



I-5 Rose Quarter Improvement Project Executive Steering Committee (ESC)

Meeting #4 Summary

MEETING DATE: October 26, 2020

MEETING TIME: 3:00 - 4:30PM

LOCATION: Zoom online meeting

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

ESC Members in Attendance

ESC Chair: Alando Simpson, Vice Chair,
Oregon Transportation Commission (OTC)

Leah Horner- Governor's Office, Regional
Solutions Director and Jobs and Economy
Policy Advisor

Lynn Peterson- Metro, President

Dr. Ebony Amato- N/NE Community
Development Initiative

Marlon Holmes- N/NE Housing Strategy

Nate McCoy- National Association of
Minority Contractors, Executive Director

Brendan Finn- Oregon Department of
Transportation (ODOT), Urban Mobility
Office

Jana Jarvis- Oregon Trucking Association,
President

Julia Brim-Edwards- Portland Public
Schools, PPS Board Member

Doug Kelsey- TriMet, General Manager

Bryson Davis- Williams and Russell Project

ESC Members Not in Attendance

Robert Camarillo - Oregon Building Trades, Executive Secretary

ESC Meeting Summary

Staff Members

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

Megan Channell, I-5 Rose Quarter Improvement Project Director

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

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

Johnell Bell, Community Oversight Advisory Committee, Facilitator

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

Natalie Warren, technical support, I-5 Rose Quarter Improvement Project Owner's Representative Team

Sofia Alvarez-Castro, notetaking, I-5 Rose Quarter Improvement Project Owner's Representative Team

Guest Presenters

Sam Imperati, Independent Highway Cover Assessment facilitator, Institute for Conflict Management

Nolan Lienhart, Independent Highway Cover Assessment, ZGF Architects

Charles Kelly, Independent Highway Cover Assessment, ZGF Architects

Olivia Moss, Independent Highway Cover Assessment, HR&A Advisors

Katie White, Independent Highway Cover Assessment, ARUP

Meeting Objectives

Meeting objectives included:

- Receive project update from ODOT
- Adoption of ESC Charter and Values
- Receive an update from the Project's Independent Highway Cover Assessment

Welcome, Introduction, Principles of Agreement

Dr. Steven Holt and ESC Chair Alando Simpson welcomed members to the ESC meeting. Dr. Holt briefly reminded the group of the principles of agreement and reviewed the agenda.

Public Comment

The following individual provided oral public comment:

- John Lee, Clark County, reminded the committee of their overwhelming goal to reduce traffic congestion. See [I-5 Rose Quarter Project- ESC Meeting \(October 26, 2020\)](#), [Video], 15:39.

Director's Update

Megan Channel, Project Director, provided a project update:

- On behalf of ODOT, Megan acknowledged the harms to people of color, especially to the Black community in Oregon past and present, from the construction of the interstate highway system. The I-5 Rose Quarter Improvement Project is committed to addressing the past harms and wrongs by centering the project on the voices of the Black community and working collaboratively and transparently to create a rejuvenated and reconnected historic Albina.
- Megan updated the ESC on the project schedule, key milestones, sequencing, and timeline of the project. Megan noted that ODOT has moved the 30 percent design milestone from spring 2021 to late 2021 to ensure the project team has enough time to incorporate the Independent Highway Cover Assessment work.
- Megan reminded ESC members about ODOT's intent to award the contract for Construction Manager/General Contractor to Hamilton Sundt, a joint venture with Raimore Construction.
- Megan updated the ESC on the updated project governance structure and noted the connection to the new Historic Albina Advisory Board (HAAB) and the Independent Highway Cover consultant team.

Johnell Bell, Community Oversight Advisory Committee (COAC) Facilitator, provided a brief COAC update:

- COAC is brainstorming 1) how to ensure the project construction embodies diversity, equity, and inclusion principles in regard to people of color's experience on the worksite; 2) the need to disaggregate DBE and workforce goals, and 3) ideas for tools that the COAC and ODOT could use to hold the CM/CG accountable to community goals.
- COAC will be adding new members as they step into the new oversight capacity. Representatives from the Oregon Building Trades and NW College of Construction are recent additions.
 - *Member suggested that the COAC should have a representative from the Bureau of Labor and Industries to ensure that there is Black and Brown representation of building trades.*

Charter and Values

Dr. Holt reminding members they had reviewed the charter and values in their one on one conversations. First for the charter, and then for the values statements, Dr. Holt asked each member via roll call to signify their agreement with these documents. With one exception, the committee members voted to approve the [charter](#) and [values](#). ESC member Julia Brim-Edwards, Portland Public Schools, voted against supporting the values statement.

Julia declined to support the values statement due to her belief that the Climate Action and Improved Public Health value: *The project will improve air quality on the grounds of Harriet Tubman Middle School and Lillis-Albina Park*, did not sufficiently articulate a metric for this desired outcome. After additional discussion, Dr. Holt asked the ESC to table this topic to move

ESC Meeting Summary

onto other committee business. He assured Julia that there would be a future opportunity for additional discussion of her concern.

Independent Highway Cover Assessment

Sam Imperati, Independent Highway Cover Assessment (ICA) facilitator, with ICA team member Nolan Lienhart gave an overview [presentation](#) of what was heard from the ESC last month. The presentation included the following highlights, which also capture ESC questions, comments, and suggestions. Nolan revisited the project timeline with updated process milestones and dates.

