



OREGON STATE LEGISLATURE

May 2, 2024

The Honorable Pete M. Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg,

We are writing regarding the Oregon Department of Transportation's (ODOT) Nationally Significant Multimodal Freight & Highway Projects program (INFRA) grant application for the I-5 Rose Quarter Improvement Project. ODOT is seeking \$750 million and is designated as "highly recommended" by the Federal Highway Administration after being awarded a Reconnecting Communities grant for \$450 million earlier this year. INFRA funding is designated for multimodal freight and highway projects of national and regional significance, and we strongly believe that the I-5 Rose Quarter Improvement Project is an ideal project for this grant.

I-5 is the main north-south route moving people and goods and connecting population centers across the West Coast of the United States, from Canada to Mexico. In the Portland region between Interstates 84 and 405, I-5 is critical for truck freight and businesses moving goods, commuters traveling to and from the Portland metro area, and people traveling within and visiting the region. This is Oregon's top bottleneck, with up to 12 hours of congestion each day. It also has the highest crash rate of any interstate within our state, 3.5 times higher than the statewide average on I-5.

The I-5 Rose Quarter Improvement Project will provide critical bottleneck relief on I-5 in the Rose Quarter area and increase safety for all multimodal users. The project will reduce travel times, save travelers on I-5 nearly 2.5 million hours each year, and get people, goods, and freight through this section of I-5 more quickly. It will improve reliability among one of Oregon's busiest stretches of interstate, with ramp-to-ramp connections and wider safety shoulders, enabling faster emergency response times. In addition, local street improvements will knit together communities disproportionately impacted by the interstate's original construction, and make streets safer by offering greater visibility, protection, and access to people walking, biking, and rolling. This project is significant to all communities in Oregon, and the entire state will benefit from this grant to finish the I-5 Rose Quarter Improvement Project.

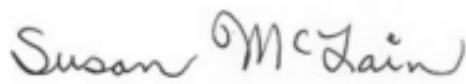
The I-5 Rose Quarter Improvement Project will also create significant opportunities for jobs and economic development. This Project will invest more than \$150 million in jobs for Disadvantaged Business Enterprises in the area, providing opportunities for jobs and economic development for Black Portlanders in particular—the community most impacted by the original construction of the interstate. This project is a catalyst for economic growth and social equity, and its completion will improve our infrastructure and uplift our communities.

Thank you for your full and fair consideration of this grant application, consistent with all applicable rules and regulations.

Sincerely,



State Senator Chris Gorsek
Oregon Senate District 25
Co-Chair, Joint Committee on Transportation



State Representative Susan McLain
Oregon House District 29
Co-Chair, Joint Committee on Transportation



Commissioner Mingus Mapps
City of Portland

April 26, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing with regard to the Oregon Department of Transportation's (ODOT) Infrastructure for Rebuilding America (INFRA) grant Program application for the I-5 Rose Quarter Improvement Project.

Interstate 5 is the main north-south route moving people and goods and connecting population centers across the West Coast of the United States, from Mexico to Canada. In the Portland region between Interstates 84 and 405, I-5 is critical for truck freight and businesses moving goods; commuters traveling to and from the Portland metro area; and people traveling within and visiting the region. This is the State's top bottleneck and has the highest crash rate of any interstate within Oregon.

It is also a highway that divided the historic Albina community when it was constructed in the 1960s, disproportionately impacting generations of Portland's Black community. As an agency, ODOT has put a renewed focus on the historic Albina community through the I-5 Rose Quarter Improvement Project and acknowledges this painful history. The project is guided by the Historic Albina Advisory Board (HAAB), a committee that elevates voices in the Black community to ensure that project outcomes reflect community interests and values, and that historic Albina directly benefits from the investments of this project. The HAAB has urged ODOT to pursue grant opportunities like this one, to ensure the project has the resources needed to complete design and proceed to construction.

The I-5 Rose Quarter Improvement Project includes a highway cover over sections of Interstate 5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities. This new cover—a community-supported design the HAAB advanced in 2021—will also include seismic upgrades, making the structure over I-5 more resilient in the event of the Cascadia earthquake.

