

WELCOME!

EXECUTIVE STEERING COMMITTEE (ESC) MEETING

- *Choose your phone or computer speakers/microphone for audio. If you use your phone, please mute your computer speakers to prevent sound feedback.*
- *ESC members will be muted at the start of the meeting and when not speaking.*
- *This meeting is being live captioned. Public observers will remain muted. To provide public comment, please be ready to dial: (971) 247-1195.*
- *If you experience technical difficulties, call or text (503) 479-8674 and assistance will be provided as soon as possible. Thanks!*





Agenda

- » Welcome
- » Public Comment
- » Project Update
 - » Committee Updates
 - » I-5 Mainline Design Overview
 - » Air Quality Recap
- » ODOT Urban Mobility Office Update
- » Portland Public Schools Update
- » Independent Highway Cover Assessment
 - » Workshop #1 Recap
 - » Workshop #2 Preview
- » Next Steps



7 Principles of Agreement

1. Your voice matters
2. Speak your truth
3. Listen for understanding
4. Deal with issues not with people
5. Experience discomfort
6. Remain respectfully engaged
7. Expect and accept non-closure

PUBLIC COMMENT





Public Comment

- » Raise your hand if you wish to make a public comment
- » Focus comments on today's topics
- » Speakers will have up to **1 minute** for their comment – speakers will be notified and then **muted** at “time”
- » Please mute the meeting in the background on your computer
- » See the agenda for options for providing more extensive comments

To make a live comment via phone, dial: 971-247-1195

Meeting ID:

849 2643 7770

Passcode: 407290

1. Dial *9 to raise your hand.
2. After you are invited to speak, dial *6 to unmute yourself.

PROJECT UPDATE





Community Oversight Advisory Committee

- Breakout Group Discussion
 1. Recommendations for DBE and workforce diversity program success
 2. Advice on Construction Manager/General Contractor approach
- Diversity Plan
 - Review schedule: development in 2021
 - Members will review and comment on plan



Historic Albina Advisory Board

- Project Update
 - Responses to questions
 - Committee updates
- Independent Highway Cover Assessment
 - Work Session #1
- Charter and Subcommittee Discussion
- Project Branding Update

Q&A

DISCUSSION



I-5 MAINLINE DESIGN OVERVIEW





I-5 Cross-Section Examples





Typical Cross Section



View from I-5 looking north towards Weidler Off-ramp

All proposed images are conceptual only and are based on preliminary design. Community input will inform design progression and help to shape the future design.



Existing Condition at the Highway Covers

ISSUE!
Narrow shoulders

ISSUE!
Traffic
affected by
merging
ahead



ISSUE!
Traffic affected by
merging ahead

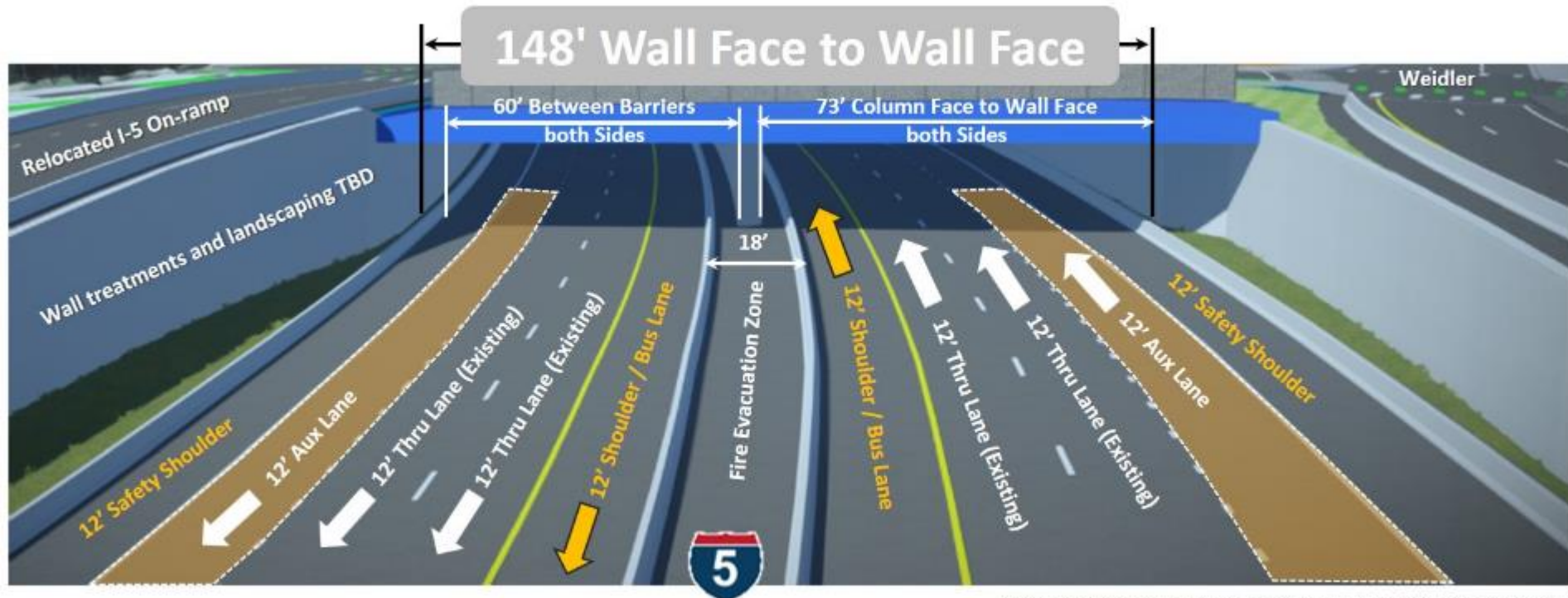
ISSUE!
Narrow shoulder


View from I-5 looking north towards Williams Ave

All proposed images are conceptual only and are based on preliminary design. Community input will inform design progression and help to shape the future design.



Proposed Cross Section - at Highway Covers



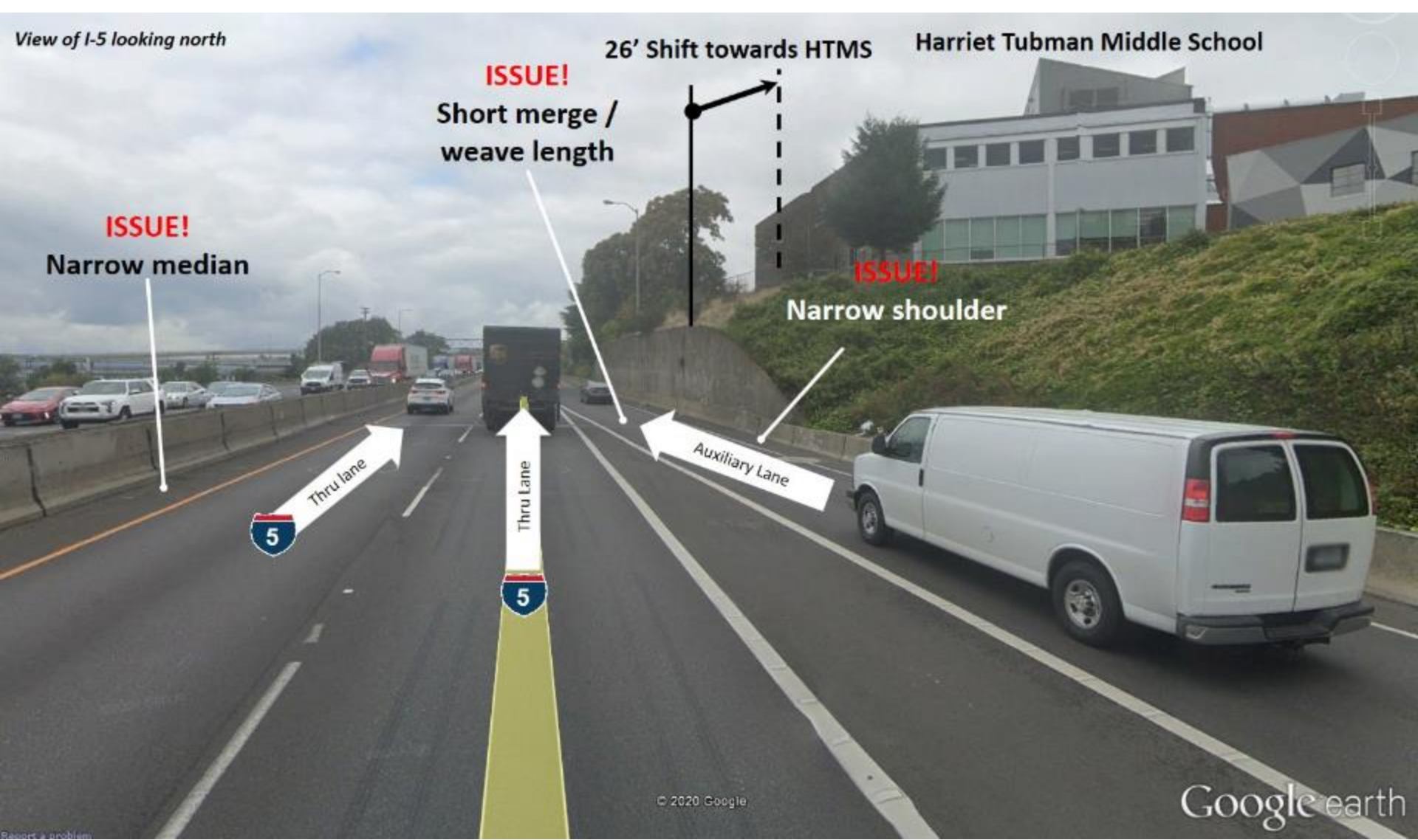
 = New I-5 Auxiliary Lane

All proposed images are conceptual only and are based on preliminary design. Community input will inform design progression and help to shape the future design.

