



Historic Albina Advisory Board

SUMMARY MATERIAL

Meeting 31
April 9, 2024

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HISTORIC ALBINA ADVISORY BOARD (HAAB)

MEETING #31 SUMMARY

Date: April 9, 2024

Time: 4:00 PM – 6:00 PM

Location: Online Zoom meeting

This document is a summary of the I-5 Rose Quarter Improvement Project Historic Albina Advisory Board meeting. The meeting [presentation](#), [recording](#), and Breakout Room [Session 1](#) and [Session 2](#) recordings provide additional documentation.

Historic Albina Advisory Board Members in Attendance

- Dr. Ebony Amato-Blackmon
- Sprinavasa Brown
- Andrew Campbell
- Bryson Davis
- JT Flowers
- Leslie Goodlow
- Estelle Love-Lavespere
- Kevin Modica
- James Posey
- Dr. Carlos Richard
- John Washington III

Historic Albina Advisory Board Members Not in Attendance

- Cleo Davis
- Joy Alise Davis
- Keith Edwards
- Cobi Lewis

Presenters

- Ericka Warren, Try Excellence, I-5 Rose Quarter Improvement Project, Strategic Advisor & HAAB Facilitator
- Brendan Finn, ODOT, Urban Mobility Office Director
- Caitlin Reff, City of Portland
- Shannon Singleton, I-5 Rose Quarter Improvement Project, Strategic Advisor
- John Wolf, I-5 Rose Quarter Improvement Project, Design Team
- Winta Yohannes, Albina Vision Trust, Executive Director
- Tiffany Swift, I-5 Rose Quarter Improvement Project, Design Team
- Bill Hart, I-5 Rose Quarter Improvement Project, Design Team

Staff, City, and Community Partners

- Alicia Chapman, Oregon Transportation Commission, Commissioner
- Nicholas Starin, City of Portland, Bureau of Planning and Sustainability
- Rachael Hoy, City of Portland, Bureau of Planning and Sustainability
- Sharon Daleo, City of Portland, Bureau of Transportation

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- Amy Nagy, City of Portland, Prosper Portland
 - Shawnea Posey, City of Portland, Bureau of Transportation
 - Kerry Werner, I-5 Rose Quarter Design Project, Team Lead
 - Mike Baker, I-5 Rose Quarter Improvement Project, Team Lead
 - Cadence Petros, I-5 Rose Quarter Improvement Project, Design Team
 - James McGrath, I-5 Rose Quarter Improvement Project, Design Team
 - Natalie Warner, I-5 Rose Quarter Improvement Project Team, Technical Support
 - Maren Brantner, I-5 Rose Quarter Improvement Project Team, Technical Support
 - Isabelle Kennedy, I-5 Rose Quarter Improvement Project Team, Technical Support
 - Angela Nguyen, I-5 Rose Quarter Improvement Project Team, Technical Support
 - Benjamin Fleming, I-5 Rose Quarter Improvement Project Team, Notetaker

Agenda

- Welcome/Principles of Agreement/Introductions
- Public Comments
- March HAAB Meeting Follow-Up
 - » Breakout Session Discussions
- Preparation for May HAAB Meeting
 - » Breakout Session Discussions
- OTC Resolution Update
 - » Breakout Session Discussions
- Next Steps and Adjourn

Welcome, Introductions, Agenda Review

Ericka Warren welcomed HAAB members and attendees to the meeting and provided an overview of the agenda. She reminded attendees of the 7 Principles of Agreement to guide participation in the meeting.

Public Comment

Ericka opened the meeting to public comment and invited Natalie Warner to provide details on how attendees could participate in submitting a comment.

Joe Cortright submitted a verbal comment stating what he believes are the key issues of the project. He claimed that very little is being done to mitigate past damage that has been done by ODOT to Albina, and ODOT has not been transparent with the HAAB about what can be allowed with their resources to address restorative justice in Albina. There are four provisions of federal law and regulation that require mitigation of past damage done by the project including: National Environmental Policy Act; Environmental Justice Policy of the Department of Transportation; Title Six of the Civil Rights Act; and the terms of the Reconnecting Communities Grant. He stated that ODOT told the HAAB no highway money could be used to reinforce the highway cover to support anything other than the cover itself. Cortright also claimed that ODOT can mitigate past damages done by subsidizing housing and through community land trusts.

