



I-5 Rose Quarter Improvement Project Historic Albina Advisory Board

Meeting #4 Summary

MEETING DATE: March 16, 2021

MEETING TIME: 4:00 – 6:45PM

LOCATION: Zoom online meeting

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

Historic Albina Advisory Board Members in Attendance

- Sprinavasa Brown
- Andrew Campbell
- Andrew Clarke
- Leslie Goodlow
- Estelle Love-Lavespere
- Pastor Richard Probasco
- Dr. Carlos Richard
- Serena Stoudamire-Wesley
- John Washington
- Keith Edwards
- Sharon Gary-Smith
- Carl Talton

Historic Albina Advisory Board Members Not in Attendance

- Kevin Modica

Staff Members

- Ericka Warren, I-5 Rose Quarter Improvement Project Historic Albina Advisory Board Facilitator
- Dr. Steven Holt, I-5 Rose Quarter Improvement Project Executive Steering Committee Facilitator
- Johnell Bell, I-5 Rose Quarter Improvement Project Community Oversight Advisory Committee facilitator
- Monica Blanchard, I-5 Rose Quarter Improvement Project Deputy Director
- April deLeon-Galloway, I-5 Rose Quarter Improvement Project Communications and Public Involvement Manager
- Mike Baker, I-5 Rose Quarter Improvement Project Manager
- Steve Drahota, I-5 Rose Quarter Improvement Project Owner's Representative Team
- Alex Cousins, Board 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

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- Erin Kielhorn, technical support, I-5 Rose Quarter Improvement Project Owner's Representative Team
- Emily Wolff, notetaker, I-5 Rose Quarter Improvement Project Owner's Representative Team

Guest Presenters

- Brendan Finn, ODOT Office of Urban Mobility Director
- Lucinda Broussard, ODOT Toll Program Director
- Jeana Wooley, Independent Highway Cover Assessment facilitator
- Nolan Lienhart, ZGF, Independent Highway Cover Assessment team

Agenda

- Welcome, Introduction, Agenda Review
- ODOT Urban Mobility Office Update
- Public Comment
- Committee Updates
- Charter Review and Subcommittee
- Project Design Update
- Independent Highway Cover Assessment
 - Workshop #1 Recap
 - Workshop #2 Preview
- Next Steps

Welcome, Introduction, Agenda Review

Ericka Warren, Board facilitator, welcomed participants, reviewed the agenda and the principles of agreement.

ODOT Urban Mobility Office Update

Brendan Finn, Urban Mobility Office Director, provided an overview of House Bill 2017 and the set of tools included to solve safety, seismic and bottleneck issues across the region. He gave a quick overview of the Comprehensive Congestion Management and Mobility Plan for investment and implementation of these tools and strategic projects, including the I-5 Rose Quarter Improvement Project, Interstate Bridge Replacement Program, and the Oregon Toll Program.

Lucinda Broussard, Toll Program Director, explained modern day tolling and why it is a great solution for Oregon. The project is currently in the planning phase and ODOT is working to center equity in the program through the Equity Mobility Advisory Committee.

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- Sharon Gary-Smith asked how it is determined where tolls start and stop.
 - Lucinda responded that the Value Pricing Feasibility Analysis was completed after House Bill 2017 identified potential project extents.
- Andrew Clarke asked about the when the proposed Toll Program decision in 2023 will be in effect.
 - Lucinda responded 2025 and 2026.

Public Comment

There were no public comments provided at the meeting.

Committee Updates

Johnell Bell, Community Oversight Advisory Committee Facilitator, reported that the committee is working on recommendations for the disadvantaged business enterprise and workforce diversity program, developing advice for the Construction Manager/General Contractor, and developing the 2021 Diversity Plan.

Dr. Steven Holt, Executive Steering Committee Facilitator, reported that the committee reviewed the Hancock-Dixon Design Modifications and received the Independent Highway Cover Assessment presentation.

