



I-5 ROSE QUARTER IMPROVEMENT PROJECT

I-5 ROSE QUARTER IMPROVEMENT PROJECT COMMUNITY OVERSIGHT ADVISORY COMMITTEE (COAC)

MEETING SUMMARY

MEETING DATE: January 20, 2022

MEETING TIME: 4:00 PM TO 6:00 PM

LOCATION: Zoom online meeting

This document is a summary of the I-5 Rose Quarter Improvement Project Community Oversight Advisory Committee meeting. The meeting [presentation](#) and recordings of the [Main Room, Breakout Room 1](#), and [Breakout Room 2](#) provide additional documentation of this meeting.

COAC Members in Attendance

- Michael Burch, Community Member
- Bob Carroll, IBEW Local-48
- Katrina Cloud, Northwest College of Construction
- Art Cortez, LatinoBuilt
- Kenechi Onyeagusi, Professional Business Development Group (PBDG)
- Pastor Matt Hennessee, Ministerial Alliance
- James Posey, Coalition of Black Men
- Joe McFerrin, Portland Opportunities Industrialization Center, Inc (POIC)
- Twauna Hennessee, NW Carpenters

COAC Members Not in Attendance

- Lee Fleming, Multnomah County (Purchasing)
- Felicia Tripp Folsom, Community Member

Staff Members

- Johnell Bell, I-5 Rose Quarter Improvement Project COAC Facilitator
 - Amber Ontiveros, I-5 Rose Quarter Improvement Project COAC Technical Advisor
 - Megan Channell, I-5 Rose Quarter Improvement Project Director
 - Monica Blanchard, I-5 Rose Quarter Improvement Project Deputy Director
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- Angela Crain, I-5 Rose Quarter Improvement Office of Civil Rights
 - Corinne M. Villavaso, I-5 Rose Quarter Improvement Project Owner's Representative Team
 - Mike Baker, I-5 Rose Quarter Improvement Project Owner's Representative Team
 - Natalie Warner, technical support, I-5 Rose Quarter Improvement Project Owner's Representative Team
 - Dr. Steven Holt, I-5 Rose Quarter Improvement Project Executive Steering Committee Facilitator
 - Joseph A. Puente, Technical Support, I-5 Rose Quarter Improvement Project Owner's Representative Team
 - Amber Smith, technical support, I-5 Rose Quarter Improvement Project Owner's Representative Team
 - Sanoba Hayes, Technical Support, I-5 Rose Quarter Improvement Project Owner's Representative Team
 - Carolyn Heniges, I-5 Rose Quarter Improvement Project Team
 - Shelli Romero, I-5 Rose Quarter Improvement Project Team
 - Bill Bruce, I-5 Rose Quarter Improvement Project CM/GC Team
 - Briana De Kalb, I-5 Rose Quarter Improvement Project CM/GC Team
 - Laura Ramirez, I-5 Rose Quarter Improvement Project CM/GC Team
 - Brad Sullivan, I-5 Rose Quarter Improvement Project CM/GC Team
 - Deb O'Dell, I-5 Rose Quarter Improvement Project CM/GC Team
 - Jeff Moreland, I-5 Rose Quarter Improvement Project CM/GC Team
 - Matt O'Connell, I-5 Rose Quarter Improvement Project CM/GC Team
 - Tayo Adesida, I-5 Rose Quarter Improvement Project CM/GC Team
 - Terrence Hayes, I-5 Rose Quarter Improvement Project CM/GC Team
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Welcome, Meeting Platform and Ground Rules

Johnell Bell (Johnell), the Community Oversight Advisory Committee (Committee) facilitator, welcomed Committee members, provided an overview of the meeting agenda, and informed the ground rules.

Overview COAC December 16, 2021 Meeting Notes

The Committee had no comments about the December 16th meeting notes.

Project Updates ([04:15](#))

Megan Channell provided the following project updates:

1. Following-up on the email regarding the environmental assessment review process – FHWA rescinded the original environmental decision document Finding of No Significant Impact (FONSI). ODOT will prepare an updated environmental assessment for the project that incorporates the Hybrid 3 highway cover design into the project. This is a good thing, it gives certainty on next steps and helps maintain the project schedule. We are staying on track and anticipate a new decision from FHWA by December 2022. Simultaneously we will continue meeting with the COAC on finalizing and implementing the diversity/subcontracting plan. We'll continue the design for the early work packages. We are still slated to start construction late 2023.
2. Finance plan – The finance plan was not presented to the OTC for three reasons - 1. FHWA rescinding the FONSI, 2. the federal build back better reconciliation bill may be a viable funding source for the project and 3. the OTC is having conversations about the infrastructure bill and how it is integrated into our Oregon policy process. For these reasons we delayed delivering the finance plan to the OTC. ODOT will keep working on the plan and will keep COAC updated.
3. Status of partners – Letter of Agreement (LOA) is out for partners signatures. ODOT will start working with the City again once the LOA is in place. We are working on an intergovernmental agreement (IGA) defining roles and responsibilities and seeking City Council approval.

