



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

Meeting #7 Summary

MEETING DATE: January 25, 2021

MEETING TIME: 3:00 - 5:30PM

LOCATION: Zoom online meeting

This document is a summary of the I-5 Rose Quarter Improvement Project Executive Steering Committee meeting. The meeting [presentation](#) and [recording](#) provide additional documentation of this meeting.

ESC Members in Attendance

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

Lynn Peterson – Metro, President

Dr. Ebony Amato: N/NE Community Development Initiative

Nate McCoy: National Association of Minority Contractors, Executive Director

Brendan Finn – Oregon Department of Transportation, Urban Mobility Office

Jana Jarvis – Oregon Trucking Association, President

Steve Witter on behalf of Doug Kelsey – TriMet General Manager

Bryson Davis – Williams and Russell Project

ESC Members Not in Attendance

Leah Horner – Governor’s Office, Regional Solutions Director and Jobs and Economy Policy Advisor

Marlon Holmes – N/NE Housing Strategy

Robert Camarillo – Oregon Building Trades, Executive Secretary

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

Staff Members

Dr. Steven Holt, I-5 Rose Quarter Improvement Project Executive Steering Committee Facilitator

Ericka Warren, I-5 Rose Quarter Improvement Project Executive Steering Committee Staff

Megan Channell, I-5 Rose Quarter Improvement Project Director

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

Amber Ontiveros, I-5 Rose Quarter Improvement Project Owner's Representative Team

Natalie Warren, technical support, I-5 Rose Quarter Improvement Project Owner's Representative Team

Alex Cousins, I-5 Rose Quarter Improvement Project Owner's Representative Team

Corinne Villavaso, technical support, I-5 Rose Quarter Improvement Project Owner's Representative Team

Joseph Puente, notetaker, I-5 Rose Quarter Improvement Project Owner's Representative Team

Guest Presenters

Nolan Lienhart, Independent Highway Cover Assessment team

Jeanna Wooley, Independent Highway Cover Assessment team

Morgan Maiolie, Independent Highway Cover Assessment team

Steven Lewis, Independent Highway Cover Assessment team

Charles Kelly, Independent Highway Cover Assessment team

Agenda

- Welcome, Introduction, Principles of Agreement
- Public Comment
- Director's update
- Executive Steering Committee Charter Review: Confirm Proposed Amendments for Independent Cover Assessment
- Independent Cover Assessment: Preview of Work Session #1
- Independent Cover Assessment: Present Development Assessment Framework Introduction
- Conclusion and next steps

Welcome, Introduction, Principles of Agreement

Dr. Steven Holt and Ericka Warren, committee facilitators, welcomed participants. Dr. Holt reminded members of the adopted values and principles of agreement for the project. Chair Simpson acknowledged Executive Steering Committee members and shared brief remarks.

Public Comment

- Joseph Cortright, a Portland economist, commented that increasing the right-of-way for I-5 will increase environmental impacts. See *I-5 Rose Quarter Project – Executive Steering Committee Meeting (January 25, 2021)*, [\[video\]](#), 11:57
- Aaron Brown, No More Freeway Expansions Coalition, echoed the comments of Mr. Cortright. See *I-5 Rose Quarter Project – Executive Steering Committee Meeting (January 25, 2021)*, [\[video\]](#), 13:29
- Adah Crandall, representing Sunrise PDX, commented that an increase in transportation infrastructure is a step in the wrong direction in a climate crisis. (*January 25, 2021*), [\[video\]](#), 15:52
- Aurelia Marine echoed similar environmental concerns. (*January 25, 2021*), [\[video\]](#), 17:22

Director's Update

Megan Channell, Project Director, shared an update on the first Historic Albina Advisory Board meeting on January 12. Following the Historic Albina Advisory Board update, Megan gave a 2020 year in review project update and April deLeon-Galloway gave a 2020 year in review of project public engagement.

Executive Steering Committee Charter Review: ICA Independence and Oversight

Bryson Davis introduced a draft amendment to the committee charter specifying the Independent Cover Assessment, Highway Covers Coordinating Committee and Executive Steering Committee/Historic Albina Advisory Board Joint Subcommittee roles and authority.

