



I-5 Rose Quarter Improvement Project Executive Steering Committee (ESC) Meeting with the Historic Albina Advisory Board (HAAB) and the Community Oversight Advisory Committee (COAC)

Joint Committee Meeting #3 Summary

MEETING DATE: August 3, 2021

MEETING TIME: 3:00 - 6:30PM

LOCATION: Zoom online meeting

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

Executive Steering Committee Members in Attendance

- President Lynn Peterson – Metro, President
- Nate McCoy – National Association of Minority Contractors, Executive Director
- Marlon Holmes – N/NE Housing Strategy
- Brendan Finn – Oregon Department of Transportation, Urban Mobility Office Director
- Jana Jarvis – Oregon Trucking Association, President
- Steve Witter – TriMet, Executive Director Capital Projects and Construction
- Bryson Davis – Williams and Russell Project
- Kristen Sheeran – Governor’s Office, Climate and Energy Policy Advisor
- Julia Brim-Edwards – Portland Public Schools, PPS Board Member

Historic Albina Advisory Board Members in Attendance

- Andrew Campbell
- Keith Edwards
- Sharon Gary-Smith
- Leslie Goodlow
- John Washington
- Dr. Carlos Richard
- Estelle Love Lavespere
- Kevin Modica
- Andrew Clarke

Joint Committee Meeting #3 Summary

Community Oversight Advisory Committee Members in Attendance

- Bob Carroll
- Christine Chin-Ryan
- Katrina Cloud
- Pastor Matt Hennessee
- Joe McFerrin
- James Posey
- Felicia Tripp Folsom

Committee Members Not in Attendance

- Chair Alando Simpson – Oregon Transportation Commission, Vice Chair (ESC)
- Dr. Ebony Amato – N/NE Community Development Initiative (ESC)
- Carmen Castro (COAC)
- Art Cortez (COAC)
- Sprinavasa Brown (HAAB)
- Kenechi Onyeagusi (COAC)
- Lee Fleming (COAC)
- Stephen Green (COAC)
- Michael Burch (COAC)
- Serena Stoudamire-Wesley (HAAB)
- Carl Talton (HAAB)
- Pastor Richard Probasco (HAAB)

Staff Members

- Dr. Steven Holt, I-5 Rose Quarter Improvement Project Executive Steering Committee Facilitator
- Ericka Warren, I-5 Rose Quarter Improvement Project Historic Albina Advisory Board Facilitator
- Megan Channell, I-5 Rose Quarter Improvement Project Director
- Monica Blanchard, I-5 Rose Quarter Improvement Project Deputy Director
- April deLeon-Galloway, I-5 Rose Quarter Improvement Project Communications and Public Involvement Manager
- Amber Ontiveros, I-5 Rose Quarter Improvement Project Owner's Representative Team
- Johnell Bell, I-5 Rose Quarter Improvement Project Community Oversight Advisory Committee Facilitator
- Steve Drahota, I-5 Rose Quarter Improvement Project Owner's Representative Team
- Natalie Warner, I-5 Rose Quarter Improvement Project Owner's Representative Team, technical support
- Meera Bowman-Johnson, I-5 Rose Quarter Improvement Project Owner's Representative Team, technical support
- Emily Wolff, I-5 Rose Quarter Improvement Project Owner's Representative Team, Notetaker

Guest Presenters

- Governor Kate Brown, State of Oregon
- Shannon Singleton, Governor's Office

Agenda

- Welcome, Introduction, Principles of Agreement
- Public Comment
- Project Update
- Getting to a Cover Recommendation
- Hybrid Decision Discussion
- Next Steps / Adjourn

Welcome, Introduction, Principles of Agreement

Dr. Steven Holt, Executive Steering Committee (ESC) Facilitator, welcomed participants and provided an overview of the meeting agenda.

Governor Kate Brown thanked committee members for their participation on this project and for serving the Historic Albina community. She expressed that it is critical to bring past and active stakeholders to the table to address the generational damage and make sure the project is designed to revitalize the community and bring economic opportunity. Governor Brown pointed out that the current federal administration provides a unique opportunity for funding this project that can serve as a national model. She also supports conversations around relocating Harriet Tubman Middle school to protect the students and youth of this area.

