II.2  PUBLIC INVOLVEMENT SUMMARY
APRIL 2019 - MAY 2020
Appendix II.2. Public Involvement: April 1, 2019 – May 31, 2020

This appendix summarizes public involvement during the Environmental Assessment (EA) phase of the I-5 Rose Quarter Improvement Project through May 31, 2020. The EA phase is still ongoing. This document will be amended to capture additional engagement activities once the EA process is complete.

Overview

The Oregon Department of Transportation (ODOT), in partnership with the City of Portland (City), continued public engagement after the close of the 45-day environmental assessment (EA) public comment period on April 1, 2019. This summary describes the engagement from April 1, 2019 to May 31, 2020. Most of the public engagement during this time period focused on project awareness and outreach to environmental justice and Title VI communities to collect feedback. This summary includes the following sections:

- By the numbers
- What we heard
- Information sharing
- Outreach and engagement
- Attachments (supporting materials)

By the numbers

The following statistics represent engagement from April 1, 2019 to May 31, 2020. Other sections of the summary discuss this engagement in greater detail.

- 8 tabling events, with over 700 individual engagements
- 5 discussion groups, with 52 participants
- 1,543 comments submitted
- 4,624 e-newsletter recipients (as of the May 27, 2020 e-newsletter)
- 7 e-newsletters
- 3 mailers

What we heard

The project team received broad input encompassing a large range of perspectives. This report summarizes themes identified between April 1, 2019 and May 31, 2020. Key themes include:

- Many people were unaware of the Project, including most people at the tabling events held over the summer.
- Support for the project purpose to address the largest congestion bottleneck in the state.
Appendix II.2. Public Involvement: April 1, 2019 – May 31, 2020

- Support for the highway covers to reconnect the local street grid and create more community space in the neighborhood.
- Support for the highway covers to be built in a way that would support development on top.
- Opposition to moving I-5 closer to Harriet Tubman Middle School.
- Opposition from bicycle and climate advocacy groups regarding adding auxiliary lanes to I-5 as a means to mitigate congestion.
- Support for the project to complete an Environmental Impact Statement (EIS)

Information sharing

E-newsletters

Five email newsletters were sent to people who signed up for the project updates list. The newsletters are included in Attachment 1.

Table 1. Project email newsletters

<table>
<thead>
<tr>
<th>Date</th>
<th>Subject</th>
<th>Purpose</th>
<th>Sections</th>
<th>Number of Recipients</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 30, 2019</td>
<td>EA Comment Period Public</td>
<td>To inform recipients that the public comments submitted during the EA</td>
<td>• Public comments available online for I-5 Rose Quarter Improvement</td>
<td>1,888</td>
</tr>
<tr>
<td></td>
<td>Comments Available</td>
<td>comment period were available on the project website</td>
<td>Project</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Please stay engaged</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• About the project</td>
<td></td>
</tr>
<tr>
<td>July 15, 2019</td>
<td>Project Updates</td>
<td>Notifications about upcoming tabling events and soil sampling field</td>
<td>• I-5 Rose Quarter Project staff out and about this summer</td>
<td>2,142</td>
</tr>
<tr>
<td></td>
<td></td>
<td>work as well as general project information and updates</td>
<td>• Soil sampling on I-5 scheduled to start in July</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Please stay engaged</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• About the project</td>
<td></td>
</tr>
<tr>
<td>January 30, 2020</td>
<td>Get Involved</td>
<td>Announced that the application to join the Community Advisory</td>
<td>• Apply to help shape the I-5 Rose Quarter Improvement Project:</td>
<td>3,525</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Committee (CAC) was open</td>
<td>Applications now available for Community Advisory Committee</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Subject</td>
<td>Purpose</td>
<td>Sections</td>
<td>Number of Recipients</td>
</tr>
<tr>
<td>------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>March 16, 2020</td>
<td>I-5 Rose Quarter Improvement Project advances based on OTC direction</td>
<td>To provide updates on the direction given from the OTC, including the establishment of the CAC. The email provided the list of selected CAC members, selection methodology and CAC demographics.</td>
<td>• I-5 Rose Quarter Improvement Project advances based on OTC direction</td>
<td>3,596</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• To reduce public health risk, OTC postpones March 20 meeting, opens extended public comment period</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Community shows high interest in the CAC - members named</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• About the Project</td>
<td></td>
</tr>
<tr>
<td>March 18, 2020</td>
<td>Join us for the online CAC Meet &amp; Greet on March 25</td>
<td>To provide meeting logistics for the CAC Meet &amp; Greet that was held via Zoom due to community health concerns around Coronavirus (COVID-19)</td>
<td>• Join us for the online CAC Meet &amp; Greet on March 25</td>
<td>3,718</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Link to Zoom meeting</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• About the Project</td>
<td></td>
</tr>
<tr>
<td>April 17, 2020</td>
<td>Community Opportunity Advisory Committee (COAC) to meet on April 21</td>
<td>To provide meeting logistics for the COAC meeting held via Zoom due to COVID-19</td>
<td>• Community Opportunity Advisory Committee (COAC) to meet on April 21</td>
<td>4,628</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Link to Zoom meeting</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• How to provide public comment</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• About the Project</td>
<td></td>
</tr>
<tr>
<td>April 27, 2020</td>
<td>April E-newsletter</td>
<td>To provide project updates including outcomes of the recent OTC</td>
<td>• COVID-19</td>
<td>4,624</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• OTC to ODOT: Continue work on I-5</td>
<td></td>
</tr>
</tbody>
</table>
## Mailers

### Field Work Mailer (July 2019)

One field work notification postcard was sent to businesses and residents within a quarter-mile radius of soil sampling sites in the project area in July 2019. The field work mailer was sent to inform those in the immediate area of the presence of equipment and to notify residents and businesses of nighttime noise and possible lane restrictions due to the field work. (Attachment 2)

ODOT mailed a total of 4,723 field work mailer postcards.

### CAC Mailer

One CAC notification postcard was sent to 17,958 residents and businesses within or near the project area as one of the notification methods to recruit members of the CAC. Applications to be a member of the CAC were accepted from January 29, through February 18, 2020. (Attachment 3)

ODOT mailed a total of 17,958 postcards.

### Table: Appendix II.2. Public Involvement: April 1, 2019 – May 31, 2020

<table>
<thead>
<tr>
<th>Date</th>
<th>Subject</th>
<th>Purpose</th>
<th>Sections</th>
<th>Number of Recipients</th>
</tr>
</thead>
</table>
| May 27, 2020   | May Email Update      | To provide project updates including notification of the CAC meeting, a recap of the ESC meeting, a reminder of the RFP and ongoing field work. | • Community Advisory Committee meets tomorrow  
• Executive Steering Committee kicks off  
• Contractor roundup: Proposals due in May  
• Rose Quarter underground: More work ahead  
• About the Project | 4,661                |

One field work notification postcard was sent to businesses and residents within a quarter-mile radius of soil sampling sites in the project area in July 2019. The field work mailer was sent to inform those in the immediate area of the presence of equipment and to notify residents and businesses of nighttime noise and possible lane restrictions due to the field work. (Attachment 2)

ODOT mailed a total of 4,723 field work mailer postcards.
Appendix II.2. Public Involvement: April 1, 2019 – May 31, 2020

Field Work Mailer (April 2020)
One field work notification pamphlet was sent to businesses and residents within the project area in April 2020. The field work pamphlet was sent to inform those in the vicinity of upcoming pavement exploration, utility mapping and soil sampling. The pamphlet notified residents and businesses of nighttime noise and possible lane restrictions due to the field work. (Attachment 4)
ODOT mailed a total of 17,858 pamphlets.

Project voicemail
ODOT set up an informational voicemail line on May 1, 2019 to provide project updates. The voicemail was recorded in both English and Spanish and was updated eight times during this time period. The hotline received the most traffic during July 2019, which coincided with lane closures in the project area to conduct field work.

Table 2. Project voicemail visitors

<table>
<thead>
<tr>
<th>Month</th>
<th>Number of calls</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>21</td>
</tr>
<tr>
<td>June</td>
<td>8</td>
</tr>
<tr>
<td>July</td>
<td>26</td>
</tr>
<tr>
<td>August</td>
<td>7</td>
</tr>
<tr>
<td>September</td>
<td>3</td>
</tr>
<tr>
<td>October</td>
<td>6</td>
</tr>
<tr>
<td>November</td>
<td>1</td>
</tr>
<tr>
<td>December</td>
<td>4</td>
</tr>
<tr>
<td>2020</td>
<td></td>
</tr>
<tr>
<td>January</td>
<td>7</td>
</tr>
<tr>
<td>February</td>
<td>18</td>
</tr>
<tr>
<td>March</td>
<td>9</td>
</tr>
<tr>
<td>April</td>
<td>4</td>
</tr>
<tr>
<td>May</td>
<td>13</td>
</tr>
</tbody>
</table>

Website
The project website was available to the public at www.i5RoseQuarter.org. The website provided a way to learn about the proposed project and its history, as well as how to get
Appendix II.2. Public Involvement: April 1, 2019 – May 31, 2020

involved, submit comments or sign up for project updates. The website was referenced on all project materials as the hub for the most in-depth and up-to-date project information.

Website visit tracking began in October 2019. Between October 1, 2019 and May 31, 2020, there were 31,715 pageviews. The average visit duration was two minutes, and more than 30 percent of visitors accessed the website through a mobile device or tablet. The two most visited pages were the homepage and the CAC page.

Fact sheets

The project team developed two project fact sheets, one general and one for Disadvantaged Business Enterprise (DBE) opportunities, during this timeframe. They were handed out during tabling and other project-related events. Digital copies were available on the website.

General project brochure

The project team revised the project’s brochure with new renderings of the ‘before’ and proposed ‘after’ views of the highway covers, the Hancock-Dixon bike/ped bridge and the Williams multi-use path. (Attachment 5)

Disadvantaged Business Enterprise (DBE) fact sheet

The project team developed a fact sheet to describe the business and workforce development opportunities available to DBE firms. (Attachment 6)

Outreach and Engagement

Tabling

Members of the project team staffed booths at the events listed in Table 3 to inform community members of the project, collect mailing list sign-ups, and share information about the project. Public interactions and identified key themes for each event are below.

Table 3. Tabling Events

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
<th># People Engaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>Juneteenth</td>
<td>Saturday, June 15, 2019</td>
<td>79</td>
</tr>
<tr>
<td>Good in the Hood</td>
<td>Saturday, June 22, 2019</td>
<td>124</td>
</tr>
<tr>
<td>Alberta Street Fair</td>
<td>Saturday, August 10, 2019</td>
<td>323</td>
</tr>
<tr>
<td>Sunday Parkways – Green Loop</td>
<td>Sunday, August 25, 2019</td>
<td>75</td>
</tr>
<tr>
<td>Sunday Parkways – NE Portland</td>
<td>Sunday, September 22, 2019</td>
<td>57</td>
</tr>
</tbody>
</table>
Appendix II.2. Public Involvement: April 1, 2019 – May 31, 2020

**Juneteenth**

Juneteenth Independence Day or Freedom Day commemorates the June 19, 1865 announcement of the abolition of slavery and the emancipation of African American slaves. The Portland Juneteenth Celebration involves a parade followed by live music, art, food, educational booths, cultural booths and a children’s play area.

**Key themes:**

- Roughly half of the visitors had not heard of the project.
- One individual was angry and critical of the project and the process to date.
- Some people expressed concerns about:
  - The process and local impacts to the natural and built environment.
  - ODOT potentially taking, by eminent domain, more property in their neighborhood.
  - Impacts to local schools.
- Of the 6-10 children who visited the booth, most were people of color and most were about 8-11 years old. They were interested in the project and wanted to know more about potential new parks and bike access to the waterfront.

Portland Mayor Ted Wheeler visited the table and commented on his involvement with the project.

**Good in the Hood**

Good in the Hood is an annual multi-cultural music and food festival, featuring live music and a parade that takes place in NE Portland near the project area.

This event is hosted by Good in the Hood (GITH), a non-profit organization founded in 1990. GITH states its purpose is a creative medium by which Portland residents, businesses and organizations can engage in music, food and resources while connecting people with experiences that strengthen unity in the community.

**Key themes:**

- Most people were unaware or knew very little about the project.
- Some people agreed that congestion was an issue and were surprised to learn the area has the highest crash rate on an urban interstate in the state.
- Some people voiced concern about construction impacts and inquired about the construction timeline.
- A few people asked if the project was definitely happening or just proposed, and whether or not the public had a say in the matter.
- A student from Harriet Tubman Middle School shared many concerns about the project and submitted a formal written comment.
- Congressman Earl Blumenauer stopped by the booth and took a photo with a member of the project team.
Alberta Street Fair

As stated on its website, the Alberta Street Fair is an eclectic mix of live music, vendors, food and drink for people of all ages hosted by a non-profit organization called Alberta Main Street. The event draws more than 25,000 people annually and has occurred for more than 20 years.

Key themes:
- Most people were unaware or knew very little about the project.
- Some people agreed that congestion was an issue and were satisfied to see something was being done to address traffic.
- Many people liked the idea of the highway covers and were excited about the possibility of increased accessibility for pedestrians and bicyclists.
- A few people were concerned about the environmental impacts of the project.
- A few people expressed distrust of ODOT.

Sunday Parkways

Portland Sunday Parkways is a series of free summertime events hosted by Portland Bureau of Transportation (PBOT). The stated purpose is to promote healthy, active living by opening the city's largest public space – its streets – to the non-motorized public to walk, bike, roll and discover active transportation. A designated route is shut down to car and truck traffic for an extended period, and people walk, bike, or roll parts or the entirety of the route.

Green Loop

The “Green Loop” route is a concept featured in the Central City 2035 Plan that envisions a linear park connecting nearly a dozen districts. This linear park includes locations such as the Portland Art Museum, North Park Blocks and the Rose Quarter. The project’s booth was in the Rose Quarter area at the Moda Center Plaza.

