



PDX COMMUNITY ADVISORY COMMITTEE MEETING #16

Wednesday, October 21, 2015

1:30 – 4:30 pm

Final Notes

Name	Interest Represented	Attendance
VOTING MEMBERS		
Erwin Bergman	Central Northeast Neighbors	Present
Tina Burke	Airport Employee	Absent
Tony DeFalco	Environmental Justice	Absent
Walt Evans	Business Organization	Absent
TBD	Portland Planning and Sustainability Commission	Absent
TBD	Clark County neighborhood representative (Camas/Washougal)	Absent
Dick Goldie	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
Micah Meskel <i>Alternate: Bob Sallinger</i>	Environment/Wildlife/Natural Resources	Present
Jeff Owen	Multi-modal transportation representative	Absent
Col. Jenifer Pardy	Military	Present
Robert Pinedo <i>Alternate: Joe Quitugua</i>	General Aviation	Present
Ahmed Abed-Rabuh	Air Cargo	Present
Alesia Reese	East Portland Neighborhood Office	Present
Martin Slapikas	North Portland Neighborhood Services	Present
Mike Sloan	Vancouver neighborhood	Present
Joe Smith	PDX Citizen Noise Advisory Committee	Present
Damon Isiah Turner	Northeast Coalition of Neighborhoods	Present
Jane Van Dyke	Columbia Slough Watershed Council	Present





NON-VOTING MEMBERS		
Nick Atwell	PDX Wildlife Committee staff	Present
Barbara Cartmill	Clackamas County	Absent
Melissa De Lyser	Washington County	Present
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
Dan Moeller	Metro	Present
Deborah Stein	Portland Bureau of Planning and Sustainability Director (or designee)	Present
Jeff Swanson	Clark County	Absent
John Wasiutynski	Multnomah County	Absent

Port Staff and Consultants Present: Sam Imperati and Nellie Papsdorf, Institute *for* Conflict Management; Mike Coleman, Sean Loughran, Maureen Minister, and Chris White, Port of Portland.

Public and Invited Guests Present: Michael Hall, Unite Here; Will Their and Zef Wagner, City of Portland; Jim Waltz, airport employee.

Introductory Comments

Mr. Sam Imperati called the 16th meeting of the PDX Community Advisory Committee to order at 1:37 p.m.

PDX CAC Member information and updates

- Mr. Imperati noted that the airport was celebrating its 75th anniversary. He informed the committee that members Ms. Tina Burke, Mr. Tony DeFalco, Mr. Brendan Korsgren, Mr. Jeff Owen, Mr. Robert Pinedo, and Mr. Jeff Swanson were unable to attend the meeting due to conflicts.
- Mr. Imperati explained that Ms. Karen Gray would be leaving the City of Portland Planning and Sustainability Commission and Ms. Jane Van Dyke would be retiring from the Columbia Slough Watershed Council. He noted that staff would seek replacements for their seats and wished them both well in their future endeavors.
- Mr. Imperati noted that staff was currently working to fill the vacant Clark County Neighborhoods position. He explained that Mr. Micah Meskel would be the permanent representative for the Portland Audubon Society, filling the committee’s Environmental Wildlife position, with Mr. Bob Sallinger acting





as his alternate. Mr. Imperati noted that Mr. Meskel also serves on the Port of Portland natural resources ad-hoc committee.

New PDX CAC Members

Mr. Sam Imperati welcomed the following new members to the committee:

- Mr. Dan Moeller, Metro
- Mr. John Wasiutynski, Multnomah County
- Mr. Dick Goldie, East Multnomah County
- Ms. Melissa De Lyser, Washington County

Mr. Imperati also mentioned that the four proposed 2016 PDX CAC meeting dates were listed at the end of the agenda. He asked members to look over the proposed dates and let staff know if they had any objections. The dates listed were January 20, April 6, June 22, and October 19.

