, TriMet's steering committee recommended further study of both an inclined elevator and a bridge and elevator to inform which connection type would be studied in the Final EIS. TriMet worked closely with the City of Portland Bureau of Parks & Recreation and the Oregon State

Historic Preservation Office to refine these options and to select an inclined elevator with a landing on the east side of SW Terwilliger Boulevard, which minimized impacts to the parkway and its recreational, natural and historic attributes. This decision was also informed by public outreach that showed greater public support for the inclined elevator over the bridge and elevator.

Please see Chapter 6, Community Participation, Agency Coordination and Required Permits, of the Final EIS for more information about the public outreach and committees that informed the selection of the Marquam Hill Connection. See Appendix I of the Final EIS for more information on the options considered during the selection process.

Marquam Hill Connection Design

The Marquam Hill Connection would provide access between the proposed Gibbs Station and the complex of medical and educational facilities located at the top of the hill, including the OHSU, the Veterans Affairs Portland Health Care System and the Portland Shriners Hospital for Children.

For the Preferred Alternative in this Final EIS the Marquam Hill Connection would include two parallel 300-foot-long inclined elevators to assist with the grade change between SW Barbur Boulevard and the facilities on Marquam Hill. Passenger boarding areas would be located on either end of the inclined elevators: one near the Gibbs Station at the base of the hillside and the other on the east side of SW Terwilliger Boulevard just north of Campus Drive. Through this process, the western connection point for the Marquam Hill connection options shifted to connect with pedestrian improvements planned by OHSU. See Appendix I of the Final EIS for more information. The connection would include lighting for all passenger facilities, including in loading or waiting areas, but with shielding to limit spillover into natural areas. A new signalized intersection at SW Terwilliger Boulevard and Campus Drive would provide an at-grade pedestrian crossing of SW Terwilliger Boulevard. Separate from the project action, OHSU has proposed constructing new stairs and a path between SW Terwilliger Boulevard and the OHSU campus to the west. Chapter 2, Alternatives Considered, of this Final EIS, includes further details related to the Marquam Hill Connection.

Impacts to Terwilliger Parkway and Congregation Ahavath Achim Synagogue

Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects on historic properties from projects with federal funding or approval. Section 4(f) of the U.S. Department of Transportation Act of 1966 protects park and recreation lands, wildlife and waterfowl refuges, and historic sites from projects funded by or requiring approval from the U.S. Department of Transportation. Both Terwilliger Parkway and the Congregation Ahavath Achim Synagogue are eligible for listing in the National Register of Historic Places and are protected by Section 106 and Section 4(f) as resources that are either listed in or eligible for listing in the National Register of Historic Places. Terwilliger Parkway is protected by Section 4(f) as both a park and recreational resource and a historic resource.

The Preferred Alternative, including the Marquam Hill Connection, would have an adverse effect under Section 106 and a Section 4(f) use for both Terwilliger Parkway and the Congregation Ahavath Achim Synagogue property. The impact to Terwilliger Parkway would include vegetation removal, the addition of the Marquam Hill Connection infrastructure through the park, and the addition of a traffic signal at the intersection of SW Terwilliger Parkway and Campus Drive. The impact to the Congregation Ahavath Achim Synagogue property would include removal or alteration of the existing building.

Please see the following portions of the Final EIS for more information about these impacts and associated mitigations:

- Section 4.6, Historic and Archaeological Resources, summarizes impacts to historic and archaeological resources.
- Appendix D, Final Section 4(f) Evaluation, evaluates impacts to Section 4(f) resources, including analysis of avoidance alternatives and efforts to minimize harm.
- Appendix K, Memorandum of Agreement for Historic and Archaeological Resources, documents the mitigation measures to address impacts to historic and archaeological resources.
- Attachment C, *Cultural Resource Survey for the Southwest Corridor Light Rail Project, Multnomah and Washington Counties, Oregon*, provides the Determinations of Eligibility and Findings of Effect for each historic resource.

Master Response 10: Other Transit Improvements and Service Changes

General Comment

Some commenters expressed a preference for the Project to pursue bus improvements, bus rapid transit, express bus or WES Commuter Rail improvements instead of light rail. Commenters also expressed concerns about future service on specific bus routes with the Preferred Alternative, including Lines 12, 43, 44, 93, 94 and 96. Appendix I of the Draft EIS, Project Background and Alternatives Considered, discussed the process through which light rail was selected as the preferred mode for the Project before the Draft EIS was published.

Master Response

The public's comments expressing preferences for other transit improvements and concerns over impacts to existing transit service were shared with local decision-makers before identifying the Preferred Alternative. Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements, describes the adoption of the Preferred Alternative following the Draft EIS public comment period.

General Bus Service Improvements and Changes

Separate from this Project's process, TriMet continually evaluates bus service needs throughout the region. TriMet's *Unified Service Enhancement Plan* (2018), which provides a long-term vision for five service enhancement subareas, guides this effort. As part of this effort, TriMet released the *Southwest Service Enhancement Plan* (2015). This plan helps guide annual investments in future service, including more routes, greater frequency, more reliable service and more weekend service, through a robust public process.

The transit and traffic modeling in this Final EIS assumes changes in the bus network based on the *Southwest Service Enhancement Plan*, including for the below lines specifically mentioned by commenters:

- **Line 12** service between downtown Portland and downtown Tigard is assumed to be removed with the Preferred Alternative. **Line 93** from Sherwood to Tigard is assumed to be extended from downtown Tigard to the Barbur Transit Center to replace Line 12 service in that stretch. **Line 94** express, which runs between Sherwood and downtown Portland, is assumed to be shortened to terminate at the

Barbur Transit Center to the north. Both Lines 93 and 94 are assumed to have improved service frequencies in the No-Build Alternative and the Preferred Alternative compared to existing service.

- **Line 43** is assumed to have no route changes, but is assumed to have improved service frequencies in the No-Build Alternative and the Preferred Alternative compared to existing service.
- **Line 44** is assumed to have more frequent service in the No-Build Alternative compared to existing service, and is assumed to be extended from PCC-Sylvania to Bridgeport Village via Lake Grove. Compared to the No-Build Alternative, the Preferred Alternative assumes reduced off-peak service frequencies on the portion of Line 44 between PCC-Sylvania and Bridgeport Village (30 minutes compared to 15 minutes under the No-Build Alternative). Line 44 is also assumed to run on the light rail trackway in a shared transitway between SW Capitol Highway and SW Lincoln Street, allowing the buses to improve travel times and reliability by avoiding congestion.
- **Line 96**, an express route between Wilsonville and downtown Portland under the No-Build Alternative, is assumed to be rerouted north of the Bridgeport Station to provide local service on SW Boones Ferry Road and would continue north into downtown Portland along the route of Line 38 under the No-Build Alternative.

About a year before opening of the Project, TriMet will engage riders in further public process to revisit these assumptions and confirm a bus service plan that serves the greatest needs while minimizing service duplication. To learn more about assumed bus network changes, see Attachment A, Transit Impacts and Travel Demand Forecasting Results Report, of this Final EIS.

Other Transit Improvements

The Southwest Corridor was identified as a near-term regional priority corridor in Metro's *Regional High Capacity Transit System Plan* (2009), which guides investments in light rail, commuter rail, bus rapid transit and rapid streetcar in the Portland metropolitan area. The *Regional High Capacity Transit System Plan* did not specify a transit mode for the Southwest Corridor. Instead, an analysis of alternatives undertaken by Metro, FTA and project partners before the Draft EIS process resulted in transit modes other than light rail being removed from consideration for the Draft EIS. Because these decisions were made through a robust public process that preceded the Draft EIS, other modes were not considered in the Draft EIS itself.

This process included publication of an early scoping notice in the Federal Register in September 2011 to advise other agencies, tribal governments and the public that FTA and Metro intended to explore alternatives for improving transit service between downtown Portland and Sherwood. Between 2011 and 2016, the options of bus rapid transit, streetcar, improvements to WES Commuter Rail and high capacity transit on I-5 were removed from further consideration. The key decision points during this process are summarized below and described in more detail in Appendix I, Project Background and Alternatives Considered, of the Draft EIS.

In October 2012, WES Commuter Rail improvements, streetcar and high capacity transit on I-5 were removed from further consideration. WES Commuter Rail was removed from further consideration for the Project, because improvements to commuter rail would have the greatest property impacts and the highest operating costs per boarding of the initial alternatives, and the improvements would not serve the spine of the corridor or sufficiently support land use goals within the corridor. Metro's *Regional High Capacity*

Transit System Plan also identified the commuter rail corridor as meriting further analysis in a separate corridor study plan.

In May 2016, Metro's Southwest Corridor Steering Committee removed bus rapid transit options from consideration, in large part because light rail has greater long-term carrying capacity, superior projected transit performance and higher levels of public support than bus rapid transit, and is able to integrate into the existing light rail system.

Master Response 11: Roadway Improvements

General Comment

Some commenters expressed a preference that, instead of the light rail investment, the region spend funds on roadways, including on- and off-ramps, bridges, new highway lanes, bottlenecks, the West Side Bypass or road repairs. Appendix I of the Draft EIS, Project Background and Alternatives Considered, discusses the process by which light rail was selected as the preferred mode for the Project before the Draft EIS was published. In addition, Chapter 1, Project Introduction, of the Draft EIS discusses the Purpose and Need for the Project.

Master Response

The public's comments expressing preferences for roadway improvements were shared with local decision-makers before identifying the Preferred Alternative. Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements, describes the adoption of the Preferred Alternative following the Draft EIS public comment period.

The purpose of the proposed Project, as defined by Metro's Southwest Corridor Steering Committee, Metro Council and FTA, is to directly connect Tualatin, downtown Tigard, southwest Portland and the region's central city with light rail. The Purpose and Need for the proposed Project is an outcome of the identification of the Southwest Corridor as a near-term regional priority corridor in Metro's *Regional High Capacity Transit System Plan* (2009), which guides investments in light rail, commuter rail, bus rapid transit and rapid streetcar in the Portland metropolitan area. These investments are intended to support the region's 2040 Growth Concept, adopted in 1995 by the Metro Council, which identifies the long-range locations and types of land development in the Portland region needed to maintain its state-mandated urban growth boundary.

Other transportation investments within the region, including roadways and highways, are discussed and prioritized through separate plans and processes, most notably Metro's *Regional Transportation Plan* (2018). The *Regional Transportation Plan* includes a broader discussion than the *Regional High Capacity Transit System Plan* of regional transportation needs and how other transportation projects are identified, evaluated, funded and implemented. It identifies the highest priority transportation projects for the next 10 years and the next 25 years, including roadway and highway projects within the project area beyond those included in the proposed light rail investment. In addition, local jurisdictions in the project area, such as the cities of Portland, Tigard and Tualatin, and Washington County, can identify and implement other transportation projects through their own transportation system plans.

The Purpose and Need for the Project was informed by the specific transit-related needs in the corridor, the separate plans and processes through which other projects are discussed and prioritized, and a robust

public process before the Draft EIS was published. Non-transit projects such as roadway or highway projects that are not part of the Preferred Alternative or related transportation improvements would fail to meet the Project's Purpose and Need and are not considered in this Final EIS.

To learn more about the Project's Purpose and Need, see Chapter 1, Project Introduction, of the Draft EIS. To learn more about the selection of light rail as the preferred mode for the Project, see Appendix I of the Draft EIS, Project Background and Alternatives Considered.

Master Response 12: Marquam Hill, Hillsdale and PCC-Sylvania Tunnels

General Comment

Some commenters expressed a preference for tunnel alignments serving Marquam Hill, Hillsdale and the PCC-Sylvania campus that were not studied in the Draft EIS.

Master Response

The public's comments expressing preferences for tunnel alignments were shared with local decision-makers before identifying the Preferred Alternative. Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements, describes the adoption of the Preferred Alternative following the Draft EIS public comment period.

