Environmental Justice Program Report

2021—2022
December 12, 2022

Governor Kate Brown
Joel Iboa, Chair, Environmental Justice Council
Office of Governor Kate Brown
900 Court Street NE
Salem OR 97301

Dear Governor Brown and Chair Iboa,

The Oregon Department of Transportation (ODOT) respectfully submits our 2021-2022 annual report to the Environmental Justice Council (EJC) and the Office of the Governor. This report follows the requirement of Oregon Revised Statute 182.550 for all directors of natural resource agencies to report annually to the EJC and to the Governor on the results of the agencies’ efforts to address environmental justice.

This report of ODOT’s 2021-2022 environmental justice activities describes our intentional efforts, across multiple programs and in every region of the state, to implement EJ considerations throughout our work. The report includes information about ODOT’s organizational structure for advancing EJ values, our practices in public engagement and the inclusion of communities traditionally underrepresented in public processes, and our environmental impact monitoring and climate initiatives. It includes more than 50 profiles of transportation projects across the state.

ODOT appreciates the ongoing work of the EJC and our engagement with the Governor’s policy staff and colleague state agencies to coordinate environmental justice goals and strategies. We look forward to continued collaboration and shared progress in this important work.

If you have any questions regarding this report, please contact David Morrissey, Environmental Justice, ADA and Title VI Program Manager, ODOT Office of Civil Rights, at (503) 986-3870 or david.n.morrissey@odot.oregon.gov.

Sincerely,

Kris Strickler
Director
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**Region Map**

Region 1: Portland Metro  
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Region 3: Southern Oregon and South Coast  
Region 4: Central Oregon  
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Section 1: Overview

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. Oregon’s Environmental Justice Task Force defines environmental justice as:

Equal protection from environmental and health hazards, and meaningful public participation in decisions that affect the environment in which people live, work, learn, practice spirituality, and play.

Environmental Justice communities include minority and low-income communities, tribal communities, and other communities traditionally underrepresented in public processes. Underrepresented communities may include those with significant populations of youth, the elderly, or those with physical or mental disabilities.

The environmental justice (EJ) policy expressed in the Oregon Transportation Plan commits the agency “to provide all Oregonians, regardless of race, culture, or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.” ODOT must “provide equal access to public information and decision-making about transportation planning, financing, construction, operations and maintenance activities.”

Further, Oregon Revised Statue 182.538 established the Oregon Environmental Justice Task Force to help protect Oregonians from disproportionate environmental impacts on minority and low-income populations by “encouraging state agencies to give all people knowledge and access to improve decisions that affect the environment and the health of all Oregonians.”

ODOT is committed to principles of access, inclusion, non-discrimination and equity.

This report of the agency’s 2021-22 EJ activities reflects intentional efforts, through multiple levels of the organization working together as One ODOT, to implement EJ considerations into its operations. It accomplishes this through identifying disproportionately affected communities, creating opportunities for meaningful public participation from these communities, and advancing the communities’ interests. The report’s Project Profiles, beginning on page 23, describe EJ considerations and processes in these high-impact and highly visible projects. They also illustrate the agency’s intentional efforts to meaningfully engage affected communities and implement EJ practices.

Requests for information from ODOT’s EJ Program can be directed to:

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Section 2: EJ at ODOT

A. Organization

ODOT implements environmental justice compliance through multiple offices working in collaboration, with coordination led by the Office of Civil Rights.

Beginning in 2019, an ODOT reorganization created a new role, the Assistant Director for Social Equity. This position reports to ODOT’s director and oversees the Office of Social Equity, which includes the Office of Civil Rights. The Office of Social Equity is responsible for creating policy and leading efforts focused on:

- Helping hiring managers and HR recruit, retain, and train employees to understand, represent, and look like the communities we serve.
- Expanding our efforts to provide contracting opportunities for disadvantaged business owners.
- Increasing our awareness to better align our transportation decisions with community desires, especially in historically marginalized communities.

It’s important to start conversations with diverse source groups to understand how people from all backgrounds are impacted by our programs and projects. Success here means more equitable outcomes throughout Oregon. ODOT identifies addressing climate change and its effects along with social equity as top priorities. These priorities are reflected in multiple initiatives outlined in the agency’s Strategic Action Plan. In 2020, ODOT established its Climate Office to oversee ODOT’s climate change actions and ensure they align with the plan.

The Climate Office is helping ODOT change the way we think about — and invest resources in — reducing transportation-related greenhouse gases. This includes ODOT setting aside $5.8M to help local jurisdictions create and implement their own climate change actions as a component of ODOT’s implementation of the Governor’s Executive Order 20-04 Directing State Agencies to Take Actions to Reduce and Regulate Greenhouse Gas Emissions. The Climate Office is also leading Oregon’s exploration of several electric and alternative fuel transportation modes, studying the states’ charging infrastructure needs, and providing information resources in the transportation electrification arena.

ODOT’s Office of Civil Rights, or OCR, is responsible for ensuring the agency’s nondiscrimination and environmental justice policies are incorporated throughout each of the transportation project delivery phases. The Title VI/EJ/ADA Program Manager administers ODOT’s EJ, Civil Rights Act Title VI, and Americans with Disabilities Act Title II programs, including working to ensure EJ is included in projects and programs across the entire agency. As part of this portfolio, this program manager coordinates internal civil rights compliance monitoring and provides technical assistance to agency program units. The program manager also oversees the formal discrimination complaint investigation processes and conducts civil rights program monitoring of subrecipients of federal and state funds passed through ODOT.

The Office Civil Rights also oversees administration of the agency’s Disadvantaged Business Enterprise (DBE), Emerging Small Business (ESB), and Tribal Employment Rights Ordinance (TERO) programs. While each of these programs has specific eligibility requirements and implementation procedures, OCR’s overall mission is to remove barriers for these businesses to participate in contracting with ODOT. OCR also works to ensure nondiscrimination in the award and administration of ODOT contracts and to promote the small business sector through networking, technical assistance and stakeholder engagement.

ODOT’s National Environmental Policy Act (NEPA) Program is home to the agency’s policies and guidance for addressing potential impacts to EJ communities from FHWA-nexus projects. ODOT administers this work through the NEPA process. ODOT’s NEPA Public Involvement Procedures for Federal Highway Administration (FHWA) Federal-Aid Project Development is a primary means through which ODOT addresses environmental justice during the NEPA phase. NEPA applies to all FHWA federal-aid projects. The vast majority of ODOT’s federal-aid projects are completed as NEPA Class II Categorical Exclusions, or CE, projects. CE projects have the least potential to cause adverse effects to environmental justice and other protected populations.
Overview

As appropriate to the proposed project’s scope, level of public interest, and potential for adverse effects, ODOT seeks public input during the development of the project as follows:

- ODOT meaningfully involves 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 targeted specifically to Environmental Justice communities that could be potentially impacted by federal aid projects. ODOT documents such outreach, feedback, and input received as well as the disposition of that feedback. Any analysis of impacts to Environmental Justice communities takes into account benefits and mitigation as well as impacts to determine the environmental justice finding for the project.

- Low literacy and limited English proficiency populations, senior citizens, persons with disabilities, low income populations, and other identified disadvantaged people are offered alternative accommodations (e.g., interpretation services, transportation, child care) to participate in project development activities, as appropriate.

- Public outreach, including public meetings, are used for projects where there are several practical project alternatives and/or where the project would involve potential relocations of residences, businesses, and/or institutions.

- Public meetings are held in ADA-accessible facilities.

- ODOT provides advisory notices to the public and any potentially affected Environmental Justice communities for upcoming construction activities that could affect the local transportation system, including detours, public road or access restrictions, and delays.

Practices in Environmental Justice

The following practices are used as appropriate for ODOT projects when addressing environmental justice:

1. Identify minority or low-income communities in the project area using a variety of methods, including but not limited to:
   - On-site evaluation
   - Census Bureau data
   - EPA’s EJScreen
   - Planning reports
   - Local Housing Authority
   - Neighborhood associations
   - Local schools and school district boundaries
   - Community leaders/organizations/local contacts
   - Public/social service agencies

2. Obtain adequate public involvement from minority and low-income communities, such as:
   - Minority/other language newspapers and social media outlets
   - Door-to-door outreach (with group representatives)
   - Online open house
   - Presentations/discussions at group functions.
   - Fliers (including other language fliers)
   - Transportation to and from meetings
   - Utilizing existing community events and meetings
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. Potential adverse impacts on minority and low-income communities generally include:

Economic:
- Economic vitality
- Employment
- Transportation
- Development

Social:
- Aesthetic values
- Community cohesion; isolation, exclusion, or separation of minority or low-income individuals from the broader community.
- Availability of public and private facilities and services (including community services, schools, recreation areas, churches, police, and fire protection)
- Changes in travel patterns and accessibility.

Highway and Traffic Safety
Human Health
Environmental:
- Air, noise, and water pollution
- Vibration
- Soil contamination, hazardous materials
- Man-made or natural resources
- Traffic Congestion

Displacements
- No. of households/business
- Family/business characteristics
- Available housing/available building sites
- Last resort housing
- Impacts of relocation on individuals/community

4. Determine, in consultation with FHWA as appropriate, whether the project would have a disproportionately high or otherwise adverse effect on minority or low-income populations.
5. Identify and evaluate ways to avoid or reduce adverse and/or disproportionate impacts to minority and low-income communities. Work with the Environmental Justice community members and leaders to suggest mitigation and enhancement measures that could avoid or offset potential adverse impacts. These could include:

- Modifying the design of project alternatives to address the community’s stated needs
- Developing new alternatives/options
- Developing mitigation plans with the community and appropriate agencies
- Addressing and/or modifying construction timing and/or staging
- Ensuring access to services are provided in reasonable locations during construction

The Planning, Environmental, and Right of Way program areas require a public participation policy for use in evaluating environmental justice issues in transportation projects. ODOT has developed guidance and policy documents, such as the Title VI Implementation Plan, and maintains an agency-wide Public Participation policy for use in evaluating environmental justice issues in transportation projects.

ODOT continues to partner with other agencies, work through the EJTF team, and independently research methods to enhance the data collection process and approaches to meaningful public engagement. ODOT’s goal is to identify the best data available, document it, and use it to ensure minimal impact to Title VI and Environmental Justice communities. The information gathered is essential to a good public participation model for ODOT and for staff who present highway and construction information to the public.

EJ Goals for 2023

In 2023, ODOT’s Environmental Justice Program will work to elevate EJ visibility and practices both within the agency and through external communication. Activities will include:

- Convening key ODOT stakeholders within the agency in environmental justice education, coordination, and program development.
- Reviewing ODOT’s recent annual EJ reports for new areas for content and quality development.
- Developing environmental justice information for ODOT’s website
Section 2:
C. Title VI Program

The Title VI Program focused in 2022 on its engagement of internal staff across agency operating divisions for Title VI monitoring and planning, training, and technical support. There were four primary projects of emphasis in support of ODOT's Title VI compliance:

1. ODOT’s internal Title VI Subject Matter Experts (SME) team;
2. Language access support for persons with Limited English Proficiency (LEP);
3. Revised public notification postings for ODOT public buildings;
4. ADA Awareness Training

SME Team:
- DMV training to improve ADA and LEP services
- Developed Title VI training for CCD employees
- Title VI compliance plan for FMCSA; resulted in new grant money

Language Access Support:
- Joint training between DMV and CCD staffs to improve customer-facing programs
- Interpretation service solutions, document inventories, translation planning
- New guide to teach employees how to procure language services

Revised Postings:
- New posters created and distributed
- Provides guidance on how to request accommodations for disabilities and language access
- Available in five languages

ADA Awareness:
- ODOT-wide training produced that teaches all staff about ADA services we provide
- Highlights experiences of people with disabilities in transportation
- Describes ADA roles and responsibilities

Title VI Subject Matter Experts (SME)

Overall agency coordination for Title VI engages over a dozen business lines, from Right of Way to Transportation Safety, and each program’s Title VI Subject Matter Expert 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 Civil Rights three times during 2022.

Additional achievements in 2022 through partnership with the SME members included a presentation by OCR staff to DMV employees across the state on providing a welcoming environment for DMV customers with disabilities and/or language access needs; development of a Title VI compliance training for Commerce & Compliance Division employees; and establishment of a Title VI compliance supplemental plan with the Federal Motor Carrier Safety Administration, which has already resulted in new federal grant support for the Commerce & Compliance Division.
Section 2: C. Title VI Program

Language Access Support

In supporting ODOT’s implementation of language access procedures for persons with Limited English Proficiency, OCR staff facilitated an LEP working group with DMV and Commerce & Compliance Division staffs, initiated in 2021, to aid these customer-interfacing programs in developing interpretation service solutions and document inventories and translation planning.

OCR staff also continued working in partnership with Office of Procurement in the development of agency procedural support guidelines aligned with state procurement policies, resulting in a new short-form job aid that guides employees on how to procure language services from third party vendors, as well as a new Frequently Asked Questions document about language access policies and practices.

Revised Public Notification Postings

OCR developed new public notification posters for ODOT buildings and publicly-accessible spaces that describe the agency’s compliance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act. The posters provide guidance on how to request accommodations for persons with disabilities and/or Limited English Proficiency. The poster provides multiple channels for reaching the Office of Civil Rights, including email, toll-free phone and other links.

The poster is available in five languages: English, Spanish, Simplified Chinese, Russian and Vietnamese. Copies of the poster can be found online here: https://www.oregon.gov/odot/Business/OCR/Pages/Non-Discrimination.aspx

ADA Awareness Training

The Office of Civil Rights ADA program and ODOT Traffic-Roadway division collaborated throughout 2022 in developing a new ADA awareness training. Delivery of the training begins in October 2022 with intention of reaching all regional offices as well as central service programs through an online delivery platform. The training content is appropriate for all ODOT staff and includes the basis for ADA implementation, highlights the experiences of people with disabilities with transportation, and describes ADA roles and responsibilities across ODOT.

Title VI Goals for 2023

OCR will sustain or expand on a variety of recent initiatives in 2023, including:

1. Convening the Title VI SMEs three times in 2023.
2. Supporting the Commerce and Compliance Division’s Subrecipient FMCSA Compliance Initiative.
3. Expanding available Title VI information and resources on the ODOT staff intranet.
4. Promoting language access solutions as a component of agency Equity goals.
5. Developing DMV lobby posters on Title VI, ADA and Nondiscrimination policies.
6. Exploring potential for new annual accomplishment reporting guidance and resources for ODOT’s local agency FHWA subrecipients.
In the 2021-22 reporting year, ODOT staff facilitated or participated in the following outreach events and educational programs for external partners relevant to ODOT’s nondiscrimination programs, vendor diversity, and promotion of women and minorities in the trades.

Following statewide COVID-19 pandemic related public health guidelines issued by the Office of the Governor in March 2020, ODOT’s Office of Civil Rights adjusted its delivery of certain outreach and education programming to utilize web technologies and other remote participation when possible.

