



I-5 Rose Quarter Improvement Project Community Advisory Committee (CAC)

Meeting #3 Summary

MEETING DATE: July 23, 2020

MEETING TIME: 5:30-8PM

LOCATION: Zoom online meeting

This document is a summary of the I-5 Rose Quarter Improvement Project Community Advisory Committee (CAC) meeting on July 23, 2020 from 5:30 p.m. to 8 p.m. via Zoom. The [meeting presentation](#) and [video](#) provide additional documentation of this meeting.

CAC Members in Attendance

Andrew Campbell - REACH

Bianca Montás

Brad Baker - Eliot Neighborhood Assoc.

Brett Morgan - 1000 Friends of Oregon

Carolyn Stoudamire

Christopher John O'Connor

Claire Vlach - Oregon Walks

Cleo Davis

Clint Culpepper - Portland State University

Jasmine Gadie

Jenny Taylor - Go Lloyd

John Washington, Soul District Business Association

Jon Isaacs - Portland Business Alliance

Natasha Coleman

Robert S. Carroll - Columbia Pacific Building and Construction Trades Council

Saumya Kini

Steve Cackley

Tristan Isaac - Bus Riders Unite

CAC Members Not in Attendance

David Anchel

Diane Williams

Liv Lufkin – Portland Public Schools-
Student Seat

Pastor Craig Brown - St. Paul Missionary Baptist Church

Shawn Penney

Shannon Olive - WomenFirst Transition and Referral Center

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Staff Members

Christine Moses, I-5 Rose Quarter Improvement Project CAC Facilitator

Megan Channell, I-5 Rose Quarter Improvement Project Director

April deLeon-Galloway, I-5 Rose Quarter Improvement Project Public Involvement and Communications Lead

Brendan Finn, Director of ODOT Urban Mobility Office (UMO)

Johnell Bell, I-5 Rose Quarter Improvement Project Public Community Oversight Advisory Committee Facilitator

Dr. Steven Holt, I-5 Rose Quarter Improvement Project Executive Steering Committee Lead Facilitator

Ericka Warren, I-5 Rose Quarter Improvement Project Executive Steering Committee Co-Facilitator

Steve Drahota, I-5 Rose Quarter Improvement Project Design Manager

Susan Hayman, facilitation team support, I-5 Rose Quarter Improvement Project Owner's Representative Team

Natalie Warner, facilitation team support/notetaking, I-5 Rose Quarter Improvement Project Owner's Representative Team

Ray Outlaw, technical support, I-5 Rose Quarter Improvement Project Owner's Representative Team

Guest Presenters

André Baugh, I-5 Rose Quarter Improvement Project Disadvantaged Business Enterprise/On-the-Job Training (DBE/OJT) Team

Meeting Objectives

Meeting objectives included:

- Hear ODOT's response to last meeting's listening session and receive a project update.
- Learn and ask questions about the Project's DBE/OJT program.

Welcome and Introductions

The meeting was hosted as a Zoom Webinar format that enabled CAC 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 functions.

Welcome

Christine Moses welcomed CAC members to the third formal CAC meeting.

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Land Acknowledgement

Christine acknowledged the native inhabitants of the land including the Chinook, Kalapuya, and Clatskanie, Siletz, and Tillamook tribal nations.

Agreements

Christine spoke to the meeting agreements:

- Listen, believe, and reflect
- Accept non-closure for the moment
- Speak your own truth with compassion
- Listen to understand; don't listen to respond
- Value and celebrate each other's experiences
- Open hearts + open minds → Exploration of Possibilities
- Make space, then take space; be concise
- Bring your best thinking into the room
- Attack the problem, not the person
- Disagreement, frustration, and differences of opinion are acknowledged, explored, and addressed

Public comments

The agenda included time for members of the public to provide comments to the committee members. No public comments were received.

Reflection Question (Journaling)

Christine invited the CAC to reflect on the following question:

- What are two things you learned from the last meeting?

CAC members were given a few moments to write in their journals with this writing prompt.

Listening Session Response and Update

Christine reviewed that the last meeting was spent deeply listening to CAC members in order to address historical and current harms. Christine thanked CAC members for the thoughtful conversation and stated that ODOT would be given the chance today to respond to what they heard as a step toward rebuilding trust with the historic Albina community.

Statement from Brendan Finn

Brendan Finn thanked the CAC members for their participation and gave an overview of his experience serving as the Director of ODOT's UMO, and prior to that working as Governor Brown's transportation policy advisor and at the City of Portland. He has worked on several transportation projects involving the Albina community and in his current role, oversees large transportation projects in the Portland Area with a focus on doing business differently. ODOT

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acknowledges that the construction of I-5 through the Rose Quarter Area harmed the Black community and so ODOT's actions on the Project must be focused on benefitting the Black community. Recognizing that Albina Vision Trust (AVT), the City of Portland, and Multnomah County have stepped away from their partnership with the project, ODOT agrees with Governor Brown's statement that the Project will not move forward without the support of the Black community and wants the Project to align with AVT's vision around shared values of restorative justice and meeting statewide climate action goals. ODOT is working to bring AVT back to the table to help ODOT take the correct actions toward restorative justice. ODOT's hope is that the CAC will help to establish a path forward.

