



Transportation Division

**Title VI Annual
Accomplishments Report**

July 1, 2025 - June 30, 2026

September 2026

Table of Contents

Introduction.....	3
Updates.....	4
Staffing.....	4
General.....	4
Complaints.....	4
Activities and Accomplishments.....	5
Federally-funded Capital Projects.....	5
Safer Sandy Boulevard Concept Design.....	5
East Multnomah County Transportation Safety Action Plan.....	7
223rd Safe Routes to School Improvement Project.....	9
Earthquake Ready Burnside Bridge.....	10
Broadway Bridge Lift Deck Replacement.....	10
Locally-funded Capital Projects.....	11
Stark Street Bridge Replacement Project Planning Phase.....	11
Stark Street Emergency Bridge Repair.....	11
257th Avenue Corridor Safety Improvement Project.....	12
ADA Improvements.....	13
Planning and Development Program.....	14
Safe Routes to School Program.....	14
Transit Services.....	14
Urban Job Connector Shuttle Outreach.....	15
Rural Transit Outreach.....	16
Contracting.....	17
Diversity in Contracting.....	17
Equal Employment Opportunity.....	18
Data Analysis.....	20
Staff Training.....	21
Goals.....	23
Progress toward FY2026 Goals.....	23
Goals for FY2027.....	24



Figure 1. Scenes from the May 2026 Burnside Bridge Centennial Celebration that reflect the diversity of Multnomah County.

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, or disability, 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 (AAR) summarizes implementation activities during Fiscal Year 2026 (FY26) from July 1, 2025 through June 30, 2026.

Updates

Staffing

In FY26, the following staffing changes occurred:

- **Civil Rights Administrator.** Multnomah County hired Laura Shepard as the permanent Chief Diversity and Equity Officer. Trisa Kelly, who was serving as interim Chief, transitioned back to the role of Deputy Equity Officer. She oversaw Title VI complaints and compliance in both roles, and continues to do so.
- **Transportation Title VI Administrator.** Sarah Tauer was appointed Transportation Title VI administrator in June 2026.

General

- **Title VI Plan 2025-2028 Update.** In December 2025, staff completed the [update of the Title VI plan for the 2025-2028 period](#).
- **Website Language Translation.** The Multnomah County website underwent updates so that webpages are automatically available in English, Spanish, and Vietnamese. Some pages are translated automatically using Google's Neural Machine Translation (NMT) technology via a privacy-protected Google Cloud API. Other pages are reviewed by human editors for accuracy and tone, or written entirely by professional translators. The County plans to add Chinese (Simplified) and Russian next.

Complaints

No Title VI complaints against the Transportation Division were received during the FY26 reporting period.

Activities and Accomplishments

Federally-funded Capital Projects

Safer Sandy Boulevard Concept Design

Community engagement for the Safer Sandy Boulevard Concept Design concluded in FY26 with Phases 2 and 3, utilizing inclusive outreach to guide final recommendations and prioritize improvements. Both phases successfully leveraged Community Engagement Liaisons (CELs) and multilingual materials (English, Spanish, Russian, and Ukrainian) to align participation with local Census demographics, where 32% of corridor residents speak a language other than English at home.

The overall engagement strategy continued to balance online surveys with in-person interactions at everyday community locations. By intentionally integrating Title VI principles and leaning on CEL networks, the project team built trust, ensured equitable access, and collected feedback highly representative of the corridor’s diverse population. A complete summary of the public engagement for the entire project, including findings, can be found [here](#).



Figure 2. Safer Sandy Boulevard project engagement phases.

Outreach activities in Phase 2 included:

- Social media posts that generated over 6,000 impressions
- 3,500 postcards delivered to homes and businesses within a half mile of the project,
- Over 100 people in the Spanish, Russian, and Ukrainian speaking communities directly engaged through canvassing and personal CEL networks
- 3 community conversations at local events with 100+ attendees speaking both English and Spanish

Outreach activities in Phase 3 included:

- Social media posts that generated over 11,766 impressions
- 2,136 project postcards were delivered to households and businesses within a half mile of the project area.
- 3 community conversations at local events with 240+ attendees speaking both English and Spanish



Figure 3. A Slavic speaking gathering in a park and project flyers distributed at Slavic businesses in the area.

