



**PDX CAC Meeting #5**  
**Wednesday, January 16, 2013, 2:30 pm - 5:30 pm**  
 Port of Portland Headquarters, 8<sup>th</sup> Floor Chinook Conference Room  
 7200 NE Airport Way, Portland, OR

**NOTES**

Name	Interest Represented	Attendance
<b>VOTING MEMBERS</b>		
Erwin Bergman	Central Northeast Neighbors	Present
Beverly Bruender	Citywide Land Use Committee	Absent
Tina Burke	Airport Employee	Present
Steven Cole <i>Alternate: Patrick Metzger</i>	Northeast Coalition of Neighbors	Present – Cole
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
Craig Johnson	Air Cargo	Absent
Randy Jones	East Multnomah County Neighborhood (City of Fairview, Gresham, Maywood Park, Troutdale, and Wood Village)	Present
Alan Lehto	Multi-modal transportation representative	Absent
Robert Pinedo <i>Alternate: Kathleen Larsen</i>	General Aviation	Present - Pinedo
Alesia Reese	East Portland Neighborhood Office	Present
Bob Sallinger	Environment/Wildlife/Natural Resources	Present
Norma Seeley	Passenger Airline	Present
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



<b>NON-VOTING MEMBERS</b>		
Nick Atwell	PDX Wildlife Committee staff	Present
Larry C. Ellis	Multnomah County	Present
Bruce Fisher	Federal Aviation Administration	Absent
Cam Gilmour	Clackamas County	Present
Vince Granato	Port Aviation Director (or designee)	Present
Chad Eiken <i>Alternate: Willy Williamson</i>	Vancouver Community Development Director (or designee)	Present - Eiken
Kelly Sills	Clark County	Absent
Andrew Singelakis <i>Alternate: Stephen Roberts</i>	Washington County	Present - Roberts
Deborah Stein	Portland Bureau of Planning and Sustainability Director (or designee)	Present
Stacey Triplett	Metro staff	Present

**Port Staff and Consultants Present:** Melissa Egan, Institute for Conflict Management; Sam Imperati, Institute for Conflict Management; Sean Loughran; Scott King; Jason Gately; Jayson Shanafelt; Lisa Timmerman; Chris White; David Breen; Melissa Gall

**Staff and Invited Guests:** Sarah Armitage, State of Oregon, Department of Environmental Quality; Don Goldberg, Trust for Public Land; Cathy Hastie; Nancy Hendrickson, City of Portland

**Public Present:** Damon Smith, Mead & Hunt

## **WELCOME AND INTRODUCTORY COMMENTS**

Sam welcomed everyone and noted documents of particular interest in the meeting packet, including the Port's Annual Report and a memo pertaining to aviation fuel production.

### Introduction of New PDX CAC Members

Randy Jones has replaced Mark Clark, this is his first meeting. He was appointed by Wood Village, having just retired as their Public Works Director. He is also retired Coast Guard. He has a bit of experience with airports, is eager to learn more and is very happy to be here.

Andrew Singelakis from Washington County could not make it today, and sent Stephen Roberts as his alternate. Stephen has worked in Land Use and Transportation and Communications for several years and he represents the county at the Hillsboro Airport Roundtable.

Sam passed out the Collaboration Principles to get the last few signatures.

Mike Sloan and Cam Gilmore will be the CAC Co-Chairs again for the next year. Sam Imperati will continue to be the facilitator for another year.

### Meeting Notes Approval and Follow Up

The meeting notes from September 2012 were approved as written.

Erwin Bergman said that he approves notes, and would like to make some additional comments in reference to the presentation on noise at the September CAC meeting, that suggested the PDX noise enclosure was #2 in the nation. He spoke to Blast Defectors, the contractor for the PDX Ground Run-up Enclosure, and determined that PDX was beat by six months by Indianapolis, only because we studied it in greater detail. PDX came up with the highest and most efficient ground noise enclosure in the world.

Also, he shared some follow-up information related to the frequency of certain types of flight operations (Continuous Decent Overhead Approaches). Erwin indicated that he spoke with Dave Smith, a retired

pilot, to follow up on comments related to continuous decent approaches. Dave explained that because of the landing configuration, such operations may take more power and thus create more noise dependent on operational and weather conditions present at the time of approach. Erwin's bottom line is that he did not appreciate the "you are hearing things" flavor of the feedback he felt he received.

