



I-5 Rose Quarter Improvement Project Historic Albina Advisory Board

Meeting #11 Summary

MEETING DATE: September 21, 2021

MEETING TIME: 4:00 – 7:00 PM

LOCATION: Zoom online meeting

This document is a summary of the I-5 Rose Quarter Improvement Historic Albina Advisory Board meeting. The [meeting presentation](#) and [recording](#) provide additional documentation of this meeting.

Historic Albina Advisory Board Members in Attendance

- Dr. Ebony Amato-Blackmon
- Bryson Davis
- Keith Edwards
- Leslie Goodlow
- Estelle Love Lavespere
- Kevin Modica
- Dr. Carlos Richard
- John Washington

Historic Albina Advisory Board Members Not in Attendance

- Sprinavasa Brown
- Andrew Campbell
- Andrew Clarke
- Sharon Gary-Smith
- Pastor Richard Probasco
- Carl Talton

Staff Members for the I-5 Rose Quarter Improvement Project

- Ericka Warren, Historic Albina Advisory Board Facilitator
- Dr. Steven Holt, Project Advisor
- Johnell Bell, Community Oversight Advisory Committee Facilitator
- Megan Channell, Project Director, ODOT
- April deLeon-Galloway, Communications and Public Involvement Manager, ODOT
- Alex Cousins, advisory committee support
- Natalie Warner, technical support
- Aliza Whalen, notetaker

Agenda

- Welcome, Introduction, Agenda Review

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- Public Comment
- Project Updates
 - Director's Update
 - COAC Update
- Construction Work Packages
- Highway Undercrossing Design Considerations
- Hybrid 3 Costs and Schedule
- Next Steps/Adjourn

Welcome, Introduction, Agenda Review

Ericka Warren, Historic Albina Advisory Board Facilitator, welcomed participants, provided an overview of the meeting, and outlined the seven principles of agreement.

Public Comment

There were no public comments.

Project Updates

Ericka Warren, Board Facilitator, and Megan Channell, Project Director, welcomed new board members Dr. Ebony Amato-Blackmon and Bryson Davis and provided them an opportunity to introduce themselves. Dr. Amato-Blackmon and Bryson expressed their excitement to build on their former roles on the Executive Steering Committee, which was sunset in September.

Megan recapped the September 9, 2021 Oregon Transportation Commission meeting where the Hybrid 3 design option recommendation was presented. The commissioners recommended that Hybrid 3 move forward, with a few conditions. Most notably, they directed ODOT to create a finance plan by December 2021 that documents the amount of funding needed and a plan to secure dedicated funding from federal, state, and/or local partners to build the project. While expressing concern about cost, the commission reaffirmed a commitment to creating long-lasting benefit for the historic Albina community and traveling public and to keeping the project on schedule to maximize those benefits.

The next big project milestone will be progressing the project to 30 percent design in 2022 where major elements of the project (including land acquisition needs) are well-defined. The project is currently at 20 percent design, with the exception of the highway covers (5 percent design). The board will provide advice and recommendations related to upcoming major design decisions. Megan also provided an overview of other near-term next steps related to intergovernmental agreements, technical and environmental analyses, project cost estimates and updates to the Diversity Plan.

Johnell Bell, Community Oversight Advisory Committee Facilitator, updated the Board on the COAC's work. The committee has been focused on workforce and apprenticeship, as well as on the Green Sheet estimating tool that will allow the construction contractor to identify the path for achieving maximum Disadvantaged Business Enterprise and workforce utilization. The committee continues to have productive dialogue about how to realize Disadvantaged Business Enterprise and workforce goals for the project.

- Keith Edwards asked how the Green Sheet tool will help meet the goals.
 - Jeff Moreland, Construction Manager General Contractor, responded that the Green Sheet helps look for areas to build capacity (e.g., unions) and estimates what can be achieved in terms of workforce and inclusion on this project. The preliminary estimates will be updated for 30 percent design.
 - Keith asked how the project can build continuity and coordinate with other projects to support opportunities beyond apprenticeship.
 - Jeff responded the five-year project allows for leveraging projects to bring apprentices in to progress them to workforce by the end.
 - Johnell added that there will be much competition for the same workforce among all of the projects. It would be helpful to think of all current regional projects as a system, where we are considering how to build capacity for competitive positions once the Interstate Bridge Replacement Program begins construction, for example.
- Estelle Love Lavespere asked what was carried over from the Board's highway cover recommendation to the intergovernmental agreement discussions.
 - Megan responded that the team will confirm what, point by point, was carried over. Governance, land use and programming will be a separate conversation from this project, which the City of Portland will lead.
 - Ericka added that other considerations directly related to the Disadvantaged Business Enterprise and workforce goals are consistently being worked through and held accountable by the Community Oversight Advisory Committee. The Board will continue to be updated on their work.
 - Amber Ontiveros, project team, asked to follow up with Estelle to provide more information about the committee's tracking system.
- Keith noted the importance of following up on all points in the recommendation.
 - Megan proposed a tool for tracking the progress of each consideration.