### Outreach and Public Involvement Efforts

**October 2021**
- Josephine County Career Fair (Online)

**December 2021**
- General Inspector Certification Training, Salem

**January 2022**
- General Inspector Certification Training, Portland

**March 2022**
- MPO & Transit Providers Roundtable Presentation on Title VI Compliance (Online)
- Civil Rights Training for Local Public Agencies (Online, self-paced civil rights training course with participant knowledge test) in partnership with ODOT Office of Certified Programs
- General Inspector Certification Training, Salem
- Gold Beach Career Fair, Curry County
- Oregon Public Transit Conference (Online)

**April 2022**
- Willamette Valley Construction Day, Salem
- BestHQ Business Expo West 2021, Beaverton
- Careers in Gear for Jackson, Josephine, and Klamath Counties, White City
- General Inspector Certification Training, Salem

**May 2022**
- BDI Leadership Recharge, Construction and Utility Career Day, Oregon Garden
- Oregon Association of Minority Entrepreneurs 2022

**June 2022**
- Statewide Transportation Improvement Fund Training (Online)
- Oregon Association of Minority Entrepreneurs Coffee & Issues, Portland
- General Inspector Certification Training, Salem
- NAMC Membership, Portland
- Capital Connections, Salem
- PBDG Monthly Meetings (Online)

**August 2022**
- OAME Youth Entrepreneurship Conference, Portland
- Skanska Meet the Primes (Online)

**September 2022**
- Hispanic Heritage Month Celebration, Salem
- Business Diversity Institute MED Week, Portland
Overview

In Oregon, about 40 percent of total greenhouse gas (GHG) emissions come from transportation. ODOT is taking action by reducing GHG emissions from transportation, and by making important changes to the system that enhance preparation, response and recovery from the impacts of climate change.

Established in 2020, the Climate Office is responsible for integrating climate considerations into ODOT business and transportation systems. The office works across ODOT Divisions, with other state agencies, local jurisdictions, and the public in this work. The Mitigation Program work focuses on reducing GHG emissions from transportation, including transportation electrification and implementing State directives. The Adaptation Program work focuses on preparing for and responding to the impacts of climate change to transportation infrastructure. The office’s Sustainability Program works to conserve resources and reduce emissions from ODOT business and operations. The Climate Office also supports legislative and Governor’s Office directives related to climate change mitigation, adaptation or sustainability.

The ODOT Climate Office mission is to identify and pursue actions that reduce transportation greenhouse gas (GHG) emissions. The office is also charged with helping the agency understand, prepare and respond to the impacts of climate change and extreme weather.

Project Highlights

Every Mile Counts

Every Mile Counts is a partnership between the Oregon Department of Transportation (ODOT), Department of Land Conservation and Development (DLCD), Department of Environmental Quality (DEQ), and Department of Energy (DOE) to collaboratively identify actions to reduce greenhouse gas (GHG) emissions from transportation and to bring Oregon closer to achieving the emission reduction goals. The partnership ensures that the agencies are moving in the same direction to reduce GHG emissions, allowing agencies to jointly leverage resources to more effectively achieve the state’s emission reduction goals.

Understanding and Addressing Equity

The agencies have prioritized equity throughout the Every Mile Counts work to ensure that this effort’s actions do not result in negative impacts or place additional burdens on traditionally disadvantaged or underserved communities. The agencies have engaged in broad stakeholder outreach and inclusion, with over 200 hours of direct public and stakeholder engagement to date. In addition, agencies have ensured diverse voices are at the table for decision making and have provided compensation for participation as needed.

To center equity in the Every Mile Counts work and provide agencies with a greater understanding of equity impacts, ODOT sponsored a series of Equity Engagement Workshops for the agencies to collectively gather input and guidance from equity stakeholders around the state.

A Multi-Agency Approach to reducing greenhouse gas (GHG) emissions

To address social equity and environmental justice objectives, the agencies used the feedback to develop Equity Guiding Principles that establish decision making criteria for agencies to consider throughout Every Mile Counts efforts, and Equitable Outcomes that will allow the agencies to make measurable progress toward achieving the statewide GHG reduction goals.
The goal of Oregon’s Transportation Electrification Needs Analysis (TEINA) study is to evaluate the likely future charging infrastructure needs of all modes of electric transportation. TEINA focuses on light-duty vehicle (LDV) charging needs around the state from 2020-2035, while also including transit, delivery, freight, and micromobility vehicles.

The TEINA study is designed to evaluate charging infrastructure needs to meet the light-duty zero emission vehicle adoption goals articulated under 2019 Oregon Senate Bill 1044 while also examining charging needs for other vehicle types and use cases. Charging needs of rural drivers, and those residing in historically marginalized communities, are of particular note. Additionally, the study recommends policies and implementation priorities required to accelerate infrastructure deployment, with special emphasis on the near-term to ensure Oregon sets an appropriate pace to achieve all of its midterm and longer-term milestones.

Electric Vehicle Charging Needs in Disadvantaged Communities

The TEINA study investigated nine different electric vehicle charging Use Cases to understand future charging infrastructure needs around the state, includes the charging needs for Disadvantaged Communities. A comprehensive analysis methodology was employed to estimate current and future electric vehicle (EV) charging needs for each use case across three scenarios.

The study found drivers in disadvantaged communities are more likely to need access to shared fast charging stations for two reasons. First, these drivers often live in multi-unit dwellings (MUDs) without dedicated parking where they can access a reliable slow charge overnight. Second, many drivers for transportation network companies (TNCs like Uber and Lyft), live or work in these communities, and TNC drivers need to be able to charge quickly to maximize their driving time. However, private charging networks often do not prioritize locations in disadvantaged communities for deployments. Thus, these charging stations may be candidates to be built and operated by utilities or other municipal agencies. Additionally, some multi-unit dwellings may be reasonably anticipated to build overnight charging facilities on site for their residents.

Policy Recommendations for Electric Vehicle Charging

The TEINA study identified increasing equity for electric vehicle charging as a near term priority for the agency and recommends the following Policy and Initiatives to increase access to electric vehicle charging for disadvantaged communities.

**Policy Recommendation - Ensure electric vehicles (EV) charging infrastructure is equitable and accessible to all Oregonians (including all communities, income levels, and geographic locations).**

**Recommended Initiatives to Increase Charging Access:**

- Adopt measures—using state-sponsored grants, low/no interest financing, Clean Fuels Programs funding, utility guidance and utility investment—to increase EV charging investments in low-income, black, indigenous, and people of color (BIPOC), rural, and disadvantaged communities.

- Set standards to guide EV charging investments defining “EV Charging Deserts” with geographic, emissions exposure, and other metrics to determine low-income, BIPOC, rural, and disadvantaged communities and needs.

- For medium- and heavy-duty uses, charging infrastructure that is funded by public/private partnerships should be prioritized in highly polluted areas like ports, railroads, depots, and other industry that disproportionately affect the health of low-income and BIPOC communities.

- Investigate ways to coordinate and ensure charging access and affordability for those eligible for the Charge Ahead rebate.

- Lead by example and deploy electric vehicle service equipment (EVSE) at all state-owned properties, including state buildings and offices and state parks.

- Collaborate with federal agencies administering federally-owned lands in Oregon (e.g., national parks, national forests, interstate rest areas) to deploy EVSE.
Back in 2019, ODOT’s NEPA Program and FHWA Oregon Division staff developed several pre-approved ‘conditions’ for exempting certain projects from needing detailed project-level EJ analysis if those projects meet all of the pre-approved conditions. The EJ guidance and procedures for addressing NEPA and other environmental laws, including EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, as well as DOT Order 5610.2(a) and FHWA Order 6640.23A on FHWA-nexus projects.

During the previous reporting period (2020-2021), the NEPA Program coordinated with FHWA Oregon Division to evaluated the effectiveness of the 2019-revised Environmental Justice (EJ) guidance for exempting certain NEPA-categorical exclusion (CE) and programmatic CE (PCE) projects from detailed project-level analysis. The evaluation examined all previously completed CEs and PCEs since August of 2019 to assess how well ODOT NEPA staff were applying the new guidance using the EJ exemption (i.e., the pre-approved list of conditions) to those projects in compliance with the EJ guidance. The results of the evaluation were very positive and only minor clarifications to the guidance were warranted. For this reporting period (2021-2022), those clarifications have been incorporated into the NEPA Manual in guidance related to FHWA EJ and socioeconomics processes during PCE and CE project development and NEPA.

**National Environmental Policy Act (NEPA) Program**

- **Data**
  - NEPA Program and FHWA Oregon Division created pre-approved conditions for exempting certain projects from detailed project-level EJ analysis
  - Examined all previously completed CEs and PCEs

- **Impact Analysis**
  - ~95% of ODOT projects are NEPA CEs and 93% PCEs
  - Determined due to projects already designed to avoid impacts to EJ communities

- **Key Elements**
  - ODOT projects are mostly EJ-compliant.
  - Evaluation determined certain clarifications needed to be added to NEPA Manual
  - Regular quality control in the future

**Results of Evaluation**

Most of ODOT’s projects (~95% annually) are classified as NEPA CEs and about 93% are PCEs. Many of the PCE-classified projects meet the EJ exemption conditions because they are already designed to avoid impacts to EJ communities. Most CEs also meet the EJ exemption conditions, but a few require more detailed project-level analysis to ensure and promote meaningful opportunities for access to public information, and for public participation in matters relating to minority and low-income communities and their environment as they might be affected by ODOT’s projects.

To ensure the NEPA Manual procedures related to both the exemption conditions and the project-level EJ analysis for considering environmental justice are followed, the ODOT NEPA Program will continue to perform regular quality assurance and control on all PCEs (and CEs) to ensure projects are in full compliance.
The I-5 Rose Quarter Improvement Project is located in what was once the historic center of the Black community in Portland – the lower Albina neighborhood. Three major public projects in the post-war decades combined to displace thousands of residents and workers in Albina, which comprises several neighborhoods in North and Northeast Portland.

In 1956, Portlanders voted to approve construction of a new city arena - Memorial Coliseum - near the Willamette River. This decision resulted in the destruction of 450 homes and businesses. A few years later, as part of the national Eisenhower Interstate System, ODOT built Interstate 5 just to the east and directly through the neighborhood. This action destroyed hundreds more homes and businesses. Finally, as part of the U.S. Department of Housing & Urban Development’s urban renewal program, Emanuel Hospital received millions of dollars in federal funds to expand its campus in the 1960’s, which they did by purchasing and clearing 101 homes and properties in Albina. The wounds to Albina residents from all three of these projects continue to inflict harm today. The loss of family homes, businesses, places of worship and social cohesion for Portland’s Black community inflicted lasting trauma and the loss of generational wealth for this community.

With the I-5 Rose Quarter Improvement Project, ODOT is determined to reduce the barriers created by the initial highway construction in order to create a better future for Black Portlanders and effectively integrate environmental justice into its project development approach. The project features major design elements on the mainline of the highway as well as on the local street grid above I-5. It adds auxiliary lanes and shoulders to reduce congestion and improve safety and operations on I-5, the West Coast’s principal north-south freeway. It will smooth traffic flow on I-5 between Interstate 84 (I-84) and Interstate 405 (I-405), where three interstates intersect and feature one of the biggest freight bottlenecks in Oregon and the nation. The project will also improve the local street network and community connections with highway covers, reconnected neighborhood streets, enhanced public spaces and new economic and career development opportunities through intentional project construction contracts in the Albina neighborhood.

The project team’s approach to community engagement is centered on a transparent, inclusive engagement process, primarily with Portland’s Black community. This approach includes meeting people where they are, when they are available, and with a two-way dialogue grounded in intentional engagement and relationship-building. The process aims to minimize barriers to participation and is committed to connecting with community members in diverse spaces to amplify marginalized voices.

Historic Albina neighborhood

Community Engagement Approach
In 2021-22, the project evolved the governance structure that includes advisory bodies focused on various aspects of community and stakeholder engagement as well as the ongoing project development process. Key project updates include:

### Other Critical Engagement Activities:

- **Historic Albina Advisory Board (HAAB)**
  - Comprised entirely of Black community leaders with strong ties to historic Albina, to evaluate community voices and ensure that project outcomes reflect community interests and values and that historic Albina benefits from the investment of this project. The HAAB was formed in late 2020 and met 17 times throughout 2021. The Board is facilitated by Ericka Warren of Try Excellence, LLC.

- **Community Oversight Advisory Committee (COAC)**
  - Comprised of minority contracting and workforce community leaders to shape the project’s Disadvantaged Business Enterprise/Workforce Training program. The COAC was formed in 2019 and met ten times in 2021. The COAC is facilitated by Johnell Bell of Espousal Strategies.

- **Executive Steering Committee (ESC)**
  - Comprised of state, regional, and local elected officials and local community leaders to advise the Oregon Transportation Commission and ODOT on major decisions related to the project’s design and construction. The ESC met monthly from January through August 2021 and was facilitated by Dr. Steven Holt of Try Excellence, LLC. The ESC concluded their work in August 2021 and empowered the HAAB to advise ODOT on future project recommendations.

- **Implementation of project values and outcomes, including equity principles. The ESC in 2020 adopted the project values and outcomes—restorative justice, community engagement, and transparent decision making, mobility, public health, and climate action. These values were reconfirmed as part of the updated HAAB charter in December 2021.**

- **Conclusion of an Independent Highway Cover Evaluation process that explored design options for the highway covers based on the project values and community input. Direct outreach to members of the Black community and other interested stakeholders helped inform highway cover scenarios developed from three online design workshops. This work resulted in the “Hybrid 3 Highway Cover Design” option being endorsed by the OTC to advance for further study, as recommended by the HAAB and supported by the ESC and COAC.**

- **With the Construction Manager/General Contractor (GM/GC), development of the project Diversity and Subcontracting Plan advanced in 2021 in coordination with regular feedback from the COAC. The Plan is expected to be finalized in February 2022. The Diversity Plan defines the project’s DBE and workforce program.**

- **Development of a new brand identity for the I-5 Rose Quarter Improvement Project that better reflects historic Albina and the Black community. The project team engaged the services of Black designers of the creative firm PDX Black Excellence to develop a new project logo, tagline, style guide, and templates. The updated brand was selected by the HAAB and project team in November 2021 and were introduced in February 2022 concurrently with Black History Month.**

- **ODOT continues to intentionally listen to, inform, engage, and empower Portland’s Black community—prioritizing the primary community impacted and displaced by past public and private development decisions in the project area—as well as other historically marginalized communities. Future engagement includes direct partnership with community-based organizations to extend the project’s outreach. Other outreach includes community forums, tabling at community events, small group briefings, discussion groups, virtual and in-person community events and canvassing. The project team is implementing ODOT’s new Equitable Engagement Compensation Policy in 2022 to fund a Community Engagement Partnership program with community-based organizations as well as provide meeting stipends to HAAB and COAC members for their committee participation.**
Overview & Process

The I-205 Improvements Project is part of the Urban Mobility Strategy to comprehensively reduce congestion and crashes, while also making travel times shorter and more predictable. As part of this plan, ODOT is evaluating tolling as a way to raise revenue and manage congestion on I-205 between Stafford Rd and OR 213 under the National Environmental Policy Act process. A safer, less congested corridor will provide folks access to work, health, and play, and support a healthy Oregon economy.

Widening and strengthening I-205 creates safer and less congested travel with earthquake-ready bridges. Upgrades to Abernethy Bridge will make it the first earthquake-ready interstate structure across the Willamette River, making I-205 the passable north-south route through the Portland region after a major earthquake. The project will also upgrade or replace eight other bridges in the area, add a third travel lane in each direction, and improve interchanges at OR43 and OR99E. The construction of Phase 1A began in Spring 2022.

PROJECT HIGHLIGHTS

In collaboration with the Office of Civil Rights, HDR, and other consulting service providers, the I-205 Improvements Project is currently performing a number of outreach endeavors in line with the Executive Order 12898, Department of Transportation Environmental Justice Order 5610.2 These efforts include community engagement liaisons, multilingual engagement, and DBE outreach programs.

Community and Multicultural Engagement

- Community Engagement Liaisons (CELS) created a point person for to connect people with their language
- Social media was effective in outreach to those with lower incomes
- Neighborhood Associations represented local and disabled voices in project planning.

