



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

## Meeting #10 Summary

MEETING DATE: April 26, 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.

### Executive Steering Committee Members in Attendance

- 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
- 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
- Dr. Ebony Amato – N/NE Community Development Initiative
- Kristen Sheeran – Governor’s Office, Climate and Energy Policy Advisor

### Executive Steering Committee Members Not in Attendance

- Robert Camarillo – Oregon Building Trades, Executive Secretary

### Staff Members

- Dr. Steven Holt, I-5 Rose Quarter Improvement Project Executive Steering Committee Facilitator
- Ericka Warren, I-5 Rose Quarter Improvement Project Historic Albina Advisory Board Facilitator
- Megan Channell, I-5 Rose Quarter Improvement Project Director

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- Monica Blanchard, I-5 Rose Quarter Improvement Project Deputy Director
- April deLeon-Galloway, I-5 Rose Quarter Improvement Project Communications and Public Involvement Manager
- 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
- Corinne Villavaso, technical support and notetaker, I-5 Rose Quarter Improvement Project Owner's Representative Team

### Guest Presenters

- Julia Brim-Edwards, Portland Public Schools Board Member
- Kate Brooks, Independent Highway Cover Assessment Team
- Charles Kelly, Independent Highway Cover Assessment Team
- Nolan Lienhart, Independent Highway Cover Assessment Team
- Jeff Moreland, I-5 Rose Quarter Improvement Project Rose Quarter Construction Manager/General Contractor Team
- Olivia Moss, Independent Highway Cover Assessment Team
- Matt O'Connell, I-5 Rose Quarter Improvement Project Rose Quarter Construction Manager/General Contractor Team
- Josh Peacock, Independent Highway Cover Assessment Team
- Jeana Woolley, Independent Highway Cover Assessment Facilitator

### Agenda

- Welcome, Introduction, Principles of Agreement
- Executive Steering Committee Chair Comments
- Public Comment
- Project Update
  - Committee Updates
  - Project Design
- Portland Public Schools Update
- Independent Highway Cover Assessment
  - Work Session #2 Recap (Community input)
  - Preliminary Framework Concept Opportunities
- Next Steps / Adjourn

### Welcome, Introduction, Principles of Agreement

Dr. Steven Holt, Executive Steering Committee Facilitator, welcomed participants and provided an overview of the meeting agenda. Chair Alando Simpson acknowledged Committee members, thanked commenters for their input, and shared brief remarks.

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### Public Comment

- Aaron Brown, No More Freeways, commented that air quality and pollution are not included as part of the Independent Cover Assessment community survey. *See I-5 Rose Quarter Project – Executive Steering Committee Meeting (April 26, 2021), [video], 11:37*
- Chris Smith expressed appreciation for the 20 percent design memo release and requested the document appendices. *See I-5 Rose Quarter Project – Executive Steering Committee Meeting (April 26, 2021), [video], 13:00*
  - The appendices were released with the memo and are available under a drop-down menu in our [project library](#).
- Joseph Cortright, No More Freeways, commented on the project's environmental analysis and transportation forecasts related to air quality. *See I-5 Rose Quarter Project – Executive Steering Committee Meeting (April 26, 2021), [video], 13:36*
- Tony Jones, Economic Development for the Coalition of Black Men, requested that ODOT prioritize restorative justice and wealth creation and resolve environmental issues within the current project scope and timeline. *See I-5 Rose Quarter Project – Executive Steering Committee Meeting (April 26, 2021), [video], 15:02*
- Rev. Dr. Hennessee expressed that the project is an important opportunity for employment, businesses, and the Black community and prefers no delays in achieving this goal. *See I-5 Rose Quarter Project – Executive Steering Committee Meeting (April 26, 2021), [video], 16:26*
- Greg Taylor shared his knowledge of construction projects and acknowledged the importance of the project in creating living-wage jobs. *See I-5 Rose Quarter Project – Executive Steering Committee Meeting (April 26, 2021), [video], 17:48*
- Leonard Lambert expressed his concerns about how project information is being disseminated to the community. *See I-5 Rose Quarter Project – Executive Steering Committee Meeting (April 26, 2021), [video], 19:37*

### Project Update

#### **Community Oversight Advisor Committee Update**

Amber Ontiveros, I-5 Rose Quarter Improvement Project Owner's Representative Team, and Jeff Moreland and Matt O'Connell, I-5 Rose Quarter Improvement Project Rose Quarter Construction Manager/General Contractor Team, presented a Community Oversight Advisory Committee update. They introduced the Greensheet: a tool used to analyze the Disadvantaged Business Enterprise and workforce opportunities associated with the project. They also provided a brief overview of the estimated benefits of the project based on the current configuration and schedule, including over \$100 million in Disadvantaged Business Enterprise opportunities.

