

# I-205 Toll Project

## Public Involvement Plan



Date Last updated: March 23, 2021

### PURPOSE

This plan will inform and guide the project team during the environmental review for the I-205 Toll Project (Project). It describes goals, objectives, performance measures, audiences, and tools to guide the public information and engagement activities that will be used to support ongoing project development and key decisions during the National Environmental Policy Act (NEPA) process. More detailed implementation plans will be written before each stage of the technical analysis to identify which tools will be used to ensure transparent delivery of information and public engagement that supports decision-making.

This plan seeks to apply the principles and approach detailed in the [Oregon Toll Program's Equity Framework](#). (See Attachment A.) The Oregon Toll Program has made the development of community mobility and equity strategies key components of successful toll projects. The Oregon Toll Program is committed to minimizing burdens and maximizing benefits to historically and currently excluded and underserved communities. The Oregon Toll Program will engage these communities so that it can intentionally inform, listen to, learn from, and empower them throughout the Project's development, implementation, monitoring, and evaluation processes.

### Equitable engagement considerations and approach

Tolling improves travel reliability and provides revenue to finance improvements in the transportation system. However, tolling may result in greater impacts to historically and currently excluded and underserved communities due to the potential for disproportionately higher transportation costs, more limited transportation options in lower cost housing areas, limited schedule flexibility, and additional traffic rerouting through their neighborhoods by drivers attempting to avoid tolls. See Attachment B, I-205 Toll Project Equitable Engagement Plan, for a detailed approach to engage affected communities who have been historically and currently excluded and underserved.

### OVERVIEW AND CONTEXT

Oregon House Bill 2017— "Keep Oregon Moving"— directed the Oregon Transportation Commission (OTC) to develop a proposal for value pricing (tolling) on I-5 and I-205 in the Portland metro area to reduce congestion and raise revenue for bottleneck improvements. The Portland Metro Area Value Pricing Feasibility Analysis concluded in late 2018 with an application to the Federal Highway Administration (FHWA) to proceed with tolling. FHWA responded with the steps necessary to proceed. The application describes the study areas on I-5 and I-205 and serves as a guide for two projects: I-205 Toll Project and I-5 and I-205 Regional

Toll Project. (Note: The environmental review and public input process for the I-5 and I-205 Regional Toll Project will occur in parallel with the I-205 Toll Project.)

In 2020, the ODOT Urban Mobility Office created the Comprehensive Congestion Management and Mobility Plan (CCMMP) to meet the direction of House Bill 2017. The CCMMP outlines priority projects that collectively improve urban mobility across the Portland metro area, with tolling as an essential funding strategy.

Projects in the CCMMP are underway and include:

- I-205 Improvements Project
- I-5 Rose Quarter Improvement Project
- Oregon Toll Program Implementation
- Interstate Bridge Replacement
- I-5 Boone Bridge Improvement Project

### **Description of the Project**

ODOT is studying options with a variable rate toll on all lanes of I-205 between Stafford Road and OR 213. Tolls will raise revenue to complete financing for the planned I-205 Improvements Project and manage congestion. The I-205 Improvements Project includes seismic upgrades to the Abernethy Bridge and eight other bridges on I-205 and the extension of a third lane in each direction.

Tolls will be paired with strategies that:

- Help improve affordability of the transportation system.
- Identify opportunities and improve access to multi-modal options; including transit
- Address community health, including strategies to reduce negative effects to neighborhoods from changed traffic patterns, i.e. diversion.

Because the Project is the first toll project in the Portland metro area, some decisions and policies made through the development of this Project will also apply to future toll projects developed as part of the Oregon Toll Program.

