



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

Meeting #9 Summary

MEETING DATE: March 22, 2021

MEETING TIME: 3:00 - 6:00PM

LOCATION: Zoom online meeting

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

ESC Members in Attendance

- ESC Chair Alando Simpson – Oregon Transportation Commission, Vice Chair
- Kristen Sheeran – Governor’s Office, Climate and Energy Policy Advisor
- Lynn Peterson – Metro, President
- Marlon Holmes – N/NE Housing Strategy
- Nate McCoy – National Association of Minority Contractors, Executive Director
- 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
- Julia Brim-Edwards – Portland Public Schools, PPS Board Member

ESC Members Not in Attendance

- Robert Camarillo – Oregon Building Trades, Executive Secretary
- Dr. Ebony Amato – N/NE Community Development Initiative

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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
- Monica Blanchard, I-5 Rose Quarter Improvement Project Deputy Director
- April deLeon-Galloway, I-5 Rose Quarter Improvement Project Communications, and Public Involvement Lead
- Steve Drahota, I-5 Rose Quarter Improvement Project Owner's Representative Team
- 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, and Notetaker, I-5 Rose Quarter Improvement Project Owner's Representative Team

Guest Presenters

- Grace Crunican, Environmental Peer Review Panel Facilitator
- Deborah Jue, Wilson Ihrig, Inc., Environmental Peer Review Panel Member
- Dr. Beverly Scott, Beverly Scott Associates, Environmental Peer Review Panel Member
- Lucinda Brossard, Oregon Toll Program Director, ODOT
- Jeana Woolley, Independent Highway Cover Assessment Facilitator
- Adrian Witte, Independent Highway Cover Assessment Team
- Nolan Lienhart, Independent Highway Cover Assessment Team
- Charles Kelly, Independent Highway Cover Assessment Team
- Kate White, 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
- Project Update
 - Committee Updates: COAC and HAAB
 - I-5 Mainline Design Overview

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- Air Quality Recap
- Urban Mobility Office Update
 - Comprehensive Congestion Management and Mobility Plan
 - Oregon Toll Program
- Portland Public Schools Update
- Independent Highway Cover Assessment
 - Work Session #1 Recap
 - Preliminary Framework Concept Opportunities
- Next Steps/Adjourn

Welcome, Introduction, Principles of Agreement

Dr. Steven Holt, ESC Facilitator, welcomed participants and invited public comment. Following public comment, Chair Alando Simpson acknowledged Executive Steering Committee members, thanked commenters for their input, and shared brief remarks.

Public Comment

- Chris Smith requested project conceptual design documents be made available to the public. See I-5 Rose Quarter Project – Executive Steering Committee Meeting (March 22, 2021), [\[video\]](#), 11:18
- Joseph Cortright, representing No More Freeways, commented on the width of the freeway. See I-5 Rose Quarter Project – Executive Steering Committee Meeting (March 22, 2021), [\[video\]](#), 12:20
- Aaron Brown commented on the Environmental Peer Review findings related to air pollution, greenhouse gases, and noise. See I-5 Rose Quarter Project – Executive Steering Committee Meeting (March 22, 2021), [\[video\]](#), 13:55

Project Update

Committee Updates

Ericka Warren, Historic Albina Advisory Board Facilitator, shared that the board participated in the Independent Cover Assessment Team Work Session and identified members to serve on their joint subcommittee with the ESC, approved their charter, and heard information on the project baseline from the design team.

I-5 Mainline Design Overview

Steve Drahota, I-5 Rose Quarter Improvement Project Owner’s Representative Team, provided an overview of the proposed design of the highway project improvements. He described the auxiliary lanes and shoulders and the functionality they will work.

- Jana Jarvis shared feedback about the areas where there are existing tunnels and limitations on carrying hazardous materials through the tunnels.

