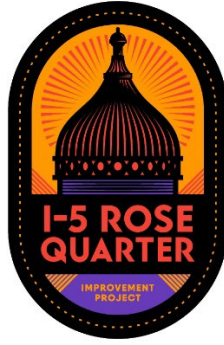

Appendix F. Public Involvement Summary

This page is intentionally left blank.



SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT PUBLIC INVOLVEMENT SUMMARY

TABLE OF CONTENTS

Executive Summary	1
1 Introduction	2
1.1 About the Project	2
1.2 NEPA Background	2
1.3 Public Involvement	3
2 SEA Communications and Advertisement	5
2.1 Project Website	5
2.2 Online Open House	7
2.3 Interested Parties List	8
2.4 Email Newsletters and E-Alert	8
2.5 Print Mailer	9
2.6 Social Media	9
2.7 Media Releases	10
2.8 Advertisements	10
2.9 Fact Sheets	11
2.10 Other Materials	11
3 SEA Outreach and Engagement	12
3.1 City Presentations and Briefings	12
3.2 Community Events	12
3.3 Advisory Committee Meetings	13
3.4 Direct Outreach to Community-Based Organizations	14
4 SEA Public Input Opportunities	17
4.1 Project Website	17
4.2 Online Open House	17
4.3 Virtual Public Hearing	17
4.4 Email	20
4.5 Mail	20
4.6 Phone	20
5 Summary of SEA Public Comments	21

LIST OF FIGURES

FIGURE 1.	History of the project’s environmental review process	2
FIGURE 2.	Website banners.....	6
FIGURE 3.	Event listing.....	6
FIGURE 4.	Welcome and how to comment videos	7

LIST OF TABLES

TABLE 1.	Email newsletters and e-alert	8
TABLE 2.	Social media posts and stories.....	10
TABLE 3.	Combined engagement results.....	10
TABLE 4.	Advertisements	11
TABLE 5.	City and community briefings	12
TABLE 6.	2022 community events	13
TABLE 7.	Advisory committee SEA engagement.....	14
TABLE 8.	Community-based organizations.....	14
TABLE 9.	Virtual public hearing hosts.....	18
TABLE 10.	Virtual public hearing registration list.....	18

LIST OF ATTACHMENTS

Attachment A.	Online Open House Screenshots	23
Attachment B.	E-alert	24
Attachment C.	Print Mailer	25
Attachment D.	Social Media Campaign and Graphics.....	26
Attachment E.	Media Releases	27
Attachment F.	Advertisements	28
Attachment G.	Fact Sheets	29
Attachment H.	Key Updates Document.....	30
Attachment I.	Project FAQs	31
Attachment J.	Contact Us Webpage	32
Attachment K.	Virtual Public Hearing Materials	33

EXECUTIVE SUMMARY

The Oregon Department of Transportation (ODOT) and the Federal Highway Administration (FHWA) published a Supplemental Environmental Assessment (SEA) for the I-5 Rose Quarter Improvement Project on November 15, 2022, followed by a 50-day public comment period that ended on January 4, 2023. This document summarizes the public involvement activities that occurred leading up to and during the SEA public comment period. The following pages contain an introduction and descriptions of various communications and advertisements, community outreach efforts and public input opportunities for the SEA. This document also includes a summary of the SEA public comments and various attachments.

Public involvement is a critical element of the project's strategy and environmental review process. The project team made informing the community of the opportunity to participate in the environmental review process a priority. Leading up to the publication of the SEA document and throughout the 50-day public comment period, the project team advertised the SEA and public comment opportunities using a variety of methods. These methods included:

- Use of the project website and an interactive online open house.
- Digital outreach through five email newsletters, one e-alert and an eight-post social media campaign.
- Distribution of a print mailer to approximately 22,000 addresses.
- Distribution of two media releases.
- Paid advertising in five local newspapers.
- Circulation of multiple handouts, including two fact sheets.
- Direct outreach to nearly 70 community-based organizations.
- Briefings with five City of Portland advisory committees/commissions and multiple neighborhood associations and community groups.
- Attendance at numerous community events and multiple discussions with two project advisory committees.

1 INTRODUCTION

1.1 ABOUT THE PROJECT

The purpose of the I-5 Rose Quarter Improvement Project is to improve safety and congestion where three major interstates converge and to reconnect the Albina neighborhood through the construction of a highway cover. Project benefits include improving safety and mobility on local streets, creating new space for community development and developing a diverse and skilled workforce.

This 1.8-mile stretch of highway is the only two-lane section of I-5 in a major urban area between Canada and Mexico. It has the highest crash rate of any urban interstate in Oregon and is the state’s top traffic bottleneck. This project addresses the critical need to keep Oregon’s people and economy moving.

1.2 NEPA BACKGROUND

In accordance with the National Environmental Policy Act (NEPA), ODOT, in partnership with FHWA, prepared an Environmental Assessment (EA) and held a 45-day public comment period in 2019. Based on extensive public outreach following the 2019 EA, the project’s design was changed to better align with community values and priorities. Those design changes prompted ODOT and the FHWA to re-evaluate and prepare an SEA.

Figure 1 outlines the history of the project’s environmental review process.

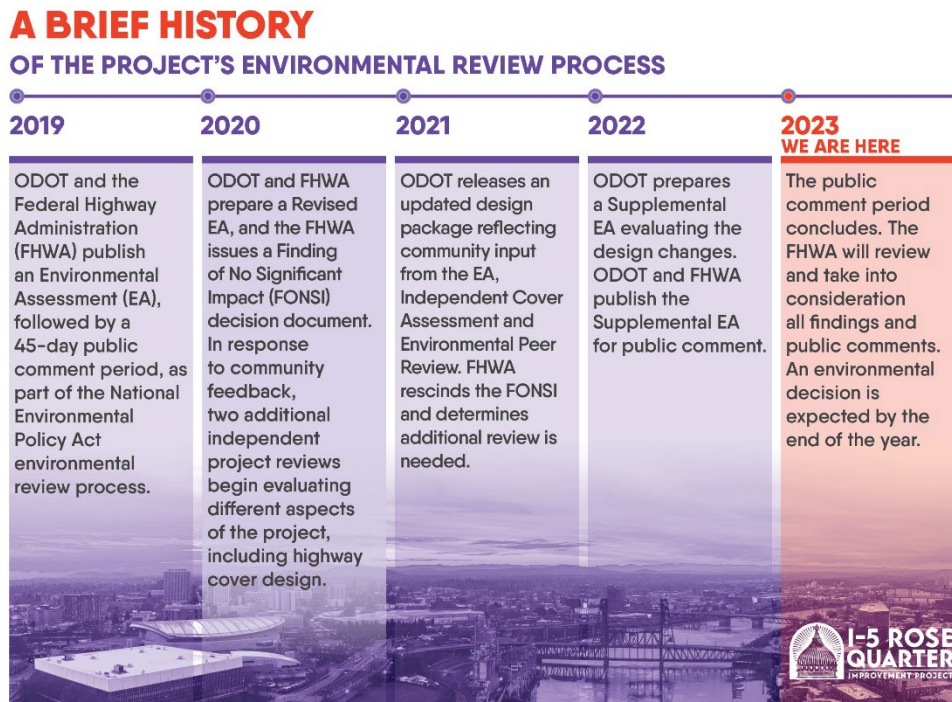


FIGURE 1. History of the project’s environmental review process

1.3 PUBLIC INVOLVEMENT

Public involvement is an important part of the environmental review process and is central to the project. In line with the project's guiding values, the project team maintains a broad, inclusive and transparent public engagement program. Due to the lasting harm caused by construction of the original I-5 freeway, community engagement for the project continues to center the Black community and those with ties to the historic Albina neighborhood. The project team has elevated community voices in a variety of ways, including:

- Ongoing meetings with two community-centric project advisory committees.
- Online public design surveys with outreach directed to the Black community.
- Collaborative public involvement work in partnership with the project's Construction Manager/General Contractor.¹
- Engagement with youth and students of color.
- Participation and sponsorship at community events.
- Incentivized participation with Black community members and groups.
- Open houses, public workshops and forums.
- Direct outreach to the faith community, local businesses, community leaders and elected officials.

Between the publication of the 2019 EA and the 2022 SEA, the project team continued to host and attend community events to share information about the project and hear from the community. The primary focus of community engagement during this period was associated with the Independent Cover Assessment (ICA) and the Hybrid 3 cover design concept changes, both of which are described below.

The ICA was an independent planning process led by community engagement, urban design, engineering and environmental experts. The ICA team directly engaged Black community members from the historic Albina neighborhood and the greater Portland area to arrive at a community-supported highway cover scenario. The ICA team hosted three community work sessions and online open houses from December 2020 to July 2021. They collected input from Black community members and other partners to understand how potential highway covers over I-5 could rebuild the neighborhood to better serve the historic Albina community. The ICA resulted in numerous design options and hybrids that included a continuous cover and changes to interchange ramps.

¹ A Construction Manager/General Contractor is a project delivery method in which project contracts are released in two phases—first design and later construction. The project owner hires a contractor to provide feedback during the design phase before construction begins. Once the design phase is complete, the contractor and project owner negotiate the construction contract.

The Oregon Transportation Commission adopted Hybrid 3 in September 2021, based on a community preference for the Hybrid 3 cover design concept presented at the conclusion of the ICA process. Since then, the project team has informed the community about design and schedule changes through many of the community outreach efforts listed above. Following the decision in early 2022 to re-evaluate the project through an SEA, the project team updated the public of the decision both directly and through a variety of communication materials.

In the fall of 2022, the project team published an online open house, held a virtual public hearing, produced numerous forms of communications describing how the public could participate in the SEA process and facilitated a variety of methods for receiving public comments. The public submitted more than 900 comments over the course of the comment period through an online comment form, emails, mail and voice messages and at a virtual public hearing.

The following sections summarize the SEA public involvement efforts, including communication materials and outreach efforts, public input opportunities and a summary of the public comments received.

2 SEA COMMUNICATIONS AND ADVERTISEMENT

The project team created a variety of materials and used multiple forms of communication to promote and announce information about the SEA and the 50-day public comment period. This section summarizes those materials.

2.1 PROJECT WEBSITE

On November 15, 2022, the SEA document was made available on the project website in the [project library](#) under the 2022 Supplemental Environment Assessment tab. Two temporary web banners (see [Figure 2](#)) were added to the home page and the Events and Meetings page to direct the public to relevant information, including details on the online open house and virtual public hearing (see [Figure 3](#)). All other communication materials related to the SEA during this period referenced the project website.

The home page banner was replaced (see [Figure 2](#)) when the SEA public comment period closed on January 4, 2023. In line with the project's value of transparency, a [copy of the public comments](#) was posted to the website in the [project library](#) in May 2023. The final Comment Summary Report, which contains a copy of all comments and ODOT responses, is available in the [project library](#) as a separate document.

Other communications, such as newsletters and media releases, were added to the website's News page during the public comment period and remain available online. Each of these communications directed the public to information about the SEA or places to leave a comment (see [Section 2.4](#)).

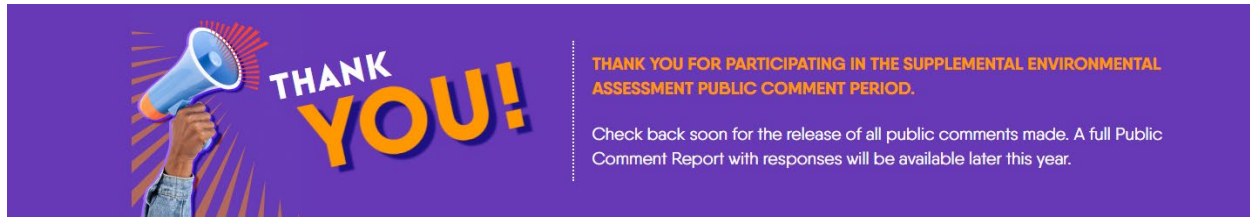
Home Page Banner



Events and Meetings Banner



Home Page Banner post public comment period



Home Page Banner public comments posted

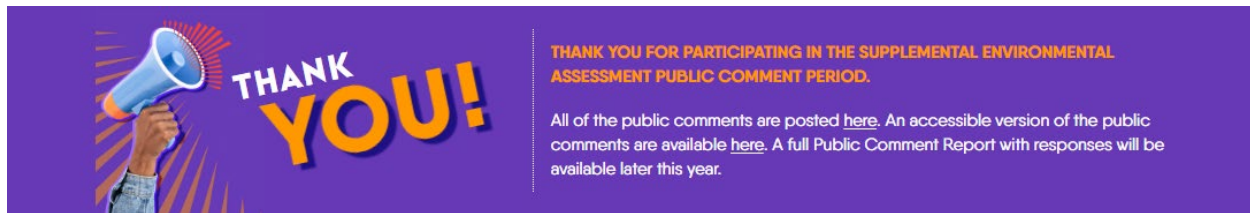


FIGURE 2. Website banners

UPCOMING EVENTS & MEETINGS

EVENTS

■ **Virtual Public Hearing for the Supplemental Environmental Assessment**

December 14, 2022

- Provide your verbal comments at the virtual public hearing on Wednesday, December 14, 2022, from 5 to 7:30 PM.
- In an effort to promote equity and in line with the project values, the I-5 Rose Quarter Improvement Project will ask people who identify as Black and/or people with ties to the historic Albina neighborhood to speak first, after invited testimony.
- [Register to attend and/or speak](#)
 - Please fill out the registration form completely and make use of any/all accommodation or accessibility needs.
 - Registration to attend and/or speak closes on Monday, December 12, 2022, at 5 PM.

FIGURE 3. Event listing

2.2 ONLINE OPEN HOUSE

The project team created an online open house that was accessible throughout the duration of the SEA public comment period from November 15, 2022, to January 4, 2023. It contained five web pages of information, including:

- Welcome
- About the Project
- Supplemental EA
- Community Involvement
- How to Comment and Next Steps

Multiple notices about the SEA and public comment period directed the public to this site to learn more, and more than 1,000 people visited the site during that time.

Critical to this online open house was the Supplemental EA web page, which explained the NEPA and project design changes that had occurred since the 2019 EA. The Supplemental EA web page included links to the SEA, key environmental study findings and other environmental study topics that have received the most public interest to date. The key findings on this page contained detailed explanations summarizing information directly from the SEA document and included links to those sections of the SEA.

The project team also produced two videos that were accessible on the Welcome and the How to Comment and Next Steps web pages (see [Figure 4](#)). The first video welcomed visitors to the site, explained how the online open house was set up and briefly explained what led to the SEA. The how to comment video explained the ways the public could comment and discussed what would happen with those comments.

The archived online open house can be accessed [here](#), or see [Attachment A](#) for screenshots of each page.



FIGURE 4. Welcome and how to comment videos

2.3 INTERESTED PARTIES LIST

Since the close of the 2019 EA on April 1, 2019, a net total of 511 contact emails have been added to the project’s Interested Parties List. This list is made up of individuals and organizations specifically interested in the I-5 Rose Quarter Improvement Project. Contact information is gathered at in-person events and briefings and through the project website. Along with the people on ODOT’s larger email distribution list, the people on this Interested Parties List receive email updates on the latest project news.

2.4 EMAIL NEWSLETTERS AND E-ALERT

Starting in September 2022, five email newsletters and one e-alert were sent to the more than 7,000 email addresses on ODOT’s email distribution list, which includes the project’s Interested Parties List. From September to November 2022, the monthly email newsletter included short notices about the upcoming public comment period.

On November 15, 2022, an email newsletter announcement dedicated to the SEA was distributed upon publication of the SEA and the launch of the online open house. In December 2022, an e-alert reminder of the virtual public hearing was sent one week before the hearing, encouraging the public to sign-up, attend and provide their spoken comments. Finally, a last-day email newsletter that reminded people to submit comments and thanked all those who participated was sent on January 4, 2023. See [Table 1](#) for the list of newsletters and the e-alert, the date they were sent and the percent of emails opened by those on the distribution list.

See [Attachment B](#) for a copy of the December 7, 2022, e-alert. All other newsletters are linked in the table below.

TABLE 1. Email newsletters and e-alert

NEWSLETTER / E-ALERT SUBJECT LINE	DATE SENT	OPEN RATE
Public Support Strong for Auxiliary Lanes in the Rose Quarter	September 15, 2022	34% (Newsletter)
Listening to Community Voices This Summer on the I-5 Rose Quarter Improvement Project	October 12, 2022	37% (Newsletter)
Supplemental Environmental Assessment for the I-5 Rose Quarter Improvement Project Available for Public Review	November 15, 2022	35% (Newsletter)
The Legacy of Historic Albina and its Role in Bringing Change to the Quarter	November 17, 2022	37% (Newsletter)
Register to Attend the Virtual Public Hearing for the I-5 Rose Quarter Improvement Project Next Week	December 7, 2022	34% (E-Alert)

NEWSLETTER / E-ALERT SUBJECT LINE	DATE SENT	OPEN RATE
Last Day to Comment on the I-5 Rose Quarter Improvement Project's Supplemental Environmental Assessment	January 4, 2023	39% (Newsletter)

2.5 PRINT MAILER

A print mailer was sent to approximately 22,000 addresses, including individuals on the project mailing list, households near the project area and addresses in neighborhoods with a greater representation of Black residents in North and Northeast Portland for consistency with project values to center the voices of the Black community and those with ties to the historic Albina neighborhood. This is consistent with the project values, which center the voices of the Black community and those with ties to the historic Albina neighborhood due to the project area's location and history within the neighborhood. The mailer arrived in business and residential mailboxes during the first week of the public comment period. It included a description of the project, instructions on how to review and comment on the SEA and a brief explanation of why the assessment was conducted.

See [Attachment C](#) for a copy of the print mailer.

2.6 SOCIAL MEDIA

Throughout the public comment period, seven social media posts and/or stories were made across multiple ODOT social media platforms to advertise and encourage the public to participate in the environmental review process. The project posted one final social media announcement thanking those who participated in the SEA public comment period after the comment period closed. Social media platforms included Facebook, Twitter and Instagram, with content posted from November 15, 2022, to January 9, 2023. There was a 49.7% increase in engagement around the topic of this project during the related social media campaign. See [Table 2](#) for the list of social media posts and the dates they were posted. See [Table 3](#) for the combined engagement results of the campaign.

See [Attachment D](#) for the complete social media campaign and graphics.

TABLE 2. Social media posts and stories

SUBJECT	DATE POSTED
Supplemental Environmental Assessment published	11/15/2022
Visit the online open house	11/21/2022
Public comment period happening now	11/28/2022
Join us for a virtual public hearing next week	12/06/2022
Join us tomorrow for the virtual public hearing	12/13/2022
Public comment period ending soon	12/28/2022
Public comment period ends on January 4	01/02/2023
Thank you for participating	01/09/2023

TABLE 3. Combined engagement results

ANALYTIC	RESULTS
Total impressions	31,844
Engagements	278
Inbound messages	123
Reactions	46
Comments	23
Link clicks	77
Retweets and shares	26
Saves	1

2.7 MEDIA RELEASES

Two media releases providing information on the SEA were sent to local news outlets. The first release, which announced the publication of the SEA and the start of the 50-day public comment period, was sent on November 15, 2022. *The Columbian* and *The Oregonian* picked up the story, publishing articles on November 16 and 17, 2022, respectively. KXL-FM also made two announcements on November 17, 2022. A second media release, inviting the public to attend and participate in the virtual public hearing, was sent on December 13, 2022.

See [Attachment E](#) for copies of the media releases.

2.8 ADVERTISEMENTS

Several print and digital advertisements inviting the public to learn more about and participate in the SEA public comment period were published in local newspaper outlets.

See [Table 4](#) for the list of newspaper advertisements, dates advertised and whether the advertisement was print or digital, or both.

See [Attachment F](#) for the advertisement graphics, screenshots of the advertisements for each digital newspaper outlet and a copy of *The Oregonian's* Reach Report.

TABLE 4. Advertisements

NEWSPAPER	DATES	PRINT OR DIGITAL
Daily Journal of Commerce	11/28/2022 – 12/04/2022	Digital
El Latino de Hoy	11/30/2022 – 12/05/2022	Print and digital
Portland Observer	11/28/2022 – 12/02/2022	Digital
The Skanner	11/24/2022 – 11/30/2022	Digital
The Oregonian	11/28/2022 – 12/04/2022	Print and digital

2.9 FACT SHEETS

The project team created two fact sheets—the Environmental Review Process and the Highway Cover Concept fact sheets—in English and Spanish to provide the public with additional information about the project and the SEA. They were published in the website’s [project library](#) (under the Project Documents section) in September and November 2022 and referenced in other SEA materials.

See [Attachment G](#) for a copy of each fact sheet.

2.10 OTHER MATERIALS

A Key Updates document was produced and printed as a handout. It included information about the SEA public comment period and the history of the project’s environmental review process. It was distributed at various in-person public events in September and October 2022.

See [Attachment H](#) for a copy of this document.

Published in May 2022, the project FAQs included a section about the project’s environmental review history and detailed information about the environmental review process. The project FAQs were and are accessible in the website’s [project library](#) (under the Project Documents section) and are available in English and Spanish. The FAQs currently in the project library were updated after the close of the SEA public comment period.

See [Attachment I](#) for the original FAQ content that was available during the public comment period.