View from I-5 looking north at Weidler

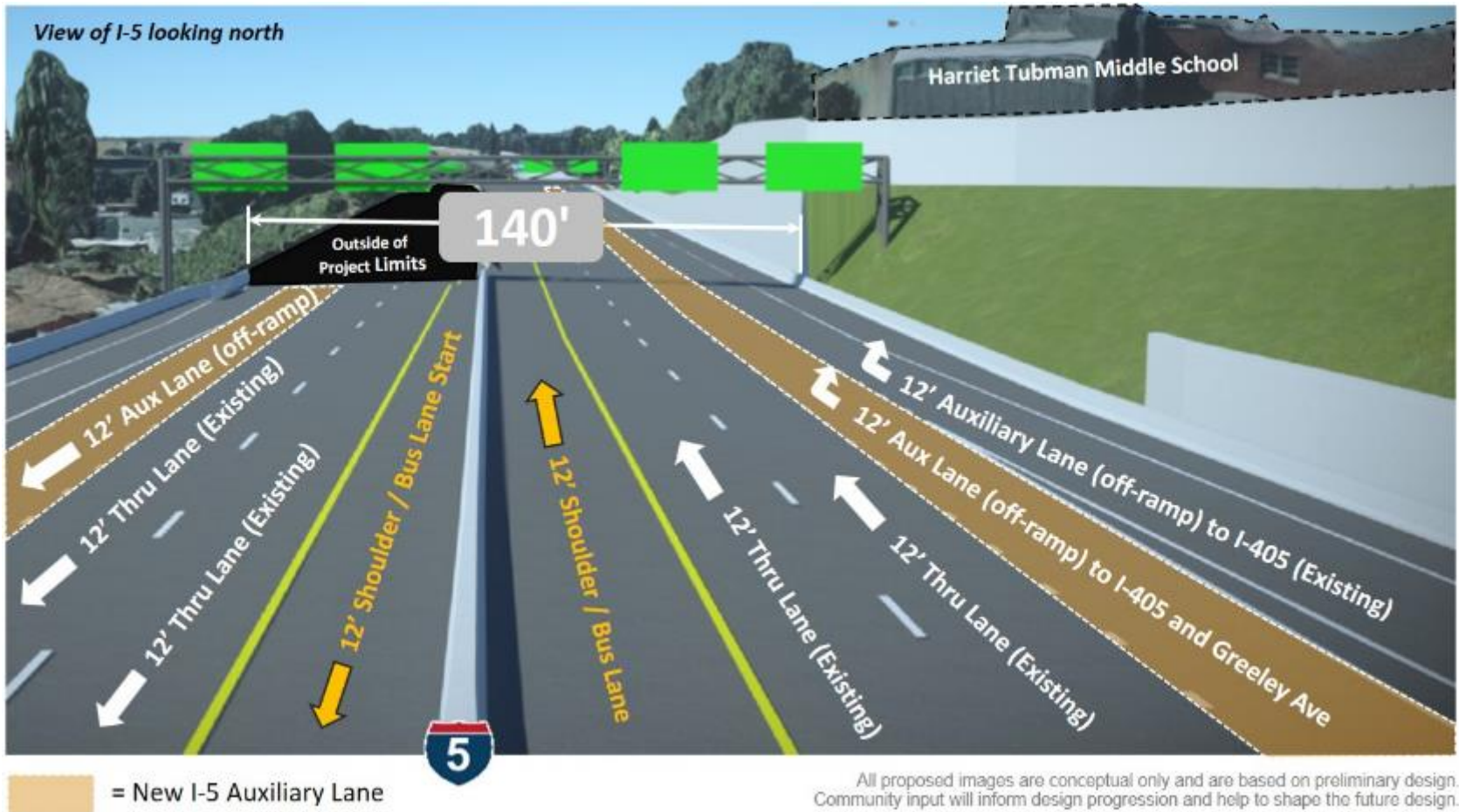


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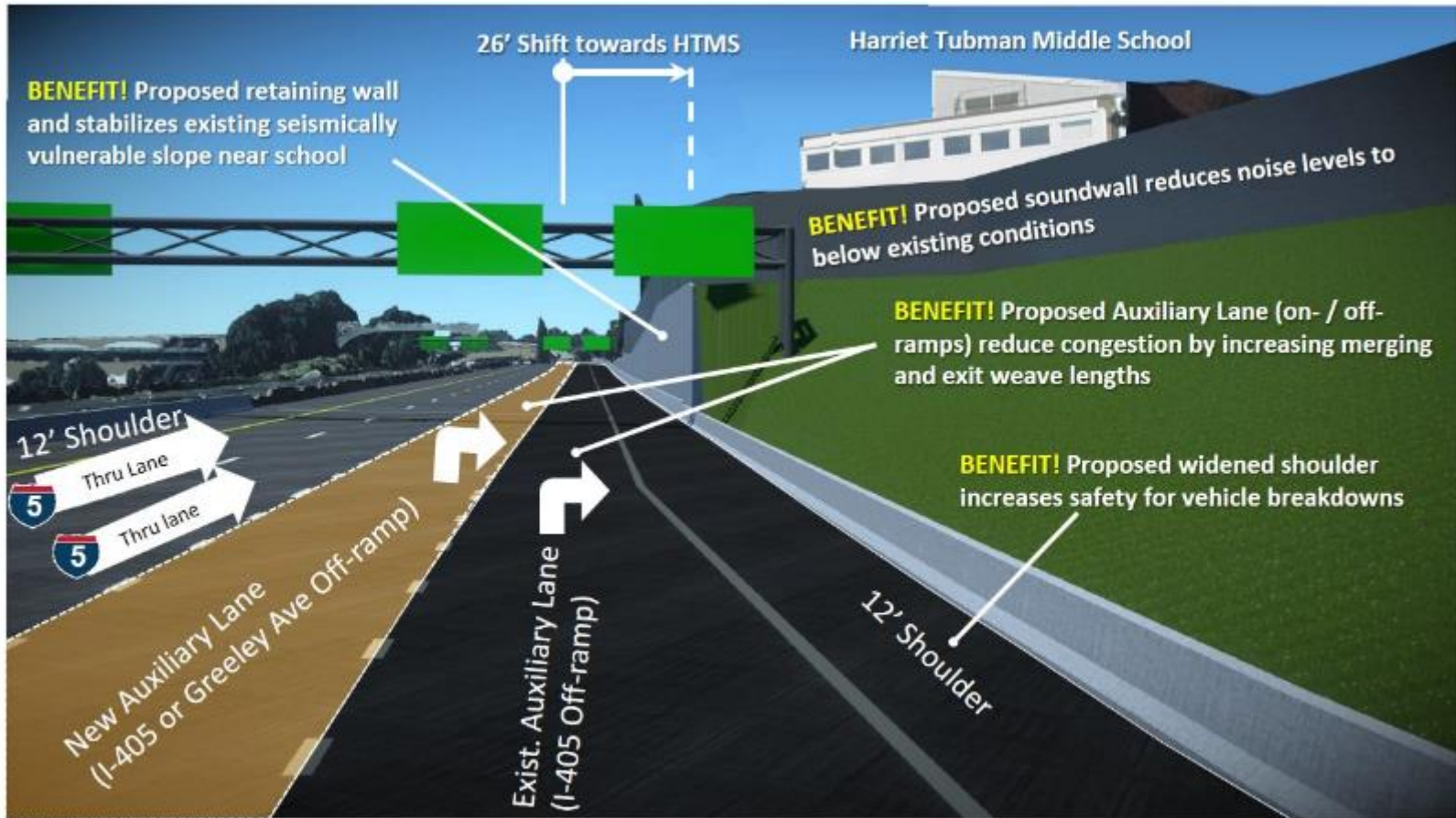
Proposed Cross Section – near Harriet Tubman Middle School



All proposed images are conceptual only and are based on preliminary design. Community input will inform design progression and help to shape the future design.



Improved I-5 Auxiliary Lane and Increased Shoulder



All proposed images are conceptual only and are based on preliminary design. Community input will inform design progression and help to shape the future design.

Q&A

DISCUSSION



AIR QUALITY RECAP



ENVIRONMENTAL ASSESSMENT





Environmental Phase

- Lead Federal Agency - Federal Highway Administration (FHWA)
- Lead State Agency - Oregon Department of Transportation (ODOT)

Cooperating Agencies

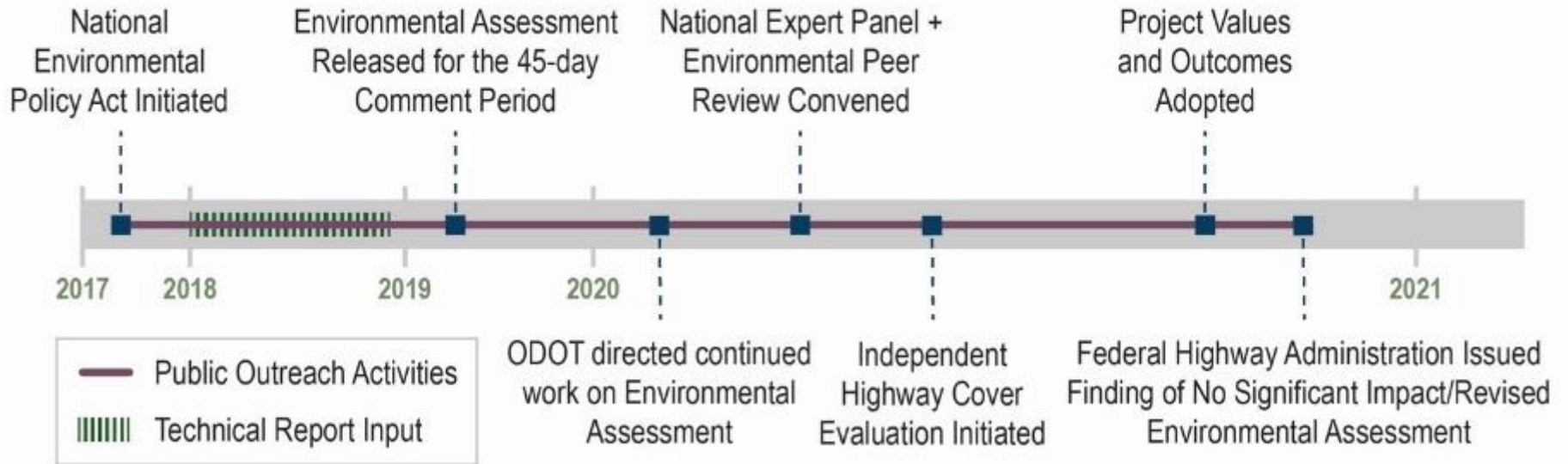
- National Marine Fisheries Services
- United States Corps of Engineers
- United States Coast Guard

