



**PDX COMMUNITY ADVISORY COMMITTEE MEETING #15**

Wednesday, June 24, 2015

1:30 – 4:30 pm

**Notes - Final**

*Approved with **below edits** at October 21, 2015 Meeting*

Name	Interest Represented	Attendance
<b>VOTING MEMBERS</b>		
Erwin Bergman	Central Northeast Neighbors	Present
Tina Burke	Airport Employee	Absent
Tony DeFalco	Environmental Justice	Present
Walt Evans	Business Organization	Absent
Karen Gray	Portland Planning and Sustainability Commission	Absent
Alan Hargrave	Clark County neighborhood representative (Camas/Washougal)	Absent
Randy Jones	East Multnomah County Neighborhood (City of Fairview, Gresham, Maywood Park, Troutdale, and Wood Village)	Present
Maryhelen Kincaid	Citywide Land Use Committee	Present
Brendan Korsgren	Passenger Airline	Absent
Jeff Owen	Multi-modal transportation representative	Present
Lt. Col. Jenifer Pardy	Military	Absent
Robert Pinedo	General Aviation	Present
Ahmed Abed-Rabuh	Air Cargo	Absent
Alesia Reese	East Portland Neighborhood Office	Absent
Bob Sallinger <i>Alternate: Micah Meskel</i>	Environment/Wildlife/Natural Resources	Absent
Martin Slapikas	North Portland Neighborhood Services	Present
Mike Sloan	Vancouver neighborhood	Present
Joe Smith	PDX Citizen Noise Advisory Committee	Absent
Damon Isiah Turner	Northeast Coalition of Neighborhoods	Present
Jane Van Dyke	Columbia Slough Watershed Council	Present
<b>NON-VOTING MEMBERS</b>		
Nick Atwell	PDX Wildlife Committee staff	Present
Barbara Cartmill	Clackamas County	Absent





Chad Eiken <i>Alternate: Willy Williamson</i>	Vancouver Community Development Director (or designee)	Present
TBD	Federal Aviation Administration	Absent
Vince Granato	Chief Operating Officer (or designee)	Present
Karen Schilling	Multnomah County	Absent
Andrew Singelakis <i>Alternate: Stephen Roberts</i>	Washington County	Absent
Deborah Stein	Portland Bureau of Planning and Sustainability Director (or designee)	Present
Jeff Swanson	Clark County	Present
Stacey Triplett	Metro staff	Present

**Port Staff and Consultants Present:** Sam Imperati and Megan Leatherman, Institute *for* Conflict Management; Chris White; Sean Loughran; Dionna Hickox.

**Public and Invited Guests Present:** Jeremy Simer, SEIU Local 49.

**Introductory Comments**

Sam Imperati called the 15<sup>th</sup> meeting of the PDX Community Advisory Committee to order at 1:35 pm.

Mr. Imperati announced that each permanent member of the committee would receive a PDX carpet mat as a gift of gratitude from the Port of Portland.

**PDX CAC Member information and updates:**

- Barbara Cartmill, Joe Smith, Karen Gray, Alan Hargrave, Lt. Col. Jenifer Pardy, Walt Evans, Tina Burke, and Brendan Korsgren were unable to attend the meeting.
- Karen Schilling, Multnomah County, was unable to attend and will be retiring at the end of June. The PDX CAC wishes her well in her future endeavors and will seek a replacement for her seat.

**April Meeting Notes Approval**

Stacey Triplett noted that on page 4 of the April meeting notes, it is incorrectly stated that the Atlantic Aviation terminal will include plants to attract birds to the area. The meeting notes should state that the





plantings at the new terminal will *not* attract birds. Ms. Triplett also clarified that on page 9, while it states that Metro would like to participate in the environmental mitigation process, it is more accurate to state that Metro would like to participate in the knowledge-sharing hub that would be a part of said process. Ms. Triplett asked for more information about that hub, and Nick Atwell stated that he would follow up with her outside of the meeting with more details.

Subject to the clarifications requested by Ms. Triplett, the April meeting notes were approved.

### **Meeting Agenda Review**

Mr. Imperati reviewed the Meeting Agenda and the contents of the committee members' packets.