During the 2014 to 2016 "refinement phase" of the Project, Metro's Southwest Corridor Steering Committee considered nearly 60 alignment options for both bus rapid transit and light rail transit modes. Among the alignments studied were multiple tunnel options to serve Marquam Hill, Hillsdale and PCC-Sylvania. The tunnel options that were considered and the reasons for their removal from further consideration are summarized below:

- **Marquam Hill tunnel options.** Various options for a tunnel serving the medical and educational facilities on Marquam Hill were considered early on in the refinement phase of the Project. Bus rapid transit tunnel options serving Marquam Hill were first removed from consideration, in June 2014, while light rail tunnel options were also removed from further consideration in July 2015. The bus rapid transit tunnel options were removed because they would compromise the major advantage of lower capital costs associated with bus rapid transit. Light rail tunnel options were removed because of the relatively small travel time and ridership gains of such tunnels compared to their high costs, substantial construction impacts and high engineering risk. Construction of a tunnel serving Marquam Hill would also have impacts on sensitive medical activities and equipment at OHSU. As an alternative to the tunnel options, Metro's steering committee called for the Project to include a pedestrian and bicycle connection between Marquam Hill and a nearby high capacity transit station on SW Barbur Boulevard or SW Naito Parkway. The Marquam Hill Connection remains an integral part of the light rail investment and is analyzed in this Final EIS.
- **Hillsdale tunnel options.** Some of the options considered for tunnels serving Marquam Hill would have continued south in a bored tunnel to serve the Hillsdale Town Center as well. These bored tunnels would have had a southern portal either near SW Bertha Boulevard or near the Barbur Transit Center. The former option was removed in June 2014, largely because, by bypassing large portions of SW Barbur Boulevard, it would not have supported the Barbur Concept Plan. The latter option was removed in July 2015, because of the relatively small travel time and ridership gains compared to the

high costs, substantial construction impacts and high engineering risk of the tunnel. Shorter cut-and-cover tunnel alignments serving Hillsdale were also considered. These shorter tunnel alignments would have traveled along or underneath SW Capitol Highway and SW Bertha Boulevard. These cut-and-cover tunnel options serving Hillsdale were also removed in July 2015 because of their higher capital costs, added travel time and lower ridership projections compared to a surface alignment on SW Barbur Boulevard. Although the Preferred Alternative would not serve the Hillsdale Town Center directly, it would include a 2-mile “shared transitway” in South Portland that would allow certain bus lines that run between Hillsdale and downtown Portland to bypass traffic congestion.

- **PCC-Sylvania tunnel options.** The drop in elevation between PCC-Sylvania and the Tigard Triangle would be too steep for an at-grade light rail alignment, so several tunnel options were developed. These tunnel options were briefly considered for bus rapid transit, but all options for bus rapid transit tunnels to PCC-Sylvania were removed in June 2014, because an at-grade alignment via SW Capitol Highway would serve the campus directly at a much lower cost. The light rail tunnel alignment options were also narrowed in June 2014 to focus on the lowest-cost option along SW 53rd Avenue. This tunnel route was further refined to develop three options with different construction methods and options for crossing I-5 into the Tigard Triangle. In May 2016, all remaining tunnel options serving PCC-Sylvania were removed from consideration, primarily due to the high costs of tunneling compared to the related projected ridership gains. Metro’s steering committee also raised concerns that the added cost of including a PCC-Sylvania tunnel would jeopardize the ability of the Project to reach Bridgeport Village. Project partners continued to develop alternative connection strategies to improve access between PCC-Sylvania and nearby stations, including the PCC-Sylvania shuttle options studied in the Draft EIS. The PCC-Sylvania Shuttle remains part of the Preferred Alternative, and is analyzed within this Final EIS.

The decisions to remove these tunnel options from consideration were informed by robust public engagement in accordance with FTA guidelines. Appendix I of the Draft EIS, Project Background and Alternatives Considered, summarizes the planning process between 2009 and 2016, with an emphasis on the “refinement phase” of the Project between 2014 and 2016 during which these tunnel options were studied.

Master Response 13: Draft EIS Public Involvement Process

General Comment

Some commenters expressed concerns related to the length of the Draft EIS comment period, the notices that were provided to potentially affected residents, and media related to the comment period. Additionally, some commenters expressed concerns that there was not enough time to evaluate or comment on the design refinements included in the Draft EIS, and that there was not a diverse pool of respondents.

Master Response

Draft EIS Comment Period and Notice

On June 7, 2018, Metro notified its interested parties email list of the availability of the Draft EIS and the opportunity to submit comments. The 45-day comment period began when a Notice of Availability was issued in the Federal Register on June 15, 2018. The comment period closed on July 30, 2018. All

comments received between June 7 and July 30, 2018, are included as Draft EIS comments within this Final EIS. The outreach conducted during the Draft EIS comment period is summarized below and described in more detail in Chapter 6, Community Participation, Agency Coordination and Required Permits, of this Final EIS. The *Summary of Public Input on Route Selection for Southwest Corridor Light Rail* (Metro, 2018) provides additional detail, including the available demographic information about people who submitted comments or attended open houses during the Draft EIS comment period.

Metro attempted to notify all potentially interested members of the public of the opportunity to comment on the Draft EIS through multiple avenues, including:

- Notification postcards were mailed to all physical addresses within approximately 0.25 mile of the Draft EIS alignment alternatives and design refinements (approximately 11,000 postcards). Postcards included Metro's project website address, the times and locations of open houses and the public hearing, and the closing date of the public comment period, and included a message in Spanish as well.
- Letters were sent to listed owners of properties that could experience a full or partial acquisition under any alignment studied, including those who would be affected only by the design refinements. These letters included information on the electronic and physical locations of the Draft EIS, along with a special phone number to contact Metro directly with any questions. These letters included information in Spanish, Vietnamese, Russian, Chinese and Korean, and a number for a multilingual hotline.
- Notices were posted at bus stops at the Tualatin Park & Ride, Tigard Transit Center and Barbur Transit Center.
- Newspaper advertisements were run for several weeks after the June 7, 2018 Notice of Availability, announcing the Draft EIS availability and the time and location of the public hearing. This effort included advertisements in three culturally specific periodicals and two advertisements in other languages (Spanish and Vietnamese).

Outreach for the Draft EIS, starting just before the comment period and continuing through the close of public comment, included 33 community meetings and other in-person events attended by over 650 people, including 2 open houses; 2 public hearings; 1 multilingual event/hearing; 4 "informational hours" with staff; and 24 visits to neighborhood associations, commissions and other organizations.

An incorrect email address for the project was published in multiple articles advertising the Draft EIS comment period. However, those articles included multiple other options for providing comments on the Draft EIS. Additionally, the Southwest Corridor website (www.southwestcorridorplan.org) included the correct email address, as well as two online comment form options. Comments were also accepted through public hearings and hard-copy letters hand-delivered or mailed to Metro. Additionally, comments that were submitted by email to Metro staff members were then forwarded to the appropriate email address and are included in this Final EIS.

During the Draft EIS comment period, project staff received a total of 1,385 comments, as well as 1,855 signatures for a petition circulated by the owners of the Village Inn restaurant in Bridgeport Village, 73 signatures for a petition circulated by the nonprofit organization Unite Oregon and 271 signatures for a petition in opposition to Refinement 4 that was circulated by Tigard business owners on paper and on

Change.org. Chapter 7, Draft EIS Comment Summary, of this Final EIS summarizes these comments as well as how the project designs and analysis of impacts have been modified in response to comments.

Design Refinement Public Involvement

Extensive public outreach was conducted leading up to the publication of the Draft EIS, which informed the development of several design refinements and the recommendation of an initial route proposal, or draft Preferred Alternative. The design refinements and the initial route proposal were identified within the Draft EIS to allow for feedback during the Draft EIS comment period. For more information about this outreach, see Chapter 6, Public Involvement and Agency Coordination, of the Draft EIS, which summarizes the public involvement process during scoping and leading up to the Draft EIS comment period. Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements, provides additional information about the development of the initial route proposal for the Draft EIS, including design refinements, and selection of the Preferred Alternative for the Final EIS. Please see Master Response 3 related to selection of the design refinements.

Master Response 14: Crime, Safety and Policing

General Comment

Some commenters voiced concerns about crime and safety, either on or off of MAX trains. Some commenters also provided comments regarding policing, either on the train or in general.

Master Response

The public's comments expressing concerns about crime, safety and policing were shared with local decision-makers before identifying the Preferred Alternative. Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements, describes the adoption of the Preferred Alternative following the Draft EIS public comment period.

TriMet's efforts to reduce the likelihood of crime at light rail stations and park and rides begin with the design of the stations themselves. TriMet designs the layout of its public facilities to promote transit user safety, based on the concept of Crime Prevention Through Environmental Design (CPTED) principles. CPTED is widely accepted as a relatively inexpensive but effective crime deterrence strategy. Its central precept is that the immediate environment of a public space can be designed in a way that affects behavior. Through management of the environment, criminal activity is discouraged, and both the incidence and fear of crime are reduced. CPTED design principles would continue to be incorporated into the design of the Preferred Alternative as it progresses. Examples of CPTED elements include enhanced lighting, security cameras, and open areas with low barriers and long sight distances. Each station plan for the Preferred Alternative would be subject to formal safety and security review and acceptance prior to construction. This review would be undertaken by a Project Safety and Security Committee formed by TriMet, comprising internal operations staff, staff from local jurisdictions, project design staff and maintenance staff.

The Draft EIS identified potential safety concerns at each station location for the light rail alignment alternatives and documented potential mitigation measures. The Final EIS includes further study of potential safety and security concerns for the stations in the Preferred Alternative, and the proposed mitigation measures to address those concerns. For more information, see Section 4.17, Safety and Security, of the Draft EIS or this Final EIS.

In addition to the light rail stations and park and rides, TriMet also works to prevent crime and improve safety on the light rail vehicles. TriMet plans to form a Fire, Life and Safety Committee for the Project composed of police, fire and safety personnel, and other emergency services providers in the Southwest Corridor, to advise on design development and operations planning. This committee would advise on procedures, staff levels, and safety and security concerns.

Unrelated to the Project, TriMet has reduced existing police contracts by six positions and redirected \$1.8 million in policing funds to community-based public safety approaches, in light of recent events and to respond to community concerns. The City of Portland is also discontinuing participation of its officers in the transit police division. TriMet is gathering feedback from riders, front-line employees and community members on the best approaches to providing security on the transit system that is free from bias. TriMet is also establishing a panel of local and national experts to provide advice on national best practices for transit security, equity and community engagement in safety and security. In addition, TriMet is piloting new non-police response resources, such as mobile crisis intervention teams for mental and behavioral health issues. Although TriMet will retain transit police officers on the system to help prevent crime and respond if serious incidents do occur, TriMet also recognizes that not all situations that happen on the transit system and in the community require a police presence.

Master Response 15: Extended I-5 Alignment

General Comment

Some commenters expressed a preference for an alignment not studied in the Draft EIS: running alongside or in the center median of I-5 for the length of the light rail line.

Master Response

The public's comments expressing preferences for an extended I-5 alignment were shared with local decision-makers before identifying the Preferred Alternative. Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements, describes the adoption of the Preferred Alternative following the Draft EIS public comment period.

An alignment running entirely along I-5 was not considered in the Draft EIS and is not studied in this Final EIS. Such an alignment would fail to meet aspects of the Project's stated purpose, including to directly connect to downtown Tigard, provide a connection to WES Commuter Rail, and support adopted regional and local plans. See Chapter 1, Project Introduction, of the Draft EIS for the full Purpose and Need statement of the Project. An I-5 alignment would also fail to serve the medical campus on Marquam Hill, which is a major employment center for the region.

However, an I-5 alignment was studied in some areas in the Draft EIS alignment alternatives, and portions of the Preferred Alternative would run adjacent to I-5, as described below.

In Segment B, an alignment adjacent to the northwest side of I-5 was considered between SW Custer Avenue and the Barbur Transit Center (included in Alternative B4 and partly in Alternative B3). The Preferred Alternative would run adjacent to the southeast side of I-5 between the Barbur Transit Center and SW 60th Avenue in Segment B (as was also included in Alternatives B3 and B4). The portion of the I-5 alignment north of the Barbur Transit Center is not included in the Preferred Alternative and is not studied further in this Final EIS.

In Segment C, an alignment adjacent to the west side of I-5 was considered between Highway 217 and SW Lower Boones Ferry Road (at the Bridgeport Station). Alternatives C1 and C3, which would operate as a single light rail line, would run adjacent to I-5 south of SW Landmark Lane (just north of SW Bonita Road). The Branched Configuration, Alternatives C5 and C6, would run adjacent to I-5 south of Highway 217. The Preferred Alternative would run adjacent to I-5 south of the Portland & Western Railroad tracks (as was also included in Alternatives C2 and C4). The portion of the I-5 alignment north of the Portland & Western Railroad tracks is not included in the Preferred Alternative and is not studied further in this Final EIS.

See Master Responses 5 and 6 for explanations of the Preferred Alternative selection in Segments B and C, respectively. More information about the selection of the Preferred Alternative can be found in Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements. A description and maps of the Preferred Alternative can be found in Chapter 2, Alternatives Considered, of this Final EIS.

Master Response 16: Other Destinations Not Studied in the Draft EIS

General Comment

Some commenters expressed a preference for different destinations to be served with light rail, either through the Project or by building a different project instead.

Master Response

The public's comments expressing preferences for destinations not studied in the Draft EIS were shared with local decision-makers before identifying the Preferred Alternative. Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements, describes the adoption of the Preferred Alternative following the Draft EIS public comment period.