June Meeting Notes Approval

Mr. Erwin Bergman requested that his comments on page 4 of the meeting notes be corrected to state that the Port of Portland planned to use trains, not a pipeline, to transport propane in its agreement with Pembina. He also requested that the minutes be amended to include the following comment: “World-renowned Sandia Laboratories considers Pembina’s rail shipment of propane through a high-density metropolitan area highly irresponsible.”

Mr. Martin Slapikas asked what the Port of Portland meant by an “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.

Mr. Joe Smith asked about a paragraph on page seven of the minutes that read, “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.

Subject to the clarifications requested by Mr. Bergman and Mr. Smith, the June 24, 2015 meeting notes were approved.





Meeting Agenda Review

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

International Association of Public Participation presentation

Mr. Imperati mentioned that on September 10, he presented with Ms. Chris White and Mr. Sean Loughran at the International Association for Public Participation (IAP2) North American Conference held in Portland. He explained that the group hosted a panel discussing the PDX Community Advisory Committee process and its origin, philosophy, and management.

Mr. Imperati noted that attendees from other areas of the country seemed particularly impressed with the committee's good turn-outs, thorough process and impact on airport decision-making. He added that the committee was a strong example of public participation, noting that advisory committees across the country do not always experience the same success.

He explained that one of the individuals in attendance was currently researching public involvement and committee participation, and requested the opportunity to interview some of the PDX CAC membership for her study. Members were encouraged to let Ms. White know if they would be interested in volunteering.

Vice Chair Selection

Mr. Imperati explained that Ms. Stacey Triplett had left the committee, necessitating the appointment of a new vice chair. Mr. Imperati noted that Mr. Jeff Owen with TriMet indicated interest in the position, although he was unable to attend the meeting. Mr. Imperati explained that as the multi-modal representative on the committee, Mr. Owen has a particular interest related to implementation of the bicycle/pedestrian plan and efforts to improve transportation services at PDX. He noted that the PDX CAC Coordinating Committee thought he was a good candidate. Mr. Imperati asked if any other members were interested in the vice chair position. Seeing none, he called for a vote.

With all in favor, Mr. Jeff Owen was appointed vice chair.

Roundtable Updates & Discussion

With no public notice items on the agenda, the committee began its meeting with the roundtable discussion. Mr. Imperati reminded the committee that CAC members had suggested holding discussions earlier to





increase conversation during the meetings. Mr. Imperati requested that members direct their remarks to items that have some connection to PDX and its work.

Ms. Alesia Reese reported that the East Portland Neighborhood Organization was reorganizing by expanding its representation to a larger group of non-profits, agencies, and organizations. She suggested that the Port of Portland attend one of its advisory committee meetings in the spring to make introductions and do outreach with the new group, as they are not very familiar with PDX and its opportunities.

Ms. Melissa De Lyser informed the committee that Washington County was in the process of developing its Washington County Transportation Futures Study that included researching intelligent transportation systems to provide better data on duration of congestion. She noted that the study will provide a better understanding of long-term transportation needs and inform future choices.

Col. Jenifer Pardy explained that the military base had been a little quiet over the summer, as about 200 people and 12 jets were sent to Romania in late June to provide training support. Col. Pardy noted that the group had arrived back in Portland and would be back to work starting normal flying operations by early November. She also noted that about 200 people were activated to aid in wildland firefighting.

Mr. Joey Quitugua explained that Atlantic Aviation was entering the groundbreaking construction phase of its new facility and two new hangars.

Ms. Jane Van Dyke informed the committee that the Columbia Slough Watershed Council was in the process of soliciting nominations for its 2015 Annual Achievement and Leadership awards. She explained that members could make nominations on the Columbia Slough's website. Ms. Van Dyke also informed the committee that the City of Portland was in the process of developing an employment zone overlay project to designate areas in the Columbia Corridor for employment, and encouraged any members interested in land use and zoning to make comments on the proposal by Tuesday, October 27 to the City of Portland Bureau of Planning and Sustainability.