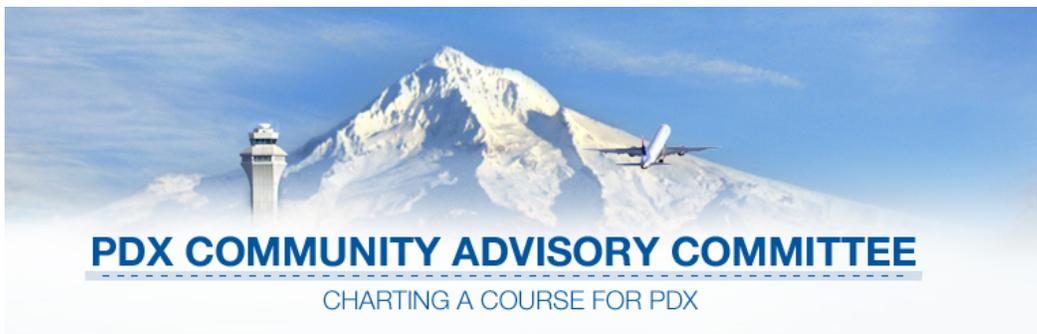
### **Membership Renewal**

Chris White reminded the committee that there are not term limits applied to committee membership, but that some members started with a two year term, and some with a three year term, to stagger membership changes. Ms. White noted that there are currently 10 seats up for renewal:

- Martin Slapikas
- Randy Jones
- Mike Sloan
- Alan Hargrave
- Bob Sallinger
- Tony DeFalco
- Walt Evans
- Tina Burke
- Barbara Cartmill
- Andrew Singlekis

Ms. White informed the committee that each of the committee members whose seats are up for renewal have elected to stay on except for Randy Jones, Alan Hargrave, and Andrew Singlekis. She is still discussing membership with Audubon.





## **Roundtable Updates & Discussion**

Damon Isiah Turner reported that the Northeast Coalition of Neighborhoods is focused on the City of Portland's Comprehensive Plan, and that bicycle access to the airport is of primary interest.

Chad Eiken reported that on July 3<sup>rd</sup>, a 30-person delegation from Vancouver's sister city in Japan will be flying into PDX to begin their visit.

Maryhelen Kincaid reported that the Levee Improvement Project is of great concern to her and the Citywide Land Use Committee, and that she would look forward to hearing from the Port about that project later in the meeting.

Robert Pinedo reported that the new Atlantic Aviation terminal design process is approximately 10% complete and that they have received full approval to move forward. Vince Granato commented on the number of jets he saw at Atlantic Aviation and asked if there was a special occasion to cause an increase in traffic. Mr. Pinedo stated that there was nothing of note going on, but that there has been an increase in smaller aircraft traffic over the past few days.

Deborah Stein stated that the Portland City Council adopted the 2015 Climate Action Plan and offered to share information with any interested committee members.

Martin Slapikas reported that the North Portland Neighborhood Services chairs have opposed Senate Bill 412 and have submitted formal support to the United States Department of Transportation Secretary regarding the Portland Marine Terminal Freight and Jobs Access Project.

Tony DeFalco informed committee members that the Coalition of Communities of Color (CCC) represents six local communities of color and works to document disparities affecting those communities. Mr. DeFalco announced that the Urban League of Portland has released the 2015 State of Black Oregon Report, which outlines many of the adverse issues affecting black Oregonians. Mr. DeFalco also announced that the CCC is finalizing the purchase of the Sugar Shack site and will commence a six-month process by which the community will identify potential uses for the property. Mr. DeFalco informed committee members that the CCC has begun raising money for the renovation of the site and is looking for support from its partners.

Randy Jones, who will be retiring as a PDX CAC member, thanked the Port of Portland and the CAC for its work and informed committee members that he will be leaving to focus more of his time on working with the homeless community in East Portland.

