



PDX COMMUNITY ADVISORY COMMITTEE MEETING #10

Wednesday, January 15th, 2014 2:30 p.m. - 5:30 p.m.

Port of Portland Headquarters, 8th Floor Chinook Conference Room
7200 NE Airport Way, Portland, OR 97218

NOTES

Name	Interest Represented	Attendance
VOTING MEMBERS		
Erwin Bergman	Central Northeast Neighbors	Present
Beverly Bruender	Citywide Land Use Committee	Absent
Tina Burke	Airport Employee	Present
Steven Cole	Northeast Coalition of Neighbors	Present
Tony DeFalco	Environmental Justice	Present
Walt Evans	Business Organization	Present
Col Paul Fitzgerald	Military	Present
Karen Gray	Portland Planning and Sustainability Commission	Present
Alan Hargrave	Clark County neighborhood representative (Camas/Washougal)	Absent
Ahmad Abed-Rabuh	Air Cargo	Present
Randy Jones	East Multnomah County Neighborhood (City of Fairview, Gresham, Maywood Park, Troutdale, and Wood Village)	Present
Alan Lehto <i>Alternate: Jeff Owen</i>	Multi-modal transportation representative	Present - Owen
Robert Pinedo <i>Alternate: Kathleen Larsen</i>	General Aviation	Absent
Alesia Reese	East Portland Neighborhood Office	Present
Bob Sallinger <i>Alternate: Micah Meskel</i>	Environment/Wildlife/Natural Resources	Present - Meskel
*Vacant	Passenger Airline	*Vacant
Martin Slapikas	North Portland Neighborhood Services	Present



Mike Sloan	Vancouver neighborhood	Present
Joe Smith	PDX Citizen Noise Advisory Committee	Present
Jane VanDyke	Columbia Slough Watershed Council	Present
NON-VOTING MEMBERS		
Nick Atwell	PDX Wildlife Committee staff	Present
Chad Eiken <i>Alternate: Willy Williamson</i>	Vancouver Community Development Director (or designee)	Present
Larry C. Ellis	Multnomah County	Absent
Bruce Fisher	Federal Aviation Administration	Absent
Barbara Cartmill	Clackamas County	<i>Absent</i>
Vince Granato	Chief Operating Officer (or designee)	Present
Kelly Sills	Clark County	Present
Andrew Singelakis <i>Alternate: Stephen Roberts</i>	Washington County	Absent
Deborah Stein	Portland Bureau of Planning and Sustainability Director (or designee)	Present
Stacey Triplett	Metro staff	Present

Port Staff and Consultants Present: Francesca Patricolo, Institute for Conflict Management; Sam Imperati, Institute for Conflict Management; Sean Loughran; Scott King;; Melissa Gall;; Chris White;; Lisa Timmerman; ; Keith Leavitt; Isaac Barrow; Dana Green; Darcy Thornes; Terri Burk; Phil Stenstrom; Ken Anderton

Public and Invited Guests Present: Stephen Rozell, Ameriflight Station Manager, Willy Williamson, Pearson Field Airport Manager; Craig Gibbons, Tax Supervising and Conservation Commission; Mindy Brooks, City of Portland

WELCOME AND INTRODUCTORY COMMENTS

Sam Imperati, Institute *for* Conflict Management, welcomed everyone to the meeting.

PDX CAC Members Information

The meeting began at 2:00 for committee members, who gathered for a group photo. The public meeting began as usual at 2:30 pm.

Don Davies is no longer on the committee and his position is currently vacant.

Ahmad Abed-Rabuh, accounting manager with Jet Expedited Transport Inc. and also a member of the Portland Air Cargo Association has been appointed to fill Craig Johnson's seat.

Ahmad introduced himself. He has been with Jet Expedited Transport for eight years, working his way up the rankings from starting as a clerk. For college, Ahmad attended Portland State University and then Western Governors University. The Portland Air Cargo Association is interested in helping others understand regulations and he hopes that his position on the committee may also bring knowledge that helps the educational missions of the Air Cargo Association.

Committee members took turns introducing themselves to Ahmad, welcoming him to the committee. Absent

Larry Ellis is unable to attend as he is travelling for work.

Robert Pinedo and Kathleen Larsen from Atlantic Aviation are unable to attend today.

Bruce Fisher from the FAA is unable to attend.