Participating Agencies

- Oregon State Office of Historic Preservation
- TriMet
- Metro
- City of Portland (withdrew in July 2020)
- Port of Portland
- Portland Streetcar



EA and Peer Review Timeline





Environmental Study Topics

Transportation

- Traffic Operations and Safety
- Bike and Pedestrian
- Transit
- Access Management

Environmental

- **Climate Change**
- Water Resources
- Aquatic Resources

Health

- **Air Quality**
- **Noise**
- Hazardous Materials

Heritage

- Archeological Resources
- Historic Resources
- Section 4(f)

Social

- Socioeconomics
- Environmental Justice

Built Environment

- Land Use
- Right of Way
- Utilities

Transportation

Environmental

Health

Heritage

Social

Built Environment



Environmental Assessment Key Findings

- Air quality and greenhouse gas emissions slightly improve in the area resulting from the I-5 Rose Quarter Project.
- Noise will increase in the area with and without the project.
 - Two sound walls are proposed to reduce noise at Lillis Albina Park, Harriet Tubman Middle School, and residential neighborhoods near I-5.

ENVIRONMENTAL PEER REVIEW

Report Completed May 31, 2020





Panel members



- **Song Bai, Ph.D., P.E.**, Manager, Emissions and Community Exposure Assessment, Bay Area Air Quality Management District



- **Andrew Eilbert, MS**, Physical Scientist, Environmental Measurement and Modeling Division, US Department of Transportation Volpe Center



- **Deborah Jue, MS**, Principal and CEO, Wilson Ihrig Acoustics, Noise and Vibration



Panel members



- **Dr. Beverly Scott, Ph.D.,** CEO, Beverly Scott and Associates



- **Tim Sexton, MS, MPH, AICP, ENV SP,** Assistant Commissioner, Chief Sustainability Officer, Minnesota Department of Transportation



- **Charles Shamoon, J.D.,** Assistant Counsel, New York City Department of Environmental Protection



- Panel was selected and convened by ***Grace Crunican, MBA,*** Crunican LLC



Project Partner Participation

- We invited and received active participation from Portland Public Schools, City of Portland and Metro to observe panel deliberations and ask questions.
- Our invitations for active participation from Multnomah County and Albina Vision Trust were declined.



Peer Review Panel Process

1. Convened to receive briefing with Q&A from ODOT (*Project partners observed panel discussions*)
2. Provided Environmental Assessment (EA) and supporting technical reports for review
3. Ongoing Q&A during review of Environmental Assessment materials
4. Second meeting held to ask questions, get clarification and hold Panel discussion (*Project partners observed panel discussion and asked questions*)
5. Panel reached consensus on assessment and findings
6. Report drafted by Crunican and redrafted/edited by all panel members



Panel Process

Peer review guided by three key questions:

1. What was the panel's assessment of the Environmental Assessment **METHODOLOGY** used by ODOT?
2. Was the Environmental Assessment **ANALYSIS** conducted by ODOT appropriate?
3. Did the **MITIGATION** measures proposed in the Environmental Assessment adequately address the impacts identified in the analysis?

In addition, the Panel offered some unsolicited advice.



Scope of Peer Review

1. Air Quality analysis
2. Noise analysis
3. Greenhouse Gas (GHG) analysis
4. Other considerations provided by Panel



Consensus Panel Findings

1. ODOT's Environmental Assessment accurately and adequately addressed requirements for Noise and Air Quality under the National Environmental Policy Act (NEPA).
2. NEPA has no specific requirements for project-level greenhouse gas (GHG) analysis.
3. The Peer Review Panel is concerned that the construction impacts haven't been addressed yet by either ODOT or the community partners.
4. Though the process has not included construction yet, it is not too early to get those impacts documented and mitigation negotiated.
5. The panel noted several actions that could begin to address the restorative justice process and reconnect the community.



Air Quality Findings

1. ODOT properly followed US Environmental Protection Agency (EPA) and NEPA methodology.

Portland is in air quality attainment status (for CO and PM) & project-level conformity (hot-spot) analysis is not required.

- a. Because diesel particulate matter (DPM) is a serious health consideration, ODOT should have included diesel particulate matter statistics in the Environmental Assessment, though it would not have changed the conclusions.
- b. Peer reviewers recommend that ODOT evaluate diesel particulate matter impacts from construction activities.



Air Quality Findings (continued)

2. ODOT correctly analyzed long term air quality impacts.
3. ODOT properly concluded that no mitigation was required.



Noise Findings

1. The Environmental Assessment noise analysis methodology was correct.
2. The noise analysis was properly conducted, however:
 - a. ODOT could have made the report easier for a layperson to understand.
 - b. Construction noise (as opposed to the long-term noise impact of the project) has yet to be evaluated and there are many innovations in the industry that should be examined to protect the local community from construction impacts.



Noise Findings cont.

3. The Environmental Assessment mitigation proposed for Harriet Tubman Middle School, Lillis Albina Park and the surrounding neighborhoods (sound walls 2B and 4B) are feasible and reasonable.

Suggestions to ODOT:

- a. Sound wall 2B moved closer to Harriet Tubman Middle School will provide even more protection (it would be in coordination with Portland Public Schools).
- b. Sound wall 1 was shown to reduce noise but was not cost effective. The panel suggested that an updated cost effectiveness analysis might yield another mitigation.



Noise Findings cont.

The construction analysis provides a great opportunity for ODOT and the community to work together and consider possible mitigation opportunities, including use of:

1. The New York City noise ordinance as a guide
2. National Cooperative Highway Research Program (NCHRP) best practices
3. Quiet pavement
4. Sound attenuating drapes and cantilevered plywood tops with blankets
5. Special provisions of Section 8 of ODOT noise manual
6. Evaluation and monitoring of reflective noise
7. Permanent walls with top edge and sound absorption features



Greenhouse Gas Findings

1. ODOT went above the legal requirements of NEPA when it took greenhouse gas emissions issues into consideration.
 - The use of the MOVES model and the Infrastructure Carbon Estimator (ICE) was a good step toward capturing the greenhouse gas emissions impacts. There are no standards to follow.
2. Much of the greenhouse gas emissions analysis stems from the air quality analysis. There is no actual hard data to tie suggested actions to air quality changes.
3. No Mitigation was proposed by the panel.



Other Considerations

1. The issues raised by the partner agencies and community members need to be addressed by ODOT sitting down with these groups and working through mutual and competing goals.
2. Mitigating construction activity is critical for the community to be protected from the noise and diesel particulate matter effects of project construction.
3. Steps toward restorative justice should be taken.

Q&A

DISCUSSION



Urban Mobility Office

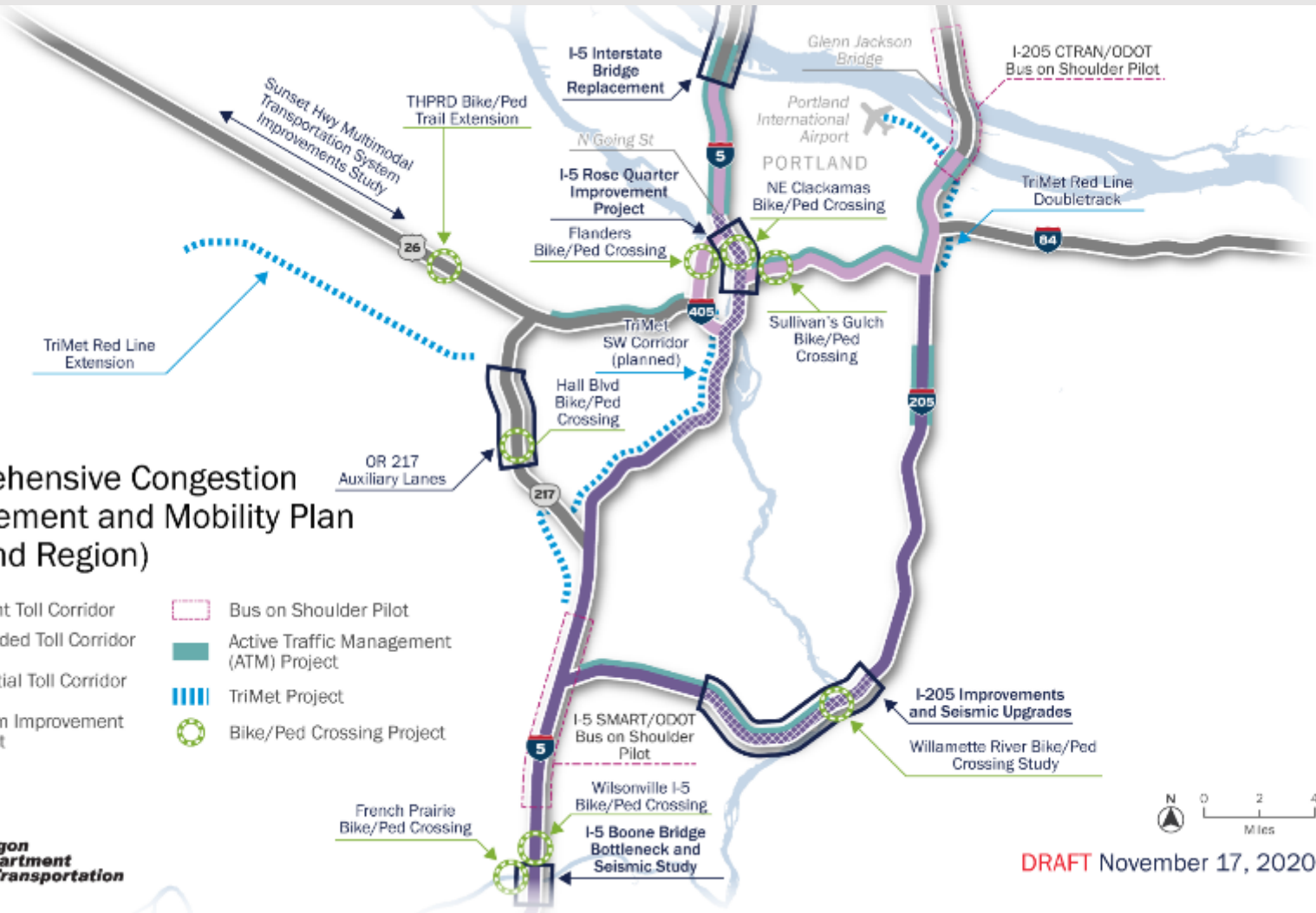
Comprehensive Congestion Management and Mobility Plan Update

