



# Joint Historic Albina Advisory Group/ Community Oversight Advisory Committee

---

SUMMARY MATERIAL  
Nov 12, 2025

## Contents

Joint HAAB/COAC Meeting Overview .....	2
Attendance .....	2
Meeting Notes .....	3

---

## JOINT HAAB/COAC MEETING OVERVIEW

Date: November 12, 2025

Time: 5:00 PM – 7:00 PM

Location: New Song Community Church Community Room

This document is a summary of the I-5 Rose Quarter Improvement Project's Joint Historic Albina Advisory Board (HAAB)/Community Oversight Advisory Committee (COAC) meeting. The [meeting presentation](#) is available on the project website.

## ATTENDANCE

### HAAB Members In Attendance

---

- |                            |                            |
|----------------------------|----------------------------|
| • Andrew Campbell (online) | • John Washington          |
| • Kimberly Moreland        | • Keith Edwards            |
| • Bryson Davis             | • Dr. Ebony Amato-Blackmon |

### COAC Members In Attendance

---

- |                        |                          |
|------------------------|--------------------------|
| • Felicia Tripp Folsom | • Art Cortez             |
| • Joe McFerrin II      | • Cinna'Mon Williams     |
| • Michael Burch        | • Katrina Cloud (online) |
| • James Posey          |                          |

### Committee Members Not In Attendance

---

- |                          |                            |
|--------------------------|----------------------------|
| • Sprinavasa Brown, HAAB | • Dr. Carlos Richard, HAAB |
| • JT Flowers, HAAB       | • Leslie Goodlow, HAAB     |

### I-5 Rose Quarter Improvement Project Staff Members

---

- Ericka Warren, I-5 Rose Quarter Improvement Project, HAAB Facilitator
- Johnell Bell, I-5 Rose Quarter Improvement Project, COAC Facilitator
- Kris Strickler, I-5 Rose Quarter Improvement Project, ODOT Director
- Monica Blanchard, I-5 Rose Quarter Improvement Project, Interim Project Director (online)
- Brian Price, City of Portland, Portland Bureau of Transportation (PBOT)
- Briana DeKalb, I-5 Rose Quarter Improvement Project, JV Team
- Rose Gerber, I-5 Rose Quarter Improvement Project, Technical Support
- Isabelle Kennedy, I-5 Rose Quarter Improvement Project, Technical Support
- Natalie Warner, I-5 Rose Quarter Improvement Project, Technical Support
- M.J. Jackson, I-5 Rose Quarter Improvement Project, Notetaker
- DeAngelo Moaning, I-5 Rose Quarter Improvement Project, Notetaker

---

## MEETING NOTES

### Welcome / Introductions / Agenda Review

---

Ericka Warren, HAAB facilitator, welcomed the HAAB and COAC members, the project team and the audience. Ericka informed attendees that some committee members will be participating remotely, shared the meeting agenda and opened public comment before moving forward with the agenda.

### Public Comment

---

No public comment was received.

### Project Updates

---

Kris Strickler, Oregon Department of Transportation (ODOT) Director, thanked the committee members for their continued commitment to the Rose Quarter Improvement Project and provided status and leadership updates.

- The loss of the Reconnecting Communities grant has brought material difficulties in moving the project forward. ODOT recognizes that there may be some shifts in scope pertaining to what can be completed with current constraints and the impacts to the project resulting from the funding loss, but ODOT remains committed to the project. ODOT recognizes the need for new project funding sources and is actively exploring potential avenues for support.
- Project leadership has transitioned to Monica Blanchard, who will be serving as Interim Project Director with support from ODOT's Statewide Project Delivery Manager David Kim, who will provide Senior ODOT Leadership Support during the transition period. Monica previously served as Deputy Project Director during her time at ODOT and helped move the project toward construction.
- Dir. Strickler formally announced his transition from ODOT effective January 2, 2026, and expressed gratitude to the HAAB and COAC members for contributing their experience and lives to moving the project forward despite the numerous setbacks.
- Dir. Strickler concluded by offering appreciation to committee members for their continued commitment. ODOT recognizes the demonstration of support for the agency and asked for continued help moving the project forward in the future.

### Q&A

- **Appreciation for Director Strickler's leadership:** Some HAAB and COAC members expressed appreciation for Director Strickler's leadership; in particular, a willingness to push boundaries and demonstrating integrity throughout the process. Committee members shared thanks for his commitment.

- 
- » A member asked if his departure is due to the “writing on the wall?” Dir. Strickler's response was that there have been a lot of changes in the agency during his tenure, including lack of funding for maintenance and operations, and with the agency moving forward beyond some of those concerns, he believes the leadership transition is occurring at the appropriate time.
  - » A member asked, “who will be replacing your position?” Dir. Strickler responded that the Governor's Office will conduct the recruitment process
  - **Project Funding:** Members asked about discussions regarding the options or considerations for how to best utilize the current funding to complete the project. Dir. Strickler responded that ODOT has extensively reviewed how to utilize the project's available funding and viable next steps given allowable uses of awarded funding, i.e., federal dollars that must be utilized for right-of-way improvements. Dir. Strickler informed the committee that ODOT will be taking the gathered information to the Oregon Transportation Commission to move things forward and seek new funding and expressed the agency's optimism about locating other avenues for resources.
    - » One member asked whether ODOT would consider using private funding for construction. Dir. Strickler said it hasn't been considered for this project. The return on investment for the taxpayer and community would need to be considered first.
  - **Future of the Project:** A member asked what insights the Director has into how the future of the project might play out given his experience and background. Dir. Strickler responded that every project comes with risk and has moments where you have to reconsider whether it is the right project and has seen projects make it to the first stage of construction and move forward successfully despite various issues.
  - **DBE Program:** A member asked how ODOT is responding to changes to the DBE program at the federal level and whether Black-owned businesses would be considered for state work. Dir. Strickler responded that ODOT has been very intentional to continue building systems for disadvantaged businesses. ODOT has continually recognized where disparities exist, including being the first state agency to evaluate the prevalence of disparities and has tried to model the behavior that ODOT wants other agencies to follow.

## Construction Updates

---

Briana DeKalb, Senior Project Engineer for the Hamilton Sundt Joint Venture, provided the following construction updates:

- The Construction team is preparing the site for excavation and installation of storm piping and manholes, and construction of the pond will follow. The public should anticipate seeing traffic control on the north end to safely move trucks through the construction area.

- 
- The start of new year will shift traffic on Northbound I-5 towards the median to allow Just Bucket to install storm piping. The work on Southbound I-5 entails continued seismic retrofitting work and the buildout of an access road for construction crews to prepare for drilled shaft work for the sign bridge.
  - There are traffic shifts for bridge work on the I-5 Northbound and Southbound bridges and in surrounding areas including NE Oregon St, NE Lloyd Blvd, and NE 1<sup>st</sup> Ave. This will continue into the new year.

## Q&A

- Committee members asked clarifying questions about the length and duration of the closures. Briana shared that the southbound closures will be done in two shifts of 9 and 23 days, respectively. Completion is expected between January and February. The northbound closures will be nightly, lasting for a month during the evening.

## DBE Updates

---

Serena Stoudamire-Wesley, ODOT Office of Engagement and Civil Rights Director, and Angela Crain, ODOT Office of Engagement and Civil Rights Manager, provided the following DBE updates:

- ODOT has changed the name of the Office of Equity & Civil Rights to the Office of Engagement & Civil Rights. The Diversity & Subcontracting Plan has been renamed to the Right to Access Plan to emphasize fairness in all work pursuits.
- ODOT is still navigating the current and future implications of the changes to the Interim Final Rule on the agency and the DBE firms served. The changes are ongoing, and the agency is working with the Department of Justice daily to navigate the next steps. The change to the DBE Program came with a two-day advance notice to the agency, which allowed for virtually no time for ODOT to develop a strategic plan in response to the changes.
- The comment period on the Interim Final Rule closed on October 24<sup>th</sup>, 2025. There were over 300 comments to USDOT, which may inform the final rule.
- The DBE Program has undergone significant changes, including requiring DBEs to recertify. Certifications can no longer be based on race and gender and require a personal written narrative from firms reapplying for certification. ODOT is prioritizing currently certified firms for recertification.
- ODOT is exploring options to ensure DBE counting is race and gender neutral moving forward and is actively working with Caltrans and other agencies that currently utilize race and gender neutral programming.
- The Certification Office for Business Inclusion and Diversity (COBID) is currently leading the recertification process and is looking to examples from other states and agencies

---

to learn what meets the criteria for disparity before rolling out their recertification guidelines on November 17<sup>th</sup>, 2025.

#### Q&A:

- **Recertification process and impacts for businesses:** Members asked what is being done internally to ensure that narratives are being judged fairly and competently. They also asked about the worst-case scenario impacts for business owners and members of the Black community. Asst. Dir Stoudamire-Wesley shared that any existing DBE firm that undergoes the required process will be recertified. As far as the impacts on community members, Asst. Dir Stoudamire-Wesley said that there are no ways to determine the impacts quantitatively at this time since numbers aren't being tracked. They recently concluded their state disparity study and will convene with partners to create a plan and determine effects of these changes on Portland and Oregon communities.
- **Technical assistance:** Members expressed concern that race and gender neutral programs are composed of non-people of color. They also noted that certification has been a slow process in the past and asked how the agency is going to support firms in developing personal narratives. Asst. Dir Stoudamire-Wesley responded that they are prioritizing providing support to help people write their narrative. They are operating on a "greater good" premise.
- **DBE program and next steps:** Members expressed disappointment and distrust about the process for recertification and pointed out that the lack of clear direction feels like an intentional move to make the process more difficult for firms. Members expressed that there are people within state agencies who have resisted against DBEs and have created a precedent for DBEs, especially Black-led firms, to fail. Members called for more touchpoints and to be "at the table" with state elected officials, Portland Business Alliance, and other stakeholders.
  - » Asst. Dir Stoudamire-Wesley noted that the sentiment is frustration and surprise because many of the strides made to improve affairs for firms have been dismantled. There was no shortage of effort to initiate and complete the disparity study, but Oregon alone could not push back on these matters. Oregon does have a small business program, but it is nothing like Washington State, California or Florida's and pushing back without a significant small business program could have made our affairs worse.
- **Taking action as a community:** Members noted that the committee should prioritize taking actionable steps. The committee discussed how to move forward with the understanding that the current administration will change eventually, and to be prepared for upcoming state elections. Asst. Dir Stoudamire-Wesley responded that when we come together as a community, we have to determine our plan to hold us

---

together for the next three years and the next ten years. We need to build a sustainable plan.

- **Information:** Members asked if they can get a copy of the information that was shared. Asst. Dir Stoudamire-Wesley confirmed she will share the information with committee members.

## **Reconnecting Albina Planning Project (RAPP) Update**

---

Brian Price, Senior Planner with the City of Portland's Bureau of Planning and Sustainability, provided the following Reconnecting Albina Planning Project (RAPP) update with support from Rachel Hoy, Supervising Planner with the Bureau of Planning and Sustainability:

- The RAPP is a framework plan for a conceptual vision, and zoning and policy is developed as a result of the plan. The framework concepts have been advanced based on public feedback in 2025 and focus on three major sub areas:
  - » To the East, capacity for housing, businesses and opportunity for public space on Broadway/Weidler, the Green Loop Connection, identified culturally specific buildings and mixed-use areas.
  - » To the West, residential uses and neighborhood amenities in the North and South end of the area, development and connectivity improvements in and around Moda Center, Waterfront access and Gateway opportunities.
  - » The Central Highway Cover, supporting the development of the existing vision established in Summer 2024 workshops, urban design and public space development, and neighborhood identity to acknowledge the history of Lower Albina.
- There is an upcoming open house event on December 3<sup>rd</sup>, 2025, that will showcase draft development designs and frameworks and provide an opportunity for community to offer feedback to inform the plan's federal grant application. The HAAB/COAC members were encouraged to join and participate.
- There will be a RAPP report out to the HAAB/COAC regarding engagement findings in Q1 2026. The refined framework concepts will be implemented into the RAPP in Late Winter 2025/Early Spring 2026. The Development Framework Plan will be finalized and submitted to FHWA during Summer/Fall 2026.

### **Q&A:**

- **Project Funding:** A member asked if the city has made a financial commitment to this project? Rachel responded that the project is fully funded through design. None of the planning funding was rescinded, and the level of execution will show up as part of the plan and its developed action strategies. If properties can be developed sooner rather than later, the City will have items as part of their plan to support this development.



- 
- » A committee member suggested that there should be an overview of the projects to ensure projects are funded correctly and that any overlapping funding is reallocated into the master plan for the cover.
  - **Engagement:** A member asked, “when is the next workshop after Dec 3<sup>rd</sup>?” Brian responded that there will be a few weeks to process in late winter/early spring. We expect coming back Late Feb/Early March for more feedback before drafting final document
  - **Workforce:** A member noted it is important for the committees to know the precise number of people needed for work so the apprenticeship community can be prepared to provide enough active support, and that the information needs to be distributed out to all allies and workforce coordinators as soon as possible.

## Discussion

---

Members shared their frustration and disappointment with the news received at this meeting, and urged the committee to collectively work toward fair, equitable distribution of economic opportunity. The committee continued to emphasize the importance of building stronger relationships with stakeholders at the state level, and a desire for a clear and precise action plan for engaging the Oregon Transportation Commission, the governor, and others.

## Next Steps

---

Ericka shared that there will be additional touchpoints to assess leadership structure and members will be informed how to move forward in the new year. Rose Quarter will be a topic of discussion during the next OTC meeting on December 11, 2025, and there will be a public comment opportunity. Ericka thanked the HAAB and COAC members for their continued participation on the project.

## Adjourn

---

Ericka adjourned the meeting at 6:42pm.