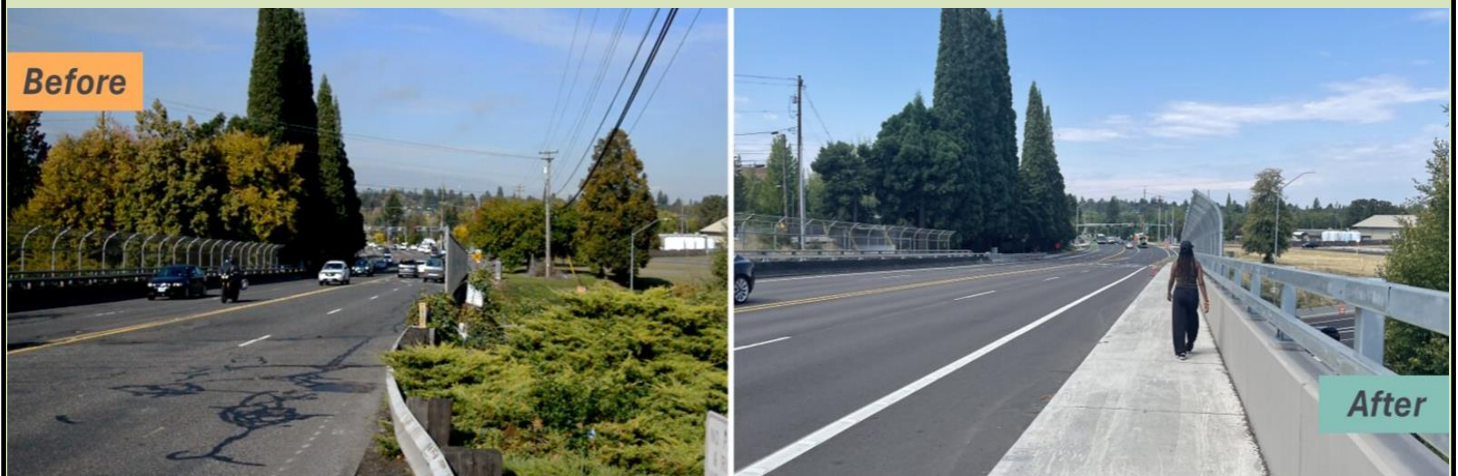


Oregon Department of Transportation



Environmental Justice 2025

Office of Engagement and Civil Rights
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On the cover: New sidewalk on the Hall Boulevard overpass in Beaverton, before and after construction, as photographed by ODOT staff.

Since 2008, Oregon enacted environmental justice laws requiring state natural resource agencies to follow prescribed steps to provide greater public participation and ensure involvement of people who may be affected by agency actions. This report is in response to **ORS 182.550**.

AGENCY INTRODUCTION

ODOT Mission Statement

Oregon Department of Transportation (ODOT) Mission Statement: We provide a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive.

Agency Leadership

The **Oregon Transportation Commission (OTC)** establishes state transportation policy. The commission also guides the planning, development, and management of a statewide integrated transportation network that provides efficient access, is safe, and enhances Oregon's economy and livability. The governor appoints five commissioners, ensuring that different geographic regions of the state are represented. One member must live east of the Cascade Range; no more than three members can belong to one political party. A team of experienced administrators manages ODOT's daily operations, led by the Director.

Environmental Justice Personnel

ODOT's **Office of Engagement and Civil Rights (OECR)** is responsible for ensuring the Oregon environmental justice statutes, federal civil rights, and other nondiscrimination legislation are incorporated into all agency programs, policies, and activities. Because ODOT is a large agency with a variety of funding streams and divisions, OECR coordinates with staff across the agency to integrate environmental justice into projects, per Oregon statutes.

Key people who manage OECR's EJ functions include:

- Angela Crain, Manager, Office of Engagement and Civil Rights.
- Brenda Gessner, Title VI, ADA, and EJ Program Manager.
- David Morrissey, Equity Manager.

Agency Programs

ODOT's programs support Oregon's system of

- Highways, roads, and bridges
- Railways
- Public transportation services
- Transportation safety programs
- Driver and vehicle licensing
- Motor carrier regulation

Agency Budget and Revenue Sources

The money used to preserve, improve, and operate Oregon's transportation system comes from several major sources including but not limited to motor vehicle registration and title fees, driver license fees, motor vehicle fuel taxes, weight-mile tax, and federal funding. The agency produces a variety of **revenue forecasts and economic reports** on a regular basis, available on ODOT's website. ODOT's Audit Section provides an essential audit and oversight service to management to improve accountability and protect the public. ODOT also assists local governments across Oregon with transportation project funding and grant opportunities.

ODOT is an Equal Employment Opportunity and Affirmative Action (EEO/AA) employer. ODOT does not discriminate on the basis of disability in admission or access to its programs, services, activities, hiring, and employment practices. For questions about EEO/AA at ODOT, contact ODOT HR toll free at 877-336-6368 (EEO-ODOT), through Oregon Relay Service at 7-1-1, or email

AskHR@odot.oregon.gov.

ODOT ensures meaningful access to programs, services, and activities to comply with Civil Rights Title VI and ADA Title II laws and reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, auxiliary aids, and other services. For more information about this report, or to request a different format or language, contact ODOT's Office of Engagement and Civil Rights (OECR) toll free at **855-540-6655**, through Oregon Relay Service at 7-1-1, or email **ODOT.TitleVI@odot.oregon.gov**.

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Traducere și interpretariat | Chiaku me Awewen Kapas: **ODOT.TitleVI@odot.oregon.gov**.

EXECUTIVE SUMMARY

The Oregon Department of Transportation (ODOT) addresses environmental justice (EJ) through a combination of policies, initiatives, and programs aimed at ensuring that transportation planning, decision-making, and infrastructure development do not disproportionately harm or exclude populations. Below are key aspects of ODOT's approach:

Oregon Environmental Justice Policy

We follow state guidelines for environmental justice to consider the environmental and health impacts on communities. The department ensures that environmental impacts from transportation projects are distributed fairly and that communities are meaningfully engaged in decision-making.

Community Involvement and Outreach

We emphasize inclusive public outreach and community engagement in transportation planning and project development. The goal is to involve impacted populations early in the process to ensure that their concerns are heard and considered. This includes:

- Holding public meetings in accessible locations and at convenient times.
- Using multiple communication methods (e.g., online platforms, flyers, and targeted outreach).
- Ensuring that materials are available in languages spoken by impacted communities.

Equitable Transportation Planning

We integrate environmental justice principles into the transportation planning process including:

- **Assessing Impacts:** Before moving forward with major transportation projects, we conduct analyses to evaluate potential impacts on communities. These analyses consider factors like air quality, noise, and accessibility to essential services.
- **Equity in Project Design:** When designing projects, we prioritize minimizing adverse effects on communities, such as noise pollution, air pollution, and displacement. Projects are also designed to improve accessibility to transportation options.

Social Equity in Funding Decisions

We allocate funding for transportation projects with a focus on fairness, ensuring that communities benefit from transportation improvements. The department works with other agencies to identify areas of need and prioritize investments that will have positive impacts.

Addressing Environmental Health and Climate Change

We work to reduce the transportation sector's carbon footprint and its negative impacts on air quality, particularly in communities already burdened by pollution. This includes efforts to promote cleaner transportation options (e.g., electric vehicles, improved public transit), improve active transportation infrastructure (e.g., bike lanes, pedestrian paths), and support climate resilience.