The I-5 Rose Quarter Improvement Project will also provide key bottleneck relief on I-5 in the Rose Quarter area and increase safety for pedestrians and bicyclists on local streets. The project will reduce travel times and improve reliability among one of Oregon's busiest stretches of interstate, with ramp-to-ramp connections and wider shoulders. Local street improvements will knit together communities that were disproportionately impacted by the interstate's original construction.

The I-5 Rose Quarter Improvement Project will also create significant opportunities for jobs and economic development. This Project will invest more than \$150 million in jobs for Disadvantaged



Commissioner Mingus Mapps
City of Portland

Business Enterprises in the area, providing opportunities for jobs and economic development for Black Portlanders in particular—the community most impacted by the original construction of the interstate.

Thank you for your full and fair consideration of this grant application consistent with all applicable rules and regulations. Should you have any questions, please contact Cynthia Castro in my office at 503-865-6701 or cynthia.castro@portlandoregon.gov.

Sincerely,

Mingus Mapps, Portland City Commissioner



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Council President Lynn Peterson

April 23, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing you today in strong support of the Oregon Department of Transportation's (ODOT) Infrastructure for Rebuilding America (INFRA) grant application for the I-5 Rose Quarter Improvement Project (RQIP).

Interstate 5 is the main north-south route moving people and goods and connecting population centers from Mexico to Canada on the West Coast of the U.S. The portion between Interstates 84 and 405 in the Portland region, known as the "Rose Quarter," is especially critical for moving goods and commuters and visitors traveling to, from, and within the Portland area. This is the State's worst bottleneck, one of the worst trucking bottlenecks in the nation, and has the highest crash rate of any interstate within Oregon.

It is also a highway that decimated the historic Albina community when it was constructed in the 1960s, disproportionately impacting four out of five Black families at the time and generations since. As an agency, ODOT has put a renewed focus on the historic Albina community through this project and acknowledges this painful history. The project is guided by the Historic Albina Advisory Board (HAAB), a committee that elevates voices in the Black community to ensure that project outcomes reflect community interests and values, and that historic Albina directly benefits from these investments.

Metro is proud to be a part of the generational effort to rebuild Albina. As the metropolitan planning organization for the greater Portland region, Metro works with a variety of agency partners, including ODOT, The Portland Bureau of Transportation, and Albina Vision Trust on multiple projects aimed at restoring justice to Black Portlanders with connections to the Albina neighborhood. The project is identified as a key investment in the recently updated 2023 Regional Transportation Plan.

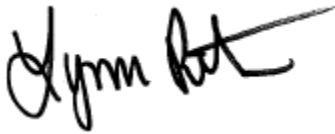
If funded, the RQIP will knit together improvements to the local surface streets paired with the new I-5 highway covers. This will help restore the safe, walkable, and well-connected street grid that Albina once enjoyed and create new public spaces

that reflect the area's history and new developable parcels that provide opportunities to build community wealth. This new cover—a community-supported design the HAAB advanced in 2021—will also include seismic upgrades, making the structure over I-5 more resilient in the event of the Cascadia earthquake.

The RQIP will also provide key bottleneck relief, increase safety for pedestrians and bicyclists on local streets, reduce travel times, and improve reliability among one of Oregon's busiest stretches of interstate, with ramp-to-ramp connections and wider shoulders. The project will also create significant opportunities for jobs and economic development by investing more than \$150 million in jobs for Disadvantaged Business Enterprises in the area and Black Portlanders in particular—the community most impacted by the original construction of the interstate.

Thank you for your full and fair consideration of this grant application. Should you have any questions, please contact Catherine Ciarlo, Director of Planning, Development, and Research at Catherine.Ciarlo@oregonmetro.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Lynn Peterson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Metro Council President Lynn Peterson



501 SE Hawthorne Blvd., Suite 600
Portland, Oregon 97214
Phone: (503) 988-5090
Email: mult.chair@multco.us

April 30, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing with regard to the Oregon Department of Transportation's (ODOT) Infrastructure for Rebuilding America (INFRA) grant Program application for the I-5 Rose Quarter Improvement Project.

Interstate 5 is the main north-south route moving people and goods and connecting population centers across the West Coast of the United States, from Mexico to Canada. In the Portland region between Interstates 84 and 405, I-5 is critical for truck freight and businesses moving goods; commuters traveling to and from the Portland metro area; and people traveling within and visiting the region. This is the State's top bottleneck and has the highest crash rate of any interstate within Oregon.