#### **Historic Albina Advisory Board Update**

Ericka Warren, Historic Albina Advisory Board Facilitator, provided a brief Board update, noting their similar work with the Independent Highway Cover Assessment team.

## Project Design

Megan Channell, Project Director, provided project design updates. She explained the project team is evaluating alternative options for the I-5 corridor that shift the northern portion of the project's highway alignment to the west. This change would no longer bring the highway in closer proximity to Harriet Tubman Middle School.

Megan also presented additional actions that are in response to feedback from the community and Committee. She announced the release of the [20% Design Package](#) reflecting design modifications made during the environmental process.

- Lynn Peterson asked about whether the movement of the freeway to the west would be within the existing right of way.
  - Megan Channell responded ODOT is exploring options outside of the existing right of way. The team is in the early phase of exploring this design modification and will work in coordination with the Federal Highway Administration on right of way questions.
- Lynn Peterson requested that the Committee be provided a summary of issues raised and questions asked from the community and the responses to those issues and questions by ODOT.
  - Ericka Warren responded that the Historic Albina Advisory Board does receive a document as part of every meeting packet that outlines questions from members and provides responses.
  - Megan Channell noted the Executive Steering Committee response matrix available for reference within the meeting notes provided as part of every meeting packet. She acknowledged the need to provide some time on the agenda to reflect on those prior questions and responses.
- Brendan Finn acknowledged Megan Channell and the entire project team for their response to the project values through their work.

## Portland Public Schools Update: Future Plans for Harriet Tubman Middle School

Dr. Holt introduced Julia Brim-Edwards, Portland Public Schools Board Member. She announced that Portland Public Schools is developing a proposal on what their engagement with ODOT would look like and their thoughts on Harriet Tubman Middle School as it relates to the current design. She highlighted the need to have a better understanding of the mitigation being done during construction and community engagement around the options. In response to a prompt by Dr. Holt, Julia provided context around planning for the Center for Black Excellence. A 2020 bond included \$60 million for the center, with a focus on schools that are in Historic Albina.

- Nate McCoy agreed that there should be a time-bound plan for student relocation and a community buy-in process.

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- Julia clarified that the bond was not a fund meant to help move schools during the construction process.
- Lynn Peterson shared her appreciation to Portland Public Schools for allowing the opportunity for the community to give their opinion and learn.

### Independent Cover Assessment

The Independent Highway Cover Assessment Team provided a recap of community input from Work Session #2 that was held at the beginning of April. Independent Highway Cover Assessment presented their preliminary framework cover concepts.

- Lynn Peterson asked what kind of impacts the realignment to the west would have on the scenarios.
  - Nolan Lienhart, Independent Highway Cover Assessment Team, responded that the team did not have this information to reflect in the cover concepts.
- Jana Jarvis asked about the cost comparison between scenario one and scenario five, noting that scenario five has fewer ramps as a result of the construction. She further asked if cost-share factored into the analysis.
  - Jeana Woolley, Independent Highway Cover Assessment Facilitator, responded that it would be factored in at the next stage and that the team is working with ODOT to understand the baseline costs for the analysis.
  - Jana asked that timing delays also be incorporated into that analysis.
- Marlon Holmes asked what type of partnerships or governance will be utilized to support Black businesses and shared community concerns about these businesses not being involved.
  - Olivia Moss, Independent Highway Cover Assessment Team, responded that the desire for the community benefit to be transferable through multiple generations and gave examples the team has been exploring.
  - Jeana further clarified that there will be a process to determine the governance structure and who is involved, including Black stakeholders.
- Nate McCoy asked about engaging additional Black community members and facilitating a holistic plan.
  - Jeana recommended that this idea be included in further discussions in order to collaborate on finding the right balance.
- Bryson Davis noted the possibility of sharing lessons learned on the Williams and Russel project related to community process and development.
- Lynn Peterson reiterated the importance of this project's short- and long-term goals on the economics of the state, the region, and the community. She expressed concerns about not having enough information on all concepts.
- Kristen Sheeran asked about the total amount of community investment needed.