- Leslie Goodlow asked about the breakdown of the hard and soft costs for the Disadvantaged Business Enterprise/On-the-Job Training goals.
 - Johnell responded that the Community Oversight Advisory Committee is currently working with the Construction Manager/General Contractor to create goals and opportunities for African Americans, apprentices, and others. The draft goals are set per package and will be reported on for each group. The committee is also pushing the contractor to look at this goal as a floor and identify additional aspirational goals and strategies for achieving benefits beyond the contract 18 to 22 percent goal.
- Committee members expressed concern that the goals are low. Keith Edwards asked what safeguards will address immediate issues during the project for the workforce.
 - Johnell stated that Raimore Construction has deep ties to the Historic Albina area and have been helping the team understand the design needs of the area. The project team will also work to ensure results by staying on top of issues through regular reporting and transparent communications and processes.

Charter Review and Subcommittee

Ericka prompted the group to consider and discuss approving their Charter.

- Keith asked for more information about the purpose of the Board, particularly related to how their work would support the project in generating community wealth.
 - Ericka responded that the Board's role is to help identify what that support looks like and the partnerships needed to create that support.

Following these questions, Board members unanimously voted to approve the Charter.

Project Design Update

Steve Drahota, I-5 Rose Quarter Improvement Project design team member, provided a design overview of the project including the area boundaries and six major components.

The key question for this area is what we do with the different spaces we have available to develop. Steve presented the Hancock Extension design concept and the Clackamas Bridge element, which is a critical link to the City of Portland's [Green Loop](#) project.

- Andrew Campbell asked if there has been conversation about economic development opportunities on either side of the Clackamas bridge.
 - Steve explained that is the exact conversation the design team wants to have with the Board – how we make the atmosphere around this bridge vibrant.
- Andrew Clarke asked whether the Hancock Extension will run through any of the highway cover uses or buildings that may be developed around it.
 - Steve noted that the Independent Cover Assessment team is looking at the Hancock Street connection and asking how that will influence the cover and buildability.
- Sharon Gary-Smith asked whether there have been consideration of the Hancock Extension as part of development of the highway cover options.
 - Steve responded that this is an ongoing conversation about what the ultimate connection looks like by extending Hancock to lower Albina. The project wants to provide the opportunity for and accommodate this low-income housing development.

Steve then described the auxiliary lanes included in the project, explaining that the lanes create more time and space for merging, emergency responders to move safely, and the potential for bus on shoulder. Steve explained the I-5 typical cross section and the different purposes of the lanes, auxiliary lanes, and shoulders. He also described the variation in how this cross section is incorporated in right-of-way in different locations along the highway due to a number of considerations.

Steve also explained improvements providing benefits to Harriet Tubman Middle School, including a sound wall and a retaining wall.

- Andrew Campbell asked whether the green space in the right-of-way located by Harriet Tubman Middle School will include trees or vegetation for capturing carbon.
 - Steve indicated that the team has identified initial solutions (such as vegetation) but will work to identify best practice solutions in partnership next year.
- Sharon Gary-Smith asked if the new auxiliary lane would fix the short merge just below Harriet Tubman Middle School and those exiting to get to I-405.
 - Steve indicated the auxiliary lanes would definitely help address traffic conflicts and increase the space and time available for vehicles to merge.
- John Washington asked how the sound wall minimizes noise.
 - Steve explained that sound walls reduce noise penetration, but that Portland Public Schools will make the ultimate decision as to whether they want a wall built or not.

Steve provided more information about redevelopment opportunities and property impacts of the project and noted that there will be future conversations on additional design details at upcoming Board meetings.

Independent Highway Cover Assessment

Workshop #1 Recap

Jeana Woolley reviewed the goals and process of the first project Work Session focused on the communities' priorities and vision for restorative justice for the Historic Albina community. There were 48 participants at the workshop.