Key themes:
- Most visitors to the booth were unaware of the project.
- After discussion with staff, most people unaware of the project expressed support for the project because they thought it would help with congestion on I-5, and they liked the pedestrian and bicycle improvements over I-5.
- Many people who already knew about the project supported it because of anticipated improvements to traffic congestion on I-5 and pedestrian and bicycle crossings of I-5.
- A handful of people stated their opposition to the project because of opposition to freeway expansion in general or implications for air quality at Harriet Tubman Middle School.
- Several of the people who opposed the project expressed excitement about bike and pedestrian improvements.

NE Portland

The NE Portland event’s route traced an 8-mile loop along the Northeast neighborhood greenways. The Project’s booth was located at Fernhill Park. Visitors were sparse compared to other events due to intermittent heavy rainfall.
Key themes:

- Most people were unaware of or knew very little about the project and wanted information about process and timeline.
- Many people liked the idea of the highway covers. They were excited about the possibility of increased accessibility for pedestrians and bicyclists, and the idea of green or open space on the covers.
- A few people expressed concerns about impacts to Harriet Tubman and lane widening.

Discussion Groups

The project team uses discussion groups as one of many important tools to capture feedback on the project. These conversations are intended to support an authentic, transparent and responsive community engagement approach, one that meets people where they are and engages in meaningful two-way dialogue. The discussion group process seeks to:

- Reach and hear from historically-underrepresented population groups to understand their distinct needs, issues and concerns;
- Create awareness and educate these groups about project elements and planning history; and
- Establish an informed network of Title VI/Environmental Justice community groups for future engagement.

<table>
<thead>
<tr>
<th>Discussion Group</th>
<th>Subgroup</th>
<th>Date</th>
<th># People Engaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>African American</td>
<td>Group 1</td>
<td>Tuesday, October 8, 2019</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>Group 2</td>
<td>Tuesday, October 8, 2019</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>Group 3</td>
<td>Wednesday, October 9, 2019</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>Group 4</td>
<td>Wednesday, October 9, 2019</td>
<td>7</td>
</tr>
<tr>
<td>Native American</td>
<td></td>
<td>Thursday, February 27, 2020</td>
<td>13</td>
</tr>
</tbody>
</table>

African American Discussion Groups

ODOT sponsored four discussion groups as part of its I-5 Rose Quarter Improvement Project Title VI/Environmental Justice engagement. The African American Discussion Group Summary

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1 Title VI/Environmental Justice communities have been defined by ODOT for the purposes of this outreach as people with disabilities, people of color, low income and limited English proficiency populations.
Appendix II.2. Public Involvement: April 1, 2019 – May 31, 2020

is included as Attachment 7. The groups were comprised of African Americans in Portland, many of whom had ties to the Rose Quarter and Albina area. All of the groups were hosted at the Urban League of Portland and were approximately two hours long. A total of 39 residents attended the four groups. Participants were grouped as follows:

- Group 1: Residents over 45 years of age
- Group 2: Residents under 45 years of age
- Group 3: Displaced residents or those with a close connection to someone who had been displaced
- Group 4: Displaced residents or those with a close connection to someone who had been displaced

Key Themes:

- Congestion is a problem and needs to be addressed.
- There is a lack of trust in ODOT and other government agencies.
- ODOT and agencies involved in this Project must commit to engaging with and making a concerted effort to serve the needs of the African American population in Portland.
- There is little support for the project design concepts or elements, though some saw the potential benefits to the region as a whole.
- Participants did not believe the Project, as currently envisioned, was designed with African Americans in mind.
- Fundamental aspects of livability, such as housing affordability and education, should be prioritized ahead of bike accessibility.
- Interest in discussing investments and projects that would help support the remaining African Americans in the area and encourage others to return to Albina and the Rose Quarter.

Native American Discussion Groups

ODOT hosted a Native American discussion group as part of the I-5 Rose Quarter Improvement Project. The Native American Discussion Group Summary is included as Attachment 8. The group included Native American individuals from the Portland area. Acknowledging Portland is home to the ninth-largest population of Native Americans in the U.S., and that Native Americans comprise the original population in and around what is now called the Albina and Rose Quarter areas, Native American insights and heritage will inform the Project as design progresses.

Key Themes:

- Recognition that the Albina and Rose Quarter area is congested, and it is a safety concern – Most participants agree that the Albina/Rose Quarter area has a congestion problem that should be addressed. Most participants agree that travel through the Project area is necessary for most people and experiences congestion for all modes of transportation. Most recognize that congestion on I-5 causes aggressive driving behaviors, which is a concern for safety. A few participants asked how tolling would impact congestion.
• **Some support for Project components** – Some participants believe the auxiliary lanes on I-5 will not relieve congestion. One participant stated that if the auxiliary lanes were to relieve the bottleneck just a bit, that would be a success in their eyes. Other participants believe that the highway covers will help improve some congestion and hope that bus-only lanes with protected bus stop shelters are prioritized in Project design. Some participants like the Clackamas pedestrian/bicycle-only bridge.

• **Skepticism about the driving forces of the Project** – Two participants are skeptical about the Project and want to know about the real driving forces behind the Project. Specifically, they want to know what funders are pushing the Project to completion. Most of the participants agree that they would not mind paying more taxes for the Project if the real community would benefit from it and not big developers.

• **Lack of transparency on how BIPOC communities would benefit** – Most participants felt like there is a lack of clarity and transparency surrounding how black indigenous people of color (BIPOC) would benefit from the Project. A few participants asked who would be displaced during the construction and what mechanisms are in place so that after construction BIPOC are not displaced and forced to sell their properties. Most are concerned that the Project would continue to gentrify the area and further displace BIPOC. One participant asked if this Project would be a repeat of Vanport.

• **Frustration regarding project information** – Most participants voiced frustration and felt that there was a lack of information regarding Project decisions, funding, history, and previous engagement. Two participants shared that this was the first time they had heard of the Project. Some participants asked why the legislature would approve this type of funding package when there are so many people in the Portland metro area experiencing homelessness who are in dire needs of services. Another participant asked how decisions were made and if the Project engaged with everyone from rich to poor. Another participant shared that departments of transportation always get their way. A few participants asked specifically how the African American community has been engaged throughout the Project.

**Project inbox**

The project continuously accepted feedback and questions via the project email account: info@i5rosequarter.org. The email address was referenced on all project materials. The project website also included an integrated comment form that connected directly to the inbox.

Any communication sent to the email address or webform received this standard message:

*Hello,*

*Thank you for sharing your thoughts with the I-5 Rose Quarter Improvement Project team. If your message contains a question or ADA request, we will do our best to get back to you within five (5) business days.*

*For more information and to subscribe to our mailing list, please see the project website: www.i5rosequarter.org.*
For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.


Sincerely,

The I-5 Rose Quarter Project team

Over 1,500 messages were sent to the project inbox between April 1, 2019 and May 31, 2020. More than 100 personalized responses were drafted and sent to members of the public who asked questions or requested information. All communications received through the inbox were logged in a database and coded by category.

The most mentioned category related to the project’s environmental process. Many of the comments received requested the project to conduct an Environmental Impact Statement (EIS). The next most mentioned categories are ‘Climate change’, ‘Harriet Tubman Middle School’ and ‘Air quality’. The top ten categories are listed in Table 4.

Table 4. Number of comments by category

<table>
<thead>
<tr>
<th>Category</th>
<th>Number of Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental process</td>
<td>782</td>
</tr>
<tr>
<td>Climate change</td>
<td>543</td>
</tr>
<tr>
<td>Harriet Tubman Middle School</td>
<td>337</td>
</tr>
<tr>
<td>Purpose and Need</td>
<td>312</td>
</tr>
<tr>
<td>Air quality</td>
<td>311</td>
</tr>
<tr>
<td>Cost</td>
<td>302</td>
</tr>
<tr>
<td>Environmental impacts</td>
<td>291</td>
</tr>
<tr>
<td>Highway congestion</td>
<td>224</td>
</tr>
<tr>
<td>Transit</td>
<td>224</td>
</tr>
<tr>
<td>Health</td>
<td>189</td>
</tr>
</tbody>
</table>

DBE/OJT outreach

The I-5 Rose Quarter Improvement Project aims to improve economic opportunities and reduce barriers for Disadvantaged Business Enterprises (DBEs).

DBEs are small businesses that are at least 51% owned by:
• Minorities: African Americans, Hispanics, Native Americans, Asian-Pacific Island Americans and Subcontinent Asian Americans.
• Women and other individuals on a case-by-case basis.

**DBE, Small Minority and Local Contracting Survey**

The Disadvantaged Business Enterprise and On-the-Job Training (DBE/OJT) team launched a survey to engage and gather information on DBE-certified and eligible subcontractors, who could be part of a team to bid on the I-5 Rose Quarter Improvement Project.

The survey went live on August 5, 2019 and was available until October 16, 2019. The project team received 132 completed responses. Survey outreach included:

• A flyer (Attachment 9)
• An email blast through the Office of Civil Rights
• Over 1,000 calls to DBE/OJT stakeholders
• A post on the project website

The data was assembled to share with the eventual Prime construction contractor to better design the subcontracting plan. The survey offered insights into the barriers and challenges faced by DBEs and what types of technical assistance could help prepare them for future work on the project.

**DBE/OJT COAC**

In March 2019, ODOT convened a Community Opportunity Advisory Committee (COAC) to advise on the Project’s DBE/OJT program. Since its formation, the COAC has had three meetings.

**April 23, 2019**

The project team hosted its first DBE/OJT COAC meet and greet in April 2019. The purpose of the meeting was an introduction to the committee and the project. In addition to project team staff, five COAC members attended the meeting.

The COAC proposed the following recommendations to guide project-related contracting practices:

• Build on lessons learned of what has and has not worked in the past to remedy barriers to DBEs.
• The Construction Manager/General Contractor (CM/GC) Prime agreement must encourage DBE participation.
• Develop availability estimates that are representative of MWBE community, including potential DBEs.
• Encourage Prime not to self-perform, bring on DBEs early and hold Prime accountable to goal.
• Ensure oversight of DBE replacement.
• Hire small businesses near the project area.
• Increase pool of qualified workers in the project area.
Appendix II.2. Public Involvement: April 1, 2019 – May 31, 2020

- Establish small business set-asides.
- Address barriers to DBEs by facilitating access to insurance, reducing bonding requirements, and dividing scopes of work into smaller packages.
- Technical assistance must include backroom and management training, as well as access to capital. Technical assistance must be provided by DBEs who understand barriers to doing ODOT work.
- Ensure transparency and develop regular reporting using real-time data on who benefits from the Project and DBE participation tracking.
- Define meaning of "success" and building "wealth creation."

May 20, 2019

The project team hosted the second COAC meeting in May 2019. The purpose of the meeting was to outline guiding principles for ODOT to consider as it developed a CM/GC procurement process. In addition to project team staff, 10 COAC members and five members of the public attended the meeting.

The DBE/OJT team developed the following guiding principles (listed below) for DBE/OJT work:

- Build the capacity of DBE businesses for current and future projects.
- Build capacity in local underrepresented populations to meet local construction workforce needs.
- Further DBE businesses’ expertise to be successful with project subcontracting opportunities.
- Increase local underrepresented populations skills/access to construction trades.
- Provide technical assistance and certification for DBE firms and workforce providers to access underrepresented local populations.
- Provide new opportunities and facilitate new relationships between DBE subcontractors and primes.
- Maximize trade opportunities at all levels for DBEs as part of the project.
- Enhance relationships between ODOT/City of Portland and the DBE community.
- Constitute a DBE/OJT Advisory Committee of local community members to provide recommendations on DBE/OJT project development.

April 21, 2020

The project team hosted the third COAC meeting in April 2020. The purpose of the meeting was to review the Construction Manager/General Contractor (CM/GC) Request for Proposals (RFP) specifications and discuss how they meet the committee’s goals. In addition to project team staff, 8 COAC members attended the meeting.

The DBE/OJT team developed key takeaways regarding desirable specification provisions derived from community input and presented them to the committee. Their key takeaways include:

- Transparency and accountability
- Prime monitoring
- DBE and workforce goals
Appendix II.2. Public Involvement: April 1, 2019 – May 31, 2020

- Multiple subcontracting opportunities
- Priming opportunities
- Technical assistance, networking
- Prompt payment

**Best HQ**

In April 2019, project team members attended a business expo event sponsored by Best HQ, where they staffed an information table alongside ODOT’s Office of Civil Rights (OCR).

The project team distributed information about the project and advertised the project’s upcoming Industry Forum event.

**SAME Meet the Primes**

In June 2019 the project team set up an information table at a networking and information sharing event sponsored by the Society of American Military Engineers (SAME).

Several people who visited the information table were not aware of the project and asked about the project’s timeline and contracting opportunities.

Approximately 75 people attended the event, 20 people interacted with the project table and nine attendees signed up for the project mailing list.

**Industry Forum**

In July 2019 the project team set up an information table at a project-sponsored networking and information sharing event for prime contractors and DBE subcontractors ahead of the release of the CM/GC RFP.

ODOT sponsored the event to share its vision and expectations for the construction phase of the project. Shelli Romero (ODOT) moderated the presentation portion of the event. Kris Strickler (ODOT), Millicent Williams (City of Portland), Megan Channell (ODOT), André Baugh (Owner’s Rep), Amber Ontiveros (Owner’s Rep), Mike Baker (Owner’s Rep), Cindy Potter (Owner’s Rep), and Brett Schneider (Owner’s Rep), delivered portions of the presentation.

Several people who visited the information table were not aware of the project’s purpose and goals. Visitors spent time learning about the project through display boards and conversations with project team members.

More than 80 people attended the event and 21 attendees signed up for the project mailing list when they visited the information table. Additional attendees signed up for the mailing list at the check-in table.

**Community Advisory Committee (CAC)**

The I-5 Rose Quarter Improvement Project Community Advisory Committee (CAC) is composed of up to 25 members who represent diverse perspectives including historic and existing ties to the project area and community. Members represent individual or organizational interests and
serve as a conduit of information between the CAC and the community, organization and/or interest they represent.

