

Title VI Goals and Accomplishments Report



FFY 2023



ODOT Office of Equity and Civil Rights
800 Airport Road SE
Salem, Oregon 97301-4792

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To request this document in an alternate format, a language other than English, or for accommodations under the Americans with Disabilities Act (ADA), contact us at ODOT.TitleVI@odot.oregon.gov or toll free at 855-540-6655.

Para pedir este documento en otro formato, favor de contactarnos a ODOT.TitleVI@odot.oregon.gov.

ODOT Office of Equity and Civil Rights Title VI information page:
<https://www.oregon.gov/ODOT/Business/OCR/Pages/Non-Discrimination.aspx>



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Section 1: Title VI Program Overview

The Oregon Department of Transportation (ODOT) is a recipient of federal financial assistance. All recipients are required to comply with federal nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. ODOT expects every manager, supervisor, employee, and subrecipient of federal assistance administered by ODOT to be aware of and apply the intent of Title VI and related authorities in performing assigned duties.

It is the Oregon Department of Transportation's policy to assure that no person shall, on the grounds of race, color, national origin, age, sex, disability, income level or Limited English Proficiency as provided by Title VI of the Civil Rights Act of 1964 and related authorities, be excluded from participation in, be denied the benefit of, or be otherwise discriminated against under any of the programs or activities it administers.

The Federal Highway Administration (FHWA) requires recipients of federal highway funds to prepare an annual report to clarify accomplishments, roles, responsibilities, and procedures established to ensure compliance with Title VI of the Civil Rights Act of 1964; 23 CFR 200.9 (b) (10).

The following report represents those activities during Federal Fiscal Year 2023. The ODOT Office of Equity and Civil Rights (OECR) Title VI Program monitors compliance with federal civil rights directives and implements projects to promote nondiscrimination, access and opportunity. ODOT's 2023 Title VI Implementation Plan provided the foundation for these activities.

Requests for information from ODOT's Title VI Program can be directed to:

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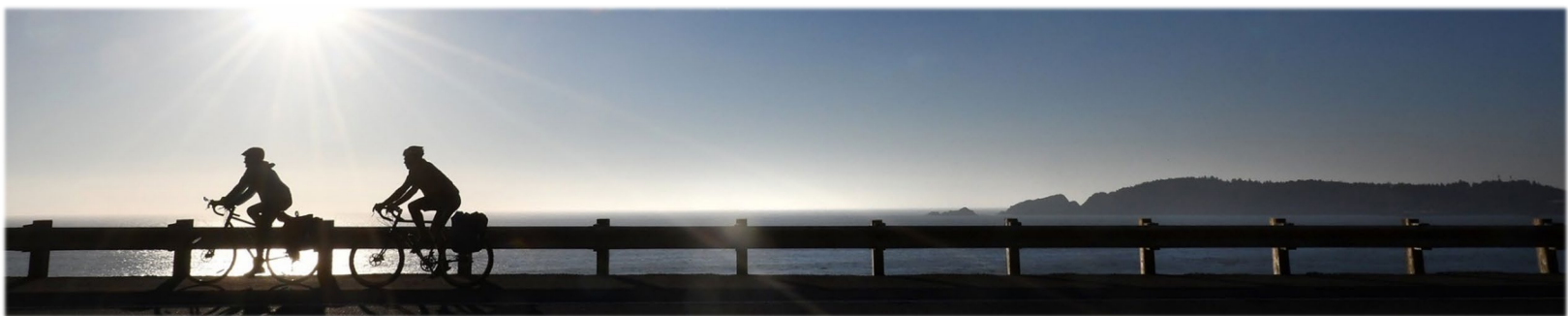


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Section 2: Accomplishments and Goals

The Title VI Program focused in 2023 on its engagement of internal staff across agency operating divisions for Title VI monitoring and planning, training, and technical support. There were five primary projects of emphasis in support of ODOT's Title VI compliance.

- 1. ODOT's internal Title VI Subject Matter Experts (SME) team.**
 - a. DMV training to improve ADA and Limited English Proficiency (LEP) services.
 - b. Continued development of Commerce and Compliance Division (CCD) Title VI compliance plan for Federal Motor Carrier Safety Administration (FMCSA).
- 2. Language access support for persons with Limited English Proficiency (LEP).**
 - a. Joint training between DMV and CCD staffs to improve customer-facing programs.
 - b. Interpretation service solutions, document inventories, translation planning.
 - c. Updated employee guidance for procuring language services.
- 3. ADA Awareness Training for ODOT staff and contractors.**
 - a. Describes ADA roles and responsibilities across ODOT programs statewide.
 - b. Highlights experiences of people with disabilities in transportation.
- 4. Subrecipient Annual Accomplishment Report process improvement.**
 - a. Readers' Panel which included ODOT staff and Public Policy graduate interns.
 - b. Reviewed approximately twenty AARs from Metropolitan Planning Organization (MPO) and Local Public Agency (LPA) subrecipients.
 - c. Provided written feedback from panel to each subrecipient.
 - d. Developed annual subrecipient questionnaire in coordination with ODOT Certified Programs Office (CPO).
- 5. Updated documents and guidance for Public Transportation Division.**
 - a. Submitted updated Title VI Program to the Federal Transit Administration (FTA).
 - b. Shared revised materials and program guidance based on feedback received.



Subject Matter Experts (SME)

Overall agency coordination for Title VI engages over a dozen business lines, from Right of Way to Transportation Safety. Each program's Title VI SME supports program monitoring and technical support for civil rights compliance, including for language access functions. SMEs also identify Title VI training and technical assistance needs within their programs. The SME team was convened by the Office of Equity and Civil Rights three times during 2023.

Language Access Support

OECR staff facilitated an LEP working group with ODOT Communications to highlight language access procedures for persons with Limited English Proficiency and expand training and resources for ODOT staff. Areas of focus include foundational understanding of language access and when and how to provide translation and interpretation service solutions.

OECR staff also continued working in partnership with ODOT Procurement Office to develop agency procedural support guidance aligned with state procurement policies. The guidance includes a revised short-form job aid describing how to procure language services from third party vendors and a Frequently Asked Questions document about language access policies and practices.

Goals for 2024

OECR will sustain or expand on a variety of recent initiatives in 2024, including:

1. Convening the Title VI SMEs three times in 2024.
2. Continue supporting CCD Subrecipient FMCSA compliance initiatives.
3. Expanding Title VI information and resources available on the ODOT intranet.
4. Promoting language access solutions as a component of agency equity goals.
5. Coordinating with DMV on next-stage Civil Rights customer communications, such as lobby posters, translation technologies, online services, and customer accommodation options.
6. Reviewing effectiveness of annual subrecipient questionnaire launched in 2023 as a component of ODOT's Title VI subrecipient monitoring activities.