Alan Lehto from TriMet is unable to attend. Jeff Owen will be attending in his place.

Bob Sallinger is unable to attend. *Micah Meskel will be attending in his place.*

September 2013 Meeting #9 Notes Approval

There were no corrections, minutes were approved.

Meeting Agenda Review

Sam walked the committee through the agenda.

Additional handouts in packet:

- Today's Meeting Agenda
- Draft September 18 meeting notes
- Draft of the committee's 2013 annual report
- PDX Business Update
- Three- year PDX Capital Project List spreadsheet
- PowerPoint on the Ameriflight Relocation project presentation
- PowerPoint on PDX Wildlife Hazard Management Program presentation
- Article from Portland Monthly- The Birdmen of PDX
- Flyer inviting you to participate in Port-sponsored Friends of Trees community plantings

In addition, the Port provided copies of its annual report, *Portfolio*, and its quarterly magazine, *Portside*.

Friends of Trees Community Planting Event

CAC members, family, friends and community members were invited to participate in Friends of Trees plantings on January 25 and February 22. Fliers were provided in committee member handouts. The January 25 event will be at the Columbia Children's Arboretum in NE Portland and the February 22 event will be in West Vancouver neighborhoods.

Membership Expirations

The terms of a number of CAC members have expired or are about to expire. There are no term limits for this committee, and the Port would like committee members to continue to participate if possible. Port staff will contact individual members to further discuss the issue if it applies to them.

MEETING FOLLOW UP

Stormwater Masterplan Update

The Port convened a stakeholder working group for two meetings to participate in a more in-depth review of the Stormwater Master Plan work and design standards under consideration for Port facilities. Sam thanked Jane Van Dyke, Randy Jones and Bob Sallinger for volunteering to participate. In addition, the group included representatives from the Oregon Environmental Council and Northwest Environmental Defense Center. Willamette Riverkeeper was invited but could not attend.

Jane VanDyke: We did meet twice and got a good overview, looking at some of the maps of the piping. As the airport has expanded, it's been a patchwork and a management challenge. This is a Stormwater Master Plan for all the different sites and we're planning to get back together to do more.

Randy Jones: It's amazing. There's a lot of data and it looks like it's going to be a great plan.

Social Equity Opportunities Update

The Port also convened a stakeholder working group for three meetings to discuss Social Equity Opportunities. Sam thanked Jane Van Dyke, Tony DeFalco, Stacey Triplett, Karen Gray and Joe Smith for their participation. There was also participation from City of Portland staff and Port staff who work on the Port's Small Business Program.

Stacey Triplett: I think we do want to continue to meet a couple more times. Together as a group, we've crafted a few recommendations that we'd like to bring back to the whole committee. The recommendations include many different topics that fall under the three-legged umbrella of sustainability.

Tony DeFalco: Thanked the staff who have helped. The group talked about how the Port can move forward with three things: 1) creating an organization-wide equity strategy, 2) developing ways in which social equity can be integrated into the organization, and 3) annual reporting on progress towards equity goals, and forming more support for the OMWESB community. The committee is looking at an active role in some of the actions and the staff will take on other parts.

Karen Gray: We have expanded the notion of "who we contract with" to "what about the employees," and where the Port stands on equity in the broader work of the city and county and nation. I'm excited about continuing the work and not stopping.

Joe Smith: There are many very, very different places where opportunities may exist to address. We need to start measuring because when measuring happens, things generally start to get better.

Environmental Objectives and Targets

The Port also convened one stakeholder working group to discuss the Port's Environmental Objectives and Targets -how they are established, measured and monitored. Sam thanked Stacey Triplett, Joe Smith, Walt Evans and Erwin Bergman for their participation.

Erwin Bergman: We met on November 22nd and we looked at natural resource topics as a whole, then as sub-groups like water, waste minimization, air quality, and energy management. We felt that the Port had an environmental management system that seemed to show that all of the issues were being covered. We didn't find anything that came up short. Lead gas in aviation is an issue.

Joe Smith: I am impressed about how much the Port truly cares about the environment.

Stacey Triplett: We did talk about toxics potentially being another category, such as lead.

Erwin Bergman: Told a story about paper product rationing that made the committee laugh.

2013 PDX CAC ANNUAL REPORT AND PRESENTATIONS

Chris White described the annual report process and the contents of the document. Committee members received a draft annual report in their stack of handouts.