East Multnomah County Transportation Safety Action Plan

Community engagement for the East Multnomah County Transportation Safety Action Plan (TSAP) concluded in FY26 with Phases 2 and 3. Outreach was designed to guide final recommendations and shape the overall plan. Both phases demonstrated a commitment to equity-centered engagement, providing materials in six languages (English, Spanish, Simplified Chinese, Vietnamese, Ukrainian, and Russian) to deliberately reach historically marginalized and non-English-speaking communities.

The overall engagement strategy combined online tools, such as an interactive StoryMap, with in-person public events at libraries, city buildings, and everyday locations across East County. A complete summary of the public engagement for the entire project, including findings, can be found [here](#).

Outreach activities in Phase 2 included:

- Online StoryMap survey and informational flyers provided in six languages
- Social media campaigns to drive engagement
- 7 public outreach events featuring multilingual flyers and bilingual (English and Spanish) interactive posters

Outreach activities in Phase 3 included:

- Public online survey in six languages to review the Draft TSAP and translated executive summaries
- Informational flyers distributed across libraries, city buildings, and everyday community locations in six languages
- Targeted social media posts (English and Spanish) and direct emails to the cumulative project listserv
- Direct re-engagement of previous focus group participants



Figure 4. Community members engaging with TSAP poster boards during Juneteenth event.

For ongoing engagement on the TSAP, the planning team created an interactive, bilingual (English and Spanish) dot survey board. The board provides an opportunity for the community to “vote” on their top 3 priority safety actions, as listed in the Plan. It also includes the map of the east county cities with the 10 safety corridors highlighted.

This interactive board gives staff a chance to engage in conversations to learn more about their concerns, locations where they experience traffic issues, and a way to give feedback on what safety improvements they would like to see.



Figure 5. Community members place sticky dots on poster boards to vote for their safety priorities at a community event.

223rd Safe Routes to School Improvement Project

The NE 223rd Safe Routes to School Infrastructure moved from the planning phase to construction in summer 2026. The project will complete several safety improvements along the corridor between Main Street and NE Halsey Street, including new bike lanes, lighting, curb ramps, and sidewalks, as well as a repaved roadway and improved striping and signage.

In addition to as needed press releases, activities in the surrounding neighborhood included:

- August 2025 - Project notice mailer (English/Spanish) distribution
- February 2026 - Project notice mailer (English/Spanish) distribution
- March 2026 - Project notice flyer (English/Spanish) canvassing
- June 2026 - Variable message board installation

The flyers included project description and the URL to the project website to learn more.

