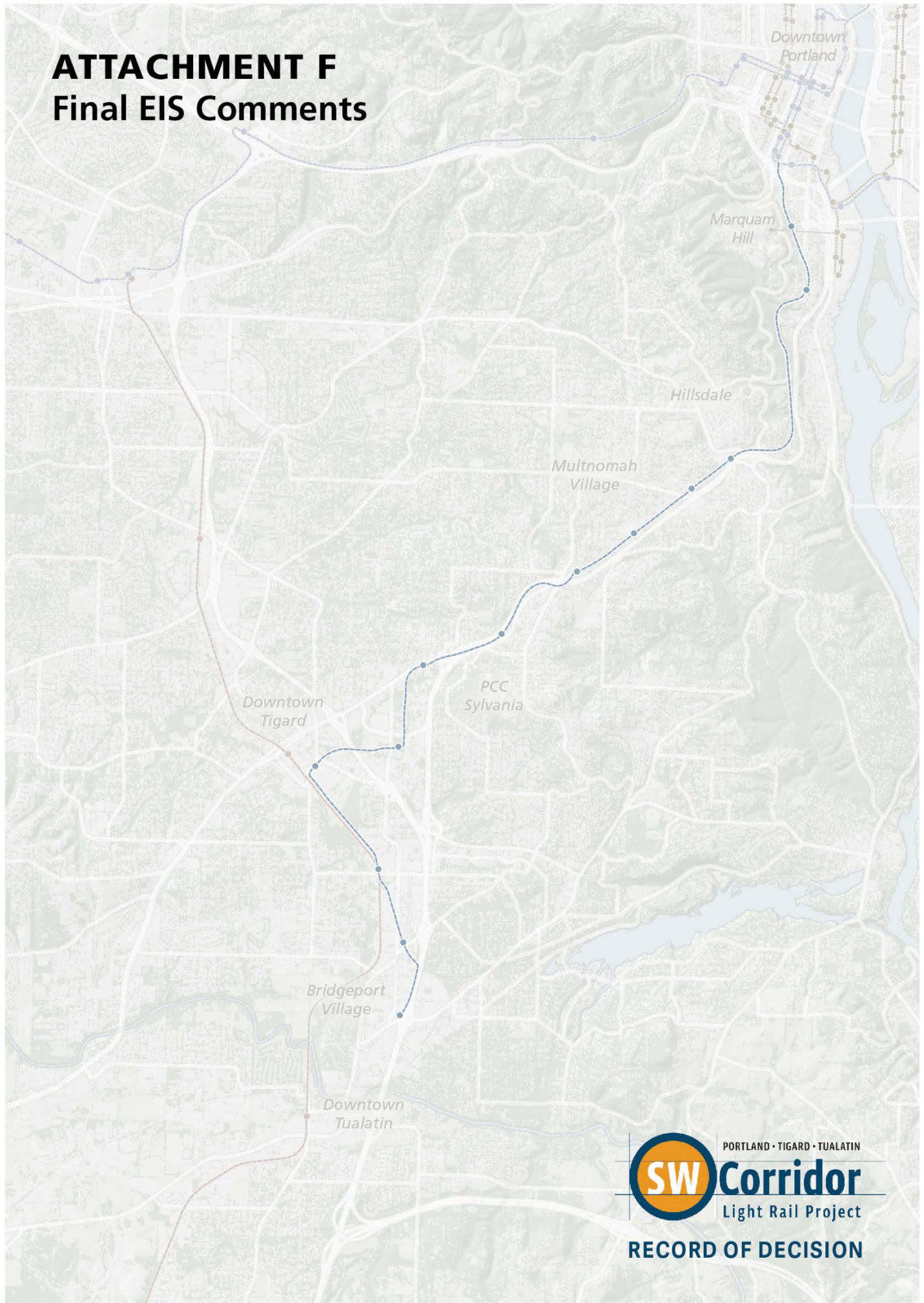


ATTACHMENT F

Final EIS Comments



RECORD OF DECISION

FINAL EIS COMMENTS

This document provides a record of the comments received during the 30-day waiting period after the Notice of Availability of the Southwest Corridor Light Rail Project (Project) Final Environmental Impact Statement (EIS) on January 28, 2022. Table 1 lists the seven individuals who contacted FTA, Metro, or TriMet during the waiting period with specific questions about their properties or the general status of the Project. In response to those inquiries, TriMet or Metro responded directly to the individuals.