The group discussed the following topics following Brendan's presentation:

- **Timing and scope of the discussion of the CAC charter** – to be discussed at the following meeting.
- **ODOT's focus on mobility for motorized and non-motorized system users** – ODOT is working on embedding multimodal mobility into ODOT's urban projects moving forward, which is the work of the UMO. The Project includes several local street improvements which will benefit all modes of transportation. While in the past, ODOT was focused on mobility for motorized vehicles only, ODOT pledges to do things differently with a broader focus.
- **Support of Project partners** – AVT, the City of Portland, and Multnomah County are important partners and the Project will not move forward without them. It is important to ODOT to further the vision of AVT and the City of Portland's 2035 Comprehensive Plan, both of which include the Project. ODOT is working with AVT and the City of Portland to bring them back to the table as partners. ODOT knows that they need to win back the trust of community partners to move the Project forward.
- **African American and Native American discussion groups** – A CAC member asked why ODOT had not done more to address the concerns of the African American and Native American discussion groups. ODOT owns that it has not done enough to address these communities' concerns and is working to do more now.
- **Relationship to other projects** – The group discussed how the Project ties into tolling on I-5 and other projects. ODOT is taking a comprehensive approach to meeting mobility needs of all modes of transportation around the entire region and knows the tolling project is a key element of that. ODOT wants to advance tolling in an equitable way. ODOT is also looking at how the Project ties into the regional transportation system with the I-5 Bridge Project and I-205 Abernethy Bridge Project. ODOT will look for the CAC's input on how to tie in Project elements with other planned projects in the central city, such as the Green Loop.
- **Equitable safety** – The Project has been designed with a focus on equitable safety, which has been a largely internal process up until this point. ODOT will be looking to the CAC to bring them insights on how to best achieve this goal. The CAC members' input is important, as the primary user of the roadways. ODOT is looking forward to getting that specific input from CAC members through the CAC process.

ODOT welcomes skepticism and constructive criticism moving ahead, and looks forward to more input from the CAC. ODOT will keep showing up with action, not just words.

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Statement from Megan Channell

Megan went over what was heard at the last meeting, including:

- Rescope or cancel the Project
 - ODOT will better communicate project elements over which the CAC has influence. The Project is early in design and there is a lot of opportunity to help shape design and construction for the highway covers, local street improvements, and new bike/pedestrian crossing.
- Acknowledge past harms
 - The Project leverages opportunities to benefit the community. ODOT is committed to designing and building the Project in a way that does not exacerbate the past harms of construction of I-5.
- Engage, listen, and involve the historic Albina community sooner and more often
- Be accountable
- Be transparent
 - ODOT is working to engage the community and proposes a publicly visible accountability matrix to track and respond to community requests.
- Reinvest in the community including opportunities for job development, land ownership, businesses, and generational wealth
- Provide space to rebuild a sense of community, allowing those displaced to return, and honor their history
- Prioritize the health of Harriet Tubman Middle School students
 - ODOT will ensure the Project provides a benefit to the students and staff at the school. The Project is working with Portland Public Schools and may include construction of a new sound wall to reduce noise below existing conditions and potentially offer air pollution mitigation through emerging technologies. The Project would also construct a retaining wall to improve seismic resiliency of the site.
- Reduce greenhouse gas emissions
 - UMO is taking a systematic approach to address this goal.
- Improve safety for all users
 - ODOT will continue to bring this focus to the Project.
- Provide social services and community resources
 - ODOT will look to the CAC to help identify potential partnering opportunities with organizations that can provide social services such as mental healthcare services.
- Consider alternatives to highway changes
 - ODOT intends to take a holistic approach by implement tolling on I-5 and investing in bicycle and transit improvements as well as the Project.
- Construct a Project with Community Benefits
 - Opportunities for community benefits include the highway covers, improvements at Harriet Tubman Middle School, reduction of emissions on I-5, and economic opportunities for the historically harmed community.

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Megan presented examples from ODOT's proposed Accountability Matrix to track requests ODOT has received regarding the Project. Megan asked if ODOT missed anything from what was heard at the last meeting and for feedback on the Accountability Matrix.

- A CAC member asked about the recent notice of intent to award the construction manager/general contractor contract to Hamilton Sundt. Megan agreed to follow up about the details of how ODOT arrived at their decision after the procurement and negotiation process is complete.
- CAC members expressed the desire to establish the charter and see ODOT's concrete actions to address the CAC's concerns. Megan acknowledged that ODOT has moved too slow addressing the concerns and the CAC will move forward with the charter and design work at the following meeting.
- CAC members requested input on future meeting agendas.
- A CAC member asked ODOT to comment on AVT's statements related to stepping away from the Project. Megan stated that AVT shares concerns of the CAC of not moving quickly enough on design decisions to address stakeholder input.