Two big milestones for 2022 – completion of the EA for hybrid 3 and design completion for EWPs A and B, reaching 30% design by mid-2023.

COAC member asked for clarification about do we have an IGA and funding to move forward. Are we on track to starting the project in 2023? Megan responded we are on track for construction EWPs starting 2023. We do not have all the funding secured. There is \$500 to \$700 million dedicated to RQ through HB2017. Project costs depending on the building stories to go on top of the covers is \$1.18 to \$1.25 billion for one to three stories on the cover; \$1.35 to \$1.45 billion for four to six stories. ODOT will continue to leverage our CMGC approach looking at different packaging and phasing opportunities. We will seek other funding opportunities through federal discretionary grants.

COAC member replied we are not getting information soon enough to be proactive. ODOT has to do a better job of telling your advocates about the funding gaps, so we can go out and speak with people. Megan stated we can do better to connect with COAC members. COAC member stated I struggle with what the gaps are and the added costs. Are we paying for the buildings going on top of the covers? We have to understand what is going on. AGC has more knowledge about the constructability of the project

than the COAC. Megan committed to doing a better job of connecting with COAC members.

Monica Blanchard gave an update on the performance measures. The project team has been working over the past year on developing these measures based on the project values and outcomes. A Google document and glossary was developed and will be shared with the HAAB and COAC for review and written feedback. We will use the upcoming meeting in March 2022 to review the measures in detail. We plan to develop framework for setting goals and track measures on this work.

Project Committee Updates ([18:25](#))

Dr. Steven Holt provided updates on the Historic Albina Advisory Board (HAAB) meeting held on January 18, 2022, and the outcomes.

Community Matrix Part 2 — COAC Recommendations on Diversity Plan ([21:32](#))

Johnell Bell provided a recap of the previous discussions focused on the Diversity Plan. Then he introduced Bill Bruce of Raimore Construction.

Bill Bruce gave an overview of where we are in the Input Incorporation Process. We will seek a recommendation from COAC in February 2022; hopefully ODOT will approve the Diversity Plan. Bill informed COAC about upcoming activities for February through June 2022. Raimore staff presented the reminder of the Community Matrix, overview of community input and JV responses to the input.

Johnell thanked Bill and Raimore staff for the presentation and opened the floor for discussion.

COAC member stated on capacity building we are missing something. We have to also have an ideal about what is needed by businesses to build capacity, not just by evaluating them after the fact. How are we going to build capacity? We say build for RQ, but what is the futuristic thinking here? I think capacity needs to be defined again. Bill Bruce agreed, we are making sure we are looking at innovative ways to build capacity.

Jeff Moreland added there only so much we can do on this project. I look at this as a complete network. We can build capacity on this job and take it to the next jobs. If we can build capacity on RQ and take it to IBR, then we can change the narrative. I appreciate your comments Art.

The COAC member ended with he wants everyone to understand capacity building has to continue, it does not stop with this project.

Breakout Groups

Breakout Group Introductions

Breakout rooms were arranged in Zoom to facilitate discussion. Members were asked the following question:

1. What are your main questions or concerns about the responses to the COAC Members (your) comments?

Group 1 Breakout Recording

In response to question one (1), The group discussed the questions and concerns listed below:

