



HAAB MEETINGS

APRIL 9, 2024 & MAY 14, 2024

PROJECT QUESTIONS

If we want more federal funds, how are we going to intersect/collaborate with other projects like IBR?

Each major infrastructure project pursues its own individual federal grant sources, depending on the grant criteria and how well the project aligns with those criteria. Each project will acknowledge the importance of the other project's role in addressing the region's safety and congestion issues that both projects aim to address, and benefits for the community and state, as appropriate. State, regional, local, and community partners are working to speak with one voice about the priorities for the Portland metro region.

How will the governance process be decided and how will it be an equitable process?

We do not yet know all of the details for how the governance process will be decided and are working to figure this out. We do know that ODOT's responsibility is to build the highway cover structure, and ODOT is building it in a way that will support the community vision for future development and local street connections on top of the cover. We do know that the City of Portland is responsible for the future highway cover land use, programming and development process, and the formation of a Community Framework to ensure the highway, local streets and resulting land parcels within the project area are coordinated. ODOT and the City will follow all applicable federal, state and local laws in this process.

The recent OTC resolution also has brought ODOT together with Albina Vision Trust to develop a work plan to jointly explore options for the highway cover governance and future ownership of surplus lands associated with the Project. As part of this work, ODOT will be studying different types of agreements and governance processes. HAAB and COAC representatives have helped define that work plan and will continue to be part of this work plan process.

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 on the design of the cover?

The following design topics for the 30% design milestone will be informed by the City of Portland, including input from Rip City Management:

1. Ramsey/Wheeler/South Williams I-5 southbound off-ramp design and connection to the local street network to accommodate traffic
2. Pedestrian/bicycle-only over-crossing of I-5 (design preferences and how it ties in with the walking, biking and rolling system)
3. General input on local street location and design

Is it possible to have a cannabis dispensary on the top of the cover, considering discrepancies between state and federal law?

We have not yet reached the point in the process of defining what will go on top of the highway cover. This process will be led by the City of Portland, in conversation with the HAAB, as well as informed by the work we are doing collaboratively with Albina Vision Trust per the OTC resolution. The Federal Highway Administration is technically the “owner” of the interstate highway facilities that ODOT stewards because the Project is using Federal funds for construction. Since marijuana is deemed a Schedule 1 Controlled Substance and remains illegal at the federal level, there may be challenges associated with building a dispensary on federally-owned land, i.e. on the highway cover.