### **Current status**

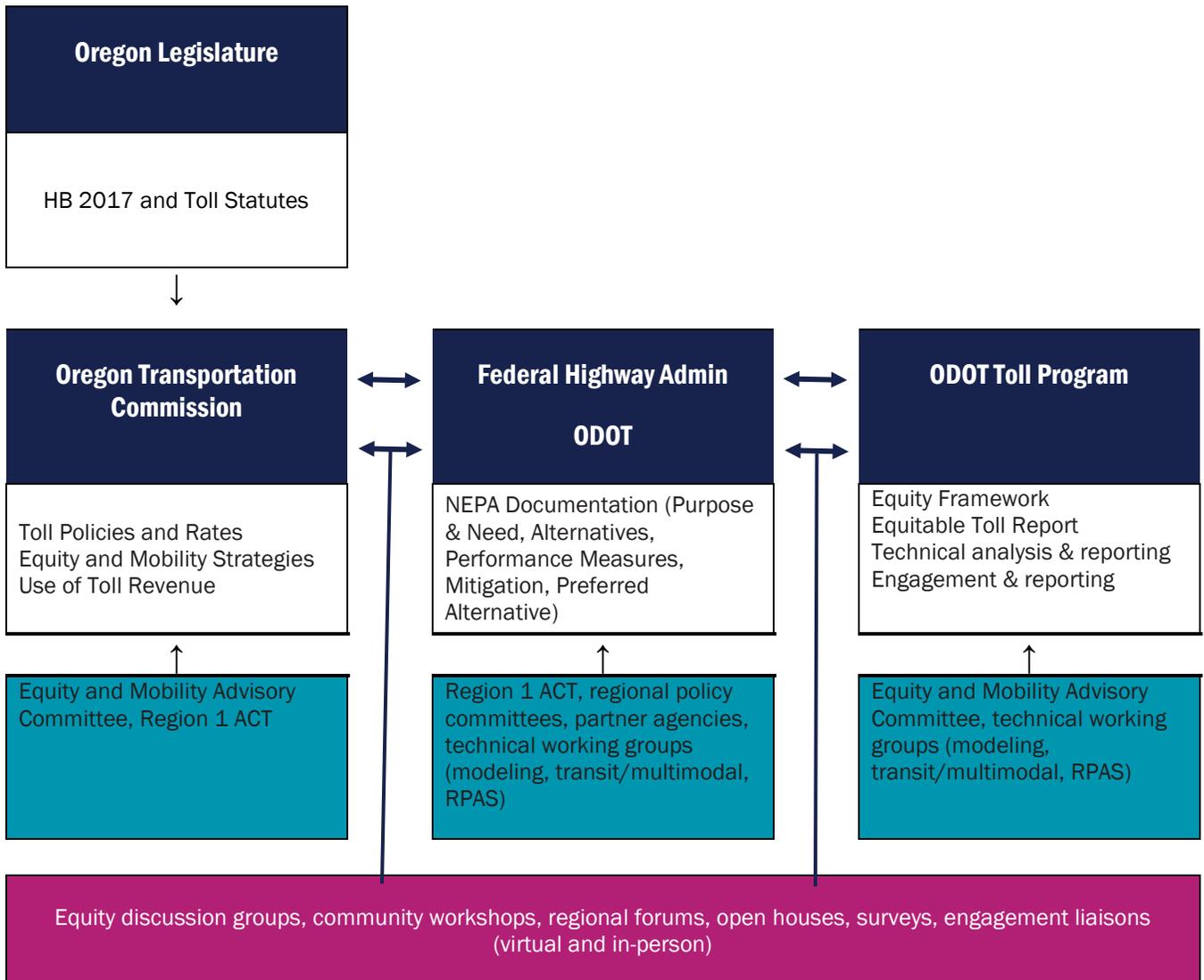
The Project is currently in the environmental review and public input phase to identify toll endpoints and equity and mobility strategies. Two alternatives, plus a “no build” alternative, are under review.

Tolling is not expected to be implemented in the Portland metro area before 2024. The OTC, as the toll authority, will establish toll rates after the conclusion of the environmental review and installation of toll equipment and collection systems.