Section 3: ODOT Subrecipient List FFY 2023

Beaverton School District 48: \$40,522.19
Bend Metropolitan Planning Organization: \$409,806.66
City of Albany: \$2,128.00
City of Beaverton: \$132,954.42
City of Corvallis: \$4,486.50
City of Eugene: \$2,237,072.31
City of Gresham: \$2,072,068.11
City of La Grande: \$39,600.77
City of Portland: \$4,679,675.81
City of Salem: \$1,798,040.90
Clackamas County: \$5,984,540.00
Commute Options for Central Oregon: \$44,110.01
Cowlitz-Wahkiakum Council: \$6,999.99
Douglas Educational Service District: \$39,591.17
Jackson County: \$562,253.64
Jackson County School District 549c: \$47,686.38
Lane Council of Governments: \$1,594,791.73
Lane County: \$940,561.49
Lane Transit District: \$26,393.00
Marion County: \$8,083,798.12
Metro: \$6,884,092.86
Mid-Columbia Economic Development District: \$19,601.08
Mid-Willamette Valley Council on Aging: \$846,264.21
Multnomah County: \$1,602,815.36
Oregon Cascades West Council of Governments: \$577,363.36
Oregon State University: \$255,312.96
Polk County: \$36.00
Rogue Valley Council of Governments: \$487,021.53
Rogue Valley Transportation District: \$185,090.22
Salem Area Mass Transit District: \$152,817.00
Sky Lakes Medical Center: \$14,948.70
Southern Oregon University: \$40,723.45
Sunset Empire Transportation District: \$79,933.46
TriMet: \$40,059.35
Tualatin Hills Parks and Recreation: \$317.19
Walla Walla Valley Metropolitan Planning Organization: \$30,459.66
Washington County: \$50,111.51

Section 4A: Program Accomplishments – Outreach and Education

In the 2022-23 reporting year, ODOT staff facilitated and participated in many outreach events and educational programs for external partners. These events were related to OEER's nondiscrimination programs, vendor diversity, and promoting and supporting historically marginalized and underserved communities in construction trades. Section 6 includes examples of project-specific public engagement.

The COVID-19 pandemic continued to impact delivery of certain outreach and education programming, so staff used web technologies and other remote participation for some activities. As we move forward from the pandemic, the lessons learned increase opportunities for staff to expand engagement with external partners statewide.

Outreach and Public Involvement Efforts

General:

Project-specific public meetings and engagement, and periodic meetings including Associated General Contractors (AGC) Workforce Coalition Meetings, Certification Office for Business Inclusion and Diversity (COBID), Contractors, Architects, Engineers, Professional and Technical (CAEPT) Networking, National Association of Minority Contractors (NAMC), Oregon Association of Minority Entrepreneurs (OAME) Coffee and Issues, Professional Business Development Group (PBDG), and the Southwestern Oregon Workforce Investment Board.

October 2022:

Josephine County High School Career Fair.

November 2022:

Connect-2-Oregon (C2O) Grants Pass and Coos Bay, South Umpqua High School ODOT Career Presentation.

December 2022:

Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Career Fair, National Association of Minority Contractors (NAMC) Oregon Holiday Celebration, Tribal Employment Rights Office (TERO) Contractor Workshop.

January 2023:

Bratton Construction Business Support, Connect-2-Oregon (C2O) Salem, ODOT OEER Labor Compliance for General Inspectors Training, Oregon Buys Refresher Training.

February 2023:

Connect-2-Oregon (C2O) Clackamas, ODOT and AGC Annual Meeting, ODOT Project Civil Rights and Labor Compliance Training.

March 2023:

Best HQ Annual Business Expo West, Constructing Hope, Coquille Indian Tribe Education Coordinator Meeting, Skanska Meet the Trades Career Fair.

April 2023:

Brookings-Harbor High School Career Fair, Careers in Gear 9th to 12th Grades for Jackson, Josephine, and Klamath Counties, Certification Office for Business Inclusion and Diversity (COBID) Emerging Small Business (ESB) Presentation and District Manager Meeting, CTUIR Annual Meeting, Curry County Gold Beach Career Fair, ODOT OEER Labor Compliance for General Inspectors Training, Pacific NW TERO Conference.

May 2023:

American Council of Engineering Companies (ACEC) ODOT Partnering Conference, OAME Trade Show and Luncheon, Baker City Construction and Utility Career Day, Connect-2-Oregon (C2O) Baker City and Ontario, Oregon Tradeswomen's Career Fair, TERO ODOT Meeting, Treasure Valley Community College (TVCC) Small Business Development Commission (SBDC) ESB Presentation, Umpqua Valley Transportation Sector Partnership Meeting.

June 2023:

Contracting Alliance for Diversity and Equity (CADE) Business Xcelerator, ODOT OEER Labor Compliance for General Inspectors Training.

July 2023:

American Council of Engineering Companies (ACEC), Connect-2-Oregon (C2O) Bend, Clackamas, and The Dalles, Latino Built Quarterly Meeting, and Salem Connections.

August 2023:

Annual Veteran Stand Down and Employment Fair North Bend, Douglas County Construction Combine at UCC, OAME Youth Entrepreneurship Conference.

September 2023:

Business Diversity Institute (BDI) Minority Enterprise Development (MED) Week, Hispanic Heritage Month Breakfast and Summit, Southern Oregon Trade Careers Expo Canyonville.



Section 4B: Program Accomplishments – Subrecipient Monitoring and Reviews

The Office of Equity and Civil Rights supports Title VI compliance and implementation by local governments, MPO, and LPA partners. All subrecipients of federal funds through ODOT should have a current Title VI plan with a commitment to review and update every three years. Title VI programs are reviewed and subrecipients are informed of areas for revision or improvement as needed, with a clear plan of assistance and submission deadlines communicated to the partner agency.

OECR conducted subrecipient Title VI program reviews of two LPAs and one MPO in 2023: City of Portland - Portland Bureau of Transportation, Washington County, and Salem Keizer Area Transportation Study (SKATS MPO).