Partnerships with Community Organizations

We collaborate with community-based organizations and advocacy groups. These partnerships help ensure that community needs and concerns are integrated into transportation planning and that communities have access to resources and information.

Data Collection and Analysis

The agency collects and analyzes data on transportation access and environmental impacts in different communities to identify disparities. We use geographic information systems (GIS), the U.S. Census, and other tools to better understand the population affected by transportation projects.

Title VI Compliance

As part of our commitment to civil rights, we adhere to Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, or national origin. The agency is required to assess how transportation projects may affect minority populations and ensure that no group is unfairly burdened by adverse environmental effects.

Advisory Committees

The agency established advisory committees focused on equity and EJ issues. These committees provide input on transportation policies and projects, ensuring that community voices are represented in decision-making processes.

Training

Staff participate in national and local training webinars and classes to continue to learn more about best practices. We have a quarterly EJ@ODOT Roundtable Workgroup. In addition, we offer internal staff and local agencies access to training on public participation, nondiscrimination laws, and other beneficial training sessions to improve public outreach and to learn best practices from one another.

Conclusion

Our approach is comprehensive and aligned with state policies aimed at addressing disparities in transportation infrastructure and environmental impacts. Through community engagement, equitable planning, data analysis, and targeted investments, we strive to ensure that all communities are not left behind in Oregon's transportation development. We welcome continued partnership with Oregon's Environmental Justice Council in 2026 to advance statewide EJ strategies and goals, including through continued participation in the initiative for the development of Oregon's environmental justice mapping tool.

EJ IMPLEMENTATION UNDER ORS 182.550

Section One: Addressing Environmental Justice Issues

As the state transportation agency, ODOT plays a critical role in decisions and actions that have potential impacts on the environment and people of Oregon. In Oregon, Environmental Justice is defined in ORS 182.535 Section 3 as:

“The equal protection from environmental and health risks, fair treatment and meaningful involvement in decision making of all people regardless of race, color, national origin, immigration status, income or other identities with respect to the development, implementation and enforcement of environmental laws, regulations and policies that affect the environment in which people live, work, learn and practice spirituality and culture.”

We must ensure that negative effects of transportation projects do not disproportionately impact traditionally underrepresented populations. Additionally, ODOT receives federal financial assistance, requiring the agency to comply with certain nondiscrimination laws and regulations, including the Civil Rights Act of 1964.

This report of ODOT’s 2025 EJ activities reflects intentional efforts, through multiple levels of the organization working together as “One ODOT”, to implement environmental justice considerations into our operations. We accomplish this through identifying disproportionately affected communities, creating opportunities for meaningful public participation, and advancing the communities’ interests through project planning, implementation, analysis, and accountability.

Transportation Planning Unit

The **Transportation Planning Unit** supports the statewide Planning and Policy Section in the development, refinement, and implementation of multi-modal transportation plans. In performing these functions, the unit complies with state and federal rules and regulations tied to environmental justice, including Land Use Goal 1: Citizen involvement, and federal regulatory compliance around environmental justice, including Title VI.

Transportation Growth Management Program

The Transportation and Growth Management **TGM** Program addresses environmental justice by ensuring the needs and voices of historically underserved and overburdened communities are meaningfully included in transportation land use planning processes.

TGM works in partnership with local governments and stakeholders to advance the following interrelated goals:

- Provide transportation choices that support communities with balanced interconnected networks necessary for mobility equity and economic opportunity.
- Develop safe multimodal transportation systems that support diverse land uses. Ensure transportation facilities are appropriately cited and managed to serve all users equitably.
- Expand mobility options for underserved communities and those with limited transportation choices.
- Promote safe and convenient walking, biking, and transit access for all.

To uphold EJ principles, TGM funded projects are expected to:

- Identify and engage communities that may be disproportionately impacted by transportation decisions including low-income populations communities of color and individuals with limited English proficiency.
- Conduct inclusive public involvement using culturally appropriate outreach methods and accessible formats.
- Analyze potential impacts and benefits to ensure that no group bears a disproportionate share of negative effects or is it excluded from project benefits.
- Align with Title VI and related federal requirements as well as the American with Disabilities Act to ensure nondiscrimination and accessibility.

Through these efforts TGM helps ensure that transportation planning supports equitable outcomes and reflects the needs of all Oregonians.

Climate Friendly and Equitable Communities (CFEC)

ODOT works in partnership with the Department of Land Conservation and Development (DLCD) to implement **Oregon's Transportation Planning Rules (TPR)**. The TPR specifies what must be included in local planning efforts for transportation, including transportation system plans.

In 2022, the **TPR** was amended as part of DLCD's **Climate-Friendly and Equitable Communities** updating planning requirements within Oregon's eight metropolitan areas.

Planning

The **ODOT Statewide Planning Unit, Transportation Planning & Analysis Unit (TPAU)**, and the **Climate Office** support communities with implementation efforts through specific and coordinated initiatives.

Accomplishments in 2025 include:

- The Climate Office is moving forward with regional planning which informs local transportation plan updates.
- Updated guidance documents that support local and statewide planning work including the Transportation System Plan Guidelines, Analysis Procedures Manual, and transportation demand modeling guidance.
- Secured funding for eight local Transportation System Plan updates.
- Reviewed planned infrastructure project lists for Oregon Department of Transportation's eight metropolitan areas to identify vehicle capacity expanding projects that may require additional review, community engagement, and alternatives analysis to move forward to construction. This review and resulting discussions are underway and will affect which major roadway projects continue to move forward. Positive or negative EJ impacts are a required consideration in this review.
- Midway through development of a robust multimodal infrastructure inventory using AI and innovative computer-based methods. This data will increase our ability to plan for safe and equitable pedestrian, bicycle, and transit networks and identify safety or access issues with the roadway network.

Oregon Transportation Plan

One of the statewide plans, the **Oregon Transportation Plan (OTP)**, was completed in 2023. The OTP identifies social equity as one of the three key priority “lenses” (along with safety and climate) guiding transportation decisions. The performance measures for climate and safety are established in the OTP, with equity measures adopted provisionally.

In 2025, we advanced work to establish final equity performance measures in the OTP. We reviewed equity-related performance measures from state DOT long-range plans. We evaluated these measures for their applicability to the OTP goals, feasibility to develop (e.g., data availability), and potential alignment with the developing **Capital Investment Plan**.

Oregon Highway Plan

Environmental justice is a critical consideration in the development of the **Oregon Highway Plan (OHP)**. The new **OHP** will not just be about highways, but rather about all that happens on roadways, how the modes interact, and how to prioritize investments and make decisions about the full system.

The OHP will help implement the goals and strategies of the 2023 OTP as they apply to the roadway system. Expect a system user-focused plan with an emphasis on climate, equity, safety, and a major effort to meet current and anticipated needs of the OHP such as how to update the old mobility policy and how to reflect and support new initiatives such as climate friendly and equitable communities.

There will be a variety of opportunities to participate and help make sure the OHP reflects community priorities. The update project is just beginning. The OHP will address this issue through deliberate and extensive outreach to groups most impacted by Oregon’s highway system. The Oregon Highway Plan development will follow similar statewide plan development models with strategic outreach through identified community organizations as well as an easily accessible website, information documents, surveys, and open houses. Staff will respond to information requests and present to community groups as opportunities arise.