Natalie thanked Joe for his comment and mentioned that we also received a comment in writing that was shared with HAAB members in advance of the meeting. This comment is included as an attachment to this document.

Discussion

- Estelle Love-Lavespere questioned Joe as to who he represents besides the City Observatory when he claims “we” have questions. She also questioned him regarding his use of the term “woke washed” in his commentaries for City Observatory from 2020 to present. The sentiment was expressed that Mr. Cortright has continuously provided public comment as though he is interested in righting a wrong that has been done to the Black community but then describes the project as woke washed. She asked if he had an issue with things being done for the Black community and whether he was a helping hand or a hindering hand.
 - » Ericka invited Joe to respond. Joe thanked Estelle for her questions and responded as a principal at the City Observatory, which has written extensively about the Rose Quarter Project over the years.
 - » Estelle asked Joe who he was referring to when he mentioned that “victims are being asked to pay for the perpetrators” in a recent column.
 - » Joe said he was referring to Harriet Tubman Middle School and the fact that ODOT’s highway creates air quality problems on the campus.
 - » Estelle disagreed and the victims in this case would be us and we pay taxes. She told Joe to sit on the questions and email her or come prepared to respond at the next HAAB meeting.
 - » Joe said he would be delighted to have that conversation and said the problem is that the project isn’t really restorative justice, it’s a freeway widening project that isn’t meeting the community’s own self-defined restorative justice ends.
 - » Estelle indicated she would follow up in a different setting.
 - » Leslie Goodlow thanked Joe for continuing to come back but expressed offense to the HAAB being talked to like they are first graders. She went on to express the lack of concern from White folks regarding air quality issues at Harriet Tubman Middle School until this project. Leslie talked about how Joe mentioned dealing with issues and not people and yet noted that Joe went to the Willamette Week and tried to get them to publish a critical story about TryExcellence, Ericka Warren, and Dr. Steven Holt, which she noted was underhanded, unscrupulous, white privileged behavior. White folks have had their way in Portland for a long time and now this one committee and project is focused with Black people in the center and white people cannot stand it. There are other people in Portland who should have a say on this project. She claimed that since Joe has not had his way he continues to push forward to try to figure out a way to dig at our facilitators. The next time Joe comes to comment, it should be in the spirit of cooperation and collaboration and not like he is a college professor educating the HAAB.
 - » Joe said he has devoted considerable energy to researching the project and publishing information and hopes that it is helpful to the HAAB in promoting restorative justice for the project. That is why he outlined the four different provisions of federal law that direct ODOT to spend their resources to correct past problems, which he claims ODOT has not shared with the HAAB.
 - » Leslie noted that Joe didn’t respond to why he tried to get the Willamette Week to publish a piece about TryExcellence, Ericka Warren, and Dr. Steven Holt.

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- » Joe said he has talked to Willamette Week about all aspects of the project for years, and in particular about the fact that it's vastly wider than it needs to be. He also identified the \$110 million that has gone out to contractors for the project of which TryExcellence is probably less than 2%.
 - » Leslie asked why the reporter at Willamette Week was only concerned about Ericka, Dr. Holt, and TryExcellence.
 - » Joe responded that Leslie would have to take that up with the reporter.
 - John Washington thanked Joe and said he appreciates the information that he brings to the HAAB but that he should present it in a different way.

Ericka Warren thanked John for his comment and Joe for his responses to HAAB members.

March HAAB Meeting Follow Up

Ericka Warren provided an overview of feedback from the HAAB and guests shared during the March HAAB meeting.

Attendees were then assigned to 20-minute breakout rooms for further discussion.

Breakout Rooms

During this breakout session, HAAB members reflected on feedback from the March meeting.

Breakout Room 1 (*Facilitator: Ericka Warren; Notetaker: Bill Hart*)

Ericka Warren opened the breakout room discussion by asking HAAB members if their feedback was heard correctly in the March meeting.