3 SEA OUTREACH AND ENGAGEMENT

The project team conducted outreach to inform and engage project partners and the public. This section summarizes those outreach and engagement efforts, including five SEA-specific presentations and briefings and numerous community events and advisory committee meetings leading up to or during the SEA public comment period.

3.1 CITY PRESENTATIONS AND BRIEFINGS

From November to December 2022, the project team met with five City of Portland advisory committees and commissions to present information on the project and SEA. Each committee and commission was given specific links to relevant SEA technical reports as well as instructions for how to provide comments on the SEA. See [Table 5](#) for the list of briefings, briefing dates and presenters from the project team.

TABLE 5. City and community briefings

COMMITTEE/COMMISSION	DATE	PRESENTERS
Portland Bicycle Advisory Committee	11/08/2022	Rose Gerber, Alex Cousins, Dru van Hengel, John Maloney
Portland Pedestrian Advisory Committee	11/15/2022	Rose Gerber, Alex Cousins, Dru van Hengel, John Maloney, Steve Katko, Carol Snead
Portland Freight Advisory Committee	12/01/2022	Rose Gerber, Alex Cousins, John Wolf, Dave Daly
Portland Historic Landmarks Commission	12/12/2022	John Maloney, Ericka Warren, James McGrath, Troy Doss
Portland Design Commission	12/15/2022	Megan Channell, Ericka Warren, Bryson Davis, James McGrath, Troy Doss

3.2 COMMUNITY EVENTS

The project team hosted or attended 15 community events in 2022. Project staff discussed important project updates and upcoming project activities at these events. See [Table 6](#) for a list of the 2022 community events.

TABLE 6. 2022 community events

EVENT	DATE
“Thurgood” Talkback at Portland Playhouse	2/27/2022
Youth Design Forum	5/14/2022
Juneteenth Portland	6/18/2022
Good in the Hood	6/24/2022 – 6/26/2022
Vanport Jazz Festival	8/5/2022 – 8/6/2022
Homowo Twins Festival	8/13/2022
Community Pulse Series #1	8/20/2022
In My Shoes Community 5K Walk	9/3/2022
Peace and Unity Fest	9/10/2022
MLK Dream Run	9/17/2022
Community Pulse Series #2	9/24/2022
Kenton Farmer’s Market	9/28/2022
King Farmer’s Market	10/2/2022
Community Pulse Series #3	10/15/2022
Ruby Bridges Walk to School Day	11/14/2022

3.3 ADVISORY COMMITTEE MEETINGS

The SEA environmental review process was discussed during nine project advisory committee meetings leading up to and during the SEA public comment period. Advisory committees were first informed of the need for an SEA in late January 2022. [Table 7](#) summarizes SEA engagement with the project’s advisory committees, which include the Historic Albina Advisory Board (HAAB) and Community Oversight Advisory Committee (COAC).

At the November 2022 HAAB meeting, Megan Channell (Project Director) noted that the SEA public comment period was open. HAAB members were encouraged to participate in the SEA via the online open house, virtual public hearing, email, voicemail or by physical letter. HAAB members were reminded again at the December 2022 meeting to participate before the comment period closed.

COAC members were first informed of the need for an SEA at the January 2022 meeting. At the September 2022 meeting, Megan Channell provided an SEA schedule update to COAC members.

See the website’s [project library](#) under the Advisory Committee Materials section for individual HAAB and COAC meeting agendas, presentations and summaries.

TABLE 7. Advisory committee SEA engagement

COMMITTEE	DATE	FOCUS
COAC	1/20/2022	Inform COAC of need for SEA
HAAB	2/15/2022	Inform HAAB of need for SEA
HAAB	4/19/2022	Environmental review schedule update
HAAB	5/17/2022	Brief SEA reminder
HAAB	6/21/2022	Environmental review schedule update
COAC	9/15/2022	Environmental review schedule update and discussion of the upcoming opportunity to comment
HAAB	9/20/2022	Environmental review schedule update and discussion of the upcoming opportunity to comment
HAAB	11/8/2022	Email about upcoming SEA and comment opportunity
HAAB	11/15/2022	SEA comment period and virtual public hearing participation
HAAB	11/17/2022	Email about SEA and comment opportunity
HAAB	12/13/2022	SEA comment period and virtual public hearing participation

3.4 DIRECT OUTREACH TO COMMUNITY-BASED ORGANIZATIONS

The public involvement team contacted nearly 70 community-based organizations leading up to and throughout the public comment period. The team informed the organizations of the opportunity to participate in the public comment period for the SEA. See [Table 8](#) for the list of which community-based organizations were contacted and informed.

TABLE 8. Community-based organizations

ORGANIZATION NAME
Alameda Neighborhood Association
Albina Ministerial Alliance
American Association of Retired People
Asian Pacific American Network of Oregon
Beaverton Area Chamber of Commerce
Beyond Black
Black Parent Initiative

ORGANIZATION NAME

Boise Neighborhood Association
Brown Hope
Buckman Community Association
Business Diversity Institute, Inc.
Central Eastside Industrial Council
Central Northeast Neighbors
Coalition of Communities of Color
Cully Association of Neighbors
Disability Rights Oregon
East Portland Chamber of Commerce
East Portland Rotary Club
Eliot Neighborhood Association
Humboldt Neighborhood Association
Imagine Black
Immigrant and Refugee Community Organization
Irvington Community Association
Kerns Neighborhood Association
King Neighborhood Association
Latino Network
LatinoBuilt
Laurelhurst Neighborhood Association
LeadingAge Oregon
Lloyd Community Association
National Association of Minority Contractors
Native American Youth and Family Center
Neighborhood House
Next Up
North Portland Neighborhood Services
Northeast Coalition of Neighborhoods
Northwest Pilot Project
Oregon Association of Minority Entrepreneurs
Oregon Self Advocacy Coalition
Oregon Trucking Association
Overlook Neighborhood Association
PDX Black Excellence

ORGANIZATION NAME

Piedmont Neighborhood Association

Portland Business Alliance

Portland Gray Panthers

Portland Playhouse

Professional Business Development Group

Racial and Ethnic Approaches to Community Health

Rose City Park Neighborhood Association

Rotary Club of Tigard

Sabin Community Association

SE Uplift Neighborhood Coalition

Society of American Military Engineers

Somali American Council of Oregon

Soul District Business Association

Sullivan's Gulch Neighborhood Association

Tigard Chamber of Commerce

Unite Oregon

Urban League of Portland

Vanport Mosaic

Washington County Chamber of Commerce

Westside Economic Alliance

Westside Transportation Alliance

Williams Vancouver Business Association

Word is Bond

Youth Organized and United to Help

4 SEA PUBLIC INPUT OPPORTUNITIES

There were several ways for the public and project partners to comment on the SEA throughout the 50-day public comment period. This section outlines the platforms and channels used to obtain feedback, including a comment form on the project website and online open house; at the virtual public hearing; and by email, mail and phone.

4.1 PROJECT WEBSITE

In addition to the numerous forms of communication and advertisement on the project website (see [Section 2.1](#)), the public was able to leave a comment using an online comment form on the Contact Us web page. The Contact Us page included directions on how to comment through the online comment form or by other methods, such as by email, mail, or phone or at the virtual public hearing. The Contact Us page also shared the location of a printed copy of the SEA that was made available at the Multnomah County Library Albina branch.

See [Attachment J](#) for a screenshot of the Contact Us page.

4.2 ONLINE OPEN HOUSE

The public could also leave comments using the online comment form on the online open house. The form was located on the How to Comment and Next Steps web page (see [Section 2.2](#)). The How to Comment and Next Steps web page included directions on how to comment through the online comment form or by other methods, such as by email, mail, or phone or at the virtual public hearing. The How to Comment and Next Steps web page also shared the location of a printed copy of the SEA that was made available at the Multnomah County Library Albina branch.

A total of 119 comments were received through the online comment form on the project website and the online open house. These 119 comments represent approximately 13% of the total comments received during the public comment period.

The archived online open house can be accessed [here](#), or see [Attachment A](#).

4.3 VIRTUAL PUBLIC HEARING

The project team scheduled a virtual public hearing for Tuesday, December 14, 2022, from 5 p.m. to 7:30 p.m. The hearing was hosted via a Zoom webinar and aired live on YouTube. ODOT and FHWA opened the hearing 5 p.m. and the hearing ended at 5:30 p.m. after all participants in the hearing were given an opportunity to testify. [Table 9](#) includes the names and roles of the moderator and panelists at the hearing.

A total of 44 people registered to attend the webinar, and 42 people watched it live on YouTube. Of those who registered to attend through Zoom, 11 identified as equity

community members, which in this case included anyone who identified as Black or as having ties to the historic Albina neighborhood. **Table 10** is the list of everyone who registered for the hearing along with the date and time they registered. The final registration list was generated on December 14, 2022.

There was a total of four community testimonies and two invited testimonies. Community testimonies are those made by individuals who registered on their own to attend or speak at the event. Invited testimonies are those made by individuals the project asked to participate in the virtual public hearing.

The purpose of the hearing was to provide an opportunity for the public and invited speakers to give spoken testimony on the SEA. The hearing began with opening statements and was followed by invited testimonies, equity testimonies, general public testimonies and then closing statements. A court reporter transcribed the hearing, two American Sign Language interpreters were present, and a closed-captioner translated what was said throughout the hearing. Accommodations for accessibility were made available in advance of the hearing.

See **Attachment K** for a screenshot of the registration form and a copy of the slide deck presentation.

TABLE 9. Virtual public hearing hosts

NAME	ROLE	JOB TITLE
Ericka Warren	Moderator	Strategic Advisor and Historic Albina Advisory Board Facilitator
Megan Channell	Panelist	Project Director for the I-5 Rose Quarter Improvement Project
Carol Snead	Panelist	Environmental Project Manager for ODOT
Shaneka Owens	Panelist	Operations Engineer Region 1 for FHWA

TABLE 10. Virtual public hearing registration list

NAME	ORGANIZATION	REGISTRATION TIME
KOIN 6 News		11/15/2022 15:19
David Binnig		11/15/2022 16:01
Ian Irwin		11/17/2022 17:04
Zoe Kaidariades		11/18/2022 7:46
Ben Weber		11/18/2022 8:16
KATU News		11/18/2022 13:03
Angelah Hill		11/21/2022 8:54
David Stein		11/22/2022 19:50
Isabella Garcia	Portland Mercury	11/23/2022 11:30
Griffin Pahl		11/25/2022 12:17

NAME	ORGANIZATION	REGISTRATION TIME
Rob Sanders		11/29/2022 19:01
Andrew Lindstrom		12/1/2022 12:52
Juliana Reyes		12/5/2022 9:20
Teddy Acuna		12/5/2022 9:22
Bethany Foran		12/5/2022 9:23
Janice Peterson		12/6/2022 23:31
Libby Winter		12/7/2022 10:33
Jon Isaacs		12/7/2022 10:33
Anne Minihan	AECOM	12/7/2022 10:34
Nicholas Starin	City of Portland	12/7/2022 10:35
Sharon Maxwell	Bratton Construction LLC	12/7/2022 10:35
William Simon		12/7/2022 10:39
Christian Ledbetter		12/7/2022 10:43
Inna Levin		12/7/2022 10:49
Carla Penn-Hopson		12/7/2022 11:24
Josh Hetrick	Brooklyn Action Corps	12/7/2022 11:26
Dennis Williams	SCME	12/7/2022 13:12
Jackson Hurst		12/7/2022 15:38
Allan Rudwick	Eliot Neighborhood Association	12/7/2022 16:22
Kerry A		12/7/2022 17:33
Tom Schmidt	Independent Contractor	12/7/2022 17:45
Sarah Iannarone	The Street Trust	12/8/2022 5:36
Monika Johnson		12/8/2022 16:13
Tawny Johnson		12/10/2022 12:21
Jake Gearhart	Sutra Teleport Mobility	12/11/2022 3:38
Michael Holst	Chehalis School District	12/11/2022 13:21
Nancy Spanovich	Olmsted Legacy	12/11/2022 17:08
Louise Kling	Cardno-AECOM JV	12/12/2022 9:12
Leslie Goodlow	Portland Housing Bureau	12/12/2022 13:46
Nate McCoy	National Association of Minority Contractors (NAMC) – Oregon Chapter	12/12/2022 14:49
Becky Hawkins		12/12/2022 16:31
Megan Ramirez	Naegeli Deposition and Trial (Court Reporter)	12/12/2022 16:53
Ryan Batterson	Naegeli Deposition and Trial (Court Reporter)	12/12/2022 16:59
Lew Frederick		12/14/2022 8:38

4.4 EMAIL

The project's primary email address inbox (i5RoseQuarter@odot.oregon.gov) was used to receive public comments. The project received a total of 780 emails as part of the public comment period, representing approximately 84% of the total comments received. A copy of these emails can be found in the final Comment Summary Report in the website's [project library](#).

4.5 MAIL

The Project Manager's mailing address (shown below) was provided to receive SEA hard copy public comments by mail. A total of five mailed comments were received as part of the public comment period, representing less than 1% of the total comments received. A copy of these comments can be found in the final Comment Summary Report in the website's [project library](#).

Project Manager

c/o I-5 Rose Quarter Improvement Project
888 SW 5th Ave. Suite 600
Portland, OR 97204

4.6 PHONE

The project's primary phone number (503-470-3127) was used to receive voicemail comments. A total of 11 voicemails were received as part of the public comment period, representing approximately 1% of the total comments received. The final Comment Summary Report in the website's [project library](#) contains a copy of these transcribed voicemail comments.

5 SUMMARY OF SEA PUBLIC COMMENTS

ODOT and FHWA received a total of 921 comments on the SEA from November 15, 2022, to January 4, 2023. Comments were received from individuals, public agencies, advisory committees, community groups, non-government organizations, and private industry and businesses. In general, the comments included the following overall summarized themes (listed in no particular order):

- “Lids not lanes” – support for highway cover but not the mainline I-5 improvements.
- Concerns that project will not help highway and/or local street congestion.
- Support for the project because it will help highway and/or local street congestion.
- Concerns that the project will encourage more people to drive and increase greenhouse gas emissions, which will contribute to climate change.
- Concerns about the cost of the project.
- Concerns that money should not be spent on expanding a highway; the money should go to bike, pedestrian, and transit projects.
- Support for tolling.
- Concerns that the project will create additional safety issues for bicyclists and pedestrians traveling through the project area.
- Concerns that construction of I-5 harmed the surrounding community character and widening the highway will cause further harm to the surrounding community character.
- Concerns that the project will negatively impact air quality and harm the health of the surrounding community.
- Concerns about impacts to Harriet Tubman Middle School.
- General distrust of ODOT.
- A call for ODOT to conduct an Environmental Impact Statement.

The final Comment Summary Report, which contains a copy of all comments and ODOT responses, is available in the [project library](#).

ATTACHMENTS

Attachment A.	Online Open House Screenshots
Attachment B.	E-Alert
Attachment C.	Print Mailer
Attachment D.	Social Media Campaign and Graphics
Attachment E.	Media Releases
Attachment F.	Advertisements
Attachment G.	Fact Sheets
Attachment H.	Key Updates Document
Attachment I.	Project FAQs
Attachment J.	Contact Us Webpage
Attachment K.	Virtual Public Hearing Materials

Attachment A. Online Open House Screenshots

The following pages include:

- Screenshots of the online open house web pages, which can also be accessed [here](#)

WELCOME

Get Started: About the Project



BRINGING CHANGE TO THE QUARTER

Welcome to the I-5 Rose Quarter Improvement Project's online open house for the Supplemental Environmental Assessment (EA). Learn about the project and proposed design changes, review key findings from the Supplemental EA and share your input. You can provide comments from now through January 4, 2023, at midnight.



Welcome and project overview video: 2 min 6 sec

STATIONS

Accessibility and Language Options



ABOUT THE PROJECT

Learn about the project purpose, need and how it's been developed.



SUPPLEMENTAL EA

Learn about key findings from the environmental study and potential social, economic and environmental impacts.



COMMUNITY INVOLVEMENT

The public has been involved through presentations, events, committees, surveys and more.



HOW TO COMMENT AND NEXT STEPS

Learn about opportunities to stay involved and what happens next.

NAVIGATION

1. Start
2. About the Project
3. Supplemental EA
4. Community Involvement
5. How to Comment and Next Steps

[Back to Top](#)

SHARING

- Share on Facebook
- Share on Twitter
- Find more online open houses

CONTACT US

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-6128.

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call Oregon Relay Service 7-1-1 or TTY 800-735-2900.

WEBSITE HELP

- Tech Support
- Comment Policy
- Website Feedback

ABOUT THE PROJECT

Start

Next: Supplemental EA

ABOUT THE PROJECT

The I-5 Rose Quarter Improvement Project will make travel more predictable and safer for people driving and transporting goods on I-5 between I-84 and I-405 by adding auxiliary lanes and shoulders that smooth traffic flow. The project includes a highway cover to reconnect the Albina neighborhood and street improvements that will enhance safety and access for people walking, rolling, biking, riding transit and driving on local streets. The project will support the regional economy, future economic development and a more connected Albina community.

PROJECT PURPOSE:

- The purpose of the Project is to improve the safety and operations on I-5 between Interstate 405 (I-405) and Interstate 84 (I-84), at the interchange of I-5 and N Broadway and NE Weidler Street (Broadway/Weidler interchange), and on adjacent surface streets in the vicinity of the Broadway/Weidler interchange.

IN SUPPORT OF THIS PURPOSE, THE PROJECT WOULD ALSO:

- Support improved local connectivity and multimodal access in the project area and between neighborhoods east and west of I-5.
- Complement the land use, urban design and transportation system envisioned for the planning districts of Lower Albina and Lloyd as articulated in the City of Portland's adopted plans.

PROJECT NEED:

I-5 between I-84 and I-405 is the top traffic bottleneck in Oregon, and the 28th worst freight bottleneck in the nation. The project is needed to address the following:

- I-5 Safety
- I-5 Operations & Reliability
- Broadway/Weidler Interchange Operations
- Travel Reliability

Read more about the project's purpose and need.

PROJECT HISTORY

The I-5 Rose Quarter Improvement Project has been part of regional transportation conversations since the 1980s. Learn more.

Project History

KEY PROJECT FEATURES INCLUDE:

- Highway Cover**
A new cover over I-5, similar to a very wide bridge, that reconnects local streets and creates new community spaces on top for future development and economic opportunities.
- Hancock Crossing**
A new east-west roadway crossing over I-5 that reconnects Hancock Street across the highway, adding another crossing north of Broadway and Weidler.
- Multimodal Local Street Improvements**
A variety of street improvements for people walking, biking and rolling.
- Green Loop Connection**
A link on Broadway and Weidler to the city's Green Loop, a 6-mile lake and pedestrian path that allows people to travel safely through the heart of the city.
- Auxiliary Lanes and Shoulders**
Ramp-to-ramp connections, paired with wider shoulders, that improve safety and reduce congestion at the state's top bottleneck.
- I-5 Southbound Off-ramp Relocation**
Relocation of the I-5 southbound off-ramp from Vancouver/Broadway to the south, connecting with N Weidler Avenue.



Please note that this graphic is conceptual, and the project design and cover shape may change as design progresses.

Learn More:

What are auxiliary lanes?

SUPPLEMENTAL EA

Previous: About the Project

Next: Community Involvement

SUPPLEMENTAL EA

The Supplemental Environmental Assessment (EA) was published on November 15, 2022, starting the 50-day comment period. The document updates the information presented in the 2019 EA and the 2020 Revised EA based on changes to the design of the highway cover. The Supplemental EA describes why the project is proposed, what changes have been made to the design, and how the project would benefit and impact the social, economic and physical environments.

Review the information below and submit comments through midnight on January 4, 2023.

NATIONAL ENVIRONMENTAL POLICY ACT

The project is following the requirements of the National Environmental Policy Act (NEPA), which is a federal law requiring agencies seeking federal funding or approval to assess the potential impacts of their project on the natural, human and built environments. NEPA environmental documents compare the effects of building a project with the effects of not building a project.

In 2019 ODOT and the Federal Highway Administration (FHWA) prepared an EA for the project, followed by a public comment period in accordance with NEPA. In 2020, ODOT and FHWA prepared a Revised EA that responded to public and agency comments on the 2019 EA, and FHWA signed a Finding of No Significant Impact (FONSI) for the project. In 2021, ODOT made design changes at the direction of the Oregon Transportation Commission based on an Independent Cover Assessment and community feedback. The FHWA determined that the design changes warranted additional review in accordance with NEPA, and rescinded the 2020 FONSI. As a result, ODOT incorporated the design changes into a Revised Build Alternative, and with FHWA, prepared the Supplemental EA to evaluate the benefits and impacts of the Revised Build Alternative compared to a No-Build Alternative.

THE DESIGN CHANGES

- Provide one larger and continuous highway cover that could support buildings up to three stories tall, and possibly up to six stories tall. The prior design featured two smaller covers that could not support buildings.
- Maintain the N Flint Avenue connection and reconnect N Hancock Street to NE Hancock Street over I-5. The prior design removed the N Flint Avenue connection over I-5.
- Relocate the I-5 southbound off-ramp at NE Broadway farther south to NE Wheeler Avenue near the Moda Center. The prior design maintained the I-5 southbound off-ramp in its existing location at the intersection of NE Broadway.
- Connect the City of Portland's Green Loop for pedestrians and cyclists on Broadway and Welder Streets. The prior design included a separated bicycle and pedestrian bridge referred to as the Clackamas bicycle and pedestrian bridge.