## I-205 TOLL PROJECT SCHEDULE

	2020	2021	2022	2023	2024
<b>I-205 Improvements</b>	Project design and bid		Construction (4 years) →		
<b>I-205 Toll Project</b>		Environmental review			★ Tolling begins
<b>Equity</b>	Equitable engagement				

## ADVISORY AND ENGAGEMENT STRUCTURE



## Public engagement scope

Public engagement will inform key decisions and activities for the environmental review phase. Decisions related to the Project and toll policies are made at multiple places, as shown above.

The 15-member Equity and Mobility Advisory Committee convened for the Oregon Toll Program in mid-2020 provides an important forum for connecting to community members who understand the needs of those historically and currently excluded and underserved by transportation projects and are our ambassadors to their communities. In addition, ODOT will engage regularly with agency partners and regional policy committees to ensure community needs are considered.

Key Decisions	Primary Engagement Methods	Decision Maker
Equitable engagement plan and activities	<ul style="list-style-type: none"> <li>Stakeholder interviews</li> <li>Community Based Organization interviews</li> <li>Equity and Mobility Advisory Committee</li> <li>Workshop with community engagement liaisons</li> </ul>	Toll Program
Equity framework	<ul style="list-style-type: none"> <li>Equity and Mobility Advisory Committee Equity strategy group</li> </ul>	Toll Program
Evaluation criteria and performance measures for process equity	<ul style="list-style-type: none"> <li>Equity and Mobility Advisory Committee</li> </ul>	ODOT. FHWA provides process oversight.
NEPA analysis: <ul style="list-style-type: none"> <li>Statement of purpose and need, goals and objectives</li> <li>Range of alternatives</li> <li>Evaluation criteria and performance measures for analysis</li> </ul>	<ul style="list-style-type: none"> <li>Regional policy committees (Region 1 ACT, JPACT)</li> <li>Direct engagement of partner agencies</li> <li>Technical working groups</li> <li>Online open houses/webinars</li> <li>Online survey</li> <li>Community engagement liaison outreach</li> <li>Equity and Mobility Advisory Committee</li> </ul>	ODOT; FHWA provides process oversight.
Toll policies and strategies related to mobility and equity	<ul style="list-style-type: none"> <li>Equity discussion groups (in-person or online)</li> <li>Equity and Mobility Advisory Committee</li> <li>Technical working groups</li> <li>Regional policy committees (Region 1 ACT, JPACT, RTC)</li> <li>Online survey/webinars</li> <li>Community engagement liaison outreach</li> </ul>	OTC
Selection of equity and mobility strategies for preferred alternative	<ul style="list-style-type: none"> <li>Technical working groups</li> <li>Equity and Mobility Advisory Committee</li> </ul>	ODOT

Key Decisions	Primary Engagement Methods	Decision Maker
NEPA analysis: <ul style="list-style-type: none"> <li>Preferred alternative</li> </ul>	<ul style="list-style-type: none"> <li>Regional policy committees (Region 1 ACT, JPACT)</li> <li>Direct engagement of partner agencies</li> <li>Technical working groups</li> <li>Website/info sharing Equity and Mobility Advisory Committee</li> </ul>	ODOT
Draft Environmental Assessment	<ul style="list-style-type: none"> <li>Regional policy committees (Region 1 ACT, Metro)</li> <li>Open houses</li> <li>Online open houses/webinars</li> <li>Comment form</li> <li>Community engagement liaison outreach</li> </ul>	ODOT; FHWA provides process oversight
Refinement of preferred alternative to include community mobility and equity strategies and mitigation	<ul style="list-style-type: none"> <li>Equity and Mobility Advisory Committee</li> <li>Technical working groups</li> <li>Direct engagement of partner agencies</li> <li>Community workshops</li> </ul>	ODOT
NEPA Decision		FHWA

Note: Toll Program refers to the project team for the toll projects. ODOT refers to the agency and includes staff outside the Toll Program.