Since last year, Port staff added bullets and a category called “action taken.”

Chris White: As you may remember from last year, this is the draft that staff created, with advice from the CAC coordinating committee, for PDX CAC review. I have also sent you an electronic version of this. Please send me any comments you may have by January 20th, which is Monday. I will make revisions. Printed copies with a sample letter will be available for you at our April meeting, and you can send these to your appointing organizations. Also, we will be discussing this report in a brief presentation for Port of Portland Commission on March 12th. Mike and Stacey have agreed to present this. On the suggestion of Karen and Deborah, we are also looking for a date to discuss the work of the PDX CAC with the Portland Planning Commission. We are seeking a time to brief the Vancouver City Council as well.

Joe Smith: You say you want comments by Monday, but Monday is a holiday.

Chris White: It is MLK Day. It would be okay to give it to me by the morning of the 21st. We need them for our design process. If you hear anything from your jurisdictions, we would like to hear that.

PDX UPDATES

Vince Granato updated the committee on the subjects of airport activity, air service development, planned construction, and planning activities.

BUSINESS UPDATE

Airport Activity

Year to date through November, PDX served 13.69 million passengers. With only eleven months of data currently available, we have already surpassed the full calendar year 2011 total of 13.67 million passengers. We expect to end the calendar year with just over 15 million passengers.

Total aircraft operations (take offs and landings) were up 3.2% to 17,223 compared to November 2012 but continue to be down for the year. Consistent with an increase in operations, seat capacity was up 9.0% and passenger traffic was up 1.8% for the month.

We did see a decline in load factor, which was down in November to 78.2%. We believe this decline is based on a decrease in consumer confidence in the Fall due to uncertainty over the government shutdown.

Alaska Airlines launched service to Dallas/Fort Worth on September 16, service to Tucson on Nov. 1, service to Reno/Tahoe on Nov. 8, and their seasonal service to Kona and Kauai HA returned in November.

Calendar year 2014 is already delivering good news in terms of additional and new air service. Alaska Airlines will start two flights to Salt Lake City in early June. On June 8, Southwest Airlines will start

new summer seasonal service to Baltimore, MD and Houston Hobby Airport and will also bring back their Austin flight. Southwest Airlines will also start two year-round daily flights to San Diego, CA in June.

Asiana Cargo moved their PDX air cargo operation to Sea-Tac, effective Oct. 28. Asiana advised the Port that while the operation here at PDX was successful, they feel that due to the global economy not rebounding as quickly as anticipated, as well as other challenges, they need to merge their cargo and passenger operation in Seattle to reduce overhead and operational expenses. Although carriers have varied, PDX has offered international air cargo service for most of the last 17 years and we still believe there is a case for international air cargo service connecting PDX to Asia. The current market for air cargo remains very challenging in the near term.

Airport Concessions/Properties

McDonalds is open on Concourse C and the new Burgerville on Concourse D is scheduled to open in Spring 2014. This change in location allows Burgerville to provide a complete Burgerville experience, which will include signature products such as its milkshakes post security.

CONSTRUCTION UPDATE

Short term Parking Garage Lighting Upgrade

The work on re-lamping the P1 (Short-term Parking Garage) is underway and the results initially are favorable. The first area where the lighting is being upgraded is in the rental car area. The installation will result in the temporary closure of portions of the garage while the lights are being replaced in the public parking areas. This project will replace the existing high-pressure sodium fixtures on floors 1-6 that glow yellowish-orange with an energy efficient, fluorescent lighting system. The lights on the roof deck will be replaced with LED fixtures.

Parking Guidance System for Long-term Parking Garage

The construction/installation phase of the parking guidance system in the long-term parking lot is essentially complete. The sensors are installed on all levels 2-7 as well as the monument signs at the top of each ramp, directional (open/full) signs and the new back-lighted Exit signs. Phase 2, now underway, will migrate the existing Short Term Garage parking guidance system with the new Long Term system. Customers can now follow signage to open sections and identify open stalls by the green lights on floors 5, 6 and 7.

Airport Way Interchange

ODOT's work on the Airport Way Interchange on I-205 continues on schedule to be completed in the fall of 2014.