### Meeting Agenda Review

The focus today is Air Quality and an update on planning related to the Colwood Golf Course.

## **PDX UPDATES: BUSINESS, CONSTRUCTION, SUSTAINABILITY AND LONG RANGE PLANNING UPDATES**

Vince Granato provided an overview of the activities at PDX. Below is the memo included in the meeting packet.

### **BUSINESS UPDATE, dated 1/16/13**

#### Airport Activity:

PDX has seen 27 months of positive passenger growth. In November, PDX served 1,167,622 passengers, a 6.4% increase compared to November 2011. In November, Alaska Airlines seasonal service to Kona, Hawaii returned along with a new flight to Kauai and an additional flight to Maui. Spirit Airlines converted one of their Las Vegas flights to a San Diego flight facilitating passenger flow to Mexico.

Seat capacity has increased 5.0 percent. Cargo volumes increased 4.7 percent compared to November 2011. For calendar year 2012, it is expected that total cargo volumes will be up 2.8%.

Airport Concessions: On December 12, 2012 the Port Commission approved a new concessions lease with McDonald's. McDonalds will lease the space occupied by Wendy's Old Fashioned Hamburgers on Concourse C. Wendy's closed all three of their terminal locations on December 31<sup>st</sup> and McDonalds will open on Concourse C no later than July 1, 2013.

### **CONSTRUCTION UPDATE**

#### 2013 PDX Airfield Projects

*Air Trans Center Phase III:* This project will rehabilitate a taxi lane, replacing asphalt with concrete. It continues an airfield rehabilitation program that includes the south cargo ramp rehabilitation projects begun in 2011 in front of the Boeing hangar and the South Airfield Taxiway and Improvement project completed in 2012. This project will completely rehabilitate the taxi lane serving the Air Trans Center south cargo ramps, doing a full-depth repair and replacing the existing asphaltic concrete pavement with Portland cement concrete (PCC) pavement. Project duration is about five and a half months, expecting to start about mid-April.

*North Apron Project Phase II:* This project calls for the full-depth repair and rehabilitation of the North Apron by replacing the existing asphaltic concrete pavement with Portland cement concrete pavement. The eastern half of the ramp was completed in summer 2012. The western half will be completed this summer. Project duration is about six weeks, starting around July 1.

*Taxiway Charlie-East Rehabilitation:* This project will remove approximately 6,200' of existing taxiway asphalt pavement and replace it with Portland Cement Concrete. It will also increase the width of paved taxiway shoulders from 15' wide to 35' to meet FAA airport design criteria and remove and replace existing in-pavement and taxiway edge lighting with more efficient and lower maintenance LED lighting. It will also enhance the airfield hydrant water line, electrical duct banks and sanitary sewer system.

*Runway 10R/28L Repair (South Runway):* This project will remove and replace approximately 257 Portland cement concrete panels that were damaged by an Oregon Air National Guard aircraft during an emergency aborted takeoff in 2011.

### Parking Guidance System for Long-term Parking Garage

Installation of a parking guidance system, similar to that installed in the short-term parking garage, is underway. The project will proceed in phases and will include temporary closures of sections of the long term garage beginning in January 2013.

### Airport Way Interchange

ODOT has selected a contractor for the I-205 northbound on-ramp at Airport Way. Construction is scheduled to begin in February 2013 and be complete in the fall of 2014. A project open house is scheduled for January 29<sup>th</sup> at the Residence Inn at Cascade Station (just west of Target) from 4:30-6:30 pm.

## **PLANNING UPDATE**

### PDX Storm Water Master Plan

The Port Commission approved award of a contract to provide assistance to the Port in developing a storm water master plan for PDX and other Port facilities. The stormwater master plan will focus on all Port properties within the City of Portland – including aviation, marine and industrial parks. The plan is expected to be completed in the next two calendar years. The goal is to develop a master plan for design and retrofitting of stormwater facilities owned by the Port of Portland within the City of Portland to ensure compliance with the MS4 permit, address future development and redevelopment at Port facilities, and to support asset management planning for storm system infrastructure.