## STAKEHOLDER ASSESSMENT

### Audiences and stakeholders

Primary audiences for engagement are those who are directly affected by the Project. They include:

**Historically and currently excluded and underserved communities dependent on or affected by I-205:** People experiencing low-incomes, youth, older adults, Black, Indigenous, multi-racial, and people of color, people who speak a language other than English, people living with disabilities, people who do not use or have access to traditional financial services (unbanked), and people who are experiencing houselessness, who may face challenges accessing employment and other services.

- Equity thought leaders; community-based organizations and faith-based organizations
- Environmental justice community
- Community Engagement Liaisons
- Senior centers
- Transit providers
- Ride share services for people experiencing disabilities.

**Local and state elected officials and agency staff in the Portland metro area, including Southwest Washington:**

- Metro Regional Government, Southwest Washington Regional Transportation Council, four counties (Clackamas, Washington, Multnomah, Clark), City of Portland, City of Vancouver, cities/communities affected by congestion or rerouting from I-205 near Abernethy Bridge (Oregon City, West Linn, Tualatin, Lake Oswego, Canby, Gladstone, Milwaukie, Stafford and Wilsonville)
- Oregon and Washington state senators and representatives in the Portland metro area
- Transit providers (TriMet, SMART, C-TRAN, Clackamas CC)

**Commuters/travelers through the I-205 corridor where tolls are being considered:**

- People who use transit, bike, and walk in and through the corridor
- Multimodal transportation advocacy organizations
- Non-profits providing transportation, carpooling groups
- Transit providers
- I-205 corridor drivers from Oregon and Southwest Washington
- Transportation advocacy organizations, e.g AAA
- Ride sharing organizations

**Communities along corridors where tolls are being considered and could benefit from, or be negatively affected by, the Project:**

- Neighborhood associations, homeowner associations, PTA groups, and residents at large
- School districts in the project area
- Health care agencies

**Freight operators and businesses operating through and near potential tolled corridors:**

- Freight shippers and businesses
- Small businesses - especially auto dependent (e.g. health care workers) and those along the corridor from both Oregon and Southwest Washington
- Non-emergency medical transportation providers
- Workforce development groups and the individuals they represent (e.g., trade schools, community colleges, students and administration).
- Business advocacy organizations (e.g. Chambers)
- Businesses outside of Portland metro area that depend on Portland mobility

Additional important stakeholders include:

- Advisory committee specifically provided a role in project development, including the Equity and Mobility Advisory Committee and Region 1 ACT
- Federal Highway Administration
- Tribal governments
- Regulatory agencies
- Environmental/climate organizations and advocates
- People interested in the project

## **Demographics overview**

A review of the demographic data is intended to enhance the understanding of the diversity and broad engagement needs of the populations living in and traveling through the I-205 corridor. A demographic overview is presented in Attachment C.

**Ethnicity and language needs** – The I-205 corridor population is 78 percent white (about 1.5 mile radius around the roadway from the Columbia River to where it connects with I-5). In the I-205 corridor, approximately 13 percent of the population along I-205 identify as Hispanic or with Latin American roots and 9 percent of the population identify as Asian in the I-205 corridor. This is a higher proportion than the rest of the region.

Spanish is the most common language spoken at home besides English throughout the region and is spoken by about 5% of the regional population. Other spoken languages include Chinese, Vietnamese, Russian, , Japanese, and Arabic . The proportion of linguistically isolated households is slightly higher along the entirety of the I-205 corridor than the rest of the state/region.

**Income** –Slightly over one third of residents in the region earned \$50,000 per year or less. The 2013-2017 median income for households in the Portland metro area is about \$66,657. The Federal poverty level for 2017 was \$24,600 for a family of four. Higher median incomes are concentrated south and east of I-205 (Happy Valley and parts of West Linn).