Mr. Joe Smith reported that the Citizen Noise Advisory Committee (CNAC) was continuing to keep track of the remarkable technological breakthroughs for reducing aircraft noise. He also commended the Port of Portland for providing students with transportation to the STARBASE program, emphasizing that the program was a great opportunity for students to engage with the STEM fields.

Mr. Nick Atwell announced that there had only been one damaging aircraft event this year. He explained that wildlife staff had catalogued over 344 raptors so far, marking a substantial increase from 2014. He informed the committee that they could track the raptors online at pdxraptors.com if they were interested. He also announced that the PDX dog hazing program would start again on November 1 on selected properties around the airport and base.





Ms. Maryhelen Kincaid informed the committee that she was working with a group promoting and organizing a Vanport Mosaic Festival, to be held next year on Memorial Day weekend. She explained that the festival aimed to raise awareness about the history of Vanport by sharing poetry, plays, and music. She noted that she would keep the committee informed as the festival development progressed.

Mr. Erwin Bergman expressed concern about having heard that CNAC was interested in doing run-ups not in the hush house, but further to the north, as the hush-house was overloaded. Mr. Smith responded that the interest applied to unique and unusual situations only. He explained that Horizon had recently experienced a maintenance problem, and with the hush house in the middle of its scheduled operations, there was no place for the aircraft to go. He added that this meant there was an almost three hour delay for passengers trying to get to Seattle, including some aiming to catch other flights. For this reason CNAC had asked if there could be a designated area for aircrafts to go in such circumstances and what the sound effect would be.

PDX Updates

Mr. Vince Granato shared his PDX Business Update with the committee and highlighted the following:

On October 13, 2015 Portland International Airport celebrated 75 years of services to Oregon and Southwest Washington. Mr. Granato noted that a video history and a new addition to the airport's art collection created by local artist Lynsee Sardell were in place to mark the anniversary.

Mr. Granato informed the committee that the airport continued to be extremely busy and posted an 8.5% growth rate for passengers with a 6.1% increase in seat capacity in the month of September. He added that there has also been additional air service from companies such as PenAir and Alaska Airlines.

Mr. Granato reported that the first phase of PDXNext concessions redevelopment had finished. He noted that Mr. Mike Sloan and Mr. Jeff Swanson had participated in the proposal review process, and explained that the current plan was to award the next round of concessions starting in 2016 at the December 9 Port Commission meeting.

Mr. Granato provided an update on the PDX Workplace Initiative. He stated that the principles adopted in April had been well-received so far and addressed three core areas: Job Pathways, Worker Benefits, and Employer-Employee Relationships. Mr. Granato explained that the Port had chosen the three focus areas after conducting focus groups with employers, employees, and labor representatives. He noted that getting to and from the airport remained the single largest challenge of working at PDX and informed the committee that PDX staff was working with TriMet to improve transit access to the airport.





In terms of construction, Mr. Granato gave the following updates: the installation of the replacement carpet at the airport is nearly complete, the closure and rebuilding of airfield vehicle gates is underway, lactation rooms have been added to the scope of the project in response to a request from the Breastfeeding Coalition of Oregon, and a new rental car facility in the surface lot is moving forward quickly and will begin construction next year.

Mr. Granato reported that at the June 25, 2014 PDX CAC meeting, the Port presented the PDXNext Program, a program of strategic investments intended to position the PDX terminal to meet the needs of the future and enhance the overall terminal experience for passengers and tenants. Mr. Granato explained that the most significant component of the PDXNext Program was the Terminal Core Redevelopment project. He added that the design of the project was nearly complete and construction was scheduled to begin in early 2016.

Mr. Granato also informed the committee of a number of sustainability improvements, including a significant expansion in the number of electric vehicle charging stations and energy efficient LED lighting upgrades in the PDX employee parking and economy parking lots.