- Sharon Gary-Smith (HAAB) shared her appreciation for the intentional engagement and looks forward to the discussions to come.
- Bryson Davis (ESC) expressed appreciation for the ICA Team and their hard work at presenting so many options for the project.

Public Comment

No public comments.

Project Update

Megan Channell, Project Director, reminded the group that the Independent Cover Assessment team has completed their work and now it is up to the project team to take it to the next step. This includes determining the governance structure and community outreach for the highway covers. The Oregon Transportation Commission decision has been pushed to fall, giving us time to formulate a recommendation. Megan then provided clarification on the following topics in response to past questions from committee members: land and ownership, highway shoulder widths, highway crash data, and schedule delay impacts related to the Disadvantaged Business Enterprise Program.

- Bryson Davis (ESC) asked if the Executive Steering Committee will also be recommending an increase in the number of stories on the highway covers or if that is something that is being explored outside of this recommendation.
 - Megan explained that the design and orientation of the cover and ramps is what will dictate building heights. If there is a desire for taller buildings, this committee is within its

Joint Committee Meeting #3 Summary

jurisdiction to ask for further investigation.

- James Posey (COAC) asked if the hybrid 3 cover design would affect the project timeline. He also expressed concern for the lack of engagement from the Black community. He asked for a better understanding of who participated in the stakeholder meetings.
 - Megan expects a delay around Hybrid 3 in the technical analysis, but the project does expect to retain existing contracts. She will follow up on engagement statistics.
 - Kristen Sheeran shared that the State is having conversations around the intergovernmental agreement with Metro and local partners and hopes to have something come out of the Governor's office soon.
- Julia Brim-Edwards (ESC) expressed concern about Harriet Tubman Middle School in the decisions.
 - Kristen reiterated the Governor's priority for relocating the middle school to protect the students within Portland Public Schools.
 - Julia asked that this continue to be part of discussions moving forward.
- Dr. Carlos Richard (HAAB) asked if there is a process or tracking mechanism to record the concerns and values that are being brought forth.
 - Megan ensured him that restorative justice is one of the project's core values and ODOT wants the committees to continue to hold them accountable to those values.
 - Shannon Singleton shared that restorative justice is going to be the center stone of all of the conversations that happen with this project. There are many things at play when it comes to the harm done to this community that need to be part of these conversations.
- Steve Witter (ESC) believes that TriMet is part of the fabric of these communities and asked that transit is accounted for in all restorative opportunities.
- Estelle Love-Lavespere (HAAB) asked for statistics on engagement of displaced Black Albina community members in East Portland and how this group will be engaged moving forward. There hasn't been enough to engage these individuals, including figuring out how to bring them back to the Albina area.
- Nate McCoy (ESC) defined opportunity loss and opportunity costs. He asked that everyone think about money and what the community really needs on the project.
- Keith Edwards (HAAB) shared appreciation for Estelle's comments because the thoughts of her generation are what really matter here. Jumping the gun on decisions will cost us more in the long run – even if it won't benefit me, it will benefit my future generations.
- James Posey (COAC) shared concern that there is not a master plan to bring all these pieces together, including Harriet Tubman Middle School. There needs to be more of a blueprint and comprehensive plan that we can all understand.
- Dr. Carlos Richard (HAAB) reiterated that it is not difficult create a plan for racial and restorative justice. There are enough people on these committees to create a plan to operationalize racial justice which must stay at the forefront.

Getting to a Cover Recommendation

Megan Channell, Project Director, reviewed the project values and talked about what success looks like. She reminded the group of the decision to build a single cover, as opposed to two separate structures. Megan outlined the path to a recommendation and what that will mean.

Hybrid Decision Discussion

Steve Drahota, Project Team, talked through what a hybrid cover means for the different components of the project area.