### Check-in/Ticket Lobby Concept Plan

The Port Commission approved award of a contract to provide ticket/check-in lobby planning services. The objective of the study is to develop a comprehensive strategy and plan to incrementally reconfigure the terminal to achieve efficient passenger processing and a quality passenger experience. Sustainability will be a key theme in the study as we work to create a space that is flexible and can be reprogrammed over time to respond to changing requirements. The concept plan is projected to be completed by December 2013.

## **SUSTAINABILITY UPDATE**

### PDX Food Donation Program

In 2012, PDX concessionaires composted a record 200 tons of food waste. Consistent with the Port's Strategic Environmental Initiatives, the Port plans to launch a food donation program at PDX in early February, whereby in-date, pre-packaged food items will be donated to people in-need. The Port's Environmental and Concessions Operations teams have worked closely with our concessionaires, internal Port stakeholders, Multnomah County Environmental Health and our designated food bank partner, St. Vincent De Paul in developing our program. These efforts will help feed those in-need, strengthen community relationships and help in reducing our waste disposal costs. We plan to launch the program at PDX and hope to eventually expand to surrounding facilities, including local hotels and Cascade Station restaurants.

### Friends of Trees Cully Neighborhood Tree Planting- Saturday, March 30th

In addition to the Airport Futures urban tree canopy funding, the Port provides additional funding to Friends of Trees. This is the 5<sup>th</sup> year the Port has worked with Friends of Trees to sponsor tree plantings in neighborhoods near Port facilities. This year's planting will be in the Cully neighborhood and will include Port employees. The tree planting is listed on the Friends of Trees website. Anyone interested in volunteering can show up at Morningstar Missionary Church by 8:45am to enjoy some hot coffee and breakfast treats. The planting starts at 9:00a.m. Friends of Trees will provide gloves and tools, so all you need to do is show up dressed for the weather and wearing sturdy shoes. A potluck lunch will also be provided for all volunteers after the planting is complete.

### Airport Futures Natural Resource Program

Based on the CAC recommendations made at the September 2012 meeting, awards were made for 2013 projects. Award agreements were completed with the Multnomah County Drainage District No. 1 for the Elrod Slough Restoration Project (\$30,900) and Friends of Trees for the Elrod Slough Tree Planting (\$20,600).

The public is invited to participate in the planting of 60 large street trees along the Columbia Slough on Saturday, February 9th. The event begins at 8:45 with hot coffee and breakfast treats and the planting starts promptly at 9:00 am. Friends of Trees provides gloves and tools, so all you need to do to participate is come dressed for the weather and wearing sturdy shoes. We especially invite CAC members to participate in the planting.

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 Project Plan for the PIC Wetland Enhancement has been completed and will be submitted for Environmental Plan Check with the City of Portland this month. The plant material has been placed on hold with a grower to ensure that it is available for planting. The proposed schedule is to complete the planting in late January or early February 2013.

Columbia Slough Watershed Council

The Columbia Slough Watershed Council funded an enhancement project on the Port's Buffalo Mitigation Site property. The volunteer event through their Stewardship Saturday's program was on January 12th. The project included planting native trees and shrubs along the bank of the Buffalo Slough.

**OTHER**

Oregon Air National Guard Lease

The Port and ORANG held a special information briefing for CAC members on the proposed ORANG lease on August 22, 2012 and provided a progress report at the September CAC meeting. The new ground lease and related agreements were approved by Port Commission January 9, 2013.

The new ground lease replaces the existing 1981 agreement, provides the Port of Portland with increased protection through updated lease language and provides for a phased reduction of leased property over the term of the lease. The new lease also significantly increases the environmental requirements for ORANG. The 50-year lease term and leasehold boundary are consistent with the recommendations of the 2010 PDX Master Plan (Airport Futures) preserving long-term flexibility and creating opportunities for infill and redevelopment to meet needs consistent with the build-out of AirTrans Center.

In addition to the lease, the Guard will enter into a Local Implementation Agreement that will require the Guard to follow Airport Rules and Regulations concerning operational issues that occur outside the Guard's leasehold.

The Guard will also enter into a Deicing Agreement that will allow the Guard to discharge deicing materials into the Port's deicing system.

The prior ground lease had a January 31, 2029 expiration date. This new ground lease reconfigures the leasehold into six parcels of land totaling approximately 240 acres and removes parcels over time from the long-term lease.

*Jane VanDyke*: question regarding the size of protected space in the ORANG lease? What is PDX getting back?