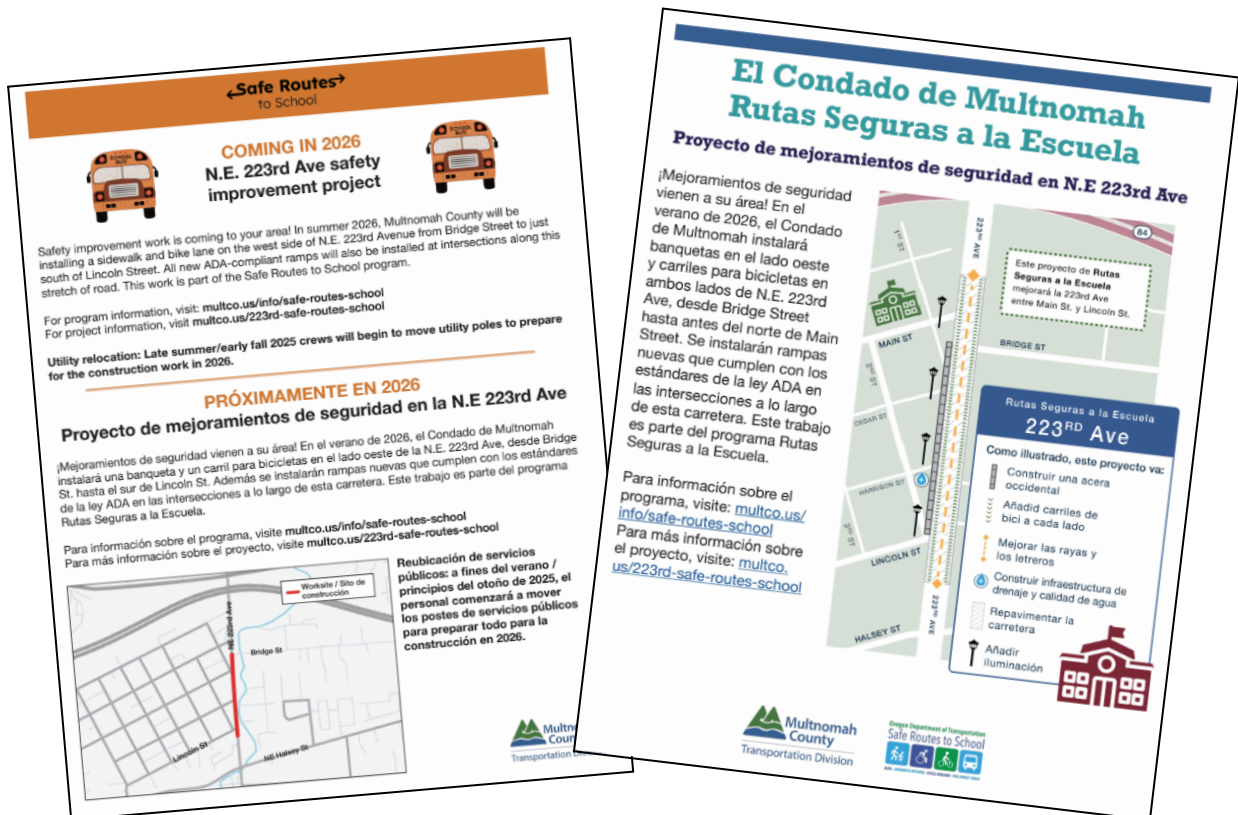


Figure 6. Translated project materials distributed around the project area.

Earthquake Ready Burnside Bridge

Multnomah County's Earthquake Ready Burnside Bridge Project Community Design Advisory Group (CDAG) met 2 times between July 1, 2025 and December 31, 2025. 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% people of color.

The CDAG was convened to provide an update on the project status and cost, following Value Engineering and cost estimate exercises. There is a significant funding gap and the group was briefed that the project would not be moving forward until additional funding could be secured. Additionally, the group provided input on connections to the bridge from the Eastbank Esplanade and Gov. Tom McCall Waterfront Park, and reviewed the latest lighting design and structural changes.

Public involvement for the project is now on hold effective Jan 2026, while Multnomah County seeks funding for the construction phase of the project.

Broadway Bridge Lift Deck Replacement

Construction for the Broadway Bridge lift deck replacement began in October 2025. The bridge was closed to vehicle and transit traffic, but generally remained open to people walking and biking. Outreach focused on proactive communications to alert the public of the main closure, alongside targeted updates for short-term active transportation impacts.

Specific outreach activities included:

- Issued a press release one month before the closure in September 2025, followed by a second release immediately prior to the closure translated into Spanish and Russian.
- Created an accessible [informational project video](#) and released it on Facebook and Instagram.
- Regular coordination with Portland Streetcar and the Portland Trail Blazers to share closure information to riders and fans.

Locally-funded Capital Projects

Stark Street Bridge Replacement Project Planning Phase

In Fall 2025, the County began planning work to identify how to replace the existing Stark Street Bridge with a new structure that meets modern safety and design standards. Title VI adherence is baked into the goals for the project public involvement plan, including ensuring residents are engaged in ways that best meet their needs, creating and distributing accessible outreach materials, creating meaningful input opportunities, and building relationships with parties who historically have not been involved in previous work.