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- The Independent Highway Cover Assessment Team is working on a feasibility analysis to understand where there are funding gaps and what partnerships will be needed to fill those gaps.
- Chair Alando Simpson expressed concerns about the integrity and timeline of the cover concepts. He expressed concern that they are confusing, indicate a change in schedule that will result in increased cost, and may make the project unattractive for funding. He asked whether there has been clear communication with Black developers, real estate developers and the public to explain the intent for Black people to reap economic benefits from the development. He also expressed concern regarding whether the public was included in determining how the matrices were developed and applied.
- Members continued to discuss similar points and a number of suggestions were made for next steps. Dr. Holt requested that Executive Steering Committee take more time to review the packet information provided for the meeting and identify the scenarios they would like to hear more information about.

The Independent Cover Assessment team is hosting [online open house](#) until May 10. The public is invited to participate to contribute to the next phase of the team's work.

### Next Steps

- Executive Steering Committee members to email Dr. Holt directly by Friday, April 30 with comments and requests for more information on the concept scenarios

Erica Warren announced the team is working to schedule a joint meeting between the Executive Steering Committee and Historic Albina Advisory Board on May 24 and a joint work session with the Community Oversight Advisory Committee, Executive Steering Committee, and Historic Albina Advisory Board on May 18. The committee will participate in Independent Cover Assessment Team Work Session #3 on June 7, 2020.

Dr. Holt adjourned the meeting at 6:45 pm.

### Adjourned

*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
4/26/2021	Jana Jarvis	Can the Executive Steering Committee get meeting materials earlier to allow for more review time?	Yes. ODOT will work closely with the Independent Cover Assessment Team to ensure that the Executive Steering Committee has necessary meeting materials in advance of the meeting.	Near Term	Independent Cover Assessment Team/ODOT	Complete /Ongoing
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 a more comprehensive update at the committee's April meeting.	Near Term	ODOT/Portland Public Schools	Complete
4/26/2021	Nate McCoy	How is the community involved in future planning related to Harriet Tubman Middle School?	We will invite Portland Public Schools back to present at a future meeting to provide more information on how the community is being engaged in future planning efforts related to Harriet Tubman Middle School.	Near Term	ODOT/Portland Public Schools	In Progress
4/26/2021	Julia Brim-Edwards Nate McCoy	Can ODOT attend a Portland Public Schools Board meeting to provide an I-5 Rose Quarter Improvement Project update?	Yes. We will coordinate with Portland Public Schools to schedule an I-5 Rose Quarter Improvement Project update at a future Board meeting.	Near Term	ODOT/Portland Public Schools	In Progress