*Paul Fitzgerald*: the protected space is 129 acres.

*Vince Granato*: PDX is getting back approximately 27 acres in the first phase and at end of the second term in 2030, another parcel comes back, about 18 acres.

*Paul Fitzgerald*: the amount of land returned continues to depend upon the needs of the airport.

*Vince Granato*: after 2030, we will have conversations every 5 years to discuss and plan for expansion needs.

Vince continued the presentation on construction projects.

*Walt Evans*: question regarding accommodations for closing a runway.

*Vince Granato*: one reason we extended the north runway was so we could do a full repair on the south runway. This was even before Asiana came in. We understand the impacts to the customer and community – we are trying to balance and minimize the impacts associated with runway closures.

Vince continued the presentation, discussing cargo, the parking guidance system and new lighting being installed in the second parking structure.

*Alesia Reece:* question regarding the new lighting; will you be incorporating customer/community feedback? Some lighting makes you feel safer, etc.

*Vince Granato:* they had not planned on going to the public, but they have those standards in mind as they complete the project. The keys are safety and aesthetics, and other considerations are maintenance costs and where to purchase the bulbs.

*Joe Smith:* request for clarification of dates for the ODOT I-205 project.

*Norma Seeley:* the ODOT January 29<sup>th</sup> open house conflicts with AAAC meeting.

*Vince Granato:* unfortunately, we are not in control of that meeting.

*Tony DeFalco:* question regarding the stormwater contract.

*Vince Granato:* it was approved by the Port Commission; Gresham Smith and Partners got a \$3.2M contract.

*Tony DeFalco:* are Protégé groups involved as subcontractors?

*Vince Granato:* not sure.

*Sean Loughran:* minority business participation was one of the 3 key criteria, and to the best of his recollection, he believes all contractors included minority business partners in their applications. All proposals were reviewed and evaluated against criteria that include ESB participation.

## **PORT OF PORTLAND AIR QUALITY OVERVIEW**

Dave Breen, Port of Portland Air Quality Manager presented a PowerPoint on air quality at PDX. Sarah Armitage, DEQ, was also present answer any questions. She managed the Portland Air Toxics Solutions (PATS) effort for DEQ, and through that process comes much of the recent data available on regional air quality. For the discussion, the CAC was asked to consider the following question:

### ***What recommendations do you have for the Port regarding air quality improvements?***

*Erwin Bergman:* comment regarding the amount of lead in the air in Multnomah County being at a low level. He made comments two meetings ago regarding lead at Hillsboro. It is his understanding that the nearest DEQ station is about 30 miles away. If that is correct, it would be dispersed and then you would never find anything, thus, it is meaningless. You have to be close to where the lead is emitted.

*Dave Breen:* DEQ ran a model as part of PATS; the Port separately ran a dispersion model; when you look at the results, they are strikingly close. So, they have confidence in the results because two models by two different groups were very close.

*Erwin Bergman:* did modeling rely on actual testing? Or artificially created numbers?

*Dave Breen:* aircraft numbers, and other inputs. These numbers are considered to be accurate.

Sarah Armitage, DEQ, described their processes. 1) They sample the air and analyze it in the lab; and 2) they use models, which are simulations like weather forecasts. DEQ did a model for nineteen pollutants. They did not see levels that were above current health-based benchmarks. Erwin is correct that if you wanted to monitor for lead, you would need to be close to it. The monitor is at North Roselawn, which she agrees is too far away. The FAA is also studying this, there are two sites in Washington and some in California. We are very interested to see that data and compare it to what we have.

*Alesia Reese:* comment on levels of toxins and the health impact especially on children. Are different age groups more susceptible?

*Dave Breen:* when they set the standards, they do so with the most vulnerable populations in mind.

*Alesia Reese:* described an example of a kid waiting for bus; is he more likely to be impacted?

*Dave Breen:* proximity has an effect. For example, they build smokestacks tall for the dispersion and dilution effect.

*Karen Gray:* you mention measuring air pollutants per passenger; does one person have higher than another? Why do you do this measure?

*Dave Breen:* part of it is how full planes are. If you run a half empty plane, it will be less efficient in terms of emission. Also, there's been a fleet turnover since 2005, with cleaner burning aircraft. We measure this based on the total number of passengers per airport.

*Tony DeFalco:* comment regarding 37x below lead threshold; is that a DEQ benchmark or federal?

