



PDX COMMUNITY ADVISORY COMMITTEE MEETING #3
 Thursday, June 7, 2012, 2:30 pm - 5:30 pm
 Port of Portland Headquarters, 8th Floor Chinook Conference Room
 7200 NE Airport Way, Portland, OR

DRAFT NOTES

Name	Interest Represented	Attendance
VOTING MEMBERS		
Erwin Bergman	Central Northeast Neighbors	Present
Beverly Bruender	Citywide Land Use Committee	Present
Tina Burke	Airport Employee	Absent
Mark Clark	East Multnomah County Neighborhood (City of Fairview, Gresham, Maywood Park, Troutdale, and Wood Village)	Absent
Steven Cole <i>Alternate: Patrick Metzger</i>	Northeast Coalition of Neighbors	Present – Cole
Tony DeFalco	Environmental Justice	Present
Walt Evans	Business Organization	Present
Karen Gray	Portland Planning and Sustainability Commission	Absent
Alan Hargrave	Clark County neighborhood representative (Camas/Washougal)	Present
Craig Johnson	Air Cargo	Absent
Alan Lehto	Multi-modal transportation representative	Present
Lt. Col Stuart Mathew <i>Alternate: Lt. Col. Paul Fitzgerald</i>	Military	Present - Fitzgerald
Robert Pinedo	General Aviation	Present - Larson
Alesia Reese	East Portland Neighborhood Office	Present
Bob Sallinger	Environment/Wildlife/Natural Resources	Absent
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
NON-VOTING MEMBERS		
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

Laura Hudson <i>Alternate: Willy Williamson</i>	Vancouver Community Development Director (or designee)	Present - Hudson
Kelly Sills	Clark County	Present
Andrew Singelakis	Washington County	Absent
Deborah Stein	Portland Bureau of Planning and Sustainability Director (or designee)	Present
Stacey Triplett	Metro staff	Present

Staff Present: Chris Carpenter, Francesca Patricolo, Lise Glancy, Darren Griffin, Nathan Grimes, Sam Imperati, Scott King, Misti Johnson, Sean Loughran, Phil Ralston, Kama Simonds, Jay Sugnet, Chris White

Public Present: Robert White, Anna Tighe

WELCOME AND INTRODUCTORY COMMENTS

Sam Imperati welcomed the group and passed around the approved Collaboration Principles for signatures. He announced complimentary TriMet passes are available and that CAC members can see the sign in table for a TriMet pass or a parking validation coupon.

Congratulations to Nick Atwell, he is a new dad!

Introduction of New PDX CAC Members

Francesca Patricolo will be taking notes during the meeting today in place of Melissa Egan.

Warren Fish is filling in for Larry Ellis, who is out of town. He is with Chair Cogen's office, has attended previous CAC meetings and is happy to represent Multnomah County today.

Kelly Sills and Tina Burke had work conflicts and cannot attend.

Tony DeFalco had to present at the City and will be here a bit late.

Mark Clark from the East Multnomah County neighborhoods has resigned from the committee due to scheduling conflicts. Staff will be working with those five cities to find new representation.

Meeting Notes Approval

The meeting notes were approved as written.

Meeting Agenda & Annual Agenda Review

Sam Imperati reviewed the agenda, explaining that Airport Futures recommended a series of special focus topics for the CAC meetings, and special focus is on the Port Strategic Plan, PDX Business Plan, and PDX Public Involvement. Sam noted the meeting packet includes materials requested at the last meeting by Erwin Bergman regarding lead in general aviation fuel, as well as the Port of Portland's Small Business Development Program Report

Future recommended topics and the dates that they will be presented include Beyond 65 DNL Noise Update on Sept 19th, 2012 and the Annual Report/Draft Evaluation on Jan 16, 2013.

Sam asked the committee if they would find it helpful if staff provided them with an update on the operations forecast, which may include such information as the number of takeoffs and landings. The purpose would be so that the CAC may be able to monitor whether predicted trends are keeping consistent, or how they are changing and being affected. Committee members nod to affirm yes.