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- Steve responded that concern had been taken into consideration and the design assumes all vehicles, inclusive of those carrying hazardous materials, would continue to use I-5.
- Lynn Peterson posed a series of questions around the shoulder and auxiliary lane designs, bus lane uses, and safety. These concerns were echoed by Steve Witter, particularly related to whether TriMet has a use for bus on shoulder.
 - Steve responded the team looked for opportunities for bus lanes on the inside shoulder because of all the on and off ramps and maneuvering that would be required for a bus to use the outside shoulder. The smaller inside median and shoulder also provide safety benefits.
 - Megan Channell, Project Director, responded that the bus on shoulder concept came from an effort to look at opportunities holistically in the region moving forward. This is one way the team is ensuring that the project provides multimodal benefits.
 - Brendan Finn added that staff from TriMet was involved in some of the original conversations related to bus on shoulder, but that the greatest opportunity is for C-TRAN which currently operates express service routes on I-5 in this area.
- Bryson Davis asked how the lane width affects the load capacity of the covers and how load capacity considerations factored into the design.
 - Steve responded there is an important relationship between the open span of the cover and what area you have to support that load. There is a dependency on the cover load that ties into highway cover design, as well as the highway design decisions. The team had to make assumptions about what will be on top (while the Independent Cover Assessment Team continues work on design concepts), the depth of the bridge, and other considerations when developing the design.
- Alando Simpson expressed concern regarding emergencies on the shoulder and recommended that more dialogue around the design take place.
 - Megan responded that safety, traffic flow, volume of the on- and off-ramps for each of the shoulders is exactly what the project team is exploring at this stage of the process.

Air Quality Recap

Megan provided an overview of the Environmental Assessment process. During the environmental review phase, formal coordination with national, state, and local agencies and stakeholder and community outreach was done to inform the analysis.

Environmental Peer Review

Grace Crunican, Environmental Peer Review Facilitator introduced her team and provided overview of the air quality and noise report analysis and identified impacts. Deborah Jue, Environmental Peer Review Panel Member, provided more detail on the

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findings of the noise analysis and proposed and potential construction mitigation. Dr. Beverly Scott, Environmental Peer Review Panel Member, provided a synopsis of how restorative justice could be incorporated into the project, and what potential long-term impacts this methodology will have on the community, state, and nation.

- Julia Brim-Edwards asked about the air quality surrounding Harriet Tubman School.
 - Song Bai explained the air quality analysis and what that would look like with and without the project, highlighting federal regulations that provide oversight. The project would improve the air. However, a hot spot analysis was not required or performed. Grace expanded that the panel did not specifically address air quality at the school, but that air quality generally improves over time due to fleet improvements (electric and improved fuel efficiency) and the project adds a further improvement.
- Bryson Davis asked about how the project team is looking beyond meeting legal requirements to provide community benefits.
 - Megan responded that the project team is looking to engage the Executive Steering Committee in exactly these conversations about additional mitigation measures and community benefits beyond the legal requirements.
- Steve Witter asked about the panel's recommendation regarding an environmental impact study and requested the committee receive additional information about how community questions and concerns are being addressed as part of the process.
 - Megan responded that the level of evaluation for the environmental assessment or an environmental impact statement would have been the same in terms of the methodology and the federal and state guidelines.
 - Steve Witter expressed support for incorporating community expectations as part of an agreement as recommended by the environmental peer review panel.
- Nate McCoy and Alando Simpson shared a dialogue about Dr. Beverly Scott's presentation regarding the purpose and furthering of restorative justice and workforce development in the Black community.

Urban Mobility Office Update

Comprehensive Congestion Management and Mobility Plan

Brendan Finn, Urban Mobility Office Director, introduced the Comprehensive Congestion Management Plan and relationship to the Interstate Bridge Replacement Program, Oregon Toll Program and I-5 Rose Quarter Improvement Project.

Oregon Toll Program

Lucinda Brossard, Oregon Toll Program Director, explained what tolling is, its purpose, equitability in tolling, and the change to collecting tolls electronically. She talked about

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the toll program elements, timeline, and the creation of the Equity and Mobility Advisory Committee to help guide tolling equitability.

- Lynn Peterson asked for more information about how the project will address concerns related to demand management, equity, low-income populations, and impacts to the regional transportation system without an Environmental Impact Statement process that would address these all together.

Portland Public Schools Update

Julia Brim-Edwards noted that she will be presenting information related to Portland Public Schools' concerns regarding air quality and noise during the April meeting.

Independent Cover Assessment

Jeana Wooley, Independent Highway Cover Assessment Facilitator, reported on the summary of engagement activities, community feedback, workshop data, preliminary design ideas and opportunities, and the online survey results for Work Session #1. The team also described emerging community priorities identified through those efforts and concluded with a presentation on initial conceptual highway cover scenarios.