The first phase of outreach for the project ran from Fall 2025 through Winter 2026 and was designed to inform the public of the project purpose and gather general community input on bridge usage and perceptions. Outreach efforts in this phase included:

- Launching a project [web page](#)
- Launching the first project [story map](#), which hosted a community survey gathering feedback on bridge uses and concerns that received 444 responses
- Communication to 25 organizations and committees to share project information and solicit feedback

Stark Street Emergency Bridge Repair

In Fall 2025, two separate truck collisions caused ongoing bridge closures, underscoring the need for a replacement. To protect the route and prevent another bridge closure, the County installed a temporary truck restriction and continued repair plans. The wall and railing repairs were completed in Spring 2026.

The County continues work with the following activities:

- Coordination with the Oregon State Historic Preservation Office (SHPO) to mitigate adverse impacts to the historic bridge. By agreement, the County oversaw documentation which included an [article for the online Oregon Encyclopedia](#).
- Multnomah County worked closely with ODOT to act on community feedback and implement permanent truck restrictions on bridges. It was agreed to modify the truck restriction to those vehicles greater than 40feet in length, in addition to the existing weight restriction. The new signage is expected to be in place by the end of 2026.

257th Avenue Corridor Safety Improvement Project

Community outreach efforts for the 257th Avenue Corridor Safety Improvements Project in FY26 included project design timeline updates and notification of construction timeline and traffic impacts. Bike and accessible pedestrian detours were provided with no impact to transit schedules or access.

Outreach methods included:

- Construction alerts regarding lane closures released through [This Week in Roads website](#)
- Ongoing communication with residents and businesses along the corridor regarding construction updates
- Variable Message System (VMS) boards on project site to notify major construction activities that could incur delays and offer the travelling public detour routes.

Construction ended in February 2026. The County hosted a public unveiling ribbon-cutting event and shared announcements through press releases. To support road users in navigating the new road design, the Communications Office created an [accessible instructional video on navigating pedestrian hybrid beacons](#).

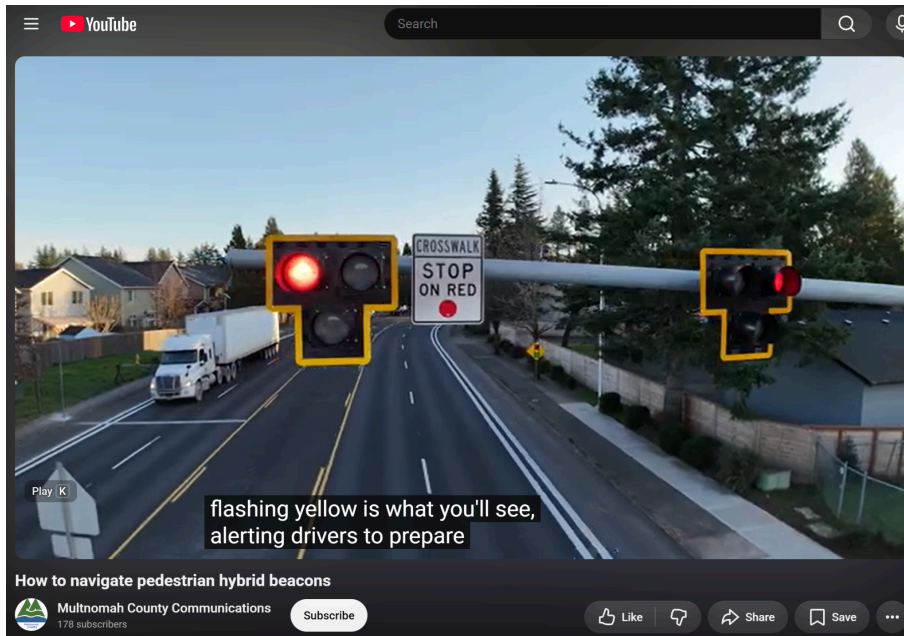


Figure 7. Screenshot of educational outreach video on navigating hybrid beacons.

ADA Improvements

Consistent with the [County's ADA Transition Plan](#), curb ramp construction continued in FY26 to bring non-compliant ramps up to current ADA standards:

- 6 ramps were constructed along NE Halsey St in Fairview and SE Stark St in Troutdale in May of 2026.
- 34 ramps were constructed as part of the 257th Safety Improvements project in FY26. This brings the total number of constructed ramps for the project from FY25-26 to 58 ramps. In FY26, this project also constructed traffic signal improvements at the intersections of SW 257th and Sturges Dr, SW 257th and 16th Way, and SW 257th and Hensley Rd.
- Permits for private developments in East County resulted in 2 ADA ramps constructed at Buxton Rd and SE 3rd St, and 3 ADA ramps with a Rectangular Rapid Flashing Beacon (RRFB) constructed at NE Wood Village Blvd and NE Riverwood St.