The Southwest Corridor was identified as a near-term regional priority corridor in 2009 in Metro's *Regional High Capacity Transit System Plan* (2009), which guides high capacity transit investments in the Portland metropolitan area. The *Regional High Capacity Transit System Plan* generally identifies a route connecting downtown Portland to Sherwood through Tigard and King City. Many transit modes and alignment options were considered between the Project's inception in 2009 and the development of the Draft EIS light rail alternatives in 2016. Other destinations within the state and the region have also been considered through Metro's regional transportation planning efforts. Appendix I of the Draft EIS, Project Background and Alternatives Considered, describes the process through which a light rail investment connecting downtown Portland, Tigard and Tualatin was selected for the Project.

The following discussion summarizes how and why certain destinations were not considered or were removed from consideration for the Project, and whether they remain in regional plans as potential future investments:

- **Newberg.** An alignment between Sherwood and Newberg, to the southwest of Sherwood, was not included in the *Regional High Capacity Transit System Plan*, in part because it extends beyond the boundaries of Metro, the region's Metropolitan Planning Organization. In Metro's 2018 update to the *Regional Transportation Plan*, including the *Regional Transit Strategy*, Newberg was identified as a potential future intercity commuter rail destination. However, due to anticipated low ridership, this corridor was not identified for consideration before 2040.

- **Beaverton, Wilsonville and Salem.** The *Regional High Capacity Transit System Plan* identified a separate corridor generally along the existing WES Commuter Rail line, between downtown Beaverton and Wilsonville via Tigard and Tualatin. In September 2011, when Metro and FTA began exploring transit service alternatives within the Southwest Corridor, the scope was broadened to also consider improvements to commuter rail because of the geographic overlap between the two corridors. However, WES Commuter Rail was subsequently removed from further consideration for the Project in October 2012, in part because it would not serve the spine of the Southwest Corridor or sufficiently support land use goals within the Southwest Corridor. At the time, decision-makers called for separate future study of improvements to WES Commuter Rail. The 2018 *Regional Transportation Plan* identifies the expansion of commuter rail to all-day service, along with an extension to Salem, as a desired future transit investment in the 2028 to 2040 time frame.
- **Hillsboro.** TriMet is now pursuing an extension of the MAX Red Line between Beaverton and Hillsboro along the existing MAX Blue Line tracks, and an opening of that extension is anticipated as early as 2023 or 2024. This investment was prioritized in the 2018 *Regional Transportation Plan* for the 2018 to 2027 time frame.
- **Vancouver.** The 2018 *Regional Transportation Plan* continues to identify high capacity transit to Vancouver as a prioritized regional investment in the 2028 to 2040 time frame.
- **Sherwood.** In October 2012, high capacity transit between Sherwood and Tigard or Tualatin was removed from further consideration, but the City of Sherwood remained involved in project planning through 2018. Sherwood was removed from consideration, because trip demand was not forecasted to reach a level that warranted high capacity transit; instead, Sherwood would be best served by local bus connections to nearby communities. In support of that decision, TriMet has since initiated a new bus route, Line 97, which provides local weekday service between Tualatin and Sherwood. In the future, this route is expected to be expanded to add weekend service and extended to provide a transfer opportunity with light rail at the Bridgeport Station.
- **Downtown Tualatin.** In January 2016, the downtown Tualatin terminus was removed from near-term consideration in favor of a terminus at Bridgeport Village for the Project. This decision was made largely because connecting to downtown Tualatin would increase construction costs proportionally more than it would increase ridership. Additionally, there were concerns about the property impacts in downtown Tualatin resulting from the larger footprint required for a terminus station compared to a typical station, and the lack of a feasible park and ride location in downtown Tualatin. It was noted that downtown Tualatin would be a good station location for a future extension of the high capacity transit line.

As described above, high capacity transit serving many other destinations within the state, the region and the corridor have been considered as either part of the Southwest Corridor planning process or broader regional transportation planning efforts, and these other destinations are not considered in the Draft EIS or this Final EIS for the Project. Throughout these processes, decisions were informed by robust public engagement in accordance with FTA guidelines. For the Southwest Corridor in particular, Metro and FTA initiated an early scoping period in 2011 to engage not only local community members and jurisdictions, but also tribes and federal and state agencies. Metro's website for the Project, www.swcorridorplan.org, provides more information on the public outreach conducted before the 2016 scoping period for this EIS.

Appendix I of the Draft EIS, Project Background and Alternatives Considered, also summarizes the planning process between 2009 and 2016, and emphasizes the “refinement phase” of the Project between 2014 and 2016.

Master Response 17: Property Acquisitions and Direct Displacements

General Comment

Some commenters expressed concerns about property acquisitions and direct displacements, either for themselves; for other specific properties, businesses or individuals; or for acquisitions in general. Some commenters expressed a route alignment preference based on displacement concerns in specific route segments.

Master Response

The public’s comments expressing concerns about property acquisitions and direct displacements were shared with local decision-makers before identifying the Preferred Alternative. Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements, describes the adoption of the Preferred Alternative following the Draft EIS public comment period.

Efforts to Avoid and Minimize Impacts

TriMet strives to minimize property impacts whenever possible. Overall, the magnitude of residential and business displacements for the Preferred Alternative is at the low end of the range estimated for the Draft EIS light rail alternatives. The Preferred Alternative would displace an estimated 95 residential units and 114 businesses, compared to 78 to 293 residential units and 106 to 156 businesses for the Draft EIS light rail alternatives. The Preferred Alternative has been selected and refined to avoid and minimize residential and business displacements as a result of property acquisitions, such as through the following alignment decisions and design adjustments:

- Residential displacements in Segment A have been minimized through the selection of an alignment on SW Barbur Boulevard (Alternative A1) instead of on SW Naito Parkway (Alternatives A2-BH and A2-LA), and by narrowing lane and sidewalk widths north of SW Naito Parkway to further reduce impacts. As a result, the Preferred Alternative would displace 35 residential units in Segment A compared to 41 to 130 units for the Draft EIS light rail alternatives. Please see Master Response 4 regarding selection of the Preferred Alternative in Segment A.
- The Preferred Alternative would avoid displacing a cluster of businesses along SW Beveland Street that would be impacted by Alternatives C1, C2 and C5 from the Draft EIS. This change was referred to as Refinement 5 in the Draft EIS. Please see Master Response 3 regarding selection of design refinements for inclusion in the Preferred Alternative.
- The Preferred Alternative would avoid displacing a cluster of 69 residential units in downtown Tigard that would be impacted by Alternatives C1, C2 and C5 from the Draft EIS. However, this change also resulted in more business displacements in the industrial area east of SW Hall Boulevard. This change was referred to as Refinement 6 in the Draft EIS. Please see Master Response 3 regarding selection of design refinements for inclusion in the Preferred Alternative.

In addition, the design of the Ross Island Bridgehead Reconfiguration has been adjusted since the Draft EIS to avoid any residential or business displacements, including avoiding the displacement of a National University of Natural Medicine health clinic, which would be displaced by Alternative A2-BH from the Draft EIS.

To learn more about the property impacts and displacements of the Preferred Alternative and related transportation investments, please see Section 4.1, Acquisitions and Displacements, of this Final EIS. Appendix I of this Final EIS, Preferred Alternative Selection and Project Refinements, provides more information on the reasons for the selection of the Preferred Alternative and further design changes.

Mitigations

For unavoidable property acquisitions and any associated displacements of residents and businesses, the Project would provide adequate mitigation in compliance with federal and state laws.

The primary mitigation for acquiring property, whether a full or partial parcel acquisition, would be payment of just compensation to the property owner. Just compensation must not be less than the fair market value of the property acquired, including damages or benefits to the remaining property in the case of partial parcel acquisitions. This could include making alterations needed to continue the viability of an impacted structure, or paying damages for loss of utility to property that has lost parking spaces and/or gross land area. Final determination of whether an acquisition is full or partial would be made through negotiations with affected property owners following publication of this Final EIS.

For any displaced residents and businesses, mitigation would include payment of the actual and reasonable costs of physical relocation and reestablishment, such as financial assistance to cover moving expenses. TriMet would work with affected residents and businesses to help them plan ahead for relocation, assist in finding new homes or sites and help solve problems that might occur. Past TriMet projects have successfully relocated businesses ranging from small restaurants to airplane parts manufacturing plants. Displaced residents may also be eligible for housing replacement payments, as necessary, to ensure that the replacement dwelling meets federal standards for decent, safe and sanitary housing. On previous TriMet projects, total compensation and relocation support has enabled some displaced residents to purchase a replacement dwelling rather than continuing to rent, which helps avoid future displacements from rental properties due to market forces.

TriMet would use interpreters to help those with limited English proficiency understand their relocation options. Because current federal law does not allow federal grant funds to be paid to displaced non-citizens to cover moving costs or increased rent, TriMet is exploring what other resources may be available (other than federal project funds) to provide equitable access to relocation mitigation for displaced non-citizens.

To learn more about the mitigations to address property impacts and displacements, please see Section 4.1 of this Final EIS.

Correspondence with Potentially Affected Property Owners

Upon release of the Draft EIS, TriMet and Metro sent letters to the owners of all properties that could experience an acquisition to notify them of this finding, explain next steps and timelines, and invite questions and comments. These properties are listed and mapped in Appendix F of the Draft EIS, Properties Affected by Acquisitions. The properties identified in Appendix F of the Draft EIS included those affected by

the Draft EIS light rail alternatives as well as the design refinements (see Master Response 3 for more information about design refinements).

TriMet sent additional letters upon publication of this Final EIS to all owners of properties that would experience either an acquisition or a permanent easement as a result of the Preferred Alternative. Permanent easements were not yet known at the time of the Draft EIS publication, but have since been identified for the Preferred Alternative. These properties are listed and mapped in Appendix F of this Final EIS, Properties Affected by Acquisitions and Permanent Easements. Anyone concerned about a potential impact to their property can contact TriMet's Community Affairs team, which acts as direct liaisons between property owners and TriMet, at 503-962-2150 or swcorridor@trimet.org. These conversations can inform the project design and sometimes help to minimize the impacts to properties.

Once designs are finalized, the project sponsor (or sponsors) of related transportation improvements will notify the owners of all properties that could experience an acquisition in accordance with all applicable federal, state and local regulations. Appendix F of this Final EIS lists the properties currently assumed to experience acquisitions as a result of the Ross Island Bridgehead Reconfiguration, which are all expected to be partial parcel acquisitions. The station access improvements are not currently anticipated to result in any permanent property acquisitions. If final designs of a related transportation improvement would affect properties not disclosed in this Final EIS, and the improvement is considered a federal action, then the sponsor (or sponsors) will work with FTA on ensuring appropriate evaluation and disclosure in accordance with NEPA.

Master Response 18: Affordable Housing, Gentrification and Indirect Displacements

General Comment

Some commenters raised concerns about a lack of affordable housing provisions as part of the Project and expressed a desire for the Project to plan for and include transit-oriented development. Commenters expressed concern about gentrification and indirect displacement of both tenants and property owners, either for themselves personally or for communities of color, non-citizens and low-income households.

Master Response

Affordable Housing Opportunities and Transit Oriented Development

The need for affordable housing choices in the project area is documented in Chapter 1, Introduction, of this Final EIS. Documented project needs include: "There are both a limited supply and a limited range of housing options in the Southwest Corridor that have good access to multimodal transportation networks." and "Regional and local plans call for high capacity transit in the corridor to meet local and regional land use goals." More information on how these project needs relate to affordable housing can be found in Chapter 1. The Project's impacts on housing affordability are further discussed in Section 4.3, Economics, of this Final EIS.

The Project will not directly fund the construction of new housing units as part of the light rail investment. However, outside of the light rail investment, jurisdictions are preparing for increased demand for housing along this transit investment by evaluating and implementing new land use policies that allow new housing types with higher densities. Affordable housing stakeholders are implementing policies and committing funds to create new, income-restricted housing units along the corridor. These efforts are also documented in Appendix B4.18, Indirect and Cumulative Impacts Background Information, of this Final EIS.

- In October 2018, TriMet, the City of Tigard, the City of Portland and Metro signed a Memorandum of Understanding that details goals and roles to increase the supply of affordable housing in the Southwest Corridor, including identifying locations for 700 to 800 affordable housing units in Portland and 150 to 250 units in Tigard. TriMet would consider this memorandum when disposing of property no longer needed by the Project.
- In November 2018, voters approved Metro's Affordable Housing Bond. Metro's Affordable Housing Bond and transit-oriented development (TOD) program are currently funding two new affordable housing projects along the corridor in Tigard and will continue seeking additional opportunities. Affordable Housing Bond funds are also available to preserve existing naturally occurring affordable housing.
- TriMet is exploring opportunities to use land it owns for future affordable housing projects. In May 2020, TriMet released a revised TOD policy to help guide the agency in making decisions about redeveloping property it owns, including park and rides. TriMet has also recently hired dedicated TOD staff to help facilitate affordable housing projects on agency-owned properties and is currently working with developers to integrate housing into existing park and rides.
- In July 2020, the Metro Council referred Measure 26-218 (also known as Get Moving 2020) to voters, which ultimately did not pass in November 2020. The funding measure included two region-wide programs specifically related to housing: \$2.5 million for anti-displacement strategies and \$6.5 million for affordable housing opportunities. To learn more, see <https://www.oregonmetro.gov/public-projects/get-moving-2020>. Although Measure 26-218 did not pass, it is possible that future efforts to seek transportation funding will include similar programs to address displacement and housing affordability.
- The City of Portland is currently in the process of developing a West Portland Town Center Plan, which will establish land use policies and make other recommendations in this area to help create more efficient development that can support transit.
- The City of Tigard has recently implemented several changes to its land use code to facilitate development of affordable housing projects. Two affordable housing projects are currently under development in the Tigard Triangle.