Transportation Safety Action Plan

The Oregon Department of Transportation is updating the **Transportation Safety Action Plan (TSAP)** to create a safer transportation system for everyone. This plan will guide decisions and investments to reduce crashes, eliminate traffic fatalities, and reduce serious injuries on Oregon's roads.

Traffic deaths in Oregon have decreased since 2022, however fatalities and serious injuries remain high and are still much higher compared to a decade ago. The update to the TSAP is an opportunity to guide our decisions and shape a statewide transportation system so that every traveler can get to their destination safely.

Climate Office

The ODOT **Climate Office** mission is to identify and pursue actions that reduce transportation greenhouse gas emissions. The office is also charged with helping the agency understand, prepare and respond to the impacts of climate change and extreme weather. The impacts of transportation emissions and climate change often disproportionately impact on disadvantaged communities, which are least able to prepare for, endure, and recover from exposure to extreme weather events such as extreme heat, flooding, and wildfires.

Public Transportation Division

ODOT's **Public Transportation Division** (PTD) exercises statewide leadership and vision for public transit, passenger rail, and active transportation by promoting, developing, funding, and managing networks of multimodal transportation systems and facilities statewide. Environmental justice is a key consideration in PTD's public transportation policies, and historically marginalized and vulnerable groups are centered in the development and provision of public transportation services and facilities.

PTD's goal, as stated in the 2024-2028 Strategic Action Plan (SAP), is to improve access to active and public transportation and ensure that people have options other than driving to reach their destinations. Funding transit, walking, biking, and rail provides access to essential services, enhances safety, and reduces traffic congestion and greenhouse gas emissions.

PTD administers several funding programs that are specifically geared towards vulnerable populations, including people with disabilities, older adults, and veterans, with a combination of federal and state funding sources. PTD manages the **Statewide Transportation Improvement Fund (STIF)**, which distributes state funds to qualified entities (QEs), including transit districts, federally recognized Tribes, and counties. This fund provides a dedicated funding source to support the ongoing provision and expansion of critical public transportation services.

PTD also oversees many active and multimodal transportation programs, including Safe Routes to School, Oregon Community Paths, Innovative Mobility, and Transportation Options (TO). Collectively, these programs provide funding to local and regional entities to make infrastructure improvements, invest in multimodal services, provide travel training, and more. Equity, climate, and safety are centered in all of these programs and are reflected in the scoring criteria for discretionary grant funding.

Beyond financial resources, PTD provides compliance oversight, training, and technical assistance to partner agencies through its **Technical Resource Center**. This support spans various areas, including transit operations, capital, planning, and administration. Support also includes environmental justice topics such as accessible transit and paratransit, integrating human services, public engagement, demographics, and the transition to clean fuels.

National Environmental Policy Act Program

Our **National Environmental Policy Act (NEPA)** Program collaborates regularly with the Federal Highway Administration (FHWA) regarding compliance for ODOT projects in the NEPA phase of project development. Requirements for public outreach and engagement have changed with updates to USDOT NEPA regulations in 2025. However, we maintain an approach to community outreach for NEPA projects that seek input from all affected communities. This involves intentional outreach to account for language barriers, availability at certain times of day based on family or work obligations, and accessibility to information based on location and its complexity. With this approach, we can identify environmental justice concerns in a community affected by a project.

Section Two: Increasing public participation of individuals and communities affected by the agency's decisions

We meaningfully involve the public in important decisions by providing for early, open, continuous and effective public participation in, and access to, key planning, and project decision-making processes. Outreach and engagement efforts are tailored specifically to EJ communities that could be impacted by projects. We document outreach, feedback, input received, and the disposition of that feedback. Any analysis of impacts to EJ communities considers benefits and mitigation, as well as impacts, to determine the EJ finding for the project.

- Broad, diverse membership on project committees and in work groups.
- In-language outreach and translated materials supported by Community Engagement Liaisons who speak Spanish, Vietnamese, Russian, and Chinese.
- Compensating qualifying participants for their time and effort through the Equitable Engagement Compensation Program (EECP). While many communities face a variety of barriers to participate, providing financial incentives is one way to welcome more voices.
- Engaging community-based organizations.
- Video series highlighting the stories and voices of underserved community members around their lived experiences with transportation.
- Clearly communicating how feedback shapes outcomes throughout the project.
- Engagement in long-term planning and visioning by ODOT's long-term planning processes. Long-term plans such as the OTP and Statewide Transportation Improvement Program involve significant public input. These planning efforts help set the direction for transportation investments across the state, and public feedback is integrated into the development of both policy and project priorities.
- Collaborations with local governments and Tribes. This collaboration ensures that transportation decisions reflect local needs and priorities. Tribes have a voice in decisions that might affect their lands or cultural heritage.
- Project-specific feedback mechanism by providing opportunities for project-specific feedback through community meetings, online portals, and other outreach tools. This allows community members to have a direct say in specific aspects of transportation projects, such as road designs, bike lanes, transit services, and safety improvements.

- Complete environmental and social impact assessments. For significant projects, we conduct environmental impact statements or environmental assessments to analyze the potential effects of transportation decisions on the environment, community health, and social fabric. Public comment periods are an essential part of this process.

The **OTP** recommended performance measures will soon be released for public review, following guidance provided in the OTC Public Involvement Policy. We will post an announcement on the OTP web page with a link to a survey for feedback. In addition, an announcement will be distributed on the following ODOT email lists:

- Area Commission on Transportation,
- ODOT Modal Committees,
- Metropolitan Planning Organizations,
- Cities and Counties,
- Tribal contacts,
- General public, and
- Association of Oregon Cities and League of Oregon Cities.

TGM increases public participation by ensuring that all awarded projects comply with Title VI of the Civil Rights Act and related federal regulations, which prohibit discrimination based on race, color, or national origin.

To support inclusive and equitable planning, we require each project to implement a robust public involvement program that actively engages communities—particularly those protected under Title VI. Outreach strategies may include:

- Providing multilingual materials and interpretation services to reduce language barriers.
- Partnering with community-based organizations that have established trust with underserved populations hosting public meetings and workshops at accessible locations and times that accommodate a variety of schedules and transportation needs.
- Offering virtual engagement options to increase accessibility for those unable to attend in person.
- Using culturally relevant communication channels such as ethnic media, social media, and community newsletters.

- Conducting targeted outreach to low-income neighborhoods communities of color and individuals with limited English proficiency.

Additionally, for projects involving pedestrian planning public engagement efforts must incorporate ADA requirements including accessible venues materials and formats to ensure meaningful participation by individuals with disabilities.

For the 2026 **TSAP** update, the project team prepared a public involvement and consultation plan that guided inclusive engagement strategies to inform the development of the plan. As part of this effort, the project team identified specific focus areas for engagement based on crash and environmental health disparities data. The public involvement and consultation plan analyzed key demographic findings in high-fatality areas, such as language, race, poverty level, and access to a household vehicle. This information was used to inform our engagement strategies, including, but not limited to, the formation of our project steering committee, workshop participants, survey recipients, and interviewees.

The TSAP offers compensation for individuals who participate in the project's steering committee and workshops - and whose time is not already covered by their employer or another organization. We recognize the need to offer payment to Oregonians who may not be able to provide us with feedback without being paid. The EECF helps minimize economic barriers and increase the voices of all people in communities impacted by our work.