The transportation team also coordinated with Gresham Signal staff to retrofit the existing Rectangular Rapid Flashing Beacon (RRFB) at the intersection of S Troutdale Road and SW Chapman Avenue, replacing the existing pedestrian buttons with new audible ADA compliant buttons.

Planning and Development Program

Safe Routes to School Program

The schools in urban east Multnomah County include some of the most diverse and historically underserved families in the Metro region. In partnership with bike works by pear, our community-based partner, program highlights from FY26 include:

- Tabled at 11 community events, providing encouragement and educational materials in multiple languages, including Spanish, Chinese, Arabic, Russian, and Ukrainian
- Support for 2 Ruby Bridges Walk to School Days
- Support for 3 Walk + Roll days
- Tabling at 2 school multicultural events
- Traffic circulation support for 3 schools
- Activation of a “Traffic Garden” to gives kids and families a place to practice biking and road safety in a car-free environment
- Provided traffic safety training for school bus drivers in 2 school districts

Transit Services

During FY26, the county operated ACCESS, a fareless job-connector shuttle that serves 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:

- Approximately 19% of people residing within one-quarter mile of ACCESS shuttle stops live in poverty, 37% live within 200% of the poverty threshold, and 55% are People of Color or of Hispanic/Latino origin.
- There are seven public housing buildings within ¼ mile of ACCESS transit stops.

The county also operates free dial-a-ride service in rural parts of Multnomah County, and recently launched a rural shopping shuttle service designed to provide regular connections from rural locations to urban shopping centers.

Urban Job Connector Shuttle Outreach

ACCESS (Alderwood-Cornfoot-Columbia Employment Shuttle Service) is a fare-free shuttle serving low-income neighborhoods that have a community of color majority. The shuttle provides access to jobs in an industrial corridor near the Portland International Airport, as well as community access to grocery stores and a park.

During FY26, staff engaged in various outreach activities to increase awareness of ACCESS shuttle and to improve ridership. In particular, staff conducted in-person outreach to businesses and employees along the corridor. Additionally, staff connected with the Columbia Slough Watershed Council (which is located along the shuttle route) and their partners at a “Coffee with Council” event (~20 attendees) to promote transit access to nature via ACCESS shuttle. Attendees were Council staff, area residents, and representatives from community organizations focused on conservation, small business, and education.

Other relevant activities:

- ACCESS shuttle’s General Transit Feed Specification (GTFS) has been regularly updated. Maintaining accurate GTFS data is important, since these data are used by trip planning apps, enabling transit users of any language community or with accessibility needs to access information about the County’s shuttle. 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.
- In October 2025, the County launched [live vehicle tracking](#) aboard ACCESS shuttle, which is another tool enabling riders in an industrial corridor with greater predictability when awaiting their bus. Since the app is map-based, this is another tool that benefits riders of all language communities.
- The County has also coordinated with TriMet on the development and release of their Regional Trip Planner, which launched in March 2026, will expand TriMet’s trip planner to include other transit systems, enabling riders to plan trips across multiple transit providers.

Rural Transit Outreach

Staff conducted transit outreach in rural areas of the County to promote the County's free demand-response (dial-a-ride) service and to promote the launch of a rural shopping shuttle, which began service in March 2026.

The new service was promoted via [press release](#), social media and in-person outreach. Social media posts on Facebook and Instagram garnered overwhelmingly positive feedback and comments: 250 Facebook likes by 4/28/2026 with no paid boosts, and 88 Instagram likes in the same timeframe. The shopping shuttle launch was covered by several news stations, and staff conducted a [live interview with KATU](#). Other media coverage included:

- [Multnomah County launches Corbett shopping shuttle, *The Outlook*](#)
- [Multnomah County launches shopping shuttles for rural communities, *KOIN 6*](#)

Specific outreach events in rural east Multnomah County included attending monthly senior lunches and a biweekly food salvage program at the Columbia Grange. Many of the volunteers and attendees at both events are seniors aged 55+.