Gentrification and Indirect Displacement

The addition of light rail service may have indirect economic impacts on nearby property owners, businesses and residents by increasing property values (and thus rental costs), especially within a 0.25-mile to 0.5-mile radius around station areas. However, studies of past light rail projects indicate that the magnitude of increase in property values is typically relatively small—generally less than 5 percent. Impacts may be experienced differently in various station areas along the corridor due to the different policies in place within each jurisdiction. Gentrification and displacement are particularly widespread in Portland, though it also has the most stringent policies to protect renters from displacement, such as relocation money provided by landlords for no-cause evictions. The conditions in Portland and the region overall appear to be tied to broader housing affordability issues affecting many desirable urban areas nationally and globally, whereas transit investments seem to play a fairly marginal role in the problem. To

learn more about gentrification and indirect displacement as related to the Project, please see Section 4.18, Indirect and Cumulative Impacts, of this Final EIS.

Additionally, the below bullet points describe actions that have been taken to address indirect displacement and gentrification, in addition to the affordable housing actions described earlier in this response.

- As a member of the Oregon Housing Alliance, Metro has supported state legislative efforts to promote local jurisdiction control over policies and programs related to rent stabilization and tenant protections.
- Metro and community partner organizations working along the Southwest Corridor worked together to create the Southwest Corridor Equitable Development Strategy (SWEDS). Thanks to an initial Federal Transit Administration grant, Metro has worked with its partners to explore how the proposed light rail investment and other investments in the Southwest Corridor can support community development and improve the quality of life for people of all incomes and backgrounds. This strategy is informed by, and builds upon, numerous other planning efforts focused on the Southwest Corridor, including the Southwest Corridor Project Draft EIS. SWEDS identifies 19 specific actions to stabilize communities and prevent displacement. The actions focus on addressing immediate needs in the corridor that will stabilize community prior to a major infrastructure investment being built. These include: affordable housing, workforces development, business stabilization, public health, and community development. Implementation of SWEDS will be guided by a Southwest Corridor Equity Coalition, comprised of various community based organizations (CBOs), private businesses, governmental partners, and private citizens.
- Since publication of the Draft EIS, both the State of Oregon and the City of Portland have adopted new laws and regulations protecting existing and new tenants, including statewide rent control.

J1.4 Organization and Index of Draft EIS Comments

Responses to comments can be found in Appendix J2, which is separated into five sections based on the affiliation types of the commenters:

- **J2.1, Tribe and Agency Comments**, includes responses to comments from one tribe and from federal, state and local agencies.
- **J2.2, Organization Comments**, includes responses to comments from civic and community organizations, such as committees, neighborhood associations and nonprofit organizations.
- **J2.3, Business Comments**, includes responses to commenters who identified that they represented one or more businesses.
- **J2.4, Petitions and Petition Comments**, includes responses to three petitions that were circulated by organizations and businesses and provided to Metro. This section also includes responses to five additional comments from signatories associated with one petition, and responses to 322 additional comments that were collected by a business and provided to Metro with another petition.

- **J2.5, Individual Comments**, includes responses to comments submitted by individual members of the general public, including some commenters whose business or organization affiliation was unclear.

Each of these five sections contains an index of the comments in that section, including the ID assigned to the comment, commenter name, and commenter affiliation (if applicable). Table J1-3 below provides a consolidated index of all Draft EIS comments.

The responses to comments are provided in a table within each of the five sections of Appendix J2. These tables include the same comment IDs, names and affiliations listed in the index tables, as well as the text of the comment and the accompanying response. The comments from agencies also include a column for the specific location referenced in the Draft EIS document, because many agencies provided comments in a table format with this information included. Comments have been edited within the response tables for generally consistent formatting and to omit addresses, headings, salutations, signatures, footers, images and supplemental attachments that do not contain substantive comments. Comments were not edited to address spelling or grammatical errors.

Full copies of the Draft EIS comments in their original format, such as handwritten comment cards, public hearing transcripts or letters on letterhead, are located in Appendix J3. Appendix J3 includes all of the images and supplemental attachments that are omitted from the comment text in Appendix J2.

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
Tribe and Agency Comments (<i>see Appendix J2.1 for responses</i>)		
T1	The Confederated Tribes of the Grand Ronde Community of Oregon	Cheryle Kennedy
A1	U.S. Department of the Interior	Allison O'Brien
A2	U.S. Environmental Protection Agency	Jill A Nogi
A3	U.S. National Park Service	Heather Ramsay
A4–A111	Oregon Department of Transportation (ODOT)	Rian Windsheimer and unknown authors
A112–A128	Clean Water Services (CWS)	Anne McDonald
A129	City of Lake Oswego	Scott Siegel
A130–A155	Portland Bureau of Development Services (BDS)	Hillary Adam, Stephanie Beckman, Ethan Brown and Benjamin Nielsen
A156–A164	Portland Bureau of Environmental Services (BES)	Fred MacGregor and Reuben Snyder
A165–A174	Portland Bureau of Planning and Sustainability (BPS)	Eric Engstrom
A175–A194	Portland Bureau of Transportation (PBOT)	John Gillam, Taylor Phillips and Lewis Wardrip
A195–A206	Portland Housing Bureau (PHB)	Jill Chen
A207–A224	Portland Parks and Recreation (PP&R)	Janelle St. Pierre, Tate White and Brett Horner
A225–A226	Portland Water Bureau (PWB)	Cherri Warnke
A227–A290	City of Tigard	Kenny Asher, Dylan Dekay-Bemis, Tegan Enloe, Lori Faha, Sean Farrelly, Gary Pagenstecher and Susan Shanks
A291–A302	Tualatin Valley Fire and Rescue (TVF&R)	Chief Allen Kennedy
A303–A347	Washington County	Chris Deffebach, Steve Kelley, Shaun Quayle and Julie Sosnovske
Organization Comments (<i>see Appendix J2.2 for responses</i>)		
O01	Ashcreek Neighborhood Association	Jerry Rundorff
O02	Cascade Policy Institute	John Charles

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
O03	Cascade Policy Institute	John Charles
O04	Coalition for SW MAX Railroad Options	Mark McGirr and Dick Clark
O05	Crestwood Neighborhood Association	Tony Hansen
O06	DoCoMoMo Oregon	Iain MacKenzie
O07	Friends of Terwilliger	Anton Vetterlein
O08	HAKI Community Organization & Community Alliance of Tenants	Saalim Saalim
O09	Hillsdale Business and Professional Association	Mike Roach
O10	Hillsdale Neighborhood Association	Matt DeRosa
O11	Homestead Neighborhood Association	Ed Fischer
O12	Multnomah Neighborhood Association	Martie Sucec
O13	National University of Natural Medicine	David Schleich
O14	National University of Natural Medicine	David Schleich
O15	OPAL Environmental Justice Oregon	Vivian Satterfield
O16	Oregon and Southern Idaho District Council of Laborers	Chris Carpenter
O17	Oregon Health & Science University, Portland State University and Portland Community College	Connie Seeley, Dan Zalkow and Sylvia Kelley
O18	Oregon Walks	Roger Averbeck
O19	Oregon Walks	Roger Averbeck
O20	Oregon Walks	Roger Averbeck
O21	Portland Bicycle Advisory Committee	Rithy Khut and Elliot Akwai-Scott
O22	Portland Business Alliance	Dave Robertson
O23	Portland Freight Committee	Pia Welch and Raihana Ansary
O24	Portland Historic Landmarks Commission	Kristen Minor
O25	Portland Pedestrian Advisory Committee Members	Kenzie Woods, Tiel Jackson, Zoe Klingmann and Elaine O'Keefe
O26	Portland Planning and Sustainability Commission	Katherine Shultz
O27	Restore Oregon	Peggy Moretti
O28	South Portland Neighborhood Association	G.L. Michon, Jr.
O29	Southwest Neighborhoods, Inc.	Leslie Hammond
O30	SW Trails PDX	Doug Rogers
O31	Tigard Chamber of Commerce	Debi Mollahan
O32	Tigard Town Center Advisory Commission	Carine Arendes
O33	Tigard Town Center Advisory Commission	Kate Rogers
O34	Tigard Town Center Advisory Commission	Kate Rogers
O35	Tualatin Aging Task Force	Susan C. Noack
O36	Tualatin Chamber of Commerce	Linda Moholt
O37	Urban Design Panel	Brian Campbell
Business Comments (<i>see Appendix J2.3 for responses</i>)		
B01	Ascend Holdings	Brian Spencer
B02	Ash Court Apartments	Fanny Bookout
B03	Atiyeh Bros	Mark McGirr
B04	Atiyeh Bros	Mark McGirr
B05	Atiyeh Bros	Mark McGirr

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
B06	Chick Fil-A, Chang's Mongolian Grill, Lu's Sports Bar & Lounge and Quality Inn	Ken Lee, Tabon Chang, Lu Xu Jian and Jitesh Desai
B07	CJH LLC	Glenn L Hayter
B08	Digital One	Eric Stolberg
B09	Digital One	Michelle Stolberg
B10	Girl Scouts of Oregon	Kevin Guinn
B11	La Noue Development	Mark La Noue
B12	Les Schwab	David Gibson
B13	Oregon Education Association	James Fotter
B14	Paul Schatz Home Furnishings	Paul Shatz III
B15	The Portland Clinic	Katie Dobler
B16	The Portland Clinic	Dick Clark
B17	The Portland Clinic	Michelle Cheney
B18	The Portland Clinic	Michelle Cheney
B19	Stahancyk, Kent & Hook P.C.	Jody L. Stahancyk, Laurel P. Hook and Joel J. Kent
B20	Summit Properties, Inc.	Yoshio Kurosaki
B21	James L. Shook, CPA	James L. Shook
B22	James L. Shook, CPA	Jeremy Shook
B23	T. Scandia Motors	Regina Dibb
B24	Unspecified	Linda Nishi-Strattner
B25	Unspecified	Mark Nishi-Strattner
B26	Village Inn	Ryan Sweeney
B27	Village Inn	Ryan Sweeney
B28	Way W. Lee General Contractor, Inc.	Ken Lee
B29	Way W. Lee General Contractor, Inc.	Ken Lee
B30	Winterbloom Inc.	Phil Thornburg
Petitions (<i>see Appendix J2.4 for responses</i>)		
P01	Petition circulated by Unite Oregon	73 signatures
P02	Petition circulated by Tigard business owners, including Lu's Sports Bar & Lounge	259 signatures and five additional comments from signatories on Change.org (see Petition Comments section of this table for commenter names)
P03	Petition circulated by the Village Inn restaurant	1,855 signatures and 322 additional comments collected and submitted to Metro by the Village Inn restaurant (see Petition Comments section of this table for commenter names)
Petition Comments (<i>see Appendix J2.4 for responses</i>)		
P02-1	Tigard Business Owners Petitioner	Oneill, Rebecca
P02-2	Tigard Business Owners Petitioner	Pulsinelli, Christine
P02-3	Tigard Business Owners Petitioner	Smith, Mark
P02-4	Tigard Business Owners Petitioner	Thiele, Marie
P02-5	Tigard Business Owners Petitioner	Von Renschler, Martin
P03-A1	Village Inn Restaurant Petitioner	Anonymous
P03-A2	Village Inn Restaurant Petitioner	Anonymous
P03-A3	Village Inn Restaurant Petitioner	Anonymous
P03-A4	Village Inn Restaurant Petitioner	Anonymous