Erwin Bergman expressed concern and disappointment among those living in the Central Northeast neighborhoods over the recent and seemingly abrupt announcement that the Port of Portland would move





forward with its agreement with Pembina, a Canadian company proposing **to use trains to transport propane** just north of the Central Northeast neighborhoods. Mr. Bergman reported that those in his community are, as a result of this news, concerned for their safety and well-being. **World-renowned Sandia Laboratories considers Pembina’s rail shipment of propane through a high-density metropolitan area highly irresponsible.**

Jeff Owen announced that TriMet is focused on the opening of its new Orange Line and directed committee members to [www.catchtheorange.com](http://www.catchtheorange.com) to learn more. Mr. Owen also reported that the Port of Portland has been working with leadership at TriMet to improve service and public outreach efforts related to transit in the areas surrounding PDX.

Jane VanDyke reported that there is great work being done at Whitaker Ponds Nature Park through a capital grant provided through Metro. Ms. VanDyke also reported that the Columbia Slough Watershed Council’s Explorando festival was a success and that over 500 people attended.

Nick Atwell reported that there has not been a damaging aircraft event so far in this quarter. Mr. Atwell informed the committee that this season has brought with it one of the busiest spring migrations for red-tailed hawks in the history of PDX – 94 hawks so far in 2015. Mr. Atwell speculated that it may be related to the mild winter this year and informed committee members that the birds are being relocated to translocation sites in Oregon and Washington. Mr. Atwell announced that next week, a webpage will be launched whereby community members can help track birds that have been banded or tagged.

Stacey Triplett reported that the 2015 International Trails Symposium occurred in Portland last month, and that attendees were excited to hear about the gap that is being closed at Cascade Station.

### PDX Updates

Vince Granato shared his PDX Business Update with the committee. Mr. Granato stated that as the economy improves, activity at PDX will continue to increase. Mr. Granato discussed the upcoming addition of PenAir service to Crescent City, California as well as other new service that will boost summer travel.

Mr. Granato informed the committee that the second phase of PDXNext concessions redevelopment has commenced and that 25% of the application criteria will be related to how well the proposing business treats its employees and the kinds of benefits, training and advancement opportunities it offers to them.

Mr. Granato discussed the Federal Inspection Station (FIS) remodel and announced that in the long-term, some international airports will begin implementing pre-clearance of United States passengers so that those passengers do not have to go through customs when they land in PDX. This has the potential to substantially impact the FIS at PDX.





Mr. Granato reported that the Terminal Balancing Project is moving forward and that construction should be underway when the committee meets in January 2016. Mr. Granato reminded committee members of the Workforce Partnership Agreement that the Port is testing out in this process. Mr. Granato also reported that the Terminal Core project is in the next phase and will kick off in fall of 2015.

Mr. Granato thanked the CAC Social Equity Opportunities Ad Hoc committee for its work and reported that at the Port Commission meeting in May, the Commission adopted equity principles to include in the Workforce Initiative. Mr. Granato reported that the Port will solicit feedback on how to make PDX an even better place to work and would be conducting employee focus groups that week. Mr. Granato also reported that the Port met with TriMet to explore transit options near PDX, as many employees have expressed interest in that issue.

Mr. Granato highlighted the Port's launch of the Jobs@PDX website, which is a tool by which PDX employers can connect with interested applicants. This tool will provide insight into what employment opportunities are available at PDX, and in its first 10 days of being live, was visited by over 2,000 people.

Mr. Granato reported that the tree canopy enhancement program was a success, as was the initiative to have goats and a llama remove invasive plants on Port properties. Mr. Granato also announced that Craig Funk, formerly with the City of Portland, has been hired as the new Fire Chief. A new Police Chief will be hired soon, and Mr. Granato reported that the candidate pool for that job has been very strong.

Martin Slapikas asked if PenAir, which utilizes smaller aircraft, would have dedicated ramp space at PDX. Mr. Granato reported that PenAir will use a joint ramp on the north side of PDX to start, and will eventually be moved to a joint ramp on the south side.

