



Transportation Division

**Title VI Annual
Accomplishments Report**

July 1, 2023 - June 30, 2024

Introduction

As a recipient of federal funding and an Oregon Department of Transportation (ODOT) certified local agency, Multnomah County Transportation Division complies with federal nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Title VI and related authorities ensure that no person based on race, color, national origin, sex, age, disability, limited English proficiency, or low income be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any of our Transportation Division's programs or activities.

The Transportation Division maintains and implements a Title VI Program Plan to guide our compliance. This Annual Accomplishment Report summarizes our implementation activities during Fiscal Year (FY) 2024 from July 1, 2023 through June 30, 2024.

Complaints

No Title VI complaints against the Transportation Division were received during the FY2024 reporting period. Within other departments of the County there were two Title VI complaints that were resolved.

Activities and Accomplishments

Public Engagement

Federally-funded Capital Projects

Earthquake Ready Burnside Bridge

Multnomah County's Earthquake Ready Burnside Bridge Project Community Design Advisory Group (CDAG) met 6 times between September 28, 2023 and June 30, 2024. The CDAG is made up of approximately 20 community members who represent a range of interests and backgrounds from the broader community. The makeup of the group is 5% 35 years of age or younger, 36% identified as female (or non-male), and 27% non-white. The CDAG was convened

to provide input to the project team on bridge aesthetics including colors, materials, lighting as well as the shape of certain features on the bridge.

In June 2024, the project team, in coordination with the City of Portland ADA Coordinator, conducted outreach about potential construction detours to seven organizations or committees that represent the interests of bicyclists, pedestrians, or people with disabilities. In addition, the project invited over 200 individuals to two public webinars that shared the same information as the project briefings. Both webinars included live captioning and ASL interpretation. The June 18, 2024 presentation was recorded and made available to view online on June 19, 2024. Public comments were accepted through June 28, 2024. Participants spoke in favor of improvements to transit services, such as increasing reliability and access, rather than creating more than one pedestrian detour route, particularly a pedestrian route that is more distant. The project team will coordinate with TriMet to implement this feedback in the future.

Hawthorne Bridge Approach Overlay Project

The project team met with the Multnomah County Bicycle and Pedestrian Community Advisory Committee during the design phase in Oct. 2023 to discuss detours that would impact vulnerable users of the bridge. During the FY24 construction phase, the project provided 4 press releases and made updates to the project website to keep the public informed about impacts to travel and accessible detour routes available.

Planning and Development Program

Main Streets on Halsey

The Main Streets on Halsey project conducted a second online survey during FY24 to gather feedback on improving road and sidewalk safety on the arterial road. The survey ran from May 21 to July 31, 2023, and was available in English, Spanish, and Russian, with a total of 281 participants. Multnomah County provided additional funds for targeted outreach for translation and interpretation efforts, below are events to promote the survey:

- Wood Village Nite Out (July 21, 2023): Staff and Emerging Leaders had a table at this event to discuss the project and promote the survey in both English and Spanish. They interacted with at least 50 people, and some

participants completed the survey immediately using electronic devices. Flyers were distributed to facilitate home survey participation.

- Troutdale Library Event (July 19): Project staff attended a children's Russian music event at the Troutdale Library. They engaged with three Russian speakers, discussing the project and encouraging them to take the survey.
- PlayEast Lunch Outreach: The project team collaborated with PlayEast to gather information from children in a free summer lunch program. Staff used project boards for feedback and received 10 responses. Most participants lived in Fairview and were between 8-11 years old.

Notably, there was a significant increase in participation from Latino/a/x and Spanish-speaking individuals (39% of respondents) compared to the previous efforts. The majority of respondents speak English at home (60%) and 33% were Spanish speakers; 4% preferred not to disclose. Four respondents speak Russian, and three sign American Sign Language. Two speak Romanian, and one person for each language of Vietnamese, Cantonese, Portuguese, French Misteco, Korean, Purepacha, Finnish, Thai, and Japanese.

Urban Job Connector Shuttle Outreach

ACCESS (Alderwood-Cornfoot-Columbia Employment Shuttle Service), the County's newest shuttle, serves low-income neighborhoods that are majority communities of color and provide access to jobs in an industrial corridor near Portland International Airport.

During FY2024, staff engaged in various outreach activities to increase awareness of ACCESS shuttle, improve ridership, and to solicit feedback on planned shuttle changes.

- Outreach Materials: The County released promotional videos in English and Spanish about the shuttle, produced in partnership with Bienestar de la Familia, a branch of the County's Human Services department specializing in supporting the Latinx and Somali communities. The videos were promoted through a social media campaign (Facebook, Instagram, X) in both English and Spanish.
- A multilingual trifold brochure and schedule (English, Spanish, and Somali) was developed and distributed to area businesses and organizations (described below).