**CAC recruitment and selection**

ODOT and project partners completed a thorough recruitment and selection process to identify CAC members. ODOT and project partners recognized the complex nature of the project and sought to ensure that diverse perspectives, as well as communities historically impacted by involuntary displacement from the project area, were represented. Over 150 people applied to serve on the CAC, showing a high level of interest among community members.

**Recruitment**

The application period ran from January 29 through February 18, 2020. ODOT received 151 complete applications. Recruitment outreach included:

**Postal mail**

- Mailed application information to 17,958 residents and businesses within or near the project area

**Material distribution**

- Distributed application materials through the following channels:
  - Community facilities and organizations: Matt Dishman Community Center, Peninsular Park Community Center, North Portland Library, Albina Library, Portland African American Leadership Forum and Urban League of Portland
  - Places of worship: AME Zion Church, Immaculate Heart of Mary, Hughes Memorial Methodist Church, Vancouver Ave First Baptist Church, Life Change Church, Allen Temple CME Church, St. Stephen Missionary Baptist, The Well Community, Mt. Olivet Baptist Church North Campus, New Hope Missionary Baptist Church, NE Community Fellowship and New Song Community Church

**Personal communication**

- Conducted phone or in-person conversations with community-based organizations, inviting them to distribute information to their membership including: Albina Vision Trust, Portland African American Leadership Forum (PAALF), Portland National Association for the Advancement of Colored People (NAACP) Chapter, Self Enhancement Improvement, Inc. (SEI), Coalition of Communities of Color, Northeast Coalition of Neighborhoods (NECN), Eliot Neighborhood Association, Lloyd District Community Association, Organizing People/Activating Leaders (OPAL), Verde and Williams Vancouver Business Association
- Contacted individual community leaders

**Online communication**

- Emailed applications through the project distribution list
Appendix II.2. Public Involvement: April 1, 2019 – May 31, 2020

- Provided access to online applications on the project website

**Paid advertisements**

- Purchased social media ads on Facebook, Instagram, and Twitter, with links cross-posted by other users/members.

**Evaluation and selection process**

An evaluation team made up of non-agency staff reviewed and sorted 151 completed applications by organizational, neighborhood, or personal interests. Applications were evaluated based on responses to the open-ended questions and assessed for how the applicant may represent the breadth of interests, experience, community knowledge, and demographic diversity sought by ODOT and project partners.

A demographic report of the applications received is available on the project website at [https://www.i5rosequarter.org/get-involved/community-advisory-committee-cac/](https://www.i5rosequarter.org/get-involved/community-advisory-committee-cac/) and is appended to this document. (Attachment 10)

The evaluation team presented its recommended roster of candidates to the 8-person selection team, composed of ODOT and partner organization representatives including senior staff from the City of Portland Bureau of Transportation, Metro, Prosper Portland and Albina Vision Trust. The selection team reached agreement on a recommended roster of candidates, which ODOT forwarded to the Oregon Transportation Commission for final approval.

**CAC Meet and Greet**

The CAC’s first meet and greet occurred March 25, 2020 via Zoom.

Twenty CAC members attended the video call and shared their perspectives on the Rose Quarter area. Approximately 40 members of the public observed the meeting. The meet and greet was recorded and posted on YouTube and linked to on the project website.

The meeting summary report is posted on [https://www.i5rosequarter.org/get-involved/events/](https://www.i5rosequarter.org/get-involved/events/)

**CAC Meeting #1**

The CAC’s first official meeting was on May 28, 2020 via Zoom.

Twenty-one CAC members attended the video call. At this meeting the committee reviewed the project’s design elements and the CAC’s draft charter. The meeting was recorded and posted on YouTube and linked to on the project website.

All meeting information is posted on [https://www.i5rosequarter.org/get-involved/events/](https://www.i5rosequarter.org/get-involved/events/)
Executive Steering Committee (ESC)

The I-5 Rose Quarter Improvement Project Executive Steering Committee (ESC) is composed of local government officials and pertinent community-based organizations in our region. The ESC’s purpose is to advise the OTC and ODOT on major decisions related to the project’s design and construction. The formation of the ESC provides a critical opportunity for the OTC, ODOT, and regional and local organizations to work cooperatively to develop a design for the Project that responds to local transportation needs in the area as well as addressing critical regional and state mobility, congestion relief, and safety improvement needs.

Membership

The OTC convened the ESC, in consultation with ODOT and regional partners. Members were invited by the OTC, in coordination with regional partner agencies. The ESC currently has 15 members who represent the following organizations:

- Albina Vision Trust
- City of Portland, Office of Mayor
- City of Portland, Office of Commissioner
- Governor’s Office
- Labor – Oregon Building Trades
- Metro
- Multnomah County
- N/NE Community Development Initiative
- N/NE Housing Strategy
- National Association of Minority Contractors (NAMC)
- Oregon Department of Transportation
- Oregon Trucking Associations
- Portland Public Schools
- TriMet
- Williams and Russell Project

ESC Meeting #1

The ESC’s first meeting was held on May 22, 2020 via Zoom.

Fourteen members attended the video call. At this meeting the committee reviewed a document expressing the project’s values. The meeting was livestreamed, live-captioned, recorded and posted on YouTube and linked to on the project website.

All meeting information is posted on https://www.i5rosequarter.org/get-involved/events/
Attachment 1

E-Newsletters
Thank you! Your comments led to a thorough process.

Thank you to all who took time to comment on the Environmental Assessment for the I-5 Rose Quarter Improvement Project or who attended meetings and community briefings. We appreciate the thoughtfulness of the comments and knowledge shared to help ensure a thorough environmental process.

The Federal Highway Administration (FHWA) and the Oregon Department of Transportation (ODOT) are reviewing all written comments and public testimony received during the official 45-day comment period that ended April 1, 2019. While we work on responses to your comments, we want you to have access to the information shared with us. All the comments received are now posted on the project website. Responses to these comments are forthcoming in the coming months.

Topics frequently mentioned in the comments include:

- Design and function of the covers over I-5
- Public process, including the selection of the project for funding and alternatives considered
- Public health, including air quality and noise effects
- Climate change
- Traffic volumes and safety
- Transit operations
- Grades and location of bicycle and pedestrian facilities
• Effects to minority and historically marginalized communities
• Construction effects
• Consistency with local land use plans
• Level of environmental documentation

Please stay engaged

We encourage your continued engagement in this project. More opportunities to provide your feedback and input are coming in the future with a community advisory committee, open houses and design charrettes.

About the Project

The I-5 Rose Quarter Improvement Project was created by ODOT in partnership with the City of Portland and with input from the local community. It will improve both local streets and I-5 in the Rose Quarter area resulting in a more safe and connected community that will keep people moving, whether you walk, bike, roll, drive, take transit, use local streets or the highway.

Learn more about the project and sign up for email updates at:

www.i5RoseQuarter.org

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

¿Habla usted español? Podemos proporcionar la información de esta publicación en español, por favor llame al 503-731-4128.
I-5 Rose Quarter Improvement Project: Project Updates

Oregon Department of Transportation sent this bulletin at 07/15/2019 09:07 AM PDT

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I-5 Rose Quarter Project staff out and about this summer

Come talk with us at local events this summer

We are actively working with our federal partners to review and respond to the public comments received during the Environmental Assessment public review period that ended earlier this year. While the federal review process is underway, we are seeking additional community input to help define a vision for the covers over Interstate 5.
Community members shared their input on the I-5 Rose Quarter Improvement Project covers at Good in the Hood in June 2019

We have been out and about in the community to share project information and learn about your values and priorities. In June, staff attended the Juneteenth Celebration and the Good in the Hood Multicultural Festival. At these summer events, community members learned about project elements, asked questions and shared input.

Please join us at these additional events this summer to learn more about the project and share your thoughts:

- **Alberta Street Fair**, Saturday, August 10, along Alberta Street
- **Green Loop Sunday Parkways**, Sunday, August 25, along the Green Loop
- **NE Sunday Parkways**, September 22, 2019, in NE Portland

We are also planning other summer outreach activities including community discussions, an online questionnaire, additional in-person engagement opportunities and recruitment for a Community Advisory Committee (CAC). The CAC will be formed through an open application process later this year. The CAC will advise ODOT and the City of Portland on design aspects, meaningful engagement and equitable project outcomes.
Soil sampling on I-5 scheduled to start in July

Crews are expected to collect soil samples in the Rose Quarter area starting mid-July and continuing until October. The work will ensure the I-5 Rose Quarter Improvement Project can provide information that will help answer questions raised by community members during the Environmental Assessment review about soil stabilities and the highway covers, informs legislative requirements outlined in House Bill 2017, and informs future urban design opportunities.

The soil sampling will require some earthwork, site grading, and clearing limited sections of bushes along I-5.

What you will see and hear

Crews will use two different types of machines to collect soil. The majority of soil samples will be collected using a truck-mounted rig. Sites with difficult access will require use of a track-mounted rig. You may hear some noise while crews work nearby, but activities will be no louder than typical highway traffic. The holes will be approximately 8 to 12 inches wide and up to 120 feet deep. They will be backfilled within approximately two weeks of sampling and will be covered while not in use.

Here’s what you can expect

Daytime work: Mon – Fri, 8 a.m. to 6 p.m.

Nighttime work: Mon – Sat, 10 p.m. to 5 a.m.

Lane closures and detours: Expect temporary nighttime lane closures on I-5 and daytime traffic impacts.

Visit TripCheck, for details on specific closures and detours as the schedule is developed.

Visit the soil sampling webpage for a map of sampling locations.

Please stay engaged
We encourage your continued engagement in this project as it moves to the next phase of design and analysis. More opportunities to provide your feedback and input are coming soon.

**About the Project**

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the multimodal local street network. The Project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The Project also will improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities. The Project’s transportation improvements allow the City to implement the development goals for the N/NE area and realize the City’s Central City 2035 Plan.

**Learn more about the project and sign up for email updates at:**

[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

¿Habla usted español? Podemos proporcionar la información de esta publicación en español, por favor llame al 503-731-4128.
I-5 Rose Quarter Improvement Project: Get Involved

Oregon Department of Transportation sent this bulletin at 01/30/2020 12:48 PM PST

Apply to help shape the I-5 Rose Quarter Improvement Project:
Applications now available for Community Advisory Committee
We are currently recruiting interested community members to serve on an advisory committee. The committee will help shape the project design and recommend avenues for equitable engagement with the community. The application period runs through February 18, 2020. Apply today!

The Community Advisory Committee (CAC) will include up to 20 members who represent diverse perspectives. Meetings will occur up to nine times per year for up to three hours at a location within or near the project area. Interested community members can learn more and apply at https://i5rosequarter.org/.

The project team has heard from the community about the importance of continued public engagement. The CAC is one example of how the project will intentionally seek community input, further extend opportunities for the public to engage, and bring community interests and values into the decision-making process. As the project moves forward, ODOT will demonstrate and communicate how the CAC’s input meaningfully informs project decisions.

In addition to seeking diversity in the CAC respective to geography, demographics, and current interests, ODOT strives for committee composition reflecting the historic Black and African American Albina Community.

About the Project

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the local multimodal street network. The project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities. The project’s transportation improvements allow the City to implement the development goals for the N/NE area and realize the City’s Central City 2035 Plan.

Learn more about the Project and sign up for email updates at:

www.i5RoseQuarter.org
I-5 Rose Quarter Improvement Project advances based on OTC direction

Over the last two months, we have taken several steps to implement the Oregon Transportation Commission's (OTC) direction on the I-5 Rose Quarter Improvement Project. To date we've:

- Established a project Executive Steering Committee and sent invitations to members. OTC Vice Chair Alando Simpson will chair the Executive Steering Committee and Dr. Steven Holt, owner of Try Excellence LLC, will serve as the lead consultant for and facilitate this committee.

- Established a Community Advisory Committee (CAC). (See more on the committee below.)

- Started the selection process for a third-party firm to evaluate highway cover design options.

The OTC also approved submitting a Cost to Complete Report to the Legislature.

To reduce public health risk, OTC postpones March 20 meeting, opens extended public comment period

In response to Governor Kate Brown's directive to cancel large group meetings and events in order to slow the spread of the coronavirus, the Oregon Transportation Commission (OTC) announced on Friday that it would postpone its March 20 meeting until April 2. Further, the meeting will be by teleconference rather than in person to reduce the threat of exposing Oregonians to the coronavirus.
During its April 2 meeting, the OTC will receive updates on the I-5 Rose Quarter Improvement Project and provide information to ODOT regarding the project’s environmental review. Due to the changes in timing and format of the OTC meeting and to ensure access for anyone who would like to provide public testimony on the Rose Quarter Improvement Project or other agenda items, ODOT is opening a two week public comment period beginning Monday, March 16, 2020 and continuing through 5 p.m. PDT on Friday, March 27, 2020. For more information, see here.

Community shows high interest in the CAC - members named

Together with project partners, we have selected the 24 members of the CAC after a recruitment process that drew more than 150 interested applicants. Thank you to everyone who applied to join the committee.

The committee members represent diverse perspectives, including historic ties to the project area and community. Members will advise the project team and a steering committee including elected officials and other community-based representatives. They also will serve as liaisons between the CAC and their networks.

To ensure diverse perspectives are represented on the CAC, we sent notice of the open call for applications to communities throughout the project area in a variety of ways. Learn more about how members were recruited and selected and about the diverse applications we received.

Committee members are:

- David Anchel
- Brad Baker, Eliot Neighborhood Association
- Pastor Craig Brown, St. Paul Missionary Baptist Church
- Steve Cackley
- Andrew J. Campbell, REACH
- Robert S. Carroll, Columbia Pacific Building and Construction Trades Council
- Natasha Coleman
- Clint Culpepper, Portland State University
- Cleo Davis
- Liz Fouther-Branch
- Jasmine Gadie
- Tristan Isaac, Bus Riders Unite
- Jon Isaacs, Portland Business Alliance
- Saumya Kini
- Olivia Lufkin, Portland Public School Student
- Bianca Montás
- Brett Morgan, 1000 Friends of Oregon
- Christopher John O’Connor
- Shannon Olive, WomenFirst Transition and Referral Center
Christine Moses will facilitate the committee. Christine is founder and chief executive officer of Buffalo Cloud Consulting, which provides equity and inclusion coaching, facilitation and consulting, as well as community engagement and communications services.