Brendan Finn | Director, Urban Mobility Office

Lucinda Broussard | Toll Program Director, Urban Mobility Office

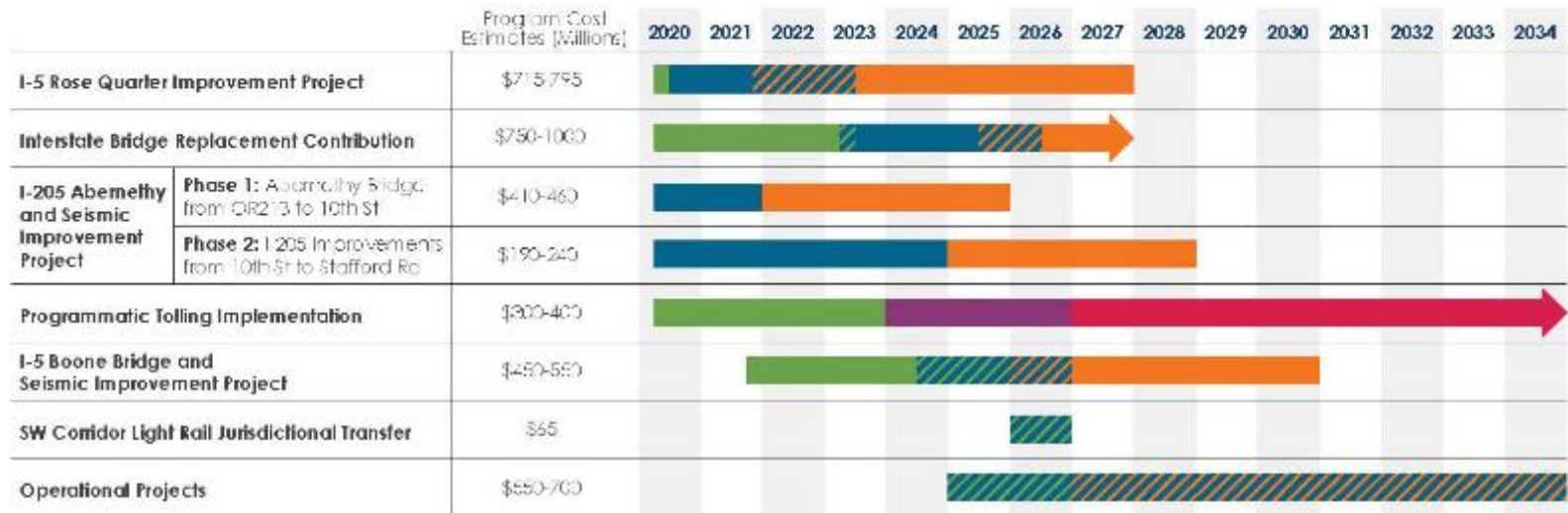
Comprehensive Congestion Management and Mobility Plan (Portland Region)

-  Current Toll Corridor
-  Expanded Toll Corridor Limits
-  Potential Toll Corridor Limits
-  System Improvement Project
-  Bus on Shoulder Pilot
-  Active Traffic Management (ATM) Project
-  TriMet Project
-  Bike/Ped Crossing Project



DRAFT November 17, 2020

COMPREHENSIVE CONGESTION MANAGEMENT and MOBILITY PLAN: INVESTMENT AND IMPLEMENTATION STRATEGY



Legend

- █ Planning Phase
- █ Planning / Design Phase
- █ Design Phase
- █ Design / Construction Phase (Alternative Delivery)
- █ Construction Phase
- █ Design, Build, Test, and Implement Phase
- █ Toll Operations Phase



Modern Tolling

- All electronic tolling:
 - No toll booths
 - No stopping
- Transponders are placed on the windshield and connect to a prepaid account

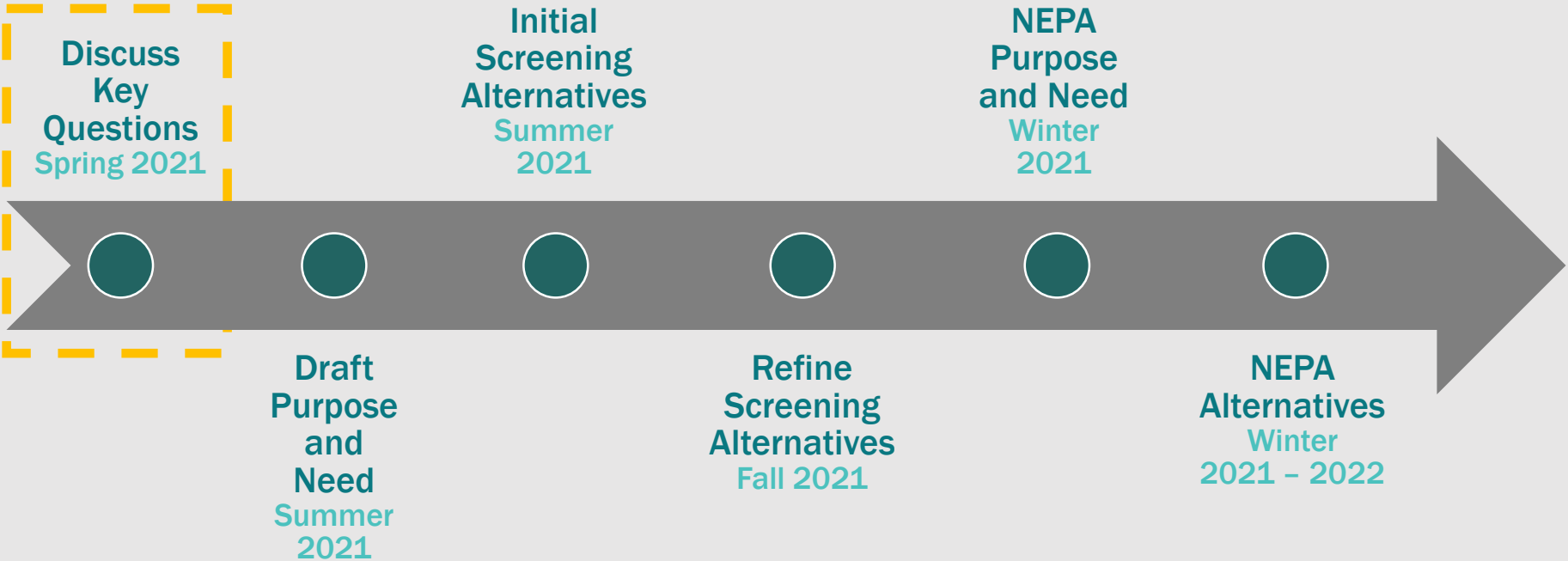


Tolls & Equity

- **Can tolls be equitable? Or, what would equitable tolls look like?**
- How does current transportation policy contribute to inequitable outcomes?
- **How can tolls create benefits for everyone? What would that look like?**
- Are these questions / concerns / needs / fears that must be addressed in order for you to effectively work on this committee?

EMAC - June 29, 2020

I-5 anticipated milestones (2021 - 2022)



What's next for I-205?



Q&A

DISCUSSION



PORTLAND PUBLIC SCHOOLS UPDATE



I-5 ROSE QUARTER
IMPROVEMENT PROJECT

March 22nd,
2021

ESC Meeting

ODOT // I-5 Rose Quarter Improvement Project

Independent Cover Assessment

ZGF

**INDEPENDENT
COVER ASSESSMENT** **I-5 ROSE QUARTER
IMPROVEMENT PROJECT**



Agenda

- 01 Work Session 1 Summary**
10 minutes
- 02 Preliminary Design Ideas + Opportunities**
20 minutes
- 03 Feedback + Discussion**
20 minutes
- 04 Next Steps**
5 minutes



Work Session 1 Summary

Work Session 1

Goals and Process

- **Goal:** Listen/Assess
- **Theme:** “How can highway covers support the community’s vision for neighborhood revitalization and provide restorative justice for the Historic Albina Community?”
- ICA’s engagement process involves 3 work sessions, each of which includes 2 community workshops, a 2-week online open house, 1 meeting with the HAAB, and 1 meeting with the ESC.