In coordination with the Department of Land Conservation and Development, we updated the Transportation System Plan Guidelines and related technical support materials with guidance on tribal engagement and broader community engagement in planning that aligns with the updated Oregon transportation planning rules. This guidance describes both requirements and best practice methods for equitable engagement that can be implemented at the local level.

NEPA practitioners reside in all five regions across the state. They are responsible for capturing the public participation for each FHWA-nexus project and providing a summary of that participation, including any substantive comments. The ODOT NEPA Program collaborates with our Community Affairs teams and/or public involvement consultants to support public involvement and outreach to communities for our projects.

The **Climate Office** conducts targeted engagement with the public, environmental groups and community organizations to increase participation and to inform key decisions and outcomes for projects. In addition, the Climate Office uses the GovDelivery system to provide regular updates to stakeholder groups.

The **PTD** engages partners at the state level and supports partner agencies in doing so at the local level. At the state level, there are four standing committees under the umbrella of the division: Public Transit Advisory Committee , Oregon Bicycle and Pedestrian Advisory Committee , Rail Advisory Committee , and the Safe Routes to School Advisory Committee (SRAC). Membership of these statewide committees is balanced to ensure diverse representation. For example, committees include Tribal members, members with disabilities, youth, older adults, and members representing communities of color.

At the local level, all QEs who receive **STIF** are required to submit biennial STIF Plans, outlining how they plan to spend the funds. These plans are reviewed by local STIF advisory committees, which QEs are required to operate. Local advisory committees must consist of at least five members who represent the diverse interests of the QE's geographic service area.

Through its various programs PTD also directly funds many local entities and community-based organizations to work with and gather information about the needs of the local population. For example, the Innovative Mobility Program awarded sixteen "Study and Assessment" grants in 2025 to entities around the state to conduct transportation needs assessments with a key focus on vulnerable populations. The findings from these studies will help guide future funding investments.

Additional ways we seek public input about project scope, public interest levels, and potential for adverse effects, public input is sought during the development of projects include:

- Involving the public in important decisions by providing early, open, continuous, and effective public participation in, and access to, key planning, and project decision-making processes.
- Low literacy, LEP populations, older adults, disabled persons, low-income populations, and other identified disadvantaged people are offered alternative accommodations (e.g., interpretation services, transportation, childcare) and the EECP to participate in project development activities, as appropriate.

- Public outreach is used for projects where there are practical project alternatives and/or where the project would involve potential relocations of residences and/or businesses.
- Public meetings are held in ADA-accessible facilities.
- We provide advisory notices to the public and any potentially affected EJ communities for upcoming construction activities that could affect the local transportation system including detours, public road access restrictions, and delays.
- Local agencies applying for **TGM** funds must include public involvement throughout the project, with special emphasis on engaging historically unrepresented populations. Applicants must describe how they identify historically and currently as underserved communities, how impacts to those communities will be addressed, and how public participation will be encouraged.

Section Three: Determining the effect of the agency's decisions on EJ communities

We consider the impact of its decisions on EJ communities by following guidelines and practices that align with state requirements. The goal is to ensure that transportation projects and policies do not disproportionately harm low-income, minority, or otherwise disadvantaged communities and, when possible, provide benefits to these groups. Here's how we typically determine the effect of our decisions on EJ communities:

Identifying Environmental Justice Communities

We first identify possible EJ communities based on demographic data, which includes race, ethnicity, and income. These communities are often defined as areas with higher-than-average percentages of minority populations or low-income households.

Census Data

We use U.S. Census data, often in combination with other local data sources, to identify communities that may qualify as EJ populations.

Environmental Factors

We look at existing environmental burdens in these areas, such as pollution levels, proximity to transportation corridors, or areas that are already overburdened by environmental risks.

Environmental Justice Analysis

We conduct an environmental justice analysis for each transportation project that could potentially affect these communities. This analysis is often part of the broader environmental impact statement or environmental assessment required for major projects.

Disproportionate Impact Assessment

The agency evaluates whether a proposed transportation project will have a disproportionately negative impact on EJ communities. This involves looking at both direct and indirect effects on health, quality of life, and access to essential services, including:

- Noise and air pollution,
- Traffic congestion or changes in traffic patterns,
- Displacement of people or businesses, and
- Changes in access to healthcare, education, and employment opportunities.

Mitigation Measures

If adverse effects are found, we work to identify strategies to mitigate those impacts, such as designing projects to avoid residential areas, reducing noise levels, or offering relocation assistance if displacement occurs.

Benefits to Environmental Justice Communities

Beyond assessing negative impacts, we also consider how transportation projects can benefit EJ communities. These benefits might include:

- Projects designed to improve access to public transportation, facilities, and other services.
- Economic and employment opportunities related to the construction and maintenance of transportation infrastructure.
- Environmental improvements projects that address environmental contamination, reduce pollution, or increase green spaces in EJ areas.

Transportation Growth Management

TGM determination of effects on EJ communities is conducted on a project-by-project basis, using tools and methods appropriate to the project's scale, context, and location. Typically, this involves:

- Analyzing demographic and socioeconomic data to identify EJ populations, including low-income communities, communities of color, and individuals with limited English proficiency.
- Assessing current and future needs of these communities in relation to the proposed project.
- Evaluating potential impacts and benefits of proposed alternatives to ensure that no group bears a disproportionate share of negative effects or is excluded from project benefits.

Tools may include GIS mapping, census data analysis, community engagement feedback, and environmental screening checklists. Public involvement is a key component of this process, helping to ground the analysis in lived experience and local knowledge.

The goal is to ensure that agency decisions promote equitable outcomes and comply with Title VI, EJ guidance, and related federal and state requirements.

Transportation Safety Action Plan

The **TSAP** is a data-driven plan, informed by statewide crash data. The project team is able to analyze elements of the data that reveal trends that impact our most vulnerable users of the system. As part of the plan update process, we identify strategies to address issues that disproportionately impact different communities and then evaluate progress over time as part of the TSAP's Vulnerable Road User Assessment.

NEPA and Communication Plans

Under NEPA, we are required to consider the effect of the agencies' actions on communities. We conduct analyses of the project and its effects on environmental resources and how those resources are tied to the community. We also examine effects of a project on safety and reliability for users of the transportation system, considering all modes. Under the current NEPA regulatory framework, we do not specifically identify effect of agencies' decision on environmental justice communities.

Compliance with State Regulations

Our agency's approach to EJ is guided by state regulations and follows the following federal statutes:

- Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal assistance.
- NEPA requires federal agencies to assess the environmental and social impacts of major projects and consider impacted communities in that process.

Public Involvement and Consultation

Public participation is a key component of Environmental Justice. We sponsor key public engagement activities throughout the various phases of a project, including pre-scoping, scoping, preconstruction, construction, and project debriefs with community members and other key partners. Examples include:

- Project presentations at community gatherings, community events, online, and at in-person open houses,
- Public hearings,
- Interviews, discussions, surveys, and focus groups,
- Door-to-door business canvassing outreach, breakfasts with community leaders and partners, website updates and newsletters, tabling at community events, project mailers, newspaper ads, social media content, and project videos,
- Community briefings, including briefings with local business organizations,
- Booths at fairs, festivals, and community events,
- Industry forum events like "Meet the Primes", and
- Website updates, e-newsletters, and project information mailers.