SUPPLEMENTAL EA DOCUMENTS

- Executive Summary (PDF, 147 KB)
- Supplemental Environmental Assessment (PDF, 71 MB)

- Appendix A. Supplemental Environmental Technical Reports (PDF, 70 KB) [Show Reports](#)
- Appendix B. Reasonably Foreseeable Future Actions (PDF, 467 KB)
- Appendix C. Section 106 Programmatic Agreement between FHWA, ODOT, and SHPO (PDF, 139 MB)
- Appendix D. Summary of Avoidance, Minimization, and Mitigation Measures (PDF, 346 KB)
- Appendix E. Figure Descriptions (PDF, 299 KB)

KEY ENVIRONMENTAL STUDY FINDINGS

SHORT-TERM IMPACTS DURING CONSTRUCTION

Learn how project construction will affect those accessing the project area, and what measures will be taken to reduce temporary construction impacts.



[Read More](#)

NOISE

Gain an understanding of the project's noise analysis and what design proposals are in place for sound walls in the project area.



[Read More](#)

TRANSPORTATION

Transportation Safety:
Review how the proposed project design is expected to improve safety for all travel modes on I-5 and local streets.



[Read More](#)

CLIMATE CHANGE


Review the key climate change findings regarding greenhouse gas emissions.



[Read More](#)




Traffic Operations:
Learn how motor vehicle traffic operations will be impacted both on I-5 and local streets.




[Read More](#)

Active Transportation:
Find out how movement for people walking, biking and rolling would generally improve with the project compared to without the project.




[Read More](#)

Transit:
Learn how the project impacts transit operations and ridership.



[Read More](#)

AIR QUALITY
Read about the expected reductions in air toxins, emissions and pollutants over the next 25 years.



[Read More](#)

ENVIRONMENTAL JUSTICE
Learn about Environmental Justice and the project's commitment to Environmental Justice values.



[Read More](#)

PARKS - SECTION 4(F)
The project area includes 4 Section 4(f) park resources and 15 Section 4(f) historic sites. Understand how the project will impact those resources and sites.

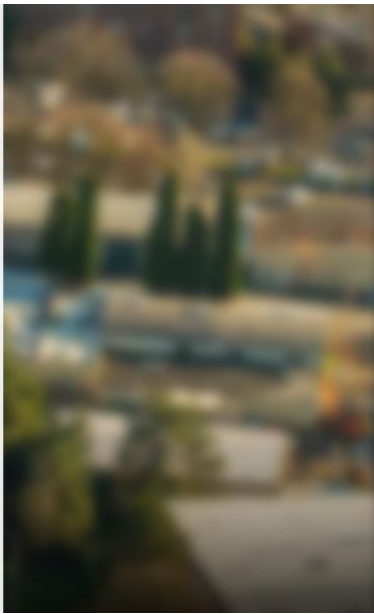


[Read More](#)

HISTORIC RESOURCES - SECTION 106
The project vicinity includes a historic district and historic properties. Learn how the project will impact those historic resources in the short term and the long term.



[Read More](#)



Review the information above and [submit comments](#) by midnight January 4, 2023.



Other Environmental Study Topics
The topics listed above received the most public interest to date. Other topic areas that can be found in the Supplemental EA include:

- [Archaeological Resources \(Section 3.4 of the Supplemental EA, Supplemental Technical Report\)](#)
- [Hazardous Materials \(Section 3.7 of the Supplemental EA\)](#)
- [Land Use \(Section 3.8 of the Supplemental EA, Supplemental Technical Report\)](#)
- [Socioeconomics \(Section 3.11 of the Supplemental EA, Supplemental Technical Report\)](#)
- [Water Resources \(Section 3.15 of the Supplemental EA\)](#)
- [Right of Way \(Section 3.10 of the Supplemental EA, Supplemental Technical Report\)](#)
- [Utilities \(Section 3.14 of the Supplemental EA\)](#)

You can read more about these topics in the project library at srosequarter.org/resources/library.

[Next: Community Involvement](#)



Key Findings:

- Construction of the full project, currently estimated between late 2023 through 2030, will require re-routing of traffic, pedestrians and bicycles around active construction areas.

For more information, see [Section 3.13.2.5 of the Supplemental EA \(PDF, 71 MB\)](#) and read the [Transportation Access Technical Memorandum \(PDF, 493 KB\)](#).



The Supplemental EA describes how construction activities will affect:

- People walking, biking, rolling and riding.
- Vehicle traffic patterns.
- Vehicle traffic on I-5 and local streets.
- Access to businesses and residential areas in the project area.
- Noise levels in the vicinity of construction activities.
- Air quality as a result of exhaust from construction equipment and dust from construction debris.
- Possible relocation of utilities above and below ground that would result in temporary service interruptions.

The project will maintain access to major facilities in the project area.

Temporary construction impacts will be reduced with:

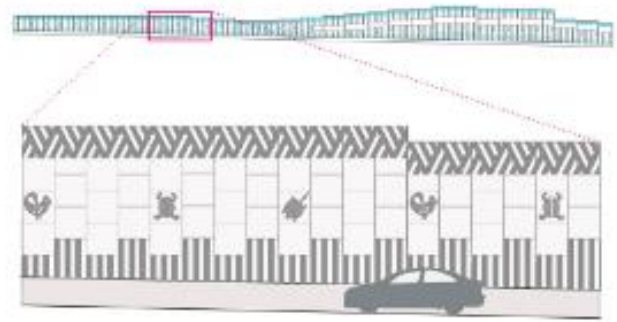
- Providing signed, safe detour routes for people walking, biking, rolling, riding transit and driving.
- Maintaining access to the Coliseum, Moda Center and the Oregon Convention Center during major events.
- Using sound control devices and limited idling time for construction vehicles and equipment.
- Implementing dust control measures such as coverings and watering.

Close

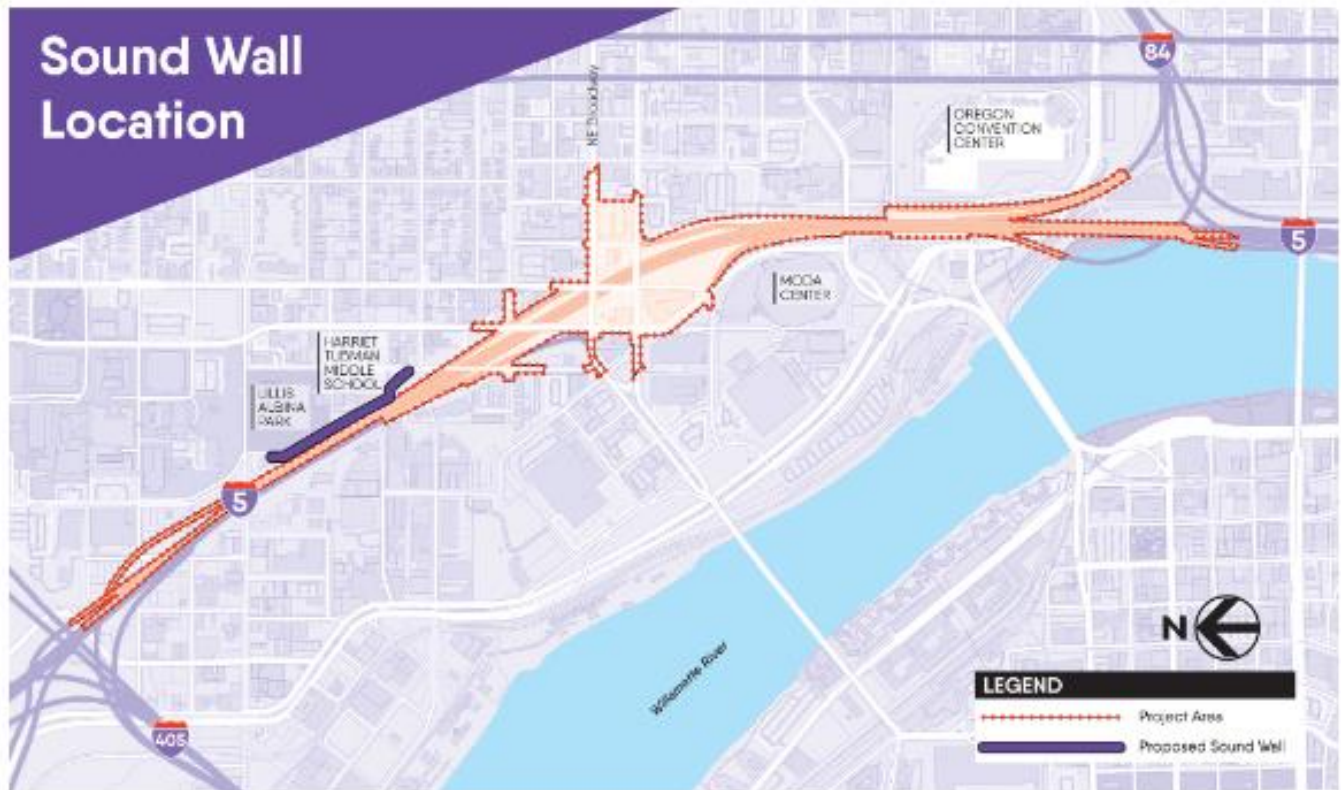
Key Findings:

- Existing noise levels in the project area currently exceed national standards, and noise levels are expected to worsen with or without the project due to increased traffic volumes over time.
- Overall, small increases in noise levels would occur at some locations with the project due to changes in traffic patterns, but the increases would be too small to be detectable by the human ear.
- However, there also would be reductions in existing noise levels with the project in some areas, especially where the highway cover is constructed, because it would shield those areas from some traffic noise on I-5.
- The project proposes a sound wall to reduce noise at Lillis Albina Park and Harriet Tubman Middle School, which would reduce noise to levels lower than they are today.

For more information, see Section 3.9 of the Supplemental EA (PDF, 7.1 MB) and read the Noise Study Supplemental Technical Report (PDF, 797 MB).



Conceptual illustration, wall design subject to change.

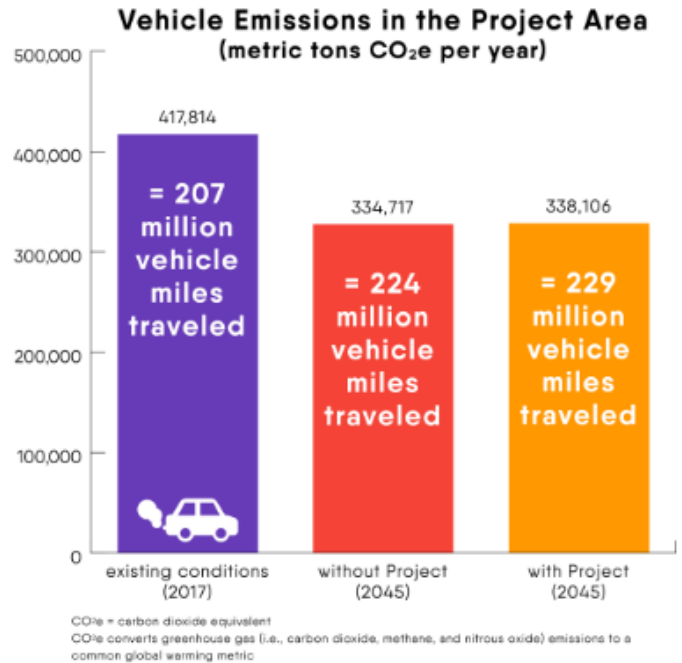


Proposed sound wall location within the project area.

Key Findings:

- Annual greenhouse gas emissions in 25 years with the project are expected to be 19% lower than 2017 emissions. This reduction is mostly due to fuel efficiency standards with fleet turnover and regional efforts to control emissions, and reflects the continuation of a 40-year trend.
- Greenhouse gas tailpipe emissions in 2045 under the Revised Build Alternative and No-Build Alternative would be similar.

For more information, see Section 3.3 of the Supplemental EA (PDF, 71 MB) and read the Climate Change Supplemental Technical Report (PDF, 1.3 MB).



Regional Context

The State of Oregon, Multnomah County, the City of Portland and Metro have developed strategies to reduce greenhouse emissions from motor vehicles, including improving the overall efficiency of the transportation system, promoting multimodal and mixed-use communities and future congestion pricing. This project supports those regional transportation goals.

Close

Key Findings:

Project reduces the frequency of crashes on I-5 through:

- Less stop-and-go traffic and emergency braking.
- New auxiliary lanes that provide drivers more time and space to merge.
- New shoulders that provide more room for disabled vehicles to move out of the flow of traffic.

For more information, see Section 3.13.2.3 of the Supplemental EA (PDF, 21 MB) and read the Transportation Safety Supplemental Technical Report (PDF, 3.96 MB).



Existing congestion on I-5. New auxiliary lanes would provide drivers more time and space to merge.

The project creates safer local streets for all travel modes than would exist without the project through:

- Improved striping and signaling.
- Protected bike lanes and pedestrian improvements.
- Relocating the I-5 southbound off-ramp and reducing the complexity of the Broadway/Vancouver intersection.

The I-5 southbound off-ramp would be part of a six-leg signalized intersection with increased traffic volume and movement of all modes of transportation through this intersection. It would be one of the most complex intersections in the project area.



Please note that this graphic is for illustrative purposes only and does not represent a final design. The highway cover development process will be led by the City of Portland, in partnership with ODOT, and strong community involvement.

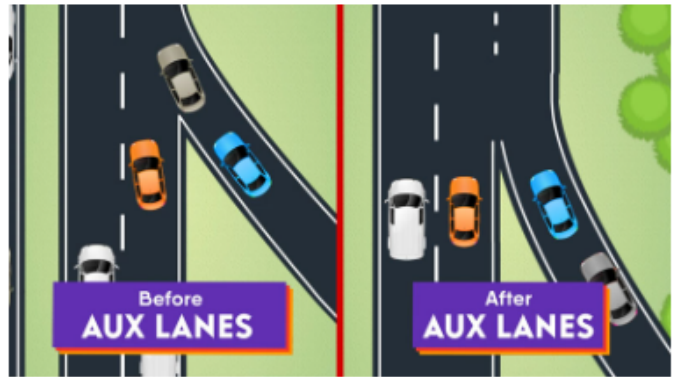
Conceptual project area sketch featuring a safer I-5 corridor and local street system with greater separation of people walking, biking, rolling, riding transit and driving within the project area.

Key Findings:

Motor vehicle traffic operations on I-5 are expected to improve with the project compared to without the project.

- New auxiliary lanes that provide drivers more time and space to merge.
- New shoulders that provide more room for disabled vehicles to move out of the flow of traffic and emergency responders to move through traffic.
- Together, new auxiliary lanes and shoulders mean less stop-and-go traffic and emergency braking.

For more information, see [Section 3.13.2.4 of the Supplemental EA \(PDF, 7.1 MB\)](#) and read the [Traffic Analysis Supplemental Technical Report \(PDF, 8.25 MB\)](#).



Merging on I-5 today compared to merging using auxiliary lanes in the future.

In the future (2045), motor vehicles are expected to have longer delays at some intersections; however, the project would provide a better balance of pedestrian and bicycle safety and the delays of all modes.

With the exception of one intersection in the morning rush hour (N Broadway Street and N Victoria Avenue), all local street intersections would operate at acceptable levels of service.

The I-5 southbound off-ramp would be relocated to extend south under the highway cover and connect to the south side of NE Weidler Street. This would create new circulation patterns that would likely require signal timing adjustments, particularly with pre-event traffic operations at the Moda Center.

Key Findings:

Movement for people walking, biking and rolling would improve overall with the project compared to without the project due to:

- Improved bicycle and pedestrian connections with the highway cover.
- Improved safety through signal timing to separate bicycles and pedestrians from turning vehicles.
- Improved safety through physical separation from vehicles.

For more information, see [Section 3.13.2.2 of the Supplemental EA \(PDF, 71 MB\)](#) and read the [Active Transportation Supplemental Technical Report \(PDF, 5.5 MB\)](#).

Williams Bicycle Facility:

A new raised and protected bicycle facility on N Williams Avenue (from N Ramsay Way to the on-ramp at the intersection of N Williams Avenue and N Broadway Street) would improve safety.

Reconnected Hancock:

The highway cover would reconnect N/NE Hancock Street over I-5, providing a direct east-west connection to the Lower Albina neighborhood.

Pedestrian Access:

With the project, movement for people walking, biking and rolling would improve at certain locations within the project area and could decline at certain locations within the project area compared to conditions without the project. Changes could include:

- Potential crosswalk closures, which are proposed with the relocation of the I-5 southbound off-ramp for pedestrian safety and transportation operations. These closures would introduce some out-of-direction travel for some pedestrians.
- Bicycle delay due to new signals and signal timing for greater separation of motorized vehicles and people biking.
- The potential for pedestrian/auto conflict at the proposed new I-5 southbound ramp location, which could increase due to the additional traffic at this location.



Bike lanes on Williams, Broadway, and Weidler.

Key Findings:

- Most transit operations (streetcar, bus and light rail) with the project would be similar to operations without the project.
- Depending on the time of day and direction of travel, travel times could increase or decrease by about 1 minute.
- Portland Streetcar would have shorter travel times westbound in the AM and PM peak traffic hours (estimated at 6 – 36 seconds), whereas eastbound travel times would be seconds longer (estimated at 20 – 46 seconds).
- Slight bus delays are expected due to added signals for pedestrians and bicyclists.
- There is potential for transit ridership to increase in the project area with future development of the highway cover.

For more information, see Section 3.13.2.1 of the Supplemental EA (PDF, 21 MB) and read the Transit Supplemental Technical Report (PDF, 1.77 MB).



MAX light rail entering the project area.

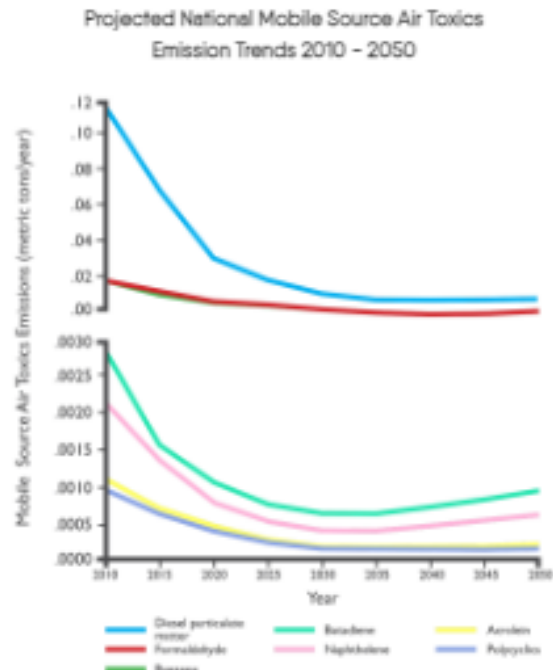


Transit lines in the project area.

Key Findings:

- Criteria pollutants meet the National Ambient Air Quality Standards, and all mobile emissions including air toxins are expected to decrease over the next 25 years due to fuel efficiency standards with fleet turnover and regional efforts to control emissions.
- This expected reduction is a continuation of a 40-year trend.
- Emissions would be slightly lower with the project than without the project due to higher speeds, less stop-and-go traffic and less idling on I-5.

For more information, see Section 3.2 of the Supplemental EA (PDF, 21 MB) and read the Air Quality Supplemental Technical Report (PDF, 1.76 MB).



Mobile Source Air Toxics Emissions with and without the Project

COMPARISON OF CRITERIA POLLUTANT AND MSAT EMISSIONS BY ALTERNATIVE				
Pollutant	Criteria Pollutant or MSAT	Existing 2017 Emissions (tons per year)	No-Build Alternative 2045 Emissions (tons per year)	Revised Build Alternative 2045 Emissions (tons per year)
CO	Criteria Pollutant	3,416.20	1,152.15	1,152.59
NO _x	Criteria Pollutant	649.39	279.22	253.78
PM ₁₀	Criteria Pollutant	75.80	82.04	77.37
PM _{2.5}	Criteria Pollutant	22.47	13.12	12.47
VOC	Criteria Pollutant	85.34	11.82	11.48
DPM	MSAT	12.825	2.046	1.935
Acetaldehyde	MSAT	1.521	0.275	0.262
Acrolein	MSAT	0.181	0.024	0.023
Benzene	MSAT	2.816	0.401	0.400
1,3-Butadiene	MSAT	0.299	0.000	0.000
Ethylbenzene	MSAT	1.601	0.450	0.446
Formaldehyde	MSAT	2.637	0.256	0.248
Naphthalene	MSAT	0.312	0.016	0.016
POM	MSAT	0.134	0.007	0.007

Notes: CO = carbon monoxide; DPM = diesel particulate matter; MSAT = mobile source air toxics; NO_x = oxides of nitrogen; PM_{2.5} = particulate matter less than or equal to 2.5 micrometers in diameter; PM₁₀ = particulate matter less than or equal to 10 micrometers in diameter; POM = polycyclic organic matter; VOC = volatile organic compound.

Future (2045) air pollutant emissions are estimated to be substantially lower than 2017 conditions, with the exception of PM₁₀. Air quality would slightly improve with the project as compared to without the project due to higher travel speeds and less idling.