- Kevin Modica said they got it right.
- Dr. Ebony Amato-Blackmon said she doesn't have questions because the job has been done so well and visuals have been amazing with the possibilities on the cover. She mentioned the Spice Suite from the last meeting. She is happy with everything to date.
- Andrew Campbell said he believes priorities mentioned fit the journey of how we got to where we are today. It was great to see community input from the last meeting bring different perspectives, especially a youth lens. He wants to have more conversations on other development happening around the project area – we need to make sure we are not duplicating efforts of other projects. He also wants to see more on ownership and right-of-way process to ensure priorities align, especially as more agencies are getting involved. We need to keep in mind that local government is changing in Portland overall, especially with having four City districts. More representatives in districts can change project priorities.
 - » Shawnea Posey echoed Andrew Campbell's comment about the City and how they are reorganizing with the new form of government. She mentioned that the project recently got a recommitment from the City about supporting the Portland Bureau of Transportation (PBOT) and other City groups' involvement in the work.
 - » Ericka Warren spoke to Dr. Amato's comment in the chat stating that all of Andrew's points are valid regarding local government changes and how agency collaboration will work. Ericka said we are working to make sure that those priorities are aligned. The last breakout

session will be about the Oregon Transportation Commission (OTC) Resolution and the workplan to begin investigating what is possible with regards to ownership of the remnant land and development on the cover.

- Estelle Love-Lavespere asked if a cannabis dispensary would be possible on top of the cover given discrepancies of state vs federal law.
 - » Rachel Hoy responded that it was a great question. Knowing that the cover is located in State right-of-way even though it is newly created land will affect local regulations. Rachel said she would get the answer to this question.
- Ericka mentioned that Keith Edwards sent her a photo that she will share with the HAAB via email of a 240,000-square-foot museum and Harriet Tubman space that he wanted to introduce as a precedent for the project.
- Dr. Carlos Richard expressed concerns about Governor Kotek's decision to put a moratorium on tolling. Governor Kotek owes this committee an explanation as to why. There was no dialogue about how the decision was made and what impact it would have on the Rose Quarter project. It is apparent she is having discussions with elected officials and hearing their concerns about tolling, but she hasn't heard our concerns and why this project is important. The governor should come to a HAAB meeting and allow some time for open dialogue so that we can provide feedback on these decisions.
 - » Kevin Modica speculated that there may be repercussions from the Governor's decision on tolling prices and revenue on the Interstate Bridge Replacement (IBR) project. It's an abomination that the economics of the Rose Quarter project were based on tolling infrastructure and it has been sunsetted by our governor.

Breakout Room 2 (Facilitator: Shannon Singleton; Notetaker: Tiffany Swift)

Shannon Singleton opened the breakout room discussion by asking HAAB members if their feedback was heard correctly in the March meeting.

- John Washington explained that he has been reviewing aggregate data and that the notes from March do not accurately represent the fact that thriving businesses did exist in the Albina community. He stated that the term "Economic Advocacy" does not encapsulate the discussion and asked to add the discussion of "business legacy." Housing and education are not alone sufficient for building a thriving community and the project needs to advocate for business ownership, reconciliation, and small business legacy.
- JT Flowers added that the synopsis of Technical Issues did not include concerns about adequate air ventilation and filtration in the tunnel.
- James Posey expressed his concern about how the money/funding for the project is being reported and if it will demonstrate an economic benefit for the Black community. He requested real-time accounting of the funds and demonstration that it is going toward wealth-building for the Black community. His second concern is that there is a workforce opportunity for the community in the actual construction of the project. He requested again that ODOT add economists onto the project.
 - » Shannon suggested that a dashboard – similar to the one used on the I-205 project – could be added to the Rose Quarter reporting. Kerry Werner confirmed that a dashboard could be added to the project reporting deliverables.

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- » Shannon reiterated the need for a dashboard or accounting of not just the money that is being spent, but also the access to economic and workforce development opportunities.
 - John Washington reiterated his concerns related to lack of accounting and investment in the community, stating that restorative justice is about more than building monuments, it's about building people and acknowledging the trauma-informed realities that the Black community experiences. He explained that there is a deficit in the Black community's ability to take advantage of these opportunities and that we need to focus on human development in addition to economic development.
 - Leslie Goodlow added that HUD recently increased the 100% Area Median Income (AMI) to \$116,000. The average Black family in Portland makes \$48,000, putting them at 41% of AMI, so they are making too much for a 30% housing unit and not enough for a 60% unit. We need to use this project as an opportunity to assist Black families to improve their economic circumstances and move back into the Northeast Portland neighborhood. Black families are the lowest average income of all ethnic groups.
 - James Posey agreed with Leslie's findings and expanded on the absence of Black participation in construction and contracting businesses. He cited a recent BBC report and stated that he is not seeing any creative concepts or interventions to shift that paradigm.
 - Bryson Davis commented that ODOT is relying on AVT to be the main source of economic benefit for the Black community on the project and has not identified adequate opportunities or brought its own ideas to the table. We need more proposals and more solutions.
 - JT Flowers explained that he agrees with what everyone is saying but stated that it is important not to conflate two separate processes. The current funding is being used to develop the highway cover and while the HAAB is asked to provide input on what ultimately goes on the cover, we are not currently at that step in the process. Input on the technical questions is important at this stage because it will influence what we can and cannot build on the cover. It's important to remind ourselves of what ODOT's job is: They are not an economic development agency. They are a highway agency that needs to build a cover.