Mr. Granato announced that the Port welcomed two new commissioners: Ms. Alice Cuprill-Comas and Mr. Gary Young. He explained that both were nominated by Governor Kate Brown and confirmed by the Oregon State Senate. He noted two vacancies remained and Governor Brown would make her nominations shortly.

Mr. Micah Meskel asked if the committee ever considered writing a letter of support for proposed commissioners. Mr. Imperati responded that the committee has not really been involved since they are gubernatorial appointments.

Mr. Bergman inquired if the Port had done any work on earthquake preparedness, noting the airport's particular vulnerabilities due to it being built on sand. Mr. Granato explained that a significant amount of work had been done to evaluate the airport's preparedness in case of emergency, but admitted there were challenges as some buildings were built as far back as 1954. Mr. Granato highlighted the runway as the airport's most important asset in case of seismic activity and noted that preparing for such events was another incentive for the Terminal Core project.

Mr. Meskel asked if the Port was coordinating with the City of Portland on its earthquake mitigation process. Mr. Loughran responded that the Port would definitely be engaging with the City and its recently hired resiliency manager going forward.

Ms. Kincaid reported that the City's Development Review Advisory Committee was currently evaluating deconstruction such as the American Airlines demolished building. She asked if PDX ever gets involved with the committee to use reusable materials. Mr. Loughran responded that in the Port's construction contracts





the agency sets goals for recycled content, and shared that the Port of Portland building was built with over 90% recycled materials.

Mr. Bergman asked about the possibility of developing a RideShare program for employees. Mr. Loughran responded that a RideShare had been tried before but did not succeed, but the option remained on the list of considerations.

PDX Bicycle and Pedestrian Master Plan Update

Mr. Sam Imperati explained that the original presenter, Mr. Jason Gately, was ill and would be replaced by Mr. Mike Coleman from the PDX Long Range Planning department. Mr. Imperati stated that Mr. Coleman would give an overview of the PDX Bike and Pedestrian Master Plan Update, which would also provide context for the upcoming presentations from City of Portland staff on transportation projects. He noted that bike and pedestrian planning was an important component of the PDX focus on sustainability.

Mr. Coleman explained that the Port of Portland does bicycle and pedestrian planning for the following reasons: it increases transportation options; it's consistent with state, regional, and local priorities; it facilitates sustainability goals; it's good for travel and tourism branding; and it provides an opportunity for engagement by providing more contact with stakeholders throughout the region.

Mr. Coleman began with a brief background of what bike and pedestrian work has been done at PDX in the past. He explained that the Port has been doing bicycle and pedestrian planning for almost twenty years and shared a quick history of the Port's planning highlights, beginning with the first bicycle and pedestrian plan in 1997.

Mr. Coleman then gave a brief overview of the 2014 PDX Bicycle and Pedestrian Plan Advisory Group, emphasizing the importance of receiving feedback from a wide variety of interested groups. He shared the following member list:

- Ms. Jennifer Campos, City of Vancouver
- Mr. Roger Geller, City of Portland
- Ms. Jessica Horning, Oregon Department of Transportation (ODOT)
- Mr. John Landolf, Oregon Health and Science University (OHSU)
- Mr. John Mermin, Metro
- Mr. Jeff Owen, TriMet
- Mr. Ian Stude, Portland State University (PSU)

Mr. Coleman shared maps illustrating some of the changes proposed in the 2014 Master Plan Update. He explained that one of the major goals of the update was to improve connections. He noted that the Port only





owns so many roads, but it also has great partnerships with the City of Portland and ODOT. He pointed out that there were potential connections into the Cully neighborhood at Columbia Boulevard and Alderwood Road. He added that a portion of Cornfoot Road could also be developed into a multi-use path pretty expediently, and improvements on the area near Cascade Station could complete a much needed north-south connection.