Disadvantaged Business Enterprise (DBE)/On the Job Training (OJT) Program Overview

André Baugh provided an overview of the DBE/OJT Program

- Federally funded program to level playing field for DBE contractors
- DBEs are minority and/or women-owned businesses
- DBE contract goals, create opportunities for DBEs to get work
- CM/GC complies with ODOT DBE program requirements
- ODOT required to monitor CM/GC compliance
- Community Oversight required CM/GC Compliance
- Workforce and OJT Program to maximize opportunities
- Apprenticeship hours by trade for prime and subs –Reporting requirements – Monthly
- Penalties for non-compliance – Money
- Community Oversight Advisory Committee (COAC) to provide oversight advisory support

André provided an overview of the COAC:

- Members include:
 - DBE trade organizations
 - Workforce organizations
 - Community leaders
 - DBE contractors
- COAC roles include:
 - Provide expertise in the field, input into DBE and workforce specification and utilization of businesses
 - Liaise with community members
 - Provide oversight role supporting ODOT monitoring
 - Review DBE and workforce reports
 - Flag issues related to wealth generation

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- COAC Charter key points include:
 - Building the capacity of minority businesses for current and future projects
 - Building capacity in local underrepresented populations to meet local construction workforce needs
 - Furthering minority businesses' expertise to be successful with project contracting and subcontracting opportunities
 - Increasing local underrepresented populations' skills/access to construction trades
- Organizations consulted in developing specifications for the DBE/OJT Program include:
 - Asian Pacific Islander Coalition (API)
 - COAC
 - Hispanic Metropolitan Chamber of Commerce (HMC)
 - LatinoBuilt
 - Metropolitan Contractor Improvement Partnership (MCIP)
 - Ministerial Alliance
 - National Association of Minority Contractors (NAMC)
 - Professional Business Development Group (PBDG)
 - Oregon Association of Minority Entrepreneurs (OAME)
- Community takeaways include:
 - Transparency and accountability
 - Prime monitoring
 - Meet DBE and workforce goals – local
 - Multiple subcontracting opportunities
 - Priming opportunities – create wealth
 - Mentor protégé, technical assistance, and networking
 - Prompt payment
- Specification Highlights
 - Goal range in the request for proposal (RFP) is 18-22%
 - ODOT will specify a separate assigned DBE contract goal for each Early Work Amendment, the GMP Amendment and, as applicable, other Amendments or Change Orders – about \$100 million dollars or more
 - Apprenticeship goal: 20% by trade (exception of Operating Engineers which has a 15% goal)
 - Aspirational targets: 25% minority male; 14% female
 - Mentor Protégé Program: Mini CM/GC for up to 3 small businesses at each milestone, for up to 10 years
 - Technical assistance to be provided to interested and selected small subcontractors
 - Acceptable Worksite Program—Harassment/ discrimination free
 - Diversity Coordinator with significant responsibility
 - DBE and work DBE and workforce tracking and reporting, including apprenticeships, internships and other items – monthly results are public
 - Subcontracting plan will increase opportunities for smaller DBEs
 - Contractor shall generate subcontracting opportunities for wide participation and not limited to the same few major subcontractors
 - Ability to generate wealth

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- Contractor will build a diversity plan with COAC input to meet contractual specifications and community goals
- Includes specifics on DBE and subcontracting in minority community
- Workforce development and usage by sub and overall and recruiting from minority community
- Key Timelines
 - Onboarding CM/GC in late summer or early fall 2020
 - Establish design concepts spring 2021
 - Refine design solutions winter 2021
 - Construction starts in 2021
 - Finalize design details spring 2022
 - Dollars start flowing to DBEs and Workforce late 2021 or early 2022

The group discussed the following topics:

- **Appreciation for the presentation** – Many CAC members expressed gratitude for the presentation and support for the DBE/OJT program
- **Benefits to the Black community** – A CAC member expressed concern that the DBE/OJT program did not explicitly state that it would be aimed at helping the Black community. André affirmed that while the program documentation does not state it explicitly, the Black community will be the program's focus.
- **Feedback on the meeting agenda** – Some CAC members expressed a desire to have more input on the content of meeting agendas moving forward.
- **Clarification on apprenticeship goals** – Operating engineers have lower apprenticeship goals than other trades because there are higher ratios of journey-level workers required.
- **Bidders for CM/GC** – Two firms submitted competitive bids for the CM/GC contract: Hamilton Sundt and Kiewit. The notice of intent to award was issued, and because the contract was still under negotiation, details about the two proposals could not be discussed.

Next Steps (Information)

Christine reviewed next steps and advised the next meeting would be held August 20.

Adjourn

Christine thanked everyone for their participation and adjourned the meeting.