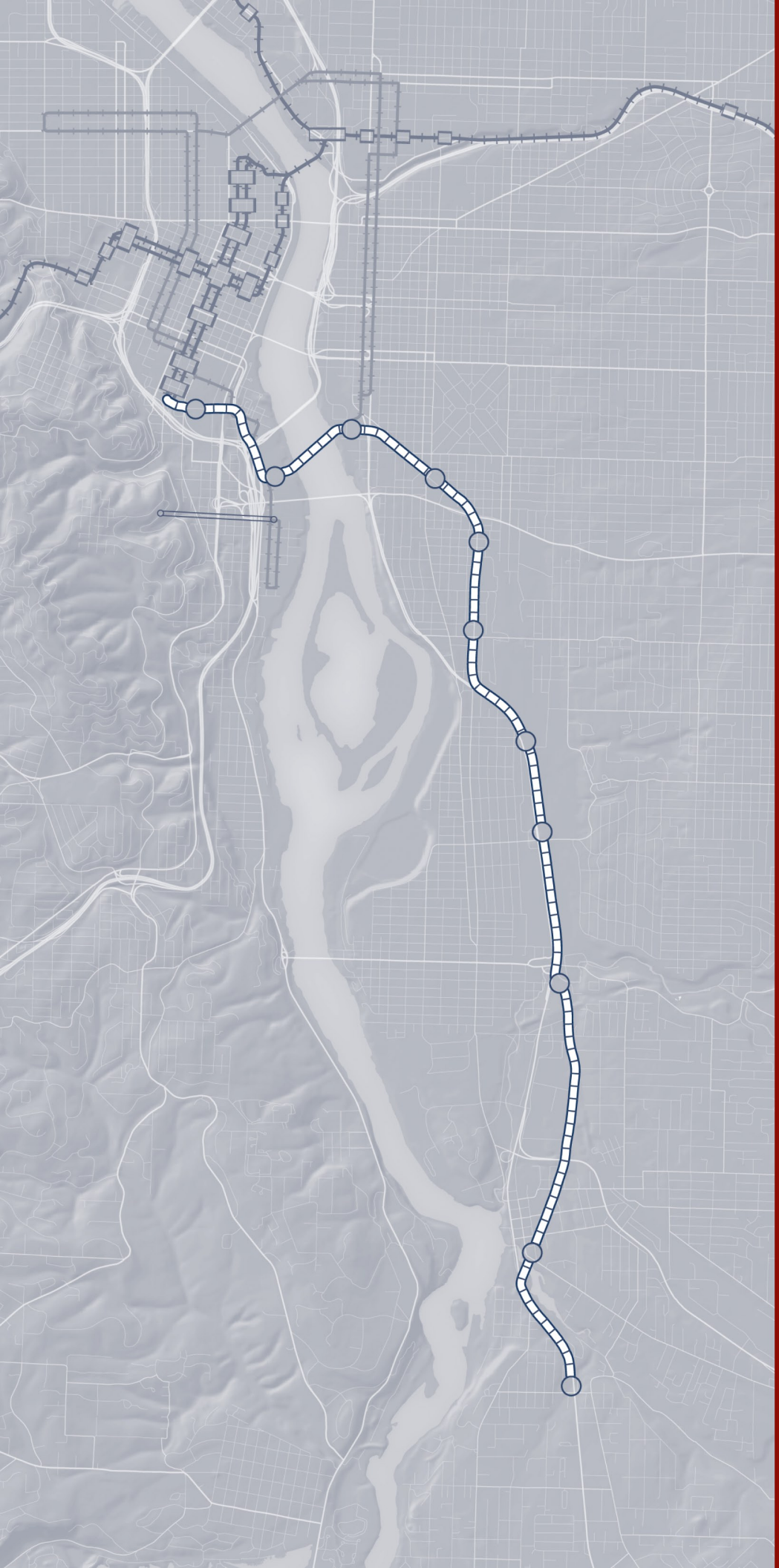

SOUTH CORRIDOR

Portland-Milwaukie Light Rail Project

Final Environmental Impact Statement

Volume 1 of 2

October 2010

Metro

TRIMET

U.S. Department
of Transportation
Federal Transit Administration

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

FINAL 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

3 October 2010
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Abstract:

TriMet proposes to construct and operate 7.3 miles of light rail transit and related facilities between downtown Portland, Oregon, the City of Milwaukie, and north Clackamas County. The Portland-Milwaukie Light Rail Project Final Environmental Impact Statement (FEIS) updates information contained in the Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS). It also considers findings from the South Corridor SDEIS published in December 2002, and the South/North Corridor Project Draft Environmental Impact Statement published in February 1998. This FEIS also examines a No-Build Alternative, which is compared to the project's Locally Preferred Alternative (LPA) and its related facilities and options, includes a new Willamette River bridge, a maintenance base expansion, bus and streetcar connections, up to 11 stations and two park-and-rides, modified roadway improvements, and an interim terminus. The LPA was identified in 2008 by the Metro Council after the publication of the South Corridor SDEIS, and its 45-day public review and comment period. The FEIS analysis and mitigation address 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 the financial feasibility of the LPA and its options.

Following the publication of this FEIS, the Federal Transit Administration (FTA) will issue a Record of Decision.

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