Date	Source	Comment	Response	Timing	Responsible Party	Status
4/26/2021	Lynn Peterson	<p>Can the Executive Steering Committee hear an update on the questions and comments, as well as issues raised by the Historic Albina Advisory Board?</p> <p>Is there a similar tracking document for the Executive Steering Committee and how is the status of each item updated?</p>	<p>Yes. A meeting summary including a response matrix is developed for every Historic Albina Advisory Board meeting to provide a recap of what was presented along with the questions and concerns that were raised by members. These summaries are also posted to the website:</p> <ul style="list-style-type: none"> <li>• <a href="#">January 12, 2021 Meeting #1</a></li> <li>• <a href="#">February 2, 2021 Meeting #2</a></li> <li>• <a href="#">February 23, 2021 Meeting #3</a></li> <li>• <a href="#">March 16, 2021 Meeting #4</a></li> <li>• <a href="#">April 6, 2021 Meeting #5</a></li> <li>• <a href="#">April 27, 2021 Meeting #6</a> (provided as part of the May 18 Joint Committee Meeting packet and posted here following review)</li> </ul> <p>In recent meetings, Board members asked questions about the Disadvantaged Business Enterprise and workforce program and goals, development opportunities surrounding the highway covers, design elements like the sound walls, and residential zoning on the covers. HAAB concerns include:</p> <ul style="list-style-type: none"> <li>• Disadvantaged Business Enterprise goal targets</li> <li>• Ensuring generational and community wealth building</li> <li>• Air quality at Harriet Tubman Middle School</li> <li>• Single family and duplex housing opportunities</li> <li>• Black home and land ownership</li> <li>• Realistic outcomes for highway cover development</li> <li>• Timing and information provided on cover concepts</li> </ul> <p>The Executive Steering Committee will also participate in joint meetings with the Historic Albina Advisory Board and Community Oversight Advisory Committee on May 18 and again with the Historic Albina Advisory Board on May 24, so that the committees may engage in discussion related to comments and concerns directly.</p> <p>Additionally, as part of the Executive Steering Committee packet for each meeting, we provide the same type of summary that documents both what was presented and the comments and feedback from the committee in response to what was presented at the last meeting. 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 have also added a regular agenda item highlighting these responses as part of future meetings.</p>	Near Term	ODOT	Complete /Ongoing

Date	Source	Comment	Response	Timing	Responsible Party	Status
4/26/2021	Alando Simpson	Can the Executive Steering Committee hear more detail on the scenario trade-offs, including the timelines and impacts to design and construction of the highway, on and off-ramps, local streets, and building?	<p>Yes. More detail on the feasibility and tradeoffs of each of the alternative scenarios will be developed in the current phase of the Independent Cover Assessment Team’s work and provided in Work Session #3 with the Executive Steering Committee on June 8.</p> <p>In response to partner requests and in line with our value around transparency, ODOT project staff will prepare additional technical information to deliver at the next two joint meetings.</p>	Near Term	Independent Cover Assessment Team/ODOT	In Progress
4/26/2021	Alando Simpson	Are there parcels of land that have already been acquired and budgeted for?	<p>In addition to the land that will be created by building the highway covers, there is also remnant land that will available for redevelopment after construction. Construction requires space on properties along project boundary that ODOT must acquire, something the project team is working on as part of the project process. These parcels have been planned and budgeted for as part of project planning. Once project construction is over, that property is available for resale and repurposing, presenting a redevelopment opportunity. The project team has been discussing these redevelopment opportunities and how to best repurpose this land with the Historic Albina Advisory Board (most recently in the meeting on <a href="#">April 6</a>, but also on <a href="#">March 16</a> and <a href="#">January 12</a>).</p> <p><b>Land Opportunities following Construction</b></p>  <p><small>Note: Other land (not building) acquisitions located off-screen</small></p> <p><small>All proposed images are conceptual only and are based on preliminary design. Community input will inform design progression and help to shape the future design.</small></p>	Near Term	ODOT	Complete /In Progress

Date	Source	Comment	Response	Timing	Responsible Party	Status
4/26/2021	Lynn Peterson	Can we push the boundary and consider scenarios beyond Cover Concept #1?	<p>With influence from the Historic Albina Advisory Board and the Executive Steering Committee, the Independent Cover Assessment team is tasked to consider the following to develop three scenarios to be presented to the Oregon Transportation Commission:</p> <ul style="list-style-type: none"> <li>• What opportunities the current highway cover design concepts, as described in the Environmental Assessment, offer for community development.</li> <li>• The community vision for the highway covers, how highway design concepts might be modified, and what it would take for the covers to deliver outcomes consistent with that community vision.</li> <li>• How various cover options can promote economic development and wealth generation for the historic Albina community, particularly for members of the African American community displaced by past public and private projects.</li> </ul> <p>The Executive Steering Committee has the authority to direct what the Independent Cover Assessment Team studies in addition to Cover Concept #1. The team is charged with developing at least one alternative scenario that fits within the design parameters of the Environmental Assessment and one or two others that can fall outside the design parameters of the Environmental Assessment in order to better align with the Black Historic Albina community's vision.</p> <p>ODOT is also interested in additional options beyond Cover Concept #1 within the framework of the scope for the scenarios. In line with the scope for this assessment, ODOT has expressed desire that the Independent Cover Assessment Team explore options beyond Cover Concept #1 that incorporate elements from the other cover concepts to better align with the Black Historic Albina community's vision within the design parameters of the Environmental Assessment.</p>	Near Term	ODOT	In Progress