Construction Work Packages

Megan Channell, Project Director noted while the focus recently has been on the highway covers, there is much more work to do in designing and building the full project. While we have been working on a decision related to the highway covers (part of the

main construction package at the heart of the project), the team has made progress on design for the areas of the project north and south of the cover where early work packages are being prepared for construction in early 2023. Board advice on technical and design issues is important to this work.

Megan introduced Matt O'Connell and Jeff Moreland from the Construction Manager/General Contractor to describe Early Work Packages A and B. Construction for both early work packages will happen at the same time, which will create more opportunity for the immediate job creation and economic benefit. Both projects present significant opportunities for Disadvantaged Business Enterprise contracting.

- Dr. Ebony Amato-Blackmon asked if there is a list that highlights Disadvantaged Business Enterprise opportunities for companies and craftspeople.
 - Jeff Moreland indicated they are starting early outreach to many trades.
- Keith Edwards asked if there is an independent oversight committee that ensures workers receive the appropriate pay and the appropriate workers are doing the work.
 - Jeff answered that is standard in how they report certified payroll.
 - Amber Ontiveros, project team, added that they are also developing a compliance protocol with ODOT which will ultimately have oversight.
 - Keith asked if there will be an opportunity for new, emerging, or smaller contractors to be mentored and tutored for future success.
 - Amber answered that there will be technical assistance of this nature, including the mini-Construction Manager/General Contractor program which includes mentoring and other services for Disadvantaged Business Enterprises.
 - Jeff added the Board will see the approved Diversity Plan.
- Dr. Carlos Richard asked if there is an opportunity to revisit the suggestions and recommendations made in this discussion at a future meeting.
 - Megan Channell, Project Director, noted that a list of Board questions and responses to those questions are provided as part of each meeting summary. The project team will compile those into a tracking document for reporting back at future meetings.
 - Amber added that the Community Oversight Advisory Committee has a similar matrix tracking how the Construction Manager/General Contractor is responding to feedback which can be provided to the Board.
- John Washington reminded the Board that the potential economic impact for the community should be broader than just the opportunities through construction.
- Kevin Modica asked if there is any formal outreach to community college students related to career path advocacy.
 - Jeff answered that they have relationships with Portland Community College, Clark College, Portland State University and Oregon State

University. They are also working on a program to get students into a four-year program after a two-year program.

- Kevin asked if they are also working with the Oregon Department of Corrections. He expressed his interest in efforts to develop lift people out of their station and into a skill that leads to living wage jobs. He expressed concern about keeping dollars in Oregon and the number of workers coming in from out of state.
 - Jeff indicated that workforce advocates are conducting outreach about career opportunities for those who have been incarcerated.

Highway Undercrossing Design Considerations

James McGrath, project team, provided an overview of highway undercrossing design considerations which will be informed by board input. James introduced four locations of significance: I-5 at North Russell Street, Multnomah Street, Holladay Street, and Lloyd Boulevard. Using examples from other states, James highlighted design features that could be included in these spaces, such as lighting, landscaping, murals, and sculptures.

- Estelle Love Lavespere asked if boulders and other treatments that prevent people from camping will be relevant to discussion for this topic.
 - James affirmed that topic is relevant to consider as part of this discussion.
- John Washington asked why this topic is being presented now as opposed to other project considerations.
 - James answered that the project team needs advice to get to work.
 - John noted the earlier Trailblazers “Jumptown” initiative is very relevant to this discussion. The quality of the underpass is important, as is the importance of maintaining public safety, keeping it lit, and keeping it active. Underpasses should reflect the investment in community going on top of the covers and provide spaces surrounded by art where young people can linger safely.
 - John Washington asked whether the safety issues with Martin Luther King Jr. Boulevard, which is isolated and between destinations, could be repeated.
 - James indicated that the existing highway will generally be the same height, meaning undercrossings could be deeper and darker. However, lighting and other treatments could prevent similar issues.
- Keith Edwards expressed concern about the potential of planned green spaces encouraging use by the houseless (housing for the houseless being a separate conversation). Designing for community safety should be a priority while also providing amenities (e.g., bodegas putting eyes on the street, chargers, water fountains). Examples include Freeway Park at the Convention Center in Seattle.
 - John expressed support in activating space through service provision.