- COAC Member: What's the negative narrative that you are hearing?
 - Staff Member: ODOT has been carrying around a reputation that doesn't serve this community in terms of contracting and workforce.
 - COAC Member: Your campaign to educate and uplift the work is basically to combat ODOTs negative narrative in the community?
 - Staff Member: I'd say it's more than that, there are topics like: climate change, whole host of different topics that we have not been in front of versus having to react to them.
 - Staff Member: We want to make sure we are being more proactive rather than reactive. How do we make sure we are helping each other?
 - COAC Member: I'm concerned about where the workforce is coming from. How many folks will be on this project? How will it be diverse? Hiring on 1:1 basis seems like a challenge.
 - Staff Member: Encourage accountability and elevate voice to larger agencies to ensure communities of color are represented.
 - COAC Member: I want to challenge the COAC with a question – have they ever seen a diversity plan like this anywhere on the planet with having so many precise avenues by which we can change the historical narrative? It feels too optimistic and world changing. It's qualitative and quantitative. Why are we spending so much time on it?
 - Staff Member: Every once in a while, you get to make a big impact. We are aggressive with everything in the diversity plan, but you have to put a target out there using science. This is an opportunity. And it's the first project nationwide with a diversity plan.
 - Staff Member: This is the first diversity plan ODOT has ever done. Agency gets process obsessed and we need to get to action. Now is the time.
 - COAC Member: When Clarence pushes ODOT to have an Intergovernmental Agreement (IGA) with the prison system to bring people transitioning from prison to an apprenticeship program, we see the integration fold out, and when it trickles into the community families get to tell a positive narrative with ODOT. These are the pieces I'd like to see out on the ground. Addressing concern on capacity: Looking at the diversity plan, I wish I would have had it 25-30 years ago. You can't prescribe success in business, all you can do is give the resources necessary to be successful. Folks that have the wrong motives for being in the business will not succeed. This project is the first I've seen that allows the right person to be in business and build capacity and success.
 - COAC Member: It must be a continuing model. The gap in between projects and contractors causes the damage. It must be fluid through the entire industry. It should not stay static. Capacity needs to be fluid indefinitely. Is the bond going to make a difference on the job? Is the bond there to keep someone from getting a job? A certain bonding group mentioned not bonding a Latino group because they haven't had success with one. There is no need for bonds on projects like this. Systemic racism is built
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into the system by requiring bonds. Delete restrictions that limit growth. On workforce solutions: we want to build up project and success. How do we do that right now?

- COAC Member: We should be putting people on the job and in the apprenticeship program right now, not 5-6 months, or 2 years from now.
- COAC Member: We need a culture of people that want to build capacity in the entire region: city, county, congressional, etc.
- Staff Member: We will continue this discussion at COAC and add this topic to agenda.

Group 2 Breakout Recording

In response to question one (1), The group discussed the questions and concerns listed below:

- Staff Member: It has been a very tough fight to get to this point. Partners have done well by the collective effort of the community and group, and we have a long way to go.
 - COAC Member: Its clear that we have been heard and action has been taken.
 - COAC Member: Community comments have been addressed. Praise is shared for folks that are involved in the project.
 - Staff Member: Very robust plan; we achieved unprecedented results regarding diversity, inclusion, and building companies through helping ODOT understand what this looks like with the community chipping in and pressing us to clearly define everything. Work to be proud of.
 - COAC Member: As a COAC member, I can approach ODOT. Makes me feel heard. This goes a long way with ODOTs reputation.
 - Staff Member: ODOT looks forward to upcoming work in the Spring and next year, in addition to onboarding mini CMCG's.
 - COAC Member: We are getting the city of Portland back to the table and working with a letter of agreement between Metro, Multnomah County, and the City of Portland
 - Staff Member: This is a once in a generation opportunity to advance equity by helping communities get up and out of poverty, and into prosperity. Capacity built with Rose Quarter can put the community in a significant position to grow capacity and be successful on the Interstate Bridge Replacement (IBR) project and 205 project in terms of workforce. US DOT rule changes include the unique opportunity of hiring by zip codes (allowing examination of the highest concentration of impoverished zip codes through the city). The opportunity to restorative justice is achieved through providing economic footing.
 - Staff Member: There has been lots of learning, understanding, and moving forward together. Excited to get minis started.
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- Staff Member: Real money will come through construction activity. The plan has a lot of tools at contractor disposal to turn over every rock and create atmosphere for businesses to grow themselves.
 - Staff Member: Continue leaning on internal and external communications. Lets go. Lets get things done.
 - Staff Member: Lots of trauma present in the community that needs to be considered and dealt with. How we respond to trauma is critical to our success. This work needs to be relationship building instead of task driven to be successful in connecting community and values.

Feedback and Comments

COAC member stated let's operationalize the diversity plan. Jeff Moreland added this is our diversity plan. Let's ask ODOT to approve the plan and Let's Go.

Johnell informed COAC on next steps plan for February meeting which includes making a recommendation to ODOT about the diversity plan.

COAC member expressed concern about delaying operationalizing the plan. He made a motion for COAC to vote on the plan. Johnell called for a hand vote to advance the plan for ODOT's approval. Art Cortez agreed the plan should move forward with the topics discussed today incorporated into the plan. Katrina Cloud would like to read the whole plan before voting. Katrina's not 100 percent sure there's enough COAC members to vote and we have a duty to understand everything in the plan.

Johnell closed the discussion with the reminder of next steps to happen at February's meeting. This discussion can be viewed at [1:33](#).

Public Comments

No Public Comments were received.

Conclusion and Next Steps

The next meeting will be held on February 17, 2022, the COAC will be asked to give a recommendation on the Diversity Plan. A celebration will begin immediately following the COAC meeting.

ADJOURN

Johnell Bell adjourned the meeting at 5:45 pm.