The project team has heard from the community about the importance of continued public engagement and the committee is one example of how the project will seek community input, further expand opportunities for the public to engage, and bring community interests and values into the decision-making process. As the project moves forward, we will demonstrate and communicate how the committee’s input informs project decisions.

After much reflection, due to community health concerns around Coronavirus (COVID-19) the CAC in-person meet and greet originally scheduled for March 18, 2020 will be rescheduled as an on-line meet and greet. This will allow the CAC to begin important conversations and build relationships, while being respectful of public health concerns. We are working with CAC members to confirm the meeting schedule. The meet and greet will offer an opportunity for CAC members to meet each other and provide input on their vision for the Project. The on-line event will be open to the public. Stay tuned and check the Project website for updates and more details.

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

¿Habla usted español? Podemos proporcionar la información de esta publicación en español, por favor llame al 503-731-4128.

### About the Project

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the West Coast. The project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also redesign overpasses and reconnect neighborhood streets, enhancing public spaces, and promoting economic development. The project’s transportation improvements allow the city to implement the development goals for the area and realize the city’s Central City 2035 Plan.

Learn more about the project and sign up for email updates at:

[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)
I-5 Rose Quarter Improvement Project advances based on OTC direction
Join us for the online CAC Meet & Greet on March 25

Oregon Department of Transportation sent this bulletin at 03/18/2020 05:05 PM PDT

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I-5 Rose Quarter Improvement Project

Join us for the online Community Advisory Committee (CAC) Meet & Greet on March 25

Thank you for your patience as we worked to reformat and reschedule the first CAC meet and greet due to community health concerns around Coronavirus (COVID-19). Based on feedback from our CAC members, the online event is scheduled for Wednesday, March 25, from 4 p.m. – 6 p.m. and will be hosted using Zoom, an online meeting platform. The online meet and greet will allow CAC members to get to know one another and build relationships, while ensuring a safe environment. The event will provide an opportunity for CAC members to meet each other and reflect on the project area history. No project presentations or decisions will occur at this meeting. The meeting will be open for the public to listen as we continue to uphold an unwavering commitment to transparency, accessibility and accountability. Details of the first formal CAC meeting following this online meet and greet are forthcoming. To make sure your computer is properly setup before the meeting, you can use the Zoom test site.

Visit the events page for more details or use the link below to join us on the 25th.

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

¿Habla usted español? Podemos proporcionar la información de esta publicación en español, por favor llame al 503-731-4128.

Under Oregon’s Public Records Law (ORS 192.311 – 192.478) the public has the right to inspect and copy certain public records. Information shared via any public forum is public record and, if requested, may be disclosed as required by law.
About the Project

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the West Coast. The project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also redesign overpasses and reconnect neighborhood streets, enhancing public spaces, and promoting economic development. The project’s transportation improvements allow the city to implement the development goals for the area and realize the city’s Central City 2035 Plan.

Learn more about the project and sign up for email updates at:

I5RoseQuarter.org

Oregon Department of Transportation
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Community Opportunity Advisory Committee (COAC) to meet on April 21

Oregon Department of Transportation sent this bulletin at 04/17/2020 05:23 PM PDT

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Project Update

Community Opportunity Advisory Committee (COAC) to meet on April 21

The I-5 Rose Quarter Improvement Project’s Disadvantaged Business Enterprise & On the Job Training (DBE/OJT) Community Opportunity Advisory Committee (COAC) will meet on April 21, 2020 from 5:30 – 7:30 PM, and will be hosted using Zoom, an online meeting platform. The meeting will be open for the public to listen. To make sure your computer is properly setup before the meeting, you can use the Zoom test site.

If you wish to attend the meeting but cannot attend by phone or computer, please contact the Project team at 503-470-3127 at least 24 hours before the meeting time.

Visit the events page for more details or use the link below to join us on the 21st.

IF YOU WOULD LIKE TO PROVIDE PUBLIC COMMENT

In addition to a brief public comment opportunity at the meeting, written comments may be submitted by emailing info@i5rosequarter.org with “COAC Public Comment” in the subject line. Comments received by 11 AM the day before the meeting will be shared with the committee in advance. All written comments received will be added into the meeting record. Questions related to the Rose Quarter RFP must be directed to odotprocroseqtr@odot.state.or.us.

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or
About the Project

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Learn more about the project and sign up for email updates at:

I5RoseQuarter.org
I-5 Rose Quarter Improvement Project: April E-newsletter

Oregon Department of Transportation sent this bulletin at 04/27/2020 11:29 AM PDT

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I-5 Rose Quarter Improvement Project

April E-Newsletter

In this issue:

- COVID-19
- OTC to ODOT: Continue work on I-5 Rose Quarter Improvement Project
- Project next steps
- ODOT seeking Project contractor
- Executive Steering Committee update
- Rose Quarter underground: Looking at conditions from the bottom up

COVID-19

In response to Governor Kate Brown's directive to "Stay Home, Save Lives," all ODOT-related meetings will be held on a virtual platform and will remain open to the public. ODOT is committed to maintaining accessibility and transparency for all public meetings. Look to the Project website for public involvement opportunities and event information. Visit the agency's COVID-19 web page for more information.

OTC to ODOT: Continue work on I-5 Rose Quarter Improvement Project

At its April 2 meeting, the Oregon Transportation Commission (OTC) instructed ODOT to work with the Federal Highway Administration (FHWA) and local and regional partners to continue the federal Environmental Assessment (EA) process for the I-5 Rose Quarter Improvement Project. The draft EA, an in-depth analysis of the benefits and impacts of the Project, was published in spring 2019.
Central to OTC’s direction is the desire to collaborate with partners and the community to design and build a forward-leaning Project that responds to transportation needs, community health goals, supports investments in the area, and brings restorative justice and economic progress to the Albina community. View the Project’s progress on OTC-directed actions.

Project next steps

Key direction from the OTC included an environmental peer review, an independent highway cover evaluation and more public engagement.

Environmental peer review

As directed by the OTC, ODOT is convening a panel of experts from across the nation to conduct a peer review of the Project’s air quality and noise reports prepared for the Project’s Environmental Assessment. A summary report of the peer review findings will be completed and available for the public to view by June.

The peer review findings will inform the Environmental Assessment. FHWA and ODOT will also complete the EA process by responding to the comments received and revising the EA as necessary. Based on this information, FHWA will then issue a decision document.

Independent highway cover evaluation

During 2020, ODOT and partners will collaborate to explore design options for the proposed highway covers. Following direction from the OTC, ODOT is hiring an independent consultant that will evaluate the highway cover design options. The consultant team will consider:

1. Opportunities the current highway cover design concepts offer for community development
2. Community vision for the highway covers, how might the highway covers design concept be modified, and what it would take from an engineering standpoint to provide that community vision
3. What options promote economic development and growth potential in line with the marketplace
The OTC directed ODOT to begin this analysis in response to interest from key stakeholders. A draft report is expected this summer, with a final report due to the OTC by October 2020. This consideration and analysis of the highway covers will include community engagement activities, particularly during spring and summer. This study, along with other ongoing technical analysis, and community engagement will continue to inform overall Project design.

Public engagement activities continue

While community involvement in this Project has been ongoing for years, it is not done and we have a lot more work to do. With only 15% of the Project design completed, ODOT will meaningfully engage the community in a two-way dialogue to design a Project that honors the history of the community that was harmed when I-5 and other public and private developments were built and provides the best options for a vibrant future. Engagement will be guided by an outcomes-based approach that provides transparent and intentionally-developed input opportunities, activities and outreach events.

The Project team will host community engagement events in 2020 to hear from the community to inform Project process and design. Public engagement opportunities include the Executive Steering Committee and Community Advisory Committee public meetings, discussion groups, surveys, open houses, direct outreach, briefings for community organizations, Project site tours, and other activities.

ODOT seeking Project contractor

On Monday, April 13, ODOT released a Request for Proposals (RFP) for a Construction Manager/General Contractor (CM/GC) for the Portland-area I-5 Rose Quarter Improvement Project. This unique contracting process allows the agency to bring the contractor into the design phase early and use a variety of innovative tools for increased community engagement and inclusion of Disadvantaged Business Enterprise (DBE) firms. The process also maximizes opportunity to help build the capacity of minority-owned businesses for current and future projects.
Executive Steering Committee update

The OTC is convening an Executive Steering Committee (ESC), in consultation with ODOT and regional partners, to advise the commission and ODOT on I-5 Rose Quarter Improvement Project decisions. The ESC will provide input and recommendations on: principles and values to guide the Project, design elements such as the highway covers, equitable engagement strategies, Project delivery decisions, and other considerations. OTC Vice Chair Alando Simpson will chair the ESC, which will be facilitated by Dr. Steven Holt of Try Excellence LLC. We will share more information prior to the first ESC meeting.

Rose Quarter underground: Looking at conditions from the bottom up

Pavement explorations will be conducted by machine or by hand

ODOT contractor crews will be out in the Project area starting in May to collect critical data to inform Project design. Three types of separate field work are scheduled to take place:

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### About the Project

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the local multimodal street network. The Project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The Project will also improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities. The Project’s transportation improvements allow the City to implement the development goals for the N/NE area and realize the City’s Central City 2035 Plan.

Learn more about the Project and sign up for email updates at:

**www.i5RoseQuarter.org**

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**Oregon Department of Transportation**  
355 Capitol Street NE, MS 11  
Salem, OR, 97301-3871 USA
I-5 Rose Quarter Improvement Project: May Email Update

Oregon Department of Transportation sent this bulletin at 05/27/2020 01:56 PM PDT

Having trouble viewing this email? View it as a Web page.

In this issue

- Community Advisory Committee meets tomorrow
- Executive Steering Committee kicks off
- Contractor roundup: Proposals due in May
- Rose Quarter underground: More work ahead

Community Advisory Committee meets tomorrow
All project public meetings are being held on a virtual platform

The Project Community Advisory Committee (CAC) meets on Thursday, May 28, 2020 from 5:30 p.m. to 8:00 p.m. The on-line meeting is open to the public. The CAC brings community interests and values into the Project’s decision-making process. Meeting topics include a committee orientation and Project design process overview.

To attend this meeting from your computer or phone, join Zoom or watch the livestream on YouTube. Click below for more details about the CAC and how to submit public comment.

All Project committee meetings are open to the public. If you wish to attend a virtual meeting but cannot attend by phone or computer or you require language accommodations, please contact the Project team at 503-470-3127 at least 48 hours in advance of the meeting.

Executive Steering Committee kicks off

The first Executive Steering Committee (ESC) meeting took place Friday, May 22, 2020. The meeting focused on the ESC’s defined values for the Project, which are intended to guide Project activities moving forward. The on-line meeting was open to the public. View a video of the meeting and download materials at the project website.

The Oregon Transportation Commission (OTC) convened the ESC in consultation with ODOT and regional partners to advise the OTC and ODOT on I-5 Rose Quarter Improvement Project decisions. The ESC advises on principles and values to guide the Project, design elements such as highway covers, equitable engagement strategies, and
other considerations. OTC Vice Chair Alando Simpson is ESC chair and Dr. Steven Holt facilitates the ESC. Click below for more information about the ESC and its kickoff meeting.

Contractor roundup: Proposals due in May

The due date for responses to a Request for Proposals (RFP) for a Construction Manager/General Contractor (CM/GC) for the I-5 Rose Quarter Improvement Project was extended to May 28, 2020. Refer to ORPIN for all up-to-date information on the RFP. CM/GC is a unique contracting process that allows us to bring the contractor into the design phase early and use a variety of innovative tools for increased community engagement and inclusion of small businesses and Disadvantaged Business Enterprise (DBE) firms. The process also seeks to build the capacity of small businesses and DBEs for current and future projects. A Meet the Proposers event is planned this summer – more details to come.

Rose Quarter underground: More work ahead

Crew in the Rose Quarter taking pavement core samples

ODOT contractor crews are out in the Project area to collect critical data to inform Project design. Three types of separate field work are scheduled to take place:
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<td>Soil sample collection in Project area</td>
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**About the Project**

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the local multimodal street network. The project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities. The project’s transportation improvements allow the City to implement the development goals for the N/NE area and realize the City’s Central City 2035 Plan.

Learn more about the project and sign up for email updates at:

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In response to Governor Kate Brown’s directive to "Stay Home, Save Lives," all Project public meetings are being held on a virtual platform. We are committed to maintaining accessibility and transparency for all public meetings. Look to the Project [website](https://www.i5RoseQuarter.org) for opportunities to get involved. Visit the agency’s [COVID-19](https://content.govdelivery.com/accounts/ORDOT/bulletins/28da4c7) web page for more information.

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128.
如果您想瞭解這個項目，我們有提供繁體中文翻譯，請致電：503-731-4128。
如果您想了解这个项目，我们有提供简体中文翻译，请致电：503-731-4128

Oregon Department of Transportation
355 Capitol Street NE, MS 11
Salem, OR, 97301-3871 USA
Appendix II.2. Public Involvement: April 1, 2019 – May 31, 2020

Attachment 2

Field Work Mailer (July 2019)
• Plans for soil sampling in the I-5 Rose Quarter area
• What you will see and hear during the summer field work

Look Inside to Learn

Stay informed
Sign up for updates at www.i5RoseQuarter.org
Questions? Just ask!
503-470-3127 | info@i5RoseQuarter.org
24-hour noise hotline: 503-731-8415

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Para solicitar adaptaciones que cumplan con las disposiciones de la Ley para Estadounidenses con Discapacidades (ADA, por sus siglas en inglés) o con el Título VI de la Ley sobre Derechos Civiles y/o para solicitar servicios de traducción/interpretación, llame al 503-731-4128, teléfono de texto (TTY) 800-735-2900 o al Servicio de Retransmisión de Oregon 7-1-1.