It is also a highway that divided the historic Albina community when it was constructed in the 1960s, disproportionately impacting generations of Portland's Black community. As an agency, ODOT has put a renewed focus on the historic Albina community through the I-5 Rose Quarter Improvement Project and acknowledges this painful history. The project is guided by the Historic Albina Advisory Board (HAAB), a committee that elevates voices in the Black community to ensure that project outcomes reflect community interests and values, and that historic Albina directly benefits from the investments of this project. The HAAB has urged ODOT to pursue grant opportunities like this one, to ensure the project has the resources needed to complete design and proceed to construction.

The I-5 Rose Quarter Improvement Project includes a highway cover over sections of Interstate 5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities. This new cover—a community-supported design the HAAB advanced in 2021—will also include seismic upgrades, making the structure over I-5 more resilient in the event of the Cascadia earthquake.

The I-5 Rose Quarter Improvement Project will also provide key bottleneck relief on I-5 in the Rose Quarter area and increase safety for pedestrians and bicyclists on local streets. The project will reduce travel times and improve reliability among one of Oregon's busiest stretches of interstate,

with ramp-to-ramp connections and wider shoulders. Local street improvements will knit together communities that were disproportionately impacted by the interstate's original construction.

The I-5 Rose Quarter Improvement Project will also create significant opportunities for jobs and economic development. This Project will invest more than \$150 million in jobs for Disadvantaged Business Enterprises in the area, providing opportunities for jobs and economic development for Black Portlanders in particular—the community most impacted by the original construction of the interstate.

Thank you for your full and fair consideration of this grant application consistent with all applicable rules and regulations.

A handwritten signature in black ink that reads "Jessica Vega Pederson". The script is fluid and cursive, with the first letters of each word being capitalized and prominent.

Jessica Vega Pederson
Multnomah County Chair

A handwritten signature in black ink that reads "Jesse Beason". The signature is highly stylized and abstract, featuring large loops and a long horizontal tail.

Jesse Beason
Multnomah County Commissioner, District 2

April 22, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing with regard to the Oregon Department of Transportation's (ODOT) Infrastructure for Rebuilding America (INFRA) grant Program application for the I-5 Rose Quarter Improvement Project.

Interstate 5 is the main north-south route moving people and goods and connecting population centers across the West Coast of the United States, from Mexico to Canada. In the Portland region between Interstates 84 and 405, I-5 is critical for truck freight and businesses moving goods; commuters traveling to and from the Portland metro area; and people traveling within and visiting the region. This is the State's top bottleneck and has the highest crash rate of any interstate within Oregon.

It is also a highway that divided the historic Albina community when it was constructed in the 1960s, disproportionately impacting generations of Portland's Black community. As an agency, ODOT has put a renewed focus on the historic Albina community through the I-5 Rose Quarter Improvement Project and acknowledges this painful history. The project is guided by the Historic Albina Advisory Board (HAAB), a committee that elevates voices in the Black community to ensure that project outcomes reflect community interests and values, and that historic Albina directly benefits from the investments of this project. The HAAB has urged ODOT to pursue grant opportunities like this one, to ensure the project has the resources needed to complete design and proceed to construction.

The I-5 Rose Quarter Improvement Project includes a highway cover over sections of Interstate 5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities. This new cover—a community-supported design the HAAB advanced in 2021—will also include seismic upgrades, making the structure over I-5 more resilient in the event of the Cascadia earthquake.

The I-5 Rose Quarter Improvement Project will also provide key bottleneck relief on I-5 in the Rose Quarter area and increase safety for pedestrians and bicyclists on local streets. The project will reduce travel times and improve reliability among one of Oregon's busiest stretches of interstate, with ramp-to-ramp connections and wider shoulders. Local street improvements will knit together communities that were disproportionately impacted by the interstate's original construction.

The I-5 Rose Quarter Improvement Project will also create significant opportunities for jobs and economic development. This Project will invest more than \$150 million in jobs for Disadvantaged Business Enterprises in the area, providing opportunities for jobs and economic development for Black Portlanders in particular—the community most impacted by the original construction of the interstate.