*Dave Breen:* both. There is also further information about this in the annual report. Federal standards have been lowered within the last two years.

*Sarah Armitage:* and we adjusted our criteria to match the federal level.

*Stacey Triplett:* would like to hear more on increasing collaboration on the things the Port does not control (e.g. equipment owned by others).

*Dave Breen:* we may not control, but are trying to participate and lead. One example is a clean fuels program. We are meeting with the Governor's Office tomorrow. There are ways the Port can serve as a catalyst.

*Joe Smith:* referring to slide 14-15; question about what it means to track something to 3000 feet. What space is this actually describing?

*Dave Breen:* it means the point in the airshed at which the plane reaches 3000 feet.

*Martin Slapikas:* comment about replacement fuels by 2018; what direction is that going? Will that be standardized throughout the world?

*Dave Breen:* does not know. Good questions.

*Alesia Reese:* what does the airshed look like if we combine Clark County? She is looking for a balanced view of what East Portland air toxics exposure looks like.

*Sarah Armitage:* the PATS model included parts of Multnomah County, Washington County, Clackamas County, and up to Battleground in Washington. Maps are on the site and you can see the geographic area. (<http://www.deq.state.or.us/air/toxics/pats.htm>)

*Alesia Reese:* health impact info?

*Sarah Armitage:* yes; that was the point of the PATS process. Most toxins of concern are related to cancer risk. The benchmarks are correlated also to respiratory irritation.

*Karen Gray:* if this presentation is an "Overview," does the Port have an air quality plan? Or is it just a current snapshot or related to the Multnomah County Climate Action plan?

*Sean Loughran:* we developed this presentation based upon CAC feedback that you were interested in air quality and lead, in particular.

*Karen Gray:* do you have a plan and are you headed toward certain goals? You have some pretty good data, how are you marketing yourself? Some of this is good news.

*Dave Breen:* many aspects to Environmental Management Systems, one is setting objectives and targets. That is how we establish targets. Provided an example regarding diesel fuel use reduction by replacing propulsion engines in the dredge.

*Karen Gray:* if she was the Port of Portland, which takes negative hits on this topic, she would want to get the positive info out there.

*Vince Granato:* agreed. The annual report includes this information, and is written for the public and Commissioners. We do have a plan and yes, he agrees we could do more.

*Bob Sallinger:* from Airport Futures, there was a commitment to go “above and beyond.” He wonders what might that look like and are there any plans to develop a subcommittee to develop ideas?

*Sean Loughran:* you have captured it well and that is the point of the discussion question today. If we want to have a subcommittee like natural resources, we can do so. And we can also get at Karen’s point about doing better outreach and developing more options, in addition to what is listed on the second to last slide. It may be best to spend some time understanding the Port’s broader Environmental Management System.

*Tony DeFalco:* works with a group called “Earth Justice” and have sued the EPA to get lead out of gas. It would be great to see the Port take a more prominent role in getting lead out. He is also curious if we offer unleaded fuel?

*Robert Pinedo:* no, we do not. The engines that would handle that are not used much anymore. There are not many piston-driven aircraft anymore. There is a lot going on in the industry to find an alternative fuel. As far as they are concerned, whatever is available will be used. Fuel providers are working hard on this, even on the jet side.

*Tony DeFalco:* main concern is health and safety of people, especially low income and people of color. He is concerned about distance of the monitor. As part of Cully park development, they looked at this info. We had really good numbers and he was quite pleased about that.

*Sam Imperati:* The link to the Port’s Environmental Objectives and Targets will be sent out, and he also reminded folks to consult the list of Key Terms and Web links in the meeting packet.

*Martin Slapikas:* question about the location of the monitor folks are referring to?

*Sarah Armitage:* North Roselawn, near Jefferson High School.

*Erwin Bergman:* comment about the need to improve and/or reduce emissions, especially PAHs generated by aircraft gas turbines especially when starting up. At that particular stage, they emit the most – so what is happening at PDX when the aircraft leaves the gate, when is it started, how long does it iddle, how many engines? If idling time could be reduced, that could be helpful.

*Sean Loughran:* agrees; this is a focus. One example of how we are making efforts to address this particular issue comes from Alaska Airlines. They use ground power at the gate or taxi on one engine on certain aircraft to reduce fuel use and minimize emissions. There are many strategies on the airfield which require partnerships with the airlines. He listed a number of other strategies. There are many opportunities for the Port to be a leader and an advocate.

