



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

## Meeting #13 Summary

MEETING DATE: June 28, 2021

MEETING TIME: 3:00 - 6:30PM

LOCATION: Zoom online meeting

This document is a summary of the I-5 Rose Quarter Improvement Project Executive Steering Committee meeting. The [presentation](#) and [recording](#) provide additional documentation of this meeting.

### Executive Steering Committee Members in Attendance

- Chair Alando Simpson – Oregon Transportation Commission, Vice Chair
- Lynn Peterson – Metro, President
- Brendan Finn – Oregon Department of Transportation, Urban Mobility Office Director
- Jana Jarvis – Oregon Trucking Association, President
- Bryson Davis – Williams and Russell Project
- Julia Brim-Edwards – Portland Public Schools, PPS Board Member
- Dr. Ebony Amato – N/NE Community Development Initiative

### Executive Steering Committee Members Not in Attendance

- Robert Camarillo – Oregon Building Trades, Executive Secretary
- Steve Witter – TriMet, Executive Director Capital Projects and Construction
- Marlon Holmes – N/NE Housing Strategy
- Kristen Sheeran – Governor’s Office, Climate and Energy Policy Advisor

### Staff Members

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

## ESC Meeting #12 Summary

- April deLeon-Galloway, I-5 Rose Quarter Improvement Project Communications and Public Involvement Manager
- Amber Ontiveros, I-5 Rose Quarter Improvement Project Owner's Representative Team
- Natalie Warren, technical support, I-5 Rose Quarter Improvement Project Owner's Representative Team
- Corinne Villavaso, technical support and notetaker, I-5 Rose Quarter Improvement Project Owner's Representative Team

### Guest Presenters

- Kate Brooks, Independent Highway Cover Assessment Team
- Kate White, Independent Highway Cover Assessment Team
- Charles Kelly, Independent Highway Cover Assessment Team
- Nolan Lienhart, Independent Highway Cover Assessment Team
- Josh Peacock, Independent Highway Cover Assessment Team
- Ignacio Barandiaran, Independent Highway Cover Assessment Team
- Steven Lewis, Independent Highway Cover Assessment Team
- Jeana Woolley, Independent Highway Cover Assessment Facilitator

### Agenda

- Welcome, Introductions, Values, Principles of Agreement
- Executive Steering Committee Chair Comments
- Public Comment
- Project Update (Information / Discussion)
  - Committee Updates
    - Historic Albina Advisory Board
    - Community Oversight Advisory Committee
- Independent Highway Cover Assessment Presentation
  - Information/Discussion
- Upcoming ESC Agenda Items and Schedule (Information)
- Next Steps / Adjourn

### Welcome, Introductions, Values, Principles of Agreement

Dr. Steven Holt, Executive Steering Committee Facilitator, welcomed participants and provided an overview of the meeting agenda. Chair Alando Simpson shared brief remarks and highlighted that it is important that Executive Steering Committee members embrace their role as they move forward on crafting a highway cover design recommendation to the Oregon Transportation Commission.

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### Public Comment

- Anthony Jones, Chair of Economic Development for the Coalition of Black Men, provided support for long-term living wage and career trajectory jobs including opportunities for Black-owned businesses that will be created by the project. See *I-5 Rose Quarter Project – Executive Steering Committee Meeting (June 28, 2021)*, [\[video\]](#), 9:50
- John Pilot commented on transportation cost impacts to people related to the budget for the highway cover designs. See *I-5 Rose Quarter Project – Executive Steering Committee Meeting (June 28, 2021)*, [\[video\]](#), 11:13

### Project Update

Megan Channell, I-5 Rose Quarter Improvement Project Director, thanked the Independent Cover Assessment team for their work to date. She also expressed appreciation for the members of the Executive Steering Committee, Community Oversight Advisory Committee and Historic Albina Advisory Board and discussed the committees' roles in making a recommendation on the cover assessment scenarios.

### *Community Oversight Advisory Committee Update*

Amber Ontiveros, I-5 Rose Quarter Improvement Project Owner's Representative Team, recapped discussion topics from the June meeting. She announced that workforce will be the focus of the upcoming meeting on July 15.

### *Historic Albina Advisory Board Update*

Ericka Warren, Historic Albina Advisory Board Facilitator, provided a brief Board update. During their meeting on June 22, the board participated in Work Session #3 for the Independent Highway Cover Assessment. She noted the discussion focused on a desire for outcomes that maximize developable land, long lasting community benefits and space for ownership, as well as maximizing jobs and economic opportunities for Black and Brown contractors.