Work Session 1

Community Workshops: Participants

- Outreach to **100+** community organizations, churches, neighborhood businesses, individuals and at large stakeholders
- **48 participants**, of which 41 were Black historic community members, business owners and/or residents

Work Session 1

Community Workshops: Participants

- **8 local business owners**, 6 of whom were Black historic Albina community members
- **30 Black historic community members** recommended by community organizations, churches, individuals
- **6 Black/BIPOC community members** recommended by affordable housing providers
- **3 at-large organizations** from list reviewed with HC3 in Feb
- Group A-8, Group B-30, Group C-6, (**Group D-41**), Group E-4 = 48

Work Session 1

Feedback Summary

Community Wealth

- **Black CDC**, along with **Black controlled land trust** that holds developable land in trust and can work with other partners to develop it for community benefit and maintain affordability
- A **Black Enterprise Zone** that can provide incentives and benefits to Black businesses operating in area
- **Business spaces** of all types and sizes for **rental and ownership** w/support services & access to capital
- **Permanently affordable** rental and ownership **housing** that is mixed-use, multi-generational, built to high sustainability standards, **with childcare near-by**, including different types of living spaces such as live/work for artists and makers
- **Job training/education** development center for vocational, technical, and clean energy jobs
- Black **food** sovereignty **center/market** that provides job training, fresh produce for local businesses and residents, and can supply large local operators (hospitals, Convention Center, hotel venues)

Work Session 1

Feedback Summary

Community Health

- A **cultural health + wellness center** with programming that addresses **mental, physical and spiritual health** and provides recreation and health classes/spaces, access to healthy food and pop-up clinics
- **Large and accessible gathering space** for multigenerational community celebrations, festivals, events and space for active recreation

Community Cohesion

- **A Black cultural center** that showcases history of Black Portland and creates experiences and education around Black art, Black food, Black music, etc
- Public realm aesthetics and **art installations** that reflect **Black culture, art and experience**

Work Session 1

Online Open House Statistics

Who visited our Work Session 1 online open house?

- Had **537 visitors**, of which **213** filled out survey
- **86%** of visitors were **white** or preferred not to answer
- **4%** were **Black**, and an additional **7%** were **BIPOC**
- Over half of the visitors were **under the age of 44 (52%)**
- Only **17%** of visitors **live in the neighborhood**
- **19%** of visitors said they **used to live in neighborhood**

Work Session

Next Steps

Looking Ahead - Work Session 2

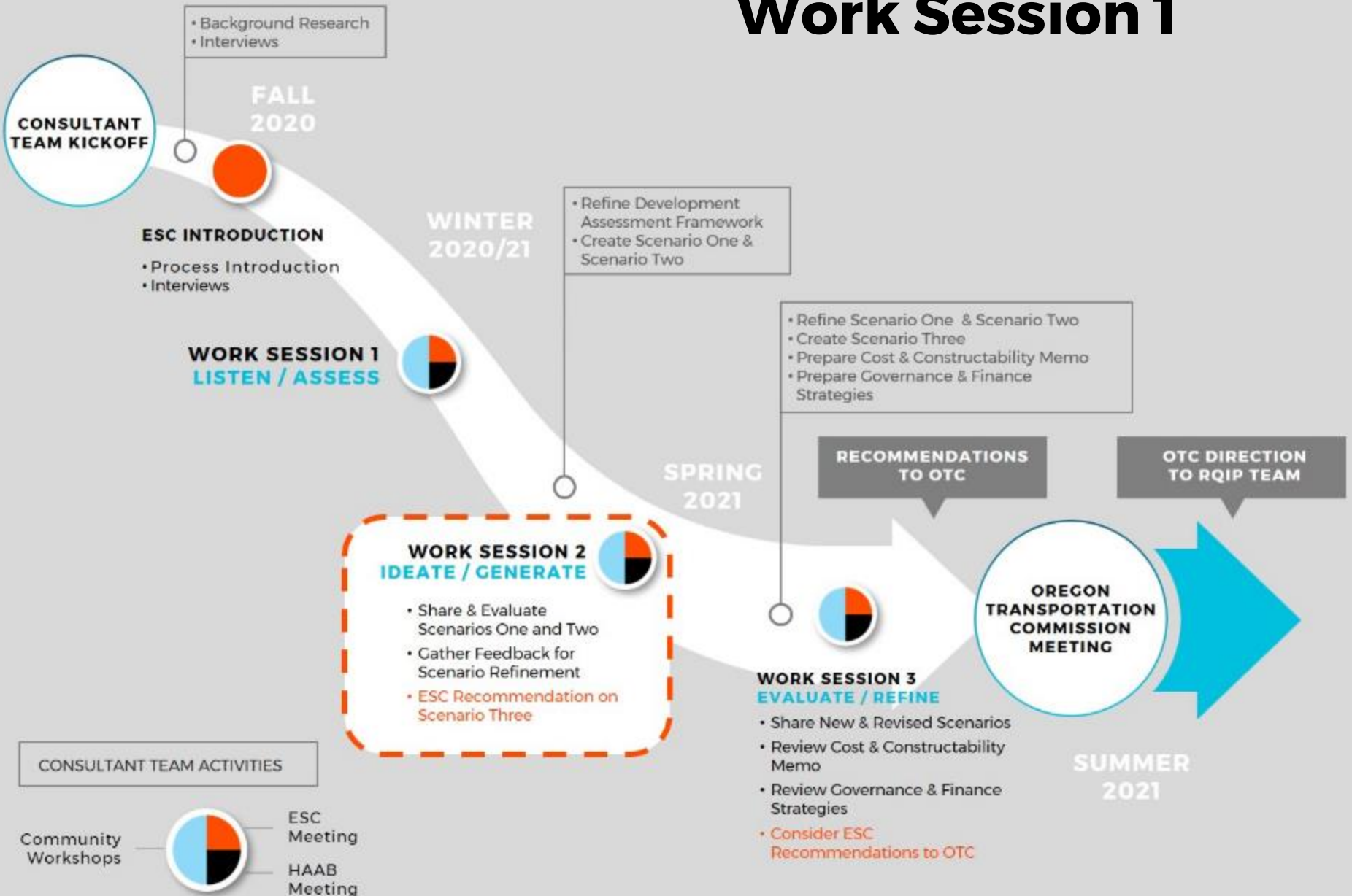
- Online Open House **April 16th**
- Community Workshops **April 15th and 17th**
- HAAB Workshop **April 20th**
- ESC Workshop **April 26th**

An aerial photograph of a city, likely San Francisco, showing a mix of residential buildings, streets, and greenery. A prominent highway with multiple lanes and cars is visible in the upper middle section. The entire image is overlaid with a semi-transparent teal color. Centered on the image is the text "Preliminary Design Ideas + Opportunities" in a bold, white, sans-serif font.

**Preliminary
Design Ideas +
Opportunities**

Purpose and Goals

Work Session 1



Preliminary Design

Role of Governance

Determining the right governance structure and recommendations for the Rose Quarter is a multi-step process that begins with understanding community priorities.

1. What are the community's priorities?
2. What roles and responsibilities are required to deliver on those priorities?
3. What types of entities can fulfill those roles?
4. Do those entities already exist? Do they need to be created or brought together?