In terms of facilities Mr. Coleman identified two main areas of concern. First, directly outside of the Port of Portland building, there was a challenge in finding a shortcut from the bicycle-pedestrian path into the headquarters without having to go all the way through the airport. Mr. Coleman explained that more direct access was an important goal of the update. Second, on 82nd Avenue and Airport Way, the intersection could be improved to make travel easier for both drivers and bicycle-pedestrian users. Mr. Coleman told the committee that the solution amounted to grade separating Airport Way heading eastbound, making it easier for bicyclists and pedestrians to cross westbound traffic.

Mr. Coleman informed the committee that it would be important to make sure that while Concourse E is extended over the next 18 months, the path to and from the terminal remains available. He explained that staff was currently looking at developing a temporary solution.

Ms. Alesia Reese noted that preliminary studies with ODOT indicate that there is significant potential for bicycle tourism in the City of Portland. She asked if the 2014 update included any plans for PDX passengers. Mr. Coleman responded that one feature he neglected to mention was a bicycle assembly station with all the necessary tools in the bicycle parking lot and explained that he had heard in the past of passengers arriving with their bicycles and setting them up to ride into the city from the parking lot.

Mr. Joe Smith inquired about any potential effects on motorcycle parking. Mr. Loughran explained that there was no plan to move motorcycle parking from its current location, though there may be some temporary impacts from construction.

Public Comment

Mr. Michael Hall, representing Unite Here Local 8, the hospitality workers union for Oregon and Washington, expressed concerns about the wages of concession workers at the Port of Portland. He explained that the medium wage for concession workers was insufficient at \$9.50 per hour and urged the Port of Portland to influence tenants to raise their wages. He noted that the concessions workers had just won their first collective bargaining agreement including a 1.5 wage increase and better control of their scheduling. He emphasized the need for further improvements.

Mr. Jim Waltz, an airport concessions worker, shared what it was like to organize at PDX and identified some





of the challenges facing workers. He reported that he had worked at the airport for six years with three different companies and noted that the frequent turnover of management made it difficult to organize. He explained that when concessions companies are sold, the new owners often decrease benefits and deny time off and sick pay. He stated that the Port of Portland's Workplace Initiative was making positive strides, but because of such management issues, many concession workers at the Port were being excluded from the programs benefits. Mr. Waltz also shared challenges such as the lack of sufficient public transportation for early morning and late night workers. He explained that the flu shot program was a great idea, but many concessions workers were unable to take advantage of it as it required leaving the security area.

Mr. Ahmed Abed-Rabuh asked what Mr. Hall and Mr. Waltz were seeking from the Port of Portland. Mr. Hall responded that he would like the Port of Portland to hold its partners accountable for keeping up with the standards established in the PDX Workforce Initiative. Mr. Waltz explained that workers are proud to work at the airport and would like to feel supported in return by earning living wages.

Mr. Vince Granato pointed out that part of the Port's concession agreements required contractors to submit a RFP proposal that includes elements of the PDX Workplace Initiative and how they will be addressed, adding that the companies would be held accountable to their proposals. He explained that the Workplace Initiative component of the RFP amounted to 25% of the proposal criteria and would be enforced similarly to street-pricing.

Mr. Abed-Rabuh asked about the timeline for the proposals. Mr. Granato responded that the Port was currently reviewing the proposals and the current plan is to make recommendations to the Port Commission in December.

City of Portland – Transportation and Area Development Projects

Mr. Imperati explained that the item was the second installment of a two-part update from the City of Portland. He reminded the committee that the PDX CAC is sponsored in partnership with the Cities of Portland and Vancouver, and that the sponsors wished to keep the committee informed about activities in their respective jurisdictions. Mr. Imperati stated that as one of the committee's sponsors, the City of Portland has an important role in planning for the area around PDX, supporting transportation improvements, and creating economic development opportunities.