### Independent Cover Assessment

The Independent Highway Cover Assessment Team provided a recap of community input from Work Session #3, preliminary findings from their final highway cover scenario report and a draft resolution outlining what the Executive Steering Committees recommendation could look like.

### *Comments and Feedback*

- Committee members engaged in dialogue about the Independent Cover Assessment Team's presentation related to design options, impacts and cost.
- Jana Jarvis added a clarifying statement that the \$30 million dedicated to the I-5 Rose Quarter Improvement Project in House Bill 2017 was designed as the baseline funding that would have been bonded.

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- Committee members engaged in a discussion around the Governance Resolution and restorative justice outcomes.
- Nate McCoy requested additional opportunities to weigh in and have a deeper discussion around developing the language that would be included in the resolution. He added that there is additional information available beyond what has been provided by the Independent Cover Assessment Team that needs to be part of the discussion when making a recommendation.
- Bryson Davis expressed his preference for the second part of draft resolution #1 and commented on the importance of commitment from partner agencies.
- President Lynn Peterson stated that she will hold off on weighing in on a recommendation until the information has been presented to the Metro Council.
- Brendan Finn requested to know exactly how these scenarios are going to adversely impact people from the most vulnerable communities (particularly for the example of Madrona Studios). He also declared that he is committed that this project will not repeat the approach of the 1950s and 1960s where public works projects had such negative impacts for so many people.
- Bryson Davis expressed concerns about the schedule delay from some scenarios and associated impacts to Black-owned businesses and community. He also asked about Disadvantaged Business Enterprise participation.
  - Amber Ontiveros, I-5 Rose Quarter Improvement Team, responded that it is too soon to know exactly what the goals and participation levels will be for different Disadvantaged Business Enterprise groups. The Community Oversight Advisory Committee is working on the Diversity Plan to help meet these goals and maximize participation.
  - Committee members then engaged in further discussion around projected Disadvantage Business Enterprise participation and disaggregation of participation, including Black contractor participation.
- Nate McCoy let the committee know that based on information he obtained from Washington, DC the turnaround time for completing an Environmental Impact Statement nationally is approximately 3.5 years, not 18 to 24 Months. Therefore, if a recommendation is made for a scenario requiring that level of study the delay will be longer than what the Independent Cover Assessment Team has noted.
- Jana Jarvis asked if risk assessments considered this delay as part of the Independent Cover Assessment work. She also expressed concerns about the cost and risks of longer delays.
- Bryson Davis asked where potential saving adjustments were coming from, whether from labor cost or shoulder width reductions or elsewhere.
  - Nolan Lienhart, Independent Highway Cover Assessment Team, responded that redesign or explorations of alternative designs of the main line of the freeway and cost tradeoffs were not part of their scope of work.

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However, there is a number of ways that ODOT and its stakeholders could decide to determine tradeoffs.

- Nate McCoy expressed concerns about building housing on the highway covers. He also requested a return-on-investment analysis. He stressed that he prefers the highway cover have the biggest impact it can have when it comes to restorative justice through home and business ownership opportunities.
- Brendan Finn asked if the 3% cost increase related to project delay included inflation only or all costs related to delay.
  - Kate White, Independent Highway Cover Assessment Team confirmed that it was just for inflation.
- Dr. Steven Holt added that the green loop that is not within the scope of the Executive Steering Committee, as it is a City of Portland project. He also commented that he is hoping that the next resolution is centered around restorative justice, which is a key part of the project's values.
- Bryson Davis asked about whether making changes to the project description in the Environmental Assessment to include restorative justice in scenarios 4 and 5 would impact the timeline.
  - Kate White confirmed that there would be some impact to the timeline.

## Next Steps

Dr. Holt covered next steps and announced that the recommendation to Oregon Transportation Commission has been postponed. He expressed his hope to have three joint meetings between the Executive Steering Committee and the Historic Albina Advisory Board before getting to a recommendation. He noted the meeting dates would be communicated once scheduled and confirmed. He added that as an effort to provide enough opportunity for learning and discussion, some meetings will be longer to allow the committee to come to a place of collaboration and comprehension before presenting a recommendation to the Oregon Transportation Commission.

Chair Alando Simpson discussed compensation for the Historic Albina Advisory Board, Community Oversight Advisory Committee and Executive Steering Committee.

Dr. Holt adjourned the meeting at 6:30 pm.