- Community outreach - staff (including Spanish speakers) conducted telephone and door-to-door outreach to businesses and organizations along the shuttle corridor (at least five are Latinx-owned; at least three are Asian-owned), a health center, and at least three organizations focused on the Latinx and/or Somali community.
- A survey on ACCESS shuttle (available in English, Spanish, Somali, Vietnamese) was distributed through in-person outreach, and publicized in a social media campaign and at community events along the corridor, including the Columbia Slough Celebration (at least 400 attendees, and approximately 30 interactions) and Sunday Parkways (230 interactions and 70 interactions at two separate events). Information was also emailed to approximately 37 area employers and 53 jurisdictional and community partners. The survey was distributed in-person to the following businesses and community organizations:
 - County health center located in a community center
 - Hacienda CDC (a Latinx-led community development corporation)
 - Bienestar de la Familia (a branch of the County's Department of County Human Services, which supports Latinx and Somali community members)
 - A mobile home community with many elderly non-driving residents
 - A library branch with Vietnamese-speaking staff
 - The Native American Youth and Family Center
 - A community college branch
- GTFS - In FY2024, the shuttles' GTFS feed was published. By providing trip planning through this medium (since it feeds into trip planning apps), transit users of any language community or with accessibility needs can access information about the County's three shuttles' schedules. They are able to interact in their own language in a format that they can customize in order to plan transit trips. GTFS can also be customized to provide information about stop accessibility.

Rural Transit Outreach

Staff conducted transit outreach in rural areas of the County to promote the County's free dial-a-ride service in rural areas and to communicate on efforts to develop a transit plan for rural transit.

Specific outreach events in eastern Multnomah County included two events in March 2024: the Senior Lunch at Columbia Grange (approximately 20 interactions with older adults) and the Helping Hands Food Salvage Program (approximately 50 interactions, 20 of which were older adults). A representative from Ride Connection, the transit service provider, was present to share additional information on their programs. Outreach demographics included 1 indigenous Native American. It should be noted that Multnomah County’s rural population is less diverse than other areas of the county.

Staff also conducted outreach in western rural Multnomah County, at the Sauvie Island Community Association annual meeting (April 2024) to promote Dial-a-Ride service and identify community transit needs (approximately 40 interactions). A representative from Ride Connection, the service provider, was present to answer questions.

Safe Routes to School Program

The schools in urban east Multnomah County include some of the most diverse and historically underserved in the Metro region. Equity is woven into all of the work of this program. Highlights from FY24 are:

- In partnership with bike works by p:ear, tabled at Wood Village Night Out, Rockwood Back to School Health Fair, Gresham Rock the Block Community Fair. Back to School nights at 3 elementary schools
- Conducted a bike rodeo, in partnership with City of Gresham and bike works by p:ear
- Transportation Safety Lessons, in collaboration with bike works by p:ear
- Summer School for Reynolds, Centennial, and Gresham Barlow students
- Created bilingual circulation map for Salish Ponds Elementary School
- Tabled at Gresham “Learn Share Do” Sustainability Fair, in partnership with City of Gresham and Multnomah County Office of Sustainability

East Multnomah County Transportation Safety Action Plan

In coordination with Gresham, Fairview, Troutdale, and Wood Village we developed an equity-focused public engagement plan with consultant, Alta Planning and Design. It was approved by the East Multnomah County Transportation Committee and will be implemented through FY25.