A key component of statewide plan implementation – including policies and actions connected to environmental justice – is monitoring and reporting on progress towards their achievement. The statewide Transportation Planning Unit supports the Transportation Planning Analysis Unit – its "partner unit" under the statewide Policy and Planning Section – to develop the means of monitoring and reporting progress such as performance metrics and web-based dashboard tools. The equity performance measures will be included on this web-based dashboard.

Climate Office

The Climate Office applies our social equity lens to program and project development to help understand the needs, benefits, and burdens of agency actions on disadvantaged communities. It is specifically used to inform investments, anticipate social benefits of Climate Office projects and programs. The State of Oregon Climate Equity Blueprint is also used to inform policies, processes, and programs to address climate change.

Public Transit Division

PTD uses strategic investment in public transportation as one method for advancing environmental justice. When making funding decisions for state and federal fund programs, PTD evaluates the extent to which proposed projects might benefit people with low incomes and other historically marginalized communities. For example, in most PTD grant programs applicants submit sociodemographic information from ODOT's Social Equity Index. That information is used to score applications so that projects that support underserved communities are weighed more heavily. When existing state or federal designations can be used, PTD also relies on those to help ensure that EJ communities are positively affected by agency decisions. For example, in Safe Routes to School grants, preference for funding is given to Title I schools serving low-income students.

PTD uses federal funds in accordance with Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, and national origin. Through an enterprise licensing agreement, PTD provides Remix planning software to local transit systems, helping them identify underserved communities and ensure equitable transit options. PTD also collaborates closely with the OECR in these efforts.

Consistent with the requirements of Title VI of the Civil Rights Act of 1964, the agency and its subrecipients consider potential adverse impacts when new transit facilities are planned or major service changes are undertaken. The Federal Transit Administration also requires an equity analysis when planning and constructing new facilities, such as transit centers.

Ongoing Monitoring and Feedback

After project completion, we monitor the ongoing effects on EJ communities. If adverse impacts arise during or after construction, the agency may take corrective actions, including adjustments to project design, traffic management, or environmental remediation.

Planning

A key component of statewide plan implementation – including policies and actions connected to environmental justice – is monitoring and reporting on progress towards their achievement. The statewide **Transportation Planning Unit** and the **Transportation Planning Analysis Unit** – both under the **Statewide Policy and Planning Section** – will continue to develop the means of monitoring and reporting progress such as performance metrics and **web-based dashboard tools**.

By systematically applying these methods, we seek to ensure that its transportation decisions are fair, equitable, and sensitive to the needs of disadvantaged populations, while working to minimize harm and maximize positive outcomes for EJ communities.

Section Four: Improving plans to progress environmental justice in Oregon

Our EJ strategy reflects our ongoing commitment to promoting equity in programs, policies, and activities that affect human health and the environment. Our policy requires adherence to EJ goals throughout all its activities, including transportation planning and project development, and to promote those goals through public outreach efforts.

Our commitment includes the recognition that infrastructure choices that are made at the state and local levels can strengthen communities, create pathways to jobs, and improve the quality of life for individuals and communities across the state. By empowering communities to have a meaningful voice in transportation decisions, institutionalizing “best practices” across ODOT programs, and to continually pursue excellence, we ensure that EJ is an integral and effective part of all its activities.

Social Equity Index Map

The **Social Equity Index Map** was developed by employees and is used across the agency. The map is a tool to assist staff in applying the social equity lens to our work and holding us accountable in prioritizing equity. This ArcGIS online-based interactive tool applies the Five-Year American Community Survey Data from 2017 to 2021 at the block group level to identify and acknowledge where Oregonians' vulnerable populations reside. The map illustrates community-level prevalence of inequity predictors that have been linked to inequitable transportation outcomes like pedestrian injury, air pollution, age, and disability.

One of the proposed equity performance measures is access to destinations. The primary purpose of the transportation system is to ensure that all people can access the essential destinations they need for daily living. In addition to addressing this primary purpose, destination access analysis allows for further exploration of climate, equity, and public health outcomes. Increasing access to destinations is a proven way to reduce driving and reduce greenhouse gas emissions. Through strategic investments in multimodal transportation based on a destination access analysis, we can create a transportation system that provides more affordable, healthy, and less polluting transportation choices.

Strategic Action Plan

The **SAP** highlights our commitment to serving all Oregonians. The 2024-2028 SAP identifies the top actions the OTC and ODOT will focus on over the next five years. It is not comprehensive of all agency efforts; rather, it identifies a narrow set of short-term priority actions that will best serve businesses and people who live, work, and travel throughout Oregon. The plan revolves around three priorities - equity, modern transportation system, and sufficient and reliable funding - that set the overall direction for the agency. The plan includes eight near-term strategic outcomes designed to advance multiple goals simultaneously. Each outcome unfolds into a set of implementing actions that represent the steps we need to take to successfully reach or advance our outcomes in 2024 to 2028.

State of the System

In 2024, we rolled out a new web page. The **State of the System** dashboard tells the story of how ODOT is doing in key transportation areas. The areas come from the **OTP** -- the guiding state transportation policy document -- and the ODOT **SAP**, which sets near-term commitments for the agency. We use the information on this website, which is updated regularly, to guide needed changes and improve performance. These changes are summarized at the bottom of each topic page, which highlights efforts underway.

Transportation Project Tracker and Project List

The interactive **Transportation Project Tracker** shows how and where Oregon's state and federal transportation funds are spent by local, state, and federal agencies. Project information provided includes the project scope, schedule and budget of projects, and studies, including projects in the **Statewide Transportation Improvement Program**, ODOT's four-year capital improvement program. The **Project List** allows the public to also see project details including contact information, how to get alerts about the projects, and available public outreach and feedback opportunities.

Transportation Growth Management

The TGM Program improves local and regional plans to further the progress of EJ in Oregon by funding planning projects that set policy direction for communities across the state. TGM projects are expected to address equity both in purpose, by identifying and responding to the needs of underserved communities, and in approach by ensuring inclusive public engagement and equitable outcomes. To advance environmental justice, TGM:

- Prioritize projects that demonstrate commitment to serving historically marginalized communities.
- Provides guidance and technical assistance to help local governments incorporate EJ principles into their planning processes.
- Encourages data-driven analysis of community demographics, transportation access, and potential impacts to ensure that plans do not disproportionately burden EJ communities.
- Supports capacity-building through training, templates, and best practices that help jurisdictions embed equity into long-range planning.

By shaping local policy and land use decisions through an equity lens, TGM helps ensure that Oregon's transportation and development systems are more inclusive and resilient.

Oregon Highway Plan

The planning process underway for development of the OHP is more comprehensive than previous plan development processes. Agency guidance, data tools, and informed planning staff are just a few of the influences that improve plans to further progress toward this goal. The state TSP embeds environmental justice in the vision and goals, and this directly influences the development of the OHP. Structured engagement that incorporates contemporary approach and tools serves as a foundation for this plan development and improves environmental justice.

Multimodal Inventory Project

Data produced through the Multimodal Inventory Project can increase our ability to plan for equitable transportation at state, regional, and local levels. The data will help understand gaps and deficiencies in the pedestrian and bicycle network, calculate level of traffic stress, and understand safety issues. The data will be in a consistent GIS format for Oregon's eight metropolitan areas which increases our ability to conduct analysis at a statewide level.

It also allows us to layer the data over socioeconomic information to identify patterns of disinvestment. Use of this data may result in plans and policies that better address EJ concerns. The additional review of vehicle capacity and major roadway projects that the MTP group is leading brings an additional EJ lens to capital project programming.