Key Findings:

The project has several benefits for underserved communities in the project area including:

- Improved safety and mobility on I-5 and local streets for everyone moving through the area.
- Restored connectivity of the lower Albina neighborhood with the highway cover.
- Improved access to transit.
- Opportunities for local, small and minority-owned businesses.

For more information, see [Section 3.12 of the Supplemental EA \(PDF, 71 MB\)](#).



Photos of North Portland showing the relocation of houses and the construction of I-5.

What is Environmental Justice?

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin or income, with respect to the development, implementation and enforcement of environmental laws, regulations and policies.

Environmental Justice is achieved when all people have:

- The same degree of protection from environmental and health hazards.
- Equal access to the decision-making process.
- A healthy environment in which to live, learn and work.
- Equal access to public resources.

Environmental Justice and NEPA:

Executive Order 12898 requires federal agencies to identify and address disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority communities and low-income populations.

Under NEPA, federal agencies should address significant adverse environmental effects to these communities with mitigation measures.

The Project's Commitment

- Honor the historic communities as we work to improve regional transportation.
- Be transparent and continue dialogue as the project progresses.
- Engage with people harmed from past infrastructure projects and those affected by, or interested in, the I-5 Rose Quarter Improvement Project.

ODOT and the City of Portland acknowledge that past activities allowed by or conducted by the agencies in the project area have disconnected and displaced communities.

Key Findings:

- The project would have a Section 4(f) *de minimis* impact for one Section 4(f) historic site: the Travelodge at the Coliseum (now known as the Crowne Plaza Portland Downtown Convention Center) because the project would require a permanent acquisition of land, along with temporary and permanent easements, from the rear parking lot of the site.
- A Section 4(f) *de minimis* impact is a Section 4(f) "use," but is one that will not adversely affect the activities, features, or attributes that qualify a property for protection under Section 4(f) of the US Department of Transportation Act of 1966.

For more information, see [Section 3.6 of the Supplemental EA \(PDF, 71 MB\)](#).



Vera Katz Eastbank Esplanade and Willamette River Greenway Trail.

What is Section 4(f)?

Section 4(f) of the U.S. Department of Transportation Act of 1966 protects historic properties, park and recreational facilities, and wildlife and waterfowl refuges.



Section 4(f) resources within the project area.

Key Findings:

- Eliot Historic District and 15 properties in the project vicinity are eligible for the National Register of Historic Places (NRHP).
- Short-term construction impacts or longer-term impacts could affect 12 historic properties due to noise and construction-related vibration, dust and/or changes in the setting.
- Two properties would be affected by temporary and permanent easements or property acquisitions.
- None of the short-term or long-term impacts would diminish the characteristics that make the properties eligible for the NRHP.

For more information, see Section 3.5 of the Supplemental EA (PDF, 71 MB) and read the Historic Resources Supplemental Technical Report (PDF, 2.4 MB), Appendix A (PDF, 1.2 MB), Appendix B (PDF, 7.37 MB), Appendix C (PDF, 3.44 MB).

What does it mean if a site is eligible for the NRHP?

Because these sites were determined eligible for the NRHP, ODOT is required to avoid, minimize, or mitigate any potential adverse effects to the property. No adverse effects were identified in the Supplemental EA and, therefore, no mitigation would be required.

What is Section 106?

Section 106 of the National Historic Preservation Act requires state projects receiving federal funding to take into account the effects of their action on historic properties.



Properties eligible for historic status within the project area.

COMMUNITY INVOLVEMENT

Previous: Supplemental EA

Next: How to Comment and Next Steps

COMMUNITY INVOLVEMENT

Community engagement is central to the project. ODOT recognizes past harms to members of the historic Albina community and is committed to a transparent and inclusive decision-making process. The project serves as an opportunity to elevate the voices of the Black community and bring their vision to the quarter.

Public input informed the current design through community briefings, design workshops, online open houses and advisory committee meetings. Comments received during this Supplemental EA comment period will be considered by the project team and the Federal Highway Administration.

ELEVATING COMMUNITY VOICES THROUGH:

Project Values

By centering restorative justice as one of the project's primary values, ODOT is doing business differently by facilitating community involvement through informed project design and workforce opportunities for the Black community.

Advisory Committees

Two advisory committees oversee and provide direction for the project. All committee meetings are open to the public and welcome public comment.

- The Historic Albina Advisory Board (HAAB) elevates the voices in the Black community and ensures that the project outcomes reflect community interests and values.
- The Community Oversight Advisory Committee (COAC) works to ensure the construction contractor meets its workforce and project contracting goals with Disadvantaged Business Enterprises.

Online Design Surveys

We're hosting a series of online design surveys to collect community feedback on designs that honor the historic Albina community and could be added to highly visible areas of the project infrastructure.

Collaborative Contracting

We're reshaping the way we do business by taking a more collaborative approach to contracting work for the project and encouraging the participation of Disadvantaged Business Enterprises.

Other Ongoing Community Engagement Efforts Both Online and In-Person:

- Engagement with youth and students of color.
- Participation and sponsorships at community events.
- Incentivized engagement with community-based organizations.
- Open houses, public workshops and forums.
- Direct outreach to the faith community, local businesses, community leaders and elected officials.



Illustration of potential bridge design elements seen in the Summer Design Survey.



Youth Design Forum in collaboration with Word is Bond PDX and Camp ELSO.



Staff in attendance at the 2022 Juneteenth Oregon Celebration.

FAQS

- Who serves on the advisory committees?
- How can I get involved as a member of the public?
- What are Disadvantaged Business Enterprises?

HOW TO COMMENT AND NEXT STEPS

← Previous: Community Involvement

HOW TO COMMENT AND NEXT STEPS

Your feedback on the Supplemental Environmental Assessment (SEA) is an important part of the environmental review process. Now that you're familiar with the contents of the document, we encourage you to provide your comments on the findings.



How to provide comments video: 1 min 24 sec

HOW TO COMMENT

Information is available in alternative formats upon request.

- You can help us respond to questions and concerns by being as specific as possible with your comments. This means including page numbers or citing specific parts of the EA document in your comment. Additional explanations, facts and references are also helpful, when appropriate. Specific interests, thoughts and concerns are more effective than broad statements and more likely to be used to improve the final documents and analyses.
- As a reminder, commenting on the Supplemental EA is not a vote on the project but an opportunity to provide decision-makers your input about the environmental analysis of the preferred design alternative.

There are several ways to submit a comment, and all comments received through these channels are viewed equally.

Online Open House and Project Website

Leave a comment in the form below or at i5RoseQuarter.org between November 7, 2022 and January 4, 2023.

Email

Send an email with "Supplemental EA public comment period" in the subject line to: i5RoseQuarter@odot.oregon.gov

Phone

Leave a recorded voicemail at this number: (503) 470-3127

By Mail

Send a written comment to this address:
Project Manager
c/o I-5 Rose Quarter Improvement Project
888 SW 5th Ave, Suite 600
Portland, OR 97204

Virtual Public Hearing

Provide your verbal comments at the Virtual Public Hearing on Wednesday, December 14, 2022, from 5 to 7:30 p.m.

In an effort to promote equity and in line with the project values, the I-5 Rose Quarter Improvement Project will ask people who identify as Black and/or people with ties to the historic Albina neighborhood to speak first, after invited testimonials.

Register to attend and/or speak by visiting [this link](#).

Please fill out the registration form completely and make use of any/all accommodation or accessibility needs. Registration to attend and/or speak will close on Monday, December 12, 2022, at 5 p.m.

PRINTED COPY

View a printed copy of the document at the Multnomah County Library Albina branch:
216 NE Knott St.
Portland, OR 97222

WHAT'S NEXT?

The FHWA will consider all public comments received on the Supplemental EA before making a decision on the project. The decision document and records of public comments are expected to be available on the project website in early 2023. Pending the FHWA's decision, construction on the project could begin in late 2023. We'll continue to engage the community as the project progresses.

COMMENT FORM

Address

City

State

Zip Code

Phone Number

Organization

Add me to the project mailing list

Comment*

THANK YOU AGAIN FOR PARTICIPATING IN THIS ONLINE OPEN HOUSE.

To learn more about the project, visit i5RoseQuarter.org.

Attachment B. E-alert

The following pages include:

- A copy of the E-Alert for the virtual public hearing

Register to Attend the Virtual Public Hearing for the I-5 Rose Quarter Improvement Project Next Week

Oregon Department of Transportation sent this bulletin at 12/07/2022 10:31 AM PST

Having trouble viewing this email? [View it as a Web page.](#)



Register to Attend the Virtual Public Hearing for the I-5 Rose Quarter Improvement Project Next Week

December 7, 2022

For more information, please contact Rose Gerber, 503-470-3127, Rose.Gerber@odot.oregon.gov.



The upcoming virtual public hearing for the I-5 Rose Quarter Improvement Project is one of many ways to submit a public comment on the project's Supplemental Environmental Assessment (SEA). Learn about the project and review the recently released documents on the [project website](#) or through the [online open house](#). Then join us on Wednesday, December 14, 2022, at the virtual public hearing from 5 p.m. to 7:30 p.m. for a chance to provide spoken comments on the document's findings.

In an effort to promote equity and in line with the project values, we're asking people who identify as Black and/or people with ties to the historic Albina neighborhood to speak first, after invited testimony and before other registrants. [Registration](#) to attend and/or speak at the virtual public hearing closes on Monday, December 12, 2022, at 5 p.m.

The SEA was published on November 15, 2022, starting a 50-day comment period. The document updates the information presented in the 2019 EA and the 2020 Revised EA based on changes to the design of the highway cover. The SEA describes why the project is proposed; what changes have been made to the design (notably, the Proposed Hybrid 3 Cover Concept); and how the project would benefit and impact the social, economic and physical environments.

Public comments will continue to be accepted by email, mail, phone or through the form on the project website and online open house until midnight on January 4, 2023. Once the comment period is closed, all comments received during the public comment period will be available for viewing on the [project website](#).

MEETINGS ARE OPEN TO EVERYONE

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation services, interpretation services or more information call 503-731-4128 or Oregon Relay Service 7-1-1.

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128.

如果您想瞭解這個項目，我們有提供繁體中文翻譯，請致電：503-731-4128

如果您想了解这个项目，我们有提供简体中文翻译，请致电：503-731-4128

Learn how we're evolving to build a modern transportation system
based on sufficient funding and equity.
www.oregon.gov/odot/Pages/SAP

POWERED BY

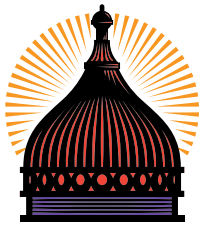


[Privacy Policy](#) | [Cookie Statement](#) | [Help](#)

Attachment C. Print Mailer

The following pages include:

- A copy of the Print Mailer that was sent to approximately 22,000 addresses



I-5 ROSE QUARTER

IMPROVEMENT PROJECT

PRESORTED
FIRST-CLASS MAIL
US POSTAGE PAID
PORTLAND, OR
PERMIT NO. 994



I-5 ROSE QUARTER

IMPROVEMENT PROJECT

YOUR OPPORTUNITY TO COMMENT ON THE SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

NOVEMBER 15, 2022 - JANUARY 4, 2023

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information, call 503-731-4128 or Oregon Relay Service 7-1-1.

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128.

如果您想瞭解這個項目，我們有提供繁體中文翻譯，請致電：503-731-4128。

如果您想了解这个项目，我们有提供简体中文翻译，请致电：503-731-4128。



i5RoseQuarter.org



ABOUT THE PROJECT

The I-5 Rose Quarter Improvement Project will make travel more predictable and safer for people driving and transporting goods on I-5 between I-84 and I-405 by adding auxiliary lanes and shoulders that smooth traffic flow. The project includes a highway cover to reconnect the historic Albina neighborhood and street improvements that will enhance safety and access for people walking, rolling, biking, riding transit and driving on local streets. The project will support the regional economy, future economic development and a more connected Albina community.

HOW TO REVIEW AND COMMENT

You can provide comments on the Supplemental Environmental Assessment (EA) through any of the options to the right. All comments received through these channels are viewed equally. Electronic comment submissions (website, email) that include an email address should expect an emailed confirmation of receipt. As a reminder, commenting on the Supplemental EA is not a vote on the project but an opportunity to provide decision-makers your input about the environmental analysis of the preferred design alternative.

You can also view a printed copy of the Supplemental EA at the Multnomah County Library Albina branch, 216 NE Knott St. Visit multcolib.org/library-location/albina for branch hours.



ONLINE OPEN HOUSE

November 15, 2022 - January 4, 2023

Learn about the project, read the Supplemental EA and provide your feedback online.

odotopenhouse.org/i5-rose-quarter-sea



VIRTUAL PUBLIC HEARING

December 14, 2022

Provide your verbal comments. Event details are available on the project website. i5rosequarter.org/community/events-meetings.aspx

i5rosequarter.org/community/events-meetings.aspx



EMAIL

I5RoseQuarter@odot.oregon.gov

Add "Supplemental EA public comment period" to the subject line.



MAIL

Project Manager
c/o I-5 Rose Quarter Improvement Project
888 SW 5th Ave
Suite 600
Portland, OR 97204



PHONE

Leave a recorded verbal comment at 503-470-3127.

THE SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

ODOT and the Federal Highway Administration published an EA for public comment and review in 2019. In response to feedback from the community and the City of Portland about the initial proposed design, an Independent Cover Assessment evaluated potential highway cover designs under the direction of the Oregon Transportation Commission and the Executive Steering Committee. The Proposed Hybrid 3 Cover Concept received the strongest community support. We're evaluating the potential benefits and impacts of these design changes in a Supplemental EA. The Federal Highway Administration will review all

Supplemental EA findings and public comments, and will issue a decision on the project in early 2023.

The public comment period is a critical part of the environmental review process. You're encouraged to share your input on the Supplemental EA's findings. The federal decision documents will be published on the project website when available.


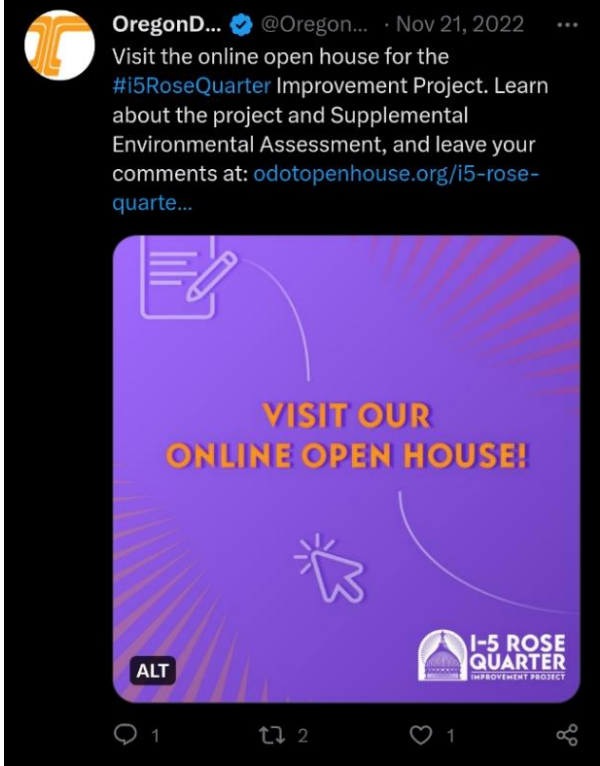
Learn more about the environmental review process by scanning this QR code.



Attachment D. Social Media Campaign and Graphics

The following pages include:

- Screenshots of the social media posts for the SEA campaign
- Corresponding text and dates they were posted or shared to stories

Date	Text	Graphic
11/15/22	<p>The Supplemental Environmental Assessment for the #I5RoseQuarter Improvement Project is available on our website and online open house! Participate in the public comment period now through January 4 at midnight: I5rosequarter.org</p>	
11/21/22	<p>Visit the online open house for the #I5RoseQuarter Improvement Project. Learn about the project and Supplemental Environmental Assessment and leave your comments at: odotopenhouse.org/i5-rose-quarter-sea.</p>	

11/29/22

Learn about and weigh in on the #I5RoseQuarter Improvement Project's Supplemental Environmental Assessment. The public comment period is happening now through January 4. Check out the online open house for more information: odotopenhouse.org/i5-rose-quarter-sea.

OregonD... @OregonDOT · Nov 29, 2022

Learn about and weigh in on the #I5RoseQuarter Improvement Project's Supplemental Environmental Assessment. The public comment period is happening now through Jan. 4.

Visit the online open house for more info: odotopenhouse.org/i5-rose-quarter-sea

PUBLIC COMMENT PERIOD HAPPENING NOW!

ALT I-5 ROSE QUARTER IMPROVEMENT PROJECT

3 3 3

12/06/22

COMING UP: Don't miss the virtual public hearing for the #I5RoseQuarter Supplemental Environmental Assessment on 12/14 @ 5pm. This is your chance to provide a verbal comment. Learn more here: i5rosequarter.org/community/events-meetings.

OregonD... @OregonDOT · Dec 6, 2022

COMING UP: Don't miss the virtual public hearing for the #I5RoseQuarter Supplemental Environmental Assessment on Dec. 14 at 5 p.m. This is your chance to provide a verbal comment.

Learn more here: i5rosequarter.org/community/events-meetings

JOIN US FOR A VIRTUAL PUBLIC HEARING

12/14 @ 5 PM

ALT I-5 ROSE QUARTER IMPROVEMENT PROJECT

2 3 4

12/13/22

The virtual public hearing for the #I5RoseQuarter Supplemental Environmental Assessment starts at 5pm tomorrow! Join us to watch the hearing or share your live input. Visit i5rosequarter.org/community/events-meetings for more information.



OregonDOT @OregonDOT · Dec 13, 2022

The virtual public hearing for the #I5RoseQuarter Supplemental Environmental Assessment starts at 5 p.m. tomorrow! Join us to watch the hearing, or share your live input.

Visit: i5rosequarter.org/community-even... for more information.



**JOIN US TOMORROW:
VIRTUAL PUBLIC HEARING**

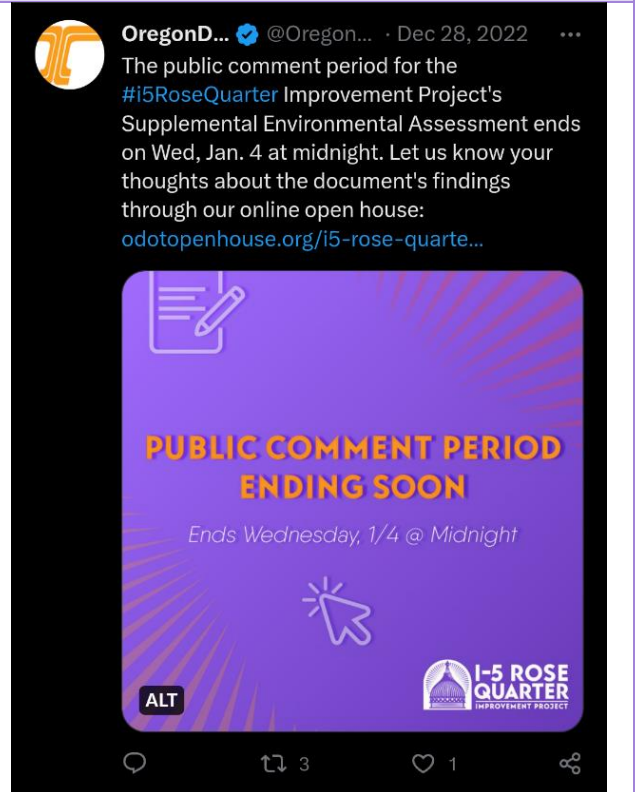
12/14 @ 5 PM

ALT I-5 ROSE QUARTER IMPROVEMENT PROJECT

1 retweet, 3 likes


12/28/22

REMINDER: The public comment period for the #I5RoseQuarter Improvement Project's Supplemental Environmental Assessment ends on Wednesday, January 4 @ midnight. Let us know your thoughts about the documents' findings through our online open house: odotopenhouse.org/i5-rose-quarter-sea.



OregonDOT @OregonDOT · Dec 28, 2022

The public comment period for the #I5RoseQuarter Improvement Project's Supplemental Environmental Assessment ends on Wed, Jan. 4 at midnight. Let us know your thoughts about the document's findings through our online open house: odotopenhouse.org/i5-rose-quarte...