Meeting participants returned to the main Zoom room. Bill Hart, Tiffany Swift, and Shannon Singleton provided overviews of the discussions in their breakout rooms.

Preparation for May HAAB Meeting

Ericka Warren invited John Wolf to present a preview of what we will discuss in May to get to 30% design.

John Wolf recapped a slide from September highlighting four distinct focus points on the 30% design that will be revisited concerning local street design on Ramsay/Wheeler, local street operations, and the pedestrian and bicycle overcrossing.

John reviewed initial feasibility and due diligence work related to future development on the highway cover. Topics included defining the project footprint, cover capacity, building placement factors on and adjacent to the highway cover, development that is compatible with technical considerations, and follow-up questions related to technical due diligence and additional considerations to carry into 30% design.

John recapped findings from initial evaluations and feasibility work:

Technical Assumptions:

- Cover capacity capabilities in relation to the edges of the cover (limited vertical development), north end of the cover (potential development for light frame one-story buildings), and the middle of the cover (up to three stories in vertical development).
- Transportation funds cannot be used to increase girder size that would support more weight on the cover beyond transportation needs.
- No singular building can span across bridge joints.
- Buildings cannot span between off-cover and on-cover unless connected by a bridge structure between the main buildings.
- Setbacks from bridge joints and abutments range from 10-15 feet.

Ownership and Finance:

- Development on the cover will be more complex than development on land.
- Federal transportation funds are required to be used only for transportation facilities.
- On-cover development is very likely dependent on public subsidy. Desire to further understand the economics behind this which will be explored by the Project Team.

Development Scenario:

- The process of designing highway cover uses will continue to seek guidance from the Black and historic Albina community.
- Preferred opening-day and long-term development concepts for the highway cover will take shape within some form of Community Framework Agreement to be led by the City of Portland and supported by ODOT.
- ODOT is responsible for designing and constructing interim treatments/spaces on the cover when construction is completed before long-term or other development takes place.

In May, the HAAB will continue to expand the conversation around what considerations should shape the project as it moves into 30% design. 30% design is intended to establish the project footprint and the general scope related to the highway cover. It will set the general type, size, and location of the new structure and seeks the necessary design approvals of the proposed project.

Ericka Warren invited HAAB members to join 10-minute breakout rooms to discuss the technical considerations.

Breakout Rooms

During this breakout session, HAAB members revisited technical considerations in preparation for the HAAB meeting in May. Ericka Warren and Shannon Singleton served as facilitators and asked prompting questions:

- What else do you care about?
- What do you need to know to answer this question in May?

Breakout Room 1 (Facilitator: Ericka Warren; Notetaker: Bill Hart)

- Kevin Modica spoke to the last slide presented before breakout rooms and said there should be subcategories under each item to expand the conversation further. Following the money and the environmental impacts of constructing the covers is important. If not tolling in the greater highway system, could we expect an increase on the tolling cost for IBR to fund this project? The City of Portland is floating the idea of a gasoline tax, which absolutely should not happen. City of Portland has the only budgeting process across the nation where you can spend money you don't have.
- Estelle Love-Lavespere said that she remains concerned about governance, what voices matter and how that is decided. Who is going to decide and how will that be an equitable process? Just because some of us are involved doesn't mean it's equitable. The process has not been transparent. Some decisions have already been made that the HAAB has not been privy to; the HAAB needs to be included in these decisions before it is too late for us to contribute. We are asked these questions like we still have a say and I do not think we do.
- Andrew Campbell mentioned the limitations of transportation funds. Federal transportation funds are required to be used only for transportation facilities. We can intersect transportation with all kinds of things – how can language be used to maximize funds? If we want more federal funds, how are we going to intersect with other projects like IBR? We need the current governor to be more directly involved and agencies need to be on the same page.
- Ericka asked James McGrath if he had any questions and James said that John Wolf did a good job summarizing what was covered over the last few months. James acknowledged Kevin's comments and said the bullet points in the slide are headliners and that there is a lot of work underlining each bullet.