Tony DeFalco asked if the Port had a goal for the inclusion of minority-owned businesses in its concessions redevelopment project. Mr. Granato reported that the goals outlined by the FAA are 16% for food and beverage businesses, and 8% for retail business. Mr. Granato added that 40% of businesses in phase one of the project were minority, women and emerging small businesses. Mr. DeFalco requested to see the breakdown of those businesses to better understand how many of those were minority and women-owned. Mr. DeFalco also asked if the Port would set a more aggressive goal than that outlined by the FAA. Dave Pfeiffer, with the Port, reported that he and his team have started outreach for 2017 vendors and are focused on reaching out to minority and women-owned businesses. Mr. Pfeiffer stated that Kimberly Mitchell-Phillips, who presented to the committee in April, would be able to provide Mr. DeFalco with that breakdown. Sean Loughran stated that Ms. Mitchell-Phillips would also report on the program on an annual basis.

Mr. DeFalco asked Mr. Granato for a breakdown of minority-owned business opportunities for work related to the carpet removal and installation, QTA improvements, and other Port projects at PDX. Mr. Loughran stated that he could provide that information to Mr. DeFalco.





Mr. DeFalco also asked if there had been any documented impacts to the streaked horned lark as a result of the Port's use of dogs to drive birds out of the area surrounding PDX. Nick Atwell stated that the Port will not run dogs during the breeding season when streaked horned larks are present.

Erwin Bergman asked if there would be a reduction in pre-security concessions at PDX. Mr. Granato stated that over two-thirds of sales are generated after security, and that as a result, pre-security concessions were suffering and would be reduced.

Maryhelen Kincaid asked if the Port was seeing issues with coyotes and other animal population movement as a result of having a llama present on the property. Nick Atwell stated that his team does take that issue into consideration, and that since the goat and llama project was a short-term test, it did not result in moving animal populations. Mr. Atwell added that his team does intend to remove blackberries and the few potential denning sites for coyotes along the airfield fence. Mr. Atwell reported that the wildlife hazard management plan focuses most on the areas within 10,000 feet of PDX, but that they are required to look at the five miles surrounding the airport.

Stacey Triplett asked if Mr. Granato had an update on the Transportation Network Company (TNC) approval and the use of companies like Uber and Sidecar at PDX. Mr. Granato stated that the TNCs began operating in April and have a dedicated area similar to what the taxis and shuttles use.

Ms. Triplett asked if the Good Company's report has been processed and approved by the Port. Chris White stated that it has not, but that it would be presented to the Social Equity Ad Hoc committee in July.

### **Aviation Demand Forecasts, Sean Loughran**

Sean Loughran, Long Range Aviation Planning Manager at the Port of Portland, reported on the annual review of the Aviation Demand Forecasts. Mr. Loughran reported that the 50<sup>th</sup> percentile is used for planning by the Port, and that enplaned passengers are the key indicator of growth for the Port. Mr. Loughran stated that operations at PDX have decreased as load factors (plane capacity) have increased. Mr. Loughran also reported that business aviation has increased and that this fleet has resulted in a smaller noise signature. **Mr. Loughran clarified that changes in the commercial fleet, such as larger and fuller planes resulting in fewer trips, have led to a smaller noise signature, not the growth in private jets.**

Mr. Loughran reported that there has been an increase in cargo consolidation points, and that trucking cargo is significantly cheaper than using air transportation. Mr. Loughran noted that the forecast projects 4% growth in cargo for 2015 and that the Port continues to look for more cargo lift, particularly international cargo lift, which the community has shown great interest in.





Mr. Loughran summarized by stating that he and his team will continue to vigilantly track the Aviation Demand Forecasts and that PDX will adjust accordingly. Currently, PDX utilization is right on schedule with the forecast and will most likely continue to grow as the economy improves.

Mr. Loughran told the committee how the Port uses Planning Activity Levels (PALs) in its forecasting. Mr. Loughran stated that facilities are constructed based on actual activity, and that for each level of activity, the Port knows the incremental facility requirements associated with it.

Jeff Swanson asked how the Port measures aircraft operations. Mr. Loughran stated that each takeoff is counted as one operation, and each landing is counted as another. Mr. Swanson asked if it was possible that operations can decrease but the number of enplaned passengers can increase, and Mr. Loughran confirmed that it was. Mr. Loughran stated that load factors have increased, but seem to be leveling off at this point, and that the Port would continue to monitor them in its annual, short-term, and long-term forecasts. Mr. Swanson asked if the Port knows how these forecasts will impact its funding, and Mr. Loughran stated that they do look at that information. Vince Granato stated that the Port uses a complex rate-setting method to measure how the airport assesses its fees based on landed weight. Mr. Granato noted that the airlines at PDX pay per square foot of rented space, but require less space today than in the past.