Comments and Feedback

- Marlon Holmes expressed concerns that many of the scenarios could increase congestion on Williams and Vancouver which are primary bicycle routes due to traffic using the on- and off-ramps.
- Brendan Finn asked which of the design concepts presented would fit within the scenario related to the environmental assessment compared to the other scenarios beyond the environmental assessment.
 - Nolan Leinhart, Independent Highway Cover Assessment Team, stated that presented designs are ideas that are being used for exploration purposes to ultimately create one scenario consistent with the constraints of the potential impact area, one that may not be, and then an opportunity to create a third at the committee's direction.
- Bryson Davis asked if the Hancock design will go all the way across the freeway.
 - Adrian Witte, Independent Highway Cover Assessment Team, responded that Hancock would cross the highway and connect to the west side of I-5. The connection would potentially access rooftops or other building connections and could be either a street or a greenway.
- Alando Simpson requested that it be made clear that the designs have not yet been engineered or undergone technical analysis.
 - Nolan acknowledged that the team intends to make this clarification as part of Work Session #2.
- Alando Simpson requested more resources be dedicated to the public engagement process. He expressed his concern regarding the survey process and demographics of responses.

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- Bryson Davis commended the team's holistic approach and recommends that their approach be applied throughout all components of the project.

In addition to the stakeholder workshops, the Independent Cover Assessment team will host online open houses open to the public at <http://www.albinahighwaycovers.com/>. The information collected will help contribute to the next phase of the team's work.

Next Steps

- Portland Public Schools will prepare a presentation for the next ESC meeting.
- The Independent Cover Assessment team will develop cover scenarios based on committee and community input and bring those ideas to Work Session #2.
- The Independent Cover Assessment Work Session #2 will be held in April.

Dr. Holt reminded members they would meet again on April 26, 2021 at 3:00 pm. He adjourned the meeting at 6:00 pm.

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 could 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, project recommendations, and ideas ODOT has received from the committee and documents how ODOT responds. 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
3/22/2021	Lynn Peterson	Can requests from the Executive Steering Committee be compiled as part of their packet so that the committee can see how their feedback is reflected?	<p>As part of the Committee packet for each meeting, we provide a summary that documents both what was presented and the comments and feedback from the Committee in response to what was presented.</p> <p>This matrix is attached to that summary and it follows up on specific questions or requests made by the Committee. These responses provide answers, supply additional information, and track future agenda items based on committee requests. We will be adding a regular agenda item highlighting these responses as part of future meetings.</p>	Near Term	ODOT, Independent Cover Assessment Team	Ongoing
3/22/2021	Lynn Peterson	Could the committee be provided more information on the Executive Steering Committee's role in decision-making and decisions the Committee will be asked to make?	<p>The Executive Steering Committee provides leadership for the I-5 Rose Quarter Improvement Project. Its purpose is to provide high-level guidance to and advise the Oregon Transportation Commission and the Oregon Department of Transportation Urban Mobility Office on decisions related to the Project's design and construction. The Committee provides a critical opportunity for the Oregon Transportation Commission, ODOT, and state, regional, and local organizations to work cooperatively to develop a process and outcomes for the Project that respond to local community needs while also addressing critical regional and state mobility, congestion management, and safety improvement needs. More information on the Committee's charge related to specific decisions is outlined in the charter. The Committee will make decisions regarding its recommendations, advice, and other actions related to this charge. As part of these decisions, the Committee will receive and act on recommendations and elevated issues from the Historic Albina Advisory Board, Community Oversight Advisory Committee, and Project Team. The Oregon Transportation Commission makes all final decisions related to the I-5 Rose Quarter Improvement Project as outlined in House Bill (HB) 2017 and may consider other sources of input prior to making final decisions. We will also provide more information on upcoming decisions the Committee will consider as a regular agenda item.</p>	Near Term	ODOT	In Progress