- Keith Edwards asked about the age of the participants.
 - Jeana responded that the workshops included participants from a range of ages from teenagers through seniors.
- Sharon Gary-Smith asked if there were any surprising discussions outside of the categories the team presented.
 - Jeana responded that the team was not surprised by the discussions, but there were new ideas within the categories provided. She noted that a written summary of the information gathered would be provided to the Board for review.

Jeana asked the Board if there is anything the team missed in the list of priorities presented.

- Keith Edwards expressed that any history or museum should be interactive.
- Andrew Clarke asked about what the team means by “developing scenarios”.
 - Jeana clarified that the team is looking at land use in the scenarios to help figure out the best options for overall community redevelopment. The team will propose scenarios based on community feedback in the next Board work session on April 20.
- Estelle Love-Lavespere asked whether there will be another opportunity to get community input on the highway cover information.
 - Jeana noted that the team is working on a better set up for the next online open house opening on April 16th. The next workshops will be on April 15th and 17th.
- John Washington expressed concerns with the many moving parts of the process.
 - Jeana stated it is important to keep in mind that the Oregon Transportation Commission asked the Independent Cover Assessment Team to provide alternative ways of approaching the covers that might better support community aspirations, while the project team continues their work on the project as laid out by the legislature at the same time.

Workshop #2 Preview

The Independent Cover Assessment Team is preparing for Work Session 2 in April that will review potential scenarios for the highway cover.

Next Steps

Ericka reviewed the six-month work plan, highlighting the Independent Cover Assessment work. Dr. Holt gave a tribute to Women's History Month and adjourned the meeting at 6:44 p.m.

Adjourn

Note: The meeting was hosted as a Zoom Webinar format that enabled Historic Albina Advisory Board 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).

Historic Albina Advisory Board 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 meeting of the I-5 Rose Quarter Improvement Project Historic Albina Advisory Board. 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

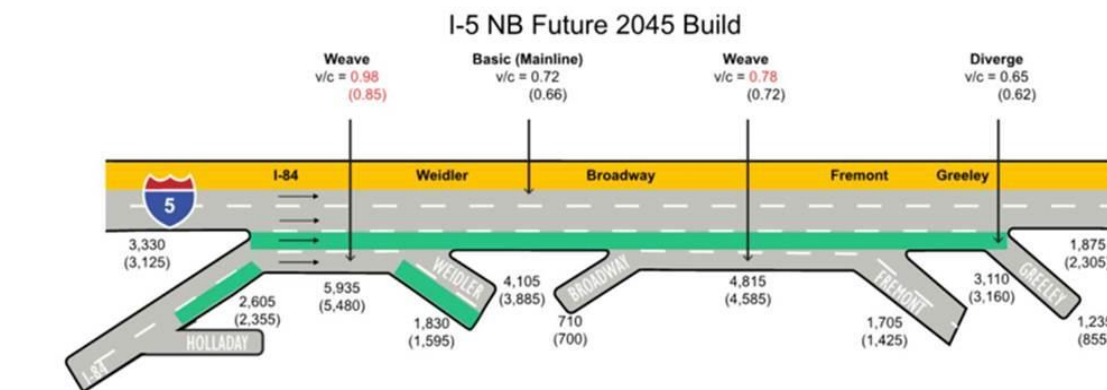
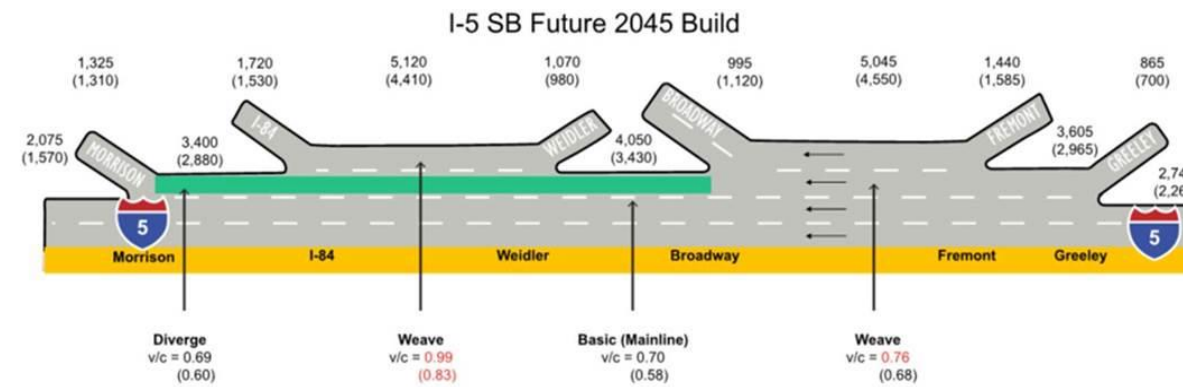
During Construction: Activities to take place during or specific to construction