Alesia Reese: is interested in the transportation topics especially light rail and the holistic connection to the whole transportation network.

Joe Smith: Do we have a copy of this slide? (In reference to PDX CAC Agenda Review below)



Sam Imperati: No, but we will get you a version of it by email soon. Feel free to email if you have other things you would like to know and have for September's meeting.

PDX UPDATES

Sam said Vince Granato will provide an overview of airport activity, air service development, construction that the Port is preparing for, and other planning activities. Lauri L'Amoreaux will discuss the PDX Capital Program and present a draft PDX Quarterly Projects Report that the Port proposes to bring to the committee at each quarterly meeting. This is in response to a committee member request.

Sustainability, Business, Construction Project, and Long Range Planning Updates

Vince Granato thanked everyone for coming. Here at PDX things are pretty busy and heading into the busiest time for us. The airport is seeing higher traffic than we were anticipating. With a 5% increase in traffic, we are seeing more than last year this time. We expected around a 2% increase. A lot of what is driving this is the number seats available because there have been a number of additions. One thing we are seeing is airfare creeping up 3% on average. The air service development side has been very busy with many new routes. Alaska has added a number of seasonal routes.

Norma Seeley: Alaska added five new routes.

Vince Granato affirms, and added that there will be a new direct flight to Washington, DC through Alaska Airlines starting Aug 28th. They will also have new service to Kawai. Southwest Airlines has new daily flights to Austin, TX. Delta's new international flights to Amsterdam and Tokyo are going very well, which is great because they were risks. Virgin America just had their first flight on Tuesday June 5th. Fares may go down for LA and San Francisco in the future because of increased direct service.

On the cargo side, fuel costs are being monitored. Blueberries, cherries, and Dungeness crab are all part of the season and are being cargo shipped. This season we were just 240 seats short of the peak that we had in 2007 when we were close to 15 million passengers. We are expecting 8% growth for this summer. That is not going to be sustainable, of course, but airlines are feeling good about what they are seeing in the Portland market.

On the financial side, we are a little out of sequence: we are on a fiscal year of July-June. Timing wise, it is not a perfect line up with this year. We have had April and May budget meetings so far. The budget will be formally adopted July 1st.

We are doing a lot of pavement maintenance. There are a couple big-ticket construction projects going on that are a part of the budget.

April 1st was a major milestone when PDX finally fulfilled DEQ's order to reduce our exceeded permit levels for de-icing materials. We made changes, collected data, and ran several tests, meeting all of the requirements of the DEQ. The project cost \$75 Million and had been going on for three years. It was completed under budget, on time.

There is a ramp on the north side that will get cut in half and affect some of the operations of United Airlines. Currently we are figuring out where we will put RON (remain overnight) aircraft and we are pressed for time to do so.

The HVAC system in one of the buildings is getting replaced because it was built in 1966. Concourse A will get cooler soon as a result.

Airport parking is undergoing some planning. We are working on a Stormwater Master Plan. In the past, stormwater has been dealt with on a project by project basis and we have decided to plan comprehensively. We are trying to evaluate a fully integrated stormwater system.

We made some adjustments to the Government Island Grassland Mitigation Plan and are looking at possibly burning some acres.

We are very proud of the Small Business Development Plan, which is in the meeting packet. Once you have an opportunity to review it, we would be happy to answer questions.

Alesia Reese: I'm curious about weather modeling and how that impacts your flights. How do you do that? Also asked a question about how the deicing might affect future methods of plane design. Will plane design continue to evolve as the deicing industry evolves? On stormwater projects: How will your plan impact other stormwater plans in East County.

Nick Atwell explained to Alesia Reese and the committee about wind flow, plane design, and how planes take off into the wind.

Vince Granato: Scheduling is a timed, complicated system with the rest of the country. Cities that are typically more affected by weather related issues time their flights with a little more space in between each other so that the connections are not so tight. It is hard to predict weather delays. We do not get involved with scheduling, the airlines do that. On stormwater, the planning process will be specific to PDX.