What is the I-5 Rose Quarter Improvement Project? The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the local multimodal and street network. The Project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The Project also will improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities. The Project’s transportation improvements allow the City to implement the development goals for the N/NE area and realize the City’s Central City 2035 Plan.
Soil sampling on I-5 scheduled to start in July
Crews are expected to collect soil samples in the Rose Quarter area starting mid-July and continuing until October. The work will ensure the I-5 Rose Quarter Improvement Project can provide information that will help answer questions raised by community members during the Environmental Assessment review about soil stabilities and the highway covers, informs legislative requirements outlined in House Bill 2017, and informs future urban design opportunities.

The soil sampling will require some earthwork, site grading, and clearing limited sections of bushes along I-5.

What you will see and hear
Crews will use two different types of machines to collect soil. The majority of soil samples will be collected using a truck-mounted rig. Sites with difficult access will require use of a track-mounted rig. You may hear some noise while crews work nearby, but activities will be no louder than typical highway traffic. The holes will be approximately 8 to 12 inches wide and up to 120 feet deep. They will be backfilled within approximately two weeks of sampling and will be covered while not in use.

Here’s what you can expect:
- **Daytime work:** Mon-Fri, 8 a.m. to 6 p.m.
- **Nighttime work:** Mon-Sat, 10 p.m. to 5 a.m.
- **Lane closures and detours:** Expect temporary nighttime lane closures on I-5 and daytime traffic impacts.
Visit TripCheck (www.tripcheck.com) for details on specific closures and detours as the schedule is developed.

Soil sampling will occur in the Rose Quarter and Albina area along I-5 and on/off ramps, shoulders, and nearby local streets between I-84 and I-405.

www.i5RoseQuarter.org
Attachment 3

CAC Mailer
Get Involved!

ODOT is looking for interested community members to join a Community Advisory Committee (CAC) for the I-5 Rose Quarter Improvement Project.

APPLY ONLINE TODAY

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the multimodal local street network. The Project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The Project will also improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities. The Project’s transportation improvements allow the City of Portland to implement the development goals for the N/NE area and realize the City’s Central City 2035 Plan.
In the 1950s and 1960s, construction of I-5, the Veterans Memorial Coliseum, Rose Quarter/Moda Center, Emanuel Hospital and urban renewal divided and displaced North Portland communities and disproportionately impacted communities of color, especially African American communities. ODOT, with support from the City of Portland, is increasing opportunities for a diverse workforce, providing economic benefits for and intentionally engaging with the African American community and communities of color.

A Community Advisory Committee (CAC) will convene in Spring 2020 to advise ODOT about Project design that directly affects the local community. As a CAC volunteer, you will have an opportunity to shape the Project’s design and recommend avenues for equitable engagement with the community.

We are recruiting up to 20 committee volunteers. The group will meet up to 9 times per year at a location within or near the Project area. Please submit an application to volunteer.

**INTERESTED IN PARTICIPATING?**

Apply online by February 18, 2020

[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)

*Please call for a paper application*

[info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)  503-470-3127

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Attachment 4

Field Work Mailer (April 2020)
The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the multimodal local street network. The Project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon.

The Project will also improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.

Purpose of Field Work

Crews are planning to perform field work on local streets starting in early May and continuing through December 2020.

Three types of separate field work are scheduled to take place over several months to inform project design: pavement exploration, underground utility mapping and soil sampling. See inside for details on work timing and traffic and noise impacts.

See project website for updates: www.i5RoseQuarter.org.

For Americans with Disabilities Act (ADA) or Civil Rights Title VI accommodations and/or translation/interpretation services, call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.


Stay informed

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Questions? Just ask!
503-470-3127 | info@i5RoseQuarter.org
24-hour noise hotline: 503-731-8415
What is the Project?
PAVEMENT EXPLORATION

Field work in the Rose Quarter area
Crews are planning pavement exploration work in the I-5 Rose Quarter Improvement Project area starting in early May and continuing until late May. The work will provide information about the existing pavement condition of local streets to inform the multimodal design of the I-5 Rose Quarter Improvement Project.

What you will see and hear
The pavement explorations will be conducted by machine or hand and will involve holes ranging from 2 feet wide and 3 feet deep to 8 inches wide and 10 feet deep and will be backfilled within 24 hours and covered when not in use. You may hear some noise while crews work nearby, but activities will be no louder than typical traffic noises.

Here’s what you can expect:
- Work dates: May 4 - late May
- Daytime work: Mon-Fri, 8 a.m. to 5 p.m.
- Nighttime work: Mon-Sat, 8 p.m. to 5 a.m.
- Temporary closures and detours for people walking, biking, rolling, and driving

Soil sampling on and near I-5 scheduled to start in July
Crews are expected to collect soil samples in the Rose Quarter area starting in July and continuing until November. Soil sampling will occur on and near I-5, including some locations in the Willamette River. The work will ensure the I-5 Rose Quarter Improvement Project team develops designs that are appropriate for local soil conditions. More details on the soil sampling locations will be available on the project website as the schedule is developed.

Here’s what you can expect:
- Work dates: July through November
- Daytime work: Mon-Fri, 8 a.m. to 5 p.m.
- Nighttime work: Mon-Sat, 8 p.m. to 5 a.m.
- Temporary closures and detours for people walking, biking, rolling, and driving

www.i5RoseQuarter.org

UNDERGROUND UTILITY MAPPING

Underground utility mapping to start in June
Underground utility mapping and investigation work is scheduled to begin in June and continue through December in the project area. The purpose of this work is to collect and record the locations of underground utilities. This critical information is used to inform design and construction planning. Field work will primarily take place with short traffic impacts and little noise.

Here’s what you can expect:
- Work dates: June through December
- Daytime work: Mon-Fri, 8 a.m. to 5 p.m.
- Nighttime work: Mon-Sat, 8 p.m. to 5 a.m.
- Temporary closures and detours for people walking, biking, rolling, and driving

SOIL SAMPLING

Soil sampling and investigation work will take place throughout the 1.8 mile-long project corridor, including some locations in the Willamette River.
Appendix II.2. Public Involvement: April 1, 2019 – May 31, 2020

Attachment 5

Project Brochure
The I-5 Rose Quarter Improvement Project was created by the local community, City of Portland and ODOT. After looking at more than 70 options, this concept was recommended to move forward to address long-standing traffic and connection issues in the area. In the early 1960’s, during an era of highway building nationwide, the building of I-5, combined with other developments and urban renewal, disconnected the community and resulted in displacement – namely displacement of the African American community out of the central city.

Project Benefits

• Reduce crashes on I-5 by up to 50 percent and save drivers nearly 2.5 million hours of travel time a year on I-5 in the Rose Quarter

• Result in $732 million in economic benefits each year with more efficient movement of goods

• Allow emergency responders to move to and through the area on new shoulders

• Provide a catalyst for economic and redevelopment opportunities in the Albina neighborhood

• Contract with minority-owned Disadvantaged Businesses Enterprises to increase opportunities for a diverse workforce, generating economic equity benefits for the African American community and communities of color

• Create new connections over I-5 for more safe and convenient travel for pedestrians and bicyclists

• Provide drivers with more time and space to merge in and out of traffic for smoother traffic flow on I-5

• Improve local streets for pedestrians, bicyclists, and transit riders around and over I-5

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Learn More
Phone: 503-470-3127
Email: info@i5RoseQuarter.org
Visit: www.i5RoseQuarter.org

Imagine a New Rose Quarter Area

…with a safer and more reliable I-5, a better connected community and opportunities for economic growth.

Project Timeline

Transition to design phase

Design highway covers and local connections

2010
Planning

Environmental

Public Outreach + Engagement

Construction

2017
2019
WE ARE HERE

2023
2027

For more information, visit www.i5RoseQuarter.org

Rose Quarter area today (above); highway covers (below)

NE Weidler St

NE Broadway St

NE Victoria Ave

N Williams Ave

I-5 southbound on-ramp

NE Wheeler Ave

Proposed

Existing

Proposed

Existing

I-5 through the Rose Quarter today (above); Clackamas pedestrian and bicycle bridge (below)

Williams bicycle lane at NE Weidler St. (above); Williams multi-use path at NE Weidler St. (below)
Imagine a more connected Rose Quarter area

With separated bike lanes and wider sidewalks, safer and more reliable I-5 travel and new connections, the I-5 Rose Quarter Improvement Project will help realize this vision.

A BETTER CONNECTED COMMUNITY
The project creates new connections across I-5 and more space for people walking and biking, so everyone can travel more safely and conveniently through the Rose Quarter area. These improvements include:

1. A bicycle- and pedestrian-only bridge over I-5, from NE Clackamas Street to the Rose Quarter
2. New, upgraded pedestrian and bicycle paths in the area of Broadway/Weidler and Vancouver/Williams
3. Covers over the highway where bridges cross over I-5
4. Improved pedestrian and bicycle access to transit – Portland Streetcar, TriMet bus and MAX lines
5. A direct road connection over I-5 between N Hancock Street to N Dixon Street

A SAFER AND MORE RELIABLE I-5
Three Interstates (I-5, I-84, and I-405) intersect in the short distance between the Morrison Bridge and the Fremont Bridge, creating the biggest bottleneck in the state of Oregon. This outdated design with closely spaced interchanges and no shoulders has resulted in this section of I-5 having the highest crash rate in the state. With the following improvements, we can reduce frequent crashes, improving safety and reliability for travelers.

6. New ramp-to-ramp lanes (auxiliary lanes) along I-5
7. Full shoulders along the highway
8. Relocating the I-5 southbound on-ramp from NE Wheeler Avenue to NE Weidler Street

GREATER ECONOMIC GROWTH
This project is an opportunity to reconnect the Lower Albina area and enhance continuity to north and northeast neighborhoods. By making travel easier, providing more options, and creating more space for people to move through, the project will support opportunities for redevelopment, both public and private.

9. Redevelopment potential
10. New east-west connection to Lower Albina
Attachment 6

Disadvantaged Business Enterprise (DBE) Fact Sheet
Oregon Department of Transportation (ODOT), in partnership with the City of Portland and the local community, are in the process of designing and constructing improvements on I-5 between I-84 and I-405 and on the multimodal local street network near the Broadway/Weidler interchange.

ODOT and the City of Portland are committed to identifying opportunities for deeper engagement and enhancing community benefits and economic opportunity associated with implementation of this project, such as building the capacity and wealth of local minority firms and the community.

**Disadvantaged Business & Workforce Training**

**Vision:** To create and spur more wealth development among local minority contractors.

**Guiding Principles**

- Build the capacity of minority businesses for current and future projects.
- Build capacity in local underrepresented populations to meet local construction workforce needs.
- Further minority businesses’ expertise to be successful with project subcontracting opportunities.
- Increase local underrepresented populations’ skills/access to construction trades.
- Provide technical assistance and certification for Disadvantaged Business Enterprise (DBE) firms and workforce providers to access underrepresented local populations.
- Provide new opportunities and facilitate new relationships between minority subcontractors and primes.
- Maximize trade opportunities at all levels for local minorities as part of the Project.
- Enhance relationships between ODOT/City of Portland and the local minority business community.
- Constitute a DBE/On-the-Job Training (OJT) Advisory Committee of local community members to provide recommendations DBE/OJT project development.

Learn more: [www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)
Types of Potential Construction Work Opportunities

- Aggregate base
- Asphalt concrete pavement
- Bearing devices
- Bridge removal
- Cable laying
- Clearing and grubbing
- Cold plane pavement removal
- Concrete barrier
- Concrete barrier, tall
- Concrete boxes
- Concrete inlets
- Concrete manholes
- Continuously reinforced concrete pavement
- Concrete slope paving
- Construct and remove detours
- CSL test access tubes
- CSL tests
- Deck concrete
- Drilled shaft concrete
- Drilled shaft excavation
- Drilled shaft reinforcement
- Electrical conduit
- Erosion and pollution control
- Fences
- Flagger station lighting
- Flaggers
- Foundation concrete
- Furnish drilling equipment
- Furnish pile driving equipment
- Furnish steel piles
- General excavation
- General structural concrete
- Granular structure backfill
- Guardrail terminals, non-flared
- Guardrail transition
- Guardrails
- HMAC
- Impact attenuator
- Irrigation system
- Janitorial services, including jobsite and pre-construction clean-up
- Lighting pole arms
- Lighting poles, fixed base
- Luminaires, lamps and ballasts
- Major adjustment of manholes
- Moving temporary structures
- Oil in asphalt
- Permanent seeding
- Permanent shaft casings
- Pole foundations
- Temporary electrical
- Tree removal
- Office supplies
- Streetcar track in concrete
- Streetcar overhead power supply wire with pole supports
- Concrete sidewalks
- Concrete driveways
- Concrete curbs
- Precast concrete barrier
- Portable changeable message signs
- Portable toilets rental and servicing
- Post-tensioning
- Precast concrete tub girders
- Precast prestressed girders
- Steel girders
- Preformed elastomeric strip seals
- Protective fence for bridges
- Reinforced concrete bridge end panels
- Reinforced pile tips
- Reinforcement
- Removal of electrical systems
- Retaining walls
- Sanitary sewer pipe
- Saw cut texturing
- Shoring, cribbing and cofferdams
- Sign bridge
- Signing
- Slope paving curbs
- Sod laying services
- Soundwalls
- Steel pile splices
- Stone embankment
- Stormwater drainage
- Striping
- Structure excavation
- Subgrade geotextile
- Subgrade stabilization
- Switching, conduit, and wiring
- Tack
- Tall type of concrete bridge rail
- Temporary arch support
- Temporary barricades
- Temporary concrete barriers
- Temporary detour bridges
- Temporary glare shields
- Temporary guardrail
- Temporary illumination
- Temporary impact attenuators
- Temporary protection and direction of traffic
- Temporary retaining walls
- Temporary signs
- Terminal expansion joint
- Three-tube steel rail
- Topsoil
- Tree planting
- Tree removal services
- Trucking, hauling and waste disposal services
- Turf installation services
- Water installation structure
- Work containment plan and system
- Waterline pipe

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Attachment 7

African American Discussion Group Summary
African American Discussion Groups

Summary Report

February 4, 2020

Introduction

On October 8 and 9, 2019, the Oregon Department of Transportation (ODOT) sponsored four discussion groups as part of its I-5 Rose Quarter Improvement Project. The groups were comprised of African American individuals in Portland, specifically those with ties to the Rose Quarter and Albina area. Acknowledging that the development of the Rose Quarter and Albina area has historically been at the expense of African American people in Portland, the purpose of these groups was to better understand community perceptions of the proposed project and learn about what this group envisions for the area.