Transportation Safety Action Plan

The TSAP process will identify actions to implement and monitor in the next five years that will influence the safety outcomes for all Oregonians, including EJ communities.

Climate Office

The Climate Office addresses climate change mitigation (reducing emissions from the transportation system), sustainability (agency-driven GHG emissions and natural resource use), and adapting to climate change by building resilience. Many of the Climate Office programs lead efforts that specifically target communities with higher social disparity or meet specific federally determined thresholds of need for the receipt of targeted benefits.

The Transportation Electrification Program leads Oregon's Community Charging Rebates program, which targets EV charging in communities. ODOT is leading the dissemination of \$17 million in rebates for Level 2 charging stations at strategic locations, particularly public parking sites and multi-family housing. Seventy percent of rebate funds are reserved for projects located within priority communities, defined as disadvantaged and rural communities. We used the statewide equity map to determine disadvantaged communities and the Office of Rural Health's designation as non-urban to determine rural communities. The remaining funding (30%) is for projects located anywhere in Oregon.

The Carbon Reduction Program is a federal program created by the Bipartisan Infrastructure Law that provided Oregon \$82 million over five years to fund a variety of projects that reduce greenhouse gas emissions from transportation. It was originally outlined to comply with the 2021 Justice40 Initiative, established via Executive Order 14008, to ensure that 40% of the overall benefits of transportation federal investments would benefit communities that are marginalized, underserved, and overburdened. Although the rescission of Executive Order 14008 terminated the Justice40 Initiative, we selected projects beforehand and are continuing to move forward. The projects were selected using equity considerations that were incorporated into the scoring criteria for project identification. In addition to climate benefits and engagement, projects were assessed on the ability to mitigate impacts from emissions or reduce barriers and increase benefits to historically disadvantaged communities.

The Climate Office also worked with agency tribal liaisons to ensure that Oregon's nine federally recognized Tribes were aware of the funding opportunity. We estimate that more than 60% of the funding from the Carbon Reduction Program funds allocated to date will benefit disadvantaged communities.

Climate change is fundamentally tied to social equity and justice. The Climate Adaptation and Resilience Roadmap provides ODOT with policy guidance and actionable strategies for integrating climate change considerations into ways the agency plans for, invests in, builds, manages, maintains, and supports the multi-modal transportation system. The roadmap includes a climate equity guiding principle to prioritize protection and resilience within marginalized, low-income, indigenous, and Tribal communities who are most at-risk of harm from climate hazards. It also incorporates ODOT's statewide climate hazards risk analysis, drawing from corridor-scale risk maps that include the Statewide Equity Index.

A 2025 advancement from the roadmap includes the creation of ODOT's Pollinator Hotspot Map. This is a spatial land use planning and resource management tool that incorporates citizen science databases to include where First Foods have been located along state highways. The tool also includes a spatial layer representing known Tribally owned lands along state highways. The intention of these data layers is to create opportunity for First Food seed preservation, pollinator-adaptive mowing, and collaborative land management that benefit cultural practices and values of Oregon's Tribes and Indigenous peoples. The Pollinator Hotspot Map is accessible on TransGIS and is expected to be available via ODOT's primary project planning tools (e.g., FACS-STIP).

The Mitigation Program uses ODOT's Social Equity Index to assist local jurisdictions in metropolitan areas to develop equity performance measures. The social equity data provided by the agency is used to meet updated Transportation Planning Rule requirements, and to track progress toward the regional greenhouse gas reduction targets set in Oregon Administrative Rule. Staff are working with jurisdictions in the metropolitan areas of Eugene-Springfield, Salem-Keizer, Albany, Bend, Corvallis, Grants Pass, and Rogue Valley to develop a methodology, baseline information, and reporting for the required performance measures and targets. This includes coordinating with cities and counties in setting targets, developing the performance measures and documentation for reporting requirements.

Public Transit Division

In addition to continuing to administer the programs that the PTD oversees, the division is also working to transition Oregon's transit fleet to zero-emission buses. In 2026, we will be launching the Zero Emission Technical Assistance (ZETA) Program. The purpose of ZETA is to provide free, tailored planning, and technical assistance support to rural and small urban transit agencies in Oregon who are interested in adopting battery electric and hydrogen fuel cell technologies. Whether an agency is considering purchasing its first zero emissions vehicle or preparing for a fully electrified fleet, ZETA will offer a range of services to meet agencies' needs, including feasibility studies, fleet transition planning, route planning, infrastructure assessments, workforce needs assessments, total cost of ownership analyses, and more. The services provided through the ZETA Program will enable transit agencies to adopt battery electric and hydrogen fuel cell technologies and capital that are sustainable and scalable, while reducing maintenance costs, and promoting healthier communities and healthier employees.

Innovative Mobility Program competitive funding opportunities will be available from 2024-2027. These grants are intended to fund shared mobility projects, from planning to implementation. Shared mobility refers to transportation services that are shared among users. Users may use the service at the same time or independently of one another. Examples include transit, rideshare, car sharing, and shared micromobility (e.g., e-bikes, scooters). Supporting the development and implementation of shared mobility services with an equity lens supports environmental justice.

The Innovative Mobility Program solicited for non-competitive "microgrants" in 2023 and 2024. Microgrants fund a variety of projects and activities such as education, demonstration projects, outreach and education, and minor infrastructure projects. To date, the microgrant program has funded 85 microgrant projects across 24 counties, totaling more than \$600,000. Thirty-nine percent (39%) of the projects were in rural areas (outside of a Metropolitan Planning Area). Microgrants have reached new audiences with 47% of recipients receiving ODOT funding for the first time and 72% of recipients being nonprofits or community-based entities. Example projects include free bike repair clinics for those experiencing homelessness and extreme poverty, an e-bike lending library for residents of an affordable housing development, and the planned pilot of a new bus route in Pendleton serving a low-income neighborhood. The microgrants enable communities to access funding that supports reducing greenhouse gas emissions through public and active transportation projects.

Our active transportation liaisons, PTD's regional transit coordinators, and the Technical Resource Center are agency partners who support environmental justice. Examples include providing support for the development of **Coordinated Public Transit Human Services Transportation Plans**, generally referred to as coordinated plans. These are locally developed plans that identify transportation needs of individuals with disabilities, older adults, veterans, and people with low incomes. The plan provides prioritized strategies for meeting local needs, and describes responsible agencies, timelines, and estimated cost.

In 2024, PTD began redesigning programming of its **Transit Network Explorer Tool (TNExT)** under a federal research and innovation grant involving Oregon, Washington, and California. TNExT integrates U.S. Census and publicly available transit data, allowing planners to visualize the broader network and optimize connections. The upgrades to TNExT will help pinpoint gaps in access and improve service alternatives for underserved areas and populations.

Section Five: Development of Environmental Justice Mapping Tool

With the passage of **HB 4077** and the direction for agency participation to develop a statewide EJ mapping tool, ODOT staff formed an **EJ Mapping Working Group** in 2023 to participate in interagency mapping coordination. This group provides analyses of ODOT resources for this initiative. Representatives from ODOT's Climate Office, Research Office, GIS Unit, OECR, and Transit Section have attended meetings to inform the EJ mapping tool methodology development and the statewide EJ data inventory. An agency-wide effort was made to provide EJ-relevant ODOT data that could contribute to the tool's development.