Thank you for your full and fair consideration of this grant application consistent with all applicable rules and regulations. Should you have any questions, please contact Tom Markgraf at markgraf@trimet.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sam Desue Jr.", written in a cursive style.

Sam Desue Jr.

General Manager

April 25, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to convey the Port of Portland's (Port) support of the Oregon Department of Transportation's (ODOT) Infrastructure for Rebuilding America (INFRA) Grant Program application for the I-5 Rose Quarter Improvement Project (Project or I-5).

The Port of Portland's mission is to build shared prosperity through trade, travel, and economic development. All aspects of our work rely on Oregon's highway system to provide safe, efficient, and equitable connection to and from our facilities. I-5 is the main north-south route moving people and goods and connecting population centers across the west coast of the United States, from Mexico to Canada. It is also the interstate providing critical access to the Port's Rivergate Industrial Park, a major employment hub in the Portland area. The Rose Quarter is Oregon's top bottleneck and has the highest crash rate of any interstate within the state.

Importantly, I-5 is also a highway that divided the historic Albina community when it was constructed in the 1960s, disproportionately impacting generations of Portland's Black community. ODOT has put a focus on the historic Albina community – the I-5 Rose Quarter Improvement Project is guided by the Historic Albina Advisory Board (HAAB), a committee that elevates voices in the Black community to ensure that Project outcomes reflect community interests and values, and that historic Albina directly benefits from the investments of this Project. The HAAB has urged ODOT to pursue grant opportunities like this one, so the Project has the resources needed to complete design and begin construction.

Funding and completion of this Project is critical to the region's economic prosperity and connection to global markets. The Project will reduce travel times, improve reliability and resilience, and increase safety for pedestrians and bicyclists with ramp-to-ramp connections and wider shoulders. Local street improvements will knit together communities that were disproportionately impacted by the interstate's original construction. This Project will invest more than \$150 million in jobs for Disadvantaged Business Enterprises in the area, providing opportunities for jobs and economic development for Black Portlanders in particular—the community most impacted by the original construction of the interstate. Finally, I'd like to acknowledge the leadership of ODOT Director Kris Strickler and his team. I appreciate their diligence in bringing this complex project to fruition.

Thank you for your full and fair consideration of this grant application. Should you have any questions, please contact Elvia Montoya at 971-226-6293 or Elvia.Montoya@portofportland.com.

Sincerely,



Curtis Robinhold
Executive Director



PORTLAND
Public Schools

The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

We are writing about the Oregon Department of Transportation's (ODOT) Infrastructure for Rebuilding America (INFRA) grant Program application for the I-5 Rose Quarter Improvement Project.

Interstate 5 is the main north-south route moving people and goods and connecting population centers across the West Coast of the United States, from Mexico to Canada. In the Portland region between Interstates 84 and 405, I-5 is critical for truck freight and businesses moving goods; commuters traveling to and from the Portland metro area; and people traveling within and visiting the region. This is the State's top bottleneck and has the highest crash rate of any interstate within Oregon.

It is also a highway that divided the historic Albina community when it was constructed in the 1960s, disproportionately impacting generations of Portland's Black community. As an agency, ODOT has put a renewed focus on the historic Albina community through the I-5 Rose Quarter Improvement Project and acknowledges this painful history. The project is guided by the Historic Albina Advisory Board (HAAB), a committee that elevates voices in the Black community to ensure that project outcomes reflect community interests and values, and that historic Albina directly benefits from the investments of this project. The HAAB has urged ODOT to pursue grant opportunities like this one, to ensure the project has the resources needed to complete design and proceed to construction.

The I-5 Rose Quarter Improvement Project includes a highway cover over sections of Interstate 5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities. This new cover—a community-supported design the HAAB advanced in 2021—will also include seismic upgrades, making the structure over I-5 more resilient in the event of the Cascadia earthquake.

The I-5 Rose Quarter Improvement Project will also provide key bottleneck relief on I-5 in the Rose Quarter area and increase safety for pedestrians and bicyclists on local streets. The project



PORTLAND
Public Schools

will reduce travel times and improve reliability among one of Oregon’s busiest stretches of interstate, with ramp-to-ramp connections and wider shoulders. Local street improvements will knit together communities that were disproportionately impacted by the interstate’s original construction.