DBE Outreach

- Apprenticeship to journeyman pipeline available to teach important skills
- Hosted two matchmaking events for DBEs to network with Prime contractors

Workforce and Local Hiring

- Part of an FHWA pilot program to address inequities in the construction industry
- Promotes hiring of locally trained workers
- Increases workforce development opportunities

Community and Multicultural Engagement

Beginning in the spring of 2021, the project began utilizing Community Engagement Liaisons (CELS) through PKS International to engage and inform multicultural community members. The CELS translate project information into five non-English languages frequently spoken within the I-205 corridor (Spanish, Vietnamese, Russian, Traditional and Simplified Chinese). They also distribute project information to their community networks. The project team works with the CELs to develop or refine project messages to ensure they are culturally appropriate.

(continued on next page)
During the public outreach in spring 2021, the CELs helped develop project messaging to reach the different language speakers to ensure equitable access to information. This work included a Spanish-language online open house, newspaper advertisements as well as launching language-specific website landing pages, surveys, project fact sheets and postcards translated into all five languages. Additionally, CELs distributed information to their networks electronically and through in-person engagement.

A total of 562 people visited Spanish Online Open House, which ran from April 12 through April 30, 2021. Regarding the in-language landing pages, there have been 549 visitors to Russian page, 369 visits to the Vietnamese page, 448 visits to the simplified Chinese page, 212 visits to the traditional Chinese page and 44 visits to the Spanish page. In addition, 3,837 people received the informational stakeholder emails between the two emails published on April 12 and April 27 which include links to the in-language website landing pages.

Sprout Partners was also added to the team to conduct digital and social media outreach. As part of their work, the project conducted outreach in all five languages as well as youth and low-income communities. An average of approximately 16 percent impressions from social media ads came from the lower 50 percent household income. This was the largest measurable household income who received the most impression, proving this strategy to use social media to reach low-income households as effective.

The project team offered various briefings with the Neighborhood Associations within the project corridor to help reach older community members and people with disabilities. The team shared project information and outreach opportunities to stay involved about construction impacts. Additionally, Online Open House, stakeholder emails, mailers, newspaper ads and social media were used. Approximately 35% of the Online Open House visitors who shared their demographics were over the age of 65. The following stakeholders received project emails:

- West Linn Adult Community Center
- Aging and Disability Resource Connection
- Veteran Services
- Disability Rights Oregon
- Family Fun Days
- West Linn-Wilsonville School District
- Tualatin-Tigard School District
- Building Blocks for Kids
- Pioneer Community Center
- Gladstone Senior Center
- Independent Living Resources
- Transportation Reach People (TRP): Canby Adult Center
- Oregon City School District
- Three Rivers Charter School
- Parrot Creek Child and Family Services
The project team is also participating in a pilot program administered by the Federal Highway Administration to address inequities in the construction industry by allowing a local hiring preference. The program increases workforce development opportunities and improves participation in existing training and education programs in the Portland metro area. Additionally, the project team has met with various business development organizations to promote the local hiring preference pilot program. The briefings with the business development organizations further increases workforce development opportunities through existing workforce programs.

### Community Briefings and Events List

<table>
<thead>
<tr>
<th>Date</th>
<th>Organization</th>
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<tbody>
<tr>
<td>March 9, 2021</td>
<td>Savanna Oaks Neighborhood Association</td>
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<tr>
<td>March 9, 2021</td>
<td>Downtown Oregon City Association</td>
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<tr>
<td>March 16, 2021</td>
<td>Hidden Springs Neighborhood Association</td>
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<tr>
<td>March 18, 2021</td>
<td>West Linn Neighborhood Association</td>
</tr>
<tr>
<td>April 20, 2021</td>
<td>Bolton Neighborhood Association</td>
</tr>
<tr>
<td>September 18 and 25, 2021</td>
<td>Oregon City Farmers Market</td>
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</table>

### DBE Outreach

ODOT is committed to working with industry and tribal partners and encouraging disadvantaged business enterprises (DBEs) to participate in the project through the Office of Civil Rights programs and project outreach. One strategy for promoting DBE success is ODOT’s hosting of “Meet the Primes” matchmaking events. These events provide an opportunity for DBE firms to network with Prime contractors and learn more about construction opportunities. These events support the "apprenticeship to journeyman” pipeline for local, women and minority workers. In 2021, two Meet the Primes events were held (July 22, 2021 and October 21, 2021). A third session, as part of the mandatory Pre-Bid Virtual Networking Event, was held on January 7, 2022.

### Workforce and Local Hiring

The project team is also participating in a pilot program administered by the Federal Highway Administration to address inequities in the construction industry by allowing a local hiring preference. The program increases workforce development opportunities and improves participation in existing training and education programs in the Portland metro area. Additionally, the project team has met with various business development organizations to promote the local hiring preference pilot program. The briefings with the business development organizations further increases workforce development opportunities through existing workforce programs.

### DBE and Workforce Related Briefings

<table>
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<tr>
<th>Date</th>
<th>Organization</th>
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<tbody>
<tr>
<td>June 30, 2021</td>
<td>Professional Business Development Group</td>
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<tr>
<td>July 7 and 15, 2021</td>
<td>National Association of Minority Contractors</td>
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<tr>
<td>July 9, 2021</td>
<td>Minority Contractor Task Force</td>
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<tr>
<td>July 9 and 30, 2021</td>
<td>Oregon Association of Minority Entrepreneurs</td>
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<tr>
<td>July 14, 2021</td>
<td>LatinoBuilt</td>
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<tr>
<td>July 22, 2021</td>
<td>Meet the Primes Networking Event #1</td>
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<tr>
<td>October 11, 2021</td>
<td>Bureau of Labor and Industries</td>
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<tr>
<td>October 19, 2021</td>
<td>Pre-Apprenticeship Meeting</td>
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<tr>
<td>October 21, 2021</td>
<td>Meet the Primes Networking Event #2</td>
</tr>
<tr>
<td>November 10, 2021</td>
<td>Northwest College of Construction</td>
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<td>November 17, 2021</td>
<td>One-on-One Phase 1A Meeting</td>
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<tr>
<td>November 17, 2021</td>
<td>UMO Community Based Organizations Regional Meeting</td>
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<tr>
<td>November 23, 2021</td>
<td>Oregon City Business Community Briefing</td>
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<tr>
<td>November 23, 2021</td>
<td>Clackamas County Leaders for Equity, Diversity, and Inclusion Council</td>
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<tr>
<td>December 2, 2021</td>
<td>Joint Workforce Meeting with WorkSystems, Inc, Clackamas Workforce and Workforce Southwest Washington</td>
</tr>
<tr>
<td>January 7, 2022</td>
<td>Mandatory Pre-Bid Virtual Networking Event</td>
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The Oregon Toll Program is part of ODOT’s long-term strategy to ease congestion and secure sustainable and dedicated revenue for highways, bridges, and multimodal capital infrastructure investments. Two key goals for ODOT’s Toll Program are to ensure the benefits of tolling (reduced congestion and improved mobility) are shared across all demographics and environmental justice-related opportunities are maximized. Toll revenues will help fund transportation projects in the Portland metropolitan area and maintain and improve our multimodal transportation system.

ODOT plans to work with local agencies and transit providers to guide ODOT’s commitments for transit and other multimodal improvements with toll projects. In 2022, ODOT planned to report to the Legislature how equitable income-based tolls will be established. We are working with people who could be negatively affected by a toll to better understand community needs and concerns. This includes people who experience low incomes and those historically and currently excluded and underserved by the transportation system. We are working with local and national equity leaders and have created a framework to guide development of the tolling to improve access to travel choices for all demographics.

We will explore equity-focused strategies used in other parts of the country, including cash payment options for people without bank accounts, rebates or discounts for different income levels, and integrating benefits between travel modes, such as transit passes that accumulate toll credits. Input from the community and the toll programs’ Equity and Mobility Advisory Committee will be critical to identifying these strategies. The Oregon Transportation Commission, as the toll authority, will use this input to make decisions.

• Variable-rate tolls on the Abernethy and Tualatin River Bridges to raise revenue to complete the I-205 Improvements Project and manage congestion.

• Currently being evaluated for benefits and impacts under federal environmental review

• The Environmental Assessment are available for public review and comments as of Spring 2022.

• Evaluating variable-rate tolls on I-5 and I-205 to manage congestion and raise revenue to help fund construction of approved transportation projects that further reduce congestion.

• Engaging agency partners and the community to narrow the best regional options for I-5 and I-205 to study in a formal environmental review.

• ODOT is studying tolling options, identifying strategies to make tolling less impactful on travelers and historically excluded and underserved communities as well as inviting public input.
ODOT is collaborating with community partners to work towards an equitable distribution of the benefits of reduced congestion through tolling. A Toll Program equity framework guides the tolling projects, including the technical analysis and the environmental justice and other public engagement strategies.

To ensure equitable toll projects and processes, and to help develop the equity framework, ODOT has convened an Equity and Mobility Advisory Committee. This committee is composed of individuals with professional or lived experience in equity and mobility. They will advise the Oregon Transportation Commission and ODOT on how tolls on the I-205 and I-5 freeways, in combination with other demand management strategies, can include benefits for populations that have been historically and currently underrepresented or underserved by transportation projects.

**Goals of Equity Framework**

1. Gain better outcomes for communities who have been historically and are currently underrepresented and underserved by transportation projects
2. Be inclusive and intentional when engaging communities in solutions.

Historically and currently underrepresented and underserved communities experience negative impacts from our existing transportation system due to past investment and development patterns. For example, many low-income communities have been priced out centrally located neighborhoods by high housing costs and are now living farther away from employment and services. These same individuals often have less flexibility with travel times and may not have access to other transportation options.

The Toll Program’s Equity Framework is guided by these principles:

- Incorporate a trauma-informed perspective in our current context
- Begin with a racial analysis
- Acknowledge historical context
- Identify disparities
- Prioritize input from impacted historically and currently excluded and underserved communities.
- Maintain a learning orientation

ODOT’s approach to tolling for the region is to advance equity and to gain better outcomes for communities that have been historically and are currently underrepresented and underserved by transportation projects. Together with the Equity and Mobility Advisory Committee’s guidance, the Toll Program is applying the Equity Framework to implement an intentional and equitable engagement process that makes historically excluded and underserved communities a priority. The Equity and Mobility Advisory Committee is preparing recommendations to the Oregon Transportation Commission on equity and mobility strategies to address transit and transportation options, impacts to affordability, and impacts to neighborhood health and safety. The committee provided draft foundational statements to the Oregon Transportation Commission (OTC) this year. Their first set of strategy and policy recommendations for a more equitable toll program is planned to be shared with the OTC in 2022.
Environmental Review and Community Engagement

During summer 2021, the Oregon Department of Transportation (ODOT) shared information and invited public and agency comments during the initial planning phase of the Regional Mobility Pricing Project (Project). A key outcome of this phase is for ODOT, with oversight from the Federal Highway Administration (FHWA), to finalize the draft Purpose and Need Statement and to identify alternatives to carry forward for detailed analysis in the formal environmental review phase under the National Environmental Policy Act (NEPA).

Specific outreach and analysis for the Regional Mobility Pricing Project and I-205 Toll Project, including to people of color, low-income and indigenous people during the past year, included:

- Completion of a demographic and racial analysis based on Census and Metro (regional government and transportation modeling agency) data
- Community engagement liaison outreach to groups speaking Spanish, Russian, simplified and traditional Chinese, and Vietnamese.
- Equity and Mobility Advisory Committee meetings
- Toll project fact sheets and surveys translated into Spanish, Vietnamese, Chinese (simplified and traditional) and Russian
- Coordination, including development and distribution of a tolling information toolkit, with and through community-based organization and partner agencies
- Multiple project notification methods to underserved communities through email, news stories, and coordination with community engagement liaisons and community-based organizations
- Engagement compensation to discussion participants through ODOT’s Equitable Engagement Compensation Program
- Community-based organization briefings and discussion group with community-based organizations serving equity framework communities Compensation Program
- Briefings to community groups serving equity framework communities

Community Engagement Liaisons Program

ODOT partnered with the Community Engagement Liaisons Program and engagement sub-consultants to conduct focused, meaningful engagement with historically excluded and underserved groups. Trusted leaders from various communities used multilingual tools and flexible, accessible methods to reach individuals or groups who identify as Latin American, Russian/Slavic, Chinese, Vietnamese, Native American, and Black/African-American. The community liaisons invited feedback through discussion groups and surveys. Additionally, they shared information and encouraged participation through social media, email, phone, or providing paper copies of the surveys. Prior to beginning engagement, a series of planning sessions were held with the lead for the Community Engagement Liaisons Program and engagement sub-consultants to advise on the approach and content for the discussion groups and survey. To provide resources and project information for community liaisons, a two-part orientation was held and engagement resources and resources were distributed.

The community liaisons are respected members of a specific ethnic, cultural, language, demographic, or geographic community who can act as trusted ambassadors between that community and the Toll Program, facilitating meaningful representation for that community and their interests within the public process. The community liaisons have supported engagement during the past year by:

- Identifying historically and currently excluded and underserved communities affected by the project, including Title VI and Environmental Justice populations.
- Using grassroots outreach tools such as social media, tabling, phone calls, texts
- Answering project-related questions and serving as a connection between communities and project staff.
- Providing interpretation services at events.
- Planning, recruiting participants for and implementing informal discussion groups with project staff.
- Shaping and editing outreach materials to targeted audiences.
- Distributing surveys to networks.
- Initiating social media groups/chats.
- Posing questions on social media to engage people.
- Facilitating one-on-one follow up with community members.
- Presenting community feedback at public meetings
Surveys

The community liaisons invited input via a survey tool available in Spanish, Russian, Chinese, Vietnamese, and English. The survey included all the same questions as the series of simple surveys distributed online and through social media, combined into one form. One new demographic question was added to identify race and ethnicity of respondents to determine participation among historically excluded and underserved audiences. While developing the survey, the lead for the Community Engagement Liaisons Program advised on the survey questions and approach to help with plain language and to promote participation. Community liaisons distributed the survey via social media, email, and by inviting discussion group participants to take the survey and share with their friends and family. Based on requests from the community liaisons, paper surveys were provided in English, Russian, and Vietnamese. The community liaison for the Black/African American community distributed and collected surveys at a farmer’s market.

Discussion Groups

The project team’s community liaisons recruited participants and facilitated six virtual discussion groups for in-depth engagement around topics that were asked in the surveys. Community liaisons provided in-language interpretation and translation of presentation materials, as appropriate for discussion group participants. As an incentive to join in the discussion groups, ODOT provided gift cards of $43.75 to participants. Following an opening welcome and introductions, Project team staff reviewed a presentation to provide brief background about the Project and tolling. Staff then answered any clarifying questions about the Project. Next, community liaisons facilitated a discussion and invited verbal feedback from participants.
The Transportation Planning Program Area of the Oregon Department of Transportation (ODOT) is comprised of planners from the Policy, Data and Analysis Division, which includes the Statewide Transportation Planning Unit and planners in each of ODOT’s five regions.

Accomplishments this Reporting Period

Over the past year, ODOT planners have worked to engage protected populations to ensure that services and benefits resulting from planning activities are fairly distributed to all people regardless of race, national origin, or income, and that they have access to meaningful participation in the planning process throughout the state. Accomplishments from the Planning Program Area for the past year include:

Oregon Transportation Plan Update

ODOT is preparing a statewide Oregon Transportation Plan (OTP) update, which will replace 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 for all the ways we get around including walking, rolling, biking, and take public transit like buses and streetcars. It also includes highways, bridges, railroads, freight and planes. This update will set the state’s policy for all transportation investments for the next 20 to 25 years, shaping Oregon’s transportation system through the year 2050. Looking towards the future, ODOT is considering a range of trends, opportunities, and uncertainties as continual population growth, increasing freight volume, dramatic technological changes, and the threat of climate change impact our communities and the transportation system.

