



# NEPA Comments

## ODOT's I-205

### Tolling Study

Tualatin City Council

8.24.2020



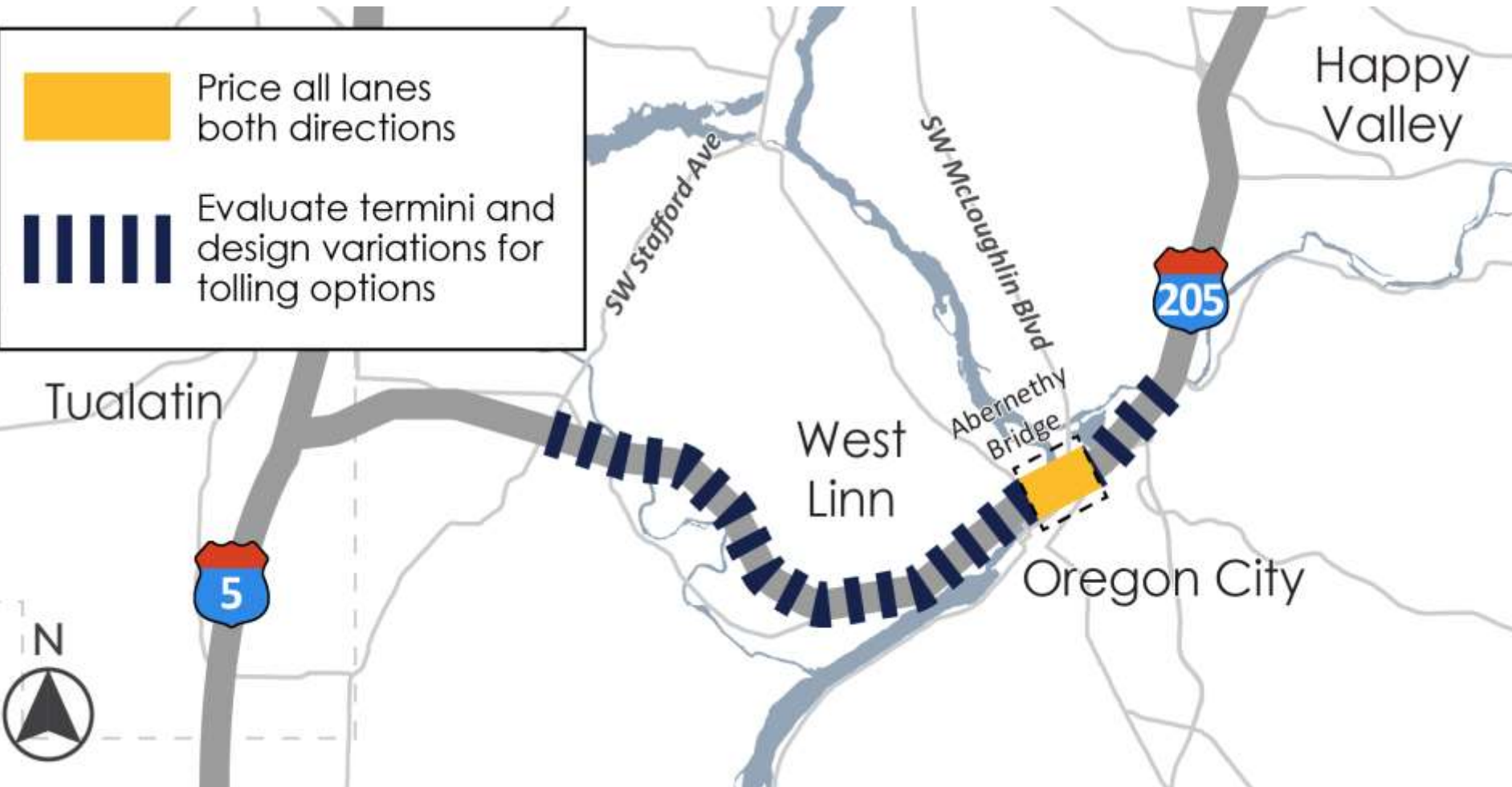
# Purpose

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Provide staff with additions or changes on a list of I-205 tolling comments to submit to ODOT during their official National Environmental Policy Act (NEPA) public comment phase (August 3 – September 14).

 Price all lanes both directions

 Evaluate termini and design variations for tolling options



# TRANSPORTATION POLICY & FUNDING FRAMEWORK



\*additional funding opportunities exist



# NEPA

- Construction
- Impact Analysis
- Mitigation/Avoidance



**FEIS**

Federal Environmental Impact Statement

# Non-NEPA

- Programs
- Plans
- Coordination



**CDR**

Conceptual Design Report

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**TransForm**



Our communities. Our transportation. Our future.