Date	Source	Comment	Response	Timing	Responsible Party	Status
3/22/2021	Julia Brim-Edwards	<p>With the freeway moving 26 feet closer to Harriet Tubman Middle School, will the air be healthy for young people to be outside for any duration of time?</p> <p>Could you please circulate the Environmental Peer Review materials?</p>	<p>A pollutant emissions analysis was conducted for the project as part of the Environmental Assessment, comparing air quality today and with and without the project in the future. This analysis followed Federal Highway Administration guidance and used the US Environmental Protection Agency’s Mobile Vehicle Emission Similar model to conduct it (along with more specific regional data from Metro and a project-specific traffic analysis). This is the most contemporary emissions model available to estimate air pollutants from mobile sources at the project level for criteria air pollutants and air toxics. The analysis concluded that the project would comply with all criteria air pollutants and air toxic emissions would decrease slightly with the project in the future. The Environmental Peer Review panel confirmed these findings.</p> <p>Similarly, ODOT properly followed federal guidance to conduct the analysis of potential climate change-related impacts that could result from the project. ODOT included the analysis of climate change in the Environmental Assessment due to the high level of agency and stakeholder interest in this topic, despite this analysis not being required for National Environmental Policy Act compliance since the Council on Environmental Quality withdrew its previous guidance on this topic on April 5, 2017.</p> <p>Yes. The Environmental Peer Review and supporting documents provided to the panel as part of the peer review process, including those provided by the City of Portland, Metro, Multnomah County and Portland Public Schools, are publicly-available on the project website.</p>	Near Term	ODOT	Complete
3/22/2021	Bryson Davis	<p>How does the lane width relate to the load capabilities of the covers?</p> <p>Are those wide shoulders taking away some of our ability to maintain load support for the cover?</p> <p>How much did load capacity considerations factor into the design of the initial cross-section?</p>	<p>There is an important relationship between the open span of the cover and what area you have to support that load. There is a dependency on the cover load that ties into highway cover design, as well as the highway design decisions. The team had to make assumptions about what will be on top (while the Independent Cover Assessment Team continues work on design concepts), the depth of the bridge, and other considerations when developing the design.</p> <p>Based on preliminary analyses, it appears that 1 to 2 story buildings can be supported on the highway cover everywhere, while taller buildings would be more limited. Regarding the structural consequence of a 12-foot median shoulder versus a 2-foot median shoulder, the additional 10 feet of length results in an increased bridge depth of approximately 6 inches.</p> <p>We are planning to provide a more in-depth presentation to address these and other questions asked during the March meeting as part of a future agenda.</p>	Near Term	ODOT	In Progress

Date	Source	Comment	Response	Timing	Responsible Party	Status
3/22/2021	Lynn Peterson Steve Witter Alando Simpson	<p>Why is transit planned to run on the inside shoulder? Would that be a bus-only lane?</p> <p>Did the request for bus on shoulder come from C-TRAN or TriMet? What coordination has been done with these agencies?</p> <p>How does bus on shoulder affect safety of use of the shoulder in emergency events?</p> <p>Could the committee hear more information from C-TRAN on the opportunities for bus on shoulder?</p>	<p>Staff from TriMet were involved in some of the original conversations related to bus on shoulder and continue to participate in the project technical teams, including those for transit and maintenance of traffic (related to operations during construction). As the greatest opportunity is for C-TRAN (which currently operates express routes on I-5 in this area), technical team staff are coordinating with C-TRAN around design opportunities.</p> <p>ODOT initially evaluated bus on shoulder in the Rose Quarter area as part of a broader assessment of opportunities available for the region’s highway system. A concept used throughout the nation, bus on shoulder permits authorized public transit buses to use a defined segment of freeway shoulder during congested conditions (typically when freeway speeds drop below 35 miles per hour). Buses may travel up to 15 miles per hour faster than adjacent traffic, with a maximum speed of 35 miles per hour. All other shoulder uses including breakdowns, incident management, crash investigations and law enforcement activities take priority over bus on shoulder. To maximize safety, buses must merge back into mainline traffic upon encountering any shoulder obstructions.</p> <p>Within the Rose Quarter project area, the inside shoulder was determined to be most compatible with bus on shoulder, as the outside shoulder is characterized by closely-spaced high-volume entry and exit ramps that would otherwise complicate bus on shoulder operations. Bus on shoulder on the inside shoulder would function similar to the Washington Department of Transportation’s recently completed bus on shoulder project on I-5 in Vancouver (currently used by C-TRAN). As multiple C-TRAN express routes use I-5 through the Rose Quarter today, bus on shoulder will improve travel time reliability for transit users while reducing C-TRAN operating costs. Further C-TRAN operating cost savings will be derived by allowing “deadhead” buses to use the bus on shoulder corridor, as is currently permitted on ODOT’s I-205 bus on shoulder corridor. TriMet deadhead buses would also be permitted to use the Rose Quarter bus on shoulder. The current design which would accommodate bus on shoulder includes an inside shoulder width of 12 feet, which is the standard median shoulder width for interstate shoulders where three or more lanes are present.</p> <p>We are planning to provide a more in-depth presentation to address these and other questions asked during the March meeting as part of a future agenda. We will invite C-TRAN to present at a future meeting.</p>	Near Term	ODOT, C-TRAN	In Progress