**PUBLIC COMMENT PERIOD
ENDING SOON**

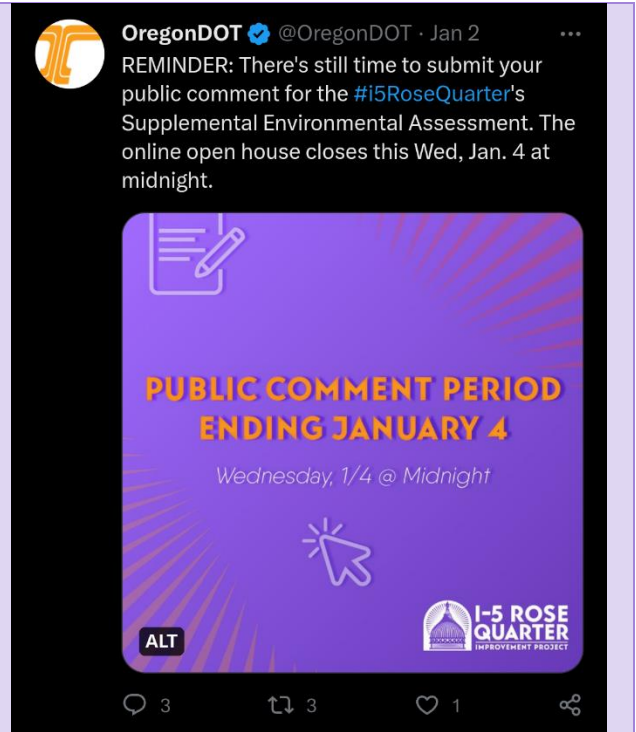
Ends Wednesday, 1/4 @ Midnight

ALT I-5 ROSE QUARTER IMPROVEMENT PROJECT

3 retweets, 1 like

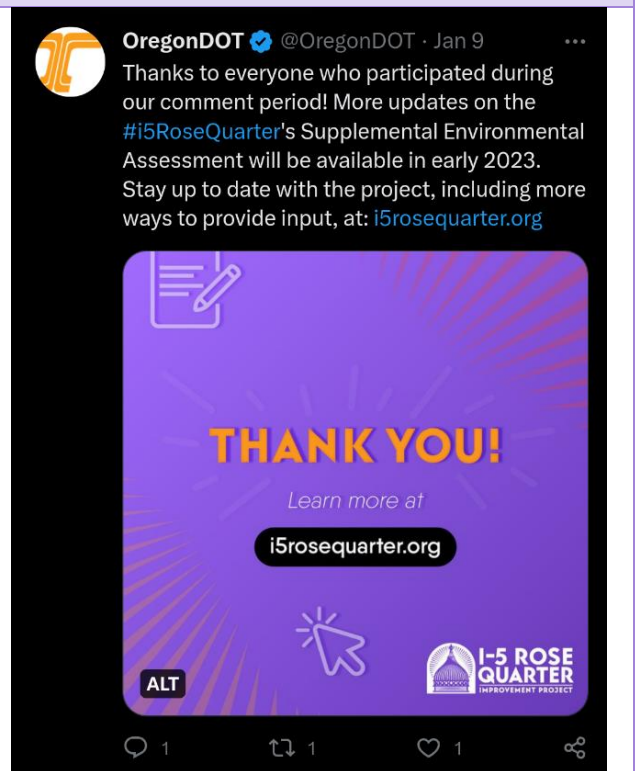
1/2/23

REMINDER: There's still time to submit your public comment for the #I5RoseQuarter's Supplemental Environmental Assessment. The online open house closes this Wednesday, January 4 @ midnight.



1/9/23

Thanks to everyone who participated in the comment period! More updates on the #I5RoseQuarter's Supplemental Environmental Assessment will be available in early 2023. Stay up to date with the project, including more ways to provide input, at i5rosequarter.org.



Attachment E. Media Releases

The following pages include:

- A copy of the November 15, 2022, Media Release
- A copy of the December 13, 2022, Media Release

Public Comment Period Opens for the I-5 Rose Quarter Improvement Project Supplemental Environmental Assessment

Oregon Department of Transportation sent this bulletin at 11/15/2022 03:00 PM PST

Having trouble viewing this email? [View it as a Web page.](#)



News Release



Brought to you by the Oregon Department of Transportation's
Urban Mobility Office

Public Comment Period Opens for the I-5 Rose Quarter Improvement Project Supplemental Environmental Assessment

For immediate release: November 15, 2022

Contact: Jenny Cherrytree, (503) 307-3729, jenny.cherrytree@odot.oregon.gov

PORTLAND – The Oregon Department of Transportation invites the [public to comment](#) on the Supplemental Environmental Assessment for the [I-5 Rose Quarter Improvement Project](#). The public comment period is open from Tuesday, November 15, 2022 to Wednesday, January 4, 2023 at midnight.

“The comment period is a vital step in gaining feedback from the community,” said Megan Channell, ODOT project director. “This improvements project has been shaped significantly by public input, and we look forward to closely reviewing the comments to collaborate with our community and project partners.”

The Supplemental Environmental Assessment is an update to the 2019 Environmental Assessment and 2020 Revised Environmental Assessment. It evaluates the potential impacts and benefits of the I-5 Rose Quarter Improvement Project on the natural, human and built environments.

After the 2019 Environmental Assessment, the Oregon Transportation Commission directed an [Independent Cover Assessment](#) that looked at changes to the highway cover design. A highway cover is a concrete and steel platform that is placed over a highway, similar to a wide bridge. Based on community feedback and design refinements, a single, larger highway cover capable of supporting up to six-story buildings was proposed for the project. The Supplemental Environmental Assessment looks closely at those proposed design changes, now called the Proposed Hybrid 3 Cover Concept.

In 2020, the Federal Highway Administration (FHWA) approved the Environmental Assessment for the original Rose Quarter project design but, due to the design changes with the Hybrid 3 cover concept made

since then, FHWA determined that an updated Supplemental Environmental Assessment was needed. This public comment period is a component of that Supplemental Environmental Assessment.

To make it as easy as possible to comment, the agency has extended the public comment period to 50 days from the typical public comment period of 30 days.

Ways to provide comments on the Supplemental Environmental Assessment include:

- **Online Open House and Project Website** – Learn about the project, read the Supplemental Environmental Assessment and provide your feedback on its findings through the [online open house](#) or project [website](#). *Open: November 15, 2022 – January 4, 2023.*
- **Virtual Public Hearing**– Provide your verbal comments.

The name and number for people to call for accommodations is Rose Gerber at 503-470-3127, or call statewide relay at 7-1-1.

- Wednesday, December 14, 2022, 5 p.m. to 7:30 p.m.
- Event details are available on the project website: 5rosequarter.org/community/events-meetings
- **Email** – i5RoseQuarter@odot.oregon.gov
- **Phone** – Leave a recorded verbal comment at (503) 470-3127.
- **Mail** – Attn: Project Manager c/o I-5 Rose Quarter Improvement Project, 888 SW 5th Ave., Suite 600, Portland, OR 97204.

The Oregon Department of Transportation's Urban Mobility Strategy is a cohesive approach to make everyday travel safer and more efficient in the Portland metropolitan region.

Urban Mobility Office
Matthew L. Garrett Building
123 NW Flanders St., Portland, OR 97209

Looking for a great job with a competitive salary and good benefits?
Want to help your community every day? Apply now at ODOTJobs.com.
Nothing quite fit? Check back often!

POWERED BY



[Privacy Policy](#) | [Cookie Statement](#) | [Help](#)

ODOT Holds Virtual Public Hearing for I-5 Rose Quarter Improvement Project

Oregon Department of Transportation sent this bulletin at 12/13/2022 08:58 AM PST

Having trouble viewing this email? [View it as a Web page.](#)



News Release



Brought to you by the Oregon Department of Transportation's
Urban Mobility Office

ODOT Holds Virtual Public Hearing for I-5 Rose Quarter Improvement Project

For immediate release: December 13, 2022

Contact: Jenny Cherrytree, (503) 307-3729, jenny.cherrytree@odot.oregon.gov

PORTLAND, Ore. — On Wednesday, December 14, the Oregon Department of Transportation (ODOT) invites the public to provide public comment on the I-5 Rose Quarter Improvement Project [Supplemental Environmental Assessment](#) from 5 p.m. to 7:30 p.m. virtually. To register to attend and/or speak, visit [ODOT's Online Registration](#).

The project will improve the historic Albina/Rose Quarter area with:

- Operational, safety and seismic improvements
- A cover over I-5
- New bicycle and pedestrian facilities
- Auxiliary lanes and safety shoulders in the half-century-old I-5 corridor

The [I-5 Rose Quarter Improvement Project](#) is part of [ODOT's Urban Mobility Strategy](#), which is a cohesive approach to make everyday travel safer and more efficient in the Portland metro area. The upgrades to this section of I-5 will reduce crashes and save drivers about 2.5 million hours of delay each year, making travel in the Rose Quarter more predictable and safer.

The [Supplemental Environmental Assessment](#) evaluates the potential impacts and benefits of the [I-5 Rose Quarter Improvement Project](#) on the natural, human and built environments. It is an update to the original Environmental Assessment published in 2019.

After the 2019 publication, the Oregon Transportation Commission directed an Independent Cover Assessment, which looked at changes to the highway cover design. Based on design refinements and community feedback, a single, larger highway cover capable of supporting up to six-story buildings was

proposed for the project. The Supplemental Environmental Assessment looks closely at those design changes, now called the Proposed Hybrid 3 Cover Concept.

How to comment:

- Visit the project [site](#) and click on the “share comments” icon to submit your feedback
- Send an email with "Supplemental EA public comment period" in the subject line to: i5RoseQuarter@odot.oregon.gov
- Call and leave a recorded voicemail at (503) 470-3127
- Provide your verbal comments at the virtual public hearing on Wednesday, December 14, 2022, from 5 to 7:30 p.m.
- Send a written comment to this address: Project Manager c/o I-5 Rose Quarter Improvement Project 888 SW 5th Ave. Suite 600 Portland, OR 97204

About the project

The [I-5 Rose Quarter Improvement Project](#) is committed to supporting a more safe, just and inclusive Albina community and greater Portland region. The project will make local, regional, national and international travel more predictable and reduce the frequency of crashes on the I-5 corridor. The project will also support Oregon’s economy and create new community connections and opportunities. Learn more about the project and sign up for email updates at [Resources | Contact Us \(i5rosequarter.org\)](#).

About the Urban Mobility Strategy

The Oregon Department of Transportation’s [Urban Mobility Strategy](#) is a cohesive approach to make everyday travel safer and more efficient in the Portland metropolitan area. The Urban Mobility Strategy projects include I-205 Improvements Project, I-5 Rose Quarter Improvement Project, Interstate Bridge Replacement Program, OR-217 Auxiliary Lanes Project, I-5 Boone Bridge and Seismic Improvements Project and the Toll Program. For more information visit: <https://www.oregon.gov/odot/UMO/Pages/default.aspx>

###

The Oregon Department of Transportation’s Urban Mobility Strategy is a cohesive approach to make everyday travel safer and more efficient in the Portland metropolitan region.

Urban Mobility Office
Matthew L. Garrett Building
123 NW Flanders St., Portland, OR 97209

Looking for a great job with a competitive salary and good benefits?
Want to help your community every day? Apply now at [ODOTJobs.com](https://www.oregon.gov/odot/UMO/Pages/default.aspx).
Nothing quite fit? Check back often!

POWERED BY



[Privacy Policy](#) | [Cookie Statement](#) | [Help](#)

Attachment F. Advertisements

The following pages include:

- Images of the paid advertisements that were shared with the Daily Journal of Commerce, El Latino de Hoy, Portland Observer, The Skanner and The Oregonian
- Screenshots of the ad listings in the Daily Journal of Commerce, El Latino de Hoy, Portland Observer and The Skanner
- The Oregonian's Reach Stats analysis

DAILY JOURNAL OF COMMERCE

WE WANT TO HEAR FROM YOU!

Supplemental Environmental Assessment Public Comment Period
November 15 - January 4

Virtual Public Hearing
December 14

I-5 ROSE QUARTER IMPROVEMENT PROJECT

[CLICK HERE FOR MORE DETAILS](#)

WE WANT TO HEAR FROM YOU!

Supplemental Environmental Assessment Public Comment Period
November 15 - January 4

Virtual Public Hearing
December 14

[CLICK HERE for more details](#)

I-5 ROSE QUARTER IMPROVEMENT PROJECT

WE WANT TO HEAR FROM YOU!

Supplemental Environmental Assessment Public Comment Period
November 15 - January 4

Virtual Public Hearing
December 14

[CLICK HERE for more details](#)

I-5 ROSE QUARTER IMPROVEMENT PROJECT



apartment building in Southeast Portland.



Air pollution monitoring to increase for Oregon communities



Office space in Portland leased to US Army Corps of Engineers



Famed 'Goonies' house for sale in coastal Astoria



Land use review intakes for Nov. 22, 2022



WE WANT TO HEAR FROM YOU!

Supplemental Environmental Assessment Public Comment Period
November 15 - January 4

Virtual Public Hearing
December 14

[CLICK HERE for more details](#)

I-5 ROSE QUARTER IMPROVEMENT PROJECT



OP-ED: How teams can achieve authenticity in their workplaces

If we are going to create work communities that thrive, we need to foster the kind of camaraderie that is deeper than a happy hour, potluck, or surface conversations.

COMMENTARY



OP-ED: The robots are here: take care when using AI in the workplace



OP-ED: What to watch for as ALTA policy changes arrive in Oregon



OP-ED: Considerations when selecting prime contractors



OP-ED: After spectacular October market stumbles

COMMUNITY CALENDAR

[Print](#)

Wednesday, November 30

9:00am	CCB Laws, Rules and Business
9:00am	Preventing Employees from Bec
10:00am	BOLI Legal Hiring Practices web
1:00pm	BOLI Documentation, Discipline

Thursday, December 1

Open OSHA Safety Training Course



**¡QUEREMOS
ESCUCHAR DE
USTED!**

Período de Comentario Público de la
Evaluación Ambiental Suplementaria
15 de noviembre - 4 de enero

Reunión Pública Virtual
14 de diciembre

HAGA CLIC AQUÍ
para ver más detalles



**I-5 ROSE
QUARTER**
IMPROVEMENT PROJECT

[Listing on the following pages]

¡QUEREMOS ESCUCHAR DE USTED!



Período de Comentario Público de la Evaluación Ambiental Suplementaria

15 de noviembre - 4 de enero



Reunión Pública Virtual

14 de diciembre

HAGA CLIC AQUÍ
para ver más detalles



I-5 ROSE QUARTER
IMPROVEMENT PROJECT



✓ **Dr. Rubio**, cardiólogo pediátrico, con Fallon

“Mi trabajo como investigador clínico es no solo ver que los niños lleguen a cumplir 7 años de edad, sino que puedan alcanzar los 77 años y más también”.

DURANTE MÁS DE 25 AÑOS, ESTE HA SIDO UNO DE LOS MEJORES HOSPITALES INFANTILES DEL PAÍS

Mediante la investigación de vanguardia y los ensayos clínicos, Seattle Children's sigue avanzando en la atención pediátrica para crear mejores opciones para los niños. Nuestros dedicados investigadores trabajan sin descanso para mejorar los tratamientos de más de 200 enfermedades y afecciones (desde cáncer hasta fibrosis quística, epilepsia o enfermedades infecciosas) que podrían ser el siguiente paso que su hijo o hija necesite. Con nuestra investigación, no solo estamos superando las expectativas, las estamos cambiando para todos los niños. Encuentre un ensayo clínico que pueda cambiarlo todo en SeattleChildrens.org/clinicaltrials



WE WANT TO HEAR FROM YOU!

Supplemental Environmental Assessment Public Comment Period
November 15 - January 4

Virtual Public Hearing
December 14

I-5 ROSE QUARTER
IMPROVEMENT PROJECT

[CLICK HERE FOR MORE DETAILS](#)

WE WANT TO HEAR FROM YOU!

Supplemental Environmental Assessment Public Comment Period
November 15 - January 4

Virtual Public Hearing
December 14

[CLICK HERE for more details](#)

I-5 ROSE QUARTER
IMPROVEMENT PROJECT

2:23 P.M. MON, DEC. 5TH 45° ABOUT CONTACT US MEDIA KIT CLASSIFIED/BIDS SIGN IN

The Portland Observer **50** years

Search The Portland Observer

Arts & Entertainment Metro Law & Justice Opinion Obituaries Sports Education Health & Sustainability Black Experience

Espousal Strategies Welcomes New Director
Nov 16, 2022, 12:45 p.m.

SEI and CDP Breaks Ground for Displaced Residents ...

Espousal Strategies Welcomes New Director

Trail Blazers Launch Portland Airport Carpet-Themed Uniform

Gonzalez prevails over Hardesty in Portland City Council ...

Increased Emergency SNAP Benefits Continue in November

LATEST NEWS

- SEI and CDP Breaks Ground for Displaced ...
November 16, 2022 | 2:19 p.m.
- Gonzalez prevails over Hardesty in Portland City ...
November 16, 2022 | 2:05 p.m.
- Trail Blazers Launch Portland Airport Carpet-Themed Uniform
November 16, 2022 | 1:46 p.m.
- Espousal Strategies Welcomes New Director
November 16, 2022 | 12:45 p.m.

WE WANT TO HEAR FROM YOU!

Supplemental Environmental Assessment Public Comment Period
November 15 - January 4

Virtual Public Hearing
December 14

[CLICK HERE for more details](#)

I-5 ROSE QUARTER
IMPROVEMENT PROJECT

ARTS & ENTERTAINMENT

LATEST EDITION

52
The Portland Observer

WE WANT TO HEAR FROM YOU!

Supplemental Environmental Assessment Public Comment Period
November 15 - January 4

Virtual Public Hearing
December 14

I-5 ROSE QUARTER IMPROVEMENT PROJECT

[CLICK HERE FOR MORE DETAILS](#)

WE WANT TO HEAR FROM YOU!

Supplemental Environmental Assessment Public Comment Period
November 15 - January 4

Virtual Public Hearing
December 14

I-5 ROSE QUARTER IMPROVEMENT PROJECT

[CLICK HERE for more details](#)

12-05-2022 2:11 pm · PDX and SEA Weather

Search The Skanner News ...

Portland and Seattle
Free Subscription to Breaking News

THE Skanner
CHALLENGING PEOPLE TO SHAPE A BETTER FUTURE NOW

[Read our e-Edition](#)

- HOME
- NEWS
- OPINION
- ENTERTAINMENT
- CLASSIFIED
- ABOUT US
- MLK BREAKFAST
- COMMUNITY
- FOUNDATION
- OBITUARIES
- DONATE

WE WANT TO HEAR FROM YOU!

Supplemental Environmental Assessment Public Comment Period
November 15 - January 4

Virtual Public Hearing
December 14

I-5 ROSE QUARTER IMPROVEMENT PROJECT

[CLICK HERE FOR MORE DETAILS](#)



Supreme Court Weighs 'Most Important Case' on Democracy

The Supreme Court is about to confront a new elections case, a Republican-led challenge asking the justices for a novel ruling that could significantly increase the power of state lawmakers over elections for Congress and the presidency

[READ MORE](#)

WE WANT TO HEAR FROM YOU!

Supplemental Environmental Assessment Public Comment Period
November 15 - January 4

Virtual Public Hearing
December 14

I-5 ROSE QUARTER IMPROVEMENT PROJECT

[CLICK HERE for more details](#)

Paid Leave Oregon

Peoria Gardens, Linn County

Employers, it's time for Paid Leave Oregon

NORTHWEST NEWS



NEWS BRIEFS



Volunteers of America Oregon Receives Agility Grant From the National Council on Problem Gambling

The funds will support the development of a Peer Driven Problem Gambling Prevention Campaign



ENJOY 3 YEARS OF ONSTAR® AND BUICK CONNECTED SERVICES

[DISCOVER BUICK](#)



WE WANT TO HEAR FROM YOU!

Supplemental Environmental Assessment Public Comment Period
November 15 - January 4

Virtual Public Hearing
December 14

I-5 ROSE QUARTER
IMPROVEMENT PROJECT

SCAN HERE
for more details

[Reach Stats on the following pages]



OREGONLIVE
The Oregonian

Rose Quarter 1-5 Improvement Plan
November - December 2022



Executive

Campaign Summary



OREGONLIVE

The Oregonian



Overview

Reporting Dates: **11/28/22 – 12/4/22**

With **46,564** brand impressions and **35** clicks to your site, you received **258** hours in brand exposure.

Strategy

To encourage people to become involved and provide feedback about the Rose Quarter I5 Improvement project.

46,564

IMPS

35

CLICKS

258

Hours of Brand Exposure

0.08%

CTR

Campaign Performance Summary by Day

Invitational



Strawther scored 10 in the final 4:07 as the No. 6 Bulldogs beat Xavier in the third-place game of the Phil Knight Legacy men's tournament.