Staff conducted outreach in western rural Multnomah County at the following events: Sauvie Island Community Association (approximately 20 interactions), and Sauvie Island open house (approximately 25 interactions). At least half of the interactions were with individuals 65 and older.

Contracting

Diversity in Contracting

During FY26, the Transportation Division had 56 contractors and consultants that were COBID ([Certification Office for Business Inclusion and Diversity](#)) certified businesses providing services on 30 projects. COBID certification includes the Disadvantaged Business Enterprises and Minority, Women, Veteran Business Enterprises, or Emerging or Oregon Small Businesses. Cumulative COBID-certified business payments were \$5.15 million.

COBID Payments by Month and Running Cumulative Total

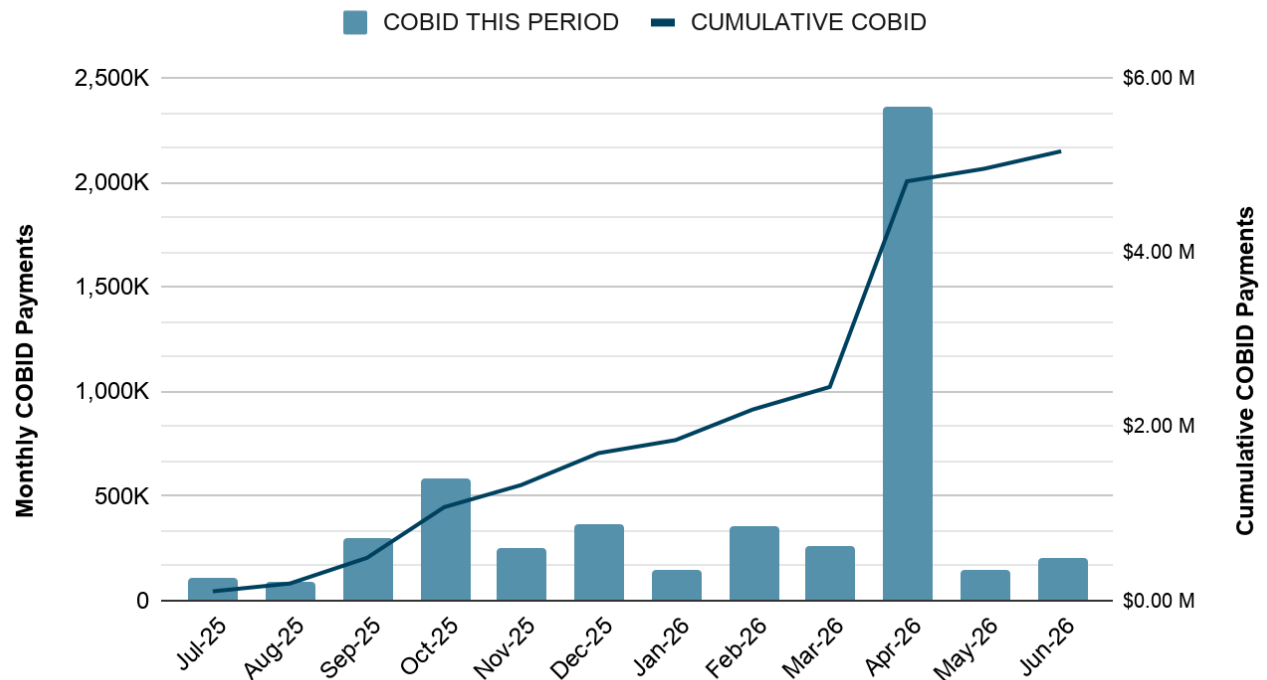


Figure 8. COBID-certified contractor and consultant payments in FY26.