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
P03-A5	Village Inn Restaurant Petitioner	Arnold, Marge
P03-A6	Village Inn Restaurant Petitioner	Astin, Penelope
P03-A7	Village Inn Restaurant Petitioner	Austin, Donna
P03-A8	Village Inn Restaurant Petitioner	Bailey, Gene
P03-A9	Village Inn Restaurant Petitioner	Baldwin, Jean H., RN, DNSC
P03-A10	Village Inn Restaurant Petitioner	Beebe, Jan & Bill
P03-A11	Village Inn Restaurant Petitioner	Bledsoe, Teresa
P03-A12	Village Inn Restaurant Petitioner	Bobei, Angelica
P03-A13	Village Inn Restaurant Petitioner	Bolen, D.
P03-A14	Village Inn Restaurant Petitioner	Bolen, Jennifer
P03-A15	Village Inn Restaurant Petitioner	Bowen, Donna
P03-A16	Village Inn Restaurant Petitioner	Bredahl, Anna
P03-A17	Village Inn Restaurant Petitioner	Brown, M.
P03-A18	Village Inn Restaurant Petitioner	Cahan, Linda
P03-A19	Village Inn Restaurant Petitioner	Coleman, Tom & Linda
P03-A20	Village Inn Restaurant Petitioner	Cresto, Connie
P03-A21	Village Inn Restaurant Petitioner	Cumbo, Barbara & Vincent
P03-A22	Village Inn Restaurant Petitioner	Currey, Katherine
P03-A23	Village Inn Restaurant Petitioner	Cutler, D. R.
P03-A24	Village Inn Restaurant Petitioner	Dale, Jim
P03-A25	Village Inn Restaurant Petitioner	Darke, Bob & Barb
P03-A26	Village Inn Restaurant Petitioner	Davis, Joyce
P03-A27	Village Inn Restaurant Petitioner	deBrauwere, Ellie
P03-A28	Village Inn Restaurant Petitioner	deBrauwere, R.
P03-A29	Village Inn Restaurant Petitioner	Decker, Frank
P03-A30	Village Inn Restaurant Petitioner	Decker, Lori
P03-A31	Village Inn Restaurant Petitioner	Delapaix, Greg
P03-A32	Village Inn Restaurant Petitioner	Dotson, Marian
P03-A33	Village Inn Restaurant Petitioner	Dravis, Katie
P03-A34	Village Inn Restaurant Petitioner	Dresser, Ann & Meridian Park Hospital Staff
P03-A35	Village Inn Restaurant Petitioner	DuPrau, Jeff
P03-A36	Village Inn Restaurant Petitioner	Dusek, Lynn
P03-A37	Village Inn Restaurant Petitioner	Dusek, Ron
P03-A38	Village Inn Restaurant Petitioner	Edwards, Dawn
P03-A39	Village Inn Restaurant Petitioner	Edwards, Lauren
P03-A40	Village Inn Restaurant Petitioner	Emburny, Mark
P03-A41	Village Inn Restaurant Petitioner	Evart, Donald
P03-A42	Village Inn Restaurant Petitioner	Fabian, Gilda
P03-A43	Village Inn Restaurant Petitioner	Falk, Georgia J.
P03-A44	Village Inn Restaurant Petitioner	Fetters, Annette
P03-A45	Village Inn Restaurant Petitioner	Fitch, Janet
P03-A46	Village Inn Restaurant Petitioner	Fleetwood, Cory & Sherie
P03-A47	Village Inn Restaurant Petitioner	Fox, Joyce

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
P03-A48	Village Inn Restaurant Petitioner	Fuller, Joan
P03-A49	Village Inn Restaurant Petitioner	Gester, Peter
P03-A50	Village Inn Restaurant Petitioner	Hamer (Douglass), Patsy L.
P03-A51	Village Inn Restaurant Petitioner	Handy, Vicki
P03-A52	Village Inn Restaurant Petitioner	Hansen, DeeDee
P03-A53	Village Inn Restaurant Petitioner	Harme, Charles D.
P03-A54	Village Inn Restaurant Petitioner	Harris, Brenda
P03-A55	Village Inn Restaurant Petitioner	Harris, Donald
P03-A56	Village Inn Restaurant Petitioner	Hayden, E. L.
P03-A57	Village Inn Restaurant Petitioner	Henkel, R. C.
P03-A58	Village Inn Restaurant Petitioner	Henson, Jason
P03-A59	Village Inn Restaurant Petitioner	Hewlett Family
P03-A60	Village Inn Restaurant Petitioner	Hill, David
P03-A61	Village Inn Restaurant Petitioner	Hummert, Sharon
P03-A62	Village Inn Restaurant Petitioner	Hungate, Linda
P03-A63	Village Inn Restaurant Petitioner	Hunter, Meredith
P03-A64	Village Inn Restaurant Petitioner	Hurgate, Bill
P03-A65	Village Inn Restaurant Petitioner	Johnson, Mona
P03-A66	Village Inn Restaurant Petitioner	Kafalias, Alex
P03-A67	Village Inn Restaurant Petitioner	Kaufman, Marilyn
P03-A68	Village Inn Restaurant Petitioner	Krafthefer, W.
P03-A69	Village Inn Restaurant Petitioner	Langner, Patrick
P03-A70	Village Inn Restaurant Petitioner	Lehrer, Judy
P03-A71	Village Inn Restaurant Petitioner	Lehrer, Robert E.
P03-A72	Village Inn Restaurant Petitioner	Lewis, Steve
P03-A73	Village Inn Restaurant Petitioner	Lind, Mr. & Mrs. Don
P03-A74	Village Inn Restaurant Petitioner	Maxwell, Jerry
P03-A75	Village Inn Restaurant Petitioner	Maxwell, Melissa
P03-A76	Village Inn Restaurant Petitioner	McCade, F.
P03-A77	Village Inn Restaurant Petitioner	McClure, Scott
P03-A78	Village Inn Restaurant Petitioner	McDowell, Carlene
P03-A79	Village Inn Restaurant Petitioner	Mitchell, Geraldine
P03-A80	Village Inn Restaurant Petitioner	Mitchell, Mike
P03-A81	Village Inn Restaurant Petitioner	Moore, Catherine J.
P03-A82	Village Inn Restaurant Petitioner	Nelson, Betty
P03-A83	Village Inn Restaurant Petitioner	Newberry, Laurie
P03-A84	Village Inn Restaurant Petitioner	Newell, Jeff
P03-A85	Village Inn Restaurant Petitioner	Nowall, Wylie
P03-A86	Village Inn Restaurant Petitioner	Oak, Dorothy
P03-A87	Village Inn Restaurant Petitioner	Oest, Allen & Jane
P03-A88	Village Inn Restaurant Petitioner	Olin, Shirley
P03-A89	Village Inn Restaurant Petitioner	Palmer, Edward J.
P03-A90	Village Inn Restaurant Petitioner	Palmer-DuPrau, Tabitha

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
P03-A91	Village Inn Restaurant Petitioner	Phillips, Peggy
P03-A92	Village Inn Restaurant Petitioner	Prapas, Christi D.
P03-A93	Village Inn Restaurant Petitioner	Prussack, Brigitte
P03-A94	Village Inn Restaurant Petitioner	Prussack, Sam
P03-A95	Village Inn Restaurant Petitioner	R., Carlos & Carmen
P03-A96	Village Inn Restaurant Petitioner	Rainy, Kristi
P03-A97	Village Inn Restaurant Petitioner	Rhodes, Ina Carol
P03-A98	Village Inn Restaurant Petitioner	Rios-Daley, Marina
P03-A99	Village Inn Restaurant Petitioner	Ritemann, Mary
P03-A100	Village Inn Restaurant Petitioner	Robelli, Mike
P03-A101	Village Inn Restaurant Petitioner	Sanders, Sharon
P03-A102	Village Inn Restaurant Petitioner	Sanders, Tom
P03-A103	Village Inn Restaurant Petitioner	Sardone, Frank
P03-A104	Village Inn Restaurant Petitioner	Sardone, Mary Jane
P03-A105	Village Inn Restaurant Petitioner	Scott, Joann C.
P03-A106	Village Inn Restaurant Petitioner	Shivers, John A.
P03-A107	Village Inn Restaurant Petitioner	Sierra, Lola A.
P03-A108	Village Inn Restaurant Petitioner	Sigler, Mary Anne
P03-A109	Village Inn Restaurant Petitioner	Sinclair, Susan
P03-A110	Village Inn Restaurant Petitioner	Slaughter, Bea
P03-A111	Village Inn Restaurant Petitioner	Smits, Teri
P03-A112	Village Inn Restaurant Petitioner	Solomon, Carl
P03-A113	Village Inn Restaurant Petitioner	Spears, Patricia
P03-A114	Village Inn Restaurant Petitioner	Stensberg, Charlene C.
P03-A115	Village Inn Restaurant Petitioner	Stewart, Lori
P03-A116	Village Inn Restaurant Petitioner	Thomson, Linda
P03-A117	Village Inn Restaurant Petitioner	Tofte, June
P03-A118	Village Inn Restaurant Petitioner	Ulrich, Ron
P03-A119	Village Inn Restaurant Petitioner	Ulrich, Sherry
P03-A120	Village Inn Restaurant Petitioner	Unknown
P03-A121	Village Inn Restaurant Petitioner	Unknown
P03-A122	Village Inn Restaurant Petitioner	Unknown
P03-A123	Village Inn Restaurant Petitioner	Unknown, Anne
P03-A124	Village Inn Restaurant Petitioner	Unknown, Carol
P03-A125	Village Inn Restaurant Petitioner	Unknown, Chris
P03-A126	Village Inn Restaurant Petitioner	Unknown, Christensen
P03-A127	Village Inn Restaurant Petitioner	Unknown, Jennifer
P03-A128	Village Inn Restaurant Petitioner	Unknown, Kelli
P03-A129	Village Inn Restaurant Petitioner	Unknown, Kelsey
P03-A130	Village Inn Restaurant Petitioner	Unknown, Kristen
P03-A131	Village Inn Restaurant Petitioner	Unknown, Mario
P03-A132	Village Inn Restaurant Petitioner	Unknown, Robin

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
P03-A133	Village Inn Restaurant Petitioner	Unknown, Sandee
P03-A134	Village Inn Restaurant Petitioner	Unknown, Stephanie
P03-A135	Village Inn Restaurant Petitioner	Unknown, Steve
P03-A136	Village Inn Restaurant Petitioner	Unknown, Wynona
P03-A137	Village Inn Restaurant Petitioner	Unknown, Yajaira
P03-A138	Village Inn Restaurant Petitioner	Velk, Michael & Connie
P03-A139	Village Inn Restaurant Petitioner	Walker, Karen
P03-A140	Village Inn Restaurant Petitioner	Winkelman, Darrel & Betty
P03-A141	Village Inn Restaurant Petitioner	Woldhan, Cheryl
P03-A142	Village Inn Restaurant Petitioner	Wright, Jason & Jackie
P03-B1	Village Inn Restaurant Petitioner	A, Dianne
P03-B2	Village Inn Restaurant Petitioner	Akin, Denise
P03-B3	Village Inn Restaurant Petitioner	Alt, Dan
P03-B4	Village Inn Restaurant Petitioner	Andersen, Jon
P03-B5	Village Inn Restaurant Petitioner	Anonymous
P03-B6	Village Inn Restaurant Petitioner	Anonymous
P03-B7	Village Inn Restaurant Petitioner	Anonymous
P03-B8	Village Inn Restaurant Petitioner	Anonymous
P03-B9	Village Inn Restaurant Petitioner	Anonymous
P03-B10	Village Inn Restaurant Petitioner	Anonymous
P03-B11	Village Inn Restaurant Petitioner	Anonymous
P03-B12	Village Inn Restaurant Petitioner	Anonymous
P03-B13	Village Inn Restaurant Petitioner	Anonymous
P03-B14	Village Inn Restaurant Petitioner	Anonymous
P03-B15	Village Inn Restaurant Petitioner	Anonymous
P03-B16	Village Inn Restaurant Petitioner	Anonymous
P03-B17	Village Inn Restaurant Petitioner	Anonymous
P03-B18	Village Inn Restaurant Petitioner	Anonymous
P03-B19	Village Inn Restaurant Petitioner	Anonymous
P03-B20	Village Inn Restaurant Petitioner	Anonymous
P03-B21	Village Inn Restaurant Petitioner	Anonymous
P03-B22	Village Inn Restaurant Petitioner	Anonymous
P03-B23	Village Inn Restaurant Petitioner	Anonymous
P03-B24	Village Inn Restaurant Petitioner	Anonymous
P03-B25	Village Inn Restaurant Petitioner	Anonymous
P03-B26	Village Inn Restaurant Petitioner	Anonymous
P03-B27	Village Inn Restaurant Petitioner	Anonymous
P03-B28	Village Inn Restaurant Petitioner	Anonymous
P03-B29	Village Inn Restaurant Petitioner	Anonymous
P03-B30	Village Inn Restaurant Petitioner	Anonymous
P03-B31	Village Inn Restaurant Petitioner	Anonymous
P03-B32	Village Inn Restaurant Petitioner	Anonymous
P03-B33	Village Inn Restaurant Petitioner	Anonymous