PLANNING UPDATE

Airport Futures Follow-on Studies

The Port continues to make progress on a number of the follow-on studies identified in Airport Futures including:

- The Passenger Terminal Master Plan/Ticket Lobby Study (Terminal Efficiency Improvement Program)
- Concessions Master Plan
- Northside Properties Redevelopment Study
- Rental Car and Parking Facilities Alternatives Analysis, and
- The 82nd Avenue/Airport Way Grade-separated Interchange Project Definition.

These projects are all on the list for potential future CAC updates and will be included as time allows.

Rental Car Quick-Turn-Around (QTA)

The Airport Futures/2010 PDX Master Plan concluded that rental car counters close to the terminal were

important to the Airport's high level of customer service and that the Port should plan to keep rental cars in that location for as long as practical, delaying the need to develop a remote consolidated rental car facility until we grow to approximately 24 million annual passengers. To that end, the Port is undertaking planning related to meeting the capacity requirements of the rental car Quick-Turn-Around area (or QTA). The QTA is where the rental car companies clean, fuel, and ready recently returned vehicles for future rentals. Our planning is on-going at this time, but it appears that the QTA will move from its current location on the south side of the long-term parking garage to a part of the old long term surface I parking lot near the parking exit plaza. This project is proposed for construction later 2014 and will be presented to the CAC at a future meeting.

SUSTAINABILITY UPDATE

PIC Wetland Enhancement

The Airport Futures Natural Resources IGA included a project to enhance a wetland located in Portland International Center (PIC) just south of IKEA. The first phase of the PIC Wetland Enhancement was completed in 2013. Environmental Plan Check with the City of Portland for Phase 2 was approved in December. The proposed schedule is to complete the planting of over 1,600 plants in January/February 2013.

Rental Car Customer Facility Charge Ordinance

A customer facility charge paid by rental car customers was approved by Port Commission on December 11th and is set to go into effect on January 15 (today). The fee for Portland International Airport will apply to all rental car customers and is intended to fund future rental car related projects and improvements. The actual fee for each transaction will be \$6/day for up to four days (\$24 maximum fee).

The initial CFC funded project planned is the new quick turnaround facility where returned rental cars are quickly fueled, washed and readied for future rentals.

Green Concessions

Airports Council International-North American has recognized Portland International Airport as the Best "Green" Concessions Practice or Concept in 2013.

The PDX Food Donation Program, a partnership between St. Vincent de Paul and concessionaires at PDX, was specifically recognized. The program encourages food and beverage vendors in the airport to divert unsold, ready-to-eat food products to the local charitable organization to provide to those who need food. The program donated almost 13,000 pounds of food in its first six months, which is equivalent to more than 8,600 meals.

Awards were announced during the 2013 ACI-NA Airport Concessions Conference in Sacramento. The contest received more than 200 nominations from airports of all sizes throughout the U.S. and Canada. ACI-NA represents local, regional and state governing bodies that own and operate commercial airports in the U.S. and Canada.

Sustainable Procurement Policy

A new policy developed by the Port's Contracts & Procurement Department encourages employees to consider sustainability when purchasing goods or services for Port-related business. Craig Johnsen, contracts & procurement manager, worked with Environmental staff, the city of Portland, Multnomah County and Metro to craft a policy that meets the Port's goals for sustainability.

In many cases, employees are already taking sustainability into account when buying products or services, including computers, uniforms or catering. The policy reads, in part: "The goal of sustainable procurement is to seek a reasonable balance between environmental, social equity, and economic considerations" when purchasing a good or service at a reasonable price.

OTHER

America's Best Airport

October's Travel+Leisure's World's Best Awards reader poll ranked PDX the nation's No. 1 airport.

T+L readers rated 68 domestic airports by casting votes in eight categories: business travel; family travel; flight delays; design; food and drink; shopping; check-in; and location. PDX ranked No. 1 overall, second for design and shopping, and third for food. PDX also won high marks in the business and family-friendly categories, and for its 87.5 percent on-time departure record.

Oregon Wild

An Oregon Wild advertisement, intended for the PDX Terminal, has been the source of significant public interest related to a recent court decision. The advertisement is related to a case involving our decision to maintain our policy of not accepting ads of a political or religious nature, regardless of their message, for Portland International Airport. The Port respects the court's decision requiring us to accept the ad and we have complied. At the same time, we respectfully disagree with the court's view of the law in this evolving area, and for that reason, intend to appeal.