Ms. Deborah Stein, Portland Bureau of Planning and Sustainability, introduced the item by explaining that it was a continuation of earlier updates to the committee and a follow-up to Airport Futures. She added that the focus of the presentation would be on other transportation and development projects in order to keep the





committee informed of the various projects that are currently being planned or are underway. Ms. Stein noted that the update was also a great opportunity to provide feedback since the city was in the process of updating its Comprehensive Plan and inviting public testimony through December 2015. Ms. Stein explained that the Comprehensive Plan defines the land use direction for the City of Portland. She then introduced Mr. Zef Wagner of the Portland Bureau of Transportation to give an overview of the Transportation System Plan (TSP) update that, as part of the Comprehensive Plan, guides transportation policies and investments.

Mr. Zef Wagner began his presentation of the Transportation System Plan update by emphasizing the need for efficient and safe transportation in the region. He explained that the current roadway system will be unable to support the city's massive projected growth with its current mode split. Mr. Wagner stated that in order to improve these deficiencies, the city aimed to take a "centers and corridors" focused approach in order to drive growth to certain areas, hopefully leading to safer choices for shorter trips and more space for trips that must use vehicles. He told the committee that part of the city's approach was to make better use of what it already has by shifting people towards other modes of transportation.

Mr. Wagner then gave an overview of the Transportation System Plan update timeline. He explained that stage one of the update was focused on developing the goals and policies, project list, finance plan, street classifications, and master street plans. He pointed out that a work session and three hearings would be held for stage one in November and December. He stated that stage two was focused on developing the modal plans, refinement plans, street classifications, district policies, and objectives. He identified major milestones for the second stage of the plan, noting that comments would be due on November 13 with the proposed draft released sometime in mid-December.

Mr. Wagner demonstrated a mapping system that the Portland Bureau of Planning and Sustainability created to share its transportation projects and take public comment. He illustrated how the website shows projects around the city with information about the project status, lead agencies, cost estimates, and other useful data. He explained that the website would collect and compile official testimony on the projects in order to inform staff and the City Council moving forward.

Ms. Kincaid asked what was meant by a "financially constrained" project. Mr. Wagner responded that the term refers to projects that are of a high enough priority that they are included in the city's forecasted budget for the next twenty years. He added that projects that are not financially constrained are projects that are still on the wish list but would need substantial new funding sources to be implemented.

Ms. De Lyser asked if the name and address of the commentators were included as part of the record. Mr. Wagner explained that the information would be collected by the city, but not shared on the website.

Ms. Reese asked if there was a non-electronic way to provide public comment on the projects and explained that many residents of East Portland do not have easy internet access. Ms. Stein responded that the website





was just one way to provide testimony and that there would also be drop-in areas and other alternatives to make giving testimony as accessible as possible.

Mr. Will Thier, Portland Development Commission (PDC), then gave an overview of PDC transactions at Cascade Station. He explained that the PDC is a bureau of the City of Portland that specializes in economic development within city limits, and as senior real estate project manager, he was in charge of acquisitions and dispositions of property within the PDC portfolio. Mr. Thier stated that his focus was generally on areas in non-central parts of the city, such as Cascade Station. He noted that because Cascade Station is within a planned district, there are some restrictions on what can be built in the area. He explained that with most of the retail-designated land already developed, the focus was now on developing office use buildings.

Mr. Thier then gave an overview of the three major transactions at Cascade Station: the FBI building (completed), Holiday Inn (coming soon), and Cook Security Group office headquarters (proposed). He reported that the FBI building was the first project, developed in 2011. He explained that in 2011 PDC approved a transaction with Holiday Inn to develop a new hotel that would be entering into construction before the end of the year. He noted that most recently, PDC approved a transaction to bring in new office space.