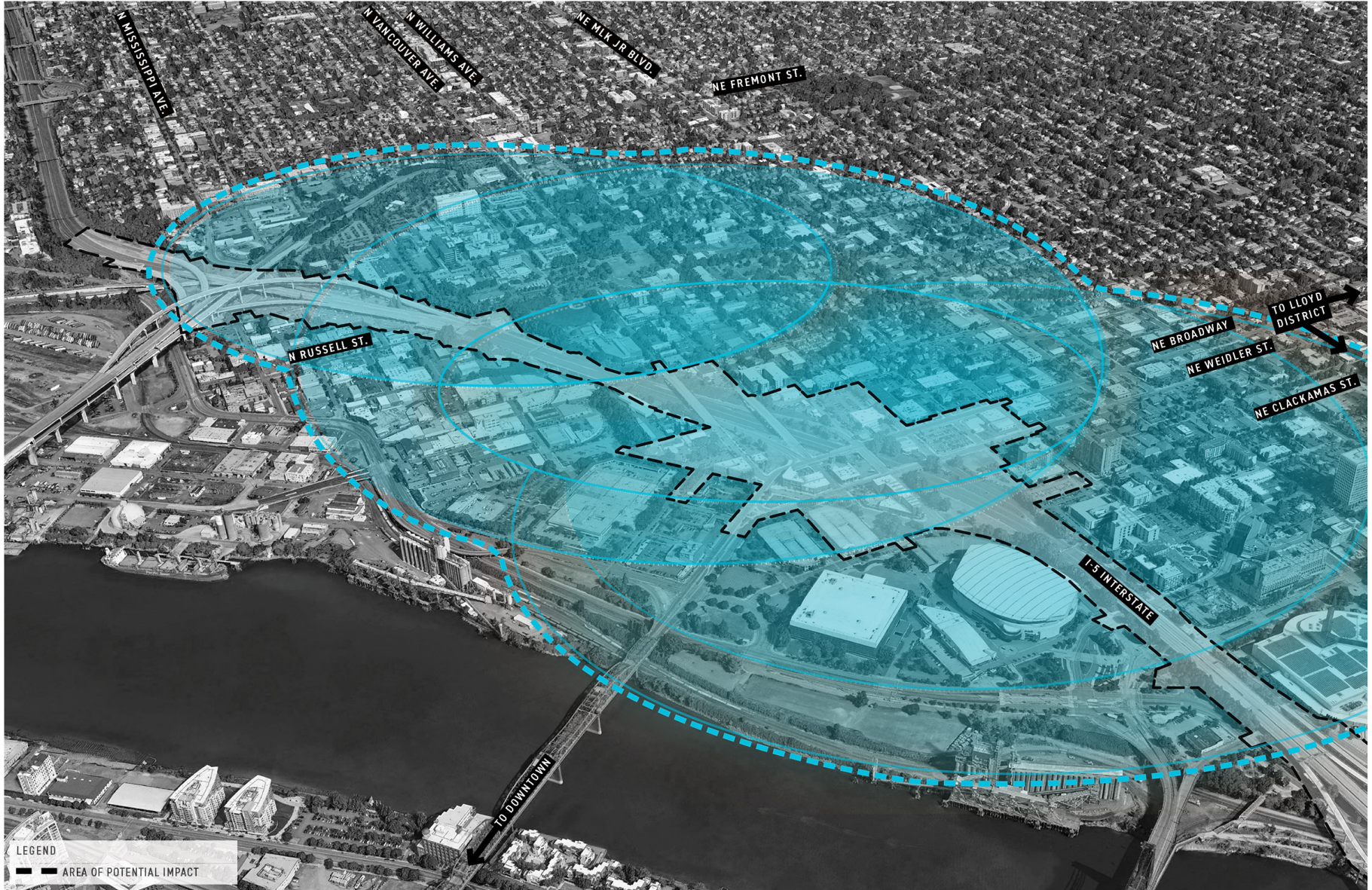


**We are
here!**

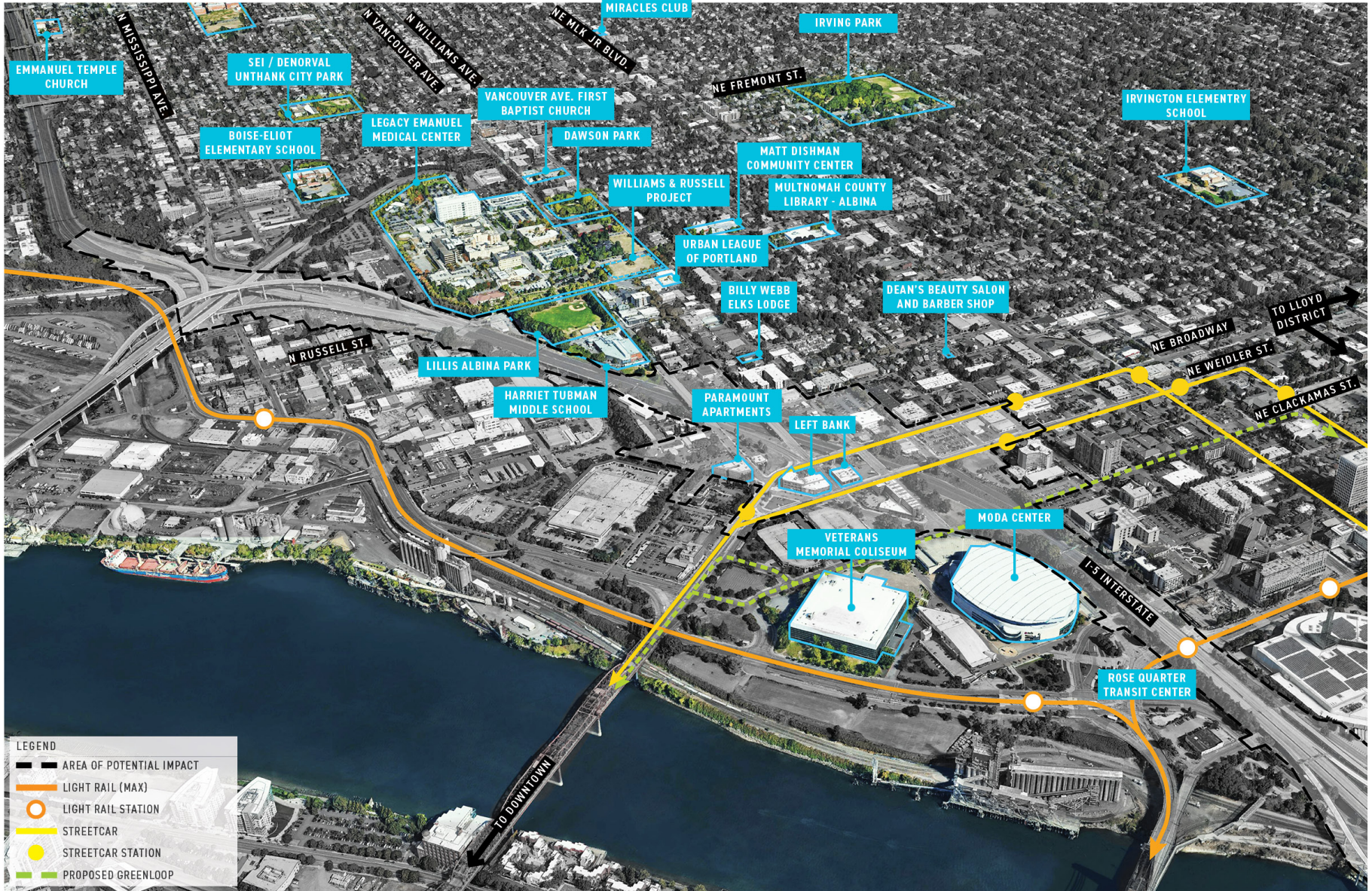
Preliminary Design **Exploration**

- **Community Priorities**
- **Neighborhood Context**
- **Street Network Challenges and Opportunities**
- **Framework Design Ideas**

Neighborhood **Zone of Influence**



Neighborhood Assets/Services

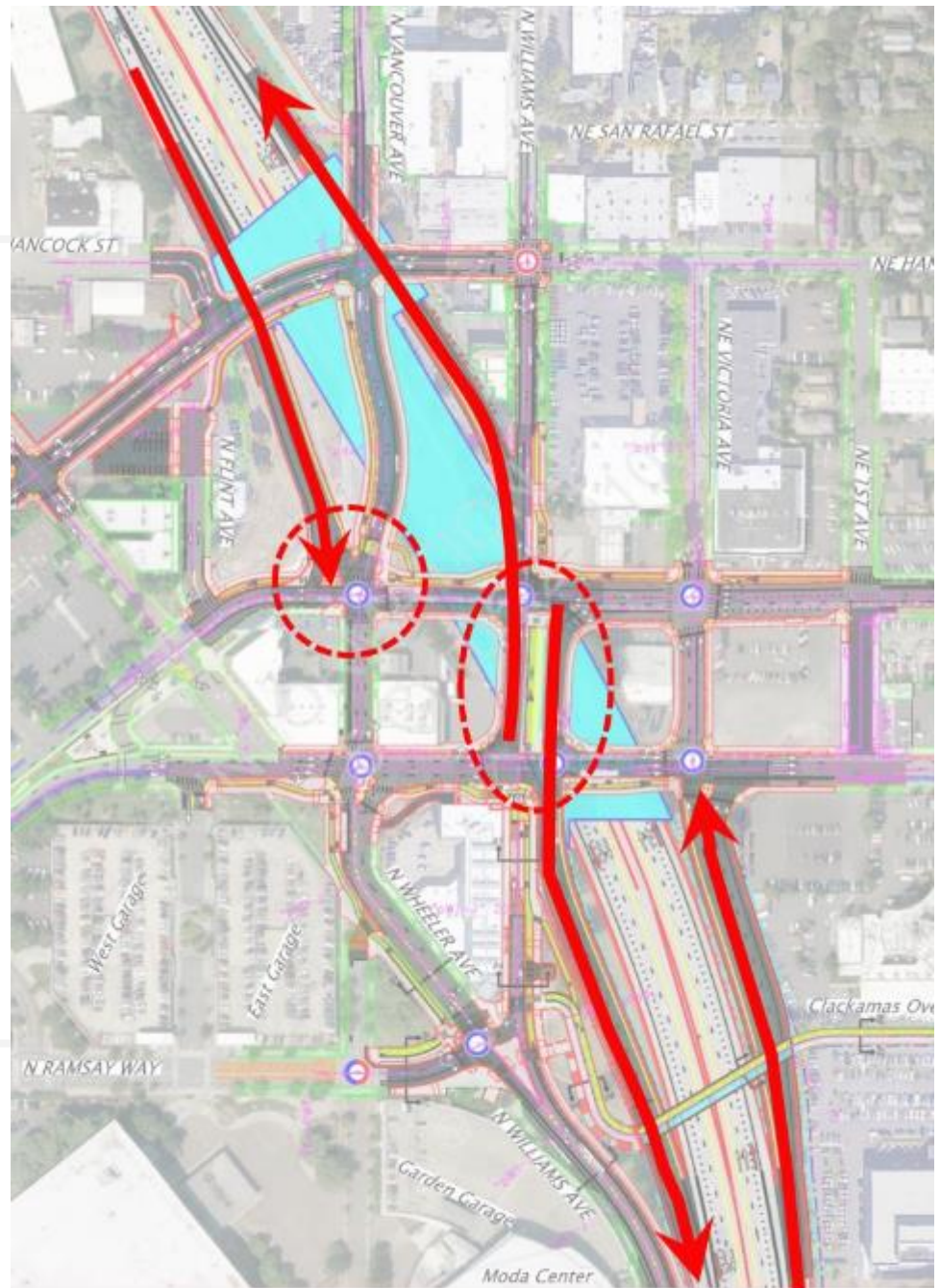


Neighborhood Assets/Services



Street Network **20% Design**

- Challenging / irregular land parcels
- Large-scale streets
- Complex intersections
- Some unintuitive circulation



Street Network Goals

1. **Urban form and access** – create developable parcels to support community vision
2. **Direct and efficient** networks – for all modes
3. **Safe and comfortable** – minimize conflicts
4. **Urban form and access** – create developable parcels to support community vision