## Adjourned

*Note: The meeting was hosted as a Zoom Webinar format that enabled Executive Steering Committee members to unmute their microphones and use web cameras to participate in the meeting. Attendees, or public observers, remained in "listen-only" mode and without access to video-sharing functions (attendees could view the presentation slides).*

## Executive Steering Committee Response Matrix

ODOT is committed to being held accountable to our project partners, stakeholders, and the community for actions we take in response to the feedback we've heard. This matrix is a living document that will be updated following every meeting of the I-5 Rose Quarter Improvement Project Executive Steering Committee. The matrix lists specific information requests, action items, project recommendations, and ideas ODOT has received from the committee and documents how ODOT responds. For a complete record of the discussions from each meeting, see the summary for each past meeting posted on the [events page](#).

### Timing Key

**Near Term:** Zero to six months

**Long Term:** Six months to one year

**During Construction:** Activities to take place during or specific to construction.

**Out of Scope:** Beyond ODOT purview, or requires times or resources from other community or agency partners

Date	Source	Comment	Response	Timing	Responsible Party	Status
6/28/2021	President Peterson	Is bus on shoulder included in the regional transportation plan as part of regional policy?	Yes, bus on shoulder is included in Metro's Regional Transportation Plan. While bus on shoulder is not specifically called out in the description of the I-5 Rose Quarter Improvement Project included in the project list, bus on shoulder is noted in the Regional Transportation Plan as an enhanced transit treatment with the potential to improve reliability under " <i>Transit Policy 4: Make transit more convenient by expanding high capacity transit; improving transit speed and reliability through the regional enhanced transit concept</i> ".	Short-Term	ODOT	Complete
6/28/2021	President Peterson	What are the inside shoulder widths north and south of the Rose Quarter area? Will bus on shoulder be available north and south of the project area?	The width of inside shoulders (those closer to the center median) vary along the length of I-5. The existing inside shoulders in the project area are generally 6 feet wide, ranging from 4 to 9 feet wide for both shoulders. Existing shoulders just outside the project area have a similar width. The shoulders on I-5 outside of the project area are not part of the I-5 Rose Quarter Improvement Project.	Short-Term	ODOT	Complete
6/28/2021	President Peterson	What will be the inside shoulder width on the Abernethy Bridge project?	The <a href="#">I-205 Widening and Seismic Improvements Project</a> will help relieve congestion and address safety issues by adding a third travel lane in each direction on a seven-mile stretch of I-205 between Stafford Road and OR 213. It will not widen inside shoulders on the Abernethy Bridge. The existing inside shoulders are about 6 feet wide.	Short-Term	ODOT	Complete

Date	Source	Comment	Response	Timing	Responsible Party	Status
6/28/2021	President Peterson	Do we have data on the frequency of vehicle crashes in this area?	<p>Yes. The project area, or the section of I-5 between I-84 and I-405, has 3.5 times more crashes than the statewide average for comparable facilities. Between 2011 and 2015, there were 881 crashes on the highway and ramps in the project area. Most of the crashes (75 percent) were in the southbound direction, and the majority occurred between 11:00 AM and 6:00 PM. The highest amounts of southbound crashes by hour of day were at 3:00 PM and 5:00 PM. The highest amounts of northbound crashes were at 2:00 PM, 4:00 PM, and 5:00 PM, but were much lower than the number of southbound crashes.</p> <p>This section of I-5 also has the highest crash rate of any Oregon urban interstate. The crash rate on the highway in this area ranged from 0.44 to 15.71 crashes per million vehicle miles travelled depending on the location. Southbound I-5 between the on-ramp from N Williams and the off-ramp to I-84 had the highest crash rate.</p> <p>Auxiliary lanes and wider shoulders could reduce crashes by up to 50 percent and provide space where vehicles involved in crashes could pull over.</p>	Short-Term	ODOT	Complete
4/26/2021	Julia Brim-Edwards Nate McCoy	Can ODOT attend a Portland Public Schools Board meeting to provide an I-5 Rose Quarter Improvement Project update?	Yes. We presented to the Portland Public Schools Board at their May 13 meeting.	Near Term	ODOT/Portland Public Schools	Complete
4/26/2021	Alando Simpson	Can the Executive Steering Committee hear more detail on the scenario trade-offs, including the timelines and impacts to design and construction of the highway, on and off-ramps, local streets, and building?	Yes. We presented on tradeoffs and provided additional opportunity for discussion related to the cover concepts at the joint meeting of the Historic Albina Advisory Board, Executive Steering Committee, and Community Oversight Committee on May 18; the joint meeting of the Executive Steering Committee and Historic Albina Advisory Board on May 24; and the Historic Albina Advisory Board meeting on June 7.	Near Term	Independent Cover Assessment Team/ODOT	Complete