*Joe Smith:* comment about electric motors to operate the wheels on the airplanes, which get their power while landing. It is being studied.

*Walt Evans:* there are only so many things can be done at PDX regarding air quality. Who does PDX consider leaders and who do we look to? Also, thinks this group wants to revisit this topic at a future meeting. There is more to discuss.

*Randy Jones:* comment regarding contractors; in your solicitations for bids, do you put language in there that you want use of environmentally sound equipment to be a priority? It could be something to look into, but he would also have concerns about impacts on, for example, on minority and smaller businesses who



may not have the equipment. He just thinks it's a good idea to look at this to see how we could have bigger impacts.

*Sam Imperati:* thanks. We have somewhat covered the discussion question, and we will look at it again.

## **BREAK**

## **UPDATE ON COLWOOD**

Don Goldberg, from the Trust for Public Land updated the CAC on the status of Colwood Golf Course. TPL is one of the largest, oldest trusts for public land in the nation. They have been here in Oregon for twenty five years. They protected 17,000 acres of public land in the Columbia Gorge. Their main focus right now tends to be urban park design. He described partnerships around the country, such as building 1,000 parks with New York City.

Don said that Oregon is unique because we are both urban and rural. The biggest push is to locate parks where they are needed most. Portland is ranked #6 in urban parks. We would have been ranked higher, but the dispersal of those parks is not even. As Tony can attest, Cully is the most racially diverse area of the city and has very few parks. Other parts of the city have a ratio of 40 people per each acre of park; Cully's ratio is 2,700 people per acre of park.

He described the process it took to convert part of Colwood to Open Space instead of Industrial. He made a matrix of the public comment received to determine what people wanted. As of now, it looks like he will be partnering with the City of Portland, but there is no official commitment yet. However, the City and Metro have been advocating for this for twenty years. He is currently in the midst of the land acquisition effort that requires a comprehensive plan amendment and zone change for a portion of the property. In addition to this very complex land use process, they are also in a process of planning mitigation. The state requires they mitigate 1.5 times the amount of land taken, and he is working with Nick from the Port to address wildlife management issues. The Land Use application was submitted three weeks ago, and is nearly complete. He hopes to be in front of the City Council within a few months.

*Paul Fitzgerald:* question about northern section.

*Don Goldberg:* the Saunders family has owned the property for eighty years and they intend to sell to an industrial user. As of this point, they do not know what will be there and his job stops once it is zoned Industrial.

*Bob Sallinger:* Is there a way to tie the zone change to a requirement for high job creating uses so we don't just have warehouses with low employment?

*Don Goldberg:* there is a lot of discussion, but no legal way to condition a property for a particular user. It has to meet the requirements of Industrial zoning. They would much rather have a heavier user because it is a more expensive building. Restrictions will be conditioned when it comes to the environmental and traffic impacts, for example.

*Jane VanDyke:* how are you protecting the rest of the property from interests who think there should be more industrial land?

*Don Goldberg:* a conservation easement is the only way to protect it. The best way to protect it is to remove the ability to have it rezoned by buying it and have the conservation easement, which could not be rezoned without a tremendous effort. The Trust for Public Land would put the easement on it, and then it would depend upon who holds the easement after it is turned over to the public. If Metro was interested in funding this project, it is likely that they would require a conservation easement. Some form of easement will be blanketed on the property.

*Alesia Reese:* this property is a lynchpin for development for East Portland parks. They are looking for this project to inspire this activity in the rest of East Portland.

*Don Goldberg:* he thinks that is already in the process. The Parks Department is very stressed for resources, and some people would like to see a Parks Bureau rather than a Department, so it would be

less tied to the budget. (E.g., THPRD) He believes Commissioner Fish is trying to get more parks in East Portland. That entire park would have been an industrial park if the advocates had not fought it. When you go to the Slough and look to Columbia, it is a massive park. With this, it will be one of the largest. The Trust will likely be involved in the bond measure, if it comes to fruition. It is one of their specialties. He will continue to work in partnership with community until there is money to facilitate a larger park. Once this gets closer, there will be a lot of opportunity for public involvement.