Table 1. Summary of Final EIS Comments

| Commenter Name | Method of contact | Summary of Comment or Inquiry |
|--------------------|-------------------|--|
| Barker, Joel | Phone call | Property owner asking for more information about the potential acquisition of their property |
| Bennet, Erik | Email | Representative of property owner asking about future federal funding opportunities for the Project |
| Burwitz, Ben | Email | Property owner asking for more information about the potential acquisition of their property |
| Dane, Mike | Email | Representative of Lair Hill Heights Condominiums asking for more information on proposed mitigation to address the anticipated light rail noise impact on the condominiums |
| Georgilas, Maggie | Email | Representative of commercial tenant seeking to learn more about potential acquisition and requesting to be included in future property owner correspondence |
| Hollenshead, David | Phone call | Property owner expressing opposition to the Project's impact to their property |
| Kleinbach, Darl | Email | Property owner expressing frustration about the uncertainty of the Project impacting their property |

The inquiry from Mike Dane resulted in the issuance of errata documentation to provide clarifications and corrections in Section 4.11, Noise and Vibration, and Attachment F, Noise and Vibration Technical Results Report, of the Final EIS. This documentation is included in Attachment G to this ROD, Final EIS Errata. The original email from Mike Dane is included below.

Email from Mike Dane

From: [Assam, Mark \(FTA\)](#)
To: [Michaela Skiles](#); [Snook, Jamie](#); [Recker, Joseph](#)
Cc: [Saxton, James \(FTA\)](#); [Gamza, Thomas \(FTA\)](#); [Remington, Barney \(FTA\)](#); [Changchien, Amy \(FTA\)](#); [Kim Marcotte](#)
Subject: [External sender]FW: Southwest Corridor Light Rail Project Final Environmental Impact Statement (FEIS)
Date: Wednesday, January 26, 2022 1:42:59 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Team:

This comment on the FEIS was received today.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Mike Dane [REDACTED]
Sent: Wednesday, January 26, 2022 1:29 PM
To: SW Corridor <swcorridor@TriMet.org>
Cc: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Subject: RE: Southwest Corridor Light Rail Project Final Environmental Impact Statement (FEIS)

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

I am writing in regards to the FEIS and a mitigation oversight for a “moderately” impacted property. I would appreciate some clarification on the following issue.

On the Segment A: Inner Portland – Long-Term LRT Noise Impacts Identified on Page 4-157 in the second paragraph:

...on the west side of SW Barbur Boulevard, impacts were identified at units nearest the alignment at the Lair Hill Heights Condominiums (3505 SW Barbur Boulevard) and at a residence on SW Condor Avenue, just west of SW Barbur Boulevard.

The mitigation measures proposed on pages 4-167/168 do not include any proposed mitigation for the referenced project above. Are there any proposed mitigation measures for the Lair Hill Heights Condominiums at 3461/3505 SW Barbur Blvd? If so, please provide a summary of mitigation measures anticipated or how the language as written may refer to this property.

Thanks very much,

Mike Dane

Segment A: Inner Portland

To provide mitigation for light rail noise impacts near the structure over I-405, a 500-foot-long, 4-foot-tall sound wall is proposed along the west side of the structure. An additional 136-foot-long, 6-foot-tall sound wall is proposed on the east side of SW Barbur Boulevard between SW Meade Street and SW Hooker Street to mitigate the light rail noise impact and removal of shielding. A 140-foot-long, 6-foot-tall sound wall is proposed on the east side of SW Barbur Boulevard between SW Woods Street and SW Gibbs Street to mitigate for a light rail noise impact. Two more light rail sound walls are proposed—one along SW First Avenue between SW Whitaker Street and SW Curry Street (110-foot-long, 6-foot-tall wall), and one north of SW Pennoyer Street (75-foot-long, 6-foot-tall wall).