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 |
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| 3/16/2021 | Keith Edwards Sprinavasa Brown Sharon Gary-Smith Andrew Campbell | <p>Could we be provided with more information about the impacts in the Environmental Assessment and the Environmental Peer Review process?</p> <p>Who was the peer review panel, what were their credentials, and how they were selected? Do these practitioners possess the knowledge and ability to consider emerging science impacts with cultural concerns and interests to mitigate harm to Harriet Tubman Middle School and community?</p> <p>Could the panel share more information about their analysis of the potential environmental impacts and benefits and potential improvements or opportunities specific to Harriet Tubman Middle School?</p> | <p>As part of the Board packet for the April 6 meeting, we have provided fact sheets about the Environmental Assessment and Environmental Peer Review as part of the Board packet for background for the meeting. The panel was selected and convened by Grace Crunican, MBA, Crunican LLC. Before opening her own business, Grace held key leadership posts in the transportation sector over her 40-year career and is highly respected in the industry. The panel included the following technical experts with credentials related to air quality, greenhouse gas emissions, and noise analysis and impacts, as well as experience addressing cultural and community concerns and creating community benefits:</p> <ul style="list-style-type: none"> • Song Bai, Ph.D., P.E., Manager, Emissions and Community Exposure Assessment, Bay Area Air Quality Management District • Andrew Eilbert, MS, Physical Scientist, Environmental Measurement and Modeling Division, US Department of Transportation Volpe Center • Deborah Jue, MS, Principal and CEO, Wilson Ihrig Acoustics, Noise and Vibration • Dr. Beverly Scott, Ph.D., CEO, Beverly Scott and Associates • Tim Sexton, MS, MPH, AICP, ENV SP, Assistant Commissioner, Chief Sustainability Officer, Minnesota Department of Transportation • Charles Shamon, J.D., Assistant Counsel, New York City Department of Environmental Protection <p>The Board will hear more information about the Environmental Assessment from the Project Director and about the Environmental Peer Review panel, independent process, and findings from several of the panelists at the next meeting on April 6. The Board's questions will be provided to the members of the peer review panel in advance so that they can provide more information in response during the presentation.</p> | Near Term | ODOT | In Progress |
| 3/16/2021 | Leslie Goodlow | Can you provide more information on the Disadvantaged Business Enterprise/On-the-Job Training Program goals, particularly related to the | As the Community Opportunity Advisory Committee, the committee was instrumental to the Disadvantaged Business Enterprise/On-the-Job Training Program goals. Now in the role as the Community Oversight Advisory Committee , the committee is helping ODOT oversee the | Near to Long-Term | ODOT, Construction Manager/ | In Progress |