In 2025, the **ODOT EJ Mapping Working Group** continues to include several ODOT staff members attending the monthly EJ Mapping Working Group meetings. Staff currently use several mapping tools; we have ODOT specific mapping tools that we utilize internally. Many of these tools can be located on our website and are available to other agencies. Staff bring unique expertise in this area due to the agency's regular use of GIS and through the development of ODOT's Social Equity Index Map in recent years.

The Social Equity Index Map information supports a better understanding of the communities who have been historically marginalized and how our work impacts these populations directly: limited English proficiency, poverty rate, race/ethnicity, vulnerable populations, and zero-vehicle households. The map provides a disparity index that measures intersectionality; those places where predictors of social vulnerability overlap show potential levels of inequity.

Additional ODOT programs engaged in map development and analyses include:

- The Transportation Planning Section provides support to the other groups within the Policy, Data, and Analysis Division and the agency's region-level staff in the utilization of mapping tools like the Oregon Social Equity Index Map. The Transportation Planning Unit and the Transportation Planning Analysis Unit both support these efforts. The Transportation Planning Section is well suited to help develop evaluation criteria for high-level decision making such as prioritizing transportation system investments.
- The Transportation Data Section provides GIS support and mapping services to other groups within ODOT. The section also manages motor vehicle crash data, traffic volume information, and other roadway asset data per FHWA requirements.
- The TSAP's Vulnerable Road User Safety Assessment evaluates safety performance for people walking, biking, and rolling in Oregon. We performed quantitative analyses of vulnerable road user fatalities and serious injuries, considering relevant crash event data and demographics at the locations of those crash events. We analyzed human behavior and contributing factors, social equity disparity, factors such as lighting condition and posted speed limit, and a series of other risk factors. Further details regarding the analysis methodology are available in the TSAP Crash Trend Analysis.
- The Carbon Reduction Program provided funding applicants with the ODOT Statewide Equity Index map to assist with identifying EJ communities.
- The PTD currently uses ODOT's Social Equity Index to help prioritize discretionary grant investments in areas of higher disparity. For example, several PTD programs, including Safe Routes to School, Oregon Community Paths, and Innovative Mobility, require grant applicants to identify the level of disparity in their proposed project area; projects in higher disparity areas are weighted more heavily than those in lower disparity areas. PTD could instead utilize the EJ mapping tool to help prioritize investments once it is complete.
- The updated Transportation Planning Rules require additional equity analysis to occur as a regular part of transportation system planning. We provide technical support for this work.
- The Community Charging Rebate program created the Community Charging Priority Type Locator map using the ODOT Statewide Equity Index map to determine disadvantaged communities and assist program applicants.

- The Climate Adaptation and Resilience Roadmap include development of the ODOT Climate Hazard Risk Map which incorporates ODOT Statewide Equity Index as part of the Corridor Risk Analysis.
- The Climate-Friendly and Equitable Communities program guidance and resources specifically developed reference tools such ODOT's Equity Index Map as resources for local planning efforts.

In accordance with the OTP, we committed to prioritizing social equity. This will require using the best available EJ information. When the mapping tool is complete, we will apply and evaluate it from a transportation perspective. For instance, ODOT's current Social Disparity Index, which includes transportation-specific equity measures, could be updated to integrate new data from the tool or a protocol for concurrent use of the SDI and the tool could be developed.

Staff continue to participate in the interagency EJ Mapping Tool Methodology work group, including evaluating the appropriateness of similar tools that have been developed in other states and nation-wide, as well as assessing different methodologies for aggregating indicators into an overall EJ index. Staff monitors discussions of the Oregon Environmental Justice Council Mapping Tool Subcommittee and anticipates meaningful participation in the effort throughout the interagency initiative.

EJ COUNCIL QUESTIONS

Question One:

What is the process of analysis your agency uses to determine environmental justice considerations per ORS 182.535 Section 5? Please describe your progress towards implementing this analysis, and provide examples such as policies, rulemaking, etc.

Equity is a core value at ODOT. Since 2020, the assistant director for the OEER has led development of programmatic strategies to implement equity goal setting and processes across ODOT.

Demographic and other data analyses, public participation actions, and an equitable engagement toolkit all support ODOT programs in conducting equity analyses.

Foundational analytical processes that we conduct to address the agency's equity strategic priority include:

1. Identify community demographics, with attention to minority, low-income, and limited English proficiency communities in the project area.
2. Develop and implement public involvement plans with strategies for reaching out to diverse communities.
3. Identify potential adverse impacts to minority and low-income communities resulting from the project (including impacts both to those displaced and those remaining). Assess cumulative impacts resulting from other activities in conjunction with ODOT projects.
4. Utilize Title VI, the guidance in the Oregon Transportation Plan, and other state and federal guidance to analyze environmental justice considerations. PTD also uses Census data and ODOT's Social Equity Index for analysis purposes.
5. Identify and evaluate ways to avoid or reduce adverse and/or disproportionate impacts to EJ communities. Work with community members and leaders to suggest mitigation and enhancement measures that could avoid or offset potential adverse impacts.

We implemented new internal guidance under the **Community Engagement Program** to ensure that new projects (not maintenance) are using components of the equitable engagement. Tools in this program include:

- The Equity Lens,
- Community Engagement Contractors,
- Equitable Engagement Compensation Program,
- Interpretation and Transition Guidance, and
- Social Equity Index Map.

We continually review and improve these resources in the actively ongoing **Engagement Toolkit** training. The **Interview Toolkit** was designed to increase transparency with job candidates, foster consistency in the hiring process, enhance accessibility for system users, and increase fairness in the interview process. The Engagement Toolkit is to utilize the viewpoints of those who reside in the communities ODOT serves and who are likely to be affected by the decisions that we make.

The **EECP** was designed to reduce barriers that have systematically prevented historically excluded populations and others from participating in public engagement and advisory activities with the department.

As a core function of ODOT's equity priority, as well as implementation of Governor Brown's Executive Order 22-15, the agency continues its efforts to diversify its workforce as well as the agency's contractor and consultant community. ODOT is implementing various toolkits to support diversifying the agency's workforce and increasing engagement with Black, Tribal, and women-owned contractors, consultants, and community partners. In addition, under HB 2985, ODOT seeks to have diverse representation on all of our **advisory committees** to reflect state demographics.

ODOT's CFEC program requires cities and counties within metropolitan areas to use an equity-focused public engagement program for transportation system planning work and to plan for a more equitable multimodal transportation system. To get to these end goals, jurisdictions must recognize ways that planning policies and climate change have harmed or are likely to harm underserved populations. Jurisdictions must also integrate equity considerations into how transportation projects are prioritized for funding. The CFEC team in 2023 supported the development of guidance, technical tools, and a funding program to support this work at the local level.

This work includes:

- Scenario planning and greenhouse gas reduction target setting at the regional and local levels,
- Updates to the Transportation System Guidelines,
- Updates to the Analysis Procedures Manual Transportation Demand Modeling guidance,
- Establishing a new funding program to support local Transportation System Plan updates along with a statement of work template that implements guidance updates, and
- Developing a statewide multimodal inventory database to be used for planning purposes.

Question Two:

What is the meaningful involvement your agency facilitates in decision making and implementation of agency programs as defined by ORS 182.535 Section 7?