*Joe Smith:* typical with airports, if the land ceases to be an airport, it is ceded to a donor. Would you consider having in the deed that it is conceded to you?

*Don Goldberg:* no; the Trust for Public land is not a park provider.

*Erwin Bergman:* we have talked quite a bit about this in Cully, and see this as a tremendous opportunity for the City and Cully. They want to see it succeed.

*Don Goldberg:* always looking for opportunity to partner with the public; if there is a piece of property to identify or has a lot of problems associated with it, let us know.

*Tony DeFalco:* thanks, Don. Responding to “the how” of building a park, and at Verde, they have been working hard to develop a partnership to develop parks. Trying to address the chronic problems with funding. They are ready to take it on. With respect to the northern parcel, he agrees with Bob. We have to raise these issues with the Council when they are considering zoning – jobs, etc. With its proximity to I-205, we want to get the most value out of it.

## **CAC ANNUAL REPORT**

Sean Loughran reminded folks about the Columbia Slough tree planting coming up in early February, which will be a nice opportunity to participate in a Port funded project recommended by the CAC. The following is from the Friends of Trees website:

### **Columbia Slough / Street Tree Planting**

Join us to plant about 60 large street-sized trees along the Columbia Slough in partnership with the Port of Portland. Please arrive by 8:45am to enjoy some hot coffee and breakfast treats. The planting starts promptly at 9:00am. We provide gloves and tools, so all you need to do is show up dressed for the weather and wearing sturdy shoes. RSVPs are not required. Please contact Andy or Jenny at (503) 595-0213 if you have any questions or need more information. We look forward to seeing you out there!

When Sat Feb 9, 2013 9am – 1pm

Where 1020 NE Riverside Way, Portland OR ([map](#))

<http://www.friendsoftrees.org/volunteering/calendars/portland-vancouver>

Sean then provided a brief overview of the draft CAC Annual Report, reviewing the sections and briefly describing the annual evaluation process. He said they want it to be a complete summary of activity of CAC, while also trying to make it short enough so folks will actually read it. It will serve as useful talking points for CAC members to share with your constituencies. They want to get CAC feedback on it and have it ready to bring to Port Commission on March 13. Vince will lead the presentation, and Cam and Mike will be there as Co-Chairs.

Sean asked if anyone wanted to volunteer to work on the document. He asked Cam and Mike to provide a final review and OK. Also, a summary of the annual evaluation will be included.

Sam Imperati said that Chris White sent an electronic copy of the evaluation survey; and requested that folks please fill it out and send back to Chris by January 25<sup>th</sup>. Include any suggestions for the report in your transmittal to Chris.

## **PUBLIC COMMENT**

None.

## **ROUNDTABLE UPDATES AND DISCUSSION, PDX CAC MEMBERS**

Sam asked the CAC if they had any updates to share.

*Alesia Reese:* following on Karen and Tony's earlier comments regarding bringing the good airport's work to the community. She has not done as much as she could. But, she thinks a good idea could be that for the more fun events, ribbon cuttings, etc., the Port could be more inclusive and invite the community.

*Walt Evans:* he pushed for the meeting in Vancouver, and he thanks the staff and everyone who made that happen. He appreciates that we went when there was not a problem.

*Deborah Stein:* the City of Portland is updating the Comprehensive Plan, as of today a working draft is published and ready for review. It is a working draft and public feedback is invited. There are seven different workshops in February and March. She will email the information and please spread the word.

*Jane VanDyke:* The Watershed Council gives awards every year, Nick and the wildlife program have won in the past. This year they are recognizing the De-Icing System and the Port's efforts to improve long-term improvements in watershed quality. Please come to the party!

*Nick Atwell:* there are three new advisory circulars regarding wildlife are out for public comment. The comment period closes on 1/31. There are changes are coming down from the FAA, such as Colwood and creating compatible land use planning are topics involved.

## **MEETING WRAP UP**

Sam handed out the meeting evaluation. He noted the next meeting dates, below.