Breakout Room 2 (Facilitator: Shannon Singleton; Notetaker: Tiffany Swift)

- James Posey explained that he is uncomfortable discussing the technical items as it is not his expertise. His expertise is in understanding and having relationships with the community. He explained that what is important is fostering opportunities for people of color to participate in the professional positions (architectural/technical) for the project. He reiterated that there are not currently pathways for these opportunities and we do not have anyone in the queue to participate.
 - » Shannon Singleton discussed disaggregation of workforce statistics as an example of additional information that could be helpful.
- Sprinavasa Brown asked, what are the key questions/decision-making points that we need input on from the City leaders to move forward to 30% design? Is there anything we need from Rip City Management (Trailblazers) on the design of the cover? She also requested that the project team provide additional information about air quality, traffic patterns and plans, and environmental impacts.
- Shannon requested that ODOT provide more information about who is working on the project and opportunities for workforce development, mentorships, and internships for Black people. We need to identify a strategy for how the HAAB can be informed and involved in those discussions and reporting.
 - » Kerry Werner committed to working with the project team to get that information.

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- Shannon reiterated that there needs to be more transparency on not only what decisions are being made, but also on who is making them.
 - John Washington asked if the list of considerations presented on the slide was the full list.
 - » Kerry responded that these are the considerations for 30% design. These things take time and we will work on answering all of them. Human health and air quality came from the HAAB. The Architecture & Engineering team has been instructed to advance a study on that. He explained that they have given a high-level overview of air quality, but they will present more in-depth analyses at future meetings. Eco Northwest is also doing a study of putting buildings on the cover.
 - » Shannon explained that we will also be having an upcoming presentation from IBR and Rose Quarter about workforce development opportunities for technical positions.

Meeting participants returned to the main Zoom room. Tiffany Swift and Bill Hart provided overviews of the discussions in their breakout rooms.

OTC Resolution Update

Ericka Warren invited Brendan Finn, Winta Yohannes, and Caitlin Reff to provide an update on the OTC Resolution between ODOT and Albina Vision Trust (AVT).

Brendan Finn thanked Ericka and provided an overview of what happened at the last OTC meeting on March 14th in Medford:

- The OTC unanimously passed a Resolution that directed ODOT to work with AVT on a workplan, with HAAB engagement, to explore options around governance and ownership.
- The OTC expressed their support for AVT as a valued community partner and recognized their accomplishments to date to bring the larger restorative district concept to fruition.
- We have 60 days to put together a high-level workplan. This will be done collaboratively among the agency, AVT, and the HAAB serving as an advisory body. Kevin Modica and a member of the Community Oversight Advisory Committee will participate as the workplan is being developed.
- Portland City Council also passed a Resolution of support on April 3rd and Brendan thanked Sprinavasa Brown, JT Flowers, and Keith Edwards for their part in the City Council briefing.

Winta Yohannes mentioned that JT Flowers has been providing tours of the district and invited the HAAB to attend to get closer to the project, consider additional community priorities and constraints about what can be built on top of the cover and surrounding area, and further develop relationships.

- JT emphasized that AVT's door is always open and urged the HAAB to come by and take advantage of tours.
- James Posey mentioned how fantastic and educational JT's tours are and urged everyone to participate.

Ericka invited Caitlin Reff with the City of Portland to speak about the Portland City Council meeting on April 3.

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- Caitlin shared that an amendment was introduced that supported the Resolution heard on March 14 at the OTC hearing. She thanked HAAB and AVT representatives who were present at the meeting – their presence demonstrated the value of this work and the project for our city and state.
 - Caitlin added that Megan Channell provided an update on the ODOT responsiveness to City Council conditions from 2022 and overall project status and funding.
 - The Resolution and ordinance were both approved unanimously by all present members of City Council. With the acceptance of the ordinance and Resolution, City Council also approved the ordinance amendment to our intergovernmental agreement that allows other City bureaus, including the Bureau of Technology Services and Prosper Portland, to support the project in its next stage through 2025, including final design services for early work packages and 30% design of the main construction package.

Ericka thanked everyone and led the meeting into 10-minute breakout rooms to further discuss the OTC Resolution.

Breakout Rooms

During this breakout session, HAAB members discussed the OTC Resolution.

