

*Texas Department of Transportation  
Environmental Affairs Division*

## **Standards of Uniformity for Projects Without Federal Highway Administration Involvement**

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A Guide to Projects without FHWA Involvement

**Tolling**

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This SOU applies to all projects which involve tolling. A project that is proposed to be tolled must have a project level toll analysis. In addition, if a project is part of a tolled network, then a Regional Toll Analysis is required as well. The components of both of these analyses are covered in the following checklist.

YES	NO	N/A	Description of Item Sufficiency	References/Guidance
<b>Tolling</b>				
1			The document identifies available non-toll facilities and alternate routes (e.g., free main lanes on same facility, frontage roads, and parallel arterials). Maps depicting tolled and non-tolled roadways should be included.	<a href="#">Guidance on Environmental Justice/Title VI Considerations for Toll Roads (March 2005)</a> FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
2			The document compares travel times and distance between the proposed project and available non-tolled alternatives (including frontage roads).	<a href="#">Guidance on Environmental Justice/Title VI Considerations for Toll Roads (March 2005)</a> FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
3			The document discusses toll policies regarding transit, HOVs, and motorcycles; use of toll revenues; and mitigation measures. If there is a toll policy, a copy should be included in the environmental document or a website link provided. In some areas, it may also be important to discuss policies related to emergencies or special events (i.e., hurricane evacuations).	<a href="#">Guidance on Environmental Justice/Title VI Considerations for Toll Roads (March 2005)</a> FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
4			The document identifies all potential	<a href="#">Guidance on</a>

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			impacts to transit service.	<a href="#">Environmental Justice/Title VI Considerations for Toll Roads (March 2005)</a>
5			The document discusses the anticipated toll rate, or range of rates if tolls are variable.	<a href="#">Guidance on Environmental Justice/Title VI Considerations for Toll Roads (March 2005)</a> FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
6			The document discusses toll collection methods, associated costs, and the differences between various collection methods for households at various income levels. Cost differences between toll tags purchased with credit/debit cards versus cash should be discussed. The document should address whether toll tags are only available to those with credit cards and bank accounts. If cash accounts are available, the document should reflect where and how cash customers can pay.	<a href="#">Guidance on Environmental Justice/Title VI Considerations for Toll Roads (March 2005)</a> FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
7			If toll booths are planned, the document should address where they are located in relation to identified low-income and minority areas.	<a href="#">Guidance on Environmental Justice/Title VI Considerations for Toll Roads (March 2005)</a> FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
8			The document addresses any potential discounts for low-income drivers, or any other program which may provide	<a href="#">Guidance on Environmental Justice/Title VI Considerations for Toll</a>

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			increased access to the facility for low-income persons.	<a href="#">Roads (March 2005)</a>
9			The document identifies potential users of the toll facility. Origin and destination (O&D) studies are one example of an analysis that may be used to identify potential users of the toll road.	<a href="#">Guidance on Environmental Justice/Title VI Considerations for Toll Roads (March 2005)</a> FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
10			The document provides EJ-related demographic data for the toll road user groups (generally by TAZ). Maps may be used to graphically represent this.	<a href="#">Guidance on Environmental Justice/Title VI Considerations for Toll Roads (March 2005)</a> FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
11			The document discloses that inability to use the toll facilities or lack of parallel non-tolled alternatives may result in increased travel times when using non-tolled alternatives.	FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
12			The document illustrates the potential economic impact to individuals using the toll facilities. One method is to multiply the anticipated toll cost to use the proposed facility by an estimate of 500 trips per year (i.e., 250 round trips to work per year). This should be put into context by discussing what percentage of household income this cost represents for a	FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)

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			household at the poverty level vs. a house at median household income. If variable toll rates are used, the document should provide analyses of the high, low, and mid-range toll rates.	
13			Since the economic impact of tolls will be greater for low-income populations, mitigation measures can be recommended for consideration. If the analysis does find disproportionately high and adverse effects, mitigation measures must be considered. Mitigation measures may be addressed in a region's/ MPO's toll policy.	FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
14			The document discusses any potential for traffic to be diverted through neighborhoods.	<a href="#">Guidance on Environmental Justice/Title VI Considerations for Toll Roads (March 2005)</a>
15			The document addresses any issues related to air quality and/or noise in neighborhoods.	<a href="#">Guidance on Environmental Justice/Title VI Considerations for Toll Roads (March 2005)</a>
16			The document addresses how the toll facility will affect access to businesses, and the impact to businesses.	<a href="#">Guidance on Environmental Justice/Title VI Considerations for Toll Roads (March 2005)</a>
17			The document addresses the potential for denial of benefits or disproportionate impacts to low-income drivers.	<a href="#">Guidance on Environmental Justice/Title VI Considerations for Toll Roads (March 2005)</a>
18			The document discusses accommodations provided by the tolling authority to allow populations with Limited English Proficiency and the disabled to access the toll facilities.	FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
19			When travel demand or other models are used in the analysis, the document must include a discussion of the assumptions and limitation association with the model.	FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice,

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				Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
20			The document discusses whether the project would be part of a network of tolled facilities.	FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
21			If the project is part of a tolled network, the document must include maps indicating the implementation of the toll network over time. Maps should identify all planned toll projects and discuss the anticipated timeline for implementation of each segment of the network.	FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
22			If the project is part of a tolled network, the document must estimate the cumulative economic impact to individuals of using the toll network facilities. This should be based on a reasonable estimate of the distance a commuter would travel along toll facilities, multiplied by the toll rate, multiplied by an assumed number of trips per year. This should be discussed in a similar manner to the economic impact estimate done for the individual project.	FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
23			If the project is part of a tolled network, the anticipated growth of the tolled network should be discussed.	FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
24			If the project is part of a tolled network, the document must identify potential users of the tolled network.	FHWA and TxDOT Joint Guidance for Project and Network Level

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				Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
25			If the project is part of a tolled network, the document should discuss a measure of the benefits of implementing the financially constrained metropolitan transportation plan, including the tolled network.	FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
26			<p>If the project is part of a tolled network, the document should discuss potential impacts on overall land use patterns, focusing on the land use considerations incorporated into the region's MPO analysis of the overall MTP. This discussion should address:</p> <ul style="list-style-type: none"> <li>• Land use assumptions used in developing the travel demand model and MTP</li> <li>• The basis for the land use assumptions</li> <li>• Land use scenarios considered (if any) and whether there is a preferred growth scenario</li> <li>• The toll network's consistency with land use plans</li> <li>• Growth patterns anticipated after implementation of the toll network. If the network is facilitating the existing trend, what will the impacts be?</li> </ul>	FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)
27			If the project is part of a tolled network, the document should briefly address air quality as part of the network level analysis, and may reference the project level analysis.	FHWA and TxDOT Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads (April 23, 2009)

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