

I-205 Toll Project

MEMORANDUM



Date July 15, 2020
To Lucinda Broussard
From Sine Madden, Jennifer Rabby, and Environmental Discipline Leads
Subject Evaluation Performance Measures for Reporting Impacts in the NEPA Analysis – DRAFT
CC

The purpose of this memo is to communicate to our Agency Partners and others the performance measures that will be used in the comprehensive analysis of impacts that will be evaluated in the NEPA analysis for the I-205 Toll Project. The tables below provide a preliminary list of the performance measures planned to be evaluated as part of the I-205 Toll Project's NEPA analysis. The performance measures will be used to compare and disclose the impacts and benefits of the different alternatives studied in the NEPA document. Some performance measures will be reported quantitatively, while others will be qualitative.

Some of the performance measures inform the Project goals and objectives; however, there are numerous additional performance measures that will be reported on as part of the analysis. Table 1 identifies the performance measures that relate to the goals and objectives and Table 2 identifies the additional performance measures. Both tables identify which environmental discipline will analyze and report on each performance measure.

Table 1: Goals, Objectives, and Performance Measures

Goal	Objective	Performance Measure(s)	Environmental Discipline(s)
Provide equitable benefits for all users	Acknowledge and consider populations who use or live near the segment of I-205 between Stafford Road and OR 213 and have been historically and currently underserved and underrepresented or negatively impacted by transportation projects	Identify environmental justice populations and historically and currently underrepresented and underserved communities located near roadways affected by vehicle rerouting	Environmental Justice
	Engage people from historically and currently underserved and underrepresented communities to participate throughout the project design, development, implementation, monitoring, and evaluation processes	Documented engagement of people from historically and currently underserved and underrepresented communities	Environmental Justice

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Goal	Objective	Performance Measure(s)	Environmental Discipline(s)
	Maximize benefits and minimize burdens to historically and currently underserved and underrepresented communities	Disproportionate impacts from negative rerouting to environmental justice populations and historically and currently underrepresented and underserved communities	Environmental Justice
		Change in vehicle operating costs in the Portland metro area	Economics
		Change in travel costs as a percentage of household income	Environmental Justice Economics
	Provide equitable and reliable access to job centers and other important community places, such as grocery stores, schools, and gathering places	Vehicle travel time savings based on geographic area	Transportation Social Resources & Communities Economics Environmental Justice
		Change in access to jobs: share of regional jobs accessible within 30-minute drive	Transportation Social Resources & Communities Economics Environmental Justice
		Change in access to community resources located near roadways affected by vehicle rerouting	Social Resources & Communities Environmental Justice
	Support equitable and reliable access to health promoting activities (e.g. parks, trails, recreation areas) and health care facilities	Change in access to health promoting activities and health care facilities within 30-minute drive	Social Resources & Communities Environmental Justice Parks/ Recreation/ Section 4(f)/6(f)
Limit additional traffic diversion from I-205 to	Design toll system to limit rerouting from tolling	Change in level of rerouting	Transportation
		Change in average weekday daily traffic on selected major roadways	Transportation

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Goal	Objective	Performance Measure(s)	Environmental Discipline(s)
adjacent roads and neighborhoods	Design toll system to minimize additional noise impacts from traffic rerouting	Change in number of sensitive noise receptors experiencing an increase in noise levels	Noise
Support safe travel regardless of mode of transportation	Enhance vehicle safety on I-205 by reducing congested conditions Ensure multi-modal travel (e.g. transit, walk, bike) does not become less safe on local roadways affected by tolling on I-205	Change in roadway safety conditions (i.e., expected change in crashes)	Transportation
Improve air quality and reduce contributions to climate change effects	Reduce vehicle air pollutants and greenhouse gas emissions through improved travel efficiency Reduce localized air pollutants through reduced congestion and improved travel efficiency, particularly in community areas where pollutants are concentrated	Change in regional vehicle emissions (e.g. Mobile Source Air Toxics (MSATs) emissions)	Air/Energy and Greenhouse Gases (GHG) Economics
Support multi-modal transportation choices	Support shifts to higher occupancy vehicles (including carpooling) and other modes of transportation (transit, walk, bike, telework)	Change in regional person trips by mode	Transportation
	Collaborate with transit providers to enhance availability and access to transit service in underserved and underrepresented areas along the tolled segment of the I-205 corridor	Adequacy of transit service on roadways adjacent to I-205 between Stafford Road and OR 213	Transportation (Transit/Multimodal)
		Change in transit ridership on roadways adjacent to I-205 between Stafford Road and OR 213	Transportation (Transit/Multimodal)
		Availability of bicycle infrastructure on roadways adjacent to I-205 between Stafford Road and OR 213	Transportation (Transit/Multimodal)
		Availability of pedestrian infrastructure on roadways adjacent to I-205 between Stafford Road and OR 213	Transportation Economics
		Change to transit travel time on roadways adjacent to I-205 between Stafford Road and OR 213	Transportation (Transit/Multimodal)
Support regional economic growth	Provide for reliable and efficient movement of goods and people through the I-205 corridor	Change in vehicle throughput on I-205 between Stafford Road and OR 213	Transportation