**Disability** -- In the region, just over 10% of residents live with a disability. The most common types of disabilities along the highway corridors include ambulatory (5-6 percent), cognitive (5 percent) and independent living difficulties (4-5 percent).

*Note: Demographic data is based on the U.S. Census prior to 2020. It is for informational purposes to guide engagement planning only. Additional analysis will be conducted as part of the environmental review process.*

## **PUBLIC INVOLVEMENT PRINCIPLES, GOALS, OBJECTIVES AND PERFORMANCE MEASURES:**

ODOT seeks to build trust in the community with the agency’s planning and stewardship of the state’s transportation system and its decision process. Trust is built by continually engaging a community and stakeholders throughout an entire phase, ensuring information is accessible to all and closing the loop by communicating to stakeholders how their feedback was incorporated in the project process. Consistent engagement coupled with a racial equity lens can help shape transportation policies, programs, and projects that better serve historically excluded and underserved populations.<sup>1</sup>

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<sup>1</sup> TransForm. (2019). Pricing Roads, Advancing Equity. Transform. Retrieved from: [http://www.transformca.org/sites/default/files/Pricing\\_Roads\\_Advancing\\_Equity\\_Combined\\_FINAL\\_190314.pdf](http://www.transformca.org/sites/default/files/Pricing_Roads_Advancing_Equity_Combined_FINAL_190314.pdf)

Building trust requires time and repetition. Engagement efforts related to the Oregon Toll Program, in isolation, cannot achieve the goal of a trust relationship between ODOT and stakeholders. With active attention to the project's engagement goals, objectives and performance measures, progress will be made. By striving to achieve the principles, goals and objectives listed below, ODOT will work to achieve process equity, as defined in the Equity Framework, and enhance public trust in the agency's stewardship of the highway system and the decision process.

The following will apply:

### **Principles**

The following six of the seven principles are taken from the Equity Framework relate to *process equity* and will guide implementation of all public engagement and communications for this phase:

- **Incorporate a trauma-informed perspective in our current context** by recognizing the trauma associated with multiple historic and current events, including the ongoing killings of African Americans by police, the COVID-19 pandemic, the economic ramifications from these events, as well as the impacts of past transportation and land use investments. While the future is uncertain, there is opportunity to demonstrate how ODOT can shift power to impacted community members to improve outcomes for all. Embracing this trauma-informed perspective in policy making can begin to address past harms, minimize burdens, and maximize benefits for historically and currently underserved community members.
- **Begin with a racial analysis.** By being explicit about race and systemic racism, the I-205 Toll Project can develop solutions that maximize benefits to all historically and currently excluded and underserved communities. By beginning with race, the Oregon Toll Program ensures that race will not be ignored or diminished as part of an overall analysis of equity in the system.
- **Acknowledge historic context.** Communities which have been historically affected by the transportation system should be explicitly acknowledged and involved in a direct and meaningful way in project development and follow-up.
- **Prioritize input from impacted historically and currently excluded and underserved communities.** The Oregon Toll Program is committed to identifying communities that have historically been excluded in transportation planning and who have been underserved or negatively impacted by prior transportation investments and plans, as well as those at highest risk of being negatively affected by the Project. ODOT commits to prioritizing the voices of impacted, excluded, and underserved communities and ensuring that their concerns, goals, and experiences shape the design of the Project. This focus will help produce greater overall benefits throughout the system.
- **Attend to power dynamics among stakeholders.** The Oregon Toll Program aims to elevate the needs and priorities of historically marginalized communities through this process. To do this requires that the Oregon Toll Program recognizes, understands, and shifts existing

power dynamics within ODOT, other government agencies, groups, the community, and the Project teams.

- **Maintain a learning orientation.** A focus on equity and implementing an all lanes toll application are innovative nationally and new for ODOT. The Oregon Toll Program commits to letting equity drive its approach to the planning process, including National Environmental Policy Act (NEPA) studies and community participation. The Oregon Toll Program commits to striving for continuous improvement and to creating space conducive for growth and collective learning.