The I-5 Rose Quarter Improvement Project will also create significant opportunities for jobs and economic development. This Project will invest more than \$150 million in jobs for Disadvantaged Business Enterprises in the area, providing opportunities for jobs and economic development for Black Portlanders in particular—the community most impacted by the original construction of the interstate.

Thank you for your full and fair consideration of this grant application consistent with all applicable rules and regulations. Should you have any questions, please contact Lisa Merrick in the Portland Public Schools Government Relations Office at 971-271-3466 or limerrick@pps.net.

Sincerely,

Portland Public Schools Board of Education



The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing with regard to the Oregon Department of Transportation's (ODOT) Infrastructure for Rebuilding America (INFRA) grant Program application for the I-5 Rose Quarter Improvement Project.

Interstate 5 is the main north-south route moving people and goods and connecting population centers across the West Coast of the United States, from Mexico to Canada. In the Portland region between Interstates 84 and 405, I-5 is critical for truck freight and businesses moving goods; commuters traveling to and from the Portland metro area; and people traveling within and visiting the region. This is the State's top bottleneck and has the highest crash rate of any interstate within Oregon.

It is also a highway that divided the historic Albina community when it was constructed in the 1960s, disproportionately impacting generations of Portland's Black community. As an agency, ODOT has put a renewed focus on the historic Albina community through the I-5 Rose Quarter Improvement Project and acknowledges this painful history. The project is guided by the Historic Albina Advisory Board (HAAB), a committee that elevates voices in the Black community to ensure that project outcomes reflect community interests and values, and that historic Albina directly benefits from the investments of this project. The HAAB has urged ODOT to pursue grant opportunities like this one, to ensure the project has the resources needed to complete design and proceed to construction.

The I-5 Rose Quarter Improvement Project includes a highway cover over sections of Interstate 5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities. This new cover—a community-supported design the HAAB advanced in 2021—will also include seismic upgrades, making the structure over I-5 more resilient in the event of the Cascadia earthquake.

The I-5 Rose Quarter Improvement Project will also provide key bottleneck relief on I-5 in the Rose Quarter area and increase safety for pedestrians and bicyclists on local streets. The project will reduce travel times and improve reliability among one of Oregon's busiest stretches of interstate, with ramp-to-ramp connections and wider shoulders. Local street improvements will knit together communities that were disproportionately impacted by the interstate's original construction.

The I-5 Rose Quarter Improvement Project will also create significant opportunities for jobs and economic development. This Project will invest more than \$150 million in jobs for Disadvantaged Business Enterprises in the area, providing opportunities for jobs and economic development for Black Portlanders in particular—the community most impacted by the original construction of the interstate.

Thank you for your full and fair consideration of this grant application consistent with all applicable rules and regulations. Should you have any questions, please contact, me, Nate McCoy, at (503) 756-8660, or nate@namc-oregon.org.

Nate McCoy



April 22, 2024

Gustavo J. Cruz, Jr.
Commission Chair

Marcelino J. Alvarez
Commissioner

William Myers
Commissioner

Michi Slick
Commissioner

Serena Stoudamire Wesley
Commissioner

Carmen Rubio
Commissioner,
City of Portland

Kimberly Branam
Executive Director

The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to express our support for the Oregon Department of Transportation's (ODOT) Infrastructure for Rebuilding America (INFRA) grant application for the I-5 Rose Quarter Improvement Project. As the Executive Director of Prosper Portland, the city's economic development and urban development agency, we have a shared goal with ODOT of ensuring public investments do not perpetuate past harms but instead deliver inclusive economic growth opportunities that this Project represents.

Interstate 5 is the main north-south route moving people and goods and connecting population centers across the West Coast of the United States, from Mexico to Canada. In Portland, as with many other American cities, it is also a highway project that divided the historic Albina community when it was constructed in the 1960s. In particular, its construction disproportionately impacted and uprooted generations of Portland's Black community located in Lower Albina. ODOT has committed to reconnecting the historic Albina community through the Rose Quarter Improvement Project and acknowledges the painful history that the I-5 construction caused. Working closely with the Historic Albina Advisory Board (HAAB), a committee that elevates Black and African American community voices in Portland, ODOT is committed to ensuring current day project outcomes reflect community interests and values. The HAAB has urged ODOT to pursue grant opportunities like this one, to ensure the project has the resources needed to complete design, proceed to construction, and bring appropriate benefits to the community.