Karen Gray: I think the update is very helpful. I would really like to see what you said to be in bulleted form.

Joe Smith: Since fuel costs are higher here, is Portland at a disadvantage for any reason?

Vince Granato: Airlines are typically hedging six months of fuel. There is a consortium fuel purchase and the port does not get into the fueling operation. The longer the haul, the tougher the market as far as cost of fuel as it relates to service goes.

Joe Smith: We have been watching on TV about the cost of gas in Oregon. Is fuel a concern because it is hedged so much, or is it not a worry?

Vince Granato: Fuel is always a worry. I am not sure that being in Portland puts us at a disadvantage.

Sean Loughran: The cost of jet fuel is monitored very closely. When we were doing predictions, we recognized that fuel cost is the greatest expense now, even beyond salary and employment costs.

Tony DeFalco: Is it possible to get the MWSBE (Minority- and/or Women-Owned Small Business Enterprise) contracts broken down?

Vince Granato: I am not sure if we can get to that level of detail.

Tony DeFalco expressed concern to have more minority and women involved in some of the projects mentioned.

PDX Capital Program Overview and Draft PDX Quarterly Projects Report

Sam Imperati: Lauri will introduce herself now and we will discuss PDX Capital Program Overview and the Draft Quarterly Projects Report.

Lauri L'Amoreaux, Port of Portland, manages project development for PDX. She provided an introduction to the Port's capital program and reviewed a PowerPoint presentation, "Capital Projects Portfolio Overview." She reviewed the current portfolio of projects and the pipeline of future projects.

Slide 2: Plans to Actions

Strategy:

- PDX Master Plan (Airport Futures)

Plan:

- Asset Management Plan
- Capital Improvement Plan
- Business Plans

Deliver:

- Projects & Programs

Operate:

- Services

Slide 3: Current Portfolio of Projects

Projects begun approximately FY6/7 through FY10/11
Total Portfolio approximately \$490M

Asset Preservation

- Pavement rehabilitations
- Roofing rehabilitations

Asset Development

- Wildlife fencing
- P2 parking guidance system

Regulatory

- Levee sleeve decommissioning
- Deicing system
- Grassland mitigation

Efficiency

- Installation of solar PV system
- Moving walkways autostarts
- Lift monitoring system

Vehicles/Equipment

- Maintenance vehicles
- Police protective equipment

Revenue Growth

- Force Ave Design Development
- Utility stub development

Customer Service

Slide 4: Current Projects of Interest

- Long Term Garage Parking Guidance System – FY2012
- Automated Vehicle Identification (AVI) – FY2012
- Completion of North Runway Extension – FY2011
- Rehabilitation of South Runway – FY2011
- Rehabilitation of Taxiways E, F & C – FY2012-2013
- Air Trans Center Rehabilitation – FY2011-FY2013
- Completion of Baggage Handling System – FY2010-FY2011
- Redevelopment of terminal news & gift locations – FY2012
- Redevelopment of terminal burger locations – FY2013

Slide 6: Potential Projects of Interest

- Rehab of various landside roadways – FY2012-2014 \$9.0M
- Rehabilitation of the rental car service center – FY2013 \$870K
- Bus replacement – FY2013 \$5.9M
- Parking plaza expansion – FY2014-2016 \$860K
- Rehabilitation of Taxiway T (SW) – FY2014 \$12.4M
- Redevelop Delta Cargo Facility site – FY2013 \$5.5M
- Art installation in the north Pedestrian Tunnel – FY2013 \$750K
- Rehab of Terminal roofing & skylight systems – FY2013-2016 \$16.7M
- Refurbishment of Terminal Ticket Lobby – FY2015 \$3.0M
- Replace Access Control System in Terminal – FY2015 \$26.6M

Laurie said in the Port's current portfolio of projects, the greatest share is in asset preservation. We have had a lot of growth and we need to have the facility last for a while. Asset preservation is about how to preserve what we already have.