Training Attended by Planning Staff

**ODOT Tribal Cultural Awareness Series:** At each session, representatives from the tribes have talked about their unique cultures and traditions, their connection to the natural environment, and much more.

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<tr>
<th>Date</th>
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<tbody>
<tr>
<td>9/27/2021</td>
<td>Burns Paiute</td>
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<td>10/25/2021</td>
<td>Confederated Tribes of the Umatilla Indian Reservation</td>
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<tr>
<td>11/29/2021</td>
<td>The Klamath Tribes</td>
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<td>12/13/2021</td>
<td>Confederated Tribes of Warm Springs</td>
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<tr>
<td>1/31/2022</td>
<td>Cow Creek Band of Umpqua Tribe of Indians</td>
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<td>2/28/2022</td>
<td>Coquille Indian Tribe</td>
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<tr>
<td>3/28/2022</td>
<td>Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians</td>
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<tr>
<td>4/25/2022</td>
<td>Confederated Tribes of Siletz Indians of Oregon</td>
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<tr>
<td>6/13/2022</td>
<td>ODOT and Tribal Consultation—Bringing it all together</td>
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**State of Oregon Diversity Conference, September 13-17, 2021**

**Pride Month Event, June 29, 2022,** The Department of Administrative Services’ Office of Cultural Change provided an informational event with Emily Evans in recognition of Pride (LGBTQIA+) Month. Emily has dedicated her career to dismantling the many ways gender injustice harms us all.
Committees and Advisory Groups

- The Planning Coordinator is a member of FHWA’s Technical Advisory Group for Integrating Public Health and Equity in Transportation Planning
- Participated in multiple Title VI Subject Matter Expert Team Meetings
- The statewide Planning Coordinator participated as a member of the Oregon Health Authority’s Statewide Health Improvement Plan Institutional Bias subcommittee. The committee developed strategies, which include:

<table>
<thead>
<tr>
<th>Strategies</th>
<th>Considerations and Activities</th>
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| Expand human resource practices that promote equity | - Focus on historically disadvantaged youth for public service career opportunities; market apprenticeship programs to disadvantaged groups; recruit at career fairs, community centers, and events that serve low-income and BIPOC-AI/AN communities.  
- Eliminate bias in hiring in state agencies  
- Analyze voluntary/involuntary terminations  
- Consider opportunities for improvement in promotion, especially to leadership  
- Conduct succession planning  
- Diversity hiring panels |
| Implement standards for workforce development that address bias and improve delivery of equitable, trauma-informed, and culturally and linguistically responsive services | - Develop and require a cultural competency training for medical providers and include in licensing renewal  
- Include implicit bias training requirements  
- Address intersectionality  
- Update DAS policy for state employee training requirements |
| Require state agencies to commit to racial equity in planning, policy, agency performance metrics and investment to Black, Indigenous, People of Color, and American Indian/Alaska Native peoples | - Address state contracting processes  
- Develop policies and procedures to ensure BIPOC-AI/AN communities are represented in agency boards and commissions |
| Increase affordable housing that has close access to active transportation options | - Utilize housing appropriations and housing development programs  
- Mitigate barriers to housing  
- Address zoning issues in rural areas  
- Incentivize development in higher opportunity areas (close to transportation, jobs, education, etc.).  
- Implement Statewide Transportation Strategy: Every Mile Counts |
The Oregon Department of Transportation created an Equitable Engagement Compensation Policy (EECP) to remove barriers that have systematically prevented marginalized populations and others from participating in public engagement and advisory activities with the department. Several members of the planning program area were on the formation team, including our administrator Amanda Pietz, the Region 2 Planning Manager Naomi Zwerdling, and the Statewide Planning Coordinator Deborah Benavidez worked to develop the policy alongside the social equity unit and several other members from throughout the agency.
<table>
<thead>
<tr>
<th>STATEWIDE PROJECTS</th>
<th>REGION 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oregon Transportation Plan Update</td>
<td>Curry County Transportation System Update</td>
</tr>
<tr>
<td>Oregon Transit and Housing Study</td>
<td>Curry County Transit Development Plan</td>
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<tr>
<td>2021 Transportation Safety Action Plan</td>
<td>Douglas County Transportation System Plan</td>
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<tr>
<td>Education and Outreach Traditional Housing Choices Guidebook</td>
<td>I-5 Exit 27 Transportation Solutions Plan</td>
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<tr>
<td>Vibrant Oregon Downtowns</td>
<td>OR-138E Design Concept Plan</td>
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<tbody>
<tr>
<td>Colombia/Lombard Mobility Corridor Plan</td>
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<tr>
<td>South Clackamas Transportation District Master Plan Update</td>
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<td>Trimet Pedestrian Plan</td>
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<tr>
<td>Central Milwaukie Bikeway Connections</td>
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<tr>
<td>King City Transportation System Plan</td>
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<tr>
<td>Sandy Transportation System Plan Update</td>
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<tr>
<td>Code Assistance for the City of Banks</td>
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<tr>
<td>Tualatin Valley Trail Update</td>
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<td>Rhododendron Main Street Redevelopment Concept Plan</td>
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<tbody>
<tr>
<td>City of Bay City Code Evaluation and Update</td>
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<tr>
<td>City of Independence Transportation System Update</td>
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<tr>
<td>McMinnville Three Mile Area Plan Update</td>
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<tr>
<td>I-5/Brooklake Road Interchange Area Management Plan (IAMP)</td>
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<tr>
<td>Nehalem Bay Transportation System Plan</td>
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<tr>
<td>US 101: Gearhart Facility Plan</td>
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<tr>
<td>Highway 99W South Corvallis Facility Plan</td>
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<tr>
<td>Mt. Angel Urban Design Verification (UDV) Study</td>
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<td>Newport Transportation System Plan</td>
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<td>Willamina Transportation System Plan Update</td>
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<td>Yachats Education and Outreach Project on Parking Management for City Center</td>
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<tr>
<td>Baker Rd IAMP</td>
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<tr>
<td>Bend MPO Mobility Hubs Plan</td>
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<tr>
<td>Gorge Regional Transit Strategy Phase II</td>
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<tr>
<td>Jefferson County Transportation System Plan</td>
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<tr>
<td>Town of Lakeview Transportation System Plan</td>
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<tr>
<td>US 97 Parkway Plan Phase 1 &amp; 2</td>
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<td>US 97 South Redmond Corridor Facility Plan</td>
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<td>Tumalo Community Plan/Sisters Trails</td>
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<tr>
<td>Lower John Day ITS Plan</td>
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<tr>
<td>Northern Baker Transportation Improvement Plan</td>
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<tr>
<td>Confederated Tribes of the Umatilla Indian Reservation TSP Update</td>
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<tr>
<td>Elgin-to-Lookinglass Joseph Branch Trail-with-Rail and Trailhead/Pocket Park Plan</td>
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</table>
ODOT is preparing a statewide Oregon Transportation Plan (OTP) update, which will replace 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 for all the ways we get around including walking, rolling, biking and taking public transit like buses and streetcars. It also includes highways, bridges, railroads, freight and planes. This update will set the state’s policy for all transportation investments for the next 20 to 25 years, shaping Oregon’s transportation system through the year 2050. Looking towards the future, ODOT is considering a range of trends, opportunities and uncertainties, as continual population growth, increasing freight volume, dramatic technological changes, and the threat of climate change impact our communities and the transportation system.

ODOT is advancing social equity in this work by conducting a process and creating outcomes that are equitable and responsive to the needs of systemically underserved or excluded populations, in both urban, suburban and rural communities. ODOT is bringing many people together to provide input, consider tradeoffs and inform the plan’s priorities. This includes tribes, partner agencies, subject matter experts, community based organizations, and the public.

Key strategies for an equitable process include:

- Balancing qualitative research with geospatial, demographic and socioeconomic data to locate high-priority audiences.
- Regular collaboration with the Office of Social Equity.
- Recruiting new community voices and perspectives to serve on the Policy Coordinating Committee (the primary public advisory committee for the OTP update) project work groups, and public focus groups.

https://www.oregon.gov/odot/Planning/Pages/Oregon-Transportation-Plan-Update.aspx

Adam Argo, Project Manager
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ODOT is conducting this study to respond to a request from Oregon State Legislature. The study will consider policies and actions that could improve households’ quality of life through increasing housing opportunities 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 numerous other factors that influence quality of life.

While this study will support implementing state and local plans and goals, it will primarily benefit local government housing and planning activities, tribal governments, and transit partners. It will help address the growing challenges related to housing, including affordable housing, and public transportation that many Oregon communities face. This study will provide a foundation and understanding of how housing and public transportation are linked and affect households’ quality of life. The goal is to identify actionable strategies that can address unique circumstances throughout Oregon.

**Data.**
- $427,360 project total.
- 3% DBE goal.
- Literature search, policy review, interviews, and a stakeholder survey.

**Impact Analysis.**
- This study will help identify tools to encourage housing options along corridors with transit service, potentially benefiting all members of a community.

**Key Elements.**
- Case studies of Oregon and other efforts to link transit and housing.
- A series of resource papers for stakeholders.
- A toolkit and final report for everyone interested.

**Outreach and Public Involvement Efforts**

This is a study, not a policy or plan development process, so outreach is limited to gathering key information and then sharing results of the study. Outreach focused on stakeholders for this reason, though some community groups, non-profits, and aging and disability interest groups were included. Stakeholder interviews were used to gather information for Oregon case studies. A survey was conducted of a variety of stakeholders in transit and housing. Respondents included staff from state and local agencies, tribes, transit agencies, developers, and a few interest organizations. The project will end with an effort to share results including tools and lessons identified.

An online open house is planned and will be widely distributed via the same methods and to the same audiences as the survey.

Lucia Ramirez, Principal Planner
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Find out more: https://www.oregon.gov/odot/Planning/Pages/Transit-and-Housing-Study.aspx
The Transportation Safety Action Plan (TSAP) provides long-term goals, policies, strategies and near-term actions to eliminate deaths and life-changing injuries on Oregon’s transportation system. The TSAP serves as the unifying framework for transportation safety planning in Oregon; identifying key safety needs and guiding safety investments in infrastructure and behavior programs to meet those needs. The TSAP also serves as the State of Oregon’s Strategic Highway Safety Plan, a document required by federal law.

The TSAP also serves as Oregon’s long-range safety topic plan, an element of the Oregon Transportation Plan, and works parallel with other mode and topic plans like the Oregon Bicycle and Pedestrian Plan and Oregon Freight Plan.

**TSAP Transportation Safety Analysis**

Analysis of crash trends for all reported crashes comparing 2009-2013 to 2014-2018 data:

- Fatal and serious injury crashes have risen more than 23%
- Urban proportion of fatal and serious injury crashes increased from 48% to 56%
- Roadway departure (41%) and intersections (36%) are the most common attributes in fatal or serious injury crashes
- Pedestrians seriously injured or killed increased by 20%
- Motorcyclists seriously injured or killed increased by 16%
- Fatal and serious injury crashes involving an older driver increased by more than 38%

Supplemental research revealed that Oregon neighborhoods with low-income populations or people of color experience a higher rate of pedestrian fatalities and serious injuries per capita.

**Outreach and Public Involvement Efforts**

The TSAP was available for public review and comment between May 24th and July 9th, 2021. During the public review period, a public hearing was hosted on June 9th by the Oregon Transportation Safety Committee. Notice of the TSAP public review and opportunities to comment were distributed to a broad group of key contacts representing interests including, but not limited to: Title VI and Environmental Justice, Aging and Disabilities, and Black, Indigenous and Persons of Color organizations. The TSAP was formally adopted by the Oregon Transportation Commission on September 9th, 2021.
The purpose of the Transportation and Growth Management (TGM) Program’s Traditional Housing Choices Guidebook project is to update and build upon the TGM publication Housing Choices Guidebook (2018) as a resource for residents, staff, and decision makers.

The Traditional Housing Choices Guidebook will provide tools and resources to overcome common regulatory barriers to development and redevelopment of traditional housing types in residentially zoned areas. This project aligns with TGM objectives because neighborhoods with these housing types usually have more population density than those without, tending to boost the viability of non-drive alone trips.

Drawing from key stakeholder engagement and a series of case studies, this project compiles resources to (1) demonstrate the range and value of diverse housing types to cities as cities adopt code changes in compliance with HB 2001, HB 2003, and associated Oregon Administrative Rules, and (2) to inspire cities not required to adopt changes to adopt codes promoting these housing types.

Data.
- $73,800 budget
- No DBE participation goal
- Stakeholder interviews, case studies, content analyses

Analysis.
- Expanding housing opportunities for underrepresented populations
- Outreach to stakeholders representing marginalized communities; equitable processes and outcomes

Key Elements.
- Visuals of HB 2001-compliant housing types
- Case studies of success and outreach to housing stakeholders
- Implementation strategy guide

Outreach and Public Involvement Efforts
This project utilized housing stakeholder interviews to identify challenges with updating and implementation of codes to encourage the development of traditional housing types, learn from case studies of success, and consider what resources would be most useful for cities in Oregon required to implement HB 2001.

Interviewees represented a wide range of planning staff, developers, nonprofit organizations, advocates, elected officials and planning commissioners from across the state from cities of significantly different populations and regions. An additional call for interviewees in the League of Oregon Cities newsletter led to increased interview opportunities with elected officials and planning commissioners.
The purpose of the Transportation and Growth Management (TGM) Program’s Vibrant Oregon Downtowns publication is to highlight the value and resiliency of strong downtowns in small to mid-sized Oregon cities. Vibrant Oregon Downtowns will provide tools and resources to overcome common barriers to development, redevelopment, and recovery of downtowns.

This project utilizes key stakeholder interviews, expert focus groups, and case studies of successful efforts to strengthen Oregon downtowns to address how to use transportation, community design, land use, partnerships, and other tools to address common challenges in downtown development planning. Additionally, the project addresses resiliency to short term shocks to the system such as COVID-19 and how adapt to long term changes.

Vibrant Oregon Downtowns focuses on Oregon-specific examples and work, synthesizing knowledge and presenting it in an understandable way for non-specialists such as city councilors, local business leaders, and community members.

- $99,900 budget
- No DBE participation goal
- Stakeholder interviews, case studies, focus groups

Making downtowns more accessible and affordable for underrepresented populations
Publication addresses equitable and accessible design, complete streets, and culturally-informed planning

- Economic development, housing, transportation, and placemaking in downtowns
- Case study examples
- Strategies for planning and implementation

The project utilized interviews to identify common downtown development challenges, case studies of success, and resources suitable for small to mid-sized cities in Oregon. Interviewees included leaders of local main streets organizations, staff members of Chambers of Commerce, developers of downtown housing, local government representatives, and people from cities of significantly different populations and regions.

Additionally, the project arranged for meetings with local downtown experts that have direct experience with the Main Streets program, historic districts, and economic development. The goal of these meetings were to identify any potential missing elements of Rough Draft Vibrant Oregon Downtowns, determine ease of use, and solicit recommendations for how to make the publication useable for Oregon communities and business organizations.
The Columbia Lombard Mobility Corridor Plan is a collection of recommendations and implementation strategies for these parallel corridors in North/Northeast Portland that aim to improve safe and comfortable access to employment, services, and recreational opportunities while maintaining travel time predictability.

The recommendations in the plan are the result of a two-year, community driven planning process that identified deficiencies and needs along the corridors and how the City of Portland should prioritize investment. The plan makes recommendations for improvements both along the corridor, as well as north-south crossings and parallel east-west routes for people biking. It also identifies needed changes to policy or other plans. The strategy for implementation aims to both leverage existing funding opportunities and compete for future opportunities. Implementing these recommendations will ensure the corridors continue to facilitate movement of people and freight, but also improve safety and access for all road users.