Equal Employment Opportunity

During FY26, approximately 37.2% of all contractor hours went to employees of color. There were a high number of hours where race and ethnicity were not specified. 9.7% of contractor hours went to females. There were a higher number of opportunities for female apprentices this year, 28.4% of all apprentices were females, which is an increase from 4.4% in FY25. Disaggregated contractor hours data, including apprentice hours, is provided in the tables below.

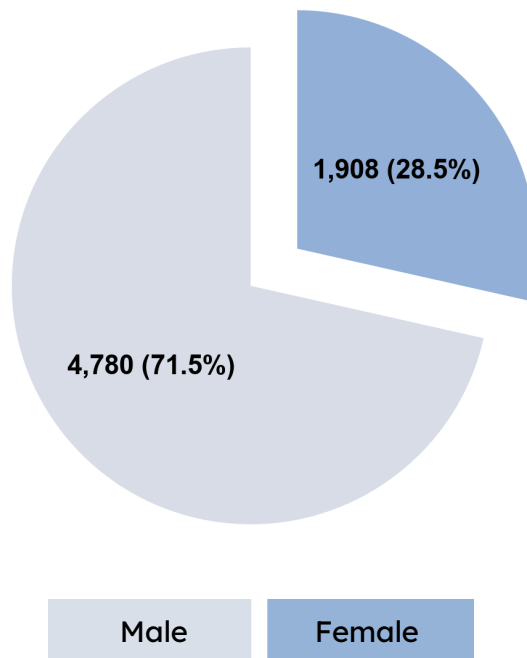
Table 1. FY26 Overall Contractor Hours by Race and Ethnicity.

	African American	Asian	Hispanic	Native American	Other	White	Not Specified	Total
Bricklayer/Stonemason	0	0	38	0	0	25	0	63
Carpenter	0	0	5,269	254	0	9,868	2,055	17,445
Cement Mason	0	0	1,472	0	0	243	0	1,714
Electrician	0	20	600	40	0	1,622	100	2,381
Flagger	2,265	0	62	0	67	39	1,434	3,867
Ironworker	145	0	748	213	0	1,650	11	2,766
Laborer	383	53	1,920	1,317	144	10,405	1,688	15,908
Pile Buck	0	0	0	0	0	167	0	167
Power Equip. Operator	0	4	1,997	17	83	6,150	1,464	9,715
Truck Driver	0	0	73	0	0	169	59	301
Striper	21	0	36	0	35	155	3	249
Plumber	0	0	0	0	0	2	0	2
Total	2,813	77	12,392	1,840	328	30,495	7,179	55,124

Table 2. FY26 Overall Contractor Hours by Gender

Category	Female	Male	Total
Bricklayer/ Stonemason	0	63	63
Carpenter	1,614	15,831	17,445
Cement Mason	0	1,714	1,714
Electrician	0	2,381	2,381
Ironworker	0	2,766	2,766
Laborer	2,957	16,818	19,774
Landscape Laborer	0	548	548
Pile Buck	0	167	167
Power Equipment Operator	755	8,960	9,715
Truck Driver	27	274	301
Striper	3	246	249
Plumber	0	2	2
Grand Total	5,355	49,768	55,124

Figure 9. FY26 Proportion of Apprentice Hours by Gender



Data Analysis

During FY26, staff continued to analyze demographic data regarding protected classes and limited English proficient populations to aid in planning and engineering projects, including:

- **Safer Sandy Boulevard Concept Design.** The project team reviewed demographic information in survey responses to confirm multilingual outreach reflective of the community.
 - In Phase 2, of the 457 survey participants, 112 (25%) completed the survey in Spanish, Russian or Ukrainian. This exceeded the 18% of in-language responses in Phase 1. Additionally, 151 participants (38%, n=398) reported speaking a language other than English at home, closely aligning with Census data showing 32% of corridor residents do the same.
 - In Phase 3, of the 356 total survey participants, 24 (7%) completed the survey in Spanish, Russian or Ukrainian. This was lower than past phases, however 55 participants (31%, n=180) reported speaking a language other than English at home, closely aligning with Census data showing 32% of corridor residents do the same.
- **East Multnomah County Transportation Safety Action Plan.** Ensuring participation and representation from underserved groups was a central focus of the TSAP engagement process. As part of the equity analysis, the project team reviewed area demographics and identified areas in East County that were equity priority areas that may benefit from extended engagement. The project team intentionally held public engagement at local events in these areas like the Rockwood Community Market and Rockwood Neighborhood Night Out to meet community members where they were.
- **Stark Street Bridge Replacement Project.** The public involvement plan included demographic analysis reviewing race, languages spoken, income, and education in the project area. This analysis informed recommendations to translate key engagement materials into Spanish, provide opportunities for alternative participation outside of in-person events while still considering internet access, and hold events in accessible locations with child care provisions.