Outreach and Public Involvement Efforts

During the typical review process MPOs, LPAs, and other identified subrecipients of federal aid through ODOT are evaluated to ensure that they are following *Title VI of the Civil Rights Act of 1964, (42 USC 2000d to 2000-4), The Civil Rights Restoration Act of 1987, (Pub. L. No. 100-259), 23 CFR 200 and 49 CFR 21, Federal-Aid Highway Act of 1973, (23 USC 324), Executive Order 13166* and other related *Acts and Orders* related to Title VI. Elements for review include organization and staffing, plans and documents, data analysis, policies and procedures, complaint processes, training, and public participation. The review process also includes discussion of the subrecipient’s plans and procedures under Executive Order 13166 for Improving Access to Services for Persons with Limited English Proficiency and the Americans with Disabilities Act (ADA).

Annual Accomplishment Reports (AARs) are requested from subrecipients for annual submission to ODOT and are subsequently reviewed by the Office of Equity and Civil Rights for promising practices, areas for improvement, and general compliance with Title VI plan elements. In 2022, OECR conducted subrecipient compliance outreach and education, in partnership with ODOT’s Certified Programs Office, to foster more AAR submissions among partner agencies across the state, with compliance reminders sent to all certified agencies near the end of federal fiscal year 2023. OECR staff also engages MPO staff across the state convened quarterly by ODOT.

Resources for partner agencies in implementing and reporting Title VI programming are available on the OECR website at:

<https://www.oregon.gov/ODOT/Business/OCR/Pages/Non-Discrimination.aspx>

Section 4C: Program Accomplishments – Data and Title VI Communities

Overview and Process

The Title VI program reviewed and revised the data analysis section in our Title VI Implementation Plan in 2022. The revision expands description of ODOT’s data programs for Title VI and community demographics to include EJScreen, ODOT DBE Disparity Study, TransGIS, ODOT ADA CQCR Database, ArcGIS, and REMIX Transportation Planning Tools. Data sources include United States Census and the American Community Survey. Other relevant data collected will vary depending on each program area. Title VI SMEs work with staff in their respective areas to gather data for reporting purposes as described in ODOT’s Title VI Implementation Plan for 2024. Oregon state agencies began an interagency initiative in 2023 to develop a statewide Environmental Justice mapping tool as directed by the Oregon Legislature in 2022.



Persons with Limited English Proficiency

ODOT’s Office of Equity and Civil Rights facilitates a Language Access Workgroup to develop policy and process guidance, training and technical assistance materials, and general systems improvement related to serving customers with Limited English Proficiency and other language access needs across ODOT’s multiple divisions and programs. These efforts are guided by ODOT’s Limited English Proficiency Plan, originally adopted in 2010 and last updated in 2020. Updates to statewide and local communities’ demographic data, such as through annual American Community Survey datasets released by the U.S. Census Bureau, are monitored and used by ODOT project staffs.

The 2020 Updated Limited English Proficiency Plan is available online here:

https://www.oregon.gov/odot/Business/OCR/Documents/FINAL_VI_LEP_PLAN.pdf

Title VI Complaints

In 2023, ODOT received one complaint based on race from a member of the public who utilized the Title VI complaint submission form. The Office of Equity and Civil Rights' Title VI Program Manager talked with the submitter by telephone, engaged DMV staff in reviewing the incident, and assisted DMV staff in resolving the concern through good customer service training. This was an acceptable outcome to the customer and the incident was logged as resolved.

The Office of Equity and Civil Rights maintains a log of Title VI complaints received from members of the public and records every time ODOT's Title VI complaint form is used to contact OECR staff. OECR models its complaint investigation processes on the Federal Highway Administration's Procedures Manual for Processing External Complaints of Discrimination, which guides that "the procedures apply to the FHWA and may be used by the State Transportation Agencies (STA) and other primary recipients and sub-recipients for the investigation of external complaints of discrimination. The procedures do not preclude the responsible staff of any agency from attempting to informally and independently resolve complaints."



Section 4D: Program Accomplishments – Geo-Environmental Programs

ODOT National Environmental Policy Act (NEPA) Program

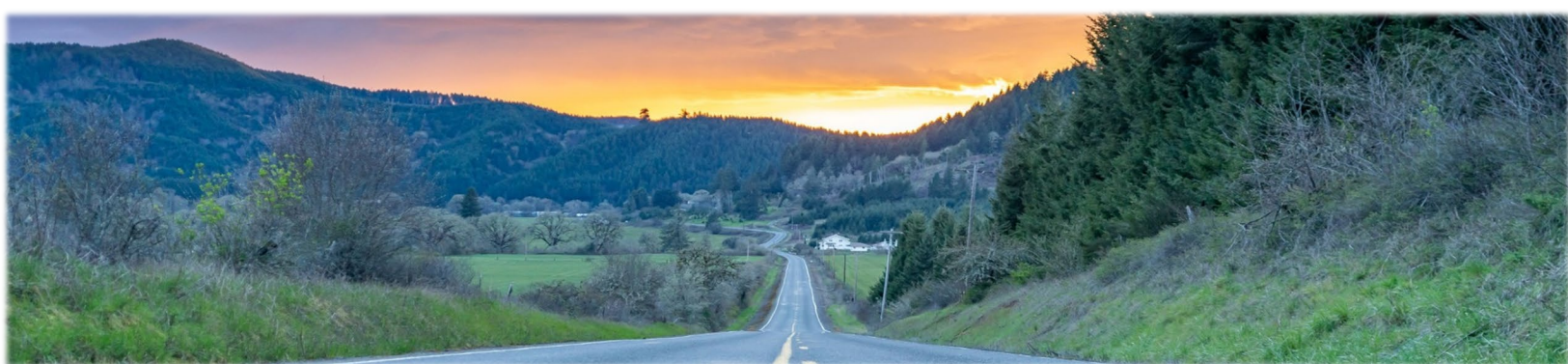
ODOT's NEPA Program staff met with Environmental Justice specialists from the FHWA Oregon and Washington Division offices in 2023. The offices met to address various questions about Environmental Justice (EJ) analysis for a large bridge replacement project currently in NEPA development. This project links the Portland Oregon and Vancouver Washington metropolitan areas along Interstate 5.

The information FHWA Headquarters EJ staff shared mainly served to clarify FHWA's overarching expectations for analyzing disproportionately high and adverse impacts. FHWA expects states to base their analyses on ensuring continual and robust meaningful engagement with EJ communities that may be impacted by transportation projects. The information from FHWA was shared with ODOT's statewide and regional NEPA staff.