**The following additional communications priorities also apply:**

- **Be available:** Be available and responsive to stakeholders to ensure they have timely information they need to provide informed input.
- **Focus on the congestion problem:** The mobility problems facing the region and the tools to address it must be a part of all communications with the public.
- **Build on past work:** Build on public input provided during earlier phases and communicate how it informs our current work.
- **HB 2017:** Fulfill requirements of HB 2017 from the state legislature.
- **Meet ODOT standards:** Apply ODOT’s adopted communication standards to the Project which calls for being data driven, having goals focused on outcomes and using an ODOT voice. In addition, ODOT standards call for the creation of clear and accessible materials for middle school reading level, multiple languages and screen readers.

**Goals, Objectives, Evaluation Criteria and Performance Measures**

This section describes how the Toll Program will measure and evaluate progress toward process equity during the environmental review.<sup>2</sup>

**Goal 1: Historically and currently excluded and underserved communities’ concerns and aspirations are consistently understood and considered throughout the environmental planning process.**

**Objective 1.1:**

Broadly and consistently share Toll Program vision, project purpose, benefits and impacts, and ways to participate with historically and currently excluded and underserved communities and corridor users to promote understanding and awareness.

**Evaluation Criteria:**

Availability of information about:

- Tolling and the rationale for tolling
- Program vision
- Project analysis and results

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<sup>2</sup> These goals and objectives are specific to the Public Involvement Plan and consistent with the goals and objectives in the Purpose and Need Statement for the I-205 Toll Project.

- Engagement opportunities, including EMAC meetings
- Decision processes and decision-makers

**Performance Measures:**

- Opportunities to participate in project planning are publicized to potentially affected parties with at least 14 days advanced notice of comment period deadlines via print, digital and verbal channels, including social media, community liaisons and other trusted sources, Equity and Mobility Advisory Committee members, email, traditional media, and other channels.
- Equity and Mobility Advisory Committee meeting schedule, location and topics are distributed via the web, news release and email. Notices include the availability of public comment opportunity and the role of the Equity and Mobility Advisory Committee as an advisory body to the Toll Program and OTC.
- More than three ethnic media outlets publish balanced articles before each milestone.
- Project reach improves bi-annually as indicated by growth in email list, increased web visits, and reduction in bounce rate.

**Evaluation Criteria:**

Accessibility of information about:

- Tolling and the rationale for tolling
- Program vision
- Project analysis and results
- Engagement opportunities, including EMAC meetings
- Decision processes and decision-makers

**Performance Measures:**

- Information about project and engagement opportunities is delivered to potentially affected parties through trusted community sources (e.g. liaisons or Equity and Mobility Advisory Committee members)
- Key materials are developed to meet the region’s information needs, language needs, Americans with Disabilities Act guidelines and an 8<sup>th</sup> grade literacy level.
  - Public materials clearly explain trade-offs, benefits and impacts of choices under consideration.
  - Public materials identify contact information, decision timelines, how decisions can be influenced and who will be making the decisions.
  - Public project materials are presented at an 8<sup>th</sup> grade reading level. For technical materials for which this is not feasible, summaries are prepared at an 8<sup>th</sup> grade reading level.
  - Public project materials are translated and co-created locally for the five languages most prevalent in the region. Translation services are available upon request for other languages.

- All public project materials are accessible for persons living with a disability consistent with Section 508 of the Americans with Disabilities Act (e.g. paper copies, closed captioning on videos, project documents are screen-reader friendly).
- People with specific questions about the project obtain responses within five business days from project staff in preferred language and format (e.g. telephone call).
- Greater than 50% of participants express satisfaction with the accessibility of information presented at public events, advisory committee meetings or online as measured by an evaluation survey.