Customer service looks small on the graph but it actually goes into a lot of other categories as well and is a part of the other aspects. Efficiency also does not look like it is very big but it is also a part of all the other areas as well. In all of our projects we are looking at how we can do things more efficiently.

We are completing a lot of our runway work. A lot of other projects are not projects we are working on directly but they are projects that concessions, for example, are taking on within our design guidelines.

The proposed 5-year pipeline of projects: These are projects that begin through Fiscal Year 2015/16 we are looking to move even more into the asset preservation.

We are wrapping up a lot of our pavement program here.

Alan Lehto: Is that an example of a revenue growth? Regarding the 2013 fiscal year \$5.5 million redevelopment of the Delta Cargo Facility site.

Lauri L'Amoreaux: Yes. The skylights and roofing need to be replaced. They have surpassed their useful life because of fantastic maintenance but it is time that they are replaced. Also, the ticket lobby needs refurbishment because the technology is changing and how people are printing boarding passes, etc. is changing.

Sam opened the floor for questions.

Stacey Triplett: On the pie charts, are you using the dollar amount or the number of projects?

Lauri L'Amoreaux: The dollar amount. I'll show you a better breakdown of the projects that make up the different areas of the pie chart.

Vince Granato: But I do think going forward, we can work on providing the number of projects in each category.

Erwin Bergman: I am quite interested in fuel efficiency and I am curious about bus replacement. Why do you replace a bus? I do not think they can be more efficient now because of the busses that use natural gas. Natural gas is also produced right here.

Lauri L'Amoreaux: It is not the technology that is the reason why the busses would get replaced; it is the wear and tear.

Erwin Bergman: I was really impressed that they ran all day on just one fuel charge.

Vince Granato: Basically we get about ten years out of the busses and they run for about 20 hours a day.

Joe Smith: I was wondering if 'burger locations' meant 'hamburger'? Regarding Slide 4 "Redevelopment of terminal burger locations – FY2013"

Lauri L'Amoreaux: Yes.

Alesia Reese: wondered about cases where the money does not meet the size or the impact (regarding investment in baggage handling systems). The response provided by staff was that some projects provide a great service to users even if they may not necessarily 'pay for themselves'. Also, are there standards for healthy choices for choosing the concessions that are based on any kind of social dynamics?

Vince Granato: We are striving for a mix in order to meet the needs of the travelling public. Some of the needs are local, which is why we have Powell's Books and Nike, for example, which have some national elements as well. We hear from people and we survey: we ask people what they want. We have people who want a greasy burger and people who want healthy choices. There are standards. One example is that we require street pricing (what someone would pay outside of the airport is what they would pay inside). We are looking for healthy alternatives just as much as covering the whole spectrum.

Tony DeFalco: There have been some really beneficial impacts with new impact roads that protect wildlife and get wildlife off the road. I'm interested in mitigating wildlife impacts out there.

Lauri L'Amoreaux: We have to address wildlife in everything that we do in the exterior of our buildings. I cannot think of a specifically focused wildlife project that we have now or in the pipeline though.

Nick Atwell: It is actually a requirement to plan for mitigation of wildlife impacts in our other projects since we are a 139 airport.

Sam Imperati: What's a 139 airport?

Nick Atwell: A commercial airport, which means we have certain regulations we are required to meet for wildlife.

Norma Seeley: The A Concourse and E Concourse are the oldest, are there any updates being planned? Concourse A is the most undesirable concourse according to surveys.

Lauri L'Amoreaux: In one or two years we will be working on the outside and then after that we can work on planning for the inside.

Discussion

Sam referred the group to the question on the screen, which was meant to give guidance to the staff on the proposed capital project screening factors. What project screening criteria do you recommend for staff when identifying projects for your review?

Slide 7: CAC Discussion: Proposed Capital Project Screening Factors

- Plan District Public Contact Requirement
 - Proposed development greater than 10,000 sf
 - Proposed development exceeds \$500,000

- Airport Futures Implementation Items
- Potential for Impacts Off-Airport or beyond Plan District Boundaries
- Major Program Updates
- Innovative/Cutting Edge Projects

Non-Capital (Tenant) Projects

- Plan District Public Contact Requirement
- By CAC/Sponsor Committee Request

Joe Smith: I thought that it was a lot of money to spend on art but the connection is really helpful to me when I see that there are 20 million people who walk through there. Its actually pretty good value!