**Martin Slapikas** asked if Mr. Loughran could clarify what the Port means by “enplaned passenger”. Mr. Loughran **explained that it meant a passenger boarding the plane. He clarified that the number of enplaned passengers was doubled to evaluate the total number of passengers as the doubled number reflected both passengers leaving PDX and arriving at PDX.**

Randy Jones asked how the Port stays ahead of need if it builds facilities based on actual activity instead of forecasted needs. Mr. Loughran stated that the Port uses projections in concert with its PALs and seeks to build in sensible increments.

Maryhelen Kincaid noted that truck traffic on I-5 seems to have increased and asked if air cargo has been impacted by the departure of the shipping companies at the Port. Mr. Loughran stated that freight operators have begun putting more cargo on trucks as a result of the shipping companies leaving, and that trucks are primarily driving to Seattle. Ms. Kincaid asked if this would also result in an increase in air cargo use, and Mr. Loughran stated that he did not believe it would because air cargo is so much more expensive than trucking. Vince Granato stated that the Port is discussing replacing air cargo service, which may result in decreased truck traffic on I-5, but that it would potentially take 6-9 months to implement. Some of the traffic on I-5 is probably also related to the influx of new residents moving to the Pacific Northwest.





## **PDX Concessions Request for Proposal 2016**

Dave Pfeiffer, Senior Manager of Concessions Development with the Port of Portland, presented on the 2016 Concessions Request for Proposal process, which he reported has been well-received. Mr. Pfeiffer reported that the goal for the 2016 process is to increase diversity of businesses and merchandise.

Mr. Pfeiffer announced that the grand opening for the new vendors in 2015 was on June 4<sup>th</sup>, and that the old and new storefronts have worked well together thus far. Mr. Pfeiffer thanked Mike Sloan for his involvement in the 2015 selection committee and announced that Jeff Swanson would serve on the selection committee for 2016. Mr. Pfeiffer noted that in 2016, the coffee retailer leases will be expiring and that the Port hopes to increase Northwest representation among the vendors. The Port will separate coffee retailers into three packages of four shops: one national chain, and three local retailers.

Mr. Pfeiffer announced that the Port will be implementing a new concept called the gourmet market, which has proven successful in other airports. A gourmet market will provide fresh produce, gourmet cheeses, and other products.

Mr. Pfeiffer reviewed the 2016 Merchandise Plan and reported that he and his team have visited over 1,000 companies in the Northwest and that 105 local business owners attended the outreach meeting on March 17<sup>th</sup>.

Mr. Pfeiffer stated that his team is projecting a 114% increase in new positions through the 2016 development project, and that there was a 107% increase in positions as a result of the 2014 additions. Mr. Pfeiffer stated that 25% of the total score for vendor applications is related to the quality of the workplace provided by the employer, which is unprecedented in other airports. Mr. Pfeiffer outlined the job fairs and job board resources that will be utilized in the 2016 process.

Tony DeFalco confirmed with Mr. Pfeiffer that the PDX Workplace Initiative covered both concessionaires and ground service workers and expressed support for the 25% weighting of employer quality. Mr. DeFalco asked if Mr. Pfeiffer saw any potential for that 25% weighting to disadvantage minority and women-owned businesses that may not have experience with employee programs such as career development. Mr. DeFalco also asked if Mr. Pfeiffer and his staff will offer any support to those employers interested in building employee engagement programs. Mr. Pfeiffer stated that in his experience, smaller operators are often more attuned to employee engagement and see its value. Mr. Pfeiffer added that there were no questions about this requirement at the outreach meeting in March.

Jane VanDyke asked if Mr. Pfeiffer and his team would provide vendor applicants with examples of employee training/retention programs, career development programs and policies, etc. Mr. Pfeiffer stated that in the RFP process, applicants have numerous opportunities to ask questions and get feedback from Port staff. Ms.