Other Activities

Transit Services

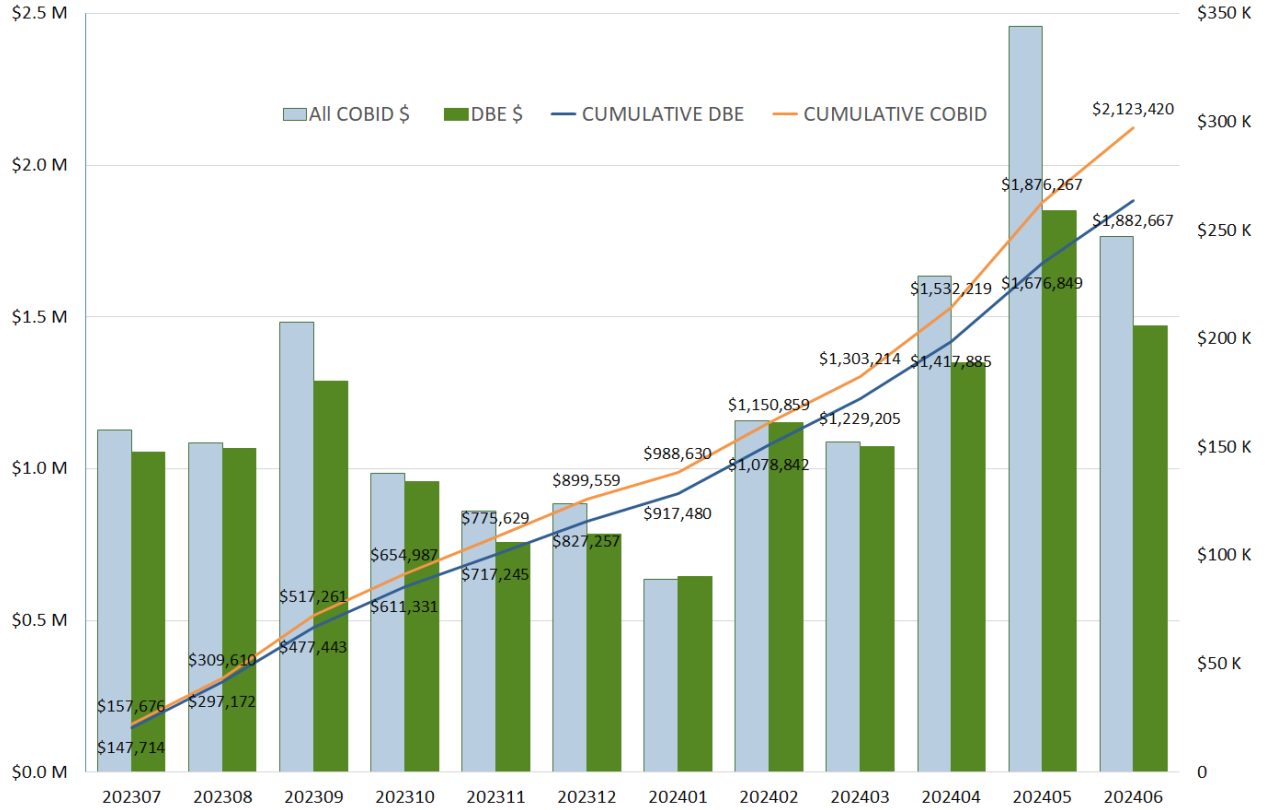
During FY2024, the county operated three fareless job-connector shuttles that serve areas with significant low-income and minority populations. The shuttles also provide transfer opportunities from multiple TriMet Frequent Service bus lines and MAX lines, enabling last-mile transit connections and access to middle-wage jobs for residents from across the region.

- 18% of people residing within one-quarter mile of ACCESS shuttle stops live in poverty, 37% live within 200% of the poverty threshold, and 54% are non-White or of Hispanic/Latino origin.
- 23% of people within one-quarter mile of the Swan Island Evening Shuttle stops live in poverty, 34% live within 200% of the poverty threshold, and 37% are non-White or of Hispanic/Latino origin.
- 15% of the people within one-quarter mile of the Troutdale-Reynolds Industrial Park Shuttle live in poverty, 33% live within 200% of the poverty threshold, and 35% are non-White or of Hispanic/Latino origin.

Disadvantaged Business Enterprises (DBE)

During FY2024, the Transportation Division had 32 contractors that were certified DBE and/or COBID (Certification Office for Business Inclusion and Diversity) certified businesses providing services on 21 projects. COBID certification includes Minority, Women, Service-disabled Veteran, or Emerging Small Business enterprises. Cumulative DBE payments were \$1.8 million and cumulative COBID-certified business payments were \$2.1 million. The chart below shows all DBE and COBID-certified contractor payments in FY2024.

FY2024 DBE/COBID-certified Contractor Payments



Equal Employment Opportunity

During FY2024, approximately 15% of all contractor hours went to contractors of color. There were a high number of hours where race and ethnicity were not specified. Only 6% of contractor hours went to females and there were no female apprentices so these are areas to seek improvement. Disaggregated contractor hours data, including apprentice hours, is provided in the tables below.

FY2024 Overall Contractor Hours by Race and Ethnicity

Trade	Native American	Asian Pacific	Black	Hispanic	White	Other	Not Specified	Total
Carpenter	0	0	0	117	368	0	113	598
Highway/ Parking Striper	0	0	0	22	36	0	0	58
Laborer	37	339	0	357	1,167	70	953	2,921
Power Equipment Operator	63	0	0	50	1,115	54	2,103	3,385
Truck Driver	32	0	0	8	255	0	444	739
Total	131	339	0	554	2,941	124	3,613	7,701

FY2024 Overall Contractor Hours by Gender

Trade	Female	Male	Total
Carpenter	0	598	598
Highway/Parking Striper	0	58	58
Laborer	371	2,551	2,921
Power Equipment Operator	35	3,350	3,385
Truck Driver	79	660	739
Grand Total	484	7,216	7,701

Americans with Disabilities Act (ADA)

As identified in the County’s ADA Transition Plan, Tier 1 ramp design continued in FY24. 58 of the 86 Tier 1 ramps were designed to 100%. An additional 21 Tier 2 ramps were also designed to 100%. These Tier 2 ramps were identified as in the same intersection as tier 1 ramps or very nearby, and were packaged together

for construction efficiency and to reduce repeated impacts to the same area where practical. An additional 8 ramps were designed in locations where an existing ramp was not located.