One of the I-5 Rose Quarter Improvement Project scopes is to create a highway cover that will reconnect local streets, create new community spaces, and provide future development and economic opportunities. This new cover—a community-supported design the HAAB advanced in 2021—will also include required seismic upgrades, making the structure over I-5 more resilient in the event of the Cascadia earthquake. The I-5 Rose Quarter Improvement Project will also provide key bottleneck relief on I-5 in the Rose Quarter area and increase safety for pedestrians and bicyclists on local streets. Related local street improvements will knit together communities that were disproportionately impacted by the interstate's original construction.

prosperportland.us

220 NW Second Ave.,
Suite 200, Portland, OR
97209-3943

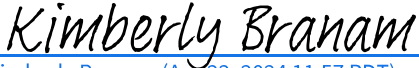
503-823-3200 Main
503-823-3368 Fax
503-823-3366 TTY

The Honorable Pete Buttigieg, Secretary of Transportation
United States Department of Transportation
April 22, 2024
Page 2 of 2

The I-5 Rose Quarter Improvement Project will also create significant economic opportunities and jobs in the both the short and long term. Construction of the Project will invest more than \$150 million in Disadvantaged Business Enterprises in the area, providing economic opportunity for minority owned contractors and subcontractors, including Black Portlanders —the community most impacted by the original construction of the interstate. Longer term, future development on the lids will offer inclusive opportunity for new small businesses and community partners.

Thank you for your consideration, and we look forward to witnessing the positive impact this project will have on our beloved city.

Sincerely,


[Kimberly Branam \(Apr 22, 2024 11:57 PDT\)](#)
Kimberly Branam
Executive Director



OREGON
TRUCKING
ASSOCIATION

April 30, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing with regard to the Oregon Department of Transportation's (ODOT) Infrastructure for Rebuilding America (INFRA) grant Program application for the I-5 Rose Quarter Improvement Project.

Interstate 5 is the main north-south route moving people and goods and connecting population centers across the West Coast of the United States, from Mexico to Canada. In the Portland region between Interstates 84 and 405, I-5 is critical for truck freight and businesses moving goods; commuters traveling to and from the Portland metro area; and people traveling within and visiting the region. The American Transportation Research Institute (ATRI) annually publishes a list of the top 100 bottlenecks in the nation and this section of freeway has consistently been toward the top of this list. In fact, it is the State's top bottleneck and has the highest crash rate of any interstate within Oregon.

This section of freeway, I-5 at the I-84 interchange referred to as the Rose Quarter, is key to Oregon's economy. Business activity at the Port of Portland, Swan Island and the surrounding region contribute to the high volume of trucking activity. Over 90% of the manufactured tonnage in Oregon is transported by truck and over 80% of Oregon communities depend exclusively on trucks to deliver goods and supplies. The project will reduce travel times and improve reliability among one of Oregon's busiest stretches of interstate, with ramp-to-ramp connections and wider shoulders.

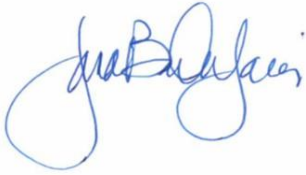
It is also a highway that divided the historic Albina community when it was constructed in the 1960s, disproportionately impacting generations of Portland's Black community. The I-5 Rose Quarter Improvement Project includes a highway cover over sections of Interstate 5 that will reconnect local streets and will also include seismic upgrades, making the structure over I-5 more resilient in the event of the Cascadia earthquake.

The I-5 Rose Quarter Improvement Project will also create significant opportunities for jobs and economic development. This Project will invest more than \$150 million in jobs for Disadvantaged Business Enterprises in the area, providing opportunities for jobs and economic development for Black Portlanders in particular—the community most impacted by the original construction of the interstate.