Results of Evaluation

Most of ODOT's projects (approximately 95% annually) are classified as NEPA Categorical Exclusions (CEs). Approximately 93% fit the category of "Programmatic CEs" (PCEs). Many of the PCE-classified projects meet the ODOT-FHWA EJ exemption conditions established in 2021, because they are already designed to avoid impacts to EJ communities. Most CEs also meet the EJ exemption conditions. A few require more detailed project-level analysis to ensure and promote meaningful opportunities for access to public information, and to ensure public participation in matters relating to minority and low-income communities and environments that might be affected by ODOT's projects.

The ODOT NEPA Program performs regular quality assurance and control on all PCEs (and CEs) to ensure ODOT projects follow the NEPA Manual procedures related to both the exemption conditions and the project-level EJ analysis for considering environmental justice. The Program also ensures the projects are managed in full compliance with FHWA's full suite of EJ guidance and expectations.



Section 5: ODOT Transportation Planning Program

The ODOT Transportation Planning Program is comprised of Policy, Data, and Analysis Division (PDAD) planners, including the Statewide Transportation Planning and Analysis Unit (TPAU) and planners from each of ODOT's five regions.

2022-2023 Accomplishments

ODOT planners work to engage protected populations to fairly distribute services and benefits to all people regardless of race, color, national origin, and income level. Engagement activities ensure that affected communities have access to meaningful participation opportunities.

Oregon Transportation Plan Update

ODOT spent July 2022 through June 2023 continuing to develop the new statewide Oregon Transportation Plan (OTP), replacing a version adopted in 2006. The OTP is the long-term transportation policy for the whole state. It informs investment decisions by ODOT and regional and local governments, addressing all transportation modes, including driving, walking, rolling, bicycling, and public transportation, like buses and streetcars. It establishes policy for infrastructure elements such as highways, bridges, railroads, freight, and planes.

Oregon is experiencing continual population growth, increasing freight volume, and dramatic technological changes, as well as the threat of climate change. These realities impact our communities and the transportation system statewide. Looking toward the future, ODOT must address a wide range of trends, opportunities, and uncertainties.

The open and transparent OTP process engages community partners from diverse backgrounds and experiences. It sets the state's policy for all transportation investments for the next 20 to 25 years, shaping Oregon's transportation system through the year 2050.

Oregon Transit and Housing Study

The Oregon State Legislature requested this study. It considers policies and actions that could improve quality of life through increasing housing opportunities and easy connections to transit. Transportation and housing are connected and can affect household members' physical environment, health outcomes, economic mobility, educational and cultural opportunities, and numerous other factors that influence quality of life.

This study provides a foundation and understanding of how housing and public transportation can be addressed together and shares lessons learned from a variety of case studies. While it supports state and local plans and goals, it primarily benefits local government, tribal government, and transit partners' housing and planning activities. It identifies actionable tools and strategies that apply to challenges and unique circumstances related to housing access and affordability and public transportation.

Committees and Advisory Groups

Oregon Transportation Plan Update

ODOT's OTP planning process included voices and perspectives of people and communities who have been historically excluded or underserved by transportation investments:

- People with low income, and/or people who are economically disadvantaged.
- Historically marginalized communities.
- Older adults, youth, and children.
- People who speak languages other than English, especially those with limited English proficiency.
- People living with disabilities.

The project used a variety of strategies for outreach and accessible opportunities that encouraged participation, including:

- Broad, diverse membership, including new voices, on project committees and work groups.
- In-language outreach and translated materials supported by Community Engagement Liaisons (CEL) who speak Spanish, Vietnamese, Russian, and Chinese.
- Compensating qualifying participants for their time and effort to participate through the ODOT Equitable Engagement Compensation Program (EECP). Many communities face a variety of barriers to participation. Financial incentive is one way to welcome more voices to the table.
- Engaging Community Based Organizations (CBO).
- Video series highlighting stories and voices of underserved community members sharing their lived experiences around transportation.
- Collaborating with the ODOT Office of Equity and Civil Rights.
- Clearly communicating how feedback shaped outcomes throughout the project.

Equitable Engagement Compensation Policy Development

ODOT created an Equitable Engagement Compensation Program (EECP) to help remove systemic barriers that prevent some community members from participating in public engagement and advisory activities. Members of the Planning program formation team included Policy, Data, and Analysis Division Administrator Amanda Pietz, Region 2 Planning Manager Naomi Zwerdling, and former Statewide Planning Coordinator Deborah Benavidez. They worked with ODOT's Office of Equity and Civil Rights and several other agency members to develop the policy and apply it to several projects. ODOT continues to work to clarify and streamline the process for better efficiency and outcomes.

Transportation Project Tracker

The ODOT [Transportation Project Tracker](#) website is a useful tool on ODOT's internet site. Site visitors can search for projects in Oregon several different ways using site filters. This allows them to access details and contact information specific to each project, including through web-based translation into languages other than English. A [Help](#) link directs users to a webpage with information about using the tool and contact information to reach ODOT staff for additional help.

The screenshot displays the 'Transportation Project Tracker' web application. On the left is a navigation sidebar with options: Home, All Projects, Search by keyword, and various filter categories (Phase, Type, Performance, Year, Administrator, Location, Mapped) each with a plus sign, and a Help icon. The main content area is titled 'All Projects' and lists 14 project entries, each with a description and project number. Some entries are marked as 'Mapped' with a location pin icon. On the right side of the page is a map of Oregon with blue dots indicating the locations of the projects. Major cities like Olympia, Vancouver, Eugene, and Salem are visible on the map.

Section 6: Statewide Project Reports

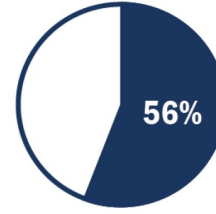
The remaining pages in this document are single-page reports describing select projects that pertain to diverse communities across Oregon. Each report contains a project description, key elements, information about public outreach and engagement, and contact information for the person currently serving as the primary point of contact at ODOT. In addition, the Office of Equity and Civil Rights can help route inquiries about projects listed here as well as other ODOT projects and plans.