VanDyke asked if the Port's minority and women-owned business goals of 16% for food and beverage vendors and 8% for retail vendors were FAA-mandated. Vince Granato stated that those figures were set by the FAA, but that the Port Commission adopted policy statements outlining their goals for the program, which are higher than the FAA minimum.

Stacey Triplett asked who would be conducting compliance with these new operators and when those audits would be completed. Mr. Pfeiffer stated that audits would be included, and that they would be funded by a Workplace Initiative fee paid for by the vendors.

Sam Imperati invited Henry Gonzalez with the Port of Portland's Digital Communication Department to demonstrate the new Jobs@PDX website for the committee. Mr. Gonzalez demonstrated how employers create an account and job posting on the site, and reported that employers have already received many qualified applicants through the system. Mr. Gonzalez stated that the website is open to the public and free to use. Vince Granato stated that the website would start by listing openings at PDX, but that the next phase may be to include positions at other airports as well.

Mr. Imperati initiated a break at 3:20 pm.

### **Public Comment**

Mr. Imperati reviewed a letter from Marion Rice with the Breastfeeding Coalition of Oregon, which was submitted as public comment. Ms. Rice's letter asks committee members to explore ways by which PDX can better support breastfeeding mothers and children. Port of Portland staff will be meeting with Ms. Rice on June 30<sup>th</sup> to discuss her comments in more detail.

Jeremy Simer, with SEIU Local 49, stated that he and his constituents were cautiously optimistic about the PDX Workplace Initiative and are interested to know how the Port will hold the airlines and service providers accountable to its provisions. Mr. Simer noted that the Workplace Initiative does not explicitly address the high rate of turnover at many airline service providers.

Mr. Simer reported that airports in Minneapolis and Philadelphia have raised the minimum wage for subcontracted workers to \$12 per hour. Mr. Simer reported that American Airlines, the dominant carrier in Philadelphia, announced that it would not terminate an agreement with any contractor if the contractor's employees chose to organize, which Mr. Simer interpreted to be a strong commitment on the part of American Airlines to worker's rights.

Mr. Simer also reported that OSHA has responded to the complaints outlined in the letter sent by Clarissa Shields, an airport service employee. Mr. Simer reported that OSHA found 12 violations of health and safety regulations, including exposure to chemicals, lack of seatbelts in vans, and exposure to electrical hazards. Mr.





Simer reported that 7 out of the 12 violations were deemed serious by OSHA. Mr. Simer reported that the employer in violation is appealing OSHA's citations.

Tony DeFalco stated that he believes the Port of Portland missed an opportunity to increase airport worker's wages when it negotiated a 10-year agreement with the airlines at PDX. Mr. DeFalco encouraged the Port to find another opportunity to leverage its relationship with the airlines in order to increase wages for airport workers.

### **City of Portland Planning and Development Update**

Mr. Imperati reminded committee members that the PDX CAC is sponsored in partnership with the City of Portland and the City of Vancouver and noted that this is the first of a two-part update from the City of Portland. In October, the City will present the second part of this update, which will include information about transportation and development projects near Portland International Center.

### **Overview**

Deborah Stein, with the City's Bureau of Planning and Sustainability, highlighted the areas that the City representatives would be discussing, which were the Colwood Golf Course and Thomas Cully Park. Ms. Stein stated that in 2005, the owners of Colwood proposed to convert 115 acres on the Colwood Golf Course into industrial land and convert the remaining 22 acres to open space. This proposal was met with a significant amount of resistance from the community, in large part because Cully is the most park-deficient neighborhood in the city, and citizens there were concerned with the potential loss of open space at Colwood. Ms. Stein reported that City Council turned down that request, and in 2013, the owners working with Trust for Public Lands (TPL) presented a revised, more innovative proposal that was met with more support among the community. This proposal, which was approved by City Council and is moving forward, split the property into two parts: one preserved for open space and habitat restoration, and the other for industrial development.