By focusing on equity and transparency, the legislation seeks to create a more inclusive transportation system that reflects the needs and priorities of all Oregonians, especially those who have historically been marginalized in transportation policy. We involve the public in important decisions by providing for early, open, continuous, and effective public participation in and access to key planning and project decision-making processes. Outreach and engagement efforts are tailored specifically to EJ communities that could be potentially impacted by projects. ODOT documents outreach, feedback, input received, and the disposition of that feedback. Any analysis of impacts to EJ communities considers benefits and mitigation, as well as impacts, to determine EJ findings for a project. We not only listen but also actively incorporate the views of impacted communities throughout all stages of transportation decision-making.

The **PTD** oversees many discretionary grant programs; meaningful public involvement is a core component of the structure of these programs. The Safe Routes to School program offer discretionary planning technical assistance services to local communities. These services provide consultants to work with communities to identify barriers and hazards to walking and rolling, as well as solutions that will enable more families to make the choice to walk or roll to school. These initiatives provide local community members with opportunities to directly participate in the development of the plan. One such example from 2025 is a Safe Routes to School plan that was completed for the Burns Paiute Tribe in 2025. In collaboration with ODOT Region 5 representatives and the Burn Paiute community, final concepts for two potential infrastructure projects were included in the plan.

Other grant programs require meaningful involvement conducted prior to submitting a request for project funding to ensure that the proposed project has been informed and shaped by the community. The Oregon Community Paths program, for example, funds off-road paths that connect communities or access to destinations. As part of the application process, applicants must describe the engagement efforts that were previously undertaken and when those efforts took place. As part of the Innovative Mobility Program, applicants can seek funding specifically to conduct local engagement efforts to inform the development of future projects.

PTD manages four advisory committees that include representatives from many partners and communities. For example, the Safe Routes to School Advisory Committee includes statewide non-profits and youth members. The Oregon Bicycle Pedestrian Advisory Committee includes members that experience disabilities. The Public Transportation Advisory Committee includes tribal members and members that experience disabilities.

In 2024, the **TO Program** completed a 5-year action plan with actions focused on increasing the TO Program and its partners' education and engagement with vulnerable populations. One action is to explore the feasibility of transportation wallet pilot programs in Oregon, which would provide funding for people with low incomes in targeted areas to access public transit, bikeshare, and other transportation options in certain communities through community partnerships.

The **TSAP** formed a steering committee, conducted partner workshops, surveys, and interviews to inform the direction of the plan update process. The solicitation of these efforts was intended to be broad and engage partners with diverse representation and backgrounds, reflecting all of Oregon including EJ communities.

Other notable initiatives for meaningful involvement in ODOT activities include:

- **Transportation Options:** We encourage the public and our employees to maximize their transportation options for commuting and all travel activities. Our related goal is to reduce single occupancy vehicle trips and lower the vehicle miles traveled from commute and other vehicle trips.
- **Equitable workforce development** is an essential component in the creation of a sustainable transportation system that makes access to the system and employment opportunities available for all demographics and all geographic areas of the state.

- **The Sustainability Program** also provides required updates to the Oregon Sustainability Board every two years. The **Oregon Sustainability Board** was created in 2001 and encourages activities that best sustain, protect, and enhance the environment, economy, and community for the present and future benefit of Oregonians. The governor appoints board members who represent a variety of partners in Oregon.
- **ODOT's Office of Engagement and Civil Rights (OECR)** is committed to ensuring Oregon small business enterprises can contract across ODOT business lines. OECR administers and implements a wide variety of state and federally funded programs to build the capacity of small businesses to compete for ODOT contracts to advance the economy and strengthen communities across the state.
- The **Climate Office** seeks to provide meaningful involvement in decision making and implementation through engagement and outreach as part of program and project development and through reporting on progress towards outcomes and goals.
- In **CFEC**, the updated **TPR** requires meaningful involvement of underserved populations and external partners as a regular part of transportation system planning and we provide technical support for this work.

Sustainability is an ODOT priority that guides decision-making. Managers and section crews routinely look for ways to utilize sustainable products and fuels, reduce energy and water consumption, and reuse and recycle materials and equipment. Sustainable practices are incorporated into how ODOT plans, designs, and builds transportation programs and projects. Agency actions have increased efficiencies, lowered costs, and lessened the impact on the environment.

We are involved in the infrastructure deployment of the National Electric Vehicle Infrastructure (NEVI). The plan will ensure compliance with state and federal civil rights laws, including title VI of the Civil Rights Act and accompanying USDOT regulations, the American with Disabilities Act, and Section 504 of the Rehabilitation Act. Title VI of the Civil Rights Act of 1964 mandates that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

Key activities to effectively address Title VI concerns include conducting meaningful public participation and engagement throughout the project planning and development process and evaluating the impacts and benefits of programs considering the demographics of affected communities to provide equitable access to benefits.

The existing ADA standards address many aspects of accessibility for buildings and sites applicable to EV charging stations but do not specifically address EV charging stations. To address this gap, in July 2022, the U.S. Access Board issued Design Recommendations for Accessible Electric Vehicle Charging Stations. Charging stations should be designed and constructed according to the Access Board's recommendations to demonstrate ADA compliance and optimize usability for people with disabilities.

Question Three:

Please share agency impacted legislation from the last legislative session where Environmental Justice Council engagement is cited in the legislation.

No bills were proposed or passed in the 2025 Oregon Legislative Session that would affect ODOT's engagement with the Oregon Environmental Justice Council.

Question Four:

How would your agency like to engage with Environmental Justice Council in 2026?

We welcome continued partnership with Oregon's EJC in 2026 to advance statewide EJ strategies and goals. The council and environmental justice liaisons from across Oregon's state agencies can count on our participation and collaboration to fulfill its responsibilities under ORS 182.535, 182.538, 182.542, 182.545, and 182.550.

Specific ODOT activities for engaging with the Council and agencies in 2026 may include:

1. ODOT's statewide Transportation Planning Unit welcomes future opportunities to present on how the unit's staff has addressed environmental justice in statewide planning processes – including the updates to the Equity Performance Measures in the OTP.

2. The Climate Office continues to engage on the EJ map development progress. Email updates and requests from the council to keep abreast of the work would be ideal methods of engagement with the Climate Office.
3. The Public Transit Division would like more clarity on what success looks like and how progress can be best communicated.
4. Responsiveness to the council's inquiries regarding ODOT programs, projects, and achievements, as well as participation or monitoring of council meetings and events.
5. Collaboration and support for council-directed agency coordination efforts implemented by the Department of Environmental Quality's EJ program and staff.
6. Continued participation in the council and interagency initiative for development of Oregon's EJ mapping tool.
7. In January 2025, President Trump issued a series of executive orders that revoked previous executive orders addressing environmental justice. The NEPA Program supports compliance with federal environmental law, which informs federal decision-making and no longer assesses disproportionate effects of federally funded projects on minority and low-income populations. To the extent the state would like ODOT to continue similar written analyses, the NEPA Program would welcome the opportunity to work with the EJ Council and OECR to support such efforts.
8. Contributing ODOT staff expertise in transportation development to any initiatives of the council that include transportation data, goals, or strategies, such as public participation or environmental impact evaluations.
9. Participation in shared learning with the council and peer agencies for continual improvement of EJ programming in Oregon, including those requirements under state law for natural resource agencies to address and further progress on EJ issues, increase public participation, and determine the effect of agencies' decisions on traditionally underrepresented communities.