Breakout Room 1 (*Facilitator: Ericka Warren; Notetaker: Bill Hart*)

- Winta Yohannes summarized the OTC Resolution. Important project outcomes hinge on successful development of both the highway cover and surplus land that will be created as part of the project. There have been other highway cover developments around the country but there are few precedents where the focus is on restorative justice. Concerning ultimate ownership and development, there is a gap between what current laws prescribe versus the intent articulated by the project. To make it possible for an organization like AVT to own air rights and surplus lands, there may be some necessary statutory work. The first step is to understand what the legal limits are, and within 60 days, identify a workplan for addressing any necessary legal changes followed by deeper engagement to move us towards eventual agreements. This is the beginning, but it points us on a path toward our intended outcome.
- OTC Commissioner Alicia Chapman said that this was a unanimous decision, and the entire OTC was supportive of the Resolution. It was great to have JT Flowers at the meeting to codify this partnership between ODOT and AVT, recognizing all the work that AVT and HAAB members have done to get to this point. There are a lot of questions that we do not have the answers to. Because there is federal funding involved and a lot of jurisdictional gray area, we need to do our due diligence and make sure that we're being compliant and avoiding any mistakes early on that would prevent us from leveraging federal funding. We need to make sure that we are eligible for the additional funding that is needed to get the remainder of the project budget covered.
- Brendan Finn said there are a few complicating factors, including that the land does not currently exist and how covers are governed by the Federal Highway Administration using long-term leases. There is distinction and nuancing that might not be the same for the remnant parcels that will be available. This is complicated and a lot of work needs to be done. We are being transparent so people can understand the difficult nuances that have to be put into agreement, which the workplan highlights.

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- Ericka Warren clarified that ODOT, AVT, and a representative from the HAAB and the Community Oversight Advisory Committee will develop the workplan over the next 60 days, but the work will be continuous. Advisory bodies are included to ensure continued engagement with the broader community and provide transparency.
 - Estelle Love-Lavespere commented regarding bringing the full facts and not dumbing down concepts. She expressed concerns on not being advised prior to the OTC resolution vote. We should have had the opportunity to advise on these things and we were not given that opportunity.
 - » Ericka asked Winta to clarify if tours are describing overview of the broader district goals and plans. Are we asking that the advisory body be part of the conversation to understand what the other 93 acres of potential redevelopment in lower Albina is and what it could potentially be?
 - » Kevin Modica said he understands the geography of the tour and he has a high interest in the Resolution work and moving forward.

Breakout Room 2 (Facilitator: Shannon Singleton; Notetaker: Tiffany Swift)

- Shannon Singleton noted that Brendon Finn was not able to be in the breakout session and confirmed that Kerry Werner was the ODOT representative.
- John Washington asked ODOT for clarification on how Kevin Modica was appointed to be the HAAB representative for AVT.
 - » Kerry responded that he understood it was a request from the project Communications team but would need to confirm. Shannon marked the question for follow up. JT confirmed that he also did not know how the HAAB representation was chosen.
- John Washington asked what rights were granted to AVT in the resolution.
 - » JT Flowers explained that the resolution had two pieces: First to establish a workplan to explore governance of the highway cover within the current constraints of the law. Second, OTC instructed ODOT to work towards the outcome of AVT obtaining air rights/development rights over the cap. The City then reinforced the notion that AVT would obtain the air rights, but it is still uncertain if that is possible given the current constraints of the law.
 - » JT reiterated the importance of transparency in the drafting and implementation of these workplans. AVT's objective in the independent cover assessment is that caps should be developed by a community-led community development corporation. He stated that they are 100% committed to community-led development.
- Shannon asked to be sure to create a regular feedback loop to the HAAB because no one person can represent all opinions. There needs to be ample opportunities for people to provide opinions and feedback.
- John Washington urged everyone to be cautious of white benevolence and the impacts of missing steps in communication.
 - » Shannon added the importance of identifying not only what decisions are being made but also who is making them and what is the decision-making timeline. She agreed there needs to be more transparency in the decision making.

Breakout Room Report Out

Meeting participants returned to the main Zoom room. Tiffany Swift and Bill Hart provided overviews of the discussions in their breakout rooms. Shannon Singleton mentioned that she wants to follow up with HAAB members about the HAAB member selection process for representation during the workplan development.

Ericka thanked discussion room reporters and mentioned that this is a very complicated process that hasn't been done before and that we are trying to move this process forward in a way that HAAB members and the broader historic Albina community are engaged in a transparent and respectful process.

