



# Historic Albina Advisory Board and Community Oversight Advisory Board

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SUMMARY MATERIAL  
May 15, 2025

## Contents

Overview and Attendees.....2

Meeting Notes.....3

Public Comments.....7



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# JOINT HISTORIC ALBINA ADVISORY BOARD (HAAB) & COMMUNITY OVERSIGHT ADVISORY COMMITTEE (COAC) MEETING SUMMARY

## OVERVIEW AND ATTENDEES

Date: May 15, 2025

Time: 4:00 PM – 6:30 PM

Location: In-person meeting hosted at the New Song Church Community Center, located at 220 NE Russell St, Portland, OR.

This document is a summary of the I-5 Rose Quarter Improvement Project Historic Albina Advisory Board and Community Oversight Advisory Committee meeting. The meeting [presentation](#) is available on the project website.

### Historic Albina Advisory Board Members in Attendance

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- Joy Alise Davis
- Bryson Davis
- Keith Edwards
- JT Flowers
- Kimberly Moreland
- Dr. Carlos Richard
- John Washington III

### Historic Albina Advisory Board Members Not in Attendance

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- Sprinavasa Brown
- Andrew Campbell
- Dr. Ebony Amato-Blackmon
- Leslie Goodlow
- Kevin Modica

### Community Oversight Advisory Board Members in Attendance

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- Michael Burch
- James Posey
- Janelle Waltz
- Cinna'Mon Williams

### Community Oversight Advisory Board Members Not in Attendance

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- Katrina Cloud
- Felicia Tripp Folsom
- Joe McFerrin

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## Presenters

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- Ericka Warren, Evolucion Group, I-5 Rose Quarter Improvement Project, Strategic Advisor & HAAB Facilitator
- Johnell Bell, Espousal Strategies, I-5 Rose Quarter Improvement Project, Strategic Advisor & COAC Facilitator
- Tiffani Penson, ODOT Urban Mobility Office Director
- Megan Channell, I-5 Rose Quarter Improvement Project Director
- Rachael Hoy, City of Portland
- JT Flowers, Albina Vision Trust
- John Wolf, I-5 Rose Quarter Improvement Project, Design Team
- Ken Hallquist, Sundt Construction
- Angela Murphy, Hamilton Sundt Joint Venture Public Involvement Manager
- Jeff Moreland, Hamilton Sundt Joint Venture, Raimore Construction President
- Von Ray Johnson, Hamilton Sundt Joint Venture Workforce Advocate

## Staff and Partners

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- Dr. Steven Holt, Try Excellence, I-5 Rose Quarter Improvement Project, Strategic Advisor
- Brian Price, City of Portland
- Carolyn Heniges, I-5 Rose Quarter Improvement Project
- Mike Baker, I-5 Rose Quarter Improvement Project, Team Lead
- Theresa Rohlf, I-5 Rose Quarter Improvement Project Team
- Kerry Werner, I-5 Rose Quarter Improvement Project, Team Lead
- Rose Gerber, I-5 Rose Quarter Improvement Project Team
- DeAngelo Moaning, I-5 Rose Quarter Improvement Project Team
- Bill Hart, I-5 Rose Quarter Improvement Project, Design Team
- Natalie Warner, I-5 Rose Quarter Improvement Project Team, Technical Support
- Isabelle Kennedy, I-5 Rose Quarter Improvement Project Team, Technical Support
- Nicole Sherbert, I-5 Rose Quarter Improvement Project Team, Notetaker
- Benjamin Fleming, I-5 Rose Quarter Improvement Project Team, Notetaker

## MEETING NOTES

### Welcome, Introductions, Agenda Review

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Ericka Warren welcomed HAAB & COAC members and introduced COAC Facilitator Johnell Bell. Johnell introduced new COAC members Cinna'Mon Williams and Janelle Waltz.

ODOT Urban Mobility Office Director Tiffani Penson thanked the group for their work, introduced Jeff Morland of Raimore Construction and spoke about the significance of workforce development to the project, and that the project will break ground in August.

### Public Comment

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No public comments were made during the meeting. One written comment was submitted, which is included at the end of this summary.

## Project Updates

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Megan Channell provided project updates including an update on the recent project cost estimate.

## Reconnecting Albina Planning Project & Albina Vision Trust Updates

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Portland Bureau of Transportation (PBOT) recapped the City-led April 28<sup>th</sup> meeting that included HAAB and COAC members with invited guests. The meeting focused on exploring potential uses of the highway cover and how those uses create and work with new public space. PBOT indicated that the City plans to take a deeper dive on public space conversations over the coming months. A meeting summary will be available soon.

## Design & Construction Update

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The ODOT design team shared updates on construction packaging for Phase 1A and Phase 1:

- **Phase 1A** is the first package and includes high-level design and shovel-ready opportunities, which allow development of labor force. Elements include stormwater improvements, bridge preservation work, seismic upgrades and maintenance, and additional highway signage.
  - » Stormwater improvements will have relatively low traffic impacts this year. Bridge preservation work will include nightly lane and ramp closures. Traffic signage will include a 16-hour I-5 closure in 2026.
- **Phase 1** package construction components include building the southern portion of the highway cover along with multimodal local street improvements, building the southbound auxiliary lane to the I-84 interchange and extending the I-84 ramp, freeway signage, and widening the Holladay/Hassalo bridge over the transit center.