Date	Source	Comment	Response	Timing	Responsible Party	Status
3/22/2021	Lynn Peterson Alando Simpson	<p>Why are there full-width shoulders on the ramps? If we put the inside shoulder down to a two-foot safety buffer, what would the safety issues be? Why are we prioritizing shoulders on the ramps?</p> <p>Overall, how does the addition of full width shoulders and auxiliary lanes on either side affect the safety of the main through lanes?</p> <p>Could the committee hear more about the auxiliary lane and shoulder designs in more detail and the history behind the footprint?</p>	<p>The focus of the full-width shoulders within the project area is primarily limited to the Interstate main line and full shoulders are not provided on the ramps. The project has proposed areas of less than standard width shoulders in order to reduce project right-of-way impacts and navigate existing constraints. Within areas of reconnected ramps in the I-84 and I-405 interchange areas the project will match back to the existing conditions creating a more consistent roadway cross section as only portions of the ramps are being modified with the project.</p> <p>Three Interstates (I-5, I-84, and I-405) intersect in the short distance between the Morrison Bridge and the Fremont Bridge, creating the biggest bottleneck in the state of Oregon. This outdated design with closely spaced interchanges and narrow shoulders has resulted in this section of I-5 having crash rates that exceed the state-wide average for comparable facilities. The narrow existing shoulders result in no space for disabled vehicles or emergency response to operate outside of active travel lanes.</p> <p>The largest safety benefit of the project results from upgrading shoulders to full standard on both sides of the highway. Crashes and emergency braking are expected to decrease with the project. Adding continuous 12-foot shoulders for length of project area will create space for disabled vehicles to move out of through traffic, allow emergency vehicles and buses to travel more quickly, and keep people moving. With extra space to address crashes, breakdowns, or emergencies, drivers will be able to avoid the disruption of closed lanes or stalled vehicles in the middle of the road.</p> <p>The SB on-ramp from N Wheeler and SB off-ramp to N Broadway experienced a relatively high number of crashes per mile (50 to 70 crashes per mile) compared to other ramps in the Project Area during years 2011-2015. Most collisions on these ramps were rear-end collisions.</p> <p>Of all I-5 highway segments in the corridor, those that included weaving maneuvers to/from the Broadway/Weidler ramps tend to experience the highest crash rates:</p> <ul style="list-style-type: none"> • SB I-5 between the on-ramp from N Wheeler and the off-ramp to I-84 (SB-S5) has the highest crash rate (15.71 crashes/mvmt). • NB I-5 between the I-84 on-ramp and off-ramp to NE Weidler (NB-S5) has the second highest crash rate (5.66 crashes/mvmt). • SB I-5 between the on-ramp from I-405 and the off-ramp to NE Broadway (SB-S3) has the third highest crash rate (4.94 crashes/mvmt). <p>More in-depth information is provided in the Safety Technical Report. We are planning to provide a more in-depth presentation to address these and other questions asked during the March meeting as part of a future agenda.</p>	Near Term	ODOT	In Progress