Project Report List:

1. Oregon Transportation Plan (OTP) Update
2. Oregon Transit and Housing Study
3. Oregon City 2040 Comprehensive Plan Update
4. Walk Bike Clackamas
5. Lebanon Urban Design Verification (UDV) Study
6. Small Communities Urban Design Verification (UDV) Study
7. Douglas County Transportation System Plan
8. Winston Transportation System Plan Update
9. Bend MPO Mobility Hub Plan
10. Prineville Transportation System Plan (TSP)
11. CTUIR Transportation System Plan Update 2023
12. Elgin-to-Lookingglass Joseph Branch Trail-with-Rail Refinement Plan
13. Curry County Transit Development Plan (TDP)
14. City of Roseburg Bike Routes Plan

Overview & Process

ODOT completed this study to respond to a request from the Oregon Legislature. It considers policies and actions that can increase housing options with easy connections to transit. Transportation and housing choices are connected and can affect a household's physical environment, health outcomes, economic mobility, educational and cultural opportunities, and other factors that influence quality of life.



Oregon households spend a combined 56% of their income on housing and transportation expenses according to the H+T Index. (www.htaindex.cnt.org)

This study supports implementing state and local plans and goals, primarily benefitting local government housing and planning activities, tribal governments, and transit partners. It identifies options for housing challenges, including affordable housing and public transportation. It offers a foundational understanding of how housing and public transportation can be addressed together. It also shares lessons learned, identifying actionable tools and strategies that can address unique circumstances throughout Oregon.

Data

\$427,360 project total.

Contract DBE Goal 3%
Final total was over 6% to DBEs.

Literature search, policy review, web search, interviews, and survey.

Impact Analysis

This study identifies and describes tools to encourage housing options along corridors with transit service, benefiting all members of a community.

Key Elements

Varied case studies.

Series of resource papers for staff and partners.

A toolkit and final report for everyone interested.

Online open house and webinar.

Outreach and Public Involvement Efforts



This is a study, not a policy or plan development process, so outreach was limited to gathering information and sharing results of the study. Outreach focused on transportation and local government partners for this reason. Some community groups, non-profits, and aging and disability interest groups were also included. Interviews were used to gather information for Oregon case studies.

ODOT conducted a survey of staff from state and local agencies, tribes, transit agencies, and a few developers and interest organizations to learn about interest and strategies used. The project ended with efforts to share results and final products, including an online open house and a webinar. ODOT distributed invitations widely using the same methods and to the same audiences as the survey. The study was also shared at the 2023 national planning conference.

www.oregon.gov/ODOT/Planning/pages/Transit-and-Housing-Study.aspx.

Overview & Process

Oregon City 2040 (OC 2040) updates the Oregon City Comprehensive Plan to reflect the community's vision and guide decision making for future growth and development. The plan is implemented through goals and policies, then through the development code and other ordinances, projects, and plans. However, an effective comprehensive plan needs to be much more than a policy document. It must also reflect a shared vision that supports all community members.



Kayakers under Oregon City Arch Bridge

OC 2040 provides a unified version for good governance and future decision-making. The two-year Comprehensive Plan update process began with intensive public engagement. The community's development and growth management aspirations over the next 20 years create a community-wide vision. This vision serves as the plan's foundation, guiding updates for each applicable policy and Statewide Planning Goal. Upon completion, the plan was reviewed by the Planning Commission and adopted by the City Commission.

Data

Dollar Amount \$133,650.
3% to Disadvantaged
Business Enterprises (DBEs).
US Census for demographic
analysis.

Impact Analysis

Enacted goals and policies that provide standards for applying land-use plan designations to real property and decisions about specific development.
Applied equity lens to developing OC 2040 goals and strategies to address disproportionality and institutionalized methodologies.

Key Elements

OC 2040 Vision Statement:
Healthy and welcoming
community.
Diverse Economy.
Connected Infrastructure.
Protected Environment.

Outreach and Public Involvement Efforts

We want to know what you love about Oregon City, and what you want to change in the future!

The City of Oregon City is seeking your guidance to update the Comprehensive Plan. As the community's blueprint for the future, the Comprehensive Plan is the City's leading policy document on growth, development and public investment over the next 20 years. The plan informs decisions regarding infrastructure, development, housing, historic preservation, environmental protections, community engagement, transportation, parks and more.



OC 2040 project team members engaged over 1,000 Oregon City community members through outreach activities including:

- Community conversations.
- Online survey.
- Interactive poster displays around town.
- Social media vision board.
- Community workshops and online open houses.
- Tabling at local events and local downtown business canvassing.



We need your help to plan the future of Oregon City! Together, we can create an **OC2040** Vision that reflects the needs and aspirations of all our community members.

Project Post Card

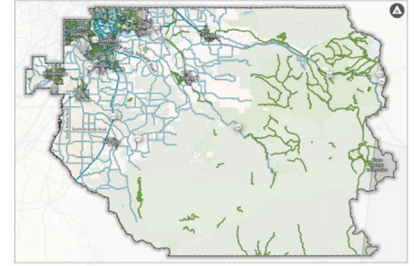
All engagement activities prompted participants to share what they love about Oregon City today and want to see in the future. With community input on a vision for Oregon City's future, the OC 2040 team and Project Advisory Team (PAT) drafted a Community Vision Statement.

Overview & Process

The goal of the Walk Bike Clackamas Plan is to create a comprehensive, long-term vision to improve opportunities for people walking and biking as they travel in the county. The project applies to all urban and rural unincorporated areas of Clackamas County and will coordinate with cities in the county.

The Walk Bike Clackamas Advisory Committee (WBAC) community members and technical experts review project work and advise the project team.

Since the last update to the plan in 2003, the transportation system in Clackamas County has changed drastically. New projects have been built and policy priorities are different. Work for the new plan began in Fall 2022 with existing conditions, goals, and objectives. Work continues this year on a needs assessment and project recommendations. By the end of 2023 and going into Winter 2024, the project team will move towards implementation with a draft and final plan and regulatory amendments.



Clackamas Co Bikeways and Trails

Data

Dollar Amount \$222,000.

3% to Disadvantaged Business Enterprises (DBE).

U.S. Census demographic analysis, National Cancer Institute state and local, and CDC PLACES for small area health outcome estimates, places, census tracts, and zip codes.

Impact Analysis

Board of County Commissioners set a goal for the county to be carbon neutral by 2050.

Integrate emerging transportation technologies into the multi-modal transportation system.

Impact Analysis

EECP paid Advisory Committee members.

Infrastructure priorities and increasing walking and biking safety and convenience.

Update active transportation policies and adopt performance measures during implementation.

Outreach and Public Involvement Efforts



Clackamas Co Fair DOT exercise

The project team hosted multiple public events to engage with the local community and hear about their desire for Clackamas County's future. These activities included community conversations, online survey, an interactive map-based survey, and a virtual open house.