### **Update on Open Space and Restoration at Colwood Golf Course**

Nancy Hendrickson, with the City's Bureau of Environmental Services, reviewed the area at Colwood that will be converted to open space and preserved for habitat restoration. Ms. Hendrickson noted that the grey space on slide 6 was where the wetlands and forested area would be cultivated at Colwood. Jane VanDyke asked what the triangular space on Ms. Hendrickson's map was, and Ms. Hendrickson stated that it was owned by the Parks Bureau and would remain with that bureau.





### **Update on the Colwood Golf Center**

Brett Horner, with the City's Parks Bureau, updated the committee on revisions to the Colwood Golf Center, which has been open in its renovated state since May 3<sup>rd</sup>. Mr. Horner reported that the course is now a par three course with nine holes, which makes for a faster, more exciting course. The Golf Center now includes a driving range and has been designed to entice beginning golfers and disadvantaged youth who are interested in learning how to play. Mr. Horner added that other improvements include the addition of wetland-looking plantings, parking lot improvements, and the addition of a gathering space near the southern end that will be available for event rentals. Mr. Horner reported that the Golf Center is a 5-10 year interim use and that eventually, it will be subject to a master planning process to determine its ultimate future. He did not know an exact timeline for master planning and site conversion.

### **Update on Thomas Cully Park**

Tony DeFalco, with Verde, a non-profit organization located in the Cully neighborhood, updated the committee on developments at Thomas Cully Park. Mr. DeFalco stated that in 2006, a master plan process was started to address development in this area, which largely consists of low-income white and mixed-income Latino residents. Mr. DeFalco reported that the process was an inclusive process, but that ultimately, no funding was allocated to it until 2010, when Verde received a grant from the Northwest Health Foundation to start building capacity for the community to develop a park.

Mr. DeFalco reviewed the community engagement that has been a part of the park's development and reported that Verde has been able to create a replicable model for empowering communities to conduct their own development. Mr. DeFalco reported that Verde and its members have raised \$5.2 million for the park, and has received support from the City of Portland Parks and Recreation and the State of Oregon. Mr. DeFalco reported that Verde is working with other parks to replicate this community-building model.

Deborah Stein stated that she would like to update the committee on the City of Portland's Transportation System Plan and Comprehensive Plan in October.

Erwin Bergman stated that his impression was that after the neighborhoods surrounding the Colwood Golf Course helped to secure its acquisition by the Trust for Public Lands, the City of Portland failed to involve them in its development. Mr. Bergman implored the City to engage those in the Cully neighborhood in its planning for the future of Colwood Golf Center. Nancy Hendrickson asked Mr. Bergman if he would like an update on the mitigation that's happening at the site, or if he would like to be involved in the future planning, and Mr. Bergman stated he wanted the neighborhood to have both updates and involvement in the future planning processes.





Jane VanDyke stated that the City of Portland has an opportunity to engage the communities surrounding Colwood and Whitaker parks. Ms. VanDyke encouraged the City to go out and talk to the community and look to the process used at Nadaka Nature Park in Gresham for a good example of community buy-in. Ms. VanDyke reported that the open house at Colwood Golf Center on June 20<sup>th</sup> was cancelled with no explanation to those who wanted to attend.

Damon Isiah Turner asked if bike trails would be included in the updates at Colwood Golf Course. Nancy Hendrickson reported that the developer on the project was required to include bike trails in the updated open space area, and that there will be a bike path serving both directions on Cornfoot Road. Ms. Hendrickson stated that the addition of trails throughout the entire park would be part of the master planning process. Brett Horner stated that there will be a signal built at the intersection of Alderwood and Columbia, and that once that is complete, a bike and pedestrian path will be built through Colwood.

Maryhelen Kincaid asked how the redevelopment of the Colwood Golf Center was being funded. Brett Horner stated that the operation of the golf course covers the redevelopment as well as the acquisition of the land.

Nick Atwell asked if the mitigation plan would include a densely planted scrub-shrub wetland. Nancy Hendrickson confirmed that it would, and that it will work well with the airport. Mr. Atwell asked if the Colwood Golf Center had a goose management strategy in place. Brett Horner stated that he did not have that information with him, but that he would provide it to Mr. Atwell after the meeting.