- James Posey said that a breakout room member was concerned by disrespect shown by City Council members during AVT's presentation where a City Council member who is running for mayor walked out. James said that the HAAB needs to respond and cannot tolerate disrespect like that. James asked why we would allow the City Council, mayor, or anybody to degrade a presentation by people like us and asked for an explanation.
 - » Ericka asked City partners to respond and encouraged James to look at the recording of the presentation.
- JT Flowers gave a shoutout to Sprinavasa Brown and mentioned his gratefulness for her keeping the City Council meeting on track due to her quick thinking, thoughtfulness, and courage to speak pure truth to power.
- John Washington said that he followed up with the City Council member in his office. The City Council member said he didn't have anything against AVT, he had a problem with the process, which he felt should be a competitive process.
- Ericka Warren said she thinks we are talking about two different pieces of the meeting but acknowledged that perspective from one of the City commissioners. She thought James Posey was referring to the fact that the presentation would not have happened and that there was direction from the mayor that moved us in a different direction.
- Sharon said we were all surprised at remarks that one commissioner made and that we are working on following up and looking for ways to ensure that our briefings are more frequent so that they are kept up to speed. Commissioner Gonzalez's office was briefed but he was unable to join the briefing, which may have caused a disconnect. This is a lesson learned and something we are working to improve upon.
- Winta Yohannes mentioned that the City Council briefing was a wakeup call for AVT and that project values will be tested each time there is turnover of elected leadership. We need to reaffirm what this project is, how we've gotten here, and what we expect it to be moving forward. We need to have a longer conversation around how we keep various stakeholders consistently briefed on the project and what we expect it to deliver until the project is completed.
- JT Flowers responded to a comment that Leslie Goodlow made in the meeting chat about transparency of AVT being granted full authority over the land and air rights and how the HAAB have not been given the opportunity to discuss the implications. JT agreed with Leslie and clarified that neither of the Resolutions conferred any rights to AVT. They direct ODOT to create a workplan that explores governance with the intention of trying to figure out if it might be

possible for AVT to assume those rights down the road, but we are not quite there yet. JT wanted to make sure that everyone is fully aware of what the Resolution is and is not.

- » Leslie Goodlow said that she understands what JT said but it wasn't made clear between the two meetings and nobody had an opportunity to discuss it.

Next Steps and Adjourn

Ericka Warren invited Brendan Finn to provide closing statements.

Brendan thanked the HAAB for all the work they have accomplished together, most recently the \$450 million from the federal government to reinvigorate the project. He wants to make sure the group is kept up to speed on how they are going about the process with the U.S. Department of Transportation (USDOT). USDOT is assigning someone to work with ODOT to put together a grant agreement based on the scope. A grant agreement of this size and scope is new to ODOT and could take up to a year. To keep the board informed, updates on this process will be a standing item on the HAAB agenda moving forward.

Ericka Warren thanked everyone for their participation and adjourned the meeting at 6:09 pm.

WRITTEN PUBLIC COMMENT

Date received	April 9, 2024
Source	Email
From	Jonathan Knudtsen
Subject	HAAB Public Comment

Hello,

I have a few comments related to the highway cover design. I am a structural engineer with an interest in infrastructure and urban design. I live just north of the Rose Quarter and commute through the area regularly. Thanks for your consideration. There are two aspects of the current design that, to me, seem to be out of alignment with the neighborhood vision. The first is the long-span highway covers that can only support one-story buildings. The second is the I-5 NB onramp that slices through the covers between Williams and Vancouver.

Beyond these concerns, I wish to highlight the fact that previously-made decisions have resulted in a highway cover that is 250 feet wide spanning 10 lanes, four of which are exit lanes.

The highway cover could be reduced to 150 feet wide if the exit ramps were routed outside of the cover. While there are several possible routing options, I think the most logical route would be to have them aligned approximately with Gantenbein Ave, connecting to local streets near the current intersection of Hancock St. and Gantenbein Ave. North of the Rose Quarter, these ramps would need to braid with the I-405 ramps, likely becoming auxiliary lanes connecting to the Greeley ramps.