ODOT is committed to social equity and building equitable pathways for excluded Oregonians over a consistent barrier they face: unpaid time. ODOT paid the WBAC members for their time under the agency's Equitable Engagement Compensation Program (EECP).

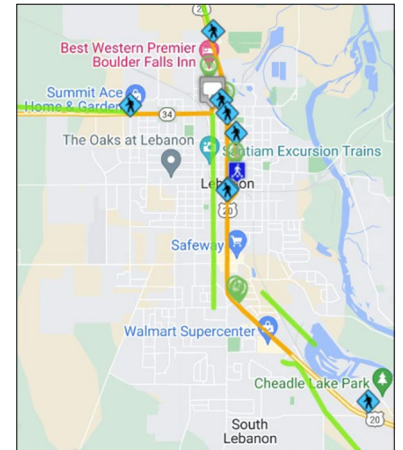
Additionally, there is an understanding that community-based organizations, like WBAC, are in close connection with the communities that ODOT serves. WBAC includes members with expertise in many areas including rural interests, climate action, public health, trails, and tourism.

Overview & Process

The Lebanon Urban Design Verification (UDV) study aims to identify opportunities to improve walking and biking facilities on U.S. 20 and OR 34 in Lebanon. The project will develop solutions that can be included in existing or upcoming projects over the next five to ten years.

The project will engage the public via two in-person and two on-line outreach events with Title VI/Environmental Justice communities to gather feedback on needs and solutions. ODOT regularly updates the project webpage with links to virtual and in-person events occurring throughout the project, as well as project materials such as technical memoranda.

During the first open house, we received comments while tabling in front of a discount grocery store, café, and library. On-line participants used the comment map shown here to describe areas of interest.



Data

Project cost: \$131,045.

City Population 19,415 with 10.1% defined as Hispanic or Latino.

Impact Analysis

Focuses on improvements for walking and biking throughout the corridor.

Considers parallel routes on the local street network as potentially more comfortable routes.

Key Elements

Includes an FHWA Road Safety Audit addressing four enhanced pedestrian crossings.

Incorporates design elements from updated ODOT Highway Design Manual.

Outreach and Public Involvement Efforts



Public Meeting: Focused event with the public in three locations in diverse socioeconomic areas of the city to discuss walking and biking safety and comfort improvements. Project team also conducted parking utilization study and analysis of parallel routes with input from local participants.

Concept Development Workshop: Selected design concepts in coordination with City staff. These concepts will inform outreach with the public at the next event.

Project Website: includes maps, documents, and meeting notices.

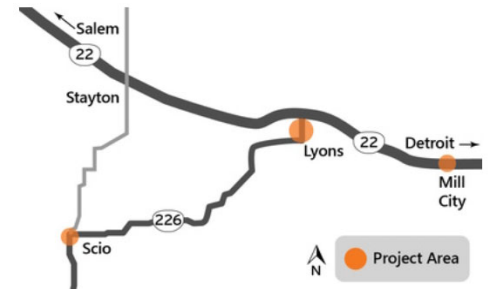
Overview & Process

ODOT’s Small Communities UDV study is focused on three communities and includes two specific sections of OR 226 and one section of OR 22:

Scio, OR 226 (S Main Street and Albany-Lyons Highway), from 6th Avenue to SE Ash Street.

Lyons, OR 226 (Albany-Lyons Highway), from 6th Street and Main Street to North City Limits/Santiam River Bridge.

Mill City, OR 22 (N Santiam Highway), from NE 3rd Avenue to NE 7th Avenue.



Small Communities Study Area

These highway sections were selected because they provide key community connections, lack planning work, do not meet current ODOT multimodal standards, and either could become included in another project or are eligible for grant opportunities that could fund construction of the design solutions.

Data

\$125,000.

TransGIS.

ODOT’s Active Transportation Needs Inventory, which includes crash data and a Social Equity Index.

Impact Analysis

Study area selected partly based on ODOT’s Social Equity Index score.

Extensive public outreach to identify biking, walking, and rolling needs community-wide.

Key Elements

Two outreach milestones to get community feedback.

Close coordination with all three cities.

Coordination with Lyons on Safe Routes to School grant.

Outreach and Public Involvement Efforts



Example Improvement for Outreach

In-person events are an emphasis for our outreach to small communities. In these more rural settings, this approach has proven to be more effective than virtual public engagement. For each community, we will attend a well established community event with graphic images, surveys, and an eagerness to get feedback. For Mill City it was their 4th of July celebration. For Lyons it was their Flea Market. And for Scio, we will attend their National Night Out.

Special attention is being paid to the City of Lyons with targeted outreach to their school and parent communities. Lyons recently received a Safe Routes to School grant to improve biking and walking facilities for students on the state highway. The preferred design, however, was never solidified. This effort brings that input directly to the city as they begin their design work in 2023.

Overview & Process

This project develops a modern Transportation System Plan (TSP) for Douglas County. The existing TSP, completed in 2004 and updated in 2006, does not meet county residents' present or future needs. The updated TSP establishes new standards for transportation facilities supporting drivers, bicyclists, and pedestrians, and provides a clear blueprint to meet anticipated development.

The project starts by establishing advisory committees and a public involvement process that includes a project website and virtual open houses. It then identifies current and future transportation system conditions, needs, and alternatives.

It also develops a capital improvement list and policies supporting the transportation system, resulting in a document ready for adoption by the Douglas County Board of Commissioners.



Umpqua River

Data

Cost \$348,907.

DBE 3%.

Data collection methods include Traffic Counts, U.S. Census, and Federal, State, and County databases.

Impact Analysis

Potential impacts to represented populations is still being determined.

Strategies to avoid or mitigate impacts will be developed after potential impacts are identified.

Key Elements

Updated capital improvement project list.

Updated development standards.

Updated transportation system policies.

Outreach and Public Involvement Efforts



Hiking Trail in Douglas County

The public involvement plan includes input from Douglas County, ODOT, and consultant staff. It establishes two advisory committees for technical staff and residents and a project website and timeline.

The project also identifies key decision points and develops public involvement opportunities for each point. The opportunities include virtual online open houses, open advisory committee meetings, mailing lists, and, later in the project, public adoption hearings.

For more information: douglascountyor.gov/591/Projects

Overview & Process

At the onset of the Winston Transportation System Plan (TSP) Update, the project team developed a Public Involvement and Communication Plan (PICP). The plan provided a review of key population demographics within Winston’s Urban Growth Boundary (UGB) based on 2019 American Census Survey (ACS) data. Key demographics such as age, race, employment status, poverty level, and means of transportation to work were considered throughout the project.



