



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

Meeting #8 Summary

MEETING DATE: February 22, 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 [ODOT presentation](#), [Independent Cover Assessment presentation](#) and [recording](#) provide additional documentation of this meeting.

ESC Members in Attendance

- ESC Chair Alando Simpson – Oregon Transportation Commission, Vice Chair
- Lynn Peterson – Metro, President
- Marlon Holmes – N/NE Housing Strategy
- Nate McCoy – National Association of Minority Contractors, Executive Director
- Kristen Sheeran – Governor’s office, Climate and Energy Policy Advisor
- Brendan Finn – Oregon Department of Transportation, Urban Mobility Office Director
- Jana Jarvis – Oregon Trucking Association, President
- Steve Witter – TriMet, Executive Director Capital Projects and Construction
- Bryson Davis – Williams and Russell Project

ESC Members Not in Attendance

- Robert Camarillo – Oregon Building Trades, Executive Secretary
- Julia Brim-Edwards – Portland Public Schools, PPS Board Member
- Dr. Ebony Amato – N/NE Community Development Initiative

Staff Members

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

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- 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 Communications and Public Involvement 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
- Grace Kerschensteiner, 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

- Mark Edlen, Edlen & Co.
- Nolan Lienhart, Independent Highway Cover Assessment team
- Jeana Woolley, Independent Highway Cover Assessment team
- Kate Brooks, Independent Highway Cover Assessment team
- Steven Lewis, Independent Highway Cover Assessment team
- Olivia Moss, Independent Highway Cover Assessment team

Agenda

- Welcome, Introduction, Principles of Agreement
- Public Comment
- Director's update
- Independent Highway Cover Assessment: Workshop #1 Goals
 - Collective Community Visioning
 - Cover Area Ideas
 - Desired Programming and Outcomes
 - Discussion and Closeout
- Conclusion and next steps

Welcome, Introduction, Principles of Agreement

Dr. Steven Holt and Ericka Warren, committee facilitators, welcomed participants and recognized Black History Month, reminding attendees to celebrate beyond February. Following public comment, Chair Alando Simpson acknowledged Executive Steering Committee members and shared brief remarks.

Public Comment

- Adah Crandall, representing Sunrise PDX, commented that adding more lanes to I-5 will further damage the environment. See I-5 Rose Quarter Project – Executive Steering Committee Meeting (February 22, 2021), [\[video\]](#), 11:26
- Josh Spector, representing Sunrise PDX, commented that widening the freeway will pollute the most vulnerable communities. See I-5 Rose Quarter Project – Executive Steering Committee Meeting (February 22, 2021), [\[video\]](#), 12:56
- Paxton, representing Sunrise PDX, commented that highway expansion will harm the climate and community. See I-5 Rose Quarter Project – Executive Steering Committee Meeting (February 22, 2021), [\[video\]](#), 14:08
- Io, representing Sunrise PDX, commented that highway expansions worsen air quality. See I-5 Rose Quarter Project – Executive Steering Committee Meeting (February 22, 2021), [\[video\]](#), 15:36
- Aaron Brown, No More Freeway Expansions Coalition, commented that adding more lanes to I-5 will further damage the environment. See I-5 Rose Quarter Project – Executive Steering Committee Meeting (February 24, 2021), [\[video\]](#), 17:00

Director's Update

Megan Channell, Project Director, acknowledged the topics of interest members have expressed in past meetings and shared they will receive an update in upcoming meetings and discuss these topics, including the I-5 mainline design, the Construction Manager/General Contractor's Diversity Plan, the ODOT Comprehensive Congestion Management and Mobility Plan and ODOT Toll Program, and a presentation from Portland Public Schools. Megan also confirmed there will be committee updates about the Historic Albina Advisory Board and Community Oversight Advisory Committee beginning at the committee's next meeting.

Hancock-Dixon Crossing

Megan shared an update about the Project design modifications around the Hancock-Dixon crossing to support affordable housing that is being led by Edlen & Co., in partnership with Albina Vision Trust. Megan introduced Mark Edlen who shared more about the background of the property, concepts explored, and vision for the redeveloped property. Mark expressed appreciation to ODOT for the cooperation in making this development possible as configured. The site concept can be viewed at minute [31:20](#).

Following the update, Lynn Peterson shared feedback around connectivity within the area and asked that every connection is vibrant and safe.

Independent Cover Assessment

The Independent Highway Cover Assessment consultant team presented an abbreviated version of the upcoming community workshops. In addition to background information, the workshops will provide context around what makes a vibrant neighborhood and various governance structures that have been implemented around the country to revitalize Black neighborhoods affected by past public policies.