Date	Source	Comment	Response	Timing	Responsible Party	Status
3/22/2021	Alando Simpson	Can we make it clear that the Independent Cover Assessment scenarios have not yet been technically vetted?	<p>The Independent Cover Assessment Team made the clarification that these are initial design concepts and Work Session #2 will help determine which concepts will be explored in more detail and refined, including technical vetting.</p> <p>The Independent Cover Assessment Team has done initial technical vetting and assessment on its five concept scenarios including preliminary review of the designs with the ODOT design and engineering team and preliminary feasibility reviews of the ramp terminal and the street designs and intersections. The team will complete its cost and constructability feasibility analysis of the top 2 to 3 development scenarios between Work Sessions 2 and 3.</p>	Near Term	ODOT, Independent Cover Assessment team	Complete
3/22/2021	Steve Witter	Could we see section drawings to view what the vertical construction would look like, see more detail as to how the scenarios work, and understand the differences in structure depth and impacts for each scenario?	<p>The Independent Cover Assessment Team has developed massing documents for Work Session 2 for each scenario showing the maximum scale of the development on proposed parcels on and around the covers based on the existing zoning for parcels off the covers, and on ODOT's 20% design assumptions for development on the covers. All five concept scenarios make the same assumptions about construction on the covers as are currently planned by ODOT.</p>	Near Term	Independent Cover Assessment team	Complete
3/22/2021	Bryson Davis	Could the committee see more detail that will help to understand how each scenario aligns with the desired goals?	<p>The Independent Cover Assessment Team has evaluated each scenario against the criteria included in its Development Assessment Framework. The framework includes the Executive Steering Committee-adopted project Values and Outcomes plus additional criteria developed as a result of the Black Historic Albina community's input on desired Community Wealth, Community Health and Community Cohesion outcomes heard in Work Session 1. The evaluations of how each of the five scenarios scored against the individual framework goals can be reviewed in the Development Assessment Framework Test Memo or in Station 3-Concept Scenarios of the Work Session 2 online open house. The online open house can be accessed at http://www.albinahighwaycovers.com/open-house/.</p>	Near Term	Independent Cover Assessment team	Complete
3/22/2021	Nate McCoy	Will the project be completing a workforce analysis around this project?	<p>The Construction Manager/General Contractor will conduct a workforce analysis as part of their Greensheet tool. The Greensheet is an estimating tool that enables the Construction Manager/General Contractor to identify the path for achieving maximum Disadvantaged Business Enterprise and workforce utilization. We will continue to provide updates regarding the work of the COAC as a regular agenda item. Committee members can also visit the I-5 Rose Quarter website for information on workforce and Disadvantaged Business Enterprise opportunities.</p>	Long Term	ODOT	In Progress

Date	Source	Comment	Response	Timing	Responsible Party	Status
3/22/2021	Lynn Peterson	How will demand management, equity concerns, low-income population concerns, and impacts to the regional system be addressed moving forward? How will all of these concerns be comprehensively addressed without an Environmental Impact Statement (EIS)?	<p>An Environmental Impact Statement would not have necessarily addressed all of these concerns comprehensively. For example, tolling (also referred to as congestion pricing or value pricing) on I-5 was not considered to be reasonably foreseeable at the time the Environmental Assessment was being prepared because it was not included in the financially constrained project list in the 2014 Regional Transportation Plan, nor is it currently included in the financially constrained project list in the 2018 Regional Transportation Plan. An Environmental Impact Statement would not change traffic analysis, nor would it ensure benefits to low income populations. In fact, developing an Environmental Impact Statement would delay the project and its benefits to the surrounding community.</p> <p>Towards more comprehensively addressing concerns, we have established an organizational structure that includes partners at every level for continuous input, including executive decision-making. We created committees centered on restorative justice and disadvantaged business and workforce economic opportunities to advise the project team and Executive Steering Committee in decision-making in a way that is community-led.</p> <p>We are taking action by making design changes that reflect the project values, partner and stakeholder requests and community input. Changes include additional improvements to local streets for people walking, bicycling, and taking transit, modifications to the design to avoid impacts to the Eastbank Esplanade, and opportunities for a potential I-5 SB realignment to reduce impacts to Harriet Tubman Middle School (which the Committee will hear initial information on in the next meeting).</p> <p>Additionally, we have conducted two independent review and assessment processes related to partner and community concerns. While the Environmental Peer Review confirmed the analysis and findings of the Environmental Assessment, the project team has been working to incorporate the panel's additional recommendations, particularly related to air quality (as outlined in this fact sheet). The Committee is currently working with the Independent Cover Assessment team on cover design concepts and will ultimately make a recommendation to the Oregon Transportation Commission regarding a cover design scenario.</p> <p>We are also working to develop performance measures directly from the project values that ensure the project takes action to address these and other concerns and holds the project accountable to the outcomes established by the Committee. These measures will also be informed by the items included in the Independent Cover Assessment Development Assessment Framework for the scenarios. The project team will bring these measures to the Historic Albina Advisory Board and Community Oversight Advisory Committee for modification before the Executive Steering Committee makes further modifications and considers targets this summer. One measure included in the draft list is related to establishing partnering agreements to ensure that robust community benefits are achieved as part of the project towards addressing these and other concerns.</p>	Long Term	ODOT	In Progress/Ongoing

Date	Source	Comment	Response	Timing	Responsible Party	Status
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. Portland Public Schools provided a quick update at the March Executive Steering Committee meeting and the committee’s April meeting will include a presentation regarding these concerns.	Near Term	ODOT/Portland Public Schools	In Progress
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 Construction Manager/General Contractor 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