

I-5 Rose Quarter Improvement Project Executive Steering Committee (ESC)

Meeting Summary

MEETING DATE: May 22, 2020

MEETING TIME: 1:00-2:30PM

LOCATION: Zoom online meeting

This document is a summary of the I-5 Rose Quarter Improvement Project Executive Steering Committee meeting on May 22, 2020 from 1 p.m. to 2:30 p.m. via Zoom. The [meeting presentation](#) and [recording](#) provide additional documentation of this meeting.

ESC Members in Attendance

ESC Chair: Alando Simpson, Vice Chair,
Oregon Transportation Commission

Michael Alexander- Albina Vision Trust

Ted Wheeler- City of Portland, Mayor

Chloe Eudaly- City of Portland,
Commissioner

Leah Horner- Governor's Office, Regional
Solutions Director and Jobs and Economy
Policy Advisor

Robert Camarillo-Oregon Building Trades,
Executive Secretary

Lynn Peterson- Metro, President

Chris Fick on behalf of Jessica Vega
Pederson- Multnomah County,
Commissioner

Dr. Ebony Amato- N/NE Community
Development Initiative

Marlon Holmes- N/NE Housing Strategy

Nate McCoy- National Association of
Minority Contractors, Executive Director

Brendan Finn- Oregon Department of
Transportation, Urban Mobility Office

Jana Jarvis- Oregon Trucking Association,
President

Julia Brim-Edwards- Portland Public
Schools, PPS Board Member

Bryson Davis- Williams and Russell Project

ESC Members Not in Attendance

Doug Kelsey- TriMet, General Manager

Staff Members

Dr. Steven Holt, Executive Steering Committee Facilitator

Ericka Warren, Executive Steering Committee Co-Facilitator

Megan Channell, I-5 Rose Quarter Improvement Project Director

April deLeon-Galloway, I-5 Rose Quarter Improvement Project Public Involvement and Communications Lead

Christine Moses, Community Advisory Committee Facilitator

Johnell Bell, Community Opportunity Advisory Committee Facilitator

Susan Hayman, facilitation team support, Owner's Representative Team

Ray Outlaw, technical support, Owner's Representative Team

Sofia Alvarez-Castro, notetaking, Owner's Representative Team

Meeting Objectives

- Initiate the Executive Steering Committee
- Overview of principles of agreement and framing
- Confirm project values

Welcome and Introductions

ESC Chair Alando Simpson and Dr. Steven Holt welcomed ESC members to the first Executive Steering Committee meeting. Dr. Holt asked members to introduce themselves and share what restorative justice means to them.

The following is a summary of member responses:

- Gentrification, income disparities, social matters, and climate change are affecting all communities. Restorative justice can be a kickstarter to adopt sustainable change and ensure the future generation has something to leverage and build upon.
- Acknowledging the history, the wrongs, and creating a future that has a greater sense of ownership to institutions and impacted communities.
- Engaging those harmed through past actions and finding solutions that promote repairing this harm. Contains elements of reconciliation and relationship between the harms and those who caused them, enabling healing and trust building.
- People who did the harm do not get to set the terms. The people impacted must lead the conversation. Need to stand with communities during these conversations—this work cannot be done without addressing past harm and delivering remedies to the impacted communities.
- Opportunity to reflect, learn, and move forward. A collaboration of all types of things that might be uncomfortable but will lead towards a path of more equitable outcomes.
- Rebuilding trust and confidence in the community. Replacing the jail and prison pipeline with a pipeline of opportunities for people to have livable lives, especially in Black and Brown communities.

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- Not up to us to define restorative justice, but to listen to others. Listen to the issues, what restoring trust and healing looks like, and what it is going to take to reach the desired outcomes.
- Sympathetic, empathic, and understanding ear towards outreach and the communities harmed. Listening to the communities to fully grasp the harm that was done and the potential amelioration of those harms. Listening to the hard facts and creating solutions to make amends.
- Opportunity for socioeconomic equity, a second chance for communities of color and acknowledgement.
- Calling on the community to address ills and wrongs committed to the community, and address with the perpetrator how these have affected the community.
- Being intentional about those being harmed in the community. The harms from gentrification, displacement, and eminent domain on economic development, and the lack of economic advancement for people of color.
- Putting an end to the 1950's approach to public works projects, where decisions were made behind closed doors, made without the impacted communities to the detriment of those communities, without benefit to those communities. To make decisions with those historically impacted communities to build community and benefit that community.
- Finding a way to improve the congestion problem and meet the community's needs. This section of the highway impacts more than just the community it runs through--it is the 19th worst bottleneck in the nation and it's crucial when transporting goods.
- Process by which a party or community that has been harmed is acknowledged and the harm remedied. Important principle of restorative justice is that whether justice has been restored gets to be decided by the harmed community, not the person who created the harm.
- About the process as well as the outcome. The outcome is clearly to address the harm done, but a key component is the process of involving the community in ways that will address the harm and allow the project to make a positive impact for those communities. Having that community voice at the table to make those decisions and control that process.