Data.
- Online Survey: 440 responses received
- Mailing: sent to more than 9,000 addresses
- Stakeholder: more than 700 project stakeholders.

Analysis.
- Identify priorities that will address safety, mobility, and access for freight, active transportation, and public transit both along and across the corridors.

Key Elements.
- Delineate Columbia Blvd as a freight corridor
- Improve safety, access to jobs and recreational opportunities
- Provide low-stress bicycle routes
- Improve travel time predictability
- Mitigate pollution

Outreach and Public Involvement Efforts

The community input received directly influenced the project recommendations. Additionally, a community advisory committee had stakeholders from NAYA, the Oregon Humane Society, Verde / Living Cully, Columbia Corridor Association, and other neighborhoods and residents.

Common requests were to improve safety, better manage speeds and corridor access, and increase predictability. The feedback about needs, specific problem areas, and potential solutions was used to develop the plan’s project and policy recommendations. A draft plan was shared in the spring of 2021.
Overview & Process

South Clackamas Transportation District’s (SCTD) Board of Directors adopted a new transit development master plan on April 23, 2020. This plan will guide service changes and improvements in the short, medium, and long term to respond to community needs and changes.

The TDMP provides strategic guidance to SCTD for the provision of transit services, bus stop and facility siting, and coordination with adjacent transit providers. The planning process examined how to improve access to low-income populations and how SCTD can enhance its rural community service through improved integration with other services to meet the needs of target populations (low-income, senior, youth, populations with Low English Proficiency), as well as future regional growth.

The mission and goals combined with community input formed the findings and recommendations set out in this plan. The recommendations include service improvements as well as information, technology and service ones.

Outreach and Public Involvement Efforts

The community involvement process was robust, including multiple Open Houses, small group stakeholder meetings, online information and surveys, a rider survey and a driver survey. All documents and surveys were provided in both English and Spanish, and all meetings were accessible for people with disabilities. Small group meetings included stakeholders representing senior citizens and people with disabilities. A Spanish interpreter attended all community meetings. Events: Outreach to community organizations and stakeholders, with multilingual print formats; Online and Social media, Printed at Molalla Pioneer, local weekly paper, and flyers and Hands out

Data.
- Total Fund $159,950
- Plan was successfully adopted by Local Jurisdiction

Analysis.
- Provide safe, accessible, convenient, reliable, and efficient transit service that meets the needs of the community we serve
- Enhance urban and rural community service through meeting needs of future growth

Key Elements.
- Most residents of the district area drive alone for their commute (79%).
- About 43% of households in Molalla earn less than the 200% poverty level
Based on community, stakeholder, and agency input, TriMet established three overarching prioritization criteria—safety, equity, and demand—to prioritize potential pedestrian infrastructure projects. The TriMet Pedestrian Plan is a technical resource for TriMet agency staff, County, City, and Town staff, regional partners (ODOT, Metro, and others) who are involved in day-to-day transportation and infrastructure decisions, as well as organizations and community members who are interested in improving access to transit where they live, work, and play. The Plan that mapped and evaluated pedestrian routes was adopted in January of 2021. During the Spring of 2021 the project team further analyzed conditions at and around high priority transit stops within the TriMet Service District and developed a web-based tool for sharing the data with jurisdictional partners.

The engagement process for the plan had two objectives: understanding what issues exist for pedestrians accessing transit and also how those issues might be addressed. TriMet offered multiple opportunities and formats for listening to both transit riders and community members, including stakeholder forums, agency partner working groups, an online survey, and an online open house. The first Stakeholder Forum, held in September 2019, established key shared values and an initial framework for prioritizing pedestrian improvements throughout the TriMet Service District that guided the planning effort.
Central Milwaukie Bikeway Connections

Overview & Process

The purpose of the Central Milwaukie Bikeway Connection (CMBC) project is to identify a safe and comfortable bicycle connection through Central Milwaukie, linking the 29th Ave Neighborhood Greenway at the north end of the area with the planned Monroe St Neighborhood Greenway to the south and east. The project area serves as a commercial hub, a crossroads for several neighborhoods, and the gateway to transit hubs located downtown. The intention of the CMBC project is to identify a feasible, near-term solution that considers all of the potential route options through this area and aligns with the ongoing development initiatives in Central Milwaukie.

Data.
- $63,650 project cost
- Consultant: Alta Planning
- Diverse biking perspectives sought

Analysis.
- Implementation increases transportation options for Title VI populations
- Additional bus stops proposed in closer proximity to low income housing.

Key Elements.
- Unique design suited to all levels of cyclists
- Greater access to downtown and surrounding neighborhoods.

Outreach and Public Involvement Efforts

The Project Management Team developed and followed a Community Engagement Plan (CEP) compliant with Title VI of the Civil Rights Act and supportive of Oregon Statewide Planning Goal 1 (Citizen Involvement), which calls for “the opportunity for citizens to be involved in all phases of the planning process.” The CEP was a useful tool that helped guide the public involvement process. The CEP outlined the tools and methods that the project would follow to ensure proper outreach to stakeholders and interested citizens.

The project involved a robust public engagement process. The project team heard from many participants and gathered extensive feedback using online engagement and mailed surveys due to the COVID-19 pandemic. Postcards in both English and Spanish were sent to all properties within 300 ft of all proposed routes. Paper surveys were also used in both English and Spanish. City staff hosted “office hours” to allow for one on one engagement.
The King City TSP project will develop the City of King City’s first transportation vision, policies, standards, network maps, and capital projects list. The TSP will include options for improving the multimodal network within the existing and newly incorporated areas of the City, with strong connections to neighboring communities in Washington County. The Project Area includes heavily-traveled arterials, including SW Beef Bend Road, SW Roy Rogers Road, and Pacific Highway West ("99W") and a major focus of the project will be to assess key intersections along these routes for safety, reliability, and congestion issues and opportunities.

King City conducted public outreach between September 2020 and June 2021 to share information about the King City TSP project and invited community members, stakeholders, and other interested parties to share their ideas and feedback about how people currently get around in King City, what can be improved, and solicit feedback on the proposed transportation projects for the TSP.

Feedback received through this outreach period helped the City and its consultants address planned growth in King City and the changing transportation needs of residents. Feedback was also used to develop a list of proposed transportation projects in the draft TSP, which will be further refined through the Kingston Terrace Master Plan project. The Public Engagement Plan, developed by the project team at the beginning of the project, considered the demographic makeup of the project study area to inform outreach activities. In light of the COVID-19 pandemic, the project team adapted to provide several engagement opportunities (virtual, in-person and by mail) to enable community members to safely participate and provide meaningful input.
The City of Sandy is updating the Transportation System Plan (TSP). The plan is part of the City’s Comprehensive Plan and will guide how we develop and invest in our transportation system to meet the current and future needs of Sandy and surrounding areas. It helps determine which projects, policies and programs are important to protecting and enhancing the quality of life in the City of Sandy, and that may receive funding over the next 20 years.

### What will the Sandy TSP do?

- Align and implement strategies within the City of Sandy Transit Master Plan, City of Sandy Parks and Trails Master Plan and other local plans.

- With community input, identify strategies to improve mobility throughout Sandy, considering bike and pedestrian needs, connectivity, increased traffic volumes, funding opportunities, street design, development conditions, and user preferences.

### Overview & Process

**Learn & Understand**

- Introduce project to stakeholders.
- Evaluate existing conditions and future growth trends.
- Discuss community values and transportation goals.
- Develop performance measures and evaluation criteria.

**Analyze & Evaluate**

- Determine future conditions.
- Develop alternative solutions for all modes of travel.
- Evaluate and refine draft solutions with the community.

**Recommend & Adopt**

- Identify preferred alternatives.
- Develop draft plan for public review.
- Hold public meetings with city boards, commissions and council.
- City Council adopts TSP.

### Outreach and Public Involvement Efforts

The public involvement plan reflects the commitments from the City of Sandy (City) and the Oregon Department of Transportation (ODOT) to coordinate and carry out public outreach activities to provide community members with the opportunity to weigh in on local transportation concerns and to provide input on the future of transportation within their city. The City will involve the public and stakeholders primarily through a series of committee meetings, public open houses, and work sessions with elected officials. The distribution of project information will primarily occur through the project website.

The needs and ability of all people to participate in the TSP update process will vary. In some cases, the information above will guide the outreach effort and/or the provision of resources to improve participation of a particular group, such as providing a translator for households with limited English proficiency. In other cases, particular transportation solutions may be more appropriate for certain areas due to a prevalence of disadvantaged groups, such as improved non-automotive facilities in areas with a high proportion of zero vehicle households. In all cases, the TSP update will consider the needs of these groups and appropriate improvements for those needs.

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**Sandy Area Metro bus**

Find out more: [www.oregon.gov/ODOT/TP](http://www.oregon.gov/ODOT/TP)
Banks is a small town in western Washington County that has transitioned in recent years from an economy based in resource industries, such as farming and logging, to being primarily a bed-room community for Portland Metro Area employment centers to the east. Because of the high proportion of drive-alone trips to work places outside of Banks, the city has struggled to develop a more sustainable and multi-modal transportation system that is friendly to non-motorized modes.

The purpose of the City of Banks Transportation and Growth Management Program Code Assistance Project was to amend the City of Banks’ Zoning Ordinance to implement a code audit, as well as recent bicycle, pedestrian, urban design, and parking plans; improve Zoning Ordinance structure; and enhance the walkable, bikable, small-town atmosphere of Banks.

The public involvement activities for the Banks Code Assistance project were severely impacted by the Covid-19 pandemic. The pandemic began shortly after the project started. Because of the pandemic, all in-person meetings were transitioned to online activities. Public outreach activities consisted of:

- live online public meetings with presentations and opportunities for spoken feedback and questions, and
- online virtual public workshops with images, text, surveys, and opportunities to leave comments.

The City notified the community about the outreach events by mailing postcards to all Banks residents and sending emails to the project email list.

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Find out more: https://www.oregon.gov/lcd/TGM/
The Tualatin Valley Trail Concept Plan is a technical resource for Washington County, city and regional partners (THPRD, ODOT, Metro, and others) who are involved in trail and transportation infrastructure decisions, as well as organizations and community members who are interested in improving regional trail connectivity where they live, work, and play.

Based on community, stakeholder, and agency input, three overarching prioritization criteria—safety, equity, and demand—were established to prioritize alignment and design.

Outreach and Public Involvement Efforts

Gathering community input was central to the development of the plan. Members of the public were invited to share their ideas for the trail, including route, design, and implementation.

The project team offered multiple opportunities and formats for listening to community members, including a stakeholder advisory committee, Spanish language forums, stakeholder meetings, agency partner working groups, an online survey, and an online open house. A Spanish language forum was held in November 2020 to obtain input on the top three corridors.

On Thursday, May 20, members of the project team conducted in-person tabling events to engage community members and solicit feedback on the recommended improvements associated with the Blanton and Shaw Street trail concepts.
Rhododendron Main Street Redevelopment Concept Plan

Overview & Process

Rhododendron is a community rooted in transportation from the Historic Oregon Trail and Barlow Road to the proximity of forested trails and location along US 26. While embracing this identity, the community envisions a future with improved connectivity and better street front environment and opportunities for people to live and work year-round. The Rhododendron Main Street Redevelopment Concept Plan builds on the Rhody Rising vision by identifying specific street improvements for US 26 and conceptual redevelopment of two privately held properties on the southwest side of US 26. Key features include:

- Additional housing, including two-story walk-up homes;
- New and repurposed buildings for retail or office uses;
- Reuse on unused road right-of-way for public space; and
- Improved highway frontage with pedestrian, bicycle and transit facilities.

Data.

- $68,500 project cost
- EPA Environmental Justice Screening and Mapping Tool (EJSCREEN)
- 8% of total population in 97049 identify as people of color; 23% identify as low-income

Impact Analysis.

- No direct impact on Title VI populations
- Implementation of recommended features can positively impact Title VI populations promoting compact development and a range of transportation options.

Key Elements.

- Additional housing options provided
- Greater accessibility to transit, walking and biking
- Increased seasonal worker housing options

Outreach and Public Involvement Efforts

The Project Management Team developed and followed a Community Engagement Plan (CEP) compliant with Title VI of the Civil Rights Act and supportive of Oregon Statewide Planning Goal 1 (Citizen Involvement), which calls for “the opportunity for citizens to be involved in all phases of the planning process.” The CEP was a useful tool that helped guide the public involvement process. The CEP outlined the tools and methods that the project would follow to ensure proper outreach to stakeholders and interested citizens.

The project involved a robust public engagement process. The project team heard from hundreds of participants and gathered extensive feedback using online engagement and mailed surveys due to the COVID-19 pandemic. This included video conference call interviews, online site tour and open house and three online and mailed surveys.

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Find out more: www.oregon.gov/ODOT/TP/TP
Bay City is a small town on Tillamook Bay. Its home to many retirees, but also has food-based industries, such as the jerky manufacturer, Tillamook Country Smoker, and Pacific Oyster, which farms and processes oysters.

The purpose of the Code Evaluation and Update for the City of Bay City is to evaluate the City of Bay City’s Development Ordinance, make recommendations for amendments to City regulations that will improve the multi-modal friendliness of Bay City and further Transportation and Growth Management objectives, and draft adoption-ready amendments to the Development Ordinance (and other City regulations or plans, as needed). The evaluation phase of the project has been completed, but the implementation phase has not yet begun.

Most streets in Bay City do not have sidewalks.

### Data.
- Dollar Amount for Project: $32,010
- No DBE Participation required
- Data: primarily U.S. Census

### Analysis.
- A more multi-modal transportation system benefits under-represented populations, especially low-income, youth, elderly, and disabled people
- There were no negative project impacts

### Key Elements.
- Code evaluation
- Focus on transportation and housing choices, and vibrant multi-use downtown
- Online community meetings

### Outreach and Public Involvement Efforts

The public involvement activities for the Bay City Code Evaluation and Update were severely impacted by the Covid-19 pandemic. The pandemic began shortly after the project started. Because of the pandemic, all in-person meetings were transitioned to online activities. Public outreach activities consisted of:

- live online public meetings with presentations and opportunities for spoken feedback and questions, and
- online virtual public workshops with images, text, surveys, and opportunities to leave comments.

Because there was concern that some residents might not have access to a computer for online meetings, the City provided paper copies of all meeting materials for people to pick up at City Hall. The materials included instructions on how to phone in to the meetings. Then, during the presentations, the slide numbers were mentioned at every slide change, so that callers could follow along.

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Find out more: https://www.oregon.gov/lcd/TGM/
SUMMARY OF PUBLIC OUTREACH AND TITLE VI COMPLIANCE

Date: September 23, 2021
To: Michael Duncan, Oregon Department of Transportation
From: Fred Evander, City of Independence
Project: Independence Transportation System Plan (TSP) Update
Subject: Summary of Public Outreach and Title VI Compliance

INTRODUCTION

This document summarizes the key findings and actions associated with the adoption of the Independence Transportation System Plan Update as it relates to Title VI / Environmental Justice (E.J.) populations that were identified and involved during the planning process.

PUBLIC INVOLVEMENT GOALS

The Independence Transportation System Plan Public Involvement and Communications Plan identified the following sensitive populations:

Diversity

A large Hispanic/Latino population lives in Independence. According to both the 2010 Census and the 2018 American Community Survey (ACS) estimates, roughly 35 percent of the population is Hispanic or Latino.¹

<table>
<thead>
<tr>
<th>RACE</th>
<th>2010 Census</th>
<th>2018 ACS Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total population</td>
<td>8,590</td>
<td>9,556</td>
</tr>
</tbody>
</table>

¹ The American Community Survey (ACS) is a survey administered by the US Census Bureau that is sent to a sample of the population. The data presented represents five years of survey responses for a community (i.e. 2018 data represents responses collected between 2014 and 2018). The data is provided with a margin of error, which may make the number slightly higher or lower.
Of the population five years and over, approximately 28.4 percent speak a language other than English at home. Approximately 11.7 percent of the population speak another language and do not speak English very well (i.e. have limited English proficiency).

### LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH

<table>
<thead>
<tr>
<th>American Community Survey 2018</th>
<th>ACS Estimate</th>
<th>Margin</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population 5 years and over</td>
<td>8,751</td>
<td>+/-196</td>
</tr>
</tbody>
</table>

-Portion of the Population 5 years and over that speaks another language at home and speaks English *very well* 
16.7 +/-5.5

-Portion of the Population 5 years and over that speaks another language at home and speaks English less than *very well* 
11.7 +/-4.0

### Poverty

Exactly how many of the residents in the City of Independence are in poverty is not clear. The 2018 ACS estimated that approximately 10 percent of the residents were in poverty, with a 4 percent margin of error. However, slightly older ACS numbers estimated that the poverty level was significantly higher. In the 2017 estimates, the proportion of the population in poverty was thought to be 14.3 percent. In the 2015 and 2016 data, levels were estimated to be 22.4 percent and 24.8 percent respectively (with a roughly 8 percent margin of error).

### POPULATION IN POVERTY

<table>
<thead>
<tr>
<th>ACS Estimate</th>
<th>Population¹</th>
<th>Proportion in Poverty</th>
<th>Margin of Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>9,466</td>
<td>10.0</td>
<td>+/-4.0</td>
</tr>
</tbody>
</table>

¹ Represents population for whom Poverty Status has been determined.
Many residents with lower incomes live in areas of multifamily housing and manufactured home parks. Areas with multiple-family residences and manufactured home parks are shown in Figure 1. Known areas of subsidized housing exist in apartment complexes along Monmouth Avenue, E Street, and I Street. A farmworker housing multifamily housing complex is also located off Gun Club Road. Key clusters of disadvantaged populations can be found surrounding Central High School and Talmadge Middle School, around the periphery of Central Plaza and along I Street (surrounding the former Henry Hill Elementary School).

Age

The population of Independence is young. Of the population, roughly 27.4 percent are under the age of 16 and according to the 2018 estimates, 61.9 percent of the population is under 34 years of age. Approximately eight percent of the population is over 65 years of age.

<table>
<thead>
<tr>
<th>AGE</th>
<th>2010</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Census</td>
<td>ACS Estimate</td>
</tr>
<tr>
<td>Population</td>
<td>8,590</td>
<td>9,556</td>
</tr>
<tr>
<td>Under 5 years</td>
<td>9.1</td>
<td>8.4</td>
</tr>
<tr>
<td>5 to 14 years</td>
<td>16.9</td>
<td>17.6</td>
</tr>
<tr>
<td>15 to 24 years</td>
<td>18.4</td>
<td>18.0</td>
</tr>
<tr>
<td>25 to 34 years</td>
<td>15.7</td>
<td>17.9</td>
</tr>
<tr>
<td>35 to 44 years</td>
<td>11.6</td>
<td>10.3</td>
</tr>
<tr>
<td>45 to 54 years</td>
<td>10.4</td>
<td>9.3</td>
</tr>
<tr>
<td>55 to 64 years</td>
<td>9.2</td>
<td>10.2</td>
</tr>
<tr>
<td>65 to 74 years</td>
<td>5.1</td>
<td>5.1</td>
</tr>
<tr>
<td>75 to 84 years</td>
<td>2.8</td>
<td>2.0</td>
</tr>
<tr>
<td>85 years and over</td>
<td>0.8</td>
<td>1.1</td>
</tr>
<tr>
<td>Total</td>
<td>100.0</td>
<td>100.0</td>
</tr>
<tr>
<td>Under 16 years</td>
<td>27.4</td>
<td>27.4</td>
</tr>
<tr>
<td>65 years and over</td>
<td>8.7</td>
<td>8.2</td>
</tr>
<tr>
<td>Median age (years)</td>
<td>28.3</td>
<td>27.9</td>
</tr>
</tbody>
</table>

Two retirement facilities/nursing homes are present in the City of Independence (see Figure 2). Both of the homes are located along Monmouth Avenue.
CITY OF INDEPENDENCE

DUPLEXES, MULTIFAMILY UNITS, AND MOBILE HOME PARKS

LEGEND
- Parcels

LAND USE INVENTORY
- Two to Four Units
- Manufactured Home Park
- Multifamily

Figure 1
CITY OF INDEPENDENCE
RETIREMENT FACILITIES/ NURSING HOMES

LEGEND
- Parcels
- Retirement Facility/Nursing Home

Figure 2
SUMMARY OF OUTREACH

To engage citizens and stakeholders in the Independence Transportation System Plan, the City of Independence made special efforts to involve Independence’s diverse population. The public outreach process used is summarized below:

- Held four meetings with a Community Advisory Committee and a Technical Advisory Committee.
- Held three virtual open houses in both Spanish and English to allow individuals the opportunity to voice their perspectives about existing transportation issues and potential solutions.
- Held two YouTube Live events that allowed people to ask questions about the Transportation System Plan Update. The option to have a translator translate the material was provided at both YouTube Live sessions.
- Produced flyers and newsletters (in both English and Spanish) that were distributed in City newsletters, to area apartment complexes, and to local businesses.
- Met with special interest grounds including the Independence Downtown Association, Soy Comunidad, the Rotary Club of Monmouth-Independence, and City Boards and Commissions.
- Offered listening posts for community transportation concerns in Downtown Independence.
- Produced videos about the update in both Spanish and English.

TITLE VI POPULATION IMPACTS

No impacts on Title VI populations were identified during the planning process. One intersection improvement project - enhancements to Polk Street and Main Street - was proposed to be sited near a housing complex populated by several Spanish speaking individuals, and a Mexican carniceria and restaurant, but the project was anticipated to be a net benefit for the area.

Otherwise, many of the proposed improvements are aimed at improving facilities for walking and bicycling which tend to favor lower-income residents who do not own or have easy access to an automobile.
This is provided as a summary of the Public Involvement process for the Three Mile Lane Area Plan which was funded with a Transportation Growth Management grant and is subject to the requirements and guidance found in ODOT’s Title VI Plan. Specifically, Title VI identifies measures to reach and solicit comments from disadvantaged populations within a community.

McMinnville is comprised of seven census tracts, three of which are wholly in the city and four of which are comprised of the territory within the city limits and the surrounding unincorporated area. The area specific to this area plan is encompassed by one of the largest census tracts, 306.01, that encompasses both this area and an area six times as large in the unincorporated county. Since McMinnville is a small community and due to the diluted statistics of census tract 306.01 relative to the McMinnville city limits, the project team relied on community statistics for the entire city limits to determine Title VI populations.
When this project started in 2017, the City of McMinnville’s certified population estimate per the Portland State University Center for Population Research was 33,665 people. Approximately 21.7% of the population identifies as Hispanic or Latino, 1.4% as Black or African American and 3.5% as Two or More Races (American Community Survey 2013-2017). 18.3% of households spoke Spanish as a primary language. Additionally 11.88% of the population under the age of 65 identified as having a disability.


The socio-economically sensitive populations within McMinnville consist of minorities, elderly (65 years of age or older), people with low-income (households at 50% of area median income or less) and people with disabilities. The socio economic conditions within the city were considered in all aspects of the development of the Three Mile Lane Area Plan to ensure that the land use and transportation systems meets the needs of the entire city while not creating adverse conditions for select population segments.

As part of the outreach to engage citizens and stakeholders in the Three Mile Lane Area Plan, the City made special efforts to involve a broad range of participants. The public outreach process is summarized below:
The Three Mile Lane Area Plan was developed in conjunction with a Project Advisory Committee. The Project Advisory Committee reviewed draft work products, advised on public involvement, and considered public input when making recommendations. The Project Advisory Committee included a Citizen Advisory Committee with representatives from the following identified demographics:

- Accessibility Advocates
- Active Transportation Advocates
- Architects or Developers
- Property Owners and Business Owners
- Business Owners
- Chemeketa Community College
- Transit Riders or YCTA Board Member
- Planning Commission
- City Council
- Linfield College
- School District
- Housing Advocates
- Senior Citizens
- Working Professionals
- Young Adults
- Youth
- Latino Representatives

The City hosted three public workshops. Invitations to the public workshops were provided in both English and Spanish. Spanish invitations were distributed through the Latino Advisory Council and provided at the Virginia Garcia Clinic in the study area. Spanish translation was provided at the public workshops upon request.

The City hosted three focus group interviews. One of the focus groups represented organizations and agencies that served Title VI populations in the study area.

The project included numerous City Council updates, which were part of the regularly scheduled McMinnville City Council meetings that were open to the public and broadcast with subtitles via McMinnville Media.

The City maintained a project website at www.ThreeMileLane.com.

The City distributed flyers and meeting invitations through the Latino Advisory Council, a network of Spanish speaking businesses, agencies and non-profit partners serving the Hispanic and Latino community in McMinnville.

The City provided project updates and invitations to meetings and events via its social media to the community at-large and direct mailings for households in the project area.
• The City created press releases and flyers for all public events which were advertised in local newspapers and distributed to public spaces such as the McMinnville Public Library, the McMinnville Community Center and through the McMinnville School District information portal.

• Five public meetings, all noticed and open to the public, were held in conjunction with McMinnville Planning Commission and City Council meetings. City Council meetings were broadcast with subtitles on McMinnville Media.

**Title VI Population Impacts:**

No impacts on Title VI populations were identified during the planning process. Proposed transportation improvements in the area will provide much needed bicycle, pedestrian and accessibility infrastructure connecting residential neighborhoods in the area with public facilities, medical providers and common goods. The effects of potential projects in the Area Plan on Title VI populations were considered during each step of the planning process.
This Interchange Area Management Plan (IAMP) will evaluate safety and congestions issues at the I-5/Brooklake Road Interchange north of Salem. The interchange experiences peak period congestion due to significant traffic (including a large column of trucks) that occasionally backs up into the I-5 mainline. The plan will analyze alternatives for improvements at the interchange that will improve congestion and safety. Both short- and long-term improvements will be evaluated.

The plan is being developed with input from a Project Advisory Committee (PAC). This group is comprised of local elected officials and citizens including business owners, area stakeholders, and interested public.

### Data.
- Project Budget: $343,737
- DBE Contractors: Angelo Planning, JLA
- Data Collection: Census analysis, Local knowledge, Public Meetings, Community Interviews

### Impact Analysis.
- Targeted outreach to minority and low income populations in the Brooks community approximately 1 mile east of the interchange.

### Key Elements.
- Robust public involvement process
- Identification of short-term improvements
- Evaluation of alternative interchange forms for reconstruction of the interchange in the future

### Outreach and Public Involvement Efforts
ODOT, working with our consultant team, will make a special effort to involve minority and low income groups. Data from the Census will be utilized, as well as a host of other resources to better engage Title VI populations.

Written materials and translation services will be made available in Spanish upon request. Project advertisements will be posted in locations where minority community members are likely to see them and materials were translated. Community and stakeholders interviews have also been held.

To assist those who cannot drive or are unable to attend public meetings, an online open house to gather feedback has been held. Project materials are also made available on the project website.

Documentation of all Title VI compliant activities will be provided during and at the conclusion of the IAMP.
The Cities of Manzanita, Nehalem, Wheeler, and the Oregon Department of Transportation are developing a joint Transportation System Plan (TSP) for the Nehalem Bay area. The TSP is a long-range plan that will guide future investments in the area’s transportation system.

The TSP will take a regional approach to transportation planning by focuses on needs both within the cities jurisdictions and those that connect them.

As part of this process, the plan includes targeted public outreach program, including three focused events to share information with Title VI/EJ communities, including various materials translated into Spanish.

Data.

- Cost: $273,321.34
- DBE: JLA Public Involvement

Impact Analysis.

- Project will focus on multi-modal connections within and between the three cities
- Safety, transportation demand management, and access to transit are major components of the plan.

Key Elements.

- Safe access for residents and visitors
- Improving US 101 between the three communities
- Supporting regional trails and bicycle routes.

Outreach and Public Involvement Efforts

Key Stakeholder Outreach: focused events with stakeholders, including open house events and policy advisory committee meetings, have discussed community trends & desired solutions. Individual interviews and a meeting in Spanish complemented these events.

Public Advisory Committee: All meetings have been available to the public and open for comment.

Project Website: include maps, fact sheets for publication, technical memorandum, and meeting notices.

Planning Commission & City Council Meetings: open for the public comment.

Ken Shonkwiler
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Find out more: www.oregon.gov/ODOT/TP
As with most cities on the Oregon Coast, the City of Gearhart has become a popular destination to visit and live. Land use within the city has changed as well, leaving means to connect. This project will develop a detailed facility plan for US 101 in the City of Gearhart that will improve safety and connectivity for all modes.

The plan is being developed with input from a stakeholder advisory committee and through extensive public outreach.

ODOT will make special efforts to involve populations traditionally underrepresented in public processes during outreach to engage stakeholders in the US 101: Gearhart Facility Plan development. Emphasis will focus on reaching tribal interests, LatinX population, senior citizens, non-English speaking populations and low income groups.

Written materials and translation services will be made available in Spanish upon request. Project advertisements will be posted in locations where all community members are likely to see them and materials were translated. Native American tribes in the region will also be notified.

To make meetings accessible and public, the project will use social media, online open houses, online user surveys, email announcements, and a project website to notify the public and gather input.

Engagement with EJ/Title VI populations will be accomplished through local community-based outreach, including tribal interests, senior citizens, non-English speaking populations and low income populations. Surveys and Focus Groups are also planned to be used so as to better engage Title VI populations.

Ken Shonkwiler
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Find out more: www.oregon.gov/ODOT/ODOT/TP
The ODOT Facility Plan serves as a refinement plan (project PB31) to the City’s recently completed Transportation System Plan and focuses on potential improvements to make OR 99W a more safe, comfortable, and attractive place to walk and bike while also addressing traffic operations, mobility, and access for motor vehicles and freight.

As part of this process, the plan includes targeted public outreach program, including multiple focused events to share information with Title VI/EJ communities. ODOT maintains a regularly updated project webpage with links to virtual and in-person events occurring throughout the project.

**Data.**

- $586,943 project cost
- City Population: 58,856 with 7.8% defined as Hispanic or Latino

**Impact Analysis.**

- Focus on improvements for walking, biking, and transit throughout the corridor
- Considers future development associated with on-going South Corvallis land use planning

**Key Elements.**

- Includes an FHWA Road Safety Audit addressing four enhanced pedestrian crossings
- Incorporates design elements from ODOT’s Blueprint of Urban Design

**Outreach and Public Involvement Efforts**

**Stakeholder Outreach:** focused events, including a concept development workshop, with stakeholders to discuss cross-section and intersection improvements, especially focused on safety. Project team also conducted stakeholder interviews with a diverse range of stakeholders.

**Stakeholder Advisory Group:** All meetings are available online to the public & open for comment.

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

**Planning Commission & City Council Meetings:** ODOT project manager regularly provides updates to city officials.
This project aims to find near-term, lower cost active transportation solutions along the Main St. in Mt. Angel ahead of and in order to leverage an ADA project (24-27 STIP). The UDV study is an internal ODOT document with community supported solutions for improving biking, walking, and rolling through town. This study adds a level of detail and specificity to the typical TSP, positioning both ODOT and the local agency to pursue funding.

This study (about eight months in length) has included outreach through online open houses, surveys, and in-person events. Project information was provided at natural gathering places (the local hardware store) and in-person at local events (city garage sale and root beer float social). The plan included targeted public outreach to share information with and engage Title VI/EJ communities. These efforts included Spanish translation of project materials/communications.