Participants were recruited by the Portland office of Consumer Opinion Services (COS). COS manages space for research activities and also maintains a regional list of residents who are interested in community discussions or focus groups. COS used two resources to identify interested participants. First, they employed their internal database and second, they were provided a supplemental list of likely African American residents who lived in the project area and were registered to vote. Participants were invited to attend the discussion groups if they identified as African American and had a connection to the Rose Quarter and Albina area.

Participants were grouped as follows:

- Group 1: Residents over 45 years of age
- Group 2: Residents under 45 years of age
- Group 3: Displaced residents or those with a close connection to someone who had been displaced
- Group 4: Displaced residents or those with a close connection to someone who had been displaced

A total of 39 residents attended the four groups. Although Groups 3 and 4 were specifically comprised of individuals who had either been displaced themselves or had family members who had been displaced, a majority of participants across all groups shared this experience as well.
Table 1: Participant Demographics

<table>
<thead>
<tr>
<th>Subgroup</th>
<th>Own or Rent</th>
<th>Gender</th>
<th>Family or individual displaced from the area?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group 1</td>
<td>4 owners, 7 renters</td>
<td>6 women, 5 men</td>
<td>9 of 11</td>
</tr>
<tr>
<td>Group 2</td>
<td>4 owners, 4 renters, 1 other</td>
<td>4 women, 5 men</td>
<td>7 of 9</td>
</tr>
<tr>
<td>Group 3</td>
<td>7 owners, 2 renters, 3 other</td>
<td>7 women, 5 men</td>
<td>12 of 12</td>
</tr>
<tr>
<td>Group 4</td>
<td>4 owners, 3 renters</td>
<td>4 women, 3 men</td>
<td>7 of 7</td>
</tr>
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</table>

Sessions were held at the Urban League on North Russell Avenue and lasted roughly two hours. At the conclusion of the groups, participants were given a gift card stipend of $125 in recognition of their time and willingness to share their experiences and knowledge of the community.

Sessions were facilitated by Roberta Hunte, Portland State University, and Johnell Bell, Espousal Strategies. Notes were taken by Laura Peña, EnviroIssues. To encourage candor, no ODOT employees were present during the sessions. The facilitators used a Discussion Guide (Appendix) to lead the conversation. Each participant was provided with a handout showing an aerial view of the project area.

Key Themes Across Groups

The discussion groups revealed the following project-specific themes. These themes reflect sentiments shared among the 39 participants in these four discussion groups and are not intended to represent the opinions of all African Americans throughout the region:

- **Recognition that congestion needs to be addressed** – Most participants agreed that congestion was a problem in the Rose Quarter area, and it should be addressed. However, the groups generally disagreed with the proposed design concepts. They thought that auxiliary lanes in the Rose Quarter area would not alleviate the problem without addressing the I-5 interstate bridge crossing first. A few participants suggested or asked about tolling.

- **Limited support for the project elements** – Across all groups, there was limited support for the project design concepts or elements. Some saw the potential benefits to the region as a whole but did not believe that the proposed project improvements represented the needs or priorities of African Americans in Portland. The significant investment in additional bike lanes was a strong indicator that the current project will primarily benefit white people in Portland. There was a powerful sentiment that because of the historic and structural racism that has limited the economic mobility of African
Americans, fundamental aspects of livability—such as housing affordability and education—should be prioritized before bike accessibility.

- **Distrust in ODOT and government** – The history of displacement and disenfranchisement of African Americans at the hands of ODOT and other government agencies, including the City of Portland, was a strong theme across all groups. Many individuals voiced the continued sadness, hurt and anger of being forced out of the Albina and Rose Quarter area due to decades of urban renewal programs and policies and rising property taxes driven by increasing development and gentrification.

- **Government agencies and project partners are not doing enough to address gentrification** - Many participants also felt that the goal of this project was less about addressing congestion and more about opportunities to spur the continued development of the Inner Northeast area for the benefit of wealthy corporations and populations in Portland. They felt that this project would further gentrify the area and displace the remaining African American people and businesses. In addition, there was widely held skepticism that the City of Portland’s Preference Policy would help mitigate the displacement of African American Portlanders in a meaningful way. All groups talked about a need for ODOT, the City of Portland, and other agencies involved in this project to commit to engaging with and making a concerted effort to serve the needs of the African American population in Portland and beyond.

- **The “African American community” no longer exists as it used to** – Participants in all groups spoke about how the African American community that used to exist in the Albina and Rose Quarter area no longer exists. One participant said that it is disingenuous to refer to the “African American community” anymore because the population has been splintered and relocated so many times. Some expressed skepticism that a true community could be restored, but most were interested in discussing investments and projects that would help support the remaining African Americans in the area and encourage others to return to Albina and the Rose Quarter.

The discussion group participants emphasized the following themes related to values and what would be meaningful investments for African Americans in Portland:

- **Opportunities to build generational wealth** – All groups spoke at length about the importance of having opportunities to build generational wealth for their families. Many people expressed that the loss of properties going back decades has severely impacted African American families’ ability to pass assets down to future generations, thereby exacerbating the racial wealth gap. The primary methods discussed by the groups to help address this issue were through property ownership and new, sustained business opportunities.

- **Housing that is affordable** – There was an important distinction between affordable housing and housing that is affordable among all groups. The groups expressed a desire to have programs that support homeownership on an individual basis. Several participants shared their experience of exceeding income requirements for units
designated as “affordable housing,” but that rents and mortgages in the area are still out of reach for them. One participant shared that even having qualified for Portland’s Preference Policy, she was not able to afford a home in her original neighborhood.

Most participants were skeptical of the Preference Policy. Several people had had negative experiences with the application process; others felt that it was too little, too late and it wasn’t a worthwhile investment in a community that has been fragmented so many times.

- **Prioritizing African American-owned businesses** – Conversations about African American-owned businesses were closely tied to housing. All groups supported the prioritization of and investment in African American-owned businesses wherever possible as a way to build generational wealth. The conversation included minority contractor opportunities, but there was a clear emphasis on more sustained business opportunities that could result from the increased development of the Rose Quarter area around the highway covers.

- **Prioritizing the health and education of young people** – All groups expressed deep concern for the well-being of the students attending Harriet Tubman Middle School. Many wondered about adverse health effects as a result of bringing the highway closer to the campus and what steps could and should be taken to address them. Suggestions ranged from an improved HVAC system to completely relocating the school to a safer location nearby.

Prioritizing the education of African American and other children of color was also discussed in all groups. Most participants agreed that they would prefer to see government agencies allocate funding to education—including investments in buildings, teachers and job-training programs—rather than fund bike lanes.

- **Increased involvement and representation** – All groups said that they were grateful to be a part of the conversation and expressed a desire for continued involvement. In addition, they advocated for increased representation in this Project, at ODOT and in decision-making bodies across all agencies. Participants were interested in knowing how their feedback from these discussion groups would be used. There was uncertainty that the discussion would affect meaningful change. Some participants suggested the formation of an African American advisory committee for the project as well as increased internships and apprenticeships for African American and minority populations at ODOT to build long-term representation.
### Additional Sentiments and Themes by Group

<table>
<thead>
<tr>
<th>Group</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Group 1:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Over 45</strong></td>
<td>• Highest representation of community elders and people who had personally been displaced and witnessed the removal of the African American community from the area</td>
</tr>
<tr>
<td></td>
<td>• Strongest connections to the area</td>
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<tr>
<td></td>
<td>• Held the deepest grief, recalled the vibrancy of the community when it was intact</td>
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<tr>
<td></td>
<td>• Emphasized the need for African American gathering spaces to rebuild a sense of community</td>
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<tr>
<td></td>
<td>• Agreement that it would have been helpful to know the specific topic of conversation to be able to prepare for the discussion ahead of time</td>
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<tr>
<td><strong>Group 2:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Under 45</strong></td>
<td>• Very interested in the specifics about the Project including funding, timeline, how long and by whom it had been studied, etc.</td>
</tr>
<tr>
<td></td>
<td>• Most had not heard about the Project and were eager to share the information they had learned with their family and friends</td>
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<tr>
<td></td>
<td>• Encouraged ODOT and the City of Portland to look to the Urban League and Self Enhancement, Inc. as organizations that have truly prioritized and helped African Americans succeed in Portland</td>
</tr>
<tr>
<td></td>
<td>• Concern around a lack of parking in the Project area, especially near Moda Center</td>
</tr>
<tr>
<td></td>
<td>• Interest in how the decision makers at ODOT identify with the Project area</td>
</tr>
<tr>
<td><strong>Group 3:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Displaced</strong></td>
<td>• Included a range of ages from 19-80</td>
</tr>
<tr>
<td></td>
<td>• Primary theme was centered around generational wealth building through home and business ownership</td>
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<tr>
<td></td>
<td>• Dissatisfaction with how ODOT has engaged MWESB businesses from personal experience</td>
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<tr>
<td></td>
<td>• Skepticism that ODOT is making a genuine effort to work with Albina Vision</td>
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<td></td>
<td>• Interest in the racial diversity among ODOT’s design and planning team</td>
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<tr>
<td><strong>Group 4:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Displaced</strong></td>
<td>• Included a range of ages from 33-60</td>
</tr>
<tr>
<td></td>
<td>• Concern around further displacement, especially of the few remaining African American-owned businesses in the area</td>
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<tr>
<td></td>
<td>• Prioritized the employment of African Americans</td>
</tr>
<tr>
<td></td>
<td>• Suggestion to name the pedestrian bridge after an African American, Avel Gordly in particular</td>
</tr>
<tr>
<td></td>
<td>• Concern that the highway covers would attract more transient and homeless individuals</td>
</tr>
<tr>
<td></td>
<td>• General feeling that ODOT will do whatever is in their own best interest regardless of public input</td>
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<tr>
<td></td>
<td>• Concern that the Project will increase vehicle traffic around Moda Center</td>
</tr>
</tbody>
</table>
Group Ideas and Recommendations

A non-exhaustive list of ideas and recommendations from the discussion groups:

- **Prioritize home ownership for African Americans through:**
  - Programs that take individual income and situations into account that can help those of very low income (less than $20,000 per year) as well as people who do not qualify for existing programs
  - Create a community land trust that prioritizes African Americans

- **Prioritize African American-owned businesses through:**
  - Affordable and/or subsidized leases
  - Food carts on the highway covers
  - Business incubators including business classes and mentorship opportunities

- **Prioritize African American employment through:**
  - Maintaining a high quota of African American and minority contractors throughout the Project
  - Increasing opportunities for African Americans to have gainful employment at ODOT through internships and apprenticeships
  - Creating a job training center in the Project area
  - Bring long term jobs to the area to provide long term employment for African Americans

- **Prioritize the health and safety of the kids at Harriet Tubman Middle School by:**
  - Relocating the school to the land that remains unused by Legacy Emanuel and create a closed campus that includes Tubman, an elementary school – Kairos Elementary specifically, a shared playground and cafeteria, after school programs, and other social services such as a job-training and community center.
  - Upgrading the HVAC system
  - Building a sound wall/physical barrier between the highway and the school
  - Redirecting polluted air away from the school using fans
  - Extending the highway cover to run past the school

- **Involve and have higher representation of African Americans and other people of color in this and other projects:**
  - Form an African American advisory committee
  - Recruit African Americans to serve on land use and transportation committees
  - Share 5, 10, 20-year plans with the community and gather input on potential future projects before plans are formed
  - Continue to have focus and discussion groups
  - Create a true partnership between ODOT and Albina Vision to design a project that will be genuinely beneficial to African Americans in Portland

- **Other ideas and recommendations:**
  - Support the creation of gathering spaces for African Americans in the Rose Quarter area including features such as basketball courts, performing arts centers, and Afrocentric art
  - Look to Urban League and Self Enhancement, Inc. for examples of organizations that have truly prioritized and helped African Americans succeed in Portland
Black and African American Discussion Groups Summary Report

- Provide monetary compensation to individuals who were displaced by urban renewal projects in the Albina and Rose Quarter area
- Conduct a market study to determine the potential economic impact of the Project and subsequent development
- Name the pedestrian bridge after Avel Gordly
- Use sustainable and long-lasting materials for construction to reduce future maintenance

Conclusion

From the discussion groups, it is clear that participants have a range of perspectives around this project. Participants said that this project, as it stands, would not benefit the African American community, nor would it bring African Americans back to this area in its current form. Participants did offer strategies and areas of focus that could prioritize the concerns of African Americans should this project progress.

Discussion group participants expressed a deep-seated distrust of ODOT, the City of Portland, Prosper Portland and other government agencies stemming from a long-standing history of displacement and disenfranchisement of African Americans in Portland. As a result, there are concerns about the Project as it stands. Participants did not feel that this Project had been designed with them in mind and did not see how bike lanes or additional parks on the highway covers would benefit them. However, most participants expressed gratitude for the opportunity to take part in the discussion groups and a desire for increased and continued involvement. To make this Project beneficial for the African Americans of Portland, most participants agreed that it will be necessary to employ creative solutions and collaboration across agencies to prioritize significant investments in housing affordability, African American-owned businesses, education and representation.

The final takeaways for this report, as summarized by the group facilitators, Roberta Hunte and Johnell Bell, are:

1) **Listen to the authentic voices from the community.** The list of recommendations was derived from discussion groups with community members ranging in age from 19 to 80 plus. The majority of participants had some long-standing relationship with the area. We recommend that ODOT use this as an opportunity to lean into the recommendations of the community to change the way that it both engages community input and utilizes community recommendations.