Oregon Trucking Associations, Inc.
4005 SE Naef Road | Portland, OR 97267
Phone: 503.513.0005 | Fax: 503.513.0008
www.ortrucking.org

Thank you for your full and fair consideration of this grant application consistent with all applicable rules and regulations. Should you have any questions, please contact me at 503-522-5902 or via email at jana@otrucking.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jana", with a large, stylized flourish at the end.

President & CEO



600 SW MARKET ST, PORTLAND, OR
800.452.1643 | AAA.COM

April 26, 2024

The Honorable Pete M. Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

AAA Oregon/Idaho strongly supports the Oregon Department of Transportation's (ODOT) Infrastructure for Rebuilding America (INFRA) grant Program application for the I-5 Rose Quarter Improvement Project. We believe that the project is a vital transportation system investment, benefiting our economy, enhancing traffic safety, and ensuring greater mobility.

Interstate 5 serves as the primary artery facilitating the movement of both people and goods along the West Coast of the United States, linking population hubs from Mexico to Canada. Within the Portland region, specifically between Interstates 84 and 405, I-5 plays a pivotal role in facilitating the transport of truck freight and supporting businesses engaged in the movement of goods. Additionally, it serves as a vital route for commuters traveling to and from the Portland metro area; and people traveling within and visiting the region. Notably, this stretch of the interstate represents the State's top bottleneck and has the highest crash rate of any interstate within Oregon.

The I-5 Rose Quarter Improvement Project will provide key bottleneck relief on I-5 in the Rose Quarter area. Enhanced with ramp-to-ramp connections and wider shoulders, this initiative will reduce travel times, increase safety, and improve reliability among one of Oregon's busiest stretches of interstate. In addition, the I-5 Rose Quarter Improvement Project will create significant opportunities for jobs and economic development that will benefit business enterprises and Oregonians throughout the state.

On behalf of motorists in Oregon, we thank you for your consideration of this grant application and the critical project it will support. We firmly believe this investment is prudent and necessary, aligning with our country's economic and environmental interests. We wholeheartedly support the program's grant applications and look forward to witnessing the positive impact it will have on the region and the entire State of Oregon.

Thank you for your consideration.

Sincerely,

Timothy Morgan
President and Chief Executive Officer
AAA Oregon/Idaho



I-5 ROSE QUARTER

IMPROVEMENT PROJECT



www.i5RoseQuarter.org



i5RoseQuarter@odot.oregon.gov



503-470-3127

TO: [The Honorable Pete Buttigieg](#)
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

We write to you as members of the I-5 Rose Quarter's Historic Albina Advisory Board (HAAB), in strong support of the Oregon Department of Transportation's (ODOT) INFRA Grant Program application for the I-5 Rose Quarter Improvement Project.

Interstate 5 is the main north-south route moving people and goods and connecting population centers across the West Coast of the United States, from Mexico to Canada. In the Portland region between Interstates 84 and 405, I-5 is critical for truck freight and businesses moving goods, for commuters and visitors traveling throughout the Portland metro area. This area is the State's top bottleneck and has the highest crash rate of any interstate within Oregon.

It is also a highway that divided the historic Albina community when it was constructed in the 1960s, disproportionately impacting generations of Portland's Black community. As an agency, ODOT has put a renewed focus on the historic Albina community through the I-5 Rose Quarter Improvement Project and acknowledges this painful history. The project is guided by the Historic Albina Advisory Board (HAAB), a committee that elevates voices in the Black community to ensure that project outcomes reflect community interests and values, and that historic Albina directly benefits from the investments of this project. The HAAB has urged ODOT to pursue grant opportunities like this one, to ensure the project has the resources needed to complete design and proceed to construction.

The I-5 Rose Quarter Improvement Project includes a highway cover over sections of Interstate 5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities. This new cover—a community-supported design the HAAB advanced in 2021—will also include seismic upgrades, making the structure over I-5 more resilient in the event of the Cascadia earthquake.

HAAB Members

- [Dr. Ebony Amato-Blackmon](#)
- [Sprinavasa Brown](#)
- [Andrew Campbell](#)
- [Bryson Davis](#)
- [Cleo Davis](#)
- [Joy Alise Davis](#)
- [Keith Edwards](#)
- [JT Flowers](#)
- [Coby Lewis](#)
- [Kevin Modica](#)
- [James Posey](#)
- [Dr. Carlos Richard](#)
- [John Washington](#)

The I-5 Rose Quarter Improvement Project will also provide key bottleneck relief on I-5 in the Rose Quarter area and increase safety for pedestrians and bicyclists on local streets. The project will reduce travel times and improve reliability among one of Oregon's busiest stretches of interstate, with ramp-to-ramp connections and wider shoulders. Local street improvements will knit together communities that were disproportionately impacted by the interstate's original construction.