**Overview & Process**

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<td>• Total project cost: $89,406.</td>
<td>• The Plan focuses on improvements for walking, biking, and rolling throughout Mt. Angel, while maintaining freight operations (Reduction Review Route and farming community).</td>
<td>• The Plan focuses on finding specific improvements that could be added to a future ADA project along Main St.</td>
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<tr>
<td>• Data sources included: TransGIS and ODOT’s Active Transportation Needs Inventory (which includes crash data and a Transportation Disadvantaged Community Index).</td>
<td></td>
<td>• It incorporated design elements from ODOT’s Blueprint for Urban Design.</td>
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**Outreach and Public Involvement Efforts**

**Community Outreach:** Online open house event, tabling at a community-wide garage sale, and information distribution to key community gathering places. The schools and school district were also engaged. Both online open houses included surveys and materials in Spanish.

**City Council Meetings:** ODOT presented design concepts to City Council before going to the larger public.

**Note:** Because this is not an adopted planning document, the outreach is not quite as extensive.

**Español**

**Toma Nuestra Encuesta**

Antes de tomar la encuesta, revise la información de esta jornada de puertas abiertas. Las instrucciones para traducir el sitio se describen a continuación.
The Newport Transportation System Plan (TSP) project will update the 1997 TSP. The draft plan incorporates the recent visioning process – “Greater Newport Area Vision 2040 Navigating Our Future” – which defines core community values concerning future investments and programs over the 20 year planning horizon of the TSP.

As part of this process, the planning included targeted public outreach program, including three focused events to share information with Title VI/EJ communities, including various events and materials in Spanish. In the current fiscal year, the project team continued public outreach and a planning commission meeting in anticipation of adoption in the summer of 2022.

Key Stakeholder Outreach: focused events with stakeholders, including a multi-day workshop and policy advisory committee meetings, have discussed community trends & desired solutions. Individual interviews and a meeting in Spanish complemented these events.

Public Advisory Committee: All meetings have been available to the public and open for comment.

Project Website: include maps, fact sheets for publication, technical memorandum, and meeting notices.

Planning Commission & City Council Meetings: open for the public comment.

Key Elements:
- $546,582 project cost
- City Population: 10,592 with 16.5% Hispanic/Latino and 5% “two or more races” or “other race”
- Improvements for walking, biking, and transit throughout Newport
- Consideration of tsunami risks and diverse topography
- Analysis of couplet options on US 20 and US 20
- Incorporates elements of ODOT’s Blueprint of Urban Design
Willamina Transportation System Plan Update

Overview & Process

This project updated the 1997 Willamina Transportation System Plan (TSP). The primary purpose of the TSP update for Willamina was to make the community a more safe, comfortable, and attractive place to walk, bike, and roll, while also addressing traffic operations, mobility, and access. The project will look to specifically address multimodal safety and connectivity concerns along their Main Street—state highway OR 18B.

The Willamina TSP is a long-range plan that will guide investments for the next 20 years. The TSP includes a prioritized list of needed transportation projects, programs, and policy updates for the City to begin implementing after the plan is adopted.

As part of this process, the plan included targeted public outreach to share information with and engage Title VI/EJ communities. These efforts included Spanish translation of project materials/communications and targeted outreach (interviews) of community members including the Latino community.

Data.

- Total project cost: $257,342.
- Data sources included: TransGIS and ODOT’s Active Transportation Needs Inventory (which includes crash data and a Transportation Disadvantaged Community Index).

Impact Analysis.

- The Plan focuses on improvements for walking, biking, rolling, and transit throughout Willamina, while maintaining freight operations (large local timber industry).

Key Elements.

- The Plan focuses on finding specific improvements that could be added to a future ADA project along OR 18B.
- It incorporated design elements from ODOT’s Blueprint for Urban Design.

Outreach and Public Involvement Efforts

Stakeholder Outreach: Included community advisory committee, online open house event, tabling at a community-wide garage sale, and targeted interviews (English and Spanish). Willamina provided extensive communications through local channels.

Project Website: Included project documents, meeting notices, and contact information.

Planning Commission and City Council Meetings: ODOT and Willamina staff worked closely with these groups and all meetings provide additional opportunities for the public to engage and comment.
Overview & Process

The purpose of the Education and Outreach Parking Management for City Center is to help the City of the Yachats and its residents understand best practices for parking management, to have community conversations about options, and be prepared to take action to improve parking management in the City to support economic development and livability.

The management of automobile parking significantly impacts a city’s walkability. Excess parking pushes land uses apart, encourages driving, and hinders mixed-use development. By managing parking well, these problems can be alleviated.

This project draws from a combination of site visits, parking inventorying, content analyses, case studies, stakeholder meetings, and public workshops. Culminating in a presentation of findings to the city council, this project seeks to understand the current state of parking management in Yachats, solicit opinions of the parking challenges faced by City, engage community members in long-term thinking about parking management in the project area, identify opportunities for parking management, and prepare the City to update its code and parking management practices.

Data.
- $26,000 budget
- No DBE participation goal
- Site visit, parking inventorying, stakeholder meetings, workshops

Analysis.
- Greater engagement in parking management planning and alleviation of harmful impacts of excessing parking
- Engaging diverse stakeholders in community engagement

Key Elements.
- Data-based parking inventorying
- Community conversations
- Identifying adoptable strategies for parking management

Outreach and Public Involvement Efforts

Public involvement for this project must include a broad variety of community groups that fully reflect the changes in demographics, the local economy, and a diverse group of business interests, downtown users, stakeholders and elected leaders. Identified stakeholders included project area business owners, residents, City Council members, and City staff. The project also includes a public workshop to facilitate a discussion and understand community views on parking, determine key priorities, find key points of agreement on parking management, and solicit thoughts of best potential options to consider.

Finally, the project consultant shall prepare and deliver a presentation of the project findings to the Yachats City Council at a regularly scheduled meeting virtually via video call.
The Curry County Transportation System Plan (TSP) update details projects and policies that address transportation problems and needs in Curry County. Population growth and new development in recent years has led to an update of the TSP to address the transportation needs of all users, including pedestrians, bicyclists, drivers and public transit users. This document provides a 20-year list of improvement projects and a plan for implementing the projects.

Overview & Process

Beginning coordination with local, state and federal agency representatives, businesses and general public through a Technical Advisory Committee to review and comment on various Technical Memorandums analyzing traffic data, analysis and improvement concepts. No outreach at this time has been presented to the public as this contract was approved as of 6/28/2022.

Data.

- Cost: $275,000
- DBE: 3%
- Data collection methods will be determined later in the project

Impact Analysis.

- Impacts to identified populations will be determined later in the project
- Strategies will be determined later in the project

Key Elements.

- Preliminary discussions with Kittleson & Associates and Curry County to discuss expectations for the upcoming update of the current TSP.

Outreach and Public Involvement Efforts

Beginning coordination with local, state and federal agency representatives, businesses and general public through a Technical Advisory Committee to review and comment on various Technical Memorandums analyzing traffic data, analysis and improvement concepts. No outreach at this time has been presented to the public as this contract was approved as of 6/28/2022.
Overview & Process

The purpose of the CCPTSD TDP is to provide strategic guidance to the CCPTSD and Curry County ("County") for the provision of a sustainable and innovative transit system in a county that serves urban and rural users, over a 20-year planning period. The Project will examine how existing urban and outlying rural services can be improved and better coordinated to meet the needs of the region.

Section 122 of Keep Oregon Moving (Oregon House Bill 2017) established a new dedicated source of funding for expanding public transportation service in Oregon. The new funding source is called the Statewide Transportation Improvement Fund ("STIF"). STIF funds may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs. Five percent of the funds are awarded to eligible public transportation providers based on a competitive grant process.

A critical step in securing STIF funds is to have a plan that clearly defines the community’s transit needs and identifies future services that meet provider and community goals. CCPTSD and County desire to create a TDP that satisfies those requirements and makes them eligible for discretionary STIF funds in the future.

Data.

- $194,000
- 3% DBE participation
- GIS, driver and onboard surveys

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 was conducted for CPTI riders in January and February 2022. The surveys asked about bus use, frequency of use for different services, trip purpose, locations where respondents would like to use transit, tools that would make riding the CPTI more convenient, improvements the CPTI transit service needs, how respondents rate the CPTI, and demographic information. There were 28 responses to the onboard survey.

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

A live virtual meeting was held on April 14th, 2022 from 5 PM to 6 PM. The presentation summarized the project goals and background, work to date, and next steps, as well as pointed participants to the virtual open house and survey. The PDF of the presentation is attached at the end of this document. There were no participants during the live meeting; however, the presentation was recorded and placed on the project website.
This project will develop a modern transportation system plan (TSP) for Douglas County. The current TSP, completed in 2004 and updated in 2006, does not meet the present or future needs of the citizens of Douglas County. The updated TSP will establish new standards for transportation facilities supporting drivers, bicyclists, and pedestrians, and provide a clear blueprint to meet anticipated development.

The project will start by establishing advisory committees and a public involvement process, including a project website and virtual open houses. It will then proceed to identify current and future transportation system conditions, needs, and alternatives to meet identified needs. Finally, the project will develop a capital improvement list and policies supporting the transportation system, resulting in a document ready for adoption by the Douglas County Board of Commissioners.

For more information, visit www.douglascountytsp.org

### Data.
- Cost: $348,907
- DBE Participation: 3%
- Data Collection Methods: Traffic Counts, U.S. Census, and Federal/State/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
The public involvement plan was established with the input of Douglas County, ODOT, and consultant staff. Two advisory committees, one for technical staff and one for citizens, were established, along with a project website.

Once the project timeline was established, key decision points were identified and public involvement opportunities developed for each point. Public involvement opportunities include virtual online open houses, opportunities to attend advisory committee meetings, mailing lists and, later in the project, public adoption hearings.

The project will continue through the Summer of 2022.
Transportation Solutions supported by an Alternative Mobility Target for I-5 Exit 27 South Medford Interchange.

Data.
- $0
- Traffic Counts
- Model Simulation

Impact Analysis.
- Right-of-Way Acquisitions
- Identify and assess traffic deficiencies, and identify improvement concepts supported by an Alternative Mobility Target for I-5 Exit 27.

Key Elements.
- Preparation of a technical operational analysis and development of alternative improvement concepts supported by an Alternative Mobility Target for I-5 Exit 27.

Outreach and Public Involvement Efforts
Worked with local, state and federal agency representatives, businesses and general public through a Project Management Team to review and comment on various Technical Memorandums analyzing traffic data, analysis and improvement concepts.
The OR138E Design Concept Plan analyzes the OR138E Corridor (aka Diamond Lake Boulevard), connecting roadways and parallel roadways beginning at the OR138E/SE Douglas Avenue intersection and ending at the City of Roseburg’s Eastern Urban Growth Boundary (“UGB”) limits. The OR138E Corridor is in need of major improvements including extending existing roads, constructing new roads, providing multi-modal facilities and connections, and identifying and prioritizing safety improvements.

Overview & Process

Data.

- $369,941.76
- Yes
- Traffic Counts
- Model Simulation

Impact Analysis.

- Right-of-Way Acquisitions
- Identify and assess traffic deficiencies, and identify improvement concepts.

Key Elements.

- Preparation of a technical operational analysis and development of alternative improvement concepts.

Outreach and Public Involvement Efforts

Worked with local, state and federal agency representatives, businesses and general public through a Technical Advisory Committee to review and comment on various Technical Memorandums analyzing traffic data, analysis and improvement concepts. Presented the OR138E Design Concept Plan analysis and concepts to Public Advisory Committee and Public Open Houses.

Find out more: www.oregon.gov/ODOT/TP
City of Coos Bay
Front Street Blueprint

Overview & Process

Front Street is an extension of downtown Coos Bay with a direct connection to the bay front. Located across Highway 101, it has pedestrian, bicycle and vehicle access to the downtown commercial core and visitor amenities. Front Street is well positioned to provide recreational, dining and retail opportunities for visitors and residents while maintaining its industrial heritage and utility for water-dependent businesses.

The purpose of the Project is to provide strategic guidance to the City of Coos Bay in developing a detailed strategy that implements tasks identified in the 2017 Front Street Action Plan. These tasks include:

- Access/Intersection Improvements;
- Circulation/Connectivity Improvements;
- Bike/Pedestrian Safety and Access;
- Public Parking Management;
- Historic Wayfinding; and
- Public Waterfront Improvements.

Data.

- $185,000 in Transportation and Growth Management (TGM) funds
- DBE Goal: 3%

Analysis.

- Demographics
- Access and Parking
- Bicycle, Pedestrian and Transit
- Truck Freight
- Safety

Key Elements.

- Reflects the historic and cultural significance of the waterfront
- Strategies support future development
- Improves circulation and safety for all modes

Outreach and Public Involvement Efforts

The community is engaged in the process to ensure that transportation issues and needs are identified and solutions reflect community preferences.

Meeting with Business Owners: were conducted January and March 2021 to review project alternatives, discuss needs and develop a preferred solution.

An Advisory Committee: met in April 2021 to review background and inventory information.

City Planning Commission: met in May 2021 and June 2022 to review project information and proposed solutions for adoption. This included an opportunity to discuss with the public.

A Project Website: allows the public to review and comment on project materials; be informed of upcoming meetings; and sign up for updates. Coos Bay Front Street Blueprint (jla.us.com)
Overview & Process

Create a strategic transit master plan with recommended implementing ordinances and related documents and materials that provide clear and concise direction regarding transit productivity-based service (i.e. targeted transit service to increase ridership) for the Umpqua Public Transportation District (UPTD).

Data.
- $175,000.00
- DBE: 3%
- Surveys
- Outreach Coordination Calls

Analysis.
- Lack of transit opportunities
- Identify and assess transit deficiencies, and identify improvement concepts to improve transit ridership opportunities in the service area.

Key Elements.
- Assess the existing transit services and facilities.
- Understand the bicycle and pedestrian network connections.
- Look for ways to pay for future improvements and leverage funding.

Outreach and Public Involvement Efforts

Worked with local and state agency representatives, businesses and general public through a Technical Advisory Committee to review and comment on various Technical Memorandums analyzing transit data, analysis and improvement concepts.
The US 199 Corridor Plan: Applegate River to Oregon - California border begins where the US 199 Expressway Plan ends. The Project uses the best available information to reassess safety, operations, bicycle and pedestrian issues identified in the 2019 Josephine County Transportation System Plan ("TSP"); develop cost-effective safety, operations, bicycle and pedestrian solutions; and provide policy framework for the long-term safety and efficiency of US 199.

### Data.
- $328,642.35
- Yes
- Traffic Counts
- Model Simulation

### Impact Analysis.
- Right-of-Way Acquisitions
- Identify and assess traffic deficiencies, and identify improvement concepts.

### Key Elements.
- Preparation of a technical operational analysis and development of alternative improvement concepts.

### Outreach and Public Involvement Efforts
Worked with local, state and federal agency representatives, businesses and general public through a Technical Advisory Committee to review and comment on various Technical Memorandums analyzing traffic data, analysis and improvement concepts. Presented the US 199 Corridor Plan analysis and concepts to Public Advisory Committee and Public Open Houses.

THOMAS GUEVARA JR.
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Find out more: www.oregon.gov/ODOT/TD/TP
The purpose of the Project is to update the City’s Transportation System Plan to identify improvements that support local, regional and state needs through the year 2042. The project includes several steps:

- **Update Goals and Objectives** against evaluation criteria set by the city and public;
- **Review and Evaluate Existing System Conditions** including the system’s capacity, operations and safety;
- **Forecast Future Transportation Deficiencies and Needs** for all modes including bus, bicycles and pedestrians;
- **Identify and Evaluate Scenarios** against goals, objectives and needs; and
- **Develop Solutions and Strategies** that meet community needs.