4h ago By The Associated Press

Advertisement

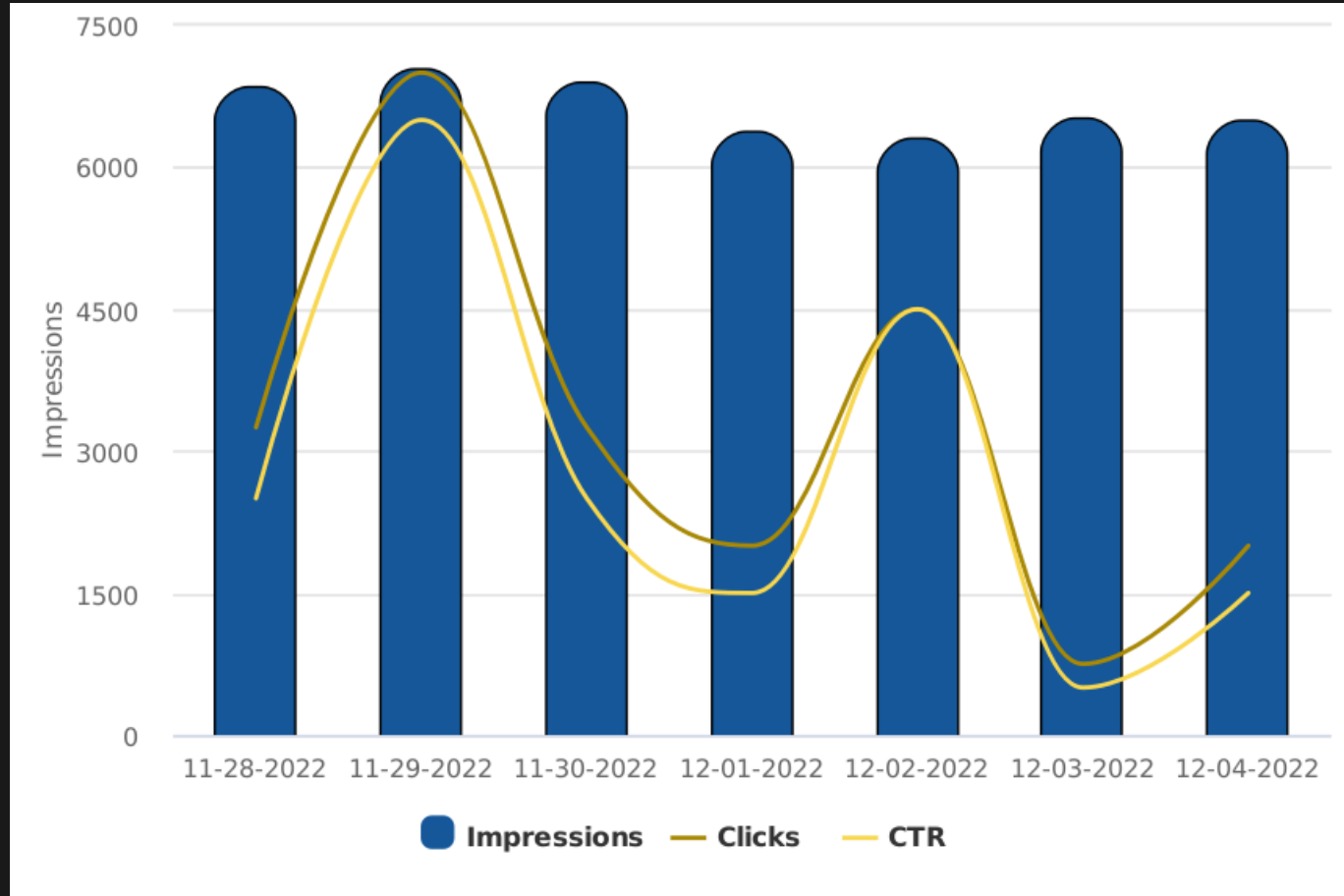
Portland Trail Blazers return from latest trip with laundry list of issues



From Damian Lillard's health to Shaedon Sharpe's struggles, the



Campaign Performance by Day



Targeted Display

Measurable KPI:

- Impressions served to target audience
- Ad viewability:
 - In-view time
 - Dwell time
- View-through engagement
- Assisted conversions



OREGONLIVE
The Oregonian

Targeted Display Insights

Reporting Dates: 2022-11-28 - 2022-12-04

Your ads were served over **46K** times and received great engagement with **117** people hovering within the lines of your creative, and on average your ads spent **25 seconds** in view of prospective candidates. **35** of those people took the wanted action of clicking on your ads to learn more about The Rose Quarter I5 Improvement Plan.

This indicates that the creative message highly resonated with our readers and those who saw your ads. Readers were drawn to your message and compelled to learn more about your message.

Oregon Sports

Sun Bowl calling, Pac-12's terrible look, all-time rivalry game? 10 takeaways from Oregon State's 38-34 win over Oregon

Should Jonathan Smith be Pac-12 coach of the year? Stat of the game, a defensive goal line stand and more in the game takeaways [Read more](#)

Life & Culture

Holiday events guide 2022: Celebrate the season in Oregon with lights, trains, music and merriment

Updated: Nov. 13, 2022, 8:09 a.m. | Published: Nov. 12, 2022, 7:00 a.m.

Should Jonathan Smith be Pac-12 coach of the year? Stat of the game, a defensive goal line stand and more in the game takeaways [Read more](#)

Portland Trail Blazers return from latest trip with laundry list of issues

5h ago
Aaron Fantress | The Oregonian/OregonLive

Oregon Ducks stave off late rally, beat Michigan State to claim 3rd place in Phil Knight Invitational

10h ago
Mitchell Forde | The Oregonian/OregonLive

Supplemental Environmental Assessment Public Comment Period November 15 - January 4

Virtual Public Hearing December 14

CLICK HERE for more details

I-5 ROSE QUARTER IMPROVEMENT PROJECT

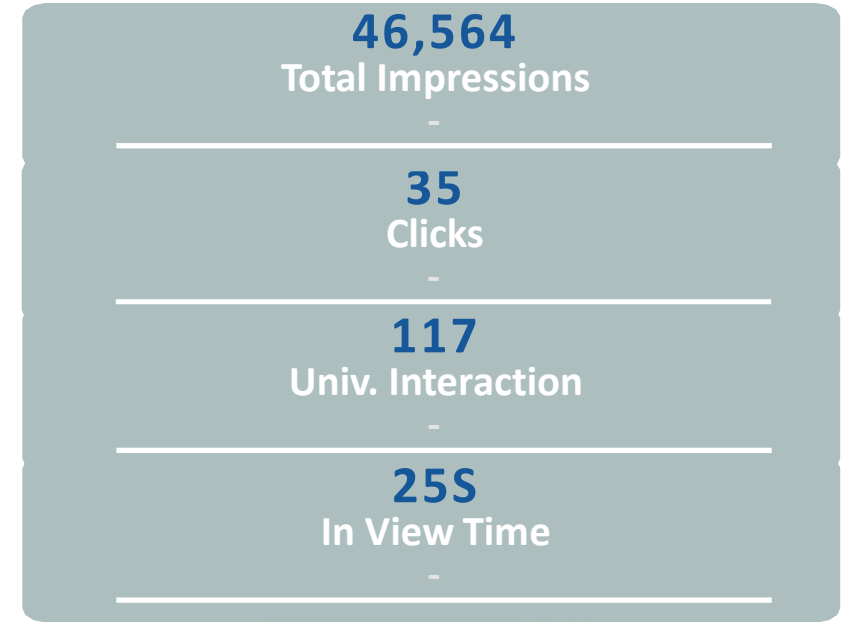
WE WANT TO HEAR FROM YOU!

Supplemental Environmental Assessment Public Comment Period November 15 - January 4

Virtual Public Hearing December 14

CLICK HERE for more details

I-5 ROSE QUARTER IMPROVEMENT PROJECT

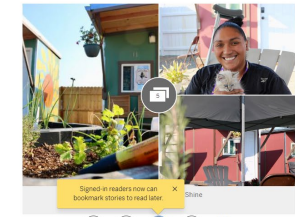


MARKETING SOLUTIONS Top source for news in the Pacific Northwest.

Living

WeShine micro-village bridges gaps between the streets and affordable housing: Season of Sharing 2022

Published: Nov 20, 2022, 7:00 a.m.



WE WANT TO HEAR FROM YOU!

Supplemental Environmental Assessment Public Comment Period November 15 - January 4

Virtual Public Hearing December 14

CLICK HERE for more details

I-5 ROSE QUARTER IMPROVEMENT PROJECT

By Zane Sprague | The Oregonian/OregonLive

In the two years after she lost everything, a convenience store was Tasha Garcia's kitchen, a storage unit was her living room, and a tent pitched near Northeast 82nd Avenue and Sandy Boulevard was her bedroom.

So when the 30-year-old moved into the WeShine micro-village

Recommended for You

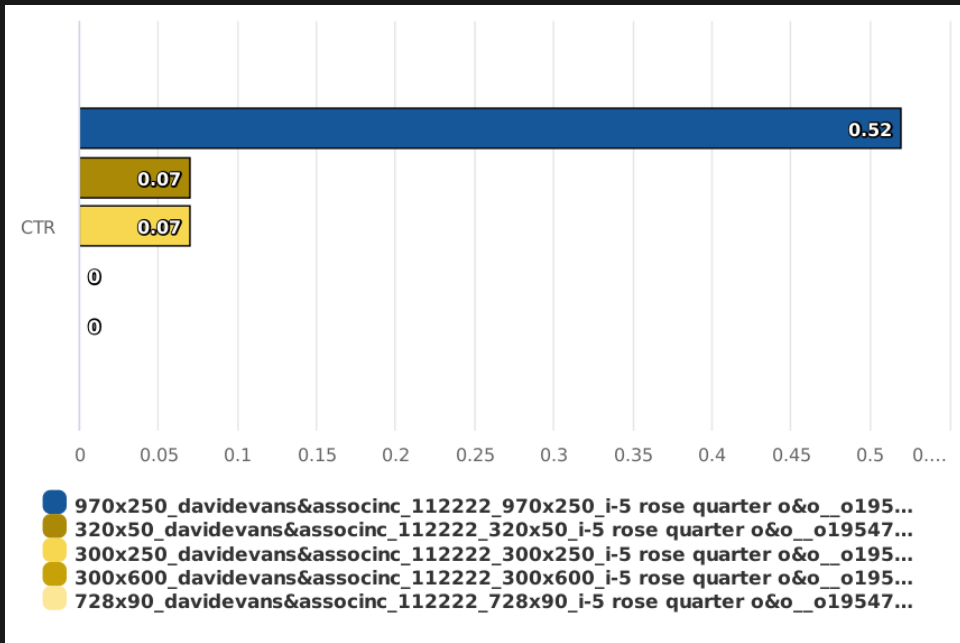
New Mobile Star Lits Require No Installation (Check Here)

Star Lits (Free) Search

Local Site Top Creatives

The creative and message was strong. A larger budget for digital ads would give the project more exposure over a longer period of time, allowing people who found the ad of interest to take the desired action of learning more.

Local Site Performance - Top Creative



Thank You!

Kim O'Neill
Account Executive
503-221-8504
koneill@oregonian.com



OREGONLIVE

The Oregonian

Attachment G. Fact Sheets

The following pages include:

- A copy of the Environmental Review Process Fact Sheet
- A copy of the Highway Cover Concept Fact Sheet



The National Environmental Policy Act is a federal law requiring agencies seeking federal funding or approval to assess potential impacts of their projects on the natural, human and built environments. Depending on the level of expected impact from a project, agencies must document a Categorical Exclusion, Environmental Assessment (EA) or Environmental Impact Statement.

In accordance with the National Environmental Policy Act, ODOT is preparing a Supplemental EA of the impacts of the I-5 Rose Quarter Improvement Project to receive funding and approval from the Federal Highway Administration (FHWA). The process also includes an opportunity for the public to provide input and comment on the Supplemental EA.

A BRIEF HISTORY

- 2017** ● ODOT and FHWA begin the environmental review process for the I-5 Rose Quarter Improvement Project.
- 2019** ● ODOT and FHWA publish an EA for the project and hold a 45-day public comment period.
- 2020** ● ODOT submits a Revised EA and the FHWA issues a Finding of No Significant Impact (FONSI), which is a decision document stating that the environmental review requirements have been met and the project will not have significant impacts on the environment.
- 2020 - 2021** ● Two independent project reviews are conducted: one for the highway cover design (Independent Cover Assessment) and one for the analyses of air quality, noise and greenhouse gas emissions (Environmental Peer Review). Both independent reviews were initiated in response to community feedback and at the direction of the Oregon Transportation Commission (OTC). Each review group was tasked with analyzing uniquely important elements of the project. The results are a series of findings and recommendations given to ODOT.
- 2021** ● Based on the Independent Cover Assessment and significant community input, a new highway cover design known as the Proposed Hybrid 3 Cover Concept is recommended to enhance the project's effectiveness and align more closely with community values. The OTC approves further evaluation of the proposed concept. In response, the FHWA rescinds the 2020 FONSI due to the design changes requiring further analysis. ODOT initiates supplemental technical studies evaluating the benefits and impacts of the Proposed Hybrid 3 Cover Concept.
- 2022** ● **WE ARE HERE!** The I-5 Rose Quarter Improvement Project team is preparing a Supplemental EA for the project, including evaluation of the Proposed Hybrid 3 Cover Concept. This will include another public comment period in fall 2022.
- 2023** ● FHWA is expected to conclude its environmental review process and make a decision on the Project in early 2023. ODOT anticipates beginning construction in late 2023.

LOOKING AHEAD

ODOT's commitment to supporting a better connected, more inclusive Albina community and safer, more efficient I-5 requires continued community outreach efforts, community involvement and transparent decision-making. The upcoming public comment period is a critical part of the Supplemental EA.

You're encouraged to share your input on the project, including the new proposed highway cover design concept. The Supplemental EA and related technical reports will be published on the I-5 Rose Quarter Improvement Project website.



To stay informed on when the public comment period goes live, join our mailing list by scanning the QR code above.



FOR A DEEPER UNDERSTANDING OF THE PROJECT'S ENVIRONMENTAL REVIEW PROCESS, SEE OUR FAQ'S.

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128 or Oregon Relay Service 7-1-1.

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128.

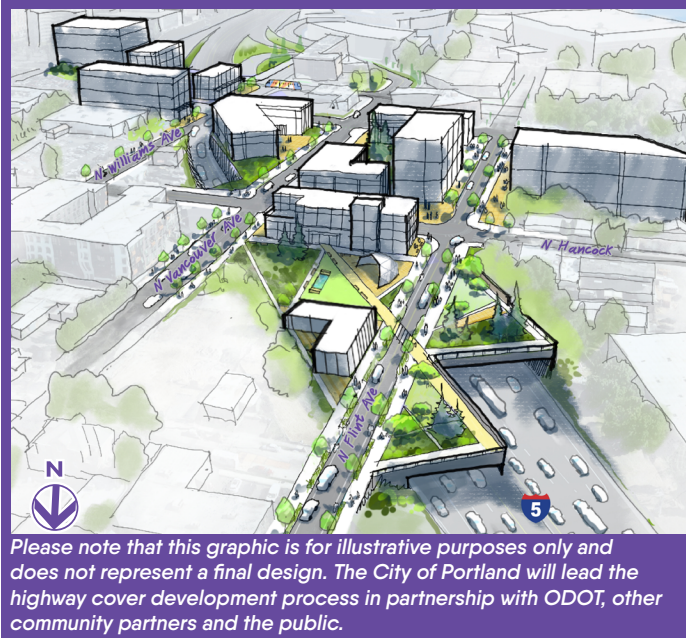
如果您想瞭解這個項目，我們有提供繁體中文翻譯，請致電：503-731-4128。

如果您想了解這個項目，我們有提供簡體中文翻譯，請致電：503-731-4128。



I-5 ROSE QUARTER IMPROVEMENT PROJECT

HIGHWAY COVER CONCEPT



WHAT IS THE PROPOSED HYBRID 3 COVER CONCEPT?

The Proposed Hybrid 3 Cover Concept is the community's preferred design option for a highway cover that will reconnect local streets and create new community spaces on top for future development and economic opportunities. The cover would be able to support buildings from three up to six stories tall, maximize developable space and serve as a foundation for a new urban landscape in the central city.



Click [here](#) or scan the QR code for more details on the proposed design.



THE LATEST

In response to feedback from the community and the City of Portland about the initial proposed design, an Independent Cover Assessment evaluated potential highway cover designs under the direction of the Oregon Transportation Commission and the Executive Steering Committee. A design option called the Proposed Hybrid 3 Cover Concept received the strongest community support. The community viewed this design concept as the most effective at supporting the community's vision for a revitalized Albina neighborhood and most closely aligned with the project values. The Historic Albina Advisory Board endorses the current design, which will reconnect the local streets and enhance safety and access for people walking, biking and rolling through the Rose Quarter area.

Since September 2021, ODOT has been moving forward with the new Proposed Hybrid 3 Cover Concept design. As a result, the City of Portland formally rejoined the project in July 2022 through an Intergovernmental Agreement with ODOT. The city's involvement in the project will help inform highway cover governance, land uses and local street circulation.

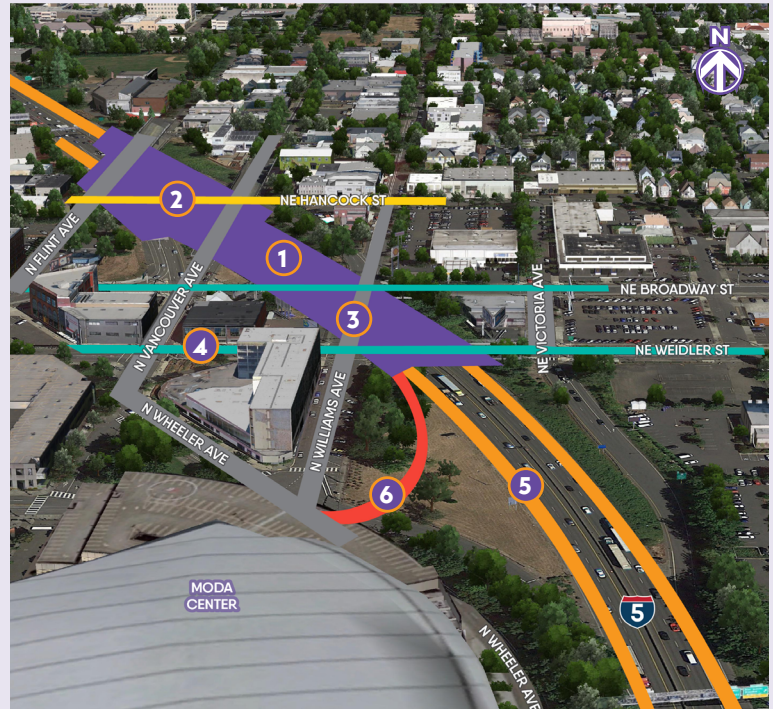
Construction on the project could begin in late 2023 following a decision from the Federal Highway Administration on the Supplemental Environmental Assessment.

For more details about the construction timeline, visit the project website at i5rosequarter.org



PROJECT OVERVIEW

- 1 Highway Cover**
A new cover over I-5, similar to a very wide bridge, that reconnects local streets and creates new community spaces on top for future development and economic opportunities.
- 2 Hancock Crossing**
A new east-west roadway crossing over I-5 that reconnects Hancock Street across the highway, adding another crossing north of Broadway and Weidler.
- 3 Multimodal Local Street Improvements**
A variety of street improvements for people walking, biking and rolling.
- 4 Green Loop Connection**
A link on Broadway and Weidler to the city's Green Loop, a 6-mile bike and pedestrian path that allows people to travel safely through the heart of the city.
- 5 Auxiliary Lanes and Shoulders**
Ramp-to-ramp connections, paired with wider shoulders, that improve safety and reduce congestion at the state's top bottleneck.
- 6 I-5 Southbound Off-ramp Relocation**
Relocation of the I-5 southbound off-ramp from Vancouver/Broadway to the south, connecting with N Wheeler Avenue.



Please note that this graphic is conceptual, and the project design and cover shape may change as design progresses.

CHANGES FROM PREVIOUS DESIGN

- ◆ Provides one larger and continuous highway cover that could support buildings up to three or six stories, depending on the final design. The original design featured two smaller, lighter covers.
- ◆ Maintains the N Flint Avenue connection and reconnects NE Hancock Street to N Hancock Street across I-5.
- ◆ Relocates the I-5 southbound off-ramp at N Broadway farther south to NE Wheeler Avenue at the Moda Center.
- ◆ Connects the City of Portland's proposed Green Loop for pedestrians and cyclists on Broadway and Weidler streets, rather than through a separate off-street bridge (formerly the Clackamas Crossing).

BENEFITS OF NEW HIGHWAY COVER

- ◆ Better supports the community's vision for a revitalized Albina neighborhood.
- ◆ Maximizes developable land and reconnects the local streets that are more pedestrian and business friendly with less I-5 traffic.
- ◆ Reduces exposure to noise and pollution from the highway and creates a more vibrant street environment.
- ◆ Supports neighborhood connectivity, community access and walkability.
- ◆ Avoids impacts to historic properties and community redevelopment sites.
- ◆ Provides needed improvements to increase safety and traffic flow on the highway.
- ◆ Is earthquake-safe by meeting seismic standards.

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information, call 503-731-4128 or Oregon Relay Service 7-1-1.

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128.