Our policy of not accepting political or religious ads is consistent with settled federal law and is a common practice at international airports, like PDX, where the goal is to provide a welcoming, non-controversial environment for the traveling public. Both state and federal constitutions include free-speech protections. While the federal law in this area is well settled, the state law is not.

In the court's decision requiring the Port to post the ad, the court agreed that we had not violated the federal constitution by refusing to accept Oregon Wild's ad. Although the court disagreed with our position under the state constitution—and ordered us to accept the ad—the court acknowledged that the law remains unsettled. We believe our arguments have merit and that they should be presented to the appellate courts for review.

Deputy Executive Director

The Port's Executive Director Bill Wyatt recently hired Curtis Robinhold to serve as Deputy Executive Director. Curtis most recently served as Chief of Staff to Governor John Kitzhaber. He was a natural resources aide during Kitzhaber's first term as governor and managed his re-election campaign in 1998. Robinhold later moved to the private sector with a focus on energy, finance and international business. He spent the better part of the next decade working for BP where he helped launch a new renewable energy division and became the division's CEO. While with BP, Robinhold worked in England, Germany and South Africa.

Before joining the Governor's current administration, Robinhold led his own company, EnergyRM, a financial services firm focused on providing financial solutions for energy-related investments in large buildings. He has also served on the board of the Oregon Business Association. He begins his service at the Port on Feb. 3.

Strategic Plan

We are looking at doing some public forums and visioning concepts that we will be doing in the next few months as part of our strategic planning.

Vince Granato: The Port is planning to replace all of the carpet throughout the terminals because it is about twenty years old. They have considered other alternatives to carpet for sustainability, however they still found carpet to be the best option. There is a special following around the carpet, though. People like to take their phones out when they land and take photos of the carpet to say, "I'm home." There is a Facebook page with over 140 likes, dedicated just to the carpet. Some folks have an emotional attachment to the carpet. There is even a company that sells socks and t-shirts with the carpet pattern on

it. The Port is looking into what it should do with the old carpet. There have already been requests for pieces of it.

Walt Evans: I would suggest that we get a letter signed by our two leaders to express our support for the restaurants who are donating the food and earned the Best Green Concessions award. I also think we should send a letter on behalf of our group to recipients of the Travel+Leisure award. Walt asked a question about why they are going to have a new carpet pattern when the old carpet pattern is so popular.

Vince Granato: They will go with a somewhat similar pattern that's just not so dated. The other carpet is just outdated and it's time for a change.

Ahmad Abed-Rabuh: Asked about development on Alderwood and the Northside of Airport Way opportunities.

Vince Granato: The development Ahmad is referring to on Alderwood is the Capstone project. Capstone did not need airfield access. There are limited development opportunities to those who need taxiway/airfield access. Capstone is a different use. We did an RFP a year ago to do an air cargo development and didn't really get anything that was viable and we think that is because of changing market.

Ahmad Abed-Rabuh: Asiana had a waiver of their landing fees.

Vince Granato: Yes and it ended. The state was also subsidizing some of their costs for some time as well. In the end, they weren't able to make it viable. This is the fourth time we haven't been able to have someone sustain it. We will need to work with the next company to help them find the right cargo to transport.

Ahmad Abed-Rabuh: My question is how much of a lateral move would it be for another service provider to move over and capture that business?

Vince Granato: It's all about rate with cargo, it's not about the customer experience because they are dealing with boxes. They want to get the lowest rate. We really scan the universe when we are looking for a new service provider.

Mike Sloan: Regarding the carpet, will it get recycled? What will happen to it when it gets removed?

Vince Granato: They will need to figure it out because a lot of people also want it and we need to figure out how to make it available. We're not really setup to do that but we'll figure it out.

Erwin Bergman: Selling it would gain revenue.

Joe Smith: The carpet is a good opportunity to gain goodwill and good feelings toward the Port. Car rentals and long-term parking might be a good indicator of the economy because long-term parking is mostly business travelers.

Vince Granato: Regarding car rentals, we didn't get that transactional data but we required it for the new lease. You're right about the long-term parking being mostly business travelers. So we'll see, it's very busy now and it goes through cycles.

Mike Sloan: For this quantity, is it a custom carpet?

Vince Granato: Yes.

Alesia Reese: What makes it special is that the carpet is something you never see anywhere else.