The community is engaged in the process to ensure that transportation issues and needs are identified and solutions reflect community preferences.

A Planning Advisory Committee: including community members, city, county and tribal officials met September 2021 to review community goals and needs under the Transportation System Plan update.

**Open House:** Both an on-line and in-person open house was held in September 2021 to engage and inform the public.

**A Project Website:** allows the public to review and comment on project materials; be informed of upcoming meetings; and sign up for updates. [http://winstontsp.com](http://winstontsp.com)
Overview & Process

This project identifies and develops a bicycle system improvements proposed for the Roseburg Bike Routes Plan. It packages the improvements into route alternatives are linear routes intended to connect to important destinations, such as schools, parks, neighborhoods, and commercial areas. Routes were designed to take advantage of existing bike infrastructure, especially the path network.

The project will also add more detail to each route improvement. The facility type of each segment is indicated, and the proposed implementation phase

The project will also evaluate route alternatives based on the project objectives and criteria. It will also includes conceptual cost estimates to aid in comparing alternatives. When this project is finalized, after review by the advisory committee and stakeholder advisory committee, alternatives will include recommendations for advancement to the Roseburg Bike Routes Plan.

This project will also 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

Analysis.
- The project looked to provide better access to veterans who may use the trails and bike routes
- There were no impacts identified when coordinating with any groups identified.

Key Elements.
- Identify Routes and improvements needed;
- Provide alternatives and costs;
- Develop a “toolkit” for traffic calming treatments.

Outreach and Public Involvement Efforts

As the project moves forward, the consultant and City of Roseburg continue to meet with the project’s advisory committee to vet plan ideas. The Committee has diverse representation of City residents, business-owners, school district staff, elected officials, and interested stakeholders from the surrounding community.

The City has issued news releases and other information to keep the public informed and provide avenues of input (interactive map and website) from all people who live, work, and go to school in the City of Roseburg.
The Baker Road IAMP will be used by ODOT, Deschutes County and the City of Bend to develop an interchange solution at US 97 & Baker Road that will protect the function of the interchange and surrounding transportation network over a 20 year period.

**Data.**
- Total project cost $320,410
- Contractors involved are DKS and HDR
- Transportation and Land Use Modeling

**Impact Analysis.**
- Existing traffic volume data was assembled from turning movement traffic counts conducted at intersections throughout the interchange study area, and annual data collected by the ODOT Transportation Planning Analysis Unit (TFAU).

**Key Elements.**
- Strategies to preserve and improve the safety and capacity of the interchange over the 20 year horizon.

**Outreach and Public Involvement Efforts**
Public involvement and engagement activities during the reporting period of 7/1/21—6/30/22 included:
- One Technical Advisory Committee (TAC) Meeting
- One Citizen Advisory Committee (CAC) Meeting
- One Virtual Public Open House
- Two Bend MPO Policy Board Meetings

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The purpose of the Project 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 Transportation System Plan (TSP), adopted in August 2020. The 2040 Transit Master Plan, the 2020 TSP, and the 2040 Metropolitan Transportation Plan all identify mobility hubs as key components of the transportation system, important to improving the efficiency of transit and reducing vehicle miles traveled in the City. The Project is intended to be adopted into CET’s TMP as a technical appendix with the intent of determining the best approach to implementation and management of mobility hubs.

Community outreach methods aimed to engage people representing the wide swath of populations in Bend. The 2040 Transit Master Plan, the 2020 TSP, and the 2040 Metropolitan Transportation Plan all identify mobility hubs as key components and were guided by in-depth public engagement with many Title VI communities. Outreach and engagement methods for the Bend MPO Mobility Hubs Plan included the following:

- Five (5) virtual Advisory Committee meetings
- Several rounds of Interviews with Stakeholder Groups
- Two online surveys
- Two virtual open houses

Data.
- Dollar Amount for Project = 179,800.00
- DBE Participation = 3%
- Ongoing 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
Overview & Process

The purpose of the Gorge Regional Transit Strategy is to develop a roadmap for a regionally coordinated and integrated public transportation system in a rural five-county, bi-state region adjacent to the large metropolitan areas of Portland and Vancouver.

The planning process is occurring over two phases. Phase I was completed in early 2022 and focused on strengthening partnerships, completing local plan assessments, and synthesizing goals and policies into a high-level regional vision. Phase II kicked off in Spring 2022 and will focus on operationalizing that vision through further data analysis, funding and financial planning, assessment of potential regional organizational structures, and operational and policy strategies.

Outreach and Public Involvement Efforts

The following outreach and public involvement efforts occurred after the project received Notice to Proceed on April 4, 2022:

- Public Involvement Plan was developed in consultation with Advisory Committee and Project Management Team
- One Advisory Committee Meeting was held during the period of July 1, 2021 – June 30, 2022

Data.

- Total project cost $199,973.51
- DBE goal is 3%
- Contractors involved are Kittelson & Associates, Inc., JLA Public Involvement, ECONorthwest, and Plангineering.
The Jefferson County Transportation System Plan (TSP) was developed through detailed technical analysis, several public engagement activities, and ongoing guidance from a Project Advisory Committee.

Data.
- Total project cost $154,938
- Contractors involved were Kittelson and Associates and Angelo Planning Group
- Transportation and Land Use Modeling

Impact Analysis.
- Existing traffic volume data was assembled from turning movement traffic counts conducted at intersections throughout the county, and annual data collected by the ODOT Transportation Planning Analysis Unit

Key Elements.
- The TSP identifies and prioritizes the transportation system investments and policies needed to meet existing and future community needs.

Outreach and Public Involvement Efforts

No Project Advisory Committee Meetings or Virtual Public Open Houses were held during the period of July 1, 2021 – June 30, 2022. The Jefferson County TSP was adopted in September 2021.
Overview

The Town of Lakeview TSP provides a flexible, adaptable framework for making transportation decisions in an increasingly unpredictable and financially constrained future. Decisions about the Town’s transportation system were guided by the goals and policies, but ultimately the decisions were made within the overall context of the Town’s land use plans and support for local and regional Economic Development. These guiding plans and principles provide a foundation for the TSP’s goals, policies, and potential actions.

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**Data.**
- Dollar Amount for Project = 149,726.67
- DBE Participation = 3%
- Completed project—March 8, 2022

**Impact Analysis.**
- Community does not have established technology connections to citizens
- Project used Consultant and Oregon Department of Transportation platforms to reach community members

**Key Elements.**
- Accessibility & Connectivity
- Equity
- Mobility

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**Outreach and Public Involvement Efforts**

The Town of Lakeview, in its role as an economic driver for Lake County and the greater South Central Oregon Area, coordinated the development of the TSP with community members, businesses, and key agency partners to reflect overall goals and needs of the region. This feedback occurred via a range of venues, such as:

- The TSP website included project updates, all technical reports, meeting summaries, and links to Regular Project Management Team (PMT) Meetings attended by Town and ODOT staff
- Four Public Advisory Committee Meetings (PAC)
- Public open houses, Town Planning Commission, Town Council, and Lake County Board of Commissioners work sessions and public hearings
The US 97 Bend Parkway Plan focused on management and safety strategies that can be implemented to improve US 97’s performance into the future. Due to the volume of data to be gathered and analyzed, the planning effort was phased. The first phase addressed existing and future conditions. The second phase addressed system management and operational strategies and identified low cost strategies that improve mobility, reliability and safety. The results of the overall planning effort (Phase 1 and Phase 2) area now part of the BMPO Metropolitan Transportation Plan (MTP) and City of Bend Transportation System Plan (TSP).

Planned public involvement activities had been completed prior to the timeframe covered by this reporting period. Additional opportunities for public input during the covered period were available during the Oregon Transportation Commission’s adoption of the Facility Plan and associated Alternative Mobility Targets.
The US 97 SRC Facility Plan addresses existing shortcomings of the corridor, including:

- Lacking or substandard pedestrian and bicycle facilities.
- Limited crossing opportunities of US 97 for pedestrians and bicyclists.
- Limited east-west connectivity between the corridor and the neighborhoods to the west.
- Untapped development potential due to vacant or underdeveloped parcels along the corridor.
- Challenging corridor aesthetics, dominated by automobile-serving facilities (roadways, driveways, parking) and auto-oriented businesses with associated signage.

The project will improve US 97 and the connecting transportation system by addressing traffic mobility, safety, and local development needs. The project will also provide the opportunity to enhance economic development, community urban design, and business vitality along the corridor.

The public outreach portions of the plan were completed prior to this reporting period. During this period work focused on Oregon Transportation Commission adoption of the Facility Plan and associated alternative mobility targets. Public review and input of the Plan was available during the OTC adoption process.
This project consists of two parts: (1) Tumalo Community Plan Active Transportation Update and (2) Sisters Country Trails Expansion Outreach. Both parts support the growing active transportation needs of Deschutes County (County) residents. Two project stakeholder committees have been assembled, each of which will help guide active transportation and trails expansion opportunities in each respective study area. The outcomes of the project will also be incorporated into the County’s Transportation System Plan (TSP) update.

Data.
- Dollar Amount for Project = $75,000.00
- DBE Participation = 3%
- Ongoing project

Impact Analysis.
- Enhanced active transportation options to be implemented by project outcomes
- Project used Consultant and Oregon Department of Transportation platforms to reach community members

Key Elements.
- Accessibility & Connectivity
- Equity
- Mobility

Outreach and Public Involvement Efforts
Deschutes County is managing the development of the project and coordinating the two separate portions of work. The County, in partnership with ODOT and the Consultant, is coordinating the development of the work with community members, businesses, and key agency partners to reflect overall goals and active transportation needs. Engagement activities to date include:

- Public walking tour of Tumalo on June 8, 2022
- Three Advisory Committee Meetings (two for Tumalo portion & one for Sisters portion)

These activities provided members of the public with a variety of forums to provide feedback and share their priorities for future transportation projects, programs, and policies.
The Lower John Day Intelligent Transportation Systems (ITS) Plan will create a prioritized set of ITS investments, use existing system assets and emerging technology as appropriate, form consensus on where/when/how system management and operational strategies are needed around the region, and enhance Gilliam, Sherman, Wasco, and Wheeler County’s institutional capacity to consider system management investments in concert with conventional capital projects.

**Data.**
- Total project cost $119,570
- Contractor involved is DKS

**Impact Analysis.**
- Facilitate communication between stakeholder subsets such as engineers, planners, maintenance staff, operators, technology interests, the business community, and other stakeholders.

**Key Elements.**
- Improve the performance of existing transportation infrastructure with regard to mobility, safety and reliability.
- Reduce congestion and associated impacts, including business costs and air pollution.

**Outreach and Public Involvement Efforts**
No public outreach meetings were held during the period of July 1, 2021 – June 30, 2022. The Lower John Day ITS Plan was completed in October 2021.

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Northern Baker Transportation Improvement Plan

Overview & Process

NBTIP is underway to develop a vision for revitalizing a section of US 30 (10th Street) within the City of Baker City. Project includes new street design cross sections for Cedar Street and Hughes Lane/Pocahontas Road. Currently US 30 is a 4-lane primarily automobile-oriented facility and is part of the Grand Tour Scenic Bikeway, TransAmerica Bicycle Trail, and Northeast Oregon Public Transit Trolley fixed route service. While Hughes Lane/Pocahontas Road is under the jurisdiction of Baker County. In addition, the pathway connection from Leo Adler Memorial Parkway to the Sports Complex could extend to cross US 30 and expand the trail system.

Enhancing these routes will provide safer mobility choices for people of all ages and abilities, including the underserved and most vulnerable. Signs and pavement marking will be an important element by helping create the look and feel of each corridor. Lane reconfigurations or reductions will also be considered.

Data.
- $230,283 Planning Budget
- DBE Goal 3%

Impact Analysis.
- The primary objective is to develop a plan with supportive streetscape design that can help deliver community focused, multimodal practical solutions, and prioritize safety for all modes and users.

Key Elements.
- Project is time sensitive due to Oregon House Bill (HB) 2017. Project will enable coordinated design and planning in support of improvements funded by HB 2017.

Outreach and Public Involvement Efforts
- Public Involvement Plan, including a decision process diagram, key messages, key audiences, and specific planned public involvement strategies (web page, fliers, youth workshops, community open houses).
- Active Transportation and Transit Toolbox (photographic/illustrative design examples with text explaining pros and cons) along with Bicycle/Pedestrian Level of Traffic Stress analysis and other transportation/land use/socioeconomic assessments to assist community understand opportunities for improvements.
- Vision Statement and Guiding Principles with evaluation matrix to guide the Project.

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Find out more: www.oregon.gov/ODOT/TD/TP
CTUIR Transportation System Plan (TSP) Update project is underway to evaluate multi-modal transportation changes from the past 20-years to plan for the next 20-years, including new population and transportation growth projections, and community driven priority-setting.

Project will incorporate changes to the Kayak Public Transit system, the Gateway commercial development hub, the new tribal Mission services hub, and July Grounds community hub.

Community members and local road jurisdictions are being consulted extensively about the character of a modern transportation network via digital tools and in-person engagement.

- $216,700 Grant Funding for project.
- A tribal community, and one with poorer than Oregon average health outcomes.
- Project area encompasses all lands within the Umatilla Indian Reservation (UIR), including several roads on off-reservation lands.
- Primary focus of the project are areas within the UIR.
- The Updated TSP will incorporate recommendations provided in the TGM 2017 Mission Community Master Plan in order to promote community growth that meets local community needs.

Outreach and Public Involvement Efforts

- Public Involvement Plan with the project schedule, decision process diagram, key messages, key audiences and specific planned public involvement strategies (i.e., Confederated Umatilla Journal newspaper, Eastern Oregon newspaper, Facebook, web page, school announcement, fliers, youth workshops, table event, community open houses) prepared.
- Project identity that includes a project logo developed.
- Presentations for the CTUIR Board of Trustees, General Council, and Land Protection Planning Commission will be conducted.
Elgin-to-Lookingglass Joseph Branch Trail-With-Rail and Trailhead/Pocket Park Plan will develop a refinement plan for the inaugural 13+ mile Elgin-to-Lookingglass segment of a longer, proposed 63-mile trail-with-rail. The longer proposed 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, improve multimodal transportation options for underserved communities, and present an opportunity to help draw people to the Eagle Cap Excursion Train.

The inaugural segment will start at the Wallowa Railroad Authority (WURA) Trail Depot in downtown Elgin and continue to Union County’s eastern border with neighboring Wallowa County. Project Area includes a future westernmost .27-acre trailhead/pocket park located directly across from the Elgin Train Depot.

Union and Wallowa Counties are mainly connected by a narrow 2-lane, 55-mph single highway.

The tail-with-rail has been in the planning stages for more than a decade.

- Union and Wallowa Counties are mainly connected by a narrow 2-lane, 55-mph single highway.
- The tail-with-rail has been in the planning stages for more than a decade.

- Project will address alignment, safety, general design, crossings, adjacent landowner concerns, and tailored to fit within the existing WURA railroad corridor 100-foot right-of-way and contiguous public lands.

- Project will assist the City of Elgin, Union County, 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

- A webpage will be developed with simple branding to identify the Project, an overview video to raise awareness of the Project, and walking tour to engage diverse stakeholders.
- A land use assessment will be prepared to summarize development potential and feasibility information, including conditions of intergovernmental agreements with the County, transportation providers and requirements for access to public lands.
- Economic as well as Healthy Community Benefits of Trails handouts will be prepared.
- Presentations at Youth Workshops, Open House, WURA, City of Elgin and Union County will be conducted.