如果您想瞭解這個項目，我們有提供繁體中文翻譯，請致電：503-731-4128。

如果您想了解這個項目，我們有提供簡體中文翻譯，請致電：503-731-4128。

Attachment H. Key Updates Document

The following pages include:

- A copy of the Key Updates document that was handed out at in-person events

KEY UPDATES

ABOUT THE PROJECT

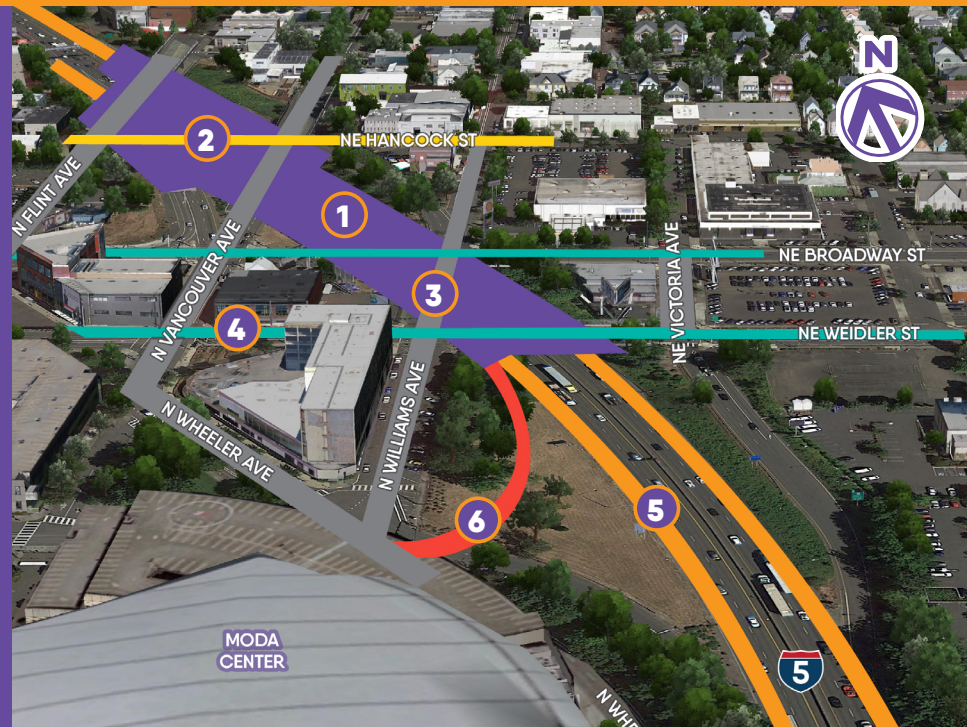
The I-5 Rose Quarter Improvement Project is one of several large transportation improvement projects in the Portland metro area managed by ODOT's Urban Mobility Office.

The purpose of the project is to reduce congestion and improve safety on I-5 between I-84 and I-405 in central Portland. The project design reconnects neighborhood streets with additional safety enhancements and provides new community spaces over I-5.

We're working with community partners to develop a diverse and skilled workforce and promote economic opportunities for historically underrepresented populations. Our community engagement efforts center communities of color, especially the Black community and people with ties to the historic Albina community.

PROJECT BENEFITS

- ◆ Provides new community spaces and reconnects local streets
- ◆ Builds long-term career prospects
- ◆ Creates millions of dollars in Disadvantaged Business Enterprise opportunities
- ◆ Makes streets safer for people walking, biking or rolling
- ◆ Smooths traffic flow on I-5
- ◆ Saves drivers nearly 2.5 million hours of travel time annually
- ◆ Reduces crashes by up to 50% and allows faster emergency response times
- ◆ Supports more efficient freight movement and supply chain connections



Please note that this graphic is conceptual, and the project design and cover shape may change as design progresses.

- 1 Highway Cover**
A seismically resilient highway cover over I-5 that upgrades the local street grid and creates new community space.
- 2 Hancock Crossing**
A new east-west roadway crossing over I-5 to reconnect N and NE Hancock Street across the highway.
- 3 Multimodal Local Street Improvements**
Local street improvements for people walking, biking and rolling.
- 4 Green Loop Connection**
Broadway and Weidler become a Green Loop connection, a six-mile path that connects people through the heart of the city.
- 5 Auxiliary Lanes and Shoulders**
Auxiliary lanes will create ramp-to-ramp connections to reduce congestion, and paired with wider shoulders, improve safety.
- 6 I-5 Southbound Off-Ramp Relocation**
The I-5 southbound off-ramp relocated farther south to connect with N Wheeler Avenue near the Moda Center.

YOUR INVOLVEMENT

UPCOMING SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT AND PUBLIC COMMENT PERIOD

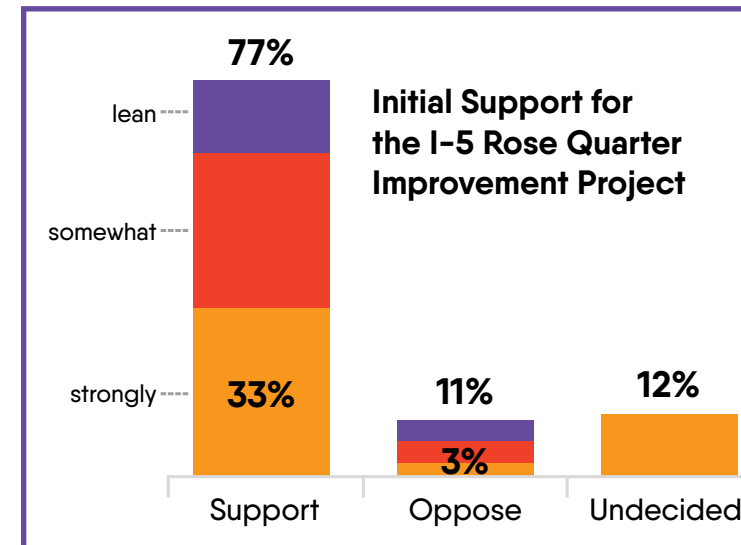
Based on the 2021 Independent Cover Assessment, we're moving forward with evaluation of the recommended Proposed Hybrid 3 Cover Concept design. Our team is conducting a Supplemental Environmental Assessment (EA) to assess the impacts and benefits of the new design concept. We'll publish the Supplemental EA for a 30-day public comment period in the fall.

The Federal Highway Administration will evaluate the Supplemental EA and public comments before making their decision on the project. Join the project's mailing list (www.i5rosequarter.org/resources/contact-us.aspx) and watch for more announcements about how, when and where to share your input. See page 2 for a timeline of the project's environmental review process.



PARTNER UPDATE

We're pleased to announce that the City of Portland has formally rejoined the project through an Intergovernmental Agreement with ODOT. City Council members heard public testimony that included strong support from members of the Black community. They voted with unanimous approval on July 13, 2022. The City's involvement in the project will help inform highway cover governance and land uses. We look forward to our ongoing partnership.



POLL RESULTS

A recent survey of tri-county area residents held in June shows strong community support for major design elements found in the project, including auxiliary lanes, improved shoulders, paths and local street improvements, and a highway cover that reconnects portions of the Albina neighborhood.

View the full survey report here: www.i5rosequarter.org/pdfs/public_attitudes_august2022_remediated.pdf.

I-5 ROSE QUARTER AUXILIARY LANES VIDEO

Auxiliary lanes and improved shoulders are a solution to improving congestion and safety issues in the Rose Quarter area and are proven and important tools for addressing traffic concerns in the metro area. On our website on the homepage banner, watch a new two-minute video showing how auxiliary lanes work to reduce congestion.



WHAT'S COMING NEXT

ECONOMIC IMPACT OF EARLY WORK PACKAGE A

The project has three Early Work Packages (A, B and C) that are designed to increase Disadvantage Business Enterprise (DBE) opportunity and participation. The project team is committed to removing barriers and empowering DBEs to bid on each of these packages. Following a competitive contract proposal period for Early Work Package A, three DBEs were issued notices of intent to award.

Once an initial contract for the pre-construction phase of a work package has been awarded, contractors will work closely with the project team to provide design feedback and ongoing cost estimates to assist in finalizing the design. The project is expected to announce contractor selections for Early Work Package B soon.



▲ Advanced Tribal LLC team photo

A BRIEF HISTORY

OF THE PROJECT'S ENVIRONMENTAL REVIEW PROCESS

2019	2020	2021	2022 WE ARE HERE	2023
<p>ODOT publishes an Environmental Assessment (EA), followed by a 45-day public comment period, as part of the National Environmental Policy Act environmental review process.</p>	<p>ODOT submits a Revised EA and the Federal Highway Administration (FHWA) issues a Finding of No Significant Impact (FONSI) decision document. In response to community feedback, the project team initiates two additional independent project reviews.</p>	<p>The Independent Cover Assessment that looked at the highway cover design concludes. The resulting recommendations prompt ODOT to make design changes more closely aligned with community values.</p>	<p>Due to those changes, the original FONSI was rescinded, and the project team is preparing a Supplemental EA and a 30-day public comment period in the fall to evaluate the new design changes.</p>	<p>The FHWA will review and take into consideration all findings and public comments. An environmental decision is expected in early 2023.</p>

i See the August newsletter for more on Early Work Packages and selected DBE contractors: www.i5rosequarter.org/about/news_story_august_2022.aspx



▲ Staff member on hand to help Vanport Jazz Festival attendees fill out the Summer Design Survey.



▲ Staff member interacts with community members at the Juneteenth Oregon 50th Anniversary celebration.

OUT IN THE COMMUNITY

You may have seen our staff at the Juneteenth Oregon 50th Anniversary celebration, the annual Good in the Hood Festival or the Vanport Jazz Festival this summer. The project team handed out information, discussed the project with festival attendees and shared ways for the public to further engage with the project, including participating in the Summer Design Survey seeking feedback on design elements for walls and bridges in the project area.

To uphold our project value of Community Input & Transparent Decision-making, we actively seek to participate in community events. If you're a member of an organization, non-profit or business and would like us to present at one of your meetings or events, we'd like to hear from you. Email us at i5RoseQuarter@odot.oregon.gov.

If you see us at an event, please stop by our table! We can share the latest information on the project with you, direct you to additional resources and provide a space for public comment. For more information about upcoming events, visit: www.i5rosequarter.org/community/events-meetings.aspx.

i See results of our first survey here: https://i5rosequarter.org/pdfs/RQSpring2022DesignElementsSurveyResults_Final_remediated.pdf

Attachment I. Project FAQs

The following pages include:

- A copy of the Project FAQs

PROJECT FAQs



1. What is the I-5 Rose Quarter Improvement Project?

The I-5 Rose Quarter Improvement Project (Project) is one of several large transportation improvement projects in the Portland metro area being managed by ODOT's Urban Mobility Office. The Project includes upgrades to I-5 between I-84 and I-405 in central Portland to reduce congestion and improve safety at Oregon's top traffic bottleneck. Highway improvements will include auxiliary lanes and full shoulders to smooth traffic flow by providing vehicles additional space to accelerate or decelerate safely when merging on or off I-5, as well as space for emergency responders and disabled vehicles to move out of the way of traffic.

Above I-5, the Project includes the construction of a highway cover to reconnect neighborhood streets. The connected streets improve travel for people walking, biking and driving through the Rose Quarter area, with upgrades to sidewalks and street crossings.

The highway cover also adds new developable land that can support buildings up to 3 stories tall, with an option for buildings up to 6 stories. ODOT will build and own the highway cover structures, creating an urban canvas for future development. The City of Portland will lead the community process to determine how the land will be used and developed.

2. Where is the Project located?

The project area is a stretch of I-5 that runs through the heart of Portland. Several major interstates come together here between I-84 and I-405. It is located in the historic Albina community in an area near the Willamette River passing through the Lloyd, Eliot and Boise neighborhoods.

The Albina neighborhood was a thriving business district for Black Portlanders for decades until several major urban renewal and development projects, including the construction of I-5, severed and displaced the community. Because these past public and private development decisions in the historic Albina area so negatively impacted Black Portlanders, ODOT is committed to engaging with and prioritizing the voices of the historic Albina community today.

3. Why is the project area so important for the traveling public?

I-5 is the main north-south highway moving people and goods and connecting cities and towns across the west coast of the U.S. from Mexico to Canada. I-5 between I-84 and I-405 is the top traffic bottleneck in Oregon and the 28th worst freight bottleneck in the nation. It also has:

- Some of the highest traffic volumes in the state of Oregon, with up to 12 hours of congestion each day.
- A crash rate 3.5 times higher than the statewide average.
- A lack of full shoulders in key areas for crashes to clear and emergency vehicles to access.

In addition, nearby local streets lack neighborhood connections and have undersized and incomplete sidewalks and street crossings for people walking, rolling and biking.

4. What are the project values?

Through the Project, ODOT is committed to supporting a safer, more inclusive Albina community and greater Portland region. The Project will enhance and improve community places, spaces and connections while supporting opportunities for economic development, including future land redevelopment opportunities.

Project values include:

- **Restorative Justice for the Albina Community** to accelerate social, racial and economic equity sustaining positive, tangible change specifically for Portland's Black community.
- **Community Input and Transparent Decision Making** to have community-informed and involved decision-making through a community-connected, transparent and inclusionary process.
- **Mobility Focus** to increase connectivity for the traveling public and local community.
- **Climate Action and Improved Public Health** to reduce greenhouse gas emissions and meet local, regional and statewide climate action goals.

5. What will be created by this Project?

A Safer and More Reliable I-5

- **New ramp-to-ramp connections (auxiliary lanes)** in each direction on I-5 between I-84 and I-405 to reduce vehicle weaving, creating safer merging and improved connections between interchanges.
- **Wider shoulders** in each direction on I-5 between I-84 and I-405, providing space for disabled vehicles to move out of traffic and allowing emergency vehicles to respond to emergencies more quickly.

Community Connections

- **A highway cover over I-5** that is earthquake-safe and reconnects divided streets, accommodates construction of buildings up to 3 stories tall, with an option to build up to 6 stories tall at additional cost, and creates opportunities for new community spaces that strengthen the connection between people and places.
- **A new east-west roadway crossing over I-5** reconnecting N. Hancock Street and N.E. Hancock Street.
- **Local street improvements** including wider paths for people walking, biking and rolling.
- **A key segment of the Green Loop**, along Broadway and Weidler Streets, a proposed multi-use pathway being built in central Portland by the City.

6. What are the Project's benefits?

Expected project benefits include:

- Providing smoother traffic flow on I-5 through ramp-to-ramp connections and wider shoulders, allowing emergency responders to move through more quickly.
- Reducing crashes on I-5 by up to 50%.
- Saving travelers on I-5 nearly 2.5 million hours of travel time each year, getting people, goods and freight through I-5 more quickly.
- Restoring neighborhood street connections over I-5.
- Creating over \$250 million in Disadvantaged Business Enterprise opportunities with contracts that build long-term career prospects for small businesses.
- Designing and building an earthquake-safe highway cover that can accommodate buildings on the new land created (up to 3-story buildings, with an option for up to 6-story buildings at additional cost).
- Adding 8,500 feet (or more than 1.5 miles) of street improvements to make streets safer by offering greater visibility, protection and access to people walking, rolling and biking. Some of the existing conventional bike lanes will be replaced with buffered or protected bike lanes.

7. What is the highway cover?

A highway cover is a concrete or steel platform that is placed over a highway to accommodate community uses and structures above. As part of the Project, there is an opportunity to reconnect the street grid in the Albina area by replacing existing, aging bridges with one large, seismically resilient highway cover over I-5.

The Proposed Hybrid 3 Concept is the highway cover design that was recommended by the community after multiple highway cover options were evaluated through an Independent Cover Assessment review in 2020 and 2021. The Proposed Hybrid 3 Concept highway cover design will connect streets that are currently divided by I-5. It will also add new land over I-5, allowing for wider sidewalks and potential for future economic development opportunities. The Oregon Transportation Commission approved additional evaluation of the Proposed Hybrid 3 Concept in September 2021 following community and local agency recommendations.

Once built, the cover will be able to hold buildings up to 3 stories or possibly up to 6 stories for an additional cost. It will also meet current seismic (earthquake) standards, making this structure over I-5 more resilient in the event of an earthquake, and will provide critical transportation access for community members and first responders.

8. How is the Project expected to improve driver and vehicle safety on I-5?

New ramp-to-ramp connections (auxiliary lanes) are designed to separate slower vehicles entering and exiting the highway from higher-speed vehicles using the through lanes on the highway. Auxiliary lanes are proven to increase safety by providing drivers more time to merge, which reduces rear-end and sideswipe crashes. Studies show the new ramp-to-ramp connections are expected to reduce the frequency of crashes by up to 50%.

The Project will also build wider shoulders along I-5 between I-84 and I-405, which will provide space for vehicles to get safely off the roadway and **give emergency service vehicles safer and quicker access to emergencies within and beyond the Rose Quarter area.**

The benefits of adding auxiliary lanes have been proven around the U.S. and in other completed projects in Portland. The I-5 Southbound: Lower Boones Ferry Road to I-205 project in Tualatin added a single southbound auxiliary lane on I-5 from north of Lower Boones Ferry Road to I-205 to relieve congestion and reduce crashes. Results have shown that the auxiliary lane has reduced conflicts from merging movements and allowed for more direct connection for people travelling from OR 217 to I-205. It has improved trip reliability during evening peak traffic by 16 minutes, decreased crashes per year by 29% and saved drivers \$13.8 million of time annually.

In a similar project, the I-205 Southbound: I-84 Eastbound to Powell Boulevard project in east Portland added an auxiliary lane on I-205 southbound to connect the I-84 eastbound on-ramp to the Division Street/Powell Boulevard off-ramp. Because congestion extended far to the north, the benefits of the project are shown over an approximately 6-mile segment (approximately Foster Road to the Columbia River) to capture the full impact of improvements. Between 2017 and 2019, this project decreased congestion by 35% and saved drivers \$3 million of time annually.

9. How will the Project improve safety for non-motorists?

Local street improvements will make streets safer by offering greater visibility, protection and access to people walking, rolling and biking. The Project includes improvements on local streets for all users, such as well-lit sidewalks and curb ramps compliant with the Americans with Disabilities Act. The multi-use path on N. Williams Avenue will be separated from vehicles, better protected and more than 20 feet wide – equivalent to the width of two auto travel lanes. Bike facilities along the roads on the cover will be increased by over 10%, and many conventional bike lanes will be replaced with either buffered or protected lanes.

10. How will the Project impact Harriet Tubman Middle School?

The project team is committed to prioritizing the health and safety of the students at Harriet Tubman Middle School (HTMS) by working with Portland Public Schools (PPS) and other partners to explore ways to minimize impacts. Our design plans account for adjustments to limit impacts to PPS property to construct the Project. Construction immediately adjacent to the school site will take place only during the summer months, when school is not in session. To shield and reduce temporary construction noise, the Project proposes a new sound wall extending along the eastern

edge of I-5 right-of-way. With the sound wall in place and once the Project is constructed, the noise levels at the school site will be lower than existing noise levels. Minor, temporary air quality impacts may occur in the immediate vicinity of construction activity. The project team is working to identify and implement air quality best management practices both for the site and within the Project itself.

ODOT stands by its commitment to work collaboratively with PPS on minimizing disruptions created by construction to staff and students and will continue to keep PPS apprised of the latest data and developments regarding the Project.

A separate effort, distinct from the I-5 Rose Quarter Improvement Project, is being led by PPS to relocate HTMS to a new location in the area and away from the I-5 corridor. Funding for relocating the school has been approved by the state legislature (\$120 million approved in the 2022 legislative session), and PPS is exploring possible new locations. While ODOT is not directly involved in this effort, we support PPS's process to address concerns related to a school being sited adjacent to a highway.

11. Will the Project increase the number of lanes? Will it expand the highway?

The Project will not add new through lanes. The Project will add new ramp-to-ramp connections (auxiliary lanes) along a 1-mile stretch of I-5 and expand the existing highway shoulders. While this will increase the paved width of the highway, the auxiliary lanes are designed to separate slower vehicles entering and exiting the highway from higher speed through traffic using the existing through lanes.

The new auxiliary lanes are projected to reduce congestion and improve safety on I-5 in our growing community. Nearly 99% of southbound vehicles using the I-405 Fremont Bridge exit I-5 within 2 miles, either at Broadway, I-84, or the Morrison Bridge. These three exits are all within the project area. **With the proposed ramp-to-ramp connections, these vehicles will not have to merge in and out of through traffic on I-5.** The Project is projected to save travelers on I-5 about 2.5 million hours of travel time each year.

The wider highway shoulders will provide space for vehicles to safely exit the roadway in an emergency. The wider shoulders will also give emergency service vehicles safer and quicker access to emergencies. **These improvements will widen the physical footprint of I-5 without adding additional through-travel lanes and will be built primarily within land already owned by ODOT.**

12. What is the status of the Project's environmental review process?

ODOT and the Federal Highway Administration (FHWA) are conducting a supplemental Environmental Assessment process for the Proposed Hybrid 3 Concept. FHWA rescinded the November 2020 Finding of No Significant Impact decision document, and the updated Environmental Assessment process will lead to a new decision document by FHWA in early 2023.

Updating the Environmental Assessment is a step we anticipated to evaluate the Proposed Hybrid 3 Concept, which requires additional environmental review documentation. With this additional effort to respond to the community-recommended highway cover design, the project timeline is still on schedule for construction to begin by late 2023. ODOT will maintain our existing contracts for the project team and will remain focused on completing the necessary environmental documentation and early work package design development for the construction start next year.

We welcome this step in the process that will help solidify the implementation plan for the Proposed Hybrid 3 Concept and move the Project forward. This step is part of our responsiveness to community feedback on getting the project design right – including the direct feedback from the Historic Albina Advisory Board and Community Oversight Advisory Committee.

A deeper look into the environmental review process

What is the National Environmental Policy Act?

The National Environmental Policy Act is a federal law requiring agencies to assess the environmental impacts that potential projects may cause. ODOT and FHWA initiated this process for the Project in 2017. In 2019, ODOT and FHWA published an Environmental Assessment and held a 45-day public comment period. In 2020, ODOT and FHWA published a Finding of No Significant Impact and Revised Environmental Assessment.

What is an Environmental Assessment?

An Environmental Assessment is a study that looks at impacts a project can have on the natural, built and human environment. It has several main features:

- A plan for coordinating with partner agencies.
- An approach for collecting community feedback.
- A purpose and need of the project.
- An understanding of the current and future project area with or without the project.
- A review of the short- and long-term environmental impacts.