- Nate McCoy asked about the expectations for the subcommittee to report out to the larger groups. Bryson confirmed the subcommittee is expected to meet monthly with the Independent Cover Assessment team for 90 minutes. Any substantive decisions will be brought to the Executive Steering Committee for approval.
- Following the presentation of the draft amendment, Brendan Finn provided feedback encouraging the committee to stay aligned with the purpose and intent of House Bill 2017. Jana Jarvis provided comment that the committee must stay

focused on the purpose of the cover and meet the objectives of House Bill 2017, particularly the congestion issue. Bryson clarified the draft charter amendment does not impact the assessment of funding sources for the project.

- Nolan clarified the conditions they have been given for the highway covers is to focus on two to three scenarios: one scenario that physically stays within the area of potential impact, one scenario that extends beyond the area of potential impact, and potentially a third scenario that the committee may elect to consider. The team is also required to provide a conceptual level of the physical concept, costs, and partnerships that may be necessary. The Independent Cover Assessment team will present the scenarios to the committee for feedback and consideration.

The committee unanimously approved the draft Charter amendment.

Independent Highway Cover Assessment

The Independent Highway Cover Assessment consultant team reviewed the scenario development and evaluation process, previewed the upcoming public work session and development assessment framework.

The first upcoming Independent Cover Assessment community engagement works session will focus on finding ways to connect the community through analysis that supports committee deliberations. During the second work session, the committee will analyze and evaluate the scenarios presented and provide feedback for refinement. Finally, the committee will approve the emerging recommendations and determine how they will be presented to the Oregon Transportation Commission.

The work sessions will help the team understand what type of uses, spaces, and character are most important to the historic Albina community members. The Independent Cover Assessment team also shared real world examples of scenarios that reflect potential outcomes related to the committee's project values and explained how the development assessment framework is a means to enable the committee to be effective with the analysis provided by the Independent Cover Assessment team.

- Lynn Peterson cautioned against the potential for “dead spaces” on the covers that could be unsafe or unwelcoming for people and asked more information be provided about project financing. Steve Witter commented that what is connecting the covers is just as important as the cover itself.
- Nate asked for clarification about defining wealth creation. In his experience, wealth creation is not about owning the storefront, but owning the building. He encouraged members to discuss ways to achieve community ownership on multiple projects. Nolan clarified that the Independent Cover Assessment team hopes the Executive Steering Committee and the Historic Albina Advisory Board will define what wealth creation means to the members to inform the scenarios.

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- Bryson shared the Williams & Russell project has been looking at various structures and development ideas and components that could address the questions around wealth creation.
- Further discussion between Nate and Chair Simpson concerned linking development and restorative justice. Nate asked for more information about the construction manager/general contractor team and the workforce/contracting goals. Megan stated the construction contractor is working directly with Community Oversight Advisory Committee in developing a diversity plan that will be presented to the Executive Steering Committee following their recommendation. The work has already kicked off and the Community Oversight Advisory Committee will discuss the plan at their next meeting.

Next Steps

Dr. Holt asked the committee to identify two or three members who can volunteer for the newly formed joint subcommittee, as amended in the charter. Bryson, Lynn, and Steve volunteered to serve on the subcommittee if community leaders are not available. The meeting adjourned at 5:25pm. The Executive Steering Committee will meet again Monday, February 22, 2021.

Adjourn

Note: The meeting was hosted as a Zoom Webinar format that enabled Executive Steering Committee 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-sharing functions (attendees were able to view the presentation slides). The meeting was live-captioned.

Executive Steering Committee Response Matrix

ODOT is committed to being held accountable to our project partners, stakeholders, and the community for actions we take in response to the feedback we've heard. This matrix is a living document that will be updated following every meeting of the I-5 Rose Quarter Improvement Project Executive Steering Committee. The matrix lists specific information requests, action items, and project recommendations and ideas ODOT has received from the committee and documents how ODOT is responding. For a complete record of the discussions from each meeting, see the summary for each past meeting posted on the [events page](#).