Staff Training

In FY26, Transportation Staff attended webinars, conferences, and ODOT Trainings related to Title VI, including:

- County Accessibility educational opportunities including: Web Accessibility Training, Web Accessibility Editor's Meeting on Accessibility, AI Working Group Meeting on Accessibility
- Fair Housing Council of Oregon Bus Tour
- GARE Advancing Racial Equity course
- GIS in Action 2026 Conference *(sessions include Accessibility Best Practices in GIS and Mapping, Accessibility Updates City of Portland, and Accessibility Q&A Multiple Jurisdictions)*
- "Maps that Talk – Practical Strategies for WCAG 2.1 Compliance" Webinar
- ODOT Office of Engagement Civil Rights and Certification User Group trainings
- Tyler Enterprise Permitting and Licensing Accessibility Trainings
- URISA Conference Workshops and Sessions on Accessibility
- Weekly Regional GIS partnership meeting *(GIS Accessibility coordination and training meeting City of Portland, Metro, and others)*
- Women in Transportation Seminar Conference
- 2025 Northwest Public Employees Diversity Conference *(sessions on advancing DEI amid uncertainty, navigating ethical and legal responsibilities during global conflict, and confronting islamophobia.)*
- 2026 OATS Conference - Oregon Active Transportation Summit *(sessions on data equity, hosting accessible events, and public meeting design)*

Transportation Division staff also participated in ongoing internal professional development focused on equity and workplace well-being:

- Managers and supervisors completed courses on cultivating psychological safety, promoting equity, leading with integrity, giving and receiving feedback, and navigating courageous conversations about systems of oppression.
- Facilitated by the Department Equity Manager, staff participated in a series on workplace mental health and well-being, which covered understanding and addressing microaggressions, building inclusive workspaces, and identifying opportunities for growth.
- All new employees participated in County Onboarding Training including: Building trust and restoring relationships for managers, Equity at work, Excellence in Public Service, Navigating Conflict at work, Wellness at Work.

Goals

Progress toward FY2026 Goals

1. *Continue to seek training opportunities for staff to build knowledge and skills relating to Title VI.*

Staff continued to participate in educational activities to build capacity for Title VI implementation, as outlined above. The Title VI coordinator relayed training and education opportunities identified through County quarterly Title VI coordination meetings, the ODOT Office of Engagement Civil Rights, and other external sources.

2. *Evaluate recent engagement efforts and look for opportunities to establish consistent internal practices.*

Staff involved in outreach and Title VI compliance began to outline what needs to be included in a standard operating procedure in department projects and programs. Using the IAP2 Spectrum of Public Participation as an overarching framework, it captures opportunities to document checklists and strategy menus to meet the range of public engagement goals across department project types.

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

Staff continued to implement process improvements, most notably to expand outreach and engagement efforts to diverse communities by meeting them where they are. Strategies included attending community meetings and events, using a wide range of communication channels (e.g., multilingual flyers, brochures, social media), and partnering with community-based organizations and trusted community members. These practices are noted in descriptions of Safer Sandy Boulevard Concept Design, the East Multnomah County Transportation Safety Action Plan (TSAP), Safe Routes to School programming, transit service outreach, the Broadway Bridge Lift Deck Replacement, and the Stark Street Bridge Replacement.

Goals for FY2027

1. Ensure Transportation Division staff participate in a Title VI refresher training and are provided training on the updates made in the 2025 plan.
2. Update the Transportation Division's Language Assistance Plan.
3. Continue to operationalize public engagement protocols to inform decision-making and shape project outcomes at all phases of work.