



SOUTH CORRIDOR

Portland-Milwaukie Light Rail Project

Supplemental Draft Environmental Impact Statement

May 2008



METRO

TRI MET



U.S. Department
of Transportation
Federal Transit Administration

This page intentionally left blank.

**PORTLAND-MILWAUKIE LIGHT RAIL PROJECT
CLACKAMAS AND MULTNOMAH COUNTIES, OREGON**

SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Prepared pursuant to the National Environmental Policy Act
42 U.S.C. 4322(2)(c)

by the

FEDERAL TRANSIT ADMINISTRATION

and

Metro

and

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

in cooperation with
U.S. COAST GUARD
U.S. ARMY CORPS OF ENGINEERS, PORTLAND DISTRICT
FEDERAL HIGHWAY ADMINISTRATION

25 April 2008

Date of Approval

for Linda M. Schirke
R.F. Krochalis, Regional Administrator
For the Federal Transit Administration

24 April 2008

Date of Approval

David Bragdon
David Bragdon, Metro President
For Metro

APR 25 2008

Date of Approval

Fred Hansen
Fred Hansen, General Manager
For the Tri-County Metropolitan Transportation District of Oregon

This page intentionally left blank.

The following persons may be contacted for additional information regarding this document:

Ms. Linda Gehrke
Deputy Regional Administrator

at:

Federal Transit Administration
Region 10
Jackson Federal Building, Suite 3142
915 Second Avenue
Seattle, WA 98174
(206) 220-7954

Ms. Bridget Wieghart
Project Manager

or

Mr. Mark Turpel, AICP
Portland-Milwaukie Light Rail Project
SDEIS Manager

at:

Metro
600 NE Grand Avenue
Portland, OR 97232
(503) 797-1700

Abstract:

The proposed action is the development of light rail transit between downtown Portland, Oregon, the City of Milwaukie and north Clackamas County. The Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS) updates information contained in the South/North Corridor Project Draft Environmental Impact Statement that was published in February 1998. It also considers findings from the South Corridor SDEIS published in December, 2002. This SDEIS examines a No-Build Alternative and a Light Rail Alternative for the Portland-Milwaukie Corridor. The Light Rail Alternative is represented by the Locally Preferred Alternative (LPA), identified in 2003 by the Metro Council at the conclusion of the South Corridor SDEIS, and related alignment and design options. The analysis and impact assessment considers potential long-term, short-term and cumulative effects on transit service, ridership, accessibility, traffic, regional and local roadways, freight movements, acquisitions and displacements, land use, economics, neighborhoods, visual and aesthetic resources, ecosystems, water quality and hydrology, geology and seismology, air quality, hazardous materials, noise and vibration, energy, hazardous materials, parklands, safety and security, utilities, historic and cultural resources, and public services. The analysis also considers financial feasibility of the alternatives, alignments, and design options. The Metro Council along with TriMet and local governments will use the information in this SDEIS and resulting public comments to identify a preferred alternative for the Portland-Milwaukie Light Rail Project.

Comment on this document may be submitted in writing or may be made orally at a public hearing. Written comments should be submitted to Mark Turpel at the above address. Comments are due by 12:00 p.m., June 23, 2008.

This page intentionally left blank.

TABLE OF CONTENTS

S. EXECUTIVE SUMMARY

S.1 Portland-Milwaukie Corridor	S-1
S.2 Project History and Decision-Making Process	S-4
S.3 Purpose and Need	S-4
S.4 Alternatives Considered.....	S-5
S.5 Transportation Impacts	S-13
S.6 Environmental Consequences.....	S-16
S.7 Evaluation of the Alternatives	S-20
S.8 Next Steps.....	S-23

1. PURPOSE AND NEED

1.1 Statement of the Portland-Milwaukie Light Rail Project's Purpose and Need	1-4
1.2 High Capacity Transit and the Regional Strategy for Managing Growth	1-5
1.3 Description of the Portland-Milwaukie Project Corridor	1-7
1.4 Growth in the Region and the Project Corridor	1-9
1.5 The Effect of Traffic Congestion and Vehicle Delay on the Portland-Milwaukie Project Corridor.....	1-14
1.6 State, Regional, and Local Planning and Policy Framework.....	1-17

2. ALTERNATIVES CONSIDERED

2.1 Portland-Milwaukie Light Rail Alternative	2-1
2.2 Capital Cost.....	2-21
2.3 Determination of Alternatives.....	2-24

3. ENVIRONMENTAL ANALYSIS AND CONSEQUENCES

3.1 Acquisitions and Displacement.....	3-1
3.2 Land Use and Economy	3-8
3.3 Community Impact Assessment	3-33
3.4 Visual Quality and Aesthetics.....	3-49
3.5 Historic, Archaeological, and Cultural Resources	3-60
3.6 Parks and Recreational Resources	3-74
3.7 Geology and Soils.....	3-84
3.8 Ecosystems.....	3-92
3.9 Water Quality and Hydrology.....	3-120
3.10 Noise and Vibration	3-134
3.11 Air Quality	3-149

TABLE OF CONTENTS Continued

3.12 Energy Analysis	3-153
3.13 Hazardous Materials	3-157
3.14 Utilities.....	3-169
3.15 Public Services.....	3-174
3.16 Safety and Security	3-182

4. TRANSPORTATION

4.1 Affected Environment.....	4-1
4.2 Transportation Impacts	4-10
4.3 Short-Term Impacts (Construction).....	4-50

5. FINANCIAL ANALYSIS AND EVALUATION OF ALTERNATIVES

5.1 Financial Analysis.....	5-1
5.2 Evaluation of Alternatives and Alignment Options.....	5-15

6. COMMUNITY PARTICIPATION, AGENCY COORDINATION, AND REQUIRED PERMITS

6.1 Community Participation	6-1
6.2 Agency Coordination	6-6
6.3 Project Permits and Approvals.....	6-8

APPENDICES

Appendix A	Agency Coordination and Correspondence
Appendix B	Environmental Justice Compliance
Appendix C	Supporting Documents
Appendix D	Visual Simulations
Appendix E	List of Preparers
Appendix F	List of Recipients
Appendix G	Properties Affected by Acquisitions
Appendix H	Conceptual Design Information
Appendix I	Index
Appendix J	Acronyms and Abbreviations
Appendix K	Section 4(f) Evaluation
Appendix L	Background on Alternatives Development