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| <p>Keith Edwards Sharon Gary-Smith</p> | <p>aspirational goals for benefits beyond the contract target range that the Community Oversight Advisory Committee is working toward? How do we build in consequences for not adhering and set the bar for achievement to be intentional as well as aspirational? How will the project advisory committees be involved in this process?</p> | <p>construction team, provide accountability toward meeting program goals, and develop a successful program that maximizes Disadvantaged Business Enterprise and local minority and women workers. The Construction Manager/General Contractor is required to meet a goal range of 18 to 22 percent use of Disadvantaged Business Enterprises, a 20 percent goal for apprenticeships, and goals for 25 percent minority male and 14 percent female workers. These goals were calculated based on the availability of firms and workforce projections. The goals must also meet federal regulations and civil rights compliance to level the playing field for Disadvantaged Business Enterprise businesses and the workforce.</p> <p>To achieve and go beyond these goals, the Construction Manager/General Contractor will actively develop the local workforce, which may include a combination of working with local pre-apprenticeship programs, trade organizations, unions, and advocacy groups; directly reaching out to members of the community to encourage individuals to get into workforce apprenticeship programs; fostering mentorship opportunities on the work site; and providing individualized support to help ensure apprentices complete their programs. The general contractor will also engage Disadvantaged Business Enterprises, break up work packages into smaller contracts amounts and advertise those opportunities to smaller contracting firms. There will be a wide range of contract values available to contractors on this project, from as small as a few hundred dollars to as large as several million dollars.</p> <p>Currently, the committee is working with the Construction Manager/General Contractor on developing the Diversity Plan that includes provisions for how specifically the Disadvantaged Business Enterprise/On-the-Job Training program will be developed and the aggressive workforce disadvantaged business goals will be achieved. Highlights of the Diversity Plan include the following:</p> <ul style="list-style-type: none"> • Flexibility to package, sequence work in manageable, right sized opportunities for firms • Strategies tying workforce diversity with Disadvantaged Business Enterprise contracting, to build a diverse pipeline of workers • A Diversity Coordinator with track record w/local minority, capacity building • An alternative to low-bid procurement (i.e., best value as scoring criteria for selection) • Disadvantaged Business Enterprise capacity strategies • A diversity subcontracting plan • A Workplace Culture Assessment • Workforce & Equal Employment Opportunity goal monitoring • Apprenticeships and training • A mentor protégé program (Including at least three Mini Construction Manager/General Contractor prime contractor opportunities) • A student mid-management internship program • Tailored technical assistance based on individual firm GAP analysis <p>The committee will be receiving disaggregated Disadvantaged Business Enterprise and workforce dashboard reporting on a monthly basis. Additionally, some of the tools that will be used to create accountability for the program goals include:</p> <ul style="list-style-type: none"> • A hard Disadvantaged Business Enterprise goal; • Liquidated damages on apprenticeship goals; | | <p>General Contractor, Community Oversight Advisory Committee</p> | |
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| | | | <ul style="list-style-type: none"> No termination, substitution of Disadvantaged Business Enterprises without ODOT approval; and Mini-Construction Manager/General Contractors that are approved by ODOT. <p>We will continue to provide updates to the Board regarding the work of the Community Oversight Advisory Committee following their meetings. We will also provide a follow-up presentation with more detail on the Disadvantaged Business Enterprise/On-the-Job Training Program at a future Board meeting.</p> | | | |
| 3/16/2021 | Andrew Clarke | How much of the City's green loop has been implemented? | The Green Loop is led by the City of Portland. The project includes some existing connections, including part of the SW Moody trail (between Harbor Drive and SW Porter), the Broadway Bridge and the Tilikum Bridge. The Earl Blumenauer Pedestrian and Bicycle Bridge across I-84 is the first major element of the green loop currently under construction (planned for completion this year). The rest of the green loop is currently being planned or designed as part of other projects including the I-5 Rose Quarter Improvement Project, U.S. Post Office redevelopment, and South Park Blocks planning effort. | Near to Long-Term | ODOT | In Progress |
| 3/16/2021 | Sharon Gary-Smith | Can you provide more information on the considerations for the Hancock Extension to demonstrate why selecting one or the other would achieve more benefits (e.g., uses, connections to potential redevelopment or replacing lost housing)? | We will continue to provide updates at Board meetings regarding our work with the Paramount Apartments developer on the Hancock Extension design. We will also invite Edlen & Co. back to a future meeting to provide more information on the opportunities available with the different design options. | Near to Long-Term | ODOT, Project Stakeholders | In Progress |
| 3/16/2021 | John Washington | Is it still true that there are two locations on I-5 within the project area that cannot be mechanically addressed to fix the congestion? | <p>On I-5 near the highway covers, congestion levels will be within the standard range for urban freeways (based on the volume-to-capacity ratios identified in the Highway Design Manual). One area of the highway between the Fremont entrance and exit ramps and the Broadway exit and entrance ramps (where multiple lanes merge and weave together) is projected to operate slightly above the congestion standard in the future. However, congestion will still significantly improve compared to today.</p> <p>Additionally, the area of the highway between the I-84 exit and entrance ramps and the Weidler Street exit and entrance ramps is also expected to operate above the congestion standard in the future, particularly during the morning rush hours. This is because of the high number of vehicles using ramps to enter and exit the freeway within the same area, creating weaving traffic movements.</p> <p>The figure included below shows where congestion levels will still above the standard in the future with the project as indicated in red (for the volume-to-capacity or v/c ratios) for the morning rush hour and evening rush hour (evening hour ratios are shown in parentheses).</p> | Near Term | ODOT | Complete |