**A Report and Toolkit to Help  
Communities Advance a More  
Equitable and Affordable  
Transportation System**

**FASTRAK ONLY**  
**EXPRESS LANES  
ENTRANCE 1/2 MILE**

**\$1.45  
\$2.55  
w/FASTRAK**

**PRICING ROADS,  
ADVANCING EQUITY**

<i>Type of Equity:</i>	<i>Key Measures:</i>
<b>Process Equity</b>	Full Participation
<b>Outcome Equity</b>	Affordability
	Access to Opportunity
	Community Health



<i>STRATEGY</i>	<i>EXAMPLES</i>	<i>ISSUES</i>
<b>Affordability and Driver Assistance</b>	<p><b>Driver Discounts, Caps &amp; Exemptions</b>, such as:</p> <ul style="list-style-type: none"> <li>• Free or discounted transponders</li> <li>• Toll discounts or credits for low-income households</li> <li>• Exemptions for people with disabilities</li> <li>• No tolls during off-peak hours</li> </ul>	<p>If there are too many of these, then other components of the program, like increasing bus and carpool speeds or climate benefits, may be heavily impacted.</p>
	<p><b>Cash Payments</b> (for those without credit cards or bank accounts)</p>	<p>Must be convenient to access and minimize up-front deposits.</p>
	<p><b>Transit Discounts</b></p> <ul style="list-style-type: none"> <li>• Free or discount transit passes</li> <li>• Subsidize bike and car share costs</li> </ul>	

STRATEGY	EXAMPLES	ISSUES
<p style="text-align: center;"><b>Greater Mobility Options and Safer Active Transportation Networks</b></p>	<p><b>Improved Transit Service</b></p> <ul style="list-style-type: none"> <li>• New routes to more destinations</li> <li>• Faster, more reliable service</li> <li>• Improved stations/stops</li> </ul>	<p>Must ensure routes serve vulnerable communities, operate at beginning and end of shifts; minimize need to transfer; not impose undue time penalties; and get as close as possible to job sites.</p>
	<p><b>Carpool and Vanpool Programs</b></p> <ul style="list-style-type: none"> <li>• Carpool matching services such as Scoop</li> <li>• New vanpool routes</li> <li>• Additional park-and-ride lots</li> </ul>	<p>These may often be the most effective way to serve suburban and rural areas.</p>
	<p><b>Pedestrian/Bike Improvements</b></p> <ul style="list-style-type: none"> <li>• Improved pedestrian network</li> <li>• Improved bicycle network</li> <li>• Pedestrian-scale lighting</li> </ul>	<p>Must be useful to enough people to qualify as an equity promotion measure.</p>
	<p><b>New Mobility Programs, such as:</b></p> <ul style="list-style-type: none"> <li>• Bike share</li> <li>• Car share</li> <li>• Creative use of ride-hailing or other services to connect to transit</li> <li>• Shuttles/Microtransit</li> <li>• Carpool apps and programs</li> </ul>	<p>Even when affordable, access might be limited. Options should exist for people without smartphones.</p>

<i>STRATEGY</i>	<i>EXAMPLES</i>	<i>ISSUES</i>
<b>Programs for Seniors and People with Disabilities</b>	<b>Accessible Information</b> (senior help lines, materials)	Must be easy for seniors to access and plan trips.
	<b>Targeted Transit/Shuttle Routes</b>	Must serve destinations accessed frequently by seniors at the right times.
<b>Healthier Communities</b>	<b>Encourage Clean Air Vehicles</b> <ul style="list-style-type: none"> <li>• Credits for drivers of clean vehicles</li> <li>• Purchase clean transit vehicles</li> </ul>	Transit should be prioritized on routes that pass through marginalized communities.



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Federal Environmental Impact Statement