2) **Convene a think tank of African American policy and community stakeholders** to review the recommendations from this report. Have this group prioritize the listed recommendations and work with ODOT to incorporate these into its workplan. Implementing this reprioritized workplan would require the participation of Portland Public Schools, City of Portland, Metro, Prosper Portland and Multnomah County as well as community stakeholders to leverage funds for a more holistic and community centric project.

3) **Involve African Americans.** Participants said repeatedly that they would like to be involved in early idea generation and decision making around this and future projects. This desire is for participation at both the policy and grassroots levels.
APPENDIX: Discussion Guide

Project discussion

1. Let’s start by talking about what your history is in the project area.
2. Before today, what had you heard about the I-5 Rose Quarter Improvement Project, if anything?
3. What reactions are you having now that you’ve seen and read more information about the I-5 Rose Quarter project?
4. How do you currently use this area?
5. After the project is complete, how do you think your usage of this neighborhood would change?
6. What design components of the highway covers do you feel strongly about?
7. What opportunities do you see in this project for the Black community?
8. What unintended challenges do you see?
9. Thinking about the Black community, what types of development or use in this area would create stronger connections with each other?
10. What kind of community asset would be good to leave here? What kind of development would you not want to see here?
Broader visioning discussion

11. Development in the Rose Quarter/Albina area has historically been at the expense of the Black community. This project, coupled with other development projects in the area are a chance to ensure ODOT will not make the same past mistakes. Our next questions seek to draw attention to the future and the past. What are the values that you want to inform development efforts in this area? (one of the facilitators take notes of these values on poster boards)

12. Thinking about the values listed what would it look like for these values to be implemented?

13. Thinking broadly about this area and beyond ODOT’s current scope of work, what types of development would benefit the black community - both those who are still in the area and could bring more black people into the area or enhance economic opportunities.

14. Now that you’ve heard more, what questions do you have or where would more clarity help with your understanding of some of the technical details?

15. Is there a question you thought we should have asked but didn’t?
Attachment 8

Native American Discussion Group Summary
Native American Discussion Group
Summary Report

Project Background
The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the multimodal local street network. The Project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The Project also will improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities. The Project’s transportation improvements allow the City to implement the development goals for the N/NE area and realize the City’s Central City 2035 Plan.

Discussion Group Overview
The Project team is intentionally listening, informing, and engaging with communities of color, especially the historically impacted African American community, the primary community displaced by past public and private development decisions, along with communities of color such as people of Native American descent. Transparent, inclusive engagement is a central Project feature through design and construction.

The Project team is using discussion groups as one of many important tools to capture feedback on the Project. Through discussion groups, the Project team is able to meet people where they are and engage in meaningful two-way dialogue to understand how different people from different backgrounds react to the Project and potential design considerations. Discussion groups have been and will continue to be an important opportunity for the Project team to hear from the community to shape the Project, and share project information.

The goal of this discussion group was to begin engaging individuals within the Native American population and begin building trust between the ODOT and the Project team and the Native American community.

Native American Discussion Group Summary
On February 27, 2020, the Oregon Department of Transportation (ODOT) hosted a discussion group as part of its I-5 Rose Quarter Improvement Project (Project). The group included Native American individuals from the Portland area. Acknowledging Portland is home to the ninth-largest population of Native Americans in the U.S., and that Native Americans comprise the original population in and around what is now called the Albina and Rose Quarter areas, Native American insights and heritage will inform the Project as design progresses.

The Project team asked the Native American Youth and Family Center (NAYA) to help convene and host the discussion group. William Miller, Community Advocacy Manager at NAYA, assisted
the Project team with planning and recruitment of the discussion group. NAYA recruited participants through direct and targeted outreach and word-of-mouth across NAYA’s different departments to reach the desired group composition, which included:

- 12 to 20 Native American community members from the Portland metro area
- Gender balances
- At least two elders (65 years old and older)
- Two or more youth (25 years old and younger)
- At least two business owners
- Connection to I-5 and/or a historic connection to the Willamette River

A total of 13 participants attended the discussion group. All participants had at least some type of connection to the Albina and Rose Quarter area. The discussion group was held at NAYA and lasted 2.5 hours. Participants received a gift card stipend of $125 in recognition of their time and willingness to share their experiences and knowledge of the community. Refreshments were available during the discussion group.

William Miller, from NAYA, facilitated the discussion. ODOT was present during the sessions to help answer questions regarding the Project and explain how feedback would be used. The facilitator used a discussion guide (see Appendix) to lead the conversation. Each participant was provided with the following Project handouts: frequently asked questions (FAQs), gatefold Project factsheet, evaluation and comment form, and a photo release form. The team showed participants a Project video and six Project display boards.

**Key Themes**

The discussion group revealed the following Project-specific themes. These themes reflect sentiments shared among the 13 participants in the discussion group and are not intended to represent the opinions of all Native American throughout the region:

- **Recognition that the Albina and Rose Quarter area is congested, and it is a safety concern** – Most participants agree that the Albina/Rose Quarter area has a congestion problem that should be addressed. Most participants agree that travel through the Project area is necessary for most people and experiences congestion for all modes of transportation. Most recognize that congestion on I-5 causes aggressive driving behaviors, which is a concern for safety. A few participants asked how tolling would impact congestion.

- **Some support for Project components** – Some participants believe the auxiliary lanes on I-5 will not relieve congestion. One participant stated that if the auxiliary lanes were to relieve the bottleneck just a bit, that would be a success in their eyes. Other participants believe that the highway covers will help improve some congestion and hope that bus-only lanes with protected bus stop shelters are prioritized in Project design. Some participants like the Clackamas pedestrian/bicycle-only bridge.

- **Skepticism about the driving forces of the Project** – Two participants are skeptical about the Project and want to know about the real driving forces behind the Project. Specifically, they want to know what funders are pushing the Project to completion. Most of the participants agree that they would not mind paying more taxes for the Project if the real community would benefit from it and not big developers.
• **Lack of transparency on how BIPOC communities would benefit** – Most participants felt like there is a lack of clarity and transparency surrounding how black indigenous people of color (BIPOC) would benefit from the Project. A few participants asked who would be displaced during the construction and what mechanisms are in place so that after construction BIPOC are not displaced and forced to sell their properties. Most are concerned that the Project would continue to gentrify the area and further displace BIPOC. One participant asked if this Project would be a repeat of Vanport.

• **Frustration regarding project information** – Most participants voiced frustration and felt that there was a lack of information regarding Project decisions, funding, history, and previous engagement. Two participants shared that this was the first time they had heard of the Project. Some participants asked why the legislature would approve this type of funding package when there are so many people in the Portland metro area experiencing homelessness who are in dire needs of services. Another participant asked how decisions were made and if the Project engaged with everyone from rich to poor. Another participant shared that departments of transportation always get their way. A few participants asked specifically how the African American community has been engaged throughout the Project.

The discussion group participants emphasized the following themes related to values and meaningful investments for Native Americans in Portland:

• **Lead with BIPOC by involving them in all aspects of the Project** – Almost all participants stated that the Project needs to have BIPOC at the forefront of the Project. Having Native Americans and BIPOC “honored” in the design of covers will not suffice. BIPOC should not be just engaged but instead have a seat in the decision-making table of Project planning, engineering, design, construction, and engagement.

• **Provide real economic development opportunities for BIPOC** – Almost all participants agree that the Project needs to provide real economic development opportunities for Native Americans and BIPOC communities. Some participants said that BIPOC need to be prioritized if housing or businesses are constructed on the highway covers; this will be crucial to give BIPOC real opportunities to build generational wealth. Some participants recommended that the Project team works with Disadvantaged Business Enterprise (DBE) firms and companies and prioritize BIPOC staff.

• **The Project can be an opportunity to help heal from past harm and injustices** – Some participants stated that the Project has the opportunity to help BIPOC heal from past harms and injustices in the Albina/Rose Quarter area. One participant said that they would like to be part of the healing process - if ODOT asked for forgiveness. Another participant stated that it does not matter who was on the land first; indigenous people are all about working together. The BIPOC community needs to come together to help heal and uplift each other, and the Project can help facilitate that.

• **Continue to engage with our elders and us** – Most participants stated that the Project team needs to continue to engage with BIPOC and Native Americans communities to continue to have conversations like the one had at the discussion group. Some participants shared that the Project team needs to use mediums trusted by the Native American community to share information, as they would more likely trust information from a trusted source than an ODOT newsletter. Other participants suggested continuing
engaging with trusted organizations like NAYA to provide information. One participant suggested working with the Tribal Employment Right Ordinance (TERO) to provide information about careers and job opportunities. One participant asked if the Project team had ever interviewed their elders.

**Additional Sentiments Shared by the Group**

The group shared the following additional sentiments:

- One participant shared their concern about the Project’s impact to air quality and carbon dioxide emissions and how that might impact Harriet Tubman Middle School
- Another participant is concerned how traffic would be managed during construction during Moda Center and Veteran’s Memorial Coliseum events
- One participant asked if construction would be able to sustain the next big earthquake that is supposed to hit the region
- Some participants shared that the existing signage on I-5 is poor and makes it difficult to travel through if you don’t know the area

**Group Ideas or Recommendation**

Below is a list of ideas and recommendations from the discussion group regarding highway cover design components:

- Create open spaces for the community to come together, build relationships, and heal. These could include:
  - Parks or multiple mini-parks throughout
  - A garden with indigenous plants to the area and region
  - Places to sit, visit, and gather
  - Stages for musicians and cultural demonstration

- Provide services to people experiencing homelessness
  - Provide bathrooms and showers
  - Bring social workers to the area
  - Create overhangs for people to have shelters
  - Create jobs for people experiencing homelessness to keep the area clean

- Have a gallery or artwork displays of Native American and African American art or artists

- Have buttons throughout the area that tell the stories of the people who lived here

- Create a Rose Quarter Community Center that provides services and support for communities that were displaced

- Ensure that Native Americans and BIPOC oversee all cultural spaces to keep the integrity of the space

- Ask the Native American or African American communities who their leaders are and name streets after these leaders
Name streets after the tribes that inhabited the Rose Quarter area.

- Center and honor the African American community that was displaced from Albina to show that there are still African Americans in the Rose Quarter area.

- Have a food park with Portland food trucks and prioritize Native American and BIPOC businesses.

- Have Native American-owned businesses.

- Create a tiny home village with resources and support for those impacted with Fetal Alcohol Spectrum Disorder.

**Conclusion**

It was clear throughout the discussion that participants have a range of views about the Project, which are captured throughout this summary. To recap key points of feedback as noted in the sections above participants acknowledged the congestion problem in the Albina/Rose Quarter area that needs to be addressed. Participants also expressed frustration for the lack of overall Project information shared with the Native American community. Participants were mostly concerned about who would benefit from the Project’s completion, and whether those benefits would occur at the risk or cost of communities of color.

Participants offered recommendations and feedback on how the Project could help prioritize and center the concerns of Native Americans and communities of color. The key takeaways include the following:

- Honor Native Americans and BIPOC by having us at forefront of the Project and not think of us as an afterthought. It is not enough to honor us with artwork in the cover. Honor us by having us at the decision-making table and providing us with economic development opportunities in the planning and execution of the Project.

- Be transparent with Project information and continue to engage with the Native American community by using channels they trust.

- In the design of the highway cover, allow space for healing and for Native American, African Americans, and other communities of color to come together.

Moving forward, the Project team will use the key takeaways and comments from this and future discussion groups to continue to shape informed Project decisions. The Project team will share comment themes and summary reports and make them available to the public to continue to build shared values, shape informed Project decisions, and elevate the voices of communities of color.
APPENDIX: Discussion Guide

1. What is your history in the Project area? How do you use the Rose Quarter today?

2. Do you live in the area? Show of hands

3. How do you typically travel in the Rose Quarter area?

4. What is your opinion of the Project?

5. Are there Project components that will improve how you travel in and around the Rose Quarter?

6. What would you personally like to see prioritized in the design for what will go on top of the highway covers?

7. What are the important considerations for design to equitably address needs and perspectives of Native Americans and communities of color? (tribal design, land acknowledgement, etc.)

8. How can ODOT honor the unique history and heritage of Tribal activities and communities in the area?

9. Envision the area 10 years from now. Imagine this Project would have completed design and construction. How would you measure or envision success on this Project (design, construction, community engagement)? Can you think of other measures of success that would be important to you?

10. We will have an ongoing Project community advisory committee. How can we ensure your views are represented?
Attachment 9
DBE, Small Minority and Local Contracting Survey Flyer
TAKE THE ROSE QUARTER DBE AND SMALL BUSINESS SURVEY!

The purpose of the I-5 Rose Quarter Improvement Project is to address safety and operations on I-5 and improve multimodal local street connectivity. The Project is located in the historic Albina community.

The Project process is being designed to improve economic opportunities and reduce some of the barriers that make it more difficult for Disadvantaged Business Enterprises (DBEs) to bid on construction projects.

We are actively looking to engage DBE and potential subcontractors who may bid on the I-5 Rose Quarter Improvement Project. The data will be disclosed to the Prime contractor to better design the subcontracting and outreach plan, and remove barriers.

Please fill out the online survey through the link below or by scanning the QR code.

The survey includes a variety of topics and asks about past projects, size and scope of such projects, current insurance, bonding, staffing, financing and contract performance, among other business components.