- Keith Edwards (HAAB) shared that memorializing history, culture and coming together to create something lasting in this project are things we should prioritize.
- James Posey (COAC) responded to Dr. Carlos Richard and offered his time to put together a comprehensive plan, inviting others to participate in that effort.
 - Shannon Singleton, Governor's Office, heard loud and clear that the State should not be leading these plans. We need to reconcile who should lead community redevelopment.
 - Dr. Carlos Richard (HAAB) reiterated that we need remembrance to be half of the goal while the other half needs to be centered around wealth building and restorative justice.
 - Bryson Davis (ESC) suggested that the City or State be a facilitator or technical advisor to a community governance structure that can create this plan and make decisions.
- Estelle Love-Lavespere (HAAB) understood that ODOT would own the highway covers but asked whether the State or Metro would own and operate what is built on top.
 - Megan replied that ODOT would own the highway cover land but would like to step back and let the community direct what is built with different leasing options.
 - President Lynn Peterson (ESC) clarified that Metro does not have jurisdiction here but would like to partner with and be involved in the governance.
- Dr. Carlos Richard (HAAB) asked for clarification on community decision making, including how much money is proposed to be spent.
 - Megan stated that they don't have an answer to this yet, but this is definitely a question we will need to answer moving forward.
- Julia Brim-Edwards (ESC) shared appreciation for the plan and the flexibility. She expressed that all governments in the area need to be included as this effort progresses.
- Andrew Campbell (HAAB) asked if there are restrictions to how State or federal dollars can be spent. He also asked about the status of the design and where it will be when the committees make their recommendation.
 - Megan explained that federal funding usually has some restrictions attached that are not yet clear. The cover design concept is really only a preliminary design level (5 percent). The next step would be further the design to match to rest of the project (20 percent).
- Felicia Tripp Folsom (COAC) asked how to get the committees on the same page as far as information received and who acts the main conduit between the committees. She noted if Hybrid option 3 is what we decide to go with, then the committees need to all get on the

Joint Committee Meeting #3 Summary

same page so we can continue to move forward.

- Dr. Holt shared appreciation for her insight. Kristen Sheeran (ESC) clarified the ultimate decision maker on the design is the Oregon Transportation Commission. The Governor will also make a recommendation based on the outcomes of the convening meetings.
- Kevin Modica (HAAB) agreed that it would be wrong to not leverage the money coming from the new administration. He expressed his preference for keeping the project moving so that other projects, such as the Interstate Bridge Replacement Project, can also get going.
- Nate McCoy (ESC) asked if the committees will get an overview of the cost difference between Hybrid 1 and 3. He understands that the money is not there yet to fund Hybrid 3 and asked where the project is left without full funding identified.
 - Megan promised to follow up with more detailed information about cost.
- Leslie Goodlow (HAAB) shared concern for any significant differences between Hybrid 1 and 3 that might not get the community what they want and need. People need jobs, stability and safety now so that their kids can be more successful than their parents. We are losing ground because black people do not have access to good paying jobs and benefits that provide the safe and stable home for the next generation to thrive.
- Bryson Davis (ESC) is in favor of Hybrid 3 because of the land acreage it provides. He feels that connects to things like the Moda Center and other local businesses are important to the neighborhood feel of our goals.
 - Kristen Sheeran (ESC) reminded the group that it is ultimately the quality of the campus that is important. The Governor is looking for what is going to give the most to the community while also adhering to the project timeline.
- Andrew Clarke (HAAB) would also like to see the cost analysis between the hybrids but feels the groups are ready to make a recommendation. It will be important to have everyone at the table in the future to continue to keep the project in check.

Dr. Holt shared that the goals of the committee facilitators is to ensure authenticity and navigate these tough conversations.

Next Steps

Dr. Holt went over next steps, when the upcoming joint meetings will be and what the committees will cover in the coming weeks.

Adjourned

Dr. Steven Holt, Executive Steering Committee Facilitator, adjourned the meeting at 6:21 pm.