Vince Granato: It is something we've talked about, copyrighting the new carpet.

Alesia Reese: I would also copyright the *old* carpet.

Terri Burk, Aviation Planning and Development Manager, gave a brief overview of the PDX Capital Program for 2014. Committee members received a handout relating to the capital program in their meeting packet.

Terri Burk: One thing to be very aware of is that Capital Planning is a constant process, it's not static. Once a year we go through a rigorous process for the next year. We just set our 2014-15 portfolio. These are only Port projects. There are other projects that will go through this committee that are tenant projects. Terri oriented the committee to the list.

There are 2012 and 2013 projects on the list to make sure the committee is aware of projects that are still ongoing and under way. Projects that are highlighted in orange is where the plan district requires a contact. Typically projects span multiple years. A new column that we've added this year is a funding column that indicates funding sources that exist or that we would likely seek.

Vince Granato introduced Phil Stenstrom, who has been with the Port for ten years now and is taking over for Jason Schwartz in the Noise Department. Phil further introduced himself to the committee. His background is in information technologies and he is impressed with community involvement with the Port.

BREAK

AMERIFLIGHT RELOCATION

Ken Anderton, Port staff, described the Ameriflight Relocation project.

Ken Anderton: This project is the second one you will be hearing about that is required to be presented to the PDX CAC as part of our Airport Futures agreements. This will include time for public comment. You have a copy of the PowerPoint in your packet.

Ameriflight has been at the airport since '82 and operating out of some WWII vintage hangers. Finally the pavement in front of the hangers gave out. The new location creates a more efficient operation for them and UPS. Instead of spending \$9 million to add a new ramp, it is costing only \$300,000 to update the old ramp. It will house their entire operation. They have hired a local Portland contractor and if there are any other hiring needs, they will consider hiring from the local area.

Sam Imperati: What does this enterprise do?

Ken Anderton: They are a small-packages feeder for UPS. They are a very needed service.

Steve Rozell, Ameriflight Station Manager: We have twelve different bases throughout the country. Twenty-six planes are based out of Portland. Ninety-five percent of our business is with UPS. Years ago [Ameriflight] used to transport cash.

Jane VanDyke: It seems like a lot of parking.

Steve Rozell: With pilots included, 75 people will work there. Probably at the height of the operation, there will be 35-40 vehicles at one time.

Joe Smith: One of the biggest issues the noise committee has had to deal with is noise from cargo planes. Ameriflight has done a great job of working with the noise committee in the past.

Tony DeFalco: Asked a question about what existed at the site before Ameriflight. The question related to his bird watching on 33rd Ave.

Nick Atwell: We are looking at what needs to happen next, whether the old location will change from pervious to impervious surface.

Tony DeFalco: What is the footprint of the old location?

Steve Rozell: About 12,000 square feet.

Erwin Bergman: Told the committee a story about the old facility for Ameriflight. The aircraft noise signature for air cargo is a pure tone, predominantly of one frequency and it is specifically annoying like a mosquito. The new, closer location would result in a source of nuisance. I would like to see this language be included in any agreement: High power engine maintenance run ups by Triange Aviation must be performed only within the ground run up enclosure if they are scheduled for the quiet hours between 10:00 p.m. and 7:00 a.m. and on all Sundays, Christmas Day, Easter, Memorial Day and Thanksgiving. Aircraft should be located well within the ground run up enclosure for a run up.

Ken Anderton: The lease has been signed. We have language in it to regulate noise.

Vince Granato: This is a deal that we have been working with Ameriflight on for years. I think it's been 2 or 3 years that we've been fluctuating back and forth and then when they were ready to go, they were ready to go. We can do side agreements and MOUs to address additional issues.

Erwin Bergman: I would like to go back to Airport Futures, that the committee identified numerous times. So often we find out about things when it is too late. Now once again we might have missed a loop. It's disappointing. We are talking about a distance of about 300 yards between the run up and the neighborhood.

Ken Anderton: We sat down and talked to our noise department. There are some logistical issues that we need to figure out still.

Phil Stenstrom: Erwin's points are really well taken and there are a lot of things that we don't know yet. I'd be happy to report back as soon as we know more.