■ New Lane
 XX = Weekday Second AM Peak Hour (8-9 AM) Volume
 (XX) = Weekday Second PM Peak Hour (5-6 PM) Volume
■ v/c ratio exceeds HDM mobility target of 0.75 for the Build peak hour

I-5 Northbound and Southbound Second Hour

Early in the planning process, a “braided ramp” design option was considered to reduce conflicts from weaving vehicle movements and improve freeway operations. However, this design alternative was not recommended because of the additional off-freeway right-of-way impacts it would have to the nearby neighborhood, including the local streets and buildings.

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| 3/16/2021 | Keith Edwards | What is the new on-ramp from the north going south on I-5 going to look like when there is an event at the Rose Garden or Coliseum? | The relocation of the I-5 Southbound on-ramp from Ramsay to N Weidler would change how traffic travels after events. The section of N Wheeler Ave between Weidler Street and Ramsay Way will be revised to provide one southbound lane with two new northbound travel lanes. There will be a new signal constructed at the intersection of Wheeler Ave/Ramsay Way/Williams Ave to provide two new left turn lanes from the Moda Center Garden Garage as well as accommodate improved street crossings for bikes and pedestrians accessing the new Clackamas Overcrossing. | Near Term | ODOT | In Progress |
| 3/16/2021 | Keith Edwards | What steps are being taken to minimize traffic congestion during construction? | Anticipated traffic impacts and strategies for reducing those impacts are outlined in the Traffic Analysis Technical Report included as part of the Environmental Assessment. To minimize or | Near Term | ODOT | Complete |