City of Winston

Following development of the PICP, the project team created a Community Transportation Framework that identified the growing need to improve transportation services for disadvantaged populations and provided well-connected and quality facilities for people walking, rolling, using transit, and biking.

Data

Contract award \$249,902.08.

DBE Participation 3%.

Portland State University’s
Population Research Center
population data.

TransGIS.

Impact Analysis

OR 42 serves as a barrier for
bicycles and pedestrians.

Future projects include
completing multi-use paths and
adding active transportation
facilities to community
destination.

Key Elements

Develop an interconnected,
multimodal transportation
network to serve all ages and
abilities.

Balance existing and planned
land uses to support future
system.

Outreach and Public Involvement Efforts



City of Winston, Aerial View

In coordination with the City and ODOT, the project team developed strategies to guide community outreach activities, engage diverse perspectives, and incorporate input from the people that it serves into the TSP. Summaries of these outreach activities and their outcomes are documented in the TSP. The primary community outreach activities involved connecting with interested parties and businesses for interviews, forming a Project Advisory Committee to guide plan development, and hosting public meetings to integrate public input.

Community interviews were conducted with Douglas County Senior Services, Winston-Dillard School District #16, Wildlife Safari, Ray’s Food Place, Umpqua Dairy, and Pepsi-Cola Bottling Company. The project team held four meetings with the advisory committee and three public open houses to garner broad input.

Overview & Process

This project’s purpose is to build on the mobility hub conceptual planning and analysis work recently completed in Cascades East Transit’s (CET) 2040 Transit Master Plan (TMP), adopted in October 2020, and the City of Bend’s (“City”) Transportation System Plan (TSP), adopted in August 2020.

The 2040 TMP, the 2020 TSP, and a 2040 Metropolitan Transportation Plan all identify mobility hubs as key components of the transportation system. They are important for improving transit efficiency and reducing vehicle miles traveled in the City. The plan is to adopt this project into CET’s TMP as a technical appendix, which will help determine the best approach to implement and manage local mobility hubs.



Data

Project dollar amount \$179,800.
DBE Participation 3%.
Data captured during the project.

Impact Analysis

Community intends to add additional facilities to diversify transportation options.
Project used Consultant and Oregon Department of Transportation platforms to reach community members.

Key Elements

Accessibility.
Connectivity.
Equity.
Mobility.

Outreach and Public Involvement Efforts

The plan was guided by in-depth public engagement and community outreach methods designed to engage a wide range of people and represent the diverse populations in Bend.

Engagement and outreach methods included:

- Five (5) virtual Advisory Committee meetings.
- Several rounds of interviews with community groups.
- Two online surveys.
- Two virtual open houses.



Learn more: cascadeseasttransit.com/about/bend-mobility-hub-feasibility-study/

Overview & Process



The Prineville Transportation System Plan (TSP) project will update the City’s 2013 Plan, including an update to the Prineville Travel Demand Model. The new TSP will also explore potential transportation improvements near the intersection of Highway 26 and Highway 126. These improvements will form the basis for a conceptual redesign of the area surrounding the intersection of Highway 26 and Highway 126. Upon completion, the updated Transportation System Plan will be adopted by the City of Prineville.

Data

Total Project Cost:\$321,177.

DBE Goal 3%.

Household and employment data, traffic volumes, crash data, public input.

Impact Analysis

Transportation disadvantaged representatives included in Advisory Committee.

Public presentations incorporate Spanish language focus group for input on needs and solutions.

Key Elements

Updated Prineville travel model.

Updated transportation goals and policies.

Prioritized set of needed transportation investments.

Outreach and Public Involvement Efforts

No outreach and public involvement activities have taken place to date. The Public Involvement and Communications Plan identifies the following public involvement activities planned throughout the project:

Engage Project Advisory Committee members from organizations representing low-income, minority, or limited-English proficient residents.

Develop Spanish and English language project flyers.

Maintain a project website.

Host two virtual open houses, a public presentation, and a Spanish language focus group.



Overview & Process

The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Transportation System Plan was established in 2001. In 2012, the entire plan was revised to accommodate commercial development near I-84 Exit 216.

The 2001 plan considered the growing community's critical roadway needs. Some areas still had unmet transportation needs, especially for low-income tribal members with limited vehicle access. The 2012 revision focused on community input and serving low-income communities to expand their travel choices.



Tamástiikt Trail, the backbone of the CTUIR off-road trail network. Photo: CTUIR.

CTUIR developed an ambitious plan to raise walking, transit, horseback riding, and rolling as safe and comfortable rural Tribal community transportation alternatives. Kayak Public Transit, originally established by the 2001 Plan, can now envision new possibilities. The TSP adopted in April 2023 allows CTUIR to rapidly implement active transportation route planning and flood mitigation engineering in core tribal community areas.

Data

13 intersections analyzed for traffic capacity.

10-year crash data informed safety-focused project list.

5 previously developed plans' projects directly incorporated into TSP.

Impact Analysis

Proposals reviewed by a 21-member TAC over 3 meetings.

Kayak Public Transit Driver focus group conducted.

Preliminary cost estimates developed for all construction proposals.

Key Elements

Community-vetted vision, goals and objectives.

Project prioritization rubric based on improving or detracting from goals.

27 High Priority Projects identified, totaling \$25.8 million.

Outreach and Public Involvement Efforts



Surveying freight drivers. Photo: CTUIR.

Outreach efforts were conducted in 3 rounds in Spring 2022, Fall 2022, and Winter 2023. In addition to consulting with the Technical Advisory Committee (TAC), the CTUIR Planning staff's outreach plan included targeted outreach to seniors at the Nicht-Yow-Way Seniors Lunch and survey outreach at the Arrowhead Travel Plaza and After School Program parent pick-up, and more.

In total, the project team conducted 13 in-person events, interacted with 119 people, and collected 15 online comments during 3 virtual open-houses on the CTUIR webpage.

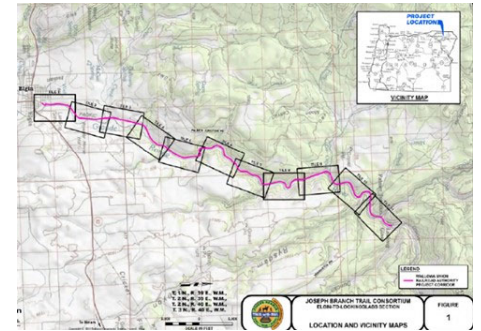
The team attended 16 meetings of Tribal Commissions and Committees and received feedback from them. Community input was used to increase or decrease project priority, eliminate legacy projects based on new community priorities, and identify potential project alignments and implementation tools. The CTUIR Board of Trustees stated that this project was an exceptional example of meaningful community engagement.