Alan Lehto: Anything that has an impact on access to and from PDX.

Alesia Reese: A question to consider is, does construction work blend into our East Portland neighborhoods or is it a 'stop at the fence' type of thing?

Martin Slapikas: I thought that some other firm had a better tool than GPS, if that is the case, how would that affect us? General response given was that they are always seeking new and better technology to improve their service and operation within requirements and standards.

PORT STRATEGIC PLAN AND PDX BUSINESS PLAN

Sam framed up the next presentation. Vince Granato presented the Port Strategic Plan and PDX Business Plan.

Slide 2: Presentation Overview

- Overview of Port Strategic Plan
- Overview of PDX Business Plan
- CAC Discussion
 - Discussion Question: Does the Port Strategic Plan and PDX Business Plan reflect a continued commitment to sustainability?

Slide 3: Port of Portland Vision and Mission

Mission:

... to enhance the region's economy and quality of life by providing efficient cargo and air passenger access to national and global markets.

Vision:

... to be a prominent, innovative economic development engine while stewarding the region's community and environmental best interests.

Slide 4

Notes: 2010-2015 Strategic Plan: focuses on the Port's decision making and planning processes on identifying its highest priorities while managing costs.

Areas of strategic focus: The focus areas are intended to ensure that the Port can:

- Fulfill its mission
- Achieve its vision
- Respond to market needs and dynamics
- Align with its market and community leadership position

Slide 5: PDX Business Plan Purpose

- Ensure resources are focused on the Port's strategic and business plans
- Focus accountability on clearly defined financial, customer service and sustainability metrics
- Clear decision making processes for each business line focused on meeting metrics
- Ensure financial stability and planning transparency

Slide 6: PDX Business Plan Background

Business Lines for Aviation

- Terminal
- Airfield
- Landside
- Airside/Landside Properties
- General Aviation Airports (Hillsboro, Troutdale)

Slide 7: Business Line Goals/ Metrics

- Alignment with Port Strategic Plan and Airline Agreement
 - Each Business Line has a Customer Service, Safety, Environmental, and Financial Goal.
- Specific targets for each business line
- Process/Input
 - Port Directors
 - Port Commissioners
 - Air Carriers
 - PDX CAC

Slide 8: Business Plan- Project Management Approach

Goal
Outcome
Measure
2010 Baseline
2015 Metric

Notes: Consistent with PAG recommendations for sustainability.

- The Port employs a project management approach to strategic planning that focuses on accountability with annual reporting on clear and measurable goals.
- The process, like that discussed in airport futures, is based on coordination and continuous learning.

Slide 9: Business Plan- Airfield

Goal: Maintain competitive landing fees with other western medium and large hub airports
Outcome: The PDX signatory carrier landing fee will remain at \$3.50 or less over the next 5 years
Measure: Actual signatory landing fee
2010 Baseline: \$2.90
2015 Metric: \$3.50

Slide 10: Business Plan- Landside Operations

Goal: Improve customer satisfaction scores by providing quality facilities and exceptional customer service
Outcome: Scores will improve over baseline scores from terminal passenger surveys
Measure: Passenger satisfaction for "getting to the airport" and "leaving terminal" will improve by 1% annually
2010 Baseline: 76% 65%
2015 Metric: 81% 70%

Slide 11: Business Plan- Terminal

Goal: PDX Terminal will be developed and maintained consistent with the Port's sustainability vision and policy
Outcome: Reduce greenhouse gas emissions attributed to purchased electrical energy by 1.5% below 2009 emissions

Measure: Tons (metric) of CO2e emitted/year attributable to terminal electrical energy use
2010 Baseline: 22,262 metric tons CO2e
2015 Metric: 21,929 metