



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

In accordance with NEPA and to receive funding and approval from the Federal Highway Administration (FHWA), ODOT submitted a Revised Supplemental Environmental Assessment (EA) of the impacts of the I-5 Rose Quarter Improvement Project.

In March 2024, the FHWA issued a [Finding of No Significant Impact](#) to health and environment, allowing the project to move to final design and construction and concluding the environmental review process.

## A BRIEF HISTORY

- 2017** ● ODOT and FHWA begin the environmental review process for the I-5 Rose Quarter Improvement Project.
- 2019** ● ODOT and FHWA publish an EA for the project and hold a 45-day public comment period.
- 2020** ● ODOT submits a Revised EA and the FHWA issues a Finding of No Significant Impact (FONSI), which is a decision document stating that the environmental review requirements have been met and the project will not have significant impacts on the environment.
- 2020 - 2021** ● Two independent project reviews are conducted: one for the highway cover design (Independent Cover Assessment) and one for the analyses of air quality, noise and greenhouse gas emissions (Environmental Peer Review). Both independent reviews were initiated in response to community feedback and at the direction of the Oregon Transportation Commission (OTC). Each review group was tasked with analyzing uniquely important elements of the project. The results are a series of findings and recommendations given to ODOT.
- 2021** ● Based on the Independent Cover Assessment and significant community input, a new highway cover design known as the Proposed Hybrid 3 Cover Concept is recommended to enhance the project's effectiveness and align more closely with community values. The OTC approves further evaluation of the proposed concept. In response, the FHWA rescinds the 2020 FONSI due to the design changes requiring further analysis. ODOT initiates supplemental technical studies evaluating the benefits and impacts of the Proposed Hybrid 3 Cover Concept.
- 2022** ● The I-5 Rose Quarter Improvement Project team prepares a Supplemental EA evaluation of the Proposed Hybrid 3 Cover Concept.
- 2023** ● ODOT incorporates design changes based on feedback from the community and the Supplemental EA 50-day public comment period. ODOT submits a Revised Supplemental EA for FHWA review.
- 2024** ● FHWA grants environmental review approval with a Finding of No Significant Impact, approving the project to proceed into final design to ready the project for construction. This completes the environmental review process.

**?** To learn more about the project's environmental review process, see our [FONSI announcement](#)

## LOOKING AHEAD

ODOT's commitment to supporting a better connected, more inclusive Albina community and safer, more efficient I-5 requires continued community outreach efforts, community involvement and transparent decision-making.

ODOT will continue to seek input from the public and the Historic Albina Advisory Board (HAAB) and Community Oversight and Advisory Committee (COAC) as the project moves into final design and construction.

## JOIN OUR MAILING LIST

Scan the QR code to join our mailing list and stay up-to-date with how the project is progressing toward final design and construction.



[www.i5rosequarter.org/contact/](http://www.i5rosequarter.org/contact/)

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