This solution has several substantial benefits:

1. The long-span covers would no longer be needed, meaning all covers could support 3 story buildings.
2. The NB onramp would no longer slice through the covers, improving the street grid and neighborhood connectivity.
3. The highway covers would be reduced from 200-250 feet wide to a consistent 150 feet wide, a 30% reduction in cover area. This has the potential to save between \$100-\$200 million.
4. Construction impacts to the neighborhood would be considerably lessened since the highway ROW is already 150 feet wide everywhere except between Broadway and Weidler. The antenbein Ave. ramps could be built in Phase 1, which would allow the ROW of the current ramps to be used as main highway ROW.
5. The flyover ramp at Clackamas St. would no longer be needed. With the SB exit ramp relocated, the highway cover could be extended to Clackamas St, extending the neighborhood improvements into the Moda Center area.
6. Braided ramps north of the Rose Quarter would improve highway flow.

This plan would cost less to implement, have fewer construction impacts, would improve highway flow, and would result in a better, more connected neighborhood above. Has the project team considered braided ramps north of the Rose Quarter?

Thanks again for your consideration.

Sincerely,

Jonathan Knudtsen, PE

MEETING CHAT TRANSCRIPT

MAIN MEETING		
Time	From	Message
15:55:11	RQ Team Ericka Warren	brb
15:55:13	RQ Team Ericka Warren	thanks
15:56:59	RQ Team Ericka Warren	Back
16:23:07	HAAB Sprinavasa Brown	This was a 'listen and get educated' opportunity for him that was a long time coming.
16:23:37	HAAB Sprinavasa Brown	Estelle I appreciate everything you have said.
16:25:16	HAAB JT Flowers	Thank you both, Estelle and Leslie ❤️
16:25:33	HAAB Sprinavasa Brown	Reacted to "Thank you both, Este..." with 🤗
16:25:39	HAAB Ebony Amato	Reacted to "Thank you both, Este..." with ❤️
16:25:48	HAAB Sprinavasa Brown	period
16:26:18	HAAB Andrew Campbell	Reacted to "Thank you both, Este..." with ❤️
16:54:08	HAAB JT Flowers	Leslie I missed your message in the breakout room chat — would you mind resending it?
16:54:32	RQ Team Shannon Singleton	Replying to "Leslie I missed your..." yes, they need to make sure that they hire black people the community to work on the actual highway covers and widening
16:55:28	HAAB Leslie Goodlow, PHB	I was just saying that while ODOT is not going to build on top of the covers, they need to make sure that Black folks the community to participate in building the covers and widening the highway.
16:56:26	HAAB JT Flowers	100% — couldn't agree more. That's got to be a big part of our work here as the HAAB.
17:32:53	HAAB Sprinavasa Brown	I would love to attend a tour
17:58:05	HAAB Leslie Goodlow, PHB	I wasn't able to sit in on the breakouts, I'm on the phone with the bank due to fraud on my credit card. I would hope that in future there will be full disclosure of the intent rather than spirit of items. It was not clear the discussion that AVT was being granted full authority over the land and air rights. It's not that I'm necessarily opposed to it, but that we've not been given full opportunity to discuss the implications.
18:00:20	HAAB Leslie Goodlow, PHB	gonzalezoffice@portlandoregon.gov
18:04:23	HAAB Sprinavasa Brown	Yes, exactly Winta.

18:04:56	HAAB Sprinavasa Brown	It was the Mayor who attempted to question and restate the definition of and statement of our values
18:06:19	HAAB Andrew Campbell	this is an example of the public agencies not having the same priorities. Which is a concern.
18:09:49	HAAB Andrew Campbell	Yall have a good night.

BREAKOUT ROOM ONE		
Time	From	Message
16:38:21	HAAB Dr. Carlos Richard	Thanks so much Ericka, also aligning and echoing the statements shared, nothing further at this time
16:38:30	RQ Team Ericka Warren	Reacted to "Thanks so much Erick..." with 👍
16:40:34	HAAB Ebony Amato	That is a brilliant point for Andrew..
17:18:08	HAAB Dr. Carlos Richard	Thanks Erika, I'm good at this time
17:18:45	RQ Team Ericka Warren	Reacted to "Thanks Erika, I'm go..." with 👍

BREAKOUT ROOM TWO		
Time	From	Message
16:52:57	HAAB Leslie Goodlow, PHB	yes, they need to make sure that they hire black people from the community to work on the actual highway covers and widening
17:17:18	RQ Team Angela Nguyen	5 minutes left!
17:32:53	HAAB Sprinavasa Brown	I would love to attend a tour
17:44:34	RQ Team Angela Nguyen	5 minutes left!