Mr. Thier reported that Cook Security Group, currently located in Milwaukie, Oregon, was looking to own its property and expressed interest in the office space. He pointed out that the main difference between the hotel transaction and the office space transaction was that in 2013, PDC did not have policies in place related to conveyance of land for market-rate transactions. He informed the committee that over the last couple of years, there had been a concerted effort from the city to evolve new ways of doing business that align with its five-year Strategic Plan. Mr. Thier stated that these efforts led to the creation of new policy requirements for transactions that require commitments to equity and sustainability. He provided examples of the requirements and expressed excitement for the benefits they would bring to the city.

Mr. Thier noted that Cascade Station also fell within one of the city's enterprise zones, meaning that the contract with Cook Security Group provided tax credits to the company while requiring that they commit to economic growth, including a commitment to increasing their employment by 10% or greater. He explained that this would also benefit the area significantly by providing family wage jobs for about 80-100 people at the headquarters.

Mr. Abed-Rabuh asked how an influx in industry would affect traffic in the area. Mr. Loughran responded that as part of the land's master plan, a traffic impact analysis was done for Cascade Station with the assumption that some kind of development would be built there.

Ms. Deborah Stein concluded the presentation by sharing a number of ways to testify to the Portland City Council on the Transportation Master Plan update including online, in letters, or in person. She encouraged the committee to look at the policies related to the airport that were included as part of the packet.





Natural Resource Program Update

Mr. Imperati explained that the last item was an update from Mr. Sean Loughran on the PDX Natural Resource program and informed the committee that they would be hearing from the Port and the Natural Resources Ad Hoc committee about their project recommendations and voting on funding for the next year. He added that the budget for the recommended programs was included in the packet.

Due to time constraints, Mr. Loughran began his presentation by giving a brief overview of the process. He informed the committee that the Natural Resources Tree Canopy Enhancement program in partnership with Friends of Trees had one additional year of funding, but the Columbia Slough Watershed Enhancement funding did not have a project in place.

Mr. Loughran also explained that the Natural Resources Ad Hoc committee includes representatives from a wide variety of organizations such as the Bureau of Environmental Services, the Columbia Slough Watershed Council, the Multnomah County Drainage District, and PDX CAC. He told the committee that the group reviewed a long list of candidate projects for funding, with a special focus on their ability to be implemented within a year or two. Mr. Loughran then shared selection criteria for the projects including contribution to water quality and hydrologic improvement or habitat enhancement, positive community impact, alignment with social equity goals, consistency with other plans and regulatory requirements, and wildlife compatibility.

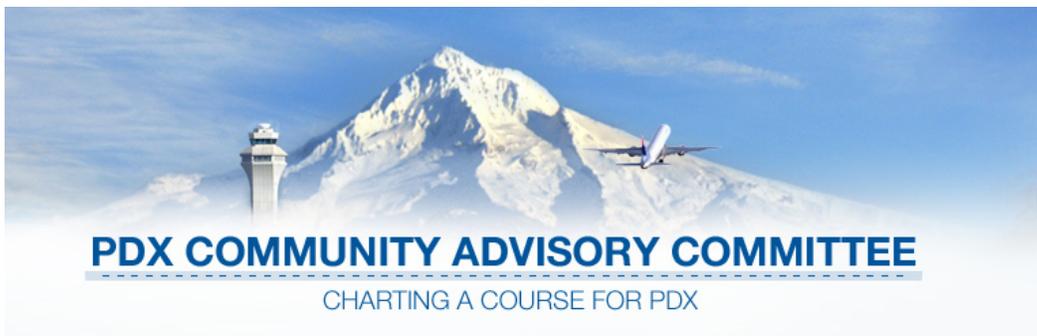
Mr. Loughran then went over the two recommended projects. He informed the committee that both projects had gone through a number of improvements and been supported unanimously by the ad hoc committee. He noted that both projects are included as part of the Columbia Slough Watershed Council Action Plan, which was developed by engaging the public and stakeholders to put together an action plan of items that need to be implemented as part of the sloughs twenty-year plan. He also noted that both projects focused on habitat enhancement and signified multi-year projects.