**Evaluation Criteria:**

Level of understanding of project context and status

**Performance Measures:**

- Debrief discussions with community liaisons and Equity and Mobility Advisory Committee members within 30 days after engagement activities demonstrate that ODOT reached representatives from historically and currently excluded and underserved communities and they were able to understand the information.
- Greater than 50% of participants express satisfaction with the clarity, quality and relevance of information presented at events, meetings or online as measured by an evaluation survey.

**Objective 1.2:**

Meaningfully engage historically and currently excluded and underserved communities throughout the project or program design, development, implementation, monitoring, and evaluation processes.

**Evaluation Criteria:**

Ability of historically excluded and underserved communities to share their input in culturally-preferred ways.

**Performance Measures:**

- Engagement with community members use outreach tactics recommended by community-based organizations, Equity and Mobility Advisory Committee members, and community engagement liaisons.
- Qualitative assessment of Project staff resources shows priority of engaging historically and currently excluded and underserved communities.
- Community engagement liaisons and Equity and Mobility Advisory Committee members engage in regular conversations and outreach activities with their communities and provide this input to the toll project team.

**Evaluation Criteria:**

Participation levels demonstrate interest in project engagement activities

**Performance Measures:**

- Number of meeting participants, comments and questions tallied is similar or larger to previous phases
- Participants engage repeatedly over time as documented by sign-in sheets for committee meetings, discussion groups, community groups.
- Equity and Mobility Advisory Committee and community leaders report they shared information about project and engagement opportunities with networks at project milestones.

**Evaluation Criteria:**

Participant input reflects demographic and geographic diversity of people affected by project.

**Performance Measures:**

- Significant proportion of comments and outreach event attendees are representative of the population in the region and toll project corridor(s) and at least proportional representation from historically and currently excluded and underserved communities.
- Input obtained is representative of the population in the region and toll project corridor(s) and contains at least proportional representation from historically and currently excluded and underserved communities.
- Comments are received from affected corridor users living outside the Portland metro area.

**Evaluation Criteria:**

Participant satisfaction with engagement opportunities

**Performance Measures:**

- Over time, participants express satisfaction with their opportunity to be heard during engagement activities as measured by surveys or other methods conducted during or after engagement activities.
- Equity and Mobility Advisory Committee meeting evaluations reflect satisfaction with quality of facilitation and the committee’s ability to incorporate needs of historically and currently excluded and underserved communities into project or program plans.

**Goal 2: Historically and currently excluded and underserved communities view Toll Program Team as a transparent partner when planning the toll system.**

**Objective 2.1:**

Regularly report how input from historically and currently excluded and underserved communities has been considered and incorporated into project development.

**Evaluation Criteria:**

Modifications are made to the project based on input from historically and currently excluded and underserved communities.

**Performance Measures:**

- Decision makers receive and deliberate over the input from historically and currently excluded and underserved communities before making decisions to advance the project.
- The project team can point to community priorities identified during outreach to historically and currently excluded and underserved communities and demonstrate that they are being considered and implemented in the toll program or project.

**Evaluation Criteria:**

Project decisions are clearly communicated directly to stakeholders and commenters.

**Performance Measures:**

- After decisions or changes in the toll program or project are made, the Toll Program proactively reaches out using a variety of communication channels and languages to inform stakeholders and commenters how their input was considered and influenced the decision or change, for example through community liaisons and e-news.
- Changes to the program or project are communicated via community/committee meetings, e-news, at workshops and public events.
- Input received from regular conversations with community liaisons and Equity and Mobility Advisory Committee members indicate historically and currently excluded and underserved communities understand how their input was used for decision-making.

**Evaluation Criteria:**

Project staff regularly communicates what has been heard and learned related to equity.

**Performance Measures:**

- Periodic project evaluations are published to show the toll program and project performance on integrating equity and principles detailed in the equity framework.