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

Joint Committee Meeting Response Matrix

ODOT is committed to being held accountable to the community, in particular the historic Albina community, for actions we take in response to the feedback we've heard. This matrix is a living document that will be updated following every I-5 Rose Quarter Improvement Project joint advisory committee meeting. The matrix lists specific information requests, action items, and project recommendations and ideas ODOT has received, and did not address directly as part of the meeting, from the board and documents how ODOT is responding. For a complete record of the discussions from each meeting, see the summary for each past meeting posted on the [events page](#).

Timing Key

Near Term: Zero to six months

Long Term: Six months to one year

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

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

Date	Source	Comment	Response	Timing	Responsible Party	Status
8/3/2021	James Posey Estelle Love-Lavespere	Could the Board be provided statistics on project engagement with the Black community and with those displaced from the community?	<p>Yes. Although, in most of our outreach efforts we haven't asked about or tracked the race of our participants. Where we have reached out specifically to the Black community, we can provide the following statistics:</p> <ul style="list-style-type: none"> • 45 community members who were members of the Black historic Albina community or have family members who were participated in a series of three targeted community workshops in February, April and June 2021 • Four rounds of canvassing 44 Black-owned businesses: one for each highway cover online open house (three in 2021) and one for a project online open house (October 2020) <ul style="list-style-type: none"> ○ 14 percent of the survey takers were Black and another 11 percent were other communities of color for the first two highway cover online open houses (2021) ○ 7 percent of members of the Black community participated in the project online open house survey (2020) • 48 members from the Black community participated in a poll on the project with a focus on the highway covers (September 2020) • 13 events with community-based organizations or associations serving the Black community and/or those displaced from Albina (2017-21) • 1 open house (2018), 2 Pastor's breakfasts (2017), and 2 events for the Black community (2018-19) and 1 neighborhood forum • 4 African American discussion groups engaging 39 participants (2019) • 17 stakeholder interviews with members of the Black community (2017) • 8 notifications in media outlets that publish content for African American audiences for the highway cover online open houses (2021) • 83 members of or organizations serving the Black community engaged through monthly project newsletters (2019-21) 	Short Term	ODOT	Complete

Date	Source	Comment	Response	Timing	Responsible Party	Status
8/3/2021	Nate McCoy Andrew Clarke	What is the difference in cost between hybrid 1 and 3? What will happen to the project if additional funding for the scenarios is not acquired?	The difference in cost between Hybrid 1 and Hybrid 3 is \$230 to \$260 million. The total cost for Hybrid 1 is estimated at \$950 to 990 million and the total Hybrid 3 is estimated at \$1.18 to \$1.25 billion. We have funding committed for the cost of the project (\$715 to \$795 million) as outlined in the 2020 Cost to Complete Report (that was based on 15 percent concept design in 2025 dollars where the construction midpoint is now 2027 and would need to be adjusted and escalated) through House Bills 2017 and 3055. Where we need to identify additional funding is for improvements beyond that baseline design, as well as design, development, construction and governance of buildings and programs on the covers. To fill that gap, everything is on the table and we are looking specifically at opportunities for federal funding and cost savings measures from the expertise of the construction contractor. Additionally, we would also be looking to work with project partners to capitalize on additional opportunities to fill the gap. Not securing additional funding would delay the project, as the team and/or the State pursue additional funding opportunities.	Short/Long Term	ODOT	Complete
1/25/2021	Jana Jarvis Lynn Peterson Steve Witter	What is the financing methodology and assumptions for funding sources?	For the larger project, in 2017 Oregon legislators passed House Bill 2017 "Keep Oregon Moving" which partially funds the I-5 Rose Quarter Improvement Project design and construction through \$30 million per year starting in 2022. As identified in the Cost to Complete Report reported to the Legislature in January of 2020, the total expected cost of the project is \$715 million to \$795 million. With the Construction Manager/General Contractor on board, the project team will update and refine the project cost estimates with contractor input as design progresses and a finance plan will be developed. In addition to the information above, this question was answered in the Joint Committee Meeting on August 17 .	Long Term	ODOT	Complete /Ongoing