Future Meeting Dates and Focus:

- Thurs., April 11, 2013, 2:30 – 5:30 pm , Port HQ Bldg - economic development
- Wed., June 5, 2013, 2:30 – 5:30 pm , Port HQ Bldg - customer service and arts; may add continued discussion of environmental/air quality topics
- Wed., Sept. 18, 2013, 2:30 – 5:30 pm , Port HQ Bldg - stormwater management

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

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**From:** White, Chris  
**Sent:** Monday, January 28, 2013 10:50 PM  
**To:** White, Chris  
**Subject:** RE: PDX Community Advisory Committee: Meeting Follow up

And, let me suggest this other link to specifically view the Port's Environmental Objectives and Targets: [http://www.portofportland.com/PDFPOP/Env\\_Home\\_12\\_13\\_ObjTrgts.pdf](http://www.portofportland.com/PDFPOP/Env_Home_12_13_ObjTrgts.pdf)

Chris

**From:** White, Chris  
**Sent:** Monday, January 28, 2013 1:51 PM  
**Subject:** PDX Community Advisory Committee: Meeting Follow up  
**Importance:** High

Hello PDX CAC members,

Thank you for a terrific meeting and discussion last week. As a follow up to our last meeting, we want to provide you with some information related to your comments:

- Meeting on Airport Way interchange: Oregon Department of Transportation will be hosting a public meeting on this project on Tuesday, Jan. 29 at the Residence Inn at Cascade Station (just west of Target) from 4:30-6:30 pm. Here is a link to the ODOT website for more information. <http://www.oregon.gov/odot/hwy/region1/pages/airportway/index.aspx>
- The City of Portland Bureau of Planning and Sustainability is moving forward with a comprehensive plan update for the City of Portland. A number of workshops and public involvement opportunities related to this plan are on the horizon. While the Portland Plan set goals and policies for economic development, housing, education, transportation and watershed health, the Comprehensive Plan Update will help implement them through more specific city policies to help make better on-the-ground decisions in our neighborhoods. Here is a link to their website for more information. <http://www.portlandoregon.gov/bps/57352>
- We had some questions about the Port's general environmental policies and objectives and targets, and how we let the public know about them. Here is a link to the Port's website, which includes some environmental content that you may find interesting. [http://www.portofportland.com/GreenSide\\_Home.aspx](http://www.portofportland.com/GreenSide_Home.aspx) Let us know if you have any feedback.

I have also attached the draft version of our annual report. We plan to work with Cam Gilmour and Mike Sloan (your chair and vice chair) to refine the contents. If you have any additional comments on the report, please let us know. And, I have attached the annual evaluation. For those of you who have not returned it, please do so by Friday, Feb 1 (the end of this week).

Thanks so much!

*Christine H. White*  
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Think Green! Please consider the environment before printing this e-mail.

**PDX CAC Meeting Evaluation Summary**  
**JANUARY 16, 2013**

**14 Evaluation Forms**

	Poor	Fair	Good	Very Good	Excellent
<b>1) OVERALL MTG QUALITY</b>			5	5	2
<b>2) PACING</b>		Little Slow 2	Just right 7	Little Fast 4	
<b>3) CLARITY PRESENTATIONS</b>		1=air quality	6	7 1=parks	
<b>4) DOCUMENTS</b>			2	12	
<b>5) DISCUSSION</b>		1	4	4	3

**6. MOST USEFUL?**

- Air quality
- Air quality issue touched on a potential nerve among the CAC, substantial interest in discussing more, less interest in "rubber stamp" to staff comments, useful as they were.
- Discussion showed great interest in the topics presented today.
- Discussion time
- Parks presentation, general PDX update
- Staff presentation on Air Quality/Vince & Sean Report, and Don Goldberg
- The additions to the meeting notes of answers to questions asked, but not (fully) answered at the September meeting

**7. LEAST USEFUL?**

- Ad nauseum discussion about NOx levels for taxiing planes, etc. I understand it's important, but...
- Air quality presentation needed some more context/explanation
- Air quality presentation was a little dry
- All good.
- Critical comments on meeting notes, yet no suggestion for modifying same.
- Evaluation (form only, discussion might have produced something)
- More time for discussions, e.g., air quality presentation

**8. COMMENTS AND SUGGESTED TOPICS FOR FUTURE MEETINGS?**

- Agenda – meeting started late and one or two presentations went long
- Air quality pace could have been quicker.
- Air toxics presentation very slow and not convincing!
- David's presentation was challenging – like the idea of follow up work.
- Except for start time, each item started almost exactly the 15 minutes after schedule as the meeting began.
- Less time on updates. Would shoot for 15-20 minutes.
- Speed up the pace.