The I-5 Rose Quarter Improvement Project will also create significant opportunities for jobs and economic development. This Project will invest more than \$150 million in jobs for Disadvantaged Business Enterprises in the area, providing opportunities for jobs and economic development for Black Portlanders in particular—the community most impacted by the original construction of the interstate.

Now is the time. This is the opportunity. We are the people.

Thank you for your full and fair consideration of this grant application.

Sincerely,

Historic Albina Advisory Board



The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

The Albina Vision Trust (AVT) is strongly supportive of the Oregon Department of Transportation's (ODOT) Infrastructure for Rebuilding America (INFRA) Grant Program application for the I-5 Rose Quarter Improvement Project (RQIP).

The original construction of Interstate 5 (I-5) in the 1950s and 60s decimated the Albina neighborhood, then home to 4 out of 5 Black families in Portland. I-5 was part of a series of public and private developments that led to disinvestment in Albina and the displacement of many of its residents, businesses, and community institutions. Over 800 Black-owned homes were razed, destroying billions in generational wealth and upending a thriving local economy. Despite this history, most of Portland's historic Black churches, social justice organizations, and social service agencies are still anchored in Albina – the area remains a cultural and emotional hub for Black Portlanders.

The Albina Vision was created to counteract the forced displacement of Black Portlanders by leveraging restorative redevelopment to heal the scars of urban renewal. Our work represents the largest equitable development effort in America—a comprehensive, district-level strategy working across sectors to restitch the neighborhood, rebuild wealth, and reclaim place in Lower Albina.

The RQIP represents a generational opportunity to reclaim and reconnect the historic community that was ripped from under our feet by the targeted, racialized and destructive forces of urban renewal. The covering of I-5 would rectify the disconnecting trench that was dug through the middle of our center city heartland, severing Black Portlanders from one another and fragmenting our community.

AVT is proud to stand alongside our state in supporting ODOT's INFRA grant application, a critical step in this shared generational effort to rebuild Albina. Securing the capital necessary to design and build the cap will prove vital to the restoration and redevelopment of our historic home. Thank you for your full consideration.

Sincerely,

Winta Yohannes
Executive Director, Albina Vision Trust



April 30, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to express the Portland Metro Chamber's strong support for the Oregon Department of Transportation's (ODOT) Infrastructure for Rebuilding America (INFRA) grant Program application for the I-5 Rose Quarter Improvement Project.

The Portland Metro Chamber (The Chamber) is greater Portland's Chamber of Commerce and represents the largest, most diverse network of businesses in the region. The Alliance advocates for business at all levels of government to support commerce, community health and the region's overall prosperity. We represent more than 2,300 members, from 27 counties, 13 states and virtually every industry sector. More than 80% of our members are small businesses.

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The I-5 Rose Quarter Improvement Project will also provide key bottleneck relief on I-5 in the Rose Quarter area and increase safety for pedestrians and bicyclists on local streets. The



project will reduce travel times and improve reliability among one of Oregon's busiest stretches of interstate, with ramp-to-ramp connections and wider shoulders. Local street improvements will knit together communities that were disproportionately impacted by the interstate's original construction.

The I-5 Rose Quarter Improvement Project will also create significant opportunities for jobs and economic development. This Project will invest more than \$150 million in jobs for Disadvantaged Business Enterprises in the area, providing opportunities for jobs and economic development for Black Portlanders in particular—the community most impacted by the original construction of the interstate.

Thank you for your full and fair consideration of this grant application consistent with all applicable rules and regulations. Should you have any questions, please contact our Executive Vice President for Public Affairs, Jon Isaacs at jon@portlandmetrochamber.com.

Sincerely,

A handwritten signature in black ink, appearing to be "AH", is positioned below the word "Sincerely,".

Andrew Hoan
President & CEO, Portland Metro Chamber