The design team spoke to the importance of efficient construction sequencing to minimize cost and reduce the impact of inflation, keep the traveling public moving, complement the City of Portland's grant focus and get the construction community to work in 2025.

## Questions

- HAAB member asked if the merge lane will be removed to create space for the offramp.
  - » Design team responded that as part of the Phase 1 package, the project will create the space needed to move the bad auxiliary lane transition coming from I-405

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where it drops into a two-lane section (near Weidler and the Moda Center) in preparation for the extension of the Morison offramp.

- HAAB member asked if there are any opportunities for young Black people to get involved on the project and shadow work being done.
  - » The facilitator indicated that this information would be included in the workforce development portion of the presentation.

## Workforce Development

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Raimore Construction team provided background on workforce development and disadvantage business enterprise (DBE) participation with Raimore:

- 70% of the workforce at Raimore is people of color.
- Raimore had 85% DBE participation on their last project with a contract amount of \$80 million. With Rose Quarter coming in around \$1.2 billion, it provides true economic empowerment to the community and a real opportunity to get people of color into the workforce in careers that are sustainable for generations.
- Hamilton/Sundt Joint Venture (HSJV) is conducting youth outreach efforts focused on skilled trades education for high school students to get youth and community involved in the project.
- COAC contributions to workforce efforts have included:
  - » COAC helped inform the selection of Construction Manager/General Contractor (CM/GC) delivery method to get more community involvement and DBE participation on the project.
  - » The COAC contributed to the Diversity and Subcontracting Plan, which is a living document that will be updated 12 times throughout the project to ensure accountability.
- The workforce development apprenticeship goal was adjusted down to 12% to make it more attainable and HSJV is working with ODOT to address Tribal Employment Rights Office (TERO) percentage goal requirements.

Raimore Construction described the process of pre-apprenticeship workforce projects and getting 27 workers from underrepresented communities trained on smaller pipeline projects to prepare them for Rose Quarter. They then discussed and shared charts of the wage escalation model in trades and career pathways to entrepreneurship.

Owners of DBE firms provided testimonials about the growth opportunities for their firms that have emerged through working with Raimore Construction and serving as mini-CM/GCs.

## Discussion and Questions:

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- HAAB members said that the workforce and generational wealth building Raimore is leading is significant on a national scale.
  - HAAB member asked what TERO is and how workforce development goals were determined.
    - » ODOT staff responded that goals were set with guidance from the COAC. ODOT worked with HSJV to determine the type of workers and classifications needed on the project. Goals were submitted to Salem, OR and were set high but achievable. The TERO works with the State of Oregon and contractors to enter agreements with tribes on projects. The Warm Springs Tribe is serving on this project.
  - COAC member emphasized that Raimore Construction is the right leader to face the challenges and systemic oppression experienced by the Black community in the construction industry. We need to respond to this oppression by telling the story of what the project means, and we need measurable results.
  - HAAB member said that the community is not benefiting enough from this project. Not all community-based organizations work in construction. We need opportunities for our community on this project beyond laborers and construction.
  - HAAB member mentioned the wage escalation model and career pathways charts shared by HSJV and asked how we can replicate this chart in other industries. We need to use this project as a model for other industries beyond construction to diversify prospects for our youth.
  - HAAB member said we need a community benefits agreement (CBA), a legal document that requires a percentage of small business participation from a specific demographic. We need accountability or we will see something performative.
    - » HAAB member responded that CBAs are just another hoop that Black people need to jump through when white people just get to build. We need more accountability than just CBAs and workforce goals.
  - HAAB member shared we have not been intentional enough about building broad political power within the community. At the end of the day, people behind desks make decisions, not the community.
  - COAC members said that this project is not the be-all and end-all but rather a catalyst to building infrastructure and an economic base for our community.
  - HAAB member said that as a community we need to take control of our own destiny and not be community-based pawns. It's critical this community benefits from this project because there are still a lot of people in the community who are struggling.
  - COAC member said that they used to disagree with Raimore Construction about wage modeling but not anymore. If we allow ourselves to be pitted against one another then we will never have the opportunity to build wealth. This project provides that opportunity for young people in our community.

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## Adjourn

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Ericka Warren adjourned the meeting and dismissed attendees to an open house.

# PUBLIC COMMENTS

May 15, 2025

**CRAIG GARRISON (5/9/2025)**

***Email from Craig Garrison about HAAB Public Comment  
(RQ-8309)***

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Subject: HAAB Public Comment

I see that the ODOT has continued to push this project forward. My concern is that the project is typical in one regard, that it only provides a short term (and one would be tempted to include short sighted) solutions for a problem that will never be resolved by building more roads. The fact is that the considerable amount of time and money being spent on this project would be far better spent on actual long-term solutions. To that point I offer the following long-term solutions:

1. Spending time and money to make the present public transportation system more efficient, cleaner and safer
2. Immediately begin design and engineering for a new, vastly improved and vastly safer I-5 bridge that includes provision for rail service
3. Begin development of a cultural and social revision resulting in far less usage of single passenger short range travel. This would involve higher gas prices at the pump with provision for commercial use and special needs. This would also combine with more efficient and safer public transport.

I am convinced that building more and bigger roads only serves to put off the problems- a typical local government influenced solution- and ignores the quite evident fact that if single person travel is eliminated (or at least provided with an acceptable alternatives), a great many problems would be addressed almost immediately.

I have very little faith that local government, looking ahead only five years (or to the next election cycle) will ever provide long term solutions.

Thank you for your time.

[Signature]