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
P03-B34	Village Inn Restaurant Petitioner	Anonymous
P03-B35	Village Inn Restaurant Petitioner	Anonymous
P03-B36	Village Inn Restaurant Petitioner	Anonymous
P03-B37	Village Inn Restaurant Petitioner	Anonymous
P03-B38	Village Inn Restaurant Petitioner	Anonymous
P03-B39	Village Inn Restaurant Petitioner	Anonymous
P03-B40	Village Inn Restaurant Petitioner	Anonymous
P03-B41	Village Inn Restaurant Petitioner	Anonymous
P03-B42	Village Inn Restaurant Petitioner	Anonymous
P03-B43	Village Inn Restaurant Petitioner	Anonymous
P03-B44	Village Inn Restaurant Petitioner	Anonymous
P03-B45	Village Inn Restaurant Petitioner	Anonymous
P03-B46	Village Inn Restaurant Petitioner	Anonymous
P03-B47	Village Inn Restaurant Petitioner	Anonymous
P03-B48	Village Inn Restaurant Petitioner	Anonymous
P03-B49	Village Inn Restaurant Petitioner	Anonymous
P03-B50	Village Inn Restaurant Petitioner	Anonymous
P03-B51	Village Inn Restaurant Petitioner	Anonymous
P03-B52	Village Inn Restaurant Petitioner	Anonymous
P03-B53	Village Inn Restaurant Petitioner	Anonymous
P03-B54	Village Inn Restaurant Petitioner	Anonymous
P03-B55	Village Inn Restaurant Petitioner	Anonymous
P03-B56	Village Inn Restaurant Petitioner	Anonymous
P03-B57	Village Inn Restaurant Petitioner	Anonymous
P03-B58	Village Inn Restaurant Petitioner	Anonymous
P03-B59	Village Inn Restaurant Petitioner	Anonymous
P03-B60	Village Inn Restaurant Petitioner	Bailey, Herman & Eileen
P03-B61	Village Inn Restaurant Petitioner	Barnett, Paula
P03-B62	Village Inn Restaurant Petitioner	Baron, Carolyn M.
P03-B63	Village Inn Restaurant Petitioner	Beavers, Temple & Carolyn
P03-B64	Village Inn Restaurant Petitioner	Bellew, Stephanie
P03-B65	Village Inn Restaurant Petitioner	Bilow, Steve
P03-B66	Village Inn Restaurant Petitioner	Blackwell, Jim
P03-B67	Village Inn Restaurant Petitioner	Blodgett, Jim
P03-B68	Village Inn Restaurant Petitioner	Brown, Janice & David
P03-B69	Village Inn Restaurant Petitioner	Cahan, Linda
P03-B70	Village Inn Restaurant Petitioner	Calkin, Paul
P03-B71	Village Inn Restaurant Petitioner	Catlin, Dianne
P03-B72	Village Inn Restaurant Petitioner	Chin, Maisie
P03-B73	Village Inn Restaurant Petitioner	Christofferson, Rea
P03-B74	Village Inn Restaurant Petitioner	Cotner, Shannon
P03-B75	Village Inn Restaurant Petitioner	Csaszar, Mike
P03-B76	Village Inn Restaurant Petitioner	D., Julie

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
P03-B77	Village Inn Restaurant Petitioner	Davis, Lance & Medina, Donna
P03-B78	Village Inn Restaurant Petitioner	Easly, Marcella
P03-B79	Village Inn Restaurant Petitioner	Elliot, R
P03-B80	Village Inn Restaurant Petitioner	Evans, Joyce & John
P03-B81	Village Inn Restaurant Petitioner	Faria, Carol
P03-B82	Village Inn Restaurant Petitioner	Findlay, Janet E.
P03-B83	Village Inn Restaurant Petitioner	Fisher, Jim
P03-B84	Village Inn Restaurant Petitioner	Freeman, Dave & Shelley
P03-B85	Village Inn Restaurant Petitioner	Fromdahl, Larry
P03-B86	Village Inn Restaurant Petitioner	Goforth, RJ
P03-B87	Village Inn Restaurant Petitioner	Haas, Pat
P03-B88	Village Inn Restaurant Petitioner	Hamilton, Bill
P03-B89	Village Inn Restaurant Petitioner	Hanes, Ken
P03-B90	Village Inn Restaurant Petitioner	Heide, Mae & RM
P03-B91	Village Inn Restaurant Petitioner	Henry Family
P03-B92	Village Inn Restaurant Petitioner	Hill, Jenny
P03-B93	Village Inn Restaurant Petitioner	Johnson, Gary & Denna
P03-B94	Village Inn Restaurant Petitioner	Lund, Dorothy
P03-B95	Village Inn Restaurant Petitioner	Lund, Wayne
P03-B96	Village Inn Restaurant Petitioner	Maizel, Harriet
P03-B97	Village Inn Restaurant Petitioner	Maizel, Richard
P03-B98	Village Inn Restaurant Petitioner	Martin, Brian & Frank, Hannah
P03-B99	Village Inn Restaurant Petitioner	McClain, Ellen
P03-B100	Village Inn Restaurant Petitioner	McClure, Karen
P03-B101	Village Inn Restaurant Petitioner	Miller, Don
P03-B102	Village Inn Restaurant Petitioner	Newman, Doris
P03-B103	Village Inn Restaurant Petitioner	Olsen, Bonnie R.
P03-B104	Village Inn Restaurant Petitioner	Peterson, Elisabeth
P03-B105	Village Inn Restaurant Petitioner	Phelps, Eddie
P03-B106	Village Inn Restaurant Petitioner	Phillips, Joe
P03-B107	Village Inn Restaurant Petitioner	Pinson, Judy
P03-B108	Village Inn Restaurant Petitioner	Richey, Paul
P03-B109	Village Inn Restaurant Petitioner	Rizzutto, Julie & Tony
P03-B110	Village Inn Restaurant Petitioner	Robison, Joe & Mills, Patti
P03-B111	Village Inn Restaurant Petitioner	Rosenquist, Dave & Kathie
P03-B112	Village Inn Restaurant Petitioner	Russell, Jim
P03-B113	Village Inn Restaurant Petitioner	Russell, Mrs. Linda
P03-B114	Village Inn Restaurant Petitioner	Schaeten, Dave & Nicole
P03-B115	Village Inn Restaurant Petitioner	Schamber, Larry & Paulette
P03-B116	Village Inn Restaurant Petitioner	Scholes, Alice
P03-B117	Village Inn Restaurant Petitioner	Schouten, Nicole & Dave
P03-B118	Village Inn Restaurant Petitioner	Schulder, J.
P03-B119	Village Inn Restaurant Petitioner	Skibinski, Linda

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
P03-B120	Village Inn Restaurant Petitioner	Spencer, Erika
P03-B121	Village Inn Restaurant Petitioner	Sprauer, Al & Linda
P03-B122	Village Inn Restaurant Petitioner	Stanaway, Skip
P03-B123	Village Inn Restaurant Petitioner	Starling, Bev
P03-B124	Village Inn Restaurant Petitioner	Stephen, Tom & Gail
P03-B125	Village Inn Restaurant Petitioner	Stierle, Nanette
P03-B126	Village Inn Restaurant Petitioner	Thomason, Barbara & Bill
P03-B127	Village Inn Restaurant Petitioner	Tomeoni, Bob
P03-B128	Village Inn Restaurant Petitioner	Tulay, Kari
P03-B129	Village Inn Restaurant Petitioner	Unknown
P03-B130	Village Inn Restaurant Petitioner	Unknown
P03-B131	Village Inn Restaurant Petitioner	Unknown
P03-B132	Village Inn Restaurant Petitioner	Unknown
P03-B133	Village Inn Restaurant Petitioner	Unknown
P03-B134	Village Inn Restaurant Petitioner	Unknown
P03-B135	Village Inn Restaurant Petitioner	Unknown, Barb
P03-B136	Village Inn Restaurant Petitioner	Unknown, Becky
P03-B137	Village Inn Restaurant Petitioner	Unknown, Carol
P03-B138	Village Inn Restaurant Petitioner	Unknown, Charlotte
P03-B139	Village Inn Restaurant Petitioner	Unknown, Cheryl
P03-B140	Village Inn Restaurant Petitioner	Unknown, Cheryl
P03-B141	Village Inn Restaurant Petitioner	Unknown, Cynthia
P03-B142	Village Inn Restaurant Petitioner	Unknown, Donna
P03-B143	Village Inn Restaurant Petitioner	Unknown, Dorothy
P03-B144	Village Inn Restaurant Petitioner	Unknown, Doyal
P03-B145	Village Inn Restaurant Petitioner	Unknown, E.
P03-B146	Village Inn Restaurant Petitioner	Unknown, G.
P03-B147	Village Inn Restaurant Petitioner	Unknown, Gary
P03-B148	Village Inn Restaurant Petitioner	Unknown, Guadalupe
P03-B149	Village Inn Restaurant Petitioner	Unknown, Gwen
P03-B150	Village Inn Restaurant Petitioner	Unknown, Irene
P03-B151	Village Inn Restaurant Petitioner	Unknown, Janice
P03-B152	Village Inn Restaurant Petitioner	Unknown, Josh
P03-B153	Village Inn Restaurant Petitioner	Unknown, JP/GP
P03-B154	Village Inn Restaurant Petitioner	Unknown, Kaela
P03-B155	Village Inn Restaurant Petitioner	Unknown, Karen
P03-B156	Village Inn Restaurant Petitioner	Unknown, Karen
P03-B157	Village Inn Restaurant Petitioner	Unknown, Katherine
P03-B158	Village Inn Restaurant Petitioner	Unknown, Leah
P03-B159	Village Inn Restaurant Petitioner	Unknown, Lee
P03-B160	Village Inn Restaurant Petitioner	Unknown, Lenall
P03-B161	Village Inn Restaurant Petitioner	Unknown, Marcus
P03-B162	Village Inn Restaurant Petitioner	Unknown, Mary

Table J1-3. Index of Draft EIS Comments (multipage table)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
P03-B163	Village Inn Restaurant Petitioner	Unknown, Nicole
P03-B164	Village Inn Restaurant Petitioner	Unknown, Nicole
P03-B165	Village Inn Restaurant Petitioner	Unknown, Nicole
P03-B166	Village Inn Restaurant Petitioner	Unknown, Pat
P03-B167	Village Inn Restaurant Petitioner	Unknown, Patt
P03-B168	Village Inn Restaurant Petitioner	Unknown, Rose
P03-B169	Village Inn Restaurant Petitioner	Unknown, Stephen
P03-B170	Village Inn Restaurant Petitioner	Unknown, Susan
P03-B171	Village Inn Restaurant Petitioner	Unknown, Tracy
P03-B172	Village Inn Restaurant Petitioner	Unknown, William
P03-B173	Village Inn Restaurant Petitioner	Woodworth, Jay
P03-B174	Village Inn Restaurant Petitioner	Young, Lindsay & Matos, Lorena Reyes
P03-B175	Village Inn Restaurant Petitioner	Zukor, Linda
P03-C1	Village Inn Restaurant Petitioner	Anonymous
P03-C2	Village Inn Restaurant Petitioner	Landert, Michael
P03-C3	Village Inn Restaurant Petitioner	Olson, Dennis D.
P03-C4	Village Inn Restaurant Petitioner	Sibinski, Chet
P03-C5	Village Inn Restaurant Petitioner	Strahan, Sheila & Brian
Individual Comments (see Appendix J2.5 for responses)		
I1	Individual	A, Elena
I2	Individual	Abbott, James
I3	Individual	Adair, Kristian
I4	Individual	Adney, Mary
I5	Individual	Alberque, Les and Kathy
I6	Individual	Alcorn, Vera
I7	Individual	Alkattan, Lubna
I8	Individual	Allen, Douglas
I9	Individual	Alvarez-Castro, Sofia
I10	Individual	Amayin, Pablo
I11	Individual	Amonson, David
I12	Individual	Anderson, Eric
I13	Individual	Anderson, Wade
I14	Individual	Anonymous
I15	Individual	Anonymous
I16	Individual	Antles, Jake
I17	Individual	Arendes, Carine
I18	Individual	Arendes, Carine
I19	Individual	Arendes, Carine
I20	Individual	Armstrong, Justus
I21	Individual	Arumbakkam, Arvind
I22	Individual	Ast, Haylergh
I23	Individual	Auburn, Barbara
I24	Individual	Austen, Kathy

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
I25	Individual	Austen, Kathy
I26	Individual	Baack, Don
I27	Individual	Baird, Ellie
I28	Individual	Baird, Gale
I29	Individual	Baird, Leslie
I30	Individual	Baldwin-Sayre, Carrie
I31	Individual	Bandstra, Jillianne
I32	Individual	Banning, Craig and Becky
I33	Individual	Barker, Janis
I34	Individual	Barker, Joel
I35	Individual	Barrett, Philip
I36	Individual	Baze, Zachary
I37	Individual	Bear, Alexander
I38	Individual	Beck, Nathan
I39	Individual	Beil, Kurt
I40	Individual	Bengtson, Joanne
I41	Individual	Benham, Susan
I42	Individual	Bentch, Jennifer
I43	Individual	Bergman, Andrew
I44	Individual	Bernatovic, Ivan
I45	Individual	Bernknopf, Emily
I46	Individual	Bernknopf, Robert
I47	Individual	Besaw, Ian
I48	Individual	Besaw, Marjorie
I49	Individual	Besore, Eric
I50	Individual	Betts, John M
I51	Individual	Birmingham, Kathryn
I52	Individual	Bishop, Greg
I53	Individual	Black, Sylvia
I54	Individual	Blaumer, Jessica
I55	Individual	Bondi, Colin
I56	Individual	Bonella, Randy
I57	Individual	Bonella, Randy
I58	Individual	Bonifield, Miranda
I59	Individual	Bonn, Lori Ann
I60	Individual	Boomer, Elaine
I61	Individual	Boones, Paul
I62	Individual	Booth, Lee
I63	Individual	Bowers, Barbara
I64	Individual	Boyd, Ovid
I65	Individual	Boyer, Christopher
I66	Individual	Bridger, Glenn
I67	Individual	Broown, Richard
I68	Individual	Brown, Seth