Date	Source	Comment	Response	Timing	Responsible Party	Status
4/26/2021	Alando Simpson	Are we staying within the boundaries of budget and schedule with the cover concepts? How do we achieve restorative justice in the frame of the Environmental Assessment?	<p>The Independent Cover Assessment Team is evaluating all the elements for each of the final scenarios that could add or reduce time and/or cost to the schedule as part of the detailed analysis being conducted in the next phase of their work. The Executive Steering Committee will have the final authority to evaluate what is most important in making a final cover recommendation to the Oregon Transportation Commission.</p> <p>The highway covers provide an opportunity to advance social and racial equity through development that knits together the neighborhood and improves a sense of place for the community. This opportunity to advance restorative justice also extends beyond the highway covers through the remnant land available for redevelopment after construction.</p> <p>All of the preliminary design concepts presented by Independent Cover Assessment Team were developed to better align with the Black Historic Albina community's definition of restorative justice including Cover Concept #1, which the team believes conforms with the Environmental Assessment design parameters. However, most other preliminary design concepts ranked higher than this concept in terms of aligning with the community's vision of what would provide restorative justice for the Black community.</p>	Near Term	Independent Cover Assessment Team/ODOT	In Progress
4/26/2021	Alando Simpson	What was the scale used to test the cover concepts in the Development Assessment Framework memo? Who made the decision regarding how the cover concepts were ranked and how was that done?	<p>The Independent Cover Assessment Team made a preliminary evaluation of how the development concepts ranked against the development assessment framework criteria which is a combination of the project values and outcomes (set by the Executive Steering Committee) and the historic Albina Community's vision based on feedback received in Work Session #1. The initial rankings merely provide an indicator of which concepts may be good candidates for further study, given the team's scope of work – <i>“to improve project outcomes related to the Black Historic Albina community's definition of restorative justice”</i>. As part of the final recommendation process, Executive Steering Committee members may want to use the development assessment framework criteria and score the scenarios themselves once the cost and constructability information is provided.</p>	Near Term	Independent Cover Assessment Team	In Progress

Date	Source	Comment	Response	Timing	Responsible Party	Status
4/26/2021	Lynn Peterson Bryson Davis	Can we get more detail on the cover concepts beyond just Cover Concept #1 and Cover Concept #5, particularly Cover Concept #4?	<p>Yes. We have provided the Committee’s initial comments and requests for additional information and cover concept analysis to the Independent Cover Assessment Team. More <a href="#">detail on all the concepts</a>, including massing diagrams, can be found on the ICA website’s Work Session #2 <a href="#">Online Open House</a> which runs through May 10. This information was also provided as part of the Executive Steering Committee’s packet for the April 26 meeting.</p> <p>At the last meeting, we also heard concerns about how the environmental analysis is affected by some of the proposed scenarios and the need to provide additional information related to potential project design modifications that impact the proposed scenarios (e.g., Southbound Realignment). We also heard concern from the community about some of the potential tradeoffs. In response to these requests, we will present on tradeoffs and provide additional opportunity for discussion related to the cover concepts at the joint meeting of the Historic Albina Advisory Board, Executive Steering Committee, and Community Oversight Committee on May 18 and the joint meeting of the Executive Steering Committee and Historic Albina Advisory Board on May 24.</p>	Near Term	Independent Cover Assessment Team/Oregon Department of Transportation	In Progress
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>In addition to the information provided in last month’s matrix, 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
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>In addition to the information provided in last month’s matrix, 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 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 though 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>In addition to the information provided in last month’s matrix, 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 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
1/25/2021	Jana Jarvis Lynn Peterson Steve Witter	<p>What is the financing methodology and assumptions for funding sources?</p>	<p>For the larger project, in 2017 Oregon legislators passed <a href="#">House Bill 2017 “Keep Oregon Moving”</a> 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 <a href="#">Cost to Complete Report</a> 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.</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