### **82<sup>nd</sup> Avenue and Airport Way Intersection Improvement Planning**

Mike Coleman, Senior Aviation Planner with the Port of Portland, reported on the improvements envisioned at the 82<sup>nd</sup> Avenue and Airport Way intersection. Mr. Coleman stated that the existing signal at this intersection will not be able to keep up with increased demand, and that his team has proposed to raise the eastbound traffic above the intersection so that only the two left turns would be signalized. Mr. Coleman reported that the lightrail tracks will remain where they are, and that the planning team would like to add the ability to turn left and double back to the terminal. Mr. Coleman reported that this would result in an easier crossing opportunity for pedestrians and bicyclists, and that these improvements can be done with a relatively small footprint. Mr. Coleman covered the process by which his team developed these proposed improvements and thanked ODOT, TriMet, and the City of Portland for their involvement.

Jeff Swanson asked when Mr. Coleman's team will enter the Preliminary Engineering (PE) phase. Mr. Coleman stated that the intersection will reach capacity in 2023, so most likely in 2018.

Erwin Bergman asked if Mr. Coleman and his team considered the intersection at Alderwood and Columbia. Mr. Coleman stated that they did not consider that intersection in the scope of this planning, but that it is top





of mind for the planning team, and that the brainstorming and feedback process used to improve the 82<sup>nd</sup> Avenue and Airport Way intersection could be used to address the issues at Alderwood and Columbia.

### **Levee Improvement Project**

Phil Ralston, the Port of Portland’s Environmental General Manager, reviewed the recertification process for the Columbia River Levee. Mr. Ralston reported that the levees must be re-certified to U.S. Army Corps of Engineers standards every 10 years, and that FEMA must re-accredit them so that landowners can obtain insurance and develop property. Mr. Ralston stated that in drainage districts 1 and 2, the levee certification expired in 2013, and the other two drainage districts’ certification will expire in 2017.

Mr. Ralston reported that over the next 30 years, there is a 26% cumulative chance that the area will experience a 100-year flood. In order to be eligible for Army Corps and FEMA assistance in the event that a flood occurs, the levees must be re-certified. Oregon Solutions, which is part of the National Policy Consensus Center at Portland State University, is guiding the complex public process. Mr. Ralston reviewed the stakeholders included in this project and reported that on July 17<sup>th</sup>, key project stakeholders will sign a Declaration of Cooperation. Mr. Ralston reported that this project may potentially cost \$100 million or more, but that the immediate goal is to secure \$4.5 million to pay for the necessary engineering studies. Mr. Ralston encouraged committee members to contact him and other stakeholders if they are interested in becoming involved.

### **Meeting Wrap Up**

Mr. Imperati reminded committee members that the Seaport Celebration is on August 15<sup>th</sup> and that the next PDX CAC meeting would be on Wednesday, October 21<sup>st</sup>. Mr. Imperati also informed committee members that the annual PDX CAC presentation to the Port Commission will be on July 8<sup>th</sup> and presented by Stacey Triplett.

Mr. Imperati adjourned the meeting at 4:35 pm.

***NOTE: These meeting notes will be updated and approved at the October 21, 2015 PDX CAC meeting. Please see the “Meeting Notes Approval” section in the October 21 notes for any additions, subtractions, or corrections to these notes.***





**6.24.15 7 Evaluation Forms**

	Too Slow	Just Right	Too Fast	No Answer		
<b>PACING</b>		6	1			
	Poor	Fair	Good	Very Good	Excellent	No Answer
<b>OVERALL MTG QUALITY</b>			1	3	1	2
<b>PRESENTATIONS</b>			2	4	1	
<b>DOCUMENTS</b>			2	1	3	1
<b>DISCUSSION</b>			5	2		

**6. MOST USEFUL?**

- Levee Improvement Project update. The presenter didn't just read from the PowerPoint the entire time.

**7. LEAST USEFUL?**

- The 82<sup>nd</sup> intersection update.

**8. COMMENTS, SUGGESTIONS, QUESTIONS**

- Too much information; some topics did not get a chance for thorough discussion.
- Imperati needs some new/better jokes! And no more musical acts.