Date	Source	Comment	Response	Timing	Responsible Party	Status
4/26/2021	Lynn Peterson Bryson Davis	Can we get more detail on the cover concepts beyond just Cover Concept #1 and Cover Concept #5, particularly Cover Concept #4?	Yes. We presented on tradeoffs and provided additional opportunity for discussion related to the cover concepts at the joint meeting of the Historic Albina Advisory Board, Executive Steering Committee, and Community Oversight Committee on May 18; the joint meeting of the Executive Steering Committee and Historic Albina Advisory Board on May 24; and the Executive Steering Committee meeting on June 7.	Near Term	Independent Cover Assessment Team/ODOT	Complete
3/22/2021	Bryson Davis	How does the lane width relate to the load capabilities of the covers? Are those wide shoulders taking away some of our ability to maintain load support for the cover? How much did load capacity considerations factor into the design of the initial cross-section?	We presented on tradeoffs and provided additional opportunity for discussion related to the cover concepts at the joint meeting of the Historic Albina Advisory Board, Executive Steering Committee, and Community Oversight Committee on May 18; the joint meeting of the Executive Steering Committee and Historic Albina Advisory Board on May 24; and the Historic Albina Advisory Board meeting on June 7.	Near Term	ODOT	Complete
3/22/2021	Lynn Peterson Steve Witter Alando Simpson	Why is transit planned to run on the inside shoulder? Would that be a bus-only lane? Did the request for bus on shoulder come from C-TRAN or TriMet? What coordination has been done with these agencies? How does bus on shoulder affect safety of use of the shoulder in emergency events? Could the committee hear more information from C-TRAN about bus on shoulder opportunities?	The current design proposes that the project provide 12-foot inside shoulders that could be used by emergency vehicles and buses to bypass stopped or slow-moving traffic. However, if the inside shoulders will not be used by buses, then they could be less than 12 feet wide. Based on feedback from this committee and project partners, we are proposing to narrow the width of the inside shoulders as part of our next design update. Instead we will continue to explore bus on shoulder opportunities with C-TRAN and TriMet on the outside shoulders, as feasible, since multiple ramps with high traffic volumes present operational challenges.  In addition to the information provided above, bus on shoulder was discussed in more detail at the joint meeting of the Historic Albina Advisory Board, Executive Steering Committee, and Community Oversight Committee on May 18 and the joint meeting of the Executive Steering Committee and Historic Albina Advisory Board on May 24. This was also discussed in additional technical meetings with staff from Metro, TriMet and ODOT.	Near Term	ODOT, C-TRAN	Complete



Date	Source	Comment	Response	Timing	Responsible Party	Status
3/22/2021	Lynn Peterson Alando Simpson	<p>Why are there full-width shoulders on the ramps? If we put the inside shoulder down to a two-foot safety buffer, what would the safety issues be? Why are we prioritizing shoulders on the ramps?</p> <p>Overall, how does the addition of full width shoulders and auxiliary lanes on either side affect the safety of the main through lanes?</p> <p>Could the committee hear more about the auxiliary lane and shoulder designs in more detail and the history behind the footprint?</p>	<p>In addition to the information provided above, the shoulders and auxiliary lanes were discussed in more detail at the joint meeting of the Historic Albina Advisory Board, Executive Steering Committee, and Community Oversight Committee on May 18 and the joint meeting of the Executive Steering Committee and Historic Albina Advisory Board on May 24. This was also discussed in additional technical meetings with staff from Metro and ODOT.</p>	Near Term	ODOT	Complete
1/25/2021	Jana Jarvis Lynn Peterson Steve Witter	<p>What is the financing methodology and assumptions for funding sources?</p>	<p>For the larger project, in 2017 Oregon legislators passed <a href="#">House Bill 2017 "Keep Oregon Moving"</a> which partially funds the I-5 Rose Quarter Improvement Project design and construction through \$30 million per year starting in 2022. As identified in the <a href="#">Cost to Complete Report</a> reported to the Legislature in January of 2020, the total expected cost of the project is \$715 million to \$795 million. With the Construction Manager/General Contractor on board, the project team will update and refine the project cost estimates with contractor input as design progresses and a finance plan will be developed.</p>	Long Term	ODOT	In Progress