

Regional Mobility Pricing Project

Memorandum

September 2022

Community and Environmental Resources to be Evaluated in the Environmental Assessment

Beginning in October 2022, the Federal Highway Administration (FHWA) and the Oregon Department of Transportation (ODOT) will begin preparing an analysis of the beneficial and adverse effects of the proposed Regional Mobility Pricing Project on the natural and human environment. This analysis is being conducted pursuant to the National Environmental Policy Act (NEPA), as amended. ODOT and FHWA have regularly coordinated during the project planning phase and have determined that the appropriate NEPA class of action is Class III, requiring preparation of an Environmental Assessment.

The proposed Regional Mobility Pricing Project would apply congestion pricing on all travel lanes of Interstate 5 (I-5) and Interstate 205 (I-205). The physical effects of project construction would be limited to the installation of overhead gantries and associated signage on the interstates, as well as the installation and connection of associated electrical and communications infrastructure. Mitigation measures to address transportation impacts may also require minor construction. Effects on the human and natural environment would be largely limited to those resource types that would be directly affected by potential changes in traffic patterns associated with the implementation of congestion pricing. Table 1 lists the resource types that will be studied in the Regional Mobility Pricing Project NEPA Environmental Assessment and summarizes the scope of the analysis that will be conducted. Additional methods for the analysis of these effects will be developed over the course of the NEPA environmental review process.

Table 1. Resource Types to be Evaluated in the NEPA Environmental Assessment

Resource Type	Brief Description of Scope of Analysis	Recommended Format for Analysis
Transportation	Tolling is anticipated to change traffic and travel patterns, including changes in traffic volumes on the interstates, adjoining and parallel arterials, and local roads. Changes could occur in travel demand, travel times, travel predictability, and congestion across multiple travel modes (motor vehicle, transit, bicycle, pedestrian), as well as in the frequency and intensity of safety incidents for these modes.	Prepare detailed technical report; summarize transportation effects in the Environmental Assessment (EA). Use technical information to support analysis of other resource types (air quality, greenhouse gas emissions, economics, noise, social resources and communities, environmental justice).
Air Quality	Changes in traffic and travel patterns could change the amount and location of vehicle emissions, resulting in effects on regional and local air quality.	Prepare detailed technical report; summarize in EA.
Greenhouse Gas Emissions	Changes in traffic and travel patterns could alter the amount of energy consumed by vehicles and could affect the regional greenhouse gas emissions from vehicles. Changes in local and regional greenhouse gas emissions could contribute to cumulative climate change effects.	Prepare detailed technical report; summarize in EA.

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Economics	Changes in traffic and travel patterns could alter vehicle volumes or travel times along business corridors and districts, affecting business access and sales. Changes in traffic patterns could also affect the cost of operations for businesses reliant on road transport. The fees associated with congestion pricing could also change the cost of transportation for goods movement and service businesses, affecting these businesses and the larger local and regional economy.	Prepare detailed technical report; summarize in EA. Use technical information to support analysis of other resource types (social resources and communities, environmental justice).
Noise	Changes in traffic and travel patterns could alter noise levels on the interstates, adjoining and parallel arterials, and local roads.	Coordinate with FHWA and ODOT subject matter experts. Prepare detailed technical report if warranted; otherwise, address directly in EA.
Social Resources and Communities	Changes in traffic and travel patterns could alter vehicle volumes in neighborhoods and business districts, as well as access to medical and educational services, park and recreation facilities, places of cultural significance, or other areas important to communities. These changes in traffic volumes or access could affect the quality of life in these areas.	Prepare detailed technical report; summarize in EA.
Environmental Justice	Changes in traffic and travel patterns could alter vehicle volumes on roads in environmental justice communities, resulting in changes in travel times, congestion, access, and safety. The fees associated with congestion pricing may be a burden for some environmental justice populations.	Prepare detailed technical report; summarize in EA.
Visual Quality	Project construction would be limited to existing interstates, and no effects on local scenic features are anticipated. No national scenic byways directly adjoin the proposed project area.	Prepare brief analysis to determine appropriate level of documentation. Prepare detailed technical report if warranted; otherwise, address directly in EA.
Land Use	No right-of-way acquisition is anticipated, and substantive changes in land use are not expected with the application of congestion pricing.	Address directly in EA; no separate technical report is required.
Geology and Soils	No impacts on geology and soils are anticipated because construction would be limited with no major earthwork.	Address briefly in EA; no separate technical report is required.
Hazardous Materials	Project construction would be limited to existing interstates where tolling infrastructure would be constructed. No effects on or use of substantial quantities of hazardous materials are anticipated.	Complete hazardous materials survey and prepare memorandum with results; summarize in EA.
Historic and Archeological Resources	Project construction would be limited to existing interstates where tolling infrastructure would be constructed. No effects on historic or archaeological resources are anticipated.	Complete cultural and historic resources survey and prepare memorandum; summarize in EA.
Vegetation and Wildlife	Project construction would be limited to existing interstates and no changes to a natural area would occur; therefore, no impacts on vegetation and wildlife are anticipated.	Address briefly in EA; no separate technical report is required.
Wetlands and Water Resources	Project construction would be limited to existing interstates and no in-water work would occur; therefore, no impacts on wetlands or water resources are anticipated.	Address briefly in EA; no separate technical report is required.
Cumulative Impacts	Changes in transportation patterns and resulting effects addressed under other resource types could combine with the effects of other past, current, and future proposed projects to contribute to cumulative impacts.	Prepare detailed technical report; summarize in EA.
Energy	Project construction would have minor and temporary expenditures of energy. Energy use by tolling equipment is anticipated to be minimal.	Not addressed in EA.