**Goal 3: Regional agency partners and stakeholders collaborate with project staff in the development of the projects to create robust and supported project alternatives.** Multiple jurisdictions oversee the comprehensive transportation system in the Portland metro area. A well-functioning system relies on effective coordination between entities that manage local roads, regional roads and highways, transit services, land use planning and transportation funding. An effective toll system will require travelers to have choices to use the toll road or other options that may be provided by another transportation authority.

**Objective 3.1:**

Create opportunities to collaborate with regional agency partners throughout project development to incorporate community values and concerns.

**Performance Measures:**

- Regular attendance and active engagement from partner agencies and stakeholders at and between technical working group meetings.
- Agency partner staff review, discuss and share input before moving ahead to next step in environmental review process.
- Regional partners provide opportunities for project briefings to facilitate dialog and partner input before key decision milestones.
- Regional partners distribute project information through their networks at key milestones.
- Project staff regularly report back on how partner input was considered and how/if used.

## PRIMARY COMMUNICATIONS AND ENGAGEMENT TOOLS

Communications and engagement tools are divided into three categories in the table below:

- **Tools to share information:** Project staff deliver information to audience groups; one-way communication with the primary goal of *informing*.
- **Tools to collect and compile input:** Project staff deliver new information about project choices and ask for input or feedback from audience groups to help improve future decisions. The primary goal is to *consult* with stakeholders
- **Tools to bring people together:** Project staff host or engage in activities where there is multi-way communication and relationship building to promote *involvement* and *collaboration* by stakeholders to advance project development.<sup>3</sup>

At various points in the Project, different tools will be used to align with the needs and desires of the audience and Project team. For example, elected officials may have a role in maintaining the transportation system and require a deeper level of understanding and engagement. A resident who rarely drives on I-205 may be satisfied with reading information and completing a survey, but not participating in public meetings or committees.

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<sup>3</sup> These definitions are based on the Spectrum of Public Participation from the International Association of Public Participation.

[https://cdn.ymaws.com/www.iap2.org/resource/resmgr/pillars/Spectrum\\_8.5x11\\_Print.pdf](https://cdn.ymaws.com/www.iap2.org/resource/resmgr/pillars/Spectrum_8.5x11_Print.pdf)

Group, Stakeholder or Community	Primary Outreach and Communications Tools														
	Tools to bring people together			Tools to collect and compile input					Tools to share information						
	Adv. committee	Workshops/events	Equity discussion groups	Briefings, presentations	Open houses, webinar	Project email/V/M	Online surveys	Stakeholder interviews	Printed materials (incl translation)	Website tools (i.e. videos)	Social media	Newsletter text for community orgs	Fairs, festivals, tabling	News release/e-news	Direct outreach/mail
Historically, currently excluded & underserved communities (EJ, LEP, disabled, low income)	X	X	X	X			X	X	X		X	X	X		X
City, county, regional electeds (OR/WA)	X			X		X			X	X				X	
Agency staff from city, county, regional agencies (OR/WA)	X	X		X		X			X	X	X			X	
I-5 and I-205 drivers, commuters (OR/WA)	X	X			X	X	X			X	X		X	X	
Bicyclists & pedestrians	X	X		X	X	X	X			X	X		X	X	
Transit users	X	X	X		X	X	X			X	X		X	X	
Project area residents		X			X	X	X		X	X	X		X	X	X
Neighborhood coalitions		X		X	X	X	X		X	X	X	X		X	
School districts		X		X		X			X	X	X			X	X
Freight operators	X			X	X	X	X			X	X			X	
Businesses, business orgs stakeholders	X	X		X	X	X	X		X	X	X	X		X	X
Transportation focused advocacy organizations	X			X	X	X	X	X		X	X	X		X	
Environmental advocacy organizations	X			X	X	X	X			X	X	X		X	
Tribal governments				X					X						
OR/WA state legislators				X					X	X				X	
OR/WA federal delegation									X	X				X	
Regulatory, FHWA				X					X					X	
Rural, agricultural businesses (outside Project area)				X						X				X	