In addition to the sound walls, special trackwork including a low-impact frog would be needed for the crossover between SW Hooker Street and SW Hood Street. The frog is the integral part of the crossover that allows the train to switch track, and using a low-impact frog would reduce both noise and vibration levels. The crossover at this location would cause the severe noise impact at an apartment complex and the noise impacts at Lair Hill Park, and using a low-impact frog at this crossover would reduce the noise impact at the apartment complex from severe to moderate.

January 2022

Southwest Corridor Light Rail Project Final EIS
Section 4.11 – Noise and Vibration

4-167

Mitigation for the remaining light rail noise impacts south of SW Hamilton Street would include consideration of sound insulation. Buildings considered for sound insulation are typically limited to structures with severe impacts and older buildings with single-pane windows. The building mitigation objective is to maintain an interior noise level of 45 dBA Ldn, as specified by the U.S. Department of Housing and Urban Development. The interior noise level of 45 dBA Ldn is applicable to living and sleeping areas only, and requires some form of fresh air ventilation. Sound insulation may be considered for several multifamily units on the west side of SW Barbur Boulevard, between SW Woods Street and SW Gibbs Street. Sound insulation would also be considered at the multifloor apartment building east of SW Barbur Boulevard between SW Gibbs and SW Whitaker Streets, and at two units on the east side of SW Barbur Boulevard, on SW Water Avenue north of SW Thomas Street, where a sound wall could not be constructed. If it is determined that the residences in question already have sufficient building insulation and required ventilation, these impacts would be considered to be mitigated.

Mitigation at the Town and Country Apartments may not be needed, because there is only a limited exterior use facing toward SW Barbur Boulevard and the light rail alignment, and the impact would just meet the moderate criteria. Further consideration of potential noise mitigation will be provided during final design, including a review of the Town and Country Apartments shared outdoor use and pool, which are located east of the building and are well shielded from traffic and light rail noise. Mitigation for the noise impact at the Rasmussen Village Apartments could consist of a sound wall for lower floors; sound insulation may also be considered for upper floors, depending on the limitations of sound wall construction due to sight distance and traffic safety.

Segment B: Outer Portland

From: SW Corridor <swcorridor@TriMet.org>

Sent: Thursday, January 20, 2022 17:40

Cc: 'Mark.Assam@dot.gov' <Mark.Assam@dot.gov>

Subject: [External] Southwest Corridor Light Rail Project Final Environmental Impact Statement (FEIS)

Dear Neighbor,

The Southwest Corridor Light Rail Project Final Environmental Impact Statement (FEIS) is now available at swcorridorplan.org.

Design work on the project was paused in 2020 after voters rejected a local funding measure for multiple transportation improvements. In the meantime, Metro, TriMet and the Federal Transit Administration continued working to complete the Final Environmental Impact Statement the Final Environmental Impact Statement (FEIS), to ensure the project is eligible for future federal funding. See Metro's project website to access the FEIS.

The FEIS presents information about the project's potential impacts and benefits, and it specifies strategies to minimize or mitigate significant impacts. At least 30 days after publication of the FEIS, FTA will issue a Record of Decision on the project's compliance with the National Environmental Policy Act. Appendix J of the FEIS responds to public comments on the 2018 Draft Environmental Impact Statement (DEIS), including the comment you submitted when the DEIS was published.

Thank you again for your participation. To sign up for email updates, please visit trimet.org/swcorridor/contact. For questions, please contact TriMet Community Affairs at 503-962-2150 or swcorridor@trimet.org.

Jamie Snook

Director, Major Projects
TriMet

CC: Mark Assam, Environmental Protection Specialist, FTA Region 10