**from a freeway space, to
a restored
neighborhood place...**

Preliminary Design **Explorations**

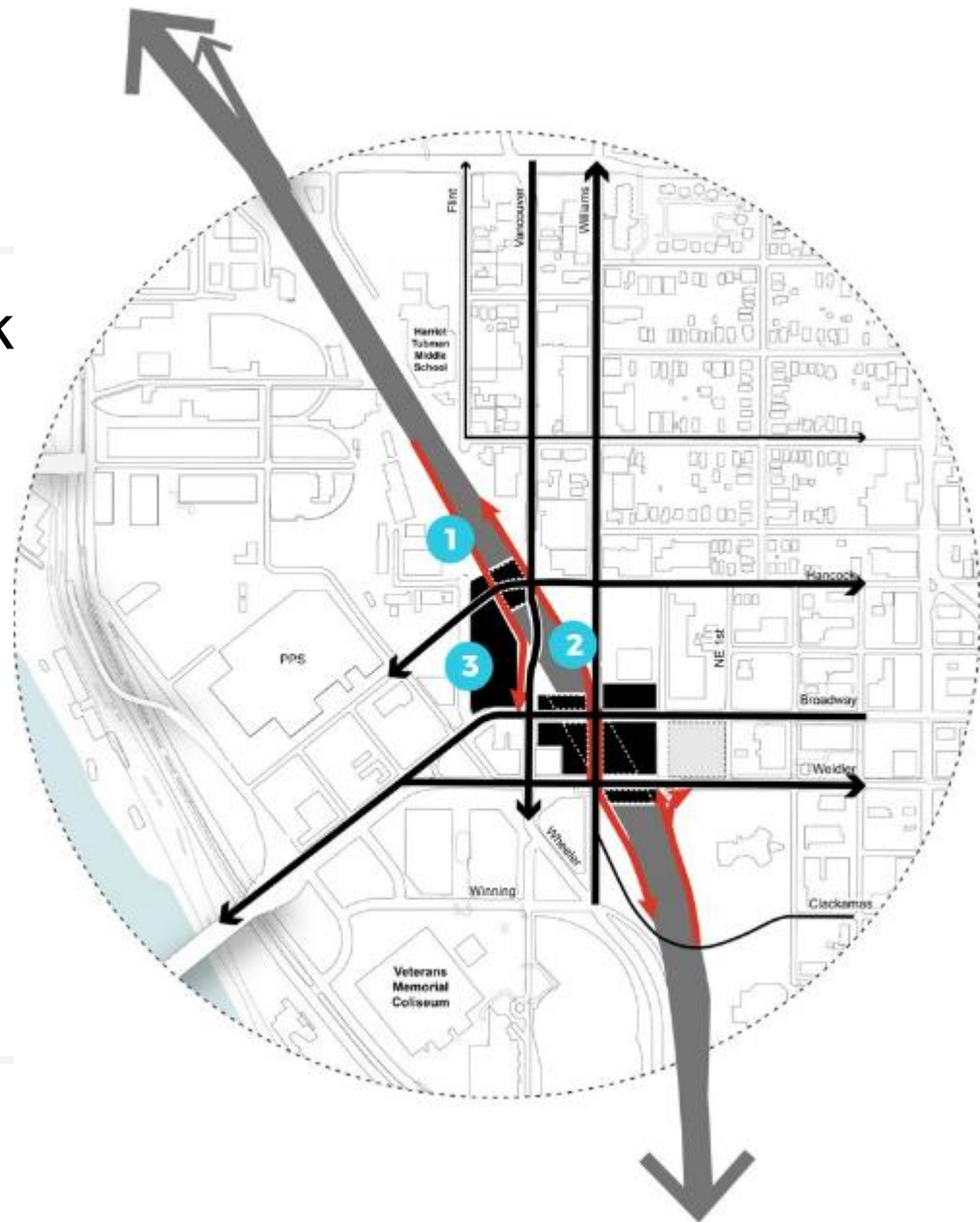
Big Moves

- 1. Reduce freeway interchange impacts in the neighborhood**
- 2. Restore the street grid**
- 3. Create larger, more contiguous development parcels to support the community vision**
- 4. Require community vision to be supported off the cover**

Preliminary Framework Design Idea 1

Maintain Existing Ramp Terminals

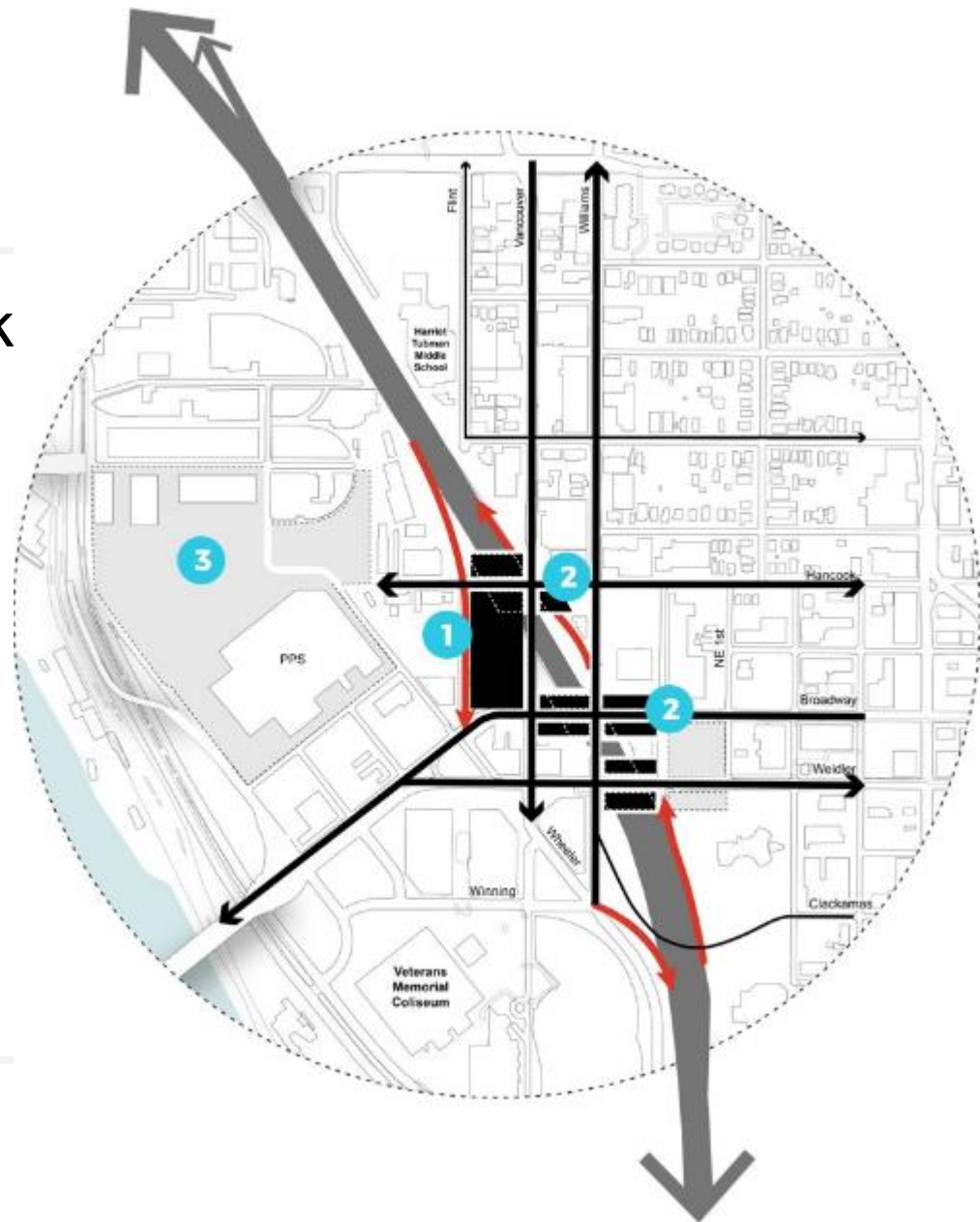
- 1 Move some freeway interchange impacts - **sb off-ramp**
- 2 **Minimize** cover development
- 3 Creates **larger** and **contiguous development parcels** that support the community vision



Preliminary Framework Design Idea 2

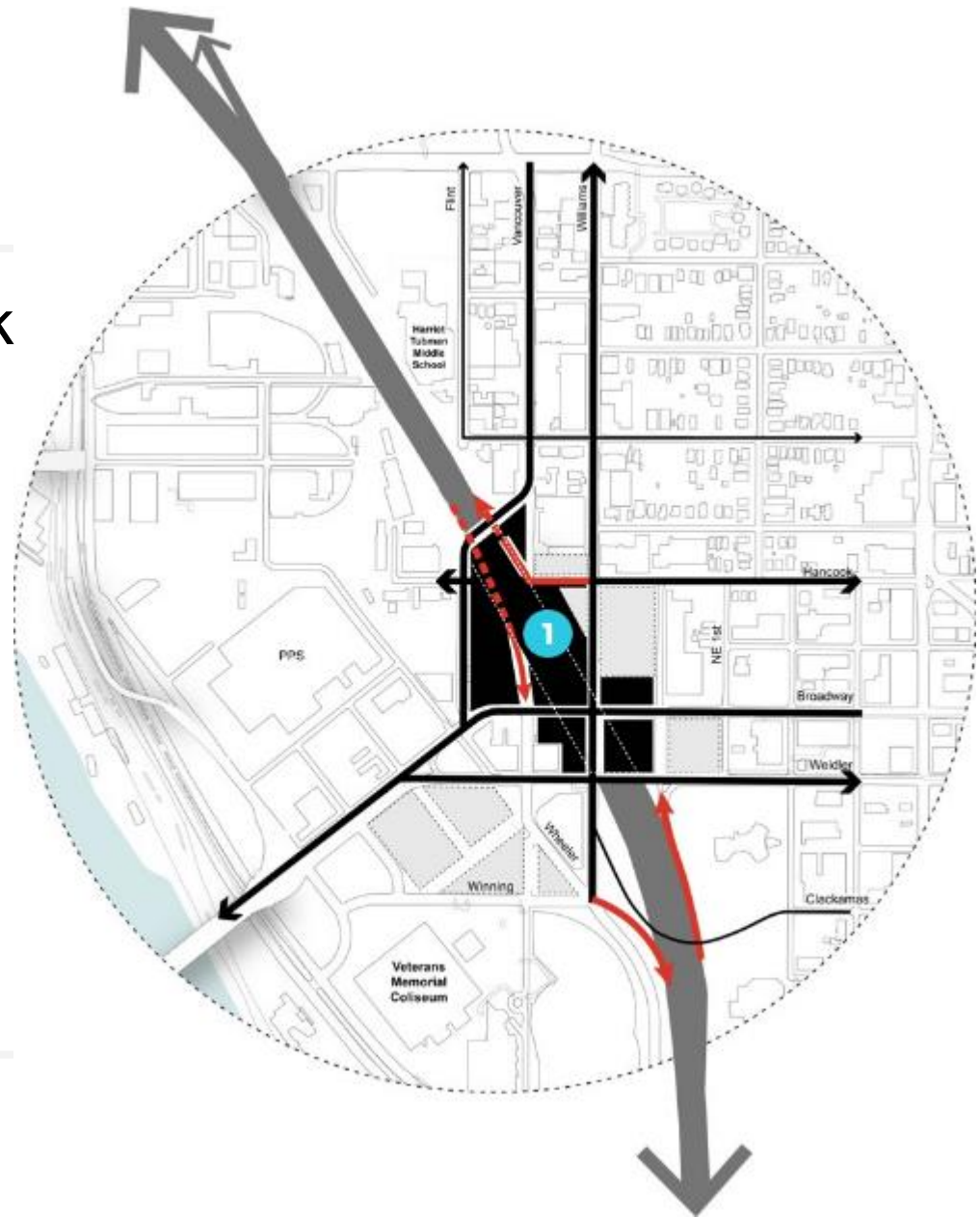
Enhance Connections

- 1 Move some freeway interchange impacts - **sb off-ramp**
- 2 Restores and enhances the street grid
- 3 Community vision is supported **off the covers**