Mr. Loughran informed the committee that the first project, titled Better Beaver Behavior, aimed to protect key riparian trees from beaver predation by caging the trees in order to contribute to habitat and water quality improvement.

He explained that similar projects had been done in the past, and part of the work would be reviewing past sites for improvements, making sure that the best protocols are set, and identifying new additional sites. He noted that the project had garnered good match leverage and requested approximately \$20,000 in funding.

Mr. Loughran reported that the second project, titled Slough Benches, focused on improving wildlife habitat and water quality on the Columbia Slough by reducing bank erosion and increasing storm water retention and filtration. He explained that the Army Corps of Engineers had brought dredge material into the Slough and





created benches and islands within the channel some time ago, with the intent of habitat improvement. Mr. Loughran noted the Slough Benches project aimed to rectify some of the wildlife impacts that had occurred as a result, and requested a contribution of approximately \$27,000 in funding.

Ms. Jane Van Dyke, Columbia Slough Watershed Council, expressed her support for the projects, explaining that the ad hoc committee worked diligently on its recommendations and it would be great to have the funding to move the projects along.

Mr. Imperati then asked the committee to vote on the Natural Resource Program recommendations.

With 10 in favor (Micah Meskel, Damon Isiah Turner, Ahmed Abed-Rabuh, Martin Slapikas, Erwin Bergman, Col. Jenifer Parady, Mike Sloan, Joey Quitugua, Joe Smith, and Maryhelen Kincaid) and one abstention (Ms. Jane Van Dyke), the motion passed to support the Natural Resource Program recommendations.

Mr. Loughran then announced that PDX had achieved a major milestone in its Government Island Grassland Mitigation Process. He explained that the Port owned the majority of the 300 acres on Government Island and had begun grassland mitigation on the island with the first of six scheduled phases. He noted that the first 50 acres had been an ambitious effort with many obstacles, but last month seeds were finally planted on the site. He then introduced Ms. Maureen Minister, Port of Portland, to give an overview of the mitigation work.

Ms. Minister explained that staff was able to get the site to bare ground before seeding it. She shared some of the challenges staff faced during the process, including having to barge equipment to the island. She noted that six workers, representing seed producers and farmers from across the Willamette Valley, did the seeding. She added that it was a fairly extensive operation with seeding taking three 12 hour days.

Ms. Minister told the committee that the group was very pleased with how the mitigation process went. She announced that germination was occurring mostly in the buffer area but had begun to occur within the bulk of the site as well. She explained that staff hoped to see a green and flowery site by spring.

Mr. Loughran noted that there had been a number of significant logistical challenges with the site so it was particularly exciting to have it completed. He acknowledged that some members had expressed interest in visiting the site, and told the committee that he would work on organizing a field trip.

Mr. Bergman asked about the herbicide used. Ms. Minister responded that she wasn't sure, but thought it was some kind of glyphosate.

Meeting Wrap Up

Mr. Imperati noted that the committee may need to return to the Natural Resource Program update at its January meeting. He thanked the committee for their service and wished them a wonderful holiday season. He





reminded committee members that the next PDX CAC meeting would be held on Wednesday, January 20, 2016.

NOTE: These meeting notes will be updated and approved at the January 20, 2016 PDX CAC meeting. Please see the "Meeting Notes Approval" section in the January 20 notes for any additions, subtractions, or corrections to these notes.

10.21.15 4 Evaluation Forms

	Too Slow	Just Right	Too Fast	No Answer		
PACING	1	2	1			
	Poor	Fair	Good	Very Good	Excellent	No Answer
OVERALL MTG QUALITY			1	1	1	1
PRESENTATIONS				4		
DOCUMENTS			1	2	1	
DISCUSSION		1		1	1	1

6. MOST USEFUL?

- Slides

7. LEAST USEFUL?

8. COMMENTS, SUGGESTIONS, QUESTIONS

- Just learning
- Emphasis was on information-sharing rather than getting input from CAC