Principles of Agreement

Dr. Holt reviewed the following proposed principles of agreement that will carry forward in all ESC meetings and asked ESC members to provide any feedback on these principles via email. The following is a summary of the principles:

- **Your voice matters**—Be present, engaged and involved. We want to hear from you and your perspective.
- **Speak your truth**—Be transparent, honest, and real.
- **Listen for understanding**— Listen for understanding and ask questions. Listen to understand, and not simply to respond.
- **Deal with issues not with people**— Deal with the items and aspects, not the personalities or people.
- **Experience discomfort**— Few changes happen when we are comfortable. If we are being authentic and listening to our real voices, we will not always agree.

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- **Remain respectfully engaged**— Do not turn off your camera or hide. We must be visible as if we were meeting in person.
- **Expect and accept non-closure**— Reminder that things may not go the way we hoped they will.

Framing

Johnell Bell, Community Opportunities Advisory Committee (COAC) facilitator, and Christine Moses, Community Advisory Committee (CAC) facilitator, provided brief remarks regarding the respective community committees for which they facilitate.

Dr. Holt provided framing remarks. His key points are summarized below:

- It is a risk for us to join the process and is a risk of choice. We are here together because there are thousands of people who did not get to choose, who did not have a choice, who did not have a voice because they didn't have an identity, influence, or investment significant enough to matter or to be involved. People who were disposable, removeable or relocated for the purpose of progress and improved operations, connectivity, and functionality.
- We are here because, historically, something went horribly wrong. In the midst of city growth, highway expansion, development, and increased mobility, people were forgotten about. Real People with dreams and hopes for their future. People who took on challenges and faced uncertainties and dealt with insecurities in a City and State that repeatedly demonstrated that they were not welcome.
- We are here today because a neighborhood was specifically targeted for dismantling, dissembling, and decimation.
- We are here because the potential of billions of dollars of wealth creation, community development, neighborhood stability and sense of belonging never happened.
- This is about greenhouse emissions, mobility, new and improved functionality. We are here to talk about an area around I-5 where a community did once exist, where a community shopped, lived, and worked. Where children once played and were educated. We are here because of I-5 and because of all the agencies that participated in bringing it to pass.
- We are here to take action at this moment. A moment where we are reminded of our most basic denominator, our humanity. This pandemic, and our local, regional, statewide, national, and global governments, reminds us that what happens with one, happens to others. We are reminded that nothing is isolated, we are connected as a people. We are connected beyond our gender, race, ethnicity, sexuality, religion, or faith; a message that we have clearly forgotten.
- We have the chance to make something incredibly right, a chance to risk being thoughtful, strategic, engaging, and intentional. We have the chance to address historic wrongs and plan for future rights. We have a chance to rebuild what was once torn down and create new possibilities. We have the chance to support business creation, workforce development, and collaborative networks. We have the chance to be cutting-

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edge and pace setting when it comes to how people move through spaces, are safe, and have a sense of place.

- This multimodal project impacts people. We have the chance to something good, something bigger than ourselves. We cannot separate ourselves from the past or the future. We must take the risk, the risk of being courageous enough to tell the truth, take on the criticism and humble enough to take our place for the future generations.

ESC Chair Alando Simpson provided the following framing:

- There is an opportunity for us not to keep ourselves boxed into a silo, as a lot silos have gotten us here to this place.
- I've spent time over the past year talking about this project with many people. These conversations have led to me believe there is a bigger dialogue that I think we should not shortfall ourselves on. This dialogue doesn't have to be just about this community.
- I-5 from Rose Quarter to the Columbia River has had an impact up and down that corridor; we should not limit our thinking and investment around just one particular area because it is an area that has funds allocated to it. We should always be inspired to think bigger and broader about things we could be doing that provide value to the community.
- This conversation of strengthening caps (highway covers), building on top of caps, connecting caps, and connecting community is something I think we should be looking at broadly around our entire region, knowing that is a long-term aspiration.
- Conversations right now related to the I-5 bridge replacement and this project almost running in a parallel form provides an opportunity for us to talk about how we see the entire corridor as a viable opportunity to choose multimodal options, active transportation options, green options, housing options; coming together as a people for our next generations. There is a multitude of thinking that could be done, as opposed to bickering over the minutiae.
- We need to think bigger and broader about what we want for our next generations while encompassing environmental concerns, social issues, economic development, and looking at caps in a green way to lead in the 21st century. I encourage people to not stay in a box, to take a risk, so we can create something that has a return on our investment, something that will benefit our quality of life and the ones of our future generations to come.