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
I69	Individual	Brown, Seth
I70	Individual	Brown, Steve
I71	Individual	Bruno, Pricilla
I72	Individual	Brusewitz, Jennifer
I73	Individual	Brush, Jason
I74	Individual	Bubenik, Frank
I75	Individual	Buckley, Cory
I76	Individual	Burks, Gypsy
I77	Individual	Burns, Don
I78	Individual	Burns, Don
I79	Individual	Busch, D
I80	Individual	Buss, Deni
I81	Individual	Byrd, Stephanie
I82	Individual	Calcagno, Eva
I83	Individual	Carlson, Laura
I84	Individual	Carlson, Timothy
I85	Individual	Carlton, Brooke
I86	Individual	Carnell, Katy
I87	Individual	Casas, Cynthia
I88	Individual	Caster, James
I89	Individual	Castles, Sandra
I90	Individual	Caton, Larry
I91	Individual	Chambers, Charlynn
I92	Individual	Chapel, Tammi
I93	Individual	Chen, Jason
I94	Individual	Chicarelli, Morgan
I95	Individual	Chisholm, Sarah
I96	Individual	Christensen, Brian
I97	Individual	Christensen, Katherine
I98	Individual	Christian, Robert
I99	Individual	Christiansen, Kara
I100	Individual	Christoffersson, Rea
I101	Individual	Christoffersson, Rea
I102	Individual	Clapp, David
I103	Individual	Clark, Jesse
I104	Individual	Clark, Michael
I105	Individual	Cohen, Bill
I106	Individual	Cohen, Samantha
I107	Individual	Conley, Kimberly
I108	Individual	Connelly, Jim
I109	Individual	Considine, Marilyn
I110	Individual	Cook, Tricia
I111	Individual	Corcoran, Dan
I112	Individual	Cortes, Karen

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
I113	Individual	Costa, Rachel
I114	Individual	Costarella, Derek
I115	Individual	Cox, Steve
I116	Individual	Crail, Doreen
I117	Individual	Crane, Jonathan
I118	Individual	Creamer, Brian
I119	Individual	Creamer, Brian
I120	Individual	Crespo, Shelby
I121	Individual	Cromley, Margaret
I122	Individual	Cronin, Bruce
I123	Individual	Curtis, Shannon
I124	Individual	Czech, Christopher
I125	Individual	Daly, Kathryn
I126	Individual	Dangaran, Ryan
I127	Individual	Darling, Stacey
I128	Individual	Davis, Mike and Jeanne
I129	Individual	Dawson, Rachel
I130	Individual	De Lange, Nina
I131	Individual	Deangelo, Steve
I132	Individual	DeBolt, Amy
I133	Individual	Delaney, Justin
I134	Individual	Denecke, David
I135	Individual	Denton, William
I136	Individual	DePue, Sylvia
I137	Individual	Dietz, Annette
I138	Individual	Doe, John
I139	Individual	Doherty, Joanne
I140	Individual	Done, Rachel
I141	Individual	Doran, Tim
I142	Individual	Doreo, Nancy
I143	Individual	Doss, Chris
I144	Individual	Draper, Leslie
I145	Individual	Durham, T
I146	Individual	Dutt, Jake
I147	Individual	Dyer, Linda
I148	Individual	Edwards, Kimberly
I149	Individual	Edwards, Rosemary
I150	Individual	Elisa, Finos
I151	Individual	Ellenberg, David
I152	Individual	Ellis, Stuart
I153	Individual	Elmi, Liban
I154	Individual	Ender, Timur
I155	Individual	Enelow, Noah
I156	Individual	Engen, Matt

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
I157	Individual	Erickson, Carol
I158	Individual	Esar, Tim
I159	Individual	Espinoza, Marco
I160	Individual	Faber, Mary
I161	Individual	Farr, Nolan
I162	Individual	Fastenau, Kathy
I163	Individual	Fenimore, Marian
I164	Individual	Ferguson, Valerie
I165	Individual	Ferris-Smith, Matt
I166	Individual	Figel, Suz
I167	Individual	Finney, Debbie
I168	Individual	Fischer, Edward
I169	Individual	Fisher, Vileka
I170	Individual	Fitzgerald, Marianne
I171	Individual	Fleishman, Craig
I172	Individual	Fong, April Ann
I173	Individual	Fong, Christina
I174	Individual	Fong, Steve
I175	Individual	Fontes, R A
I176	Individual	Ford, Christine
I177	Individual	Ford, Christine
I178	Individual	Fowler, Justin
I179	Individual	Fowler, Justin
I180	Individual	Fox, Gerald
I181	Individual	Franco, Janet
I182	Individual	Frazier, William
I183	Individual	Freewheel, Clicky
I184	Individual	French, Miles
I185	Individual	Freud, Hazrdus
I186	Individual	Fromdahl, Larry W
I187	Individual	Fromme, Arne
I188	Individual	Frost, Cindy
I189	Individual	Frost, Julie
I190	Individual	Fu, Mary
I191	Individual	G, E
I192	Individual	Gansner, Elliott
I193	Individual	Garbett, James
I194	Individual	Garcia, Adriana
I195	Individual	Garcia, Todd
I196	Individual	Garey, Kelly
I197	Individual	Garofalo, Luciano
I198	Individual	Gasparovic, Vicky
I199	Individual	Gates, William
I200	Individual	Gerard, Craig

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
I201	Individual	German, Brett
I202	Individual	Gerould, Ilan
I203	Individual	Gibbon, John T
I204	Individual	Giguere, Olivia
I205	Individual	Gonzalez, Nozomi
I206	Individual	Goodale, Anne
I207	Individual	Goodman, Rachel
I208	Individual	Gordon, Jane
I209	Individual	Gordon, Jane
I210	Individual	Goulet, Sherry
I211	Individual	Grand, Jeremy
I212	Individual	Grey, Eric
I213	Individual	Griffin, Christopher
I214	Individual	Grinnell, Alan
I215	Individual	Grinnell, Alan
I216	Individual	Gross, Ezra
I217	Individual	Grover, Mikailah
I218	Individual	Guild, George
I219	Individual	H, Jenna
I220	Individual	Hadley, Bonnie
I221	Individual	Hajdu-Paulen, Allison
I222	Individual	Hajdu-Paulen, Allison
I223	Individual	Halbert, Jenna
I224	Individual	Hall, Aaron
I225	Individual	Halstead, Erik
I226	Individual	Hamilton, Joan
I227	Individual	Hamilton, Marlene
I228	Individual	Hamlow, Jen
I229	Individual	Handel, Dan
I230	Individual	Hangland-Skill, Mick
I231	Individual	Hansen, Susan
I232	Individual	Harding, Kathy
I233	Individual	Harding, Robert
I234	Individual	Harding, Robert and Kathy
I235	Individual	Hare, Anissa
I236	Individual	Harms, Dietrich
I237	Individual	Harrel, Wayne
I238	Individual	Hart, Alicia
I239	Individual	Harter, Evan
I240	Individual	Hawkins, Natlie
I241	Individual	Helmsworth, Chris
I242	Individual	Hennessy, Shaun
I243	Individual	Hensel, Maripat
I244	Individual	Herms, Dana

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
I245	Individual	Hickey, Elinor
I246	Individual	Higgins, Stephen
I247	Individual	Hill, Rachel
I248	Individual	Hill, Rachel
I249	Individual	Hinamon, Dori
I250	Individual	Ho, Jh
I251	Individual	Hobson, Jason
I252	Individual	Hogan, Adam
I253	Individual	Holdahl, Terry
I254	Individual	Holland, Ann
I255	Individual	Hopkins, Craig
I256	Individual	Hughes, Dave
I257	Individual	Hughes, Tami
I258	Individual	Humann, Alyssa
I259	Individual	Humann, Dalton
I260	Individual	Humphrey-Keever, Debra
I261	Individual	Humphrey-Keever, Mary Ann
I262	Individual	Hutchinson, Leslie
I263	Individual	Hutchinson, Leslie
I264	Individual	Hyndman, Vicki
I265	Individual	Ierulli, Joseph
I266	Individual	Itscorrupt, Disolvemetro
I267	Individual	Ivory, Ed
I268	Individual	Jacobs, Gloria
I269	Individual	Jeffreys, Tiffanie
I270	Individual	Jenkins, Joseph
I271	Individual	Jerónimo, Minerva
I272	Individual	Johnson, Jay
I273	Individual	Johnson, Joe
I274	Individual	Johnson, Lindsey
I275	Individual	Johnson, M
I276	Individual	Jones, Lara
I277	Individual	Jones, Milton
I278	Individual	Jones, Milton
I279	Individual	Jones, Milton
I280	Individual	Jorling, David
I281	Individual	Joshu, William
I282	Individual	Joyce, Patrick
I283	Individual	Juric, Iva
I284	Individual	Just, Jessica
I285	Individual	Kaiser, Alex
I286	Individual	Kale, Mike
I287	Individual	Kalstrom, Sally
I288	Individual	Keating, Mike

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
I289	Individual	Kelch, Carlton
I290	Individual	Kelley, Sarah
I291	Individual	Kepple, Kara
I292	Individual	Keroes, Joshua
I293	Individual	Killingsworth, Serge
I294	Individual	Kim, Gabrielle
I295	Individual	Kimmelshue, Megan
I296	Individual	Kisor, Michael
I297	Individual	Kleinbach, Darl
I298	Individual	Klieber, Bill
I299	Individual	Knapp, Kelly
I300	Individual	Knier, Aimee
I301	Individual	Kormendy, Amy
I302	Individual	Kosbau, Wayne
I303	Individual	Kraft, Amanda
I304	Individual	Krager, Carol
I305	Individual	Krager, Carol and Warren
I306	Individual	Kranzler, Brooke
I307	Individual	Krnak, Vitek
I308	Individual	Kunert, Charles
I309	Individual	Kung, Chung-Huey Nina
I310	Individual	Kung, Chung-Huey Nina
I311	Individual	Kunzler, Joe A
I312	Individual	Ladd, Laura
I313	Individual	Ladd, Laura
I314	Individual	Lamb, Nicole
I315	Individual	Landis, Charles
I316	Individual	Landsverk, Jaime
I317	Individual	Lane, Thomas
I318	Individual	Lanigan, Ryan
I319	Individual	LaPorte, David
I320	Individual	Laporte, David
I321	Individual	Lara, Jennyfer
I322	Individual	Leatham, Eric
I323	Individual	Leatherman, Ken
I324	Individual	Leatherman, Ken
I325	Individual	Leavitt, Naomi
I326	Individual	Lee, Joon Hee
I327	Individual	Lee, Melissa
I328	Individual	Lee, Melissa
I329	Individual	Leggroan, Russell
I330	Individual	Leonetti, Richard
I331	Individual	Leonetti, Richard
I332	Individual	Leslie, Marcia

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
I333	Individual	Levine, Jonathan
I334	Individual	Lewellan, Art
I335	Individual	Ley, Kari Jo
I336	Individual	Liden, Keith
I337	Individual	Liden, Keith
I338	Individual	Lipscomb, Joe
I339	Individual	Little, Anaheed
I340	Individual	Loeffl, Jamie
I341	Individual	Long, Casey
I342	Individual	Long, Jim
I343	Individual	Long, Jim
I344	Individual	Love, Alan
I345	Individual	Love, Pamela
I346	Individual	Lovorn, Karstan
I347	Individual	Luelling, Brett
I348	Individual	Luelling, Brett
I349	Individual	Luna, Ashley
I350	Individual	Lundell, Dana
I351	Individual	Lyman, Daniel
I352	Individual	Lyman, Daniel
I353	Individual	Lyman, Kyle
I354	Individual	Lynch, Noah
I355	Individual	Lyons, Chris
I356	Individual	M, Lonnie
I357	Individual	Macioce, Naomi
I358	Individual	Mandel, Marvin
I359	Individual	Marrin, Dan
I360	Individual	Marrin, Dan
I361	Individual	Marrin, Dan
I362	Individual	Marsh, Audra
I363	Individual	Marshal, Janet
I364	Individual	Martinez, Manuel
I365	Individual	Martel, Sherrie
I366	Individual	Martin, Agnes
I367	Individual	Martin, Agnes
I368	Individual	Martin, Steve
I369	Individual	Martin, Steve
I370	Individual	Martin, Steve
I371	Individual	Martin, Steve
I372	Individual	Martinez, Kate
I373	Individual	Matos Coelho, Fernanda
I374	Individual	Matteri, Robert
I375	Individual	Mattson, Bethany
I376	Individual	McClain, James