The Environmental Assessment identifies ways to reduce adverse effects to people and the environment. The FHWA reviews it. There are two outcomes from the review:

1. The FHWA issues a Finding of No Significant Impact if there are no significant impacts. This ends the environmental step for the project.
2. An Environmental Impact Statement is needed if there are significant impacts.

What is an Environmental Impact Statement?

An Environmental Impact Statement is an additional study required if significant impacts could come from the project to people or the environment. The FHWA determines this outcome. The Environmental Impact Statement studies more items than the Environmental Assessment by:

-
- Evaluating the Environmental Assessment.
 - Discussing alternatives to the project.
 - Reviewing future development in the project area.
 - Discussing benefits of avoiding project impacts.

13. How much is the Project expected to cost and how will it be funded?

With the Proposed Hybrid 3 Cover Concept, the cost of the Project has increased. As of September 2020, the estimated cost of the Project, including the Proposed Hybrid 3 Concept, is \$1.18 billion to \$1.25 billion with highway covers that can support up to 3-story buildings on top. A highway cover supporting buildings up to 6 stories, which is being explored, would cost approximately an additional \$172 million to \$200 million, bringing the total project cost to about \$1.35 billion to \$1.45 billion.

Oregon State Legislature House Bill 2017, which is the current dedicated funding source for the Project, provides about \$500 million to \$700 million of funding, depending on interest rates at the time of bonding. ODOT is working on a finance plan to seek additional funding sources, including new federal funds and competitive grant opportunities from the federal Infrastructure Investment and Jobs Act.

14. How is ODOT addressing the concerns and needs of the historic Albina community?

In Portland, generations of Black families in the Albina community are still impacted by the lasting harm caused by the original construction of I-5 in the 1950s, resulting in the loss of their homes, businesses and community places. It's important to acknowledge this painful history even as ODOT puts a renewed focus on the historic Albina community through the I-5 Rose Quarter Improvement Project.

The Project presents a once-in-a-lifetime opportunity to advance Portland's Black community – to acknowledge the past harms of the destruction of the Albina community, and to deliver a restorative project through intentionally investing in Black and minority-owned companies and workers. From consultants to vendors to community groups and non-profits, ODOT is prioritizing equity and ensuring these voices have a seat at the table and can participate in project decision-making and wealth creation through the Project's contracting opportunities.

We can't replace what once was in Albina, but we can be a national model for restorative justice in a transportation project by investing in people. That means economic empowerment, self-sufficiency and wealth creation opportunities for the Black community through good-paying jobs and pathways to entrepreneurship.

15. How is ODOT ensuring that contract and workforce opportunities are equitable?

For the first time in ODOT's history, the agency is applying a diversity plan to a mega-project. From capacity building to a mentor-protege program and anti-harassment policies, the [Diversity and Subcontracting Plan](#) includes strategies to boost contracting opportunities for Disadvantaged Business Enterprises (DBEs) and expand the availability of diverse workers on the Project. With support and development from the Community Oversight Advisory Committee, this diversity plan was adopted in February 2022.

With more than \$250 million in DBE contracting opportunities available as a result of the Project, new businesses with small cash flow and little to no experience working with ODOT will soon build capacity and strengthen their sustainability by training and employing local journeyman and journeymen. There are 3 to 5 Mini Construction Manager/General Contractor prime, mentoring and capacity-building opportunities for DBEs. Long-term projects like the I-5 Rose Quarter Improvement Project offer career stability and opportunities to learn new skills.

16. Who is involved in shaping the Project?

Advisory committees oversee and provide direction for the Project. Committee members' expertise reflects diverse professional backgrounds, including minority-owned firms, advocacy groups, workforce development organizations, industry associations and community-based organizations. Members are leaders and volunteers with strong ties to the historic Albina community with a wide array of civic and community interests. All members are recognized for advocating for people, particularly people of color and other diverse groups.

The Community Oversight Advisory Committee works to ensure the construction contractor meets its community and project goals and expectations for contracting with disadvantaged businesses and employing minorities and women. The Community Oversight Advisory Committee brings a broad perspective on community, social, economic and workforce issues in the project area.

The Historic Albina Advisory Board's purpose is to elevate voices in the Black community to ensure that project outcomes reflect community interests and values, and that their community directly benefits from the investments of this Project. The board brings community perspectives into the Project's decision-making process concerning elements that most directly support community connections, urban design and wealth generation in the Black and historic Albina community.

To learn more about these advisory committees, visit our website [here](#).

17. How can you get involved with the Project?

The Project is in the early stages of design, and there is still a lot of work to be done. We need the community to help shape the Project. Throughout the design process, we want to hear from you. There are ongoing opportunities for feedback through community events, open houses, online surveys, public committee meetings and urban design stakeholder meetings at which you can provide input.

We aim to foster a two-way dialogue that demonstrates how productive conversations can contribute to collaborative project decision-making. You will continue to see us engaging in active and meaningful conversations with people, focusing on engagement with everyone and especially the Black community.

Through our outreach, we commit to collaborating with the community, with the support of local, regional and state government, by bringing people with diverse backgrounds and expertise together to expand community understanding. We will ensure the project values strive to meet the needs of the community.

We invite you to become involved by visiting the events page on the project website, signing up for the project email updates, and contacting the project team at...

18. Project team contact information

Website: www.i5rosequarter.org

Email: i5rosequarter@odot.oregon.gov

Phone: 503-470-3127

Attachment J. Contact Us Webpage

The following pages include:

- A screenshot of the project website's Contact Us web page



Resources

CONTACT US

HOW TO COMMENT ON THE 2022 SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

On November 15, 2022, the Oregon Department of Transportation (ODOT) released a Supplemental Environmental Assessment (EA) for the I-5 Rose Quarter Improvement Project for public review and comment in accordance with the National Environmental Policy Act (NEPA).

The official comment period is open from November 15, 2022 – January 4, 2023.

You can help us respond to questions and concerns by being as specific as possible with your comments. This means including page numbers or citing specific parts of the EA document in your comment. Additional explanations, facts and references are also helpful, when appropriate. Specific interests, thoughts and concerns are more effective than broad statements and more likely to be used to improve the final documents and analyses.

As a reminder, commenting on the Supplemental EA is not a vote on the project but an opportunity to provide decision-makers your input about the environmental analysis of the preferred design alternative.

There are several ways to submit a comment regarding the Supplemental EA's findings, and all comments received are viewed equally:

- Online via our **web comment form found below**
- Send an email with " Supplemental EA public comment period" in the subject line to: i5RoseQuarter@odot.oregon.gov
- Call and leave a recorded voicemail at (503) 470-3127
- Provide your verbal comments at the virtual public hearing on Tuesday, December 14, 2022, from 5 to 7:30 p.m.
- Send a written comment to this address:

Project Manager
c/o I-5 Rose Quarter Improvement Project
888 SW 5th Ave.
Suite 600
Portland, OR 97204

Your feedback on the Supplemental EA is an important part of the environmental review process.

CONTINUE TO SEND US YOUR QUESTIONS OR COMMENTS

We still want to hear from you as we continue work to design the project in cooperation with the community. Submit a comment using the form or email us at i5RoseQuarter@odot.oregon.gov or call us at 503-470-3127 with questions.

Community collaboration is an essential part of this project. ODOT will be looking to you to help shape the project. We invite and encourage you to get involved.

JOIN OUR MAILING LIST

Stay in the loop by viewing our past email updates or by signing up for our mailing list.

CONTACT & MAILING LIST

(* - required)

First Name

Last Name

Email Address*

Address

City

State

Zip Code

Phone Number

Organization

Add me to the project mailing list

Comment

SEND



Attachment K. Virtual Public Hearing Materials

The following pages include:

- A screenshot of the virtual public hearing registration form
- A copy of the virtual public hearing slide deck presentation

Webinar Registration

Topic	Virtual Public Hearing for the I-5 Rose Quarter Improvement Project Supplemental Environmental Assessment
Description	<p>Provide your verbal comments about the project's Supplemental Environmental Assessment at the virtual public hearing on Wednesday, December 14, 2022, from 5 to 7:30 p.m.</p> <p>For more information about the Supplemental Environmental Assessment, visit the online open house by copying and pasting the following URL into your internet browser (for example, Chrome or Explorer): https://odotopenhouse.org/i5-rose-quarter-sea.</p> <p>In an effort to promote equity and in line with the project values, the I-5 Rose Quarter Improvement Project will ask people who identify as Black and/or people with ties to the historic Albina neighborhood to speak first, after invited testimony.</p> <p>Participants who plan to provide testimony will have two minutes to speak – three minutes if working with an interpreter.</p> <p>We are limited to 500 attendees for the evening and a limited number of speakers. We'll be prioritizing attendance to equity groups and Portland and Oregon residents upon registration. After registering, you'll receive a unique link and directions to join the virtual Zoom event closer to the event date.</p> <p>During the hearing, people identifying as Black and/or having ties to historic Albina will go first after invited testimony. Next, we'll ask others who wish to speak to raise their hand. When hands raise, a randomized list will be created, which will determine the order of the speakers. We'll accommodate as many speakers as time allows.</p> <p>To provide testimony, please fill out the registration form completely and make note of any/all accommodation or accessibility needs in the form.</p> <p>Registration to attend and/or speak closes on Monday, December 12, 2022, at 5 p.m. If you're not able to attend or speak at the event, there are several other ways to submit your public comment, and all comments are viewed equally.</p> <p>If you wish to attend the virtual public hearing but cannot attend by phone or computer, or you require language accommodations, please contact the project team at 503-470-3127.</p>
Time	Dec 14, 2022 05:00 PM in Pacific Time (US and Canada)

* Required information

First Name *

Last Name *

Email Address *

Confirm Email Address *

Zip/Postal Code *

Organization

In an effort to promote equity, the I-5 Rose Quarter Improvement Project will ask people who identify as Black and/or people with ties to the historic Albina neighborhood to speak first. Do you identify with these priority communities? *

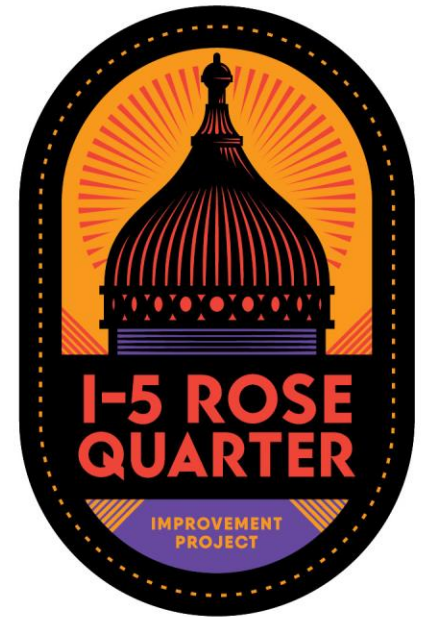
Do you have any accessibility/accommodation needs? (interpreter, American Sign Language, closed captioning, etc.) *

If yes, Please explain:

Information you provide when registering will be shared with the [account owner](#) and host and can be used and shared by them in accordance with their [Terms and Privacy Policy](#).

Register

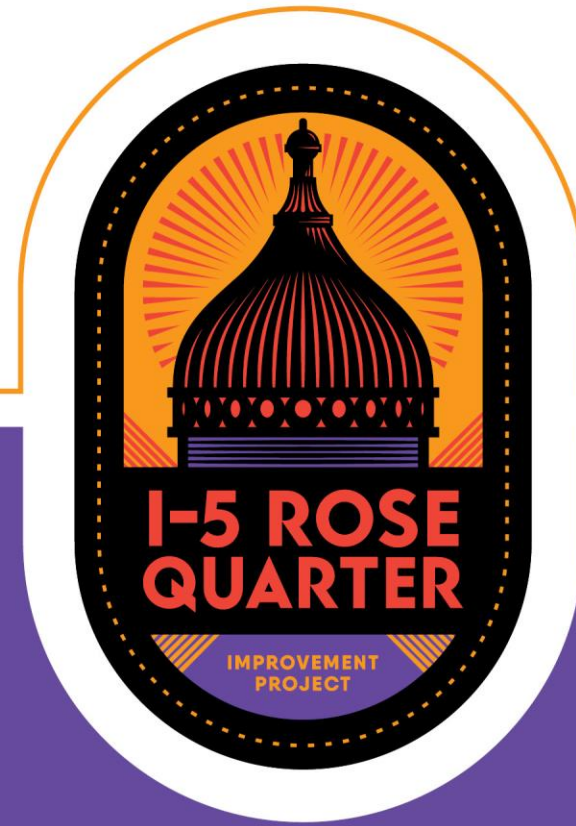
**WELCOME - THE HEARING
WILL BEGIN SOON**



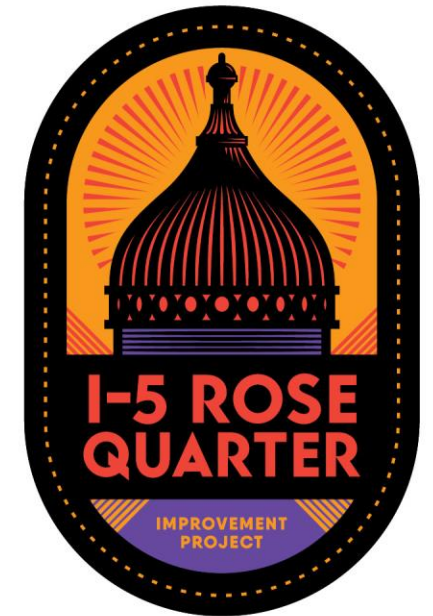
SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

VIRTUAL PUBLIC HEARING

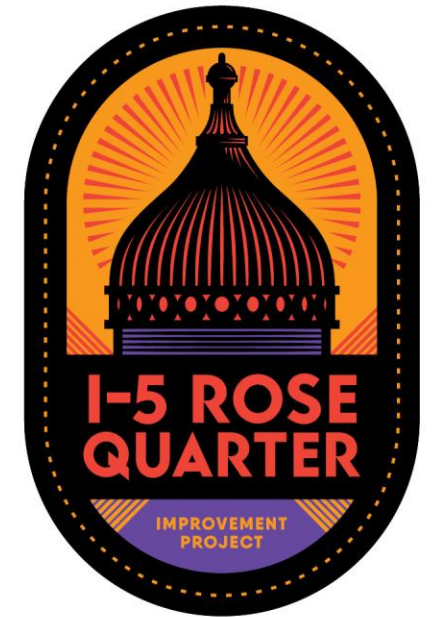
December 14, 2022



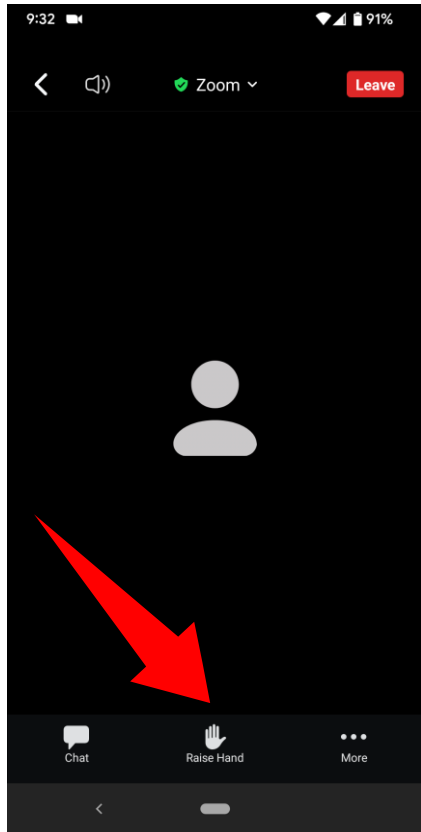
PURPOSE OF THE HEARING



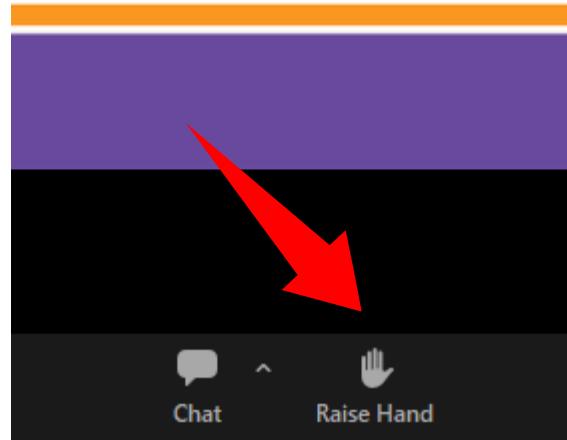
TONIGHT'S AGENDA



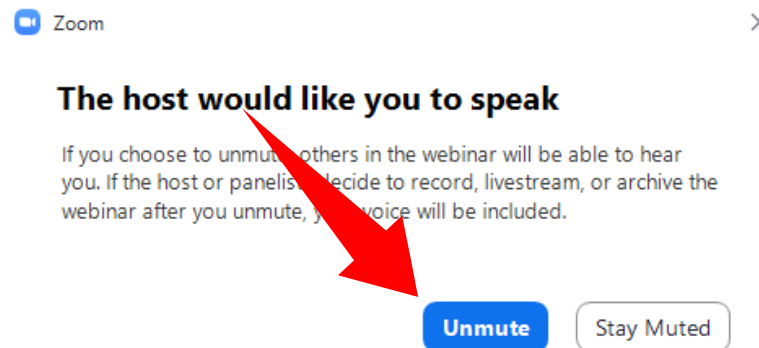
HOW TO TESTIFY



▲ Mobile



◀ Desktop



MEETING RULES



Speakers must provide their first and last name and city of residence for public record.



Speakers will have two minutes to speak.

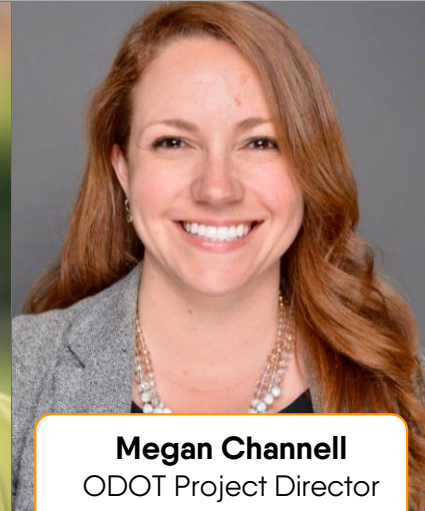
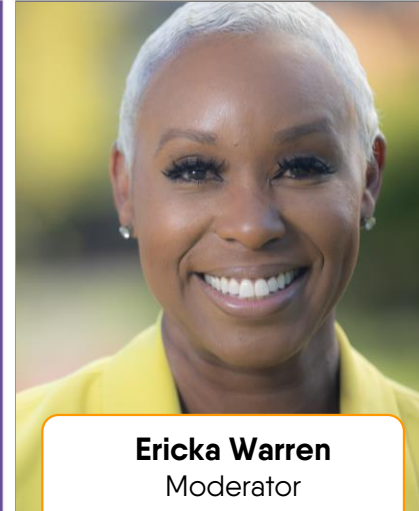


Time will be strictly enforced using the on-screen timer.



Do not add your testimony to the Zoom chat.

MODERATOR & PANELISTS



**COMMENT PERIOD OPEN UNTIL
JANUARY 4, 2023, AT MIDNIGHT**



ONLINE OPEN HOUSE

odotopenhouse.org/i5-rose-quarter-sea



EMAIL

i5RoseQuarter@odot.Oregon.gov



PHONE

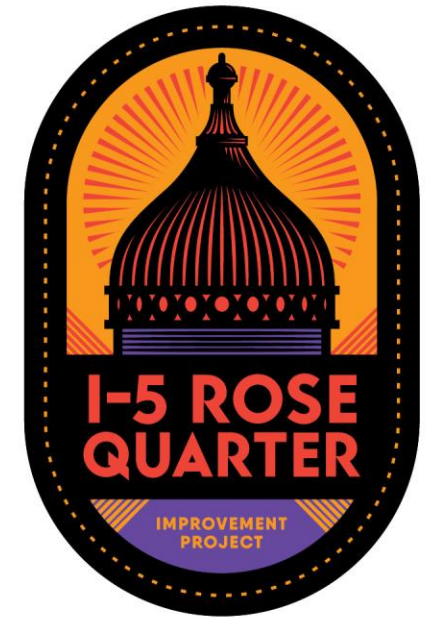
(503) 470-3127



MAIL

Project Manager
c/o I-5 Rose Quarter Improvement Project
888 SW 5th Ave. Suite 600
Portland, OR 97204

INVITED TESTIMONIES



EQUITY TESTIMONY

**PLEASE RAISE YOUR
HAND TO PROVIDE
TESTIMONY**



PUBLIC TESTIMONY

**PLEASE RAISE YOUR
HAND TO PROVIDE
TESTIMONY**



THANK YOU!

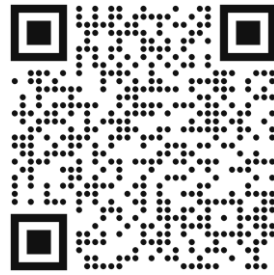
The public comment period officially ends on **Wednesday, January 4, 2023.**

Continue to submit your comments:



ONLINE OPEN HOUSE

odotopenhouse.org/i5-rose-quarter-sea



EMAIL

i5RoseQuarter@odot.Oregon.gov



PHONE

(503) 470-3127



MAIL

Project Manager
c/o I-5 Rose Quarter Improvement Project
888 SW 5th Ave. Suite 600
Portland, OR 97204