Overview & Process

The community is developing a refinement plan for the inaugural 13+ mile Elgin-to-Lookingglass segment of a longer, proposed 63-mile trail-with-rail. The 63-mile trail-with-rail will run alongside the existing railroad between City of Elgin and City of Joseph, connecting popular recreational sites and rural communities in Union County and Wallowa County.

The trail will provide an alternative to Oregon Route 82, improving multimodal transportation options for underserved communities, and presenting an opportunity to help draw people to the Eagle Cap Excursion Train.

The project area includes a future westernmost 0.27-acre trailhead and pocket park located directly across from the Elgin Train Depot.



Data

\$190,700.

DBE 3%.

Trail-with-rail planning ongoing for more than a decade.

Impact Analysis

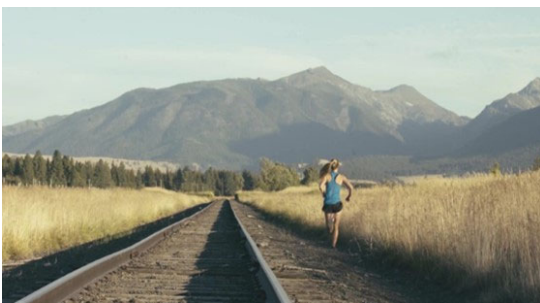
Addresses alignment, safety, general design, crossings, and adjacent landowner concerns.

Tailored to fit within the existing WURA railroad corridor 100-foot right-of-way and contiguous public lands.

Key Elements

Project will assist the City of Elgin, Union County, Wallowa Union Railroad Authority (WURA), and Joseph Branch Trail Consortium to streamline design and engineering and to leverage future funding for the full trail.

Outreach and Public Involvement Efforts



The webpage has simple branding to identify the Project, an overview video to raise awareness of the Project, and walking tours designed to engage diverse stakeholders.

A land use assessment was prepared to summarize development potential and feasibility information. It includes conditions of intergovernmental agreements with the County, transportation provider information, and requirements for access to public lands.

Future plans include preparing Economic as well as Healthy Community Benefits of Trails handouts and conducting presentations at Youth Workshops, Open House, WURA, City of Elgin, and Union County.

Overview & Process

The Curry County Public Transit Service District (CCPTSD) Transit Development Plan (TDP) provides strategic guidance for a sustainable and innovative transit system serving urban and rural users over a 20-year planning period. The Project examines options to improve existing urban and outlying rural services and coordination of the region's needs.



Section 122 of Keep Oregon Moving (HB 2017) established a new dedicated funding source called the Statewide Transportation Improvement Fund (STIF) to expand public transportation in Oregon. STIF supports effective planning, deployment, operation, and program administration in public transportation services. Five percent of the fund is awarded to eligible providers through a competitive grant process.

A plan that clearly defines the community's transit needs and identifies future services that meet provider and community goals is critical for securing STIF funds. Curry County and CCPTSD want to create a TDP that meets the eligibility requirements for discretionary STIF in the future.

Data

\$194,000.

3% DBE participation.

GIS, driver, and onboard surveys.

Impact Analysis

Looking at how to provide better transit access to coastal communities along US 101.

Reaching out to those who use the services as well as provide the services to improve upon the current system.

Key Elements

Provide Strategic Guidance for the next 20-years.

Define Community Transit's needs.

Satisfy the requirements needed to secure funds.

Outreach and Public Involvement Efforts



An onboard survey for CPTI riders in January and February 2022 asked about bus use, frequency of use for different services, trip purpose, locations where they would like to use transit, tools to make riding CPTI more convenient, service improvements CPTI needs, how respondents rate CPTI, and demographics. There were 28 responses.

Four (4) focus groups were conducted in June 2022 with one (1) church/social provider and three (3) health care providers: St. Timothy's Episcopal Church, Brookings Core Response, Sutter Health, and Coast Community Health Center.

A live virtual meeting on April 14, 2022, from 5 PM to 6 PM summarized the project goals and background, work to date, and next steps, and pointed participants to the virtual open house and survey.

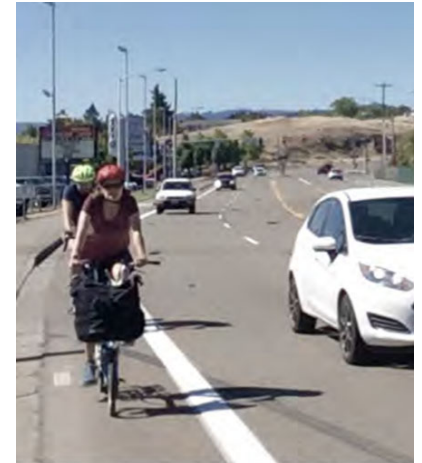
There were no participants during the live meeting. A PDF of the presentation is available and it was recorded and posted to the project website.

Overview & Process

This project identifies and develops bicycle system improvements proposed for the Roseburg Bike Routes Plan. It packages the improvements into linear route alternatives intended to connect to important destinations such as schools, parks, neighborhoods, and commercial areas.

Route designs take advantage of the existing bike infrastructure and path network. The project adds detail to each route improvement and indicates the facility type and proposed implementation phase of each segment. It also evaluates route alternatives based on the project objectives and criteria and includes conceptual cost estimates to aid comparing alternatives.

After the advisory committees review and finalize the project, the alternatives will include recommendations for advancement for the Roseburg Bike Routes Plan. This will include toolkits of options for traffic calming treatments, intersection and crossing improvements, and bike amenities.



Data

\$120,000.

3% DBE participation.

GIS and surveys were used for data collection.

Impact Analysis

The project sought to provide better access for veterans who may use the trails and bike routes.

No impacts were identified when coordinating with specific groups.

Key Elements

Identify needed routes and improvements.

Provide alternatives and costs.

Develop a “toolkit” for traffic calming.

Outreach and Public Involvement Efforts



The consultant and City of Roseburg continue to meet with the project’s advisory committee to vet plan ideas as the project progresses. This Committee has diverse representation including city residents, business owners, school district staff, elected officials, and interested people in the surrounding community. The City issues news releases and other public information and provides avenues for input, such as an interactive map and website, for all people who live, work, and go to school in the City of Roseburg.