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- Dr. Ebony Amato-Blackmon supported maximizing every opportunity, regardless of the size, to implement something reflective of the community.
 - Bryson Davis agreed.

Next Steps/Adjourn

Ericka outlined next steps and reiterated the importance of the board's commitment to this process. In upcoming meetings, the board will have the opportunity to reconsider and reconfirm the project values based on priorities for project outcomes and make decisions about the performance measures used to track and report success related to those outcomes. The board will also continue discussions related to undercrossings and other urban design considerations.

Dr. Steven Holt, project advisor, highlighted the opportunities for Board members to engage in one-on-one meetings with Ericka, which are essential to capture their interests, concerns and priorities. He affirmed that the Board's voice, thoughts, and strategy matters and expressed appreciation that members are showing up as a partner willing to carry this water for the future, for generations to come.

Ericka adjourned the meeting at 5:43 pm.

Adjourn

Note: The meeting was hosted as a Zoom Meeting format that enabled Historic Albina Advisory Board 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 slide.

Historic Albina Advisory Board Response Matrix

ODOT is committed to being held accountable to the community, in particular the historic Albina 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 Historic Albina Advisory Board. The matrix lists specific information requests, action items, and project recommendations and ideas ODOT has received, and did not address directly as part of the meeting, from the board 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
9/21/2021	Estelle Love Lavespere	What was carried over from the Board's highway cover recommendation to the Oregon Transportation Commission into the ongoing intergovernmental agreement discussions with partners?	<p>The Historic Albina Advisory Board's highway cover recommendation was included (in full) in the Oregon Transportation Commission's packet for the September 9 meeting. That recommendation informed the Commission's motion to advance Hybrid 3, which included conditions supporting the Board's priorities to:</p> <ul style="list-style-type: none"> • create a financing plan (by December 1, 2021) and secure dedicated funding (by July 1, 2023) for the project to deliver on community priorities; • assess opportunities for constructing buildings on the highway covers providing space with the opportunity for ownership supportive of historic Albina; • update the diversity plan to promote use of Disadvantaged Business Enterprises in constructing the highway cover and maintain the existing schedule and contract with the Construction Manager/General Contractor to support that work and help maximize economic opportunities for Black people; • conduct additional environmental analysis to identify and prevent (to the extent possible) impacts related to constructing the highway cover for Harriet Tubman Middle School, neighborhood businesses, local streets and new spaces and places on the highway cover; • focus on public safety; improvements for people walking, rolling and riding transit; and improved transportation operations and safety for the community as part of designing the highway cover to maximize ease of travel and comfort for those traveling in the project area (particularly displaced historic Albina community members); and • execute intergovernmental agreements necessary to achieve these priorities and support a governance commission represented by and accountable to the Black community. <p>Similar to the purpose of the Board's recommendation, the current work around the Governor's intergovernmental agreement is to codify the convenings and memorialize the discussions and agreements with local government partners and community leaders. Future project-level intergovernmental agreements will be needed to define the decision-making and governance structure, describe roles and responsibilities during planning and implementation, pay for technical staff support, and address regulatory compliance. The Governor's intergovernmental agreement will provide some context for discussions related to those agreements. We remain committed to elevating the Board's feedback and authority in decision-making and will prioritize the Board's recommendation as the basis for these future discussions.</p>	Short-term	Project Team	In Progress

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9/21/2021	Dr. Carlos Richard	Are the suggestions and recommendations made in this discussion being tracked to revisit at a future meeting?	<p>Each Historic Albina Advisory Board meeting summary includes a response matrix (like this one) that records questions from the Board that were not fully answered during each meeting and provides responses from the project team. Additionally, broader board feedback has been tracked as part of a larger accountability matrix which includes feedback from the former Community Advisory Committee and prior discussion groups (with the Black and Native American communities). Information from that matrix has been used to inform the items included in the highway cover recommendation provided to the board for consideration, prioritize project topics presented to the board, and build out the work plan for future board meeting topics. It has also been stored for reference to inform work toward progressing project design and developing project performance measures.</p> <p>However, toward creating a more useful resource for the board, the project team has separated Historic Albina Advisory Board input from the accountability matrix into a document similar to that of the Community Oversight Advisory Committee that highlights recent feedback and items for follow-up and catalogues historical feedback for reference. It also notes the status of or progress made in implementing board feedback.</p>	Short-term	Project Team	Complete /Ongoing
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