Work Session Framing

Nolan Lienhart, Independent Cover Assessment team, kicked off the presentation by framing work session #1. With three workshops planned, the first will be focused on listening to what is important to the community around the design of the highway covers (e.g., uses, spaces, and character) and how the covers can connect the city and contribute to the cohesion of the Albina neighborhood.

Neighborhood Story + Context

Kate Brooks, Independent Cover Assessment team, reviewed urban changes over the last several decades in the area, including zones of influence, assets, and connections. She also shared more context on the areas of potential impact, including Historic Albina, the Williams-Vancouver Corridor, and Historic lower Albina, as well as elements that make a successful neighborhood. Following Kate's presentation, Jeana Woolley, Independent Cover Assessment team facilitator, posed the question "Where do you think the neighborhood has opportunity to grow?" and asked for feedback.

- Several committee members shared concerns around economic wealth creation.
 - Jeana responded stating the Independent Cover Assessment team is looking at governance structure to ensure what is envisioned can be materialized the way the committee envisions.
- Lynn Peterson asked how the transportation network is leveraging the land uses that members want to see to provide the ability for wealth creation, in addition to creating living wage jobs for the Black, Indigenous and people of color (BIPOC) community. Lynn also noted there is a desire for the region to build light rail underground in the Rose Quarter and there will be growth long-term.
 - Chair Alando Simpson commented that the neighborhood can only grow if there is a supported plan from local public agencies, stating there needs to be zoning amendments or earmarks for the neighborhood to grow.
 - Jeana reiterated her team is taking all factors into consideration and starting at a conceptual level to learn from the community in designing the scenarios.

Programming and Outcomes

Steven Lewis and Olivia Moss from the Independent Cover Assessment Team introduced governance structures, programming and financing models from other areas.

Olivia noted the right governance models for both the covers and new assets delivered will need to be determined by community feedback and priorities, but also require public sector support. This project requires both political and community leadership.

Steven and Olivia also shared examples of successful outcomes of community wealth, health, and cohesion concepts and how these concepts have improved the community overall. For example, Black developers who are from the community are redeveloping districts to support community wealth and organizations and supporting the local community and entrepreneurs with job placement programs and technical assistance to help create more economic opportunities. They also shared examples of public art and multicultural centers that can create community cohesion.

Comments and Feedback

- Nate McCoy asked how we model something from a diverse city in Portland and if there will be more information provided about community funding.
 - Jeana Woolley mentioned there was a structure of community groups that worked with developers and the key is to find the Black developers who will do the work. There needs to be political will as well, which is a question for our public and elected officials. The Independent Cover Assessment team added that they will discuss funding during the work session.
- Marlon Holmes shared his concerns around mental health issues in the Black community and encouraged resources for young people.
- Steve Witter commented on the entities and political will that determine outcomes and asked how much a highway improvement can do to solve these problems.
 - Nolan Leinhart acknowledged that the highway covers will not serve all needs and desired outcomes alone.
- Bryson Davis touched on wealth creation and pitched the idea of low-cost, commercial retail space owned by a non-profit or similar organization that is interested in supporting economic prosperity for diverse small businesses.
- Lynn Peterson acknowledged the commitment and time and energy Metro has spent to achieve the outcomes to some of the questions posed during the meeting. She acknowledged the importance of Multnomah County and the City of Portland and the role they must play in contributing to project outcomes.

In addition to the stakeholder workshops, the Independent Cover Assessment team will host an online open house from February 26 through March 12 at <http://www.albinahighwaycovers.com/>. The public is invited to participate. The information collected will help inform the community vision and will contribute to the next phase of work.

Next Steps

- The Independent Cover Assessment team will synthesize information from Work Session #1 engagement activities.
- The Independent Cover Assessment team will develop cover scenarios based on this input and will bring those ideas to Work Session #2.
- The Independent Cover Assessment Work Session #2 will be held in mid-April.

Dr. Holt reminded members they will meet again on March 22, 2021 at 3pm. He adjourned the meeting at 5:22pm

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).

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

Date	Source	Comment	Response	Timing	Responsible Party	Status
1/25/2021	Lynn Peterson	Can the committee have a presentation on the congestion pricing project?	Yes. We have invited the Tolling team to present at the March Executive Steering Committee meeting.	Near Term	ODOT	Complete
1/25/2021	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?	Yes. We have invited Portland Public Schools to present at the March Executive Steering Committee meeting.	Near Term	ODOT/Portland Public Schools	Complete
1/25/2021	Jana Jarvis Lynn Peterson Steve Witter	What is the financing methodology and assumptions for funding sources?	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. The project team will provide an update on project funding and financing at a future committee meeting.	Long Term	ODOT/ Independent Cover Assessment Team	In Progress