



I-5 Rose Quarter Improvement Project Factsheet

About the Project

The I-5 Rose Quarter Improvement Project is committed to supporting a safer, more inclusive Albina community and greater Portland region. The project will make local, regional, and international travel more predictable and reduce frequent crashes on the I-5 corridor. The project will also support Oregon's economy and create new community connections and opportunities.

On I-5, the project will add auxiliary lanes and shoulders to improve travel reliability and safety and will smooth traffic flow between I-84 and I-405. The Oregon State Legislature identified the project as a key transportation investment in 2017 and dedicated funding for design and construction.

Project Values

- Restorative Justice for the Albina Community
- Climate Action & Improved Public Health
- Community Input & Transparent Decision Making
- Mobility Focused

Community Input

ODOT acknowledges the harms to people of color, especially to the Black community in Oregon past and present, from the construction of the interstate highway system. ODOT is committed to helping right past wrongs by centering the project on the voices of the Black community and working collaboratively and transparently to create a rejuvenated and reconnected Albina neighborhood.

Historic Albina Advisory Board

The Historic Albina Advisory Board was formed in December 2020 in response to feedback from project partners and the community, including the

project's former Community Advisory Committee. The Board advises the project on the needs and perspectives of the Black and historic Albina community. Areas of advice and recommendations include:

- Highway cover design type
- Highway and local streets connections
- Project aesthetic design details
- Input to community development opportunities
- Black community engagement opportunities

Members include leaders and volunteers representing a wide array of civic and community interests who have strong ties to historic Albina.

Community Oversight Advisory Committee

The Community Oversight Advisory Committee was formed in March 2019 to provide accountability for the project's Disadvantaged Business Enterprise and workforce training program. The committee provides guidance for maximizing jobs and work for diverse contractors and creating economic opportunities. Members bring a breadth of experience and perspectives on regional community, social, economic and workforce issues.

Highway Cover Advanced

On September 9, 2021 the Oregon Transportation Commission advanced the Historic Albina Advisory Board's endorsement of the "Hybrid 3" design option, allowing the highway cover concept to move forward while a finance plan is developed.

Hybrid 3

Hybrid 3 delivers the greatest community benefit by providing the opportunity for maximizing



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developable land on the highway cover and recreating vibrant neighborhood connections, while also minimizing new property impacts and reducing costly overall construction delay. Hybrid 3 could:

- Create the potential for three story buildings with homes, businesses, and local offices
- Cultivate community places through indoor gathering spaces and outdoor plazas
- Reconnect the local street grid, supporting walkability and making it easier for people to find their way and get around
- Generate a street environment full of life and history that is comfortable for people walking, rolling, riding transit and driving
- Reduce exposure to noise and pollution for uses both on top of and beside the cover

Cost and Financing

The project cost estimates have evolved with the Hybrid 3 option. The Cost to Complete Report, published in 2020, estimated that the original, baseline project would cost between \$715 to \$795 million in 2025 dollars. Hybrid 3 would increase the length and width of the cover and allow for more buildings on top. The total project cost to support 2 to 3 story buildings would be about \$1.18 to \$1.25 billion. Taller buildings (5+ stories) would increase the cost to about \$1.35 to \$1.75 billion. Hybrid 3 costs are preliminary (for a 5% design concept) and are expected to change based on further design and technical analysis.

The project has partial funding through HB 2017 and potential funding from HB 3055. There is more work to do in creating a financing plan by January 13, 2022 and all options are on the table to fill the gap. The project team is working on innovative and creative ways to find cost savings to minimize the funding required and will also pursue other opportunities for federal and state funding.

Next Steps

Through next year, the project team will work to advance project design and proceed with necessary technical and environmental analyses. Early work package design will also be finalized to ensure that shovels are in the ground by late 2023 for construction work opportunities for Disadvantaged Business Enterprise jobs. The project is on track to reach the 30% design milestone in winter 2022.

Jobs and Workforce

The current project could provide over \$160 million in Disadvantaged Business Enterprise job and workforce opportunities. The project's Construction Manager/General Contractor is working with the Community Opportunity Advisory Committee to develop a Diversity Plan. The plan outlines the steps needed to meet the Disadvantaged Business Enterprise goal range of 18 to 22%, the 20% apprenticeship goal by trade and the 25% minority male and 14 percent female workforce goals.

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