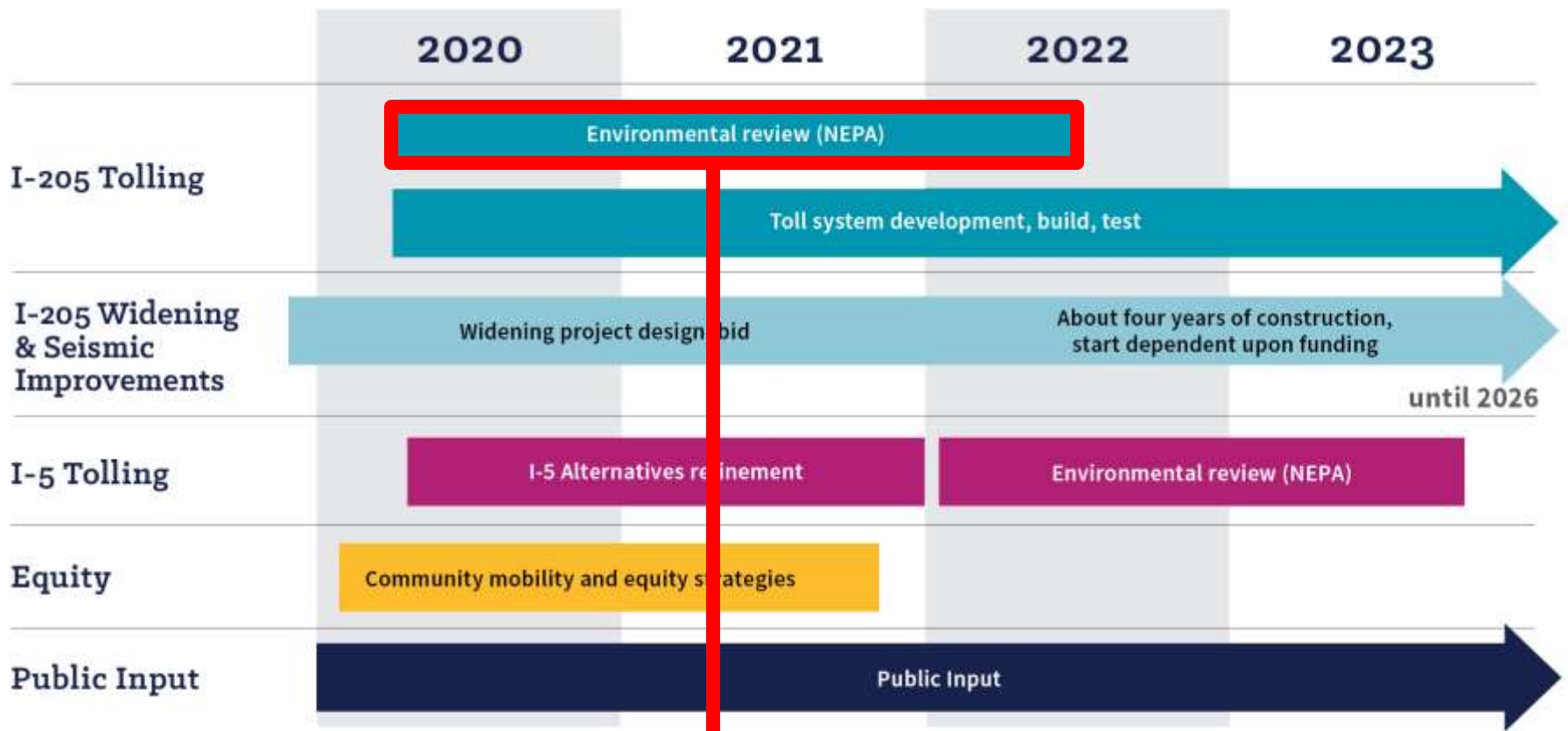
# Non-NEPA

- Programs
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**CDR**

Conceptual Design Report



# Purpose and Need Statement



**What is it?**

A concise statement of the transportation problem or challenge that needs to be addressed



**How it's used**

Foundation for determining the range of alternatives to be considered in the environmental review

Limits the range of alternatives - any alternative that fails to meet the project's purpose and need is dismissed from further consideration (pass/fail)

# Goals and Objectives



**What are they?**

Desirable outcomes of the project beyond the Purpose and Need Statement



**How they are used**

Comparison and evaluation of alternatives studied in the environmental analysis

Develop qualitative and quantitative measures



## Have your say!

A 45-day public comment period occurs Aug. 3 through Sept. 16, 2020. During this time, we will host activities where you can ask questions, offer feedback, and learn about the project, including:

- Alternatives under study
- How modern tolling systems work
- The program's approach to equity

You're invited to participate:

- **View and comment**  
**[openhouse.oregondot.org/i205toll](https://openhouse.oregondot.org/i205toll)**
- **Join** a webinar: Aug. 12, Aug. 18 or Aug. 20

Visit **[OregonTolling.org](https://OregonTolling.org)** to learn more.

## Contact Information

Lucinda Broussard, Toll Program Director (ODOT)  
[Lucinda.Broussard@odot.state.or.us](mailto:Lucinda.Broussard@odot.state.or.us)  
503.731.4980

Heather Wills, Consultant Team Project Manager (WSP)  
[Heather.Wills@wsp.com](mailto:Heather.Wills@wsp.com)  
503.731.4340

Mat Dolata, Alternatives Analysis Lead (WSP)  
[Mat.Dolata@wsp.com](mailto:Mat.Dolata@wsp.com)  
503.417.936

# Tualatin's NEPA comments

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1. Revenues from I-205 stay in the corridor
2. Fully account for quality of life impacts of tolling and diversion – businesses, workers, neighborhoods, air quality, health, environment, and transportation
3. Propose and identify funding for equity-serving programs and transportation improvements (e.g. Borland Road)

# Tualatin's NEPA comments

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4. Modeling: assume I-5, 2040 forecast, and equity and health impacts
5. How will non-NEPA goals and objectives be addressed?
6. Further alterative 5 and study a larger impact
7. Equity in purpose and need statement
8. Study tolling of Boones Bridge and Columbia River crossing



# Council Discussion

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