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| | | | <p>avoid short-term construction impacts to highway drivers and people walking, bicycling, and riding transit on local streets, ODOT plans to:</p> <ul style="list-style-type: none"> • Develop a comprehensive transportation management plan based on the construction schedule and locations of areas where equipment will be stored, work will take place and workers and equipment will need access. The plan will identify the road or lane closures needed for safety and identify alternate routes for people walking, bicycling, riding transit and driving. It will also outline the transportation management and operations strategies that the team will use to reduce travel impacts from construction and information to travelers about the work taking place so that they can be prepared for or potentially avoid travel impacts. These strategies include providing broad public information and outreach through a variety of channels, using signage and real-time information to communicate impacts to travelers and developing processes to monitor and manage incidents in order to restore roadway travel quickly. • Construct temporary structures to allow people to continue to walk, ride bicycles, ride the Streetcar, and drive through the Broadway/Weidler corridor while work is taking place. Streetcar operations will continue during construction either through temporary tracks or through use of a bus bridge to maintain service. ODOT will work to identify and implement additional transportation management and operation strategies to minimize traffic impacts to local streets outside of the project area where construction is taking place. TriMet may also consider temporarily rerouting some bus routes outside of construction zones in the project area to avoid delay or potential impacts for riders. ODOT will work with TriMet to ensure that the strategies implemented minimize impacts to streetcar service and/or provide comparable alternative transit connections. • Use transportation management and operation strategies to maintain and enhance access before and after events. ODOT will coordinate with the Moda Center, City of Portland, and Oregon Convention Center to identify solutions for avoiding traffic disruptions during major events. | | | |
| 3/16/2021 | Estelle Love-Lavespere | What is ODOT's strategy for making sure the houseless are respected during and after this project? How do we ensure that deterrents to camping are not being considered in the design? | <p>ODOT will continue to engage with the project advisory committees and community members, organizations, and leaders in order to work together to develop a design that aligns the needs of the community with the intention of the project, while centering and honoring the historic Albina community.</p> <p>ODOT will convene partner agencies and the community to further explore options to ensure design and construction are compatible with future land uses and to support development, ownership, operation and maintenance of future land uses. ODOT is looking forward to continuing to collaborate with project partners to meet the needs of the historic Albina community that extend beyond the scope of the project, as part of work to implement the governance structure recommended by the Independent Cover Assessment Team. Respecting and meeting the needs of the houseless community is one of many topics that will be addressed in these conversations around development, ownership, operation, and maintenance of future land uses.</p> | Near to Long-Term | ODOT | Ongoing |
| 3/16/2021 | Sharon Gary-Smith | What is ODOT's responsibility beyond statements to have different 'development opportunity' outcomes | <p>The project values are our guide for achieving positive outcomes for the community. These values are being intentionally applied to project design and development and will help keep ODOT accountable. The Board, in cooperation with the Executive Steering Committee, will</p> | Near to Long-Term | ODOT | Complete |

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| | | that honor equity and real commitments to impacted communities and former landowners? | <p>help us define the steps and performance metrics needed to measure and evaluate the project's success based on the project values and outcomes. The performance measures will include both quantitative and qualitative metrics and incorporate the goals set by the Community Oversight Advisory Committee for the Disadvantaged Business Enterprise/On-the-Job Training Program. We are currently working with our project partners to develop those performance measures for tracking our progress.</p> <p>Progress related to the established metrics will be reported on regularly to the Board, the Executive Steering Committee, and Community Oversight Advisory Committee. This will hold ODOT accountable and project partners for identifying and delivering actions, commitments, and resources to impacted communities and achieving outcomes for this project that reflect the adopted values. We are planning to bring the performance measures to the Board for input and discussion at a meeting later this spring.</p> | | | |
| 1/12/2021 | Keith Edwards | How are young people included in this process? | <p>The project team will continue to look into opportunities for engaging an advisory committee student representative and will explore other strategies for increasing youth outreach and engagement as part of community involvement efforts in 2021.</p> <p>Youth representatives have been included in the workshops conducted by the Independent Cover Assessment Team. Additionally, the Board will hear a presentation on design options for the project rebranding effort at the next meeting on April 6 that includes information about the youth focus group engaged to provide input on the design options.</p> | Near Term | ODOT, Facilitator | In Progress/Ongoing |
| 2/2/2021 | <p>Dr. Carlos Richard</p> <p>John Washington</p> <p>Keith Edwards</p> | For the highway cover examples, have there been any studies documenting air quality before and after the enhancements were made? | <p>The Independent Cover Assessment Team is still researching whether the examples presented or other highway cover projects documented air quality conditions before and after the projects were built. The team will provide more information on this research at a later date.</p> | Near Term | Independent Cover Assessment Team | In Progress |