Goal	Objective	Performance Measure(s)	Environmental Discipline(s)
		Change in person and freight truck throughput on I-205 between Stafford Road and OR 213	Transportation
		Value of travel time savings: overall and for environmental justice communities	Transportation Environmental Justice
Support travel demand management	Design toll system to improve efficient use of roadway infrastructure and improve travel reliability	Change in vehicle miles traveled (VMT) in the study area, for freeway and non-freeway travel	Transportation
		Change in regional person trips by mode	Transportation
		Change in peak period vehicle trips in the study area	Transportation
Maximize integration with future toll systems	Design a toll system that can be expanded in scale, integrated with tolling on other roadways, or adapted to future toll system applications	Potential to expand the toll system to other regional roadways based on expert judgement	Transportation
Maximize interoperability with other transportation systems	Design a toll system that is interoperable with other transportation systems (e.g. transit, parking, Road User Charge (RUC) OReGO Program, etc.) in the region	Potential to integrate the toll system with other transportation systems (transit, parking, RUC, etc.)	Transportation

Table 2. Other Performance Measures that Will Be Evaluated

Performance Measure(s)	Environmental Discipline(s)
Impacts from (current or new) traffic diversion on identified business concentrations in the study area	Economics
Changes in economic conditions (employment, labor income, economic activity) from project construction	Economics
Changes in economic conditions (employment, labor income, economic activity) from collection and use of toll revenue	Economics
Change in reliability, travel times, and travel costs for freight users	Economics
Monetary value of changes in travel time, VMT, safety, emissions, noise	Economics
Number of contaminated sites (low, medium, and high risk) disturbed by project constructed	Hazardous Materials
Number, type, and location of historic properties (including archaeological sites) directly impacted by the project	Historic/Archeologic

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Number, type, and location of historic properties (including archaeological sites) indirectly impacted by the project	Historic/Archeologic
Land area by type (vacant, open space, right-of-way) converted (temporary and permanent) from non-transportation uses to transportation improvements	Land Use
Change in land use character and potential for changes to future development patterns as a result of the Project	Land Use Utilities
Change in access (temporary and permanent) as a result of the Project	Land Use
Number of sensitive noise receptors experiencing noise levels that reach the ODOT Noise Abatement Approach Criteria	Noise
Number of sensitive noise receptors experiencing noise levels that reach the ODOT Substantial Increase (10 dBA over existing noise levels)	Noise
Anticipated construction noise levels and duration of construction noise at sensitive noise receptors	Noise
Distance of noise impact contour from future project alignment to undeveloped properties	Noise
Change in quality of life and community cohesion	Social Resources & Communities
Area of ground disturbance for project construction	Soils & Geology
Physical changes to park and recreation resources	Parks/Recreation/ Section 4(f)/6(f)
Changes to access to park and recreation resources located near roadways affected by vehicle rerouting	Parks/Recreation/ Section 4(f)/6(f)
Change in average weekday daily traffic volume on selected major roadways	Transportation
Change in intersection volume-to-capacity (v/c) ratios, level of service (LOS), delay and queuing	Transportation
Changes in vehicle queuing and LOS on I-205 between Stafford Road and OR 213	Transportation
Change in travel time reliability and hours of congestion on I-205 between Stafford Road and OR 213	Transportation
Change in regional vehicle hours traveled (VHT) for freeway and non-freeway travel	Transportation
Gross toll revenue (less estimated revenue leakage in 2027)	Transportation
Relative effort associated with implementation	Transportation
Ability to react to differing traffic conditions in the Project vicinity	Transportation
Eligibility under current federal tolling authority	Transportation
Adjusted gross toll revenue collected less toll O&M costs and highway O&M costs	Transportation
Capital costs associated with implementing the physical toll infrastructure and procuring toll vendor services	Transportation
Costs associated with physical tolling infrastructure including (but not limited to): gantries, equipment cabinets, cameras, fixed signage, dynamic message signs, and telecommunications infrastructure as well as procurement of vendor services and vendor transition on a periodic basis	Transportation

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Cost associated with toll collections including (but not limited to): banking fees for credit card transactions, toll equipment maintenance, back-office systems support, customer service center operations, ODOT and consultant staffing, and administrative costs	Transportation
Simplified multimodal level of service (MMLOS) for bicyclists on select roadways within the study area	Transportation (Transit/Multimodal)
Simplified MMLOS for pedestrians on select roadways within the study area	Transportation (Transit/Multimodal)
Simplified MMLOS for transit users on select roadways within the study area	Transportation (Transit/Multimodal)
Utility relocations required due to Project construction	Utilities
Temporary disruptions to existing electrical and communication services during construction when new utility connections for the tolling equipment are established	Utilities
New utility lines/connections (electrical and communications) required to operate tolling equipment	Utilities
Acres of vegetation (habitat) disturbed	Vegetation, Wildlife, and Aquatic Species
Change in visual quality resulting from installation of toll gantries	Visual
Acres of wetlands/waters disturbed	Wetlands and Water Resources

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