TAKE THE SURVEY:
www.surveymonkey.com/r/I5RQSurvey

For survey questions, contact:
Carlos Moreno
carlos@aoassociates.biz
(971) 226-0648

Shelli Romero, ODOT Area Manager
(Portland) shelli.romero@odot.state.or.us
(503) 731-8231

www.i5RoseQuarter.org

Project with over 100 potential subcontracting opportunities

Smartphone users can scan the QR code to access the survey on a mobile browser

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

¿Hablas español? Podemos proporcionar la información de esta publicación en español, por favor llame al 503-731-4128.
Attachment 10

Community Advisory Committee Applications Demographics Report
In the interest of transparency, this report summarizes demographics of Community Advisory Committee applicants received by the February 18, 2020 application deadline.
Community Advisory Committee
Demographics Report

Response Counts
Completion Rate: 44.9%

Complete: 151
Partial: 185

Totals: 336
1. Please select one of the following:

<table>
<thead>
<tr>
<th>Value</th>
<th>Percent</th>
<th>Responses</th>
</tr>
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<tbody>
<tr>
<td>I am applying to represent an organizational interest</td>
<td>19.5%</td>
<td>44</td>
</tr>
<tr>
<td>I am applying to represent a neighborhood interest</td>
<td>11.9%</td>
<td>27</td>
</tr>
<tr>
<td>I am applying to represent my own personal interest</td>
<td>68.6%</td>
<td>155</td>
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Totals: 226
2. If selected to participate as a CAC member, I will commit to: Participating in the first CAC kickoff meeting. Notifying the CAC facilitator in advance of any meeting I cannot attend. I understand that irregular attendance will warrant replacement. Alternates are not allowed. Coming to meetings prepared to discuss agenda topics and actively participate in discussions, including providing feedback based on expertise and knowledge. Working collaboratively, actively and respectfully listening to and considering other points of view and interests, and being open to new ideas. Serving as a conduit for information to and from affiliated organizations and community members, ensure issues, concerns, or needs are raised during meetings. Please check the box to signify agreement:

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<tr>
<th>Value</th>
<th>Percent</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I agree to the CAC member commitments.</td>
<td>100.0%</td>
<td>227</td>
</tr>
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3. Please identify one primary interest area:
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<tr>
<th>Value</th>
<th>Percent</th>
<th>Responses</th>
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</thead>
<tbody>
<tr>
<td>Modes of transportation: Bicycle</td>
<td>9.6%</td>
<td>15</td>
</tr>
<tr>
<td>Modes of transportation: Public transit</td>
<td>9.6%</td>
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</tr>
<tr>
<td>Modes of transportation: Freight</td>
<td>1.9%</td>
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<tr>
<td>Modes of transportation: Automobile</td>
<td>9.6%</td>
<td>15</td>
</tr>
<tr>
<td>Modes of transportation: Pedestrian</td>
<td>5.1%</td>
<td>8</td>
</tr>
<tr>
<td>Black and African American communities and businesses</td>
<td>11.5%</td>
<td>18</td>
</tr>
<tr>
<td>Neighborhood connectivity</td>
<td>12.1%</td>
<td>19</td>
</tr>
<tr>
<td>Land use</td>
<td>4.5%</td>
<td>7</td>
</tr>
<tr>
<td>Economic development</td>
<td>5.7%</td>
<td>9</td>
</tr>
<tr>
<td>Urban design</td>
<td>10.2%</td>
<td>16</td>
</tr>
<tr>
<td>Environmental quality</td>
<td>8.9%</td>
<td>14</td>
</tr>
<tr>
<td>Disadvantaged Business Enterprise (DBE) contracting</td>
<td>1.9%</td>
<td>3</td>
</tr>
<tr>
<td>Schools within the project area</td>
<td>1.9%</td>
<td>3</td>
</tr>
<tr>
<td>Youth perspective</td>
<td>1.3%</td>
<td>2</td>
</tr>
<tr>
<td>Other</td>
<td>6.4%</td>
<td>10</td>
</tr>
<tr>
<td><strong>Totals:</strong></td>
<td></td>
<td><strong>157</strong></td>
</tr>
<tr>
<td>Other:</td>
<td>Count</td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------</td>
<td>-------</td>
<td></td>
</tr>
<tr>
<td>Air Quality</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>All of the above</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>All of the above!</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>All the Above</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Climate change</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>I-5 Rose Quarter Improvement</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Most of the above. Urban design most if I have to pick</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Parks, open space and recreational facilities</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Regional improvement of transportation for and through Portland Metro area for all modes, and environmental quality.</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>creating new neighborhoods</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>10</td>
<td></td>
</tr>
</tbody>
</table>
4. Please identify a secondary interest area:

- 9% Modes of transportation: Bicycle
- 7% Modes of transportation: Public transit
- 3% Modes of transportation: Freight
- 4% Modes of transportation: Automobile
- 8% Black and African American communities and businesses
- 10% Neighborhood connectivity
- 12% Economic development
- 6% Land use
- 7% Schools within the project area
- 4% Disadvantaged Business Enterprise (DBE) contracting
- 10% Environmental quality
- 12% Urban design
- 5% Other
- 2% All Others

4% Youth perspective
<table>
<thead>
<tr>
<th>Value</th>
<th>Percent</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modes of transportation: ADA interests</td>
<td>0.6%</td>
<td>1</td>
</tr>
<tr>
<td>Modes of transportation: Bicycle</td>
<td>8.9%</td>
<td>14</td>
</tr>
<tr>
<td>Modes of transportation: Public transit</td>
<td>7.0%</td>
<td>11</td>
</tr>
<tr>
<td>Modes of transportation: Freight</td>
<td>3.2%</td>
<td>5</td>
</tr>
<tr>
<td>Modes of transportation: Automobile</td>
<td>3.8%</td>
<td>6</td>
</tr>
<tr>
<td>Modes of transportation: Pedestrian</td>
<td>1.3%</td>
<td>2</td>
</tr>
<tr>
<td>Black and African American communities and businesses</td>
<td>7.6%</td>
<td>12</td>
</tr>
<tr>
<td>Neighborhood connectivity</td>
<td>9.6%</td>
<td>15</td>
</tr>
<tr>
<td>Land use</td>
<td>5.7%</td>
<td>9</td>
</tr>
<tr>
<td>Economic development</td>
<td>11.5%</td>
<td>18</td>
</tr>
<tr>
<td>Urban design</td>
<td>11.5%</td>
<td>18</td>
</tr>
<tr>
<td>Environmental quality</td>
<td>10.2%</td>
<td>16</td>
</tr>
<tr>
<td>Disadvantaged Business Enterprise (DBE) contracting</td>
<td>3.8%</td>
<td>6</td>
</tr>
<tr>
<td>Schools within the project area</td>
<td>7.0%</td>
<td>11</td>
</tr>
<tr>
<td>Youth perspective</td>
<td>3.8%</td>
<td>6</td>
</tr>
<tr>
<td>Other:</td>
<td>4.5%</td>
<td>7</td>
</tr>
</tbody>
</table>

**Totals: 157**
<table>
<thead>
<tr>
<th>Other</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>All non personal vehicle modes of transportation</td>
<td>1</td>
</tr>
<tr>
<td>All the Above</td>
<td>1</td>
</tr>
<tr>
<td>Climate Change</td>
<td>1</td>
</tr>
<tr>
<td>Cost-effectiveness</td>
<td>1</td>
</tr>
<tr>
<td>Equity</td>
<td>1</td>
</tr>
<tr>
<td>Your choices didn't capture my response</td>
<td>1</td>
</tr>
<tr>
<td>more green space</td>
<td>1</td>
</tr>
<tr>
<td>Totals</td>
<td>7</td>
</tr>
</tbody>
</table>
5. The first CAC meeting is currently scheduled for late March 18, 2020. I am available to meet for the kickoff meeting during the following times:

<table>
<thead>
<tr>
<th>Time</th>
<th>Percent</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>3:00-6:00 p.m.</td>
<td>63.4%</td>
<td>97</td>
</tr>
<tr>
<td>4:00-7:00 p.m.</td>
<td>69.3%</td>
<td>106</td>
</tr>
<tr>
<td>5:00-8:00 p.m.</td>
<td>79.1%</td>
<td>121</td>
</tr>
<tr>
<td>6:00-9:00 p.m.</td>
<td>73.2%</td>
<td>112</td>
</tr>
</tbody>
</table>
6. Please check the box to signify agreement:

- Value  Percent  Responses
  - I understand that each participant will have an equal voice in the discussions, and the purpose is to share information and provide advice, not make decisions. I understand that participation in this CAC is voluntary.  100.0%  154
7. Race/ethnicity (select all that apply):

<table>
<thead>
<tr>
<th>Value</th>
<th>Percent</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>African</td>
<td>0.7%</td>
<td>1</td>
</tr>
<tr>
<td>African American/Black</td>
<td>14.7%</td>
<td>22</td>
</tr>
<tr>
<td>American Indian or Alaska Native</td>
<td>0.7%</td>
<td>1</td>
</tr>
<tr>
<td>Asian</td>
<td>1.3%</td>
<td>2</td>
</tr>
<tr>
<td>Hispanic/Latino(a)/Latinx</td>
<td>6.0%</td>
<td>9</td>
</tr>
<tr>
<td>Middle Eastern</td>
<td>2.7%</td>
<td>4</td>
</tr>
<tr>
<td>Slavic</td>
<td>2.0%</td>
<td>3</td>
</tr>
<tr>
<td>White/Caucasian</td>
<td>75.3%</td>
<td>113</td>
</tr>
<tr>
<td>Prefer not to answer</td>
<td>6.7%</td>
<td>10</td>
</tr>
<tr>
<td>Other - Write In</td>
<td>5.3%</td>
<td>8</td>
</tr>
<tr>
<td>Other - Write In</td>
<td>Count</td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------------------------------------------</td>
<td>-------</td>
<td></td>
</tr>
<tr>
<td>American of mix races. Third generation American.</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Greek</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>I associate a lot with the businesses in the Soul District Business Association as a Board Member. For more information regarding the SDBA, visit <a href="http://www.souldistrictbiz.org">www.souldistrictbiz.org</a>.</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Jewish</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Mixed melting pot- Irish, Hispanic, and European.</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Raised in multiethnic house with siblings from other backgrounds.</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>South Asian-Indian</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>7</td>
<td></td>
</tr>
</tbody>
</table>
8. Gender:

<table>
<thead>
<tr>
<th>Value</th>
<th>Percent</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Female</td>
<td>28.9%</td>
<td>43</td>
</tr>
<tr>
<td>Non-binary or gender non-conforming</td>
<td>3.4%</td>
<td>5</td>
</tr>
<tr>
<td>Male</td>
<td>62.4%</td>
<td>93</td>
</tr>
<tr>
<td>Prefer not to answer</td>
<td>4.7%</td>
<td>7</td>
</tr>
<tr>
<td>Prefer to self-describe</td>
<td>0.7%</td>
<td>1</td>
</tr>
</tbody>
</table>

Totals: 149

<table>
<thead>
<tr>
<th>Prefer to self-describe</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>He/him but tending towards they/them</td>
<td>1</td>
</tr>
</tbody>
</table>

Totals: 1
9. Age:

<table>
<thead>
<tr>
<th>Value</th>
<th>Percent</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>16 to 24 years</td>
<td>5.3%</td>
<td>8</td>
</tr>
<tr>
<td>25 to 34 years</td>
<td>20.5%</td>
<td>31</td>
</tr>
<tr>
<td>35 to 44 years</td>
<td>25.8%</td>
<td>39</td>
</tr>
<tr>
<td>45 to 54 years</td>
<td>17.9%</td>
<td>27</td>
</tr>
<tr>
<td>55 to 64 years</td>
<td>11.9%</td>
<td>18</td>
</tr>
<tr>
<td>Age 65 or older</td>
<td>14.6%</td>
<td>22</td>
</tr>
<tr>
<td>Prefer not to answer</td>
<td>4.0%</td>
<td>6</td>
</tr>
</tbody>
</table>

Totals: 151
10. Housing:

<table>
<thead>
<tr>
<th>Value</th>
<th>Percent</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rent</td>
<td>34.4%</td>
<td>52</td>
</tr>
<tr>
<td>Own</td>
<td>60.9%</td>
<td>92</td>
</tr>
<tr>
<td>Prefer not to answer</td>
<td>4.6%</td>
<td>7</td>
</tr>
</tbody>
</table>

Totals: 151
11. Relationship to the Rose Quarter/Albina neighborhood (select all that apply):

<table>
<thead>
<tr>
<th>Value</th>
<th>Percent</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Live within the neighborhood</td>
<td>41.7%</td>
<td>63</td>
</tr>
<tr>
<td>I am indigenous to the area</td>
<td>11.3%</td>
<td>17</td>
</tr>
<tr>
<td>Previously lived in the neighborhood</td>
<td>18.5%</td>
<td>28</td>
</tr>
<tr>
<td>Regularly visit or attend events</td>
<td>52.3%</td>
<td>79</td>
</tr>
<tr>
<td>Travel through the area</td>
<td>71.5%</td>
<td>108</td>
</tr>
<tr>
<td>Employed within the neighborhood</td>
<td>21.2%</td>
<td>32</td>
</tr>
<tr>
<td>Own a business in the neighborhood</td>
<td>7.9%</td>
<td>12</td>
</tr>
<tr>
<td>Prefer not to answer</td>
<td>4.0%</td>
<td>6</td>
</tr>
</tbody>
</table>
12. How long have you lived within the neighborhood?

<table>
<thead>
<tr>
<th>Value</th>
<th>Percent</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-3 years</td>
<td>25.0%</td>
<td>15</td>
</tr>
<tr>
<td>4-9 years</td>
<td>25.0%</td>
<td>15</td>
</tr>
<tr>
<td>10 years or more</td>
<td>50.0%</td>
<td>30</td>
</tr>
</tbody>
</table>

Totals: 60
13. Annual household income:

<table>
<thead>
<tr>
<th>Value</th>
<th>Percent</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $24,999</td>
<td>7.3%</td>
<td>11</td>
</tr>
<tr>
<td>$25,000 to $49,999</td>
<td>15.2%</td>
<td>23</td>
</tr>
<tr>
<td>$50,000 to $89,999</td>
<td>24.5%</td>
<td>37</td>
</tr>
<tr>
<td>$90,000 to $119,999</td>
<td>13.2%</td>
<td>20</td>
</tr>
<tr>
<td>$120,000 or more</td>
<td>23.8%</td>
<td>36</td>
</tr>
<tr>
<td>Prefer not to answer</td>
<td>15.9%</td>
<td>24</td>
</tr>
</tbody>
</table>

Totals: 151