- The ICA team will answer the three questions asked by the OTC:
 - How can this project serve community aspirations on the highway covers and areas immediately adjacent to the highway covers, within the area of potential impact as defined in the EA?
 - What modification to the current design and configurations of the highway covers would be needed to reflect a broader community vision for development of the project area?
 - Are there any other architectural and engineering considerations to feasibly promote economic development and growth potential, consistent with the community's vision?
- The ICA organizational chart includes OTC, Agency project director, ESC, Independent Cover assessment team, HAAB, and community/stakeholder workshops.
- Work based on a set of scenarios:
 - Base case: The NEPA Environmental Assessment
 - Scenario 1: Limited to the NEPA Environmental Assessment Area of Potential Impact (API)
 - Scenario 2: May extend beyond the NEPA Environmental Assessment API
 - Scenario 3: Determined by the ESC
- How can the ESC ensure ICA team is protected and able to conduct an independent assessment without fear of any backlash? ICA responded:
 - One-on-one interviews are underway to discuss the options.
 - ESC is the functional client of the ICA. The third cover scenario will be the result of an iterative process based on what the ESC wants. The ICA will not be making recommendations, they will only be making objective analysis.
- What relationships do the ICA consultant firms have with project stakeholders? ICA responded:
 - Portland is small, ICA team members have worked with many people in the area and through those experiences have proven trustworthy.
 - President Lynn Peterson is concerned that there isn't a liaison from the ESC to the consultant group. A liaison could help ensure the analysis is independent. Someone who can get updates at a regular interval and can raise issues with ODOT (who controls the ICA contract.) She recognizes there are budget issues and a contract for

ESC Meeting Summary

- scope, however it would be helpful. She also suggested there be a safe place to voice concerns, something like an auditor's hotline.
- What does meaningful public engagement look like? Community members may not feel comfortable participating in another government engagement program, so what can be done? ICA responded:
 - There will be companion community workshops during the three proposed work sessions in coordination with anticipated ESC meeting agendas. Outreach, information, and surveys will be sent by the ICA team and through the ESC with advice from the HAAB.
 - Interviews are helping the ICA team identify who else should be brought into the conversations. All findings will be packaged and brought to the ESC for their consideration.
 - Chair Simpson wanted to ensure that as community members are brought in, they are given the thorough context about how things work. It is one thing to say "what do you think about a highway cap," and another to provide the context around it, such as the construction schedule, the legalities, and the financial impacts. He doesn't want the public misinformed and does not want the public to feel they are being guided to a particular cover decision.
 - Nate McCoy noted that with the amount of outsiders on the ICA, it would be helpful for community members to have an infographic of ICA team member showing people's backgrounds, a picture, and what they bring. For community members, you can get anxiety about outsiders coming in.
 - Doug Kelsey stated the process seems good and is hoping for regular check-in points for calibration so course corrections can be made.
 - Nolan Lienhart stated there are check-ins built into every work session. We will find out how the process is going and are we talking to the right people? It's a fast timeline, so these check-ins are vital to remaining on course.
 - The Highway Cover Committee (HC3) with representatives from ODOT, Metro, and Portland Public Schools will serve as the staff working group to support the ICA process and will review and provide input on the deliverables to the ESC. The HC3 will provide a forum for the discussion of ICA work progression, schedule, change management and other relevant topics.
 - Is the current HC3 membership sufficient to perform this role? Should additional community representatives be added?
 - Doug Kelsey – Maybe a representative from Tri-Met
 - Chair Simpson – We should be mindful that needs may change as the election cycle ends.
 - President Lynn Peterson – Seconds Tri-Met. Their expertise would include getting on and off stops. Fundamentally, she wants a representative from the ESC. Volunteers from this committee should provide this oversight.
 - Sam Imperati asked, "What about Historic Albina Advisory Board?" Members of the board provided their agreement.

ESC Meeting Summary

- Bryson Davis said it would be helpful if we could get someone who can bridge the communication gap between the committees and the community at large. This would also help with ensuring that the evaluation work can be shared with people in a way that they can understand.
- President Lynn Peterson – it shouldn't be up to the HC3 to determine its own members. We need the folks who can make bridges from the committee to the community. Sam – agrees, the decision lies with the ESC.
- Nolan Lienhart presented real world examples of highway covers by briefly showing different types, how they fit into the surrounding context, and what makes them successful. The examples provided by Nolan Lienhart and Kate White were Klyde Warren Park in Dallas, Fenway Center in Boston, Hance Park in Phoenix, and Presidio Parkway & Tunnel Tops in San Francisco.
 - President Lynn Peterson offered to provide additional examples offline.
 - Chair Simpson said there are other examples of caps in communities that are like this project and they would be useful to consider.
 - Marlon Holmes asked about the estimated cover area.
 - Megan Channell replied: generally the area from I-84 (south end) to I-405 (Freemont bridge) north end. Highway covers are envisioned to cover Broadway/Wielder/Williams/Vancouver over I-5.
 - Nate McCoy was interested in discussing the types of spaces that may be on the cap such as housing, mixed use, office space, or training centers? Our City is wrestling with a lot, and it all starts and stops with housing and a job.
 - Dr. Holt replies – that will be the work of the HAAB.
 - Doug Kelsey noted that looking at these examples, he is curious about the funding mechanisms and models we could look at.
 - Members were encouraged to email the ICA team if they have any questions about the highway covers or if there are other examples the team could explore.
- The ICA team's next steps include the ICA team completion of the one-on-one conversations with ESC members. At the next ESC meeting, the ICA team will address outcomes of the facilitation needs assessment and present a refined plan for community workshops and engagement.

Next Steps

Dr. Holt asked members to indicate via email if they would agree moving the December ESC meeting one week earlier to accommodate holiday-related vacations. Dr. Holt thanked committee members for their participation and adjourned the meeting at 4:30 pm.

Adjourn

Note: The meeting was hosted as a Zoom Webinar format that enabled ESC 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 were able to view the presentation slides).