Preliminary Framework Design Idea 3

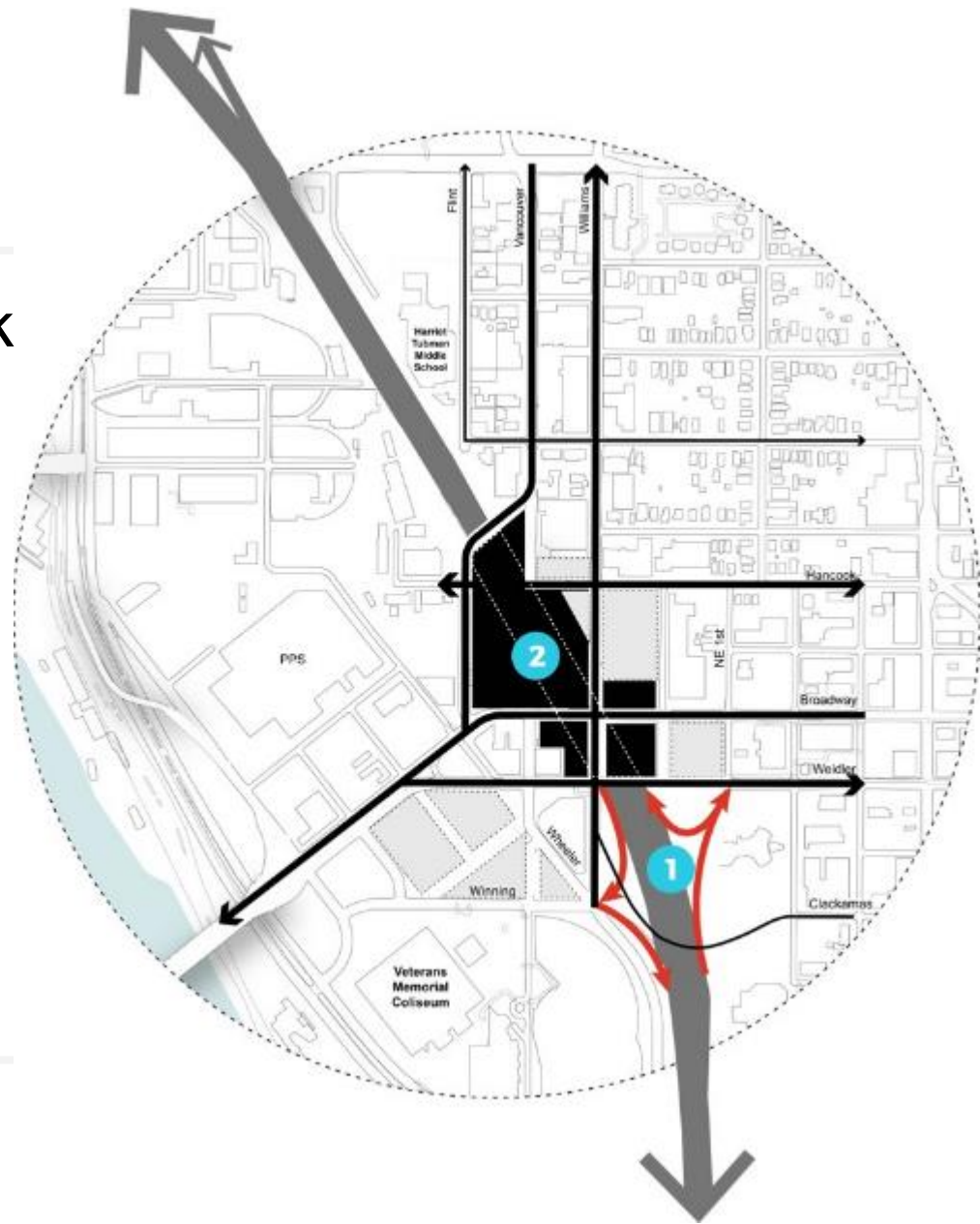
- 1 Creates **large development parcels** that support the community vision - with some tradeoffs



Preliminary Framework Design Idea 4

Create a Large Flexible Parcel

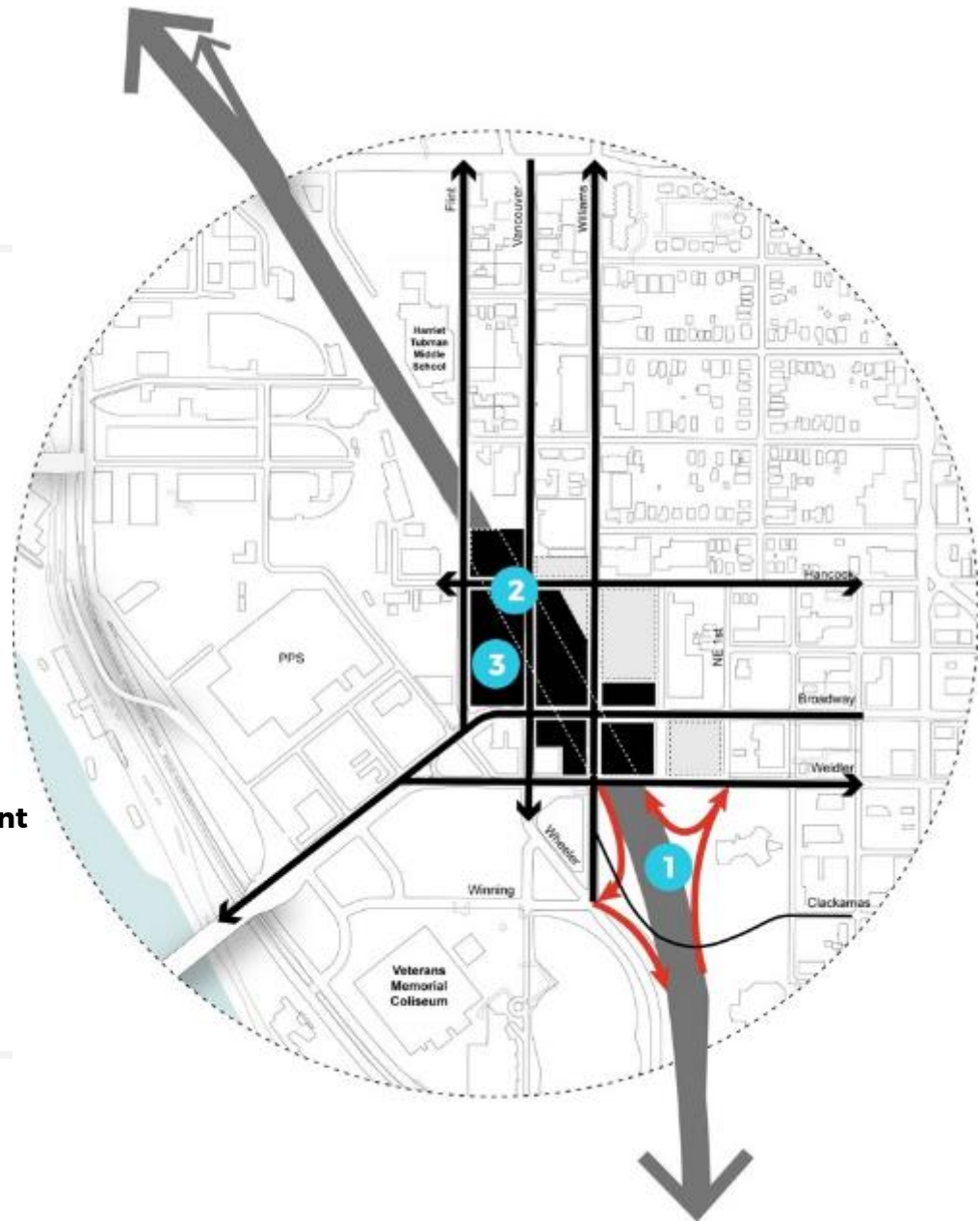
- 1 Move freeway impacts out of the neighborhood –**ramps to the south**
- 2 Creates **larger** and **contiguous development parcels** that support the community vision




Preliminary Design Design Idea 5

Complete the Grid

- 1 Move freeway impacts out of the neighborhood –**ramps to the south**
- 2 **Restores street grid**
- 3 Creates **larger and contiguous development parcels** that support the community vision



An aerial photograph of a city, likely San Francisco, showing a river (the San Francisco Bay) and a complex highway interchange. The image is overlaid with a teal color filter. The text "Feedback + Discussion" is centered in white, bold font.

Feedback + Discussion

NEXT STEPS



THANK YOU!

www.i5RoseQuarter.org



I-5 ROSE QUARTER
IMPROVEMENT PROJECT