Brendan Finn provided the following thoughts:

- To ensure all committee members know where we are heading, we will codify our thinking in a letter of agreement about where we are heading and what we are bringing to the table, as we have all articulated this goes beyond just a transportation project.
- The entities that have requested to be here, and ODOT appreciates that. We have worked with the City of Portland, Metro, Albina Vision Trust, Multnomah County, and Portland Public Schools on creating a letter of agreement document.
- We want the discussion today to influence what is contained in the values document. Dr. Holt will walk us through this values discussion and that will influence heavily where we go with the letter of agreement that we will all hopefully sign.

Values

Dr. Holt introduced the values section and reminded members they received a draft version of the values document prior to the meeting. Dr. Holt shared that this document reflects values raised in pre-meeting discussions with individual ESC members as well as with groups. The draft form of the values has been shared only with the ESC. The expectation today is to talk through each value and 1) identify if something is missing, and 2) to get insights into any content that should be added.

Dr. Holt called on each member to speak to the values titled below (the draft values document contains more extensive narrative):

- Restorative Justice
- Community Input
- Transparent Decision Making
- Mobility Focused
- Improved Public Health for the Albina Community and greater Portland Region

Suggested edits include:

- Add language regarding the statewide significance of the project
- Add language regarding commitment to climate change, and congestion pricing.
- Equity principles need to be woven throughout.
- Explicit commitment to sustainability and climate issues, broader approach to equity in process and results.
- Quantifiable results—need to achieve what we say we will achieve.
- Safety component as a subset of mobility.
- Improve the flow of traffic.
- Clarify what is meant by mobility focused – explicit timeframes.
- Include racial equity with restorative justice.
- Climate change explicitly called out.
- Multimodal predictability, safety and accessibility of I-5 is improved - all things that can be measured.
- Improved public health, both to correct the past and going forward. Needs more specificity.
- Add language regarding job creation, training, wealth generation AND wealth lost.
- Do not lose distinction between outreach and outcomes.
- Add language about displaced and lost wealth generation.
- Discussion around Albina.
- State-wide significance of the project.

Dr. Holt thanked everyone for their contributions, noting that the suggestions would be captured in the notes and used to further refine the values document.

Charter/ESC Governance

Dr. Holt introduced the task of establishing a charter and the governance of this committee.

Dr. Holt explained the relationship of this committee to the larger project. This committee directly reports to the Oregon Transportation Commission (OTC) and the vice-chair of the OTC, Alando

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Simpson, is the chair of the Executive Steering Committee. All other committee work flows through or from the influence of the Executive Steering Committee.

The following summarizes comments shared by ESC members:

- It is great to have ideas, but the reality is that there is only so much ODOT as an agency can do. But there are a lot of other public agencies at the table that have different authorities, bandwidth, and responsibilities that tie back to the desired outcomes. How do we leverage all the resources, roles, and policies to achieve our overall desired outcomes?
- Request that the ESC track good ideas that may be beyond ODOT's ability to act upon; to enable them to be carried out by other organizations, as parties at the table could help with different opportunities.

Public Comment

- Chris Smith provided public comment. He thanked Dr. Holt and Chair Simpson and expressed gratitude for this opportunity to speak and for the ESC members' comments on climate justice and restorative justice. See [I-5 Rose Quarter Improvement Project – ESC Meeting \(May 22, 2020\)](#) [video] 1:44:55.

Next Steps

Dr. Holt spoke to the need to determine a date to reconvene and to determine the frequency of meetings. He suggested monthly, 90-minute meetings at this initial phase of the project. The group concurred. Dr. Holt invited suggestions of topics for the next meeting—none were provided.

Dr. Holt thanked committee members for their participation and adjourned the meeting at approximately 2:30 pm.

Adjourn

Note: The meeting was hosted as a Zoom Webinar format that enabled ESC members to unmute their microphones and use web-cameras to participate in the meeting. Attendees, or public observers, remained in "listen-only" mode and without access to video functions.