In total 114 new ramps were designed for construction throughout urban East Multnomah County, replacing 79 existing Tier 1 and Tier 2 ramps. 55 of these new ramps are funded and programmed for bid and construction in FY25. The remaining 59 new ramps were identified as requiring additional Right of Way or utility coordination. Right of Way acquisition will take place during FY25, and these 59 ramps should be ready to construct in FY26 should funding be available.

FY24 funding was also provided for design of all Tier 2 ramps not already included in the Tier 1 design process or other projects. 53 Tier 2 ramps were designed to 90% in FY24, with 100% design expected in early FY25. Additional funding needs for Tier 2 right of way and construction will be developed and requested in the FY26 County Budget.

Data Analysis

During FY24, staff continued their effort to analyze demographic data regarding protected classes and limited English proficient populations to aid in planning and engineering projects. Census data help to determine appropriate interpretation and translation needs for summer outreach efforts and what community groups may be most impacted by a project. We continued to encourage project staff to use the FHWA Screening Tool for Equity Analysis of Projects (STEAP) as part of scoping their projects.

Transportation Safety Action Plan Project began in FY24. Project staff worked with Metro and consultants on data collection and analysis of crash data to begin analyzing the relationship between high injury corridors and the demographics of the surrounding area. This work will continue in FY25.

Language Assistance

In September 2023, the division conducted a staff survey to assess staff awareness of the county's language access policy, access to language

interpretation services, and staff training on how to provide language access services. The survey found that of the 26 staff who responded:

- 70% reported that they have access to language interpretation services when needed.
- 60% reported that they are aware of the county's language access policy.
- 50% reported that they have received training on how to provide language access services.

Staff Training

In September 2023, Transportation Title VI Staff provided a division wide training on the new Language Assistance Plan and conducted staff surveys to assess staff awareness of the County's language access policy and resources.

In FY24 Transportation Staff attended webinars, conferences, and ODOT Trainings related to equity and Title VI. Topics included:

- American with Disabilities Act of 1990
- Title VI Training
- 2024 Civil Rights for Certified LPA
- Northwest Public Employees Diversity Conference
- Equity in Roadway Safety Webinar Series
- Promising Practices for Meaningful Public Involvement in Transportation Decision-Making
- Turn Conflicts with Vulnerable Road Users
- Oregon Active Transportation Summit

Several Transportation staff attended the Oregon Active Transportation Summit (June 5-7) and gave presentations on work we've done to engage diverse communities in our Safe Routes to School Program and for our 257th Ave Improvement Project.

Updates

There was no change to persons staffing the Title VI Program in FY24. Allison Boyd, who acts as the Title VI Coordinator, changed positions to Transportation Planning Manager from Senior Planner.

Progress toward FY2024 Goals:

1. *Complete full update to the Title VI Plan and provide a training on the updated Plan.*

Due to staffing capacity and to better align with the 3-year update cycle, this work was rescheduled for completion in FY25.

2. *Continue work on process improvements identified during development of the Language Assistance Plan and Title VI Plan update.*

Transportation staff worked collaboratively with other county departments to advance Language Access resources. Staff attended and participated in a Countywide Language Access work group. Members of the group include the Health Department, Department of County Human Services, Communications Office, Library, and Office of Diversity and Equity.

Staff also began implementation of new processes in the Language Assistance Plan, such as staff training and conducting a survey.

3. *Work on incorporating more public engagement best practices into transportation projects conducted in FY24.*

The county received a federal Safe Streets for All grant to develop a Transportation Safety Action Plan (TSAP); the project had its kickoff meeting in the spring of 2024 and developed a Public Engagement Plan in May 2024 for implementation during FY25. The plan has a focus on inclusive and targeted outreach for disadvantaged communities and is incorporating public engagement best practices as well as following the County's new Language Assistance Plan.

Staff used USDOT guide "Promising Practices for Meaningful Public Involvement in Transportation Decision-Making" as a reference in developing a Request for Proposals for a corridor planning and preliminary engineering project on a County road with a diverse and low-income population.

Goals for FY2025:

1. Complete full update to the Title VI Plan and provide training on the updated Plan.
2. Continue work on process improvements identified during development of the Language Assistance Plan and Title VI Plan update.
3. Continue implementing public engagement best practices in transportation projects conducted in FY25 and building community relationships.