Timing Key:

Near Term: Zero to six months

Long Term: Six months to one year

During Construction: Activities to take place during or specific to construction

Out of Scope: Beyond ODOT purview, or requires times or resources from other community or agency partners

Source	Comment	Response	Timing	Responsible Party	Status
Lynn Peterson	Can we provide a response to public comment requests that includes a minimum and maximum width for the mainline highway?	<p>Yes. We previously provided the following written response to the individual making public comment following testimony at the Oregon Transportation Commission: <i>Figure 2-4, located on page 10 within the Project Description of the February 2019 Environmental Assessment, available at https://www.i5rosequarter.org/library/, illustrates the proposed lane configuration which includes an inside and outside shoulder, two through lanes, and one auxiliary lane for the highway in each direction. All shoulders and lanes are 12 feet wide. The anticipated right of way would also provide the opportunity for bus on shoulder use and the space needed for fire, life, and safety requirements and provisions under the highway covers.</i></p> <p><i>This same figure illustrating the proposed right of way on I-5 also is included in the project description of all technical reports, included as appendices to the February 2019 Environmental Assessment. The preliminary civil design plan, as evaluated in the Environmental Assessment, also is available on the project website at https://www.i5rosequarter.org/wp-content/uploads/2019/03/I5RQ_Prelim-Design-Draft-.pdf.</i></p> <p>We will also present the I-5 mainline cross sections to the Executive Steering Committee at a future meeting.</p>	Near Term	ODOT	Complete
Lynn Peterson	What role does congestion pricing play in this project and what is the project's relationship to the congestion pricing project? Can the committee have a presentation on the congestion pricing project?	<p>Tolling is a vital funding element for projects in the Comprehensive Congestion Management and Mobility Plan, which includes the I-5 Rose Quarter Improvement Project. We will be using tolling for revenue to fund the plan and as a congestion management tool to reduce demand on the highway and increase trip reliability.</p> <p>Our Urban Mobility Office is moving ahead with developing tolling options that work for the region. Regional and statewide stakeholders have voiced support for a comprehensive implementation of tolling along I-5 and I-205. The Oregon Transportation Commission directed that toll revenues collected on the corridor will stay on that corridor. Corridor limits and how the money can be used on the corridor are conversations we will be having with our partners beginning in Summer 2021.</p> <p>I-5 tolling is expected to enter the design, test, and build phase in 2024 as the Rose Quarter project enters the construction phase. We will also invite the Tolling team to present at a future Executive Steering Committee meeting, incorporating this presentation into the near-term work plan.</p>	Near Term	ODOT	In Progress

Source	Comment	Response	Timing	Responsible Party	Status
Lynn Peterson	Can the committee be provided more information about the project schedule?	<p>Yes. The project is currently at 20 percent design, which means that we know the footprint of the project and we know the major scope elements. The 30 percent design stage is where we will get into establishing the design concepts in more detail. We are be looking to work toward a 30 percent design concept by later this year following the Oregon Transportation Commission’s decision regarding the highway covers this summer. Then we will continue to refine solutions, develop plans for early construction work, and finalize design details, with construction expected to begin in 2023.</p> <p>The project team will also provide a schedule update at the committee’s March meeting.</p>	Near Term	ODOT	Complete
Jana Jarvis Lynn Peterson Steve Witter	What is the financing methodology and assumptions for funding sources?	<p>For the larger project, in 2017 Oregon legislators passed House Bill 2017 “Keep Oregon Moving” which partially funds the I-5 Rose Quarter Improvement Project design and construction through \$30 million per year starting in 2022. As identified in the Cost to Complete Report reported to the Legislature in January of 2020, the total expected cost of the project is \$715 million to \$795 million. With the CM/GC on board, the project team will update and refine the project cost estimates with contractor input as design progresses.</p> <p>The project team will provide an update on project funding and financing at a future committee meeting.</p>	Long Term	ODOT/ Independent Cover Assessment Team	In Progress
Nate McCoy	Could the committee hear more from Portland Public Schools about the identified air quality and noise concerns and project actions to address them?	<p>Yes. We will provide space for this on the agenda and are working with Portland Public Schools to confirm that the March meeting is the appropriate time for their staff to provide this presentation.</p>	Near Term	ODOT/Portland Public Schools	In Progress