Sean Loughran: Provided some history about the Ameriflight relocation. It still is in process. The Port does have their noise management office already in conversations with Ameriflight. There are a number of opportunities that this location opens up. The focus of our air cargo and maintenance strategy is infill and redevelopment. The footprint of this is a lot smaller than their older location. There is a lot of efficiency gained with this improvement.

Erwin Bergman: I'm sure that the Port is aware of the noise study on pure tones and by moving the Ameriflight operations closer to neighborhoods, it makes it more likely that people may hear the air cargo.

Ahmad Abed-Rabuh: How long is the lease for?

Ken Anderton: Twenty-five years.

Jane VanDyke: I agree with Erwin. If they are moving closer to neighborhoods now, there should be updates to the regulations.

Sam Imperati: Asked a clarifying question about why the Port is involving the public in this issue.

Sean Loughran: This specifically triggers the Bureau of Development Services need for public involvement through the City's Zoning Code.

PDX WILDLIFE HAZARD MANAGEMENT PROGRAM

Nick Atwell presented about the PDX Wildlife Hazard Management Program. Committee members received a handout in their packets. There was an interesting article on Nick and his program that was in Portland Monthly in January. Members received a copy of the article, *The Birdmen of PDX*, in their packets.

Nick Atwell: If there is a need to take lethal action, we will. We are due for another update to the Wildlife Hazard Management program. With engine ingestions, the question is how strong can you make an engine to avoid a catastrophic event. Most engines can withstand a 4-pound bird.

Not all birds are of concern. We match up our data with the national data to come up with the probability and severity of impacts. A lot of our issues are prey-based, especially from voles. We are measuring our prey base every other month. We also have a grasshopper population that attracts birds. We had a very large population in 2008, treated to cut down grasshoppers a couple of times over the year and cut down the bird population as a result.

We catch starlings, an invasive species, and euthanize them or give them to the Audubon Society for prey for larger birds. Another part of our program is red-tailed hawk trapping and relocating. What we do includes banding, reporting, permitting, and then the relocating.

Jane VanDyke: I've seen one of the birds with the wing tag when doing the bird count.

Mike Sloan: How far away is the relocation?

Nick Atwell: It depends. Usually 50 miles –50 to 200 miles.

Nick Atwell: We do nest interventions. Our staff does high rope tree-climbing and either grabs the chicks or just post fledge. We will take them to Audubon quite a bit. We don't want them to learn how to fly here in our airfield environment.

Some birds are problem birds and they return even if we fly them far away. Or they become problems for other airports such as for the Seattle airport.

About every other great blue heron causes damage to aircraft.

We have to cut the grass for signage obstructions and the Air Force also is required to cut the grass. Each time we cut the grass, bird activity goes up because they can see the prey.

After figuring out a fence system that prevents coyotes from digging under them, coyotes have now learned to jump the fence.

Ducks are a problem, and we look to fill and mitigate wetlands away from the airport property. Geese like large open areas and there are deterrents the Port sets up to create visual barriers so that geese stay out.

They are evaluating how a certain grass works to deter geese. There are some other methods the Port is using for adaptive management to keep birds out of the area and deter them from the airspace environment. There are also cannons for geese.

Kelly Sills: Do you get any neighborhood noise complaints off of the cannons?

Nick Atwell: Sometimes we hear from the noise department, sometimes from the police department. Using small bursts of noise is very effective at deterring birds.

Erwin Bergman: It comes in loud and clear in our neighborhood.

Mike Sloan: Asked a question about when cannons are set off.

Nick Atwell: Our rule is that if we can't see it, we don't set it off. It's all day and night long -1:00 a.m. - 2:00 a.m. at the latest, most of the time until 10:00 p.m. We use lasers at night.

We built roads around the airport specifically to drive our vehicles out to haze the birds.

The Port get reports or gets a DNA analysis to understand what kind of bird was in the strike when one happens.

Kelly Sills: When you say strike, you don't mean just to the engine?

Nick Atwell: It can be to any part of the aircraft and even if the pilot moves the aircraft to avoid a strike, it's considered a strike.

Micah Meskel: Asked a question about lark strikes.

Randy Jones: Did something significant happen between 2008 and 2009?

Nick Atwell: Yes, grasshopper control.

Tony DeFalco: Where are we nationally?

Nick Atwell: We are in the top 10 for the worst -7th in the nation. We have good reporting as well, so other airports might just not be able to measure their strikes as well and compare.

