

Potential Impacts to be Discussed

September 1, 2016

FTA, Metro and TriMet anticipate that the project could have adverse environmental effects, or impacts, in the areas listed below. The Draft EIS discussion of each area would address direct, indirect, and cumulative impacts, including impacts from construction and impacts from the operational phase of the completed project. The goal will be to identify the significant issues and examine them in detail in the document, while simultaneously limiting consideration and development of issues that are not truly significant.

The light rail alignment and stations, park-and-rides, maintenance facilities, any mechanized connection to the Portland Community College Sylvania campus, associated roadway projects, and any connectivity projects assumed in light rail ridership modeling could have notable adverse or beneficial impacts in the following areas:

- Air quality and greenhouse gas emissions
- Acquisitions and displacement
- Biological resources and ecosystems, including threatened and endangered species
- Community cohesion and resources, characteristics that affect livability
- Energy use
- Environmental justice
- Geology and soils
- Hazardous materials
- Historic, archeological and cultural resources
- Land use and economics
- Noise and vibration
- Parks and recreational areas
- Safety and security
- Transportation, including vehicle traffic, transit, bicycles, pedestrians, parking and freight
- Utilities and public services
- Visual quality and aesthetics
- Water quality and hydrology, including floodplains
- Wetlands

Other associated bicycle and pedestrian (bike/ped) projects could have notable adverse or beneficial impacts, although in fewer areas than the other project components. The number and type of impact areas could vary by bike/ped project type, as shown in the following table. Class B projects would result in minor property impacts; Class C projects would include new sidewalks

within existing right-of-way, and roadway restriping that would reduce parking; and Class D projects would include shared street bikeways and signage. No adverse impacts are expected from Class D projects but notable beneficial impacts are possible.

The following table indicates which areas of impact the Draft EIS would discuss for each class of bike/ped projects, and whether impacts from construction, the operational phase or both would be discussed.

Impact Area	Class B		Class C		Class D	
	<i>Const.</i>	<i>Oper.</i>	<i>Const.</i>	<i>Oper.</i>	<i>Const.</i>	<i>Oper.</i>
Air quality and greenhouse gas emissions	✓		✓		✓	
Acquisitions and displacement	✓					
Biological resources and ecosystems	✓		✓			
Community cohesion, resources, characteristics	✓	✓	✓	✓	✓	✓
Energy use	✓	✓	✓	✓	✓	✓
Environmental justice	✓	✓	✓	✓		✓
Hazardous materials	✓		✓			
Historic, archeological and cultural resources	✓					
Land use and economic effects	✓	✓	✓	✓	✓	✓
Noise and vibration	✓		✓			
Parks and recreational areas	✓					
Safety and security	✓	✓	✓	✓		✓
Transportation	✓	✓	✓	✓		✓
Utilities and public services	✓					
Visual quality and aesthetics		✓		✓		✓
Water quality and hydrology	✓	✓	✓	✓		

Metro, TriMet and FTA anticipate that the project would not have adverse environmental impacts in the areas listed below.

- Electro-magnetic fields
- Ocean and coastal resources
- Prime and unique farmlands