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
I377	Individual	McEwen, Ian
I378	Individual	McKennon, Monique
I379	Individual	McLauchlan Stone, Kelly
I380	Individual	McMinn, Carmie
I381	Individual	McMonagle, William
I382	Individual	Mcneal, Jennifer
I383	Individual	Mehr, Jessica
I384	Individual	Mehrabi, Michelle
I385	Individual	Merklin, Lee
I386	Individual	Meserow, Nancy
I387	Individual	Messimer, Jacob
I388	Individual	Michtom, Glen
I389	Individual	Michtom, Glen
I390	Individual	Miguel, China
I391	Individual	Mijares, Alex
I392	Individual	Mileham, Steve
I393	Individual	Miller, Cheryl
I394	Individual	Miller, Colin
I395	Individual	Miller, Heather
I396	Individual	Miller, Jeff
I397	Individual	Miller, Kassi
I398	Individual	Miller, Peter
I399	Individual	Mishler, Darris
I400	Individual	Moll, Philip
I401	Individual	Momeni, Carmen
I402	Individual	Monahan, Linda
I403	Individual	Moore, Alan
I404	Individual	Moore, Jaren
I405	Individual	Moreland, Erin
I406	Individual	Moreno, Elizabeth
I407	Individual	Morris, Margaret
I408	Individual	Morris, Shiela
I409	Individual	Morrow, Vanessa
I410	Individual	Murphy, Ashly
I411	Individual	Myszka, Jessie
I412	Individual	Name, No
I413	Individual	Name, No
I414	Individual	Name, No
I415	Individual	Nargozian, Lara
I416	Individual	Navarro, Rachel
I417	Individual	Neal, Lori
I418	Individual	Nelson PE, Dave
I419	Individual	Nelson, Leland
I420	Individual	Nemarnik, David

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
I421	Individual	Newman-Woods, Allison
I422	Individual	Nick, Kristin
I423	Individual	Nielsen, Karla
I424	Individual	Niles, Linda
I425	Individual	Nishi-Strattner, Leigh
I426	Individual	Nystrom, Diane
I427	Individual	Nystrom, Diane
I428	Individual	O'Brien, Attie
I429	Individual	Oblepias, Eric
I430	Individual	ODaniels, Tom
I431	Individual	Olsen, Deborah
I432	Individual	Olsen, Deborah
I433	Individual	Olsen, George
I434	Individual	Omansky, Beth
I435	Individual	ONeill, Kathleen
I436	Individual	Osterman, Richard
I437	Individual	Owcarz, Christian
I438	Individual	Pérez, Braulio
I439	Individual	Paa, Sze Kai
I440	Individual	Paddock, Andrew
I441	Individual	Padgett, Toby
I442	Individual	Padgett, Toby
I443	Individual	Pajunas, Briita and Alex
I444	Individual	Palmer, Matt
I445	Individual	Palmer, Morgan
I446	Individual	Papaniq, Karen
I447	Individual	Park, Caroline
I448	Individual	Parker, Terry
I449	Individual	Parker, Terry
I450	Individual	Parsons, James
I451	Individual	Pasteris, Phil
I452	Individual	Patel, Bina
I453	Individual	Patel, Harish
I454	Individual	Patel, Harish
I455	Individual	Patel, Saawan
I456	Individual	Patrick, Jovanna
I457	Individual	Paulsen, Ken
I458	Individual	Pdx, Qa
I459	Individual	Peay, Michelle
I460	Individual	Peay, Michelle
I461	Individual	Peck, Lauren
I462	Individual	Pennington, Matt
I463	Individual	Perez, Sarah
I464	Individual	Petersen, Paige

Table J1-3. Index of Draft EIS Comments (multipage table)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
I465	Individual	Petersen, Paige
I466	Individual	Phillips, Hope
I467	Individual	Phu, Leslie
I468	Individual	Platosh, Paul
I469	Individual	Pliska, Sean
I470	Individual	Pliska, Stephen
I471	Individual	Plitt, Andrew
I472	Individual	Pohl-Kosbau, Leslie
I473	Individual	Prater, Stephen
I474	Individual	Pratt, Doug
I475	Individual	Pridmore-Brown, Philip
I476	Individual	Puckett, Jakob
I477	Individual	Quale, Pamela
I478	Individual	Quatrini, James
I479	Individual	R, Charles
I480	Individual	Ra, A
I481	Individual	Rahmani, Ramtin
I482	Individual	Raibley, Jon
I483	Individual	Ramirez, Trisya
I484	Individual	Randolph, Christopher
I485	Individual	Raulerson, Sally
I486	Individual	Ray, Cynthia
I487	Individual	Raymond, Belle
I488	Individual	Refi, Emily
I489	Individual	Reid, Eileen
I490	Individual	Reinhart, Carson
I491	Individual	Reinhart, Joseph
I492	Individual	Renner, Jon
I493	Individual	Renshaw Ruddell, Matthew
I494	Individual	Repeau, Dave
I495	Individual	Resendiz, Emma
I496	Individual	Resident, Local
I497	Individual	Reuler, Peggy
I498	Individual	Rhyne, Keenan
I499	Individual	Ribner, Jason
I500	Individual	Richmond, Rod
I501	Individual	Richter, Adam
I502	Individual	Rivera, Rodrigo
I503	Individual	Roach, Mike
I504	Individual	Robinson, Tyler
I505	Individual	Robinson, Tyler
I506	Individual	Robinson, Tyler
I507	Individual	Robinson, Tyler
I508	Individual	Rockwell, Mark

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Comment ID	Commenter Affiliation ¹	Commenter Name ¹
I509	Individual	Rodriguez, Rosa
I510	Individual	Rodriguez, Victor
I511	Individual	Rohweder, Laura
I512	Individual	Rose, Mikel
I513	Individual	Rosenthal, Gerritt
I514	Individual	Ross, Madeline
I515	Individual	Roth, Isadora
I516	Individual	Roth, Noah
I517	Individual	Ryan, Jennifer
I518	Individual	S, Miss
I519	Individual	Salisbury, Amy
I520	Individual	Salkeld, Eric
I521	Individual	Sampson, Jason
I522	Individual	Sandell, Beth
I523	Individual	Sanders, Dave
I524	Individual	Sanders, Tom
I525	Individual	Schaper, Joel
I526	Individual	Schiffke, Heather
I527	Individual	Schoebel, Alex
I528	Individual	Schoknecht, Kate
I529	Individual	Scott, Brenda Ray
I530	Individual	Scott, JoAnn C
I531	Individual	Scott, JoAnn C
I532	Individual	Scott, Mel
I533	Individual	Seaman, Peter
I534	Individual	Seifert, Rick
I535	Individual	Sheikh, Laila
I536	Individual	Sheikh, Laila
I537	Individual	Sherraden, Catherine
I538	Individual	Shoulders, Tatiana
I539	Individual	Shultz, Lisa
I540	Individual	Siegberg, Gary
I541	Individual	Skelton, Kelly
I542	Individual	Slater, Debra
I543	Individual	Smith, Dean
I544	Individual	Smith, Ed
I545	Individual	Smith, Edward
I546	Individual	Smith, Jeanna
I547	Individual	Smith, Keith
I548	Individual	Smith, Sara
I549	Individual	Smith, Shane
I550	Individual	Squires, April
I551	Individual	St Clair, Taylor
I552	Individual	St Pierre, Janelle

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Comment ID	Commenter Affiliation ¹	Commenter Name ¹
I553	Individual	St Pierre, Janelle
I554	Individual	Staloff, Steve
I555	Individual	Stanford, Kathy
I556	Individual	Stanley, James
I557	Individual	Steele, Jenna
I558	Individual	Steeves, Bonnie
I559	Individual	Steinberg, Edward
I560	Individual	Stellar, Andrea
I561	Individual	Stellar, Andrea
I562	Individual	Stello, Noelle
I563	Individual	Stensland , J
I564	Individual	Stevens, Kimberly
I565	Individual	Stienke, Tom
I566	Individual	Stienke, Tom
I567	Individual	Stiffler, Gail
I568	Individual	Stiffler, Gail
I569	Individual	Stockton, Michael
I570	Individual	Stone, Donna
I571	Individual	Stoops, Melinda
I572	Individual	Story, Misty
I573	Individual	Strapp, Reri
I574	Individual	Stroble, Eric
I575	Individual	Strong, Tom
I576	Individual	Styner, Jon
I577	Individual	Styner, Jon
I578	Individual	Styner, Jon
I579	Individual	Subotnick, Matthew
I580	Individual	Swanson, Karl
I581	Individual	T, Marie
I582	Individual	Talbot, Wendy
I583	Individual	Taxpayer, John "Q"
I584	Individual	Taylor, Cynthia
I585	Individual	Taylor, Robert
I586	Individual	Terrell, Murphy
I587	Individual	Terrell, Murphy
I588	Individual	Terusaki, Gary
I589	Individual	Tevlin, Michael
I590	Individual	Tevlin, Michael
I591	Individual	Thamert, Kayla
I592	Individual	Thelen, Christopheer
I593	Individual	Thoren, John
I594	Individual	Thorpe, Tom
I595	Individual	Titus, Stephen
I596	Individual	Titus, Susan

Table J1-3. Index of Draft EIS Comments (*multipage table*)

Comment ID	Commenter Affiliation ¹	Commenter Name ¹
I597	Individual	Towne-Smith, Nancy
I598	Individual	Towne-Smith, Nancy
I599	Individual	Tran, Trinh
I600	Individual	Tran, Trinh
I601	Individual	Travillion, Karen
I602	Individual	Trigoboff, Michael
I603	Individual	Trumper, Karen
I604	Individual	Trygstad, Jean
I605	Individual	Turnquist, Crystal
I606	Individual	Unknown, Austin
I607	Individual	Unknown, Hazel
I608	Individual	Unknown, Jan-godaddy
I609	Individual	Unknown, Jan-godaddy
I610	Individual	Uribe, Brandon
I611	Individual	Usov, Viktor
I612	Individual	Valle, Shane
I613	Individual	Vázquez, Karla
I614	Individual	Vega, Silvia
I615	Individual	Velji, Hitesh Tex
I616	Individual	Viteritti, Tracy
I617	Individual	Von Renschler, Marvin
I618	Individual	Von Renschler, Marvin
I619	Individual	Vranas, George
I620	Individual	Vranas, George
I621	Individual	W, Julie
I622	Individual	W, Ted
I623	Individual	Wagoner, Ann
I624	Individual	Walker, Mark
I625	Individual	Walling, Alan
I626	Individual	Walter, John
I627	Individual	Walter, Nicole
I628	Individual	Warner, Harold
I629	Individual	Warner, Harold
I630	Individual	Wasserman, Marc
I631	Individual	Wasserman, Marc
I632	Individual	Wasserman, Marc
I633	Individual	Watkins, Kevin
I634	Individual	Watt, Steve
I635	Individual	Weierman, Joel
I636	Individual	Weintraub, Dana
I637	Individual	Welch, Josh
I638	Individual	Weldon, Laura
I639	Individual	Welsh, Jim
I640	Individual	Werts, Britni

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Comment ID	Commenter Affiliation ¹	Commenter Name ¹
I641	Individual	Weston, Donald
I642	Individual	Weston, Susan
I643	Individual	Williams, Maia
I644	Individual	Williams, Robin
I645	Individual	Williams, Sierra
I646	Individual	Williams-Thomas, Tafflyn
I647	Individual	Willson, Brannan
I648	Individual	Wilson, Doug
I649	Individual	Wilson, Douglas
I650	Individual	Wilson, Heidi
I651	Individual	Winkler, Luella
I652	Individual	Wise, Lindsey
I653	Individual	Woerner, Betty
I654	Individual	Wojtak, Danielle
I655	Individual	Wonder, Michael
I656	Individual	Wong, Mary
I657	Individual	Wong, Mary
I658	Individual	Wood, Dan
I659	Individual	Woodard, Adam
I660	Individual	Worley, Matthew
I661	Individual	Worley, M
I662	Individual	Wright, Jeff
I663	Individual	Wright, Jennifer
I664	Individual	Yarnell, Ellen
I665	Individual	Yoshioka, Craig
I666	Individual	Zeigen, Laura
I667	Individual	Ziehnert, Ziehnert

¹ Comments are sorted alphabetically by affiliation for tribe, federal agency, state agency, local agency, organization, and business comments, and alphabetically by last name for petition comments and individual comments.

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