Jane VanDyke: That's just raw strike numbers.

Nick Atwell: Yes and that's a good point. There are also other airports that have more operations than us. There needs to be a better way to compare airports for bird strikes.

Alesia Reese: What can we do? Is there anything we can do as a community?

Nick Atwell: Bird feeders are not going to be a problem in your neighborhoods, but ball fields should work with the Port to manage hazing times.

Alesia Reese: Asked about using special grass mixes for ball fields to help with not attracting birds. Also asked about school district partnerships for caring for the large ball fields and outdoor spaces in the school district.

Nick Atwell: Golf courses, for example, coordinate with the Port to haze their birds, that's the best thing to do.

Sean Loughran: In Airport Futures, we really worked to find a balance between wildlife management program goals and natural resource program goals and apply important standards through the City development code.

Tony DeFalco: Is there any positive news with voles?

Nick Atwell: I think some of the pellets are getting caught in the grass canopy so they aren't actually being effective with the voles. We are going to experiment with other techniques to see if we can do a better job. Gulls are also a big deal for us.

ROUNDTABLE UPDATES AND DISCUSSION

PDX CAC members were asked to share news from their organization or neighborhood, which is related to PDX or the surrounding area.

Deborah Stein: Regarding the City's Comprehensive Plan update, we have received well over 1,000 comments on the land use maps that we published in October. All of the comments will go towards a proposed draft that will be a package moving forward to public hearings in the fall. The public will have another opportunity to comment when it's all put together. Also, in the news, the Port has retracted its land use application with the City of Portland for developing marine terminals on West Hayden Island and annexing the land to the City. The reason is that the price for developing the land would have been double the average cost for industrial land in the region. It leaves the City with a shortfall of industrial land. It's not a no for good.

Jane VanDyke: The Columbia Slough Watershed Council is having a work party as part of MLK Day on January 20th and the committee is also invited to our annual Slough Celebration on February 7th 6:00 p.m. to 9:00 p.m. at the Melody Ballroom. Tickets are \$55, include dinner and a drink ticket and can be purchased from the website at columbiaslough.org.

Tony DeFalco: Also on February 7th, before the Slough Celebration, the committee is invited to Scott School to see what's going on at Cully Park and comment on the street improvements as well.

Col. Paul Fitzgerald: I'd like to invite the committee to the base for a tour the 15th of May. We don't have an exact time for you yet.

Joe Smith: Are you aware that it is the same day as the Portland Disaster exercise?

Col. Paul Fitzgerald: No, I did not.

Joe Smith: It will be something interesting.

PUBLIC COMMENT

There was no public comment.

MEETING WRAP UP

Next Meeting: Thursday, April 2nd, 2:30-5:30 p.m. at the Port HQ

Upcoming meetings:

- June 25th
- October 22nd

Upcoming 2014 meetings of interest:

- March 12th –Port of Portland Commission
- Date TBD –City of Portland, Planning & Sustainability Commission

Meeting Notes respectfully submitted by the Institute for Conflict Management, Inc. facilitation team.

PDX CAC Meeting Evaluation Summary

JANUARY 15TH, 2013

12 Evaluation Forms

	Poor	Fair	Good	Very Good	Excellent
1) OVERALL MTG QUALITY	0	0	0	9	2
2) PACING	Too Slow 0	Little Slow 0	Just right 11	Little Fast 1	Too Fast 0
3) CLARITY PRESENTATIONS	0	0	0	6	6
4) DOCUMENTS	0	0	2	4	3
5) DISCUSSION	0	0	3	3	3

6. MOST USEFUL?

- Atwell wildlife program
- Carpet. I loved it.
- Direction for expansion data resources of presentation data
- Good to have a short presentation on Triangle –good for discussion.
- Like copies of Power Points.
- Nick
- Staff preparation is excellent
- Wildlife program

7. LEAST USEFUL?

- Ameriflight noise Segway, a bit more affirmation of the key discussion..., Bergman?
- Erwin Bergman went on too long in making his noise arguments on behalf of his neighborhood. He had worthwhile points, but lost some audience support by going on too long.
- Long meeting...

8. COMMENTS AND SUGGESTED TOPICS FOR FUTURE MEETINGS?

- It would have been helpful to have notice regarding the Ameriflight move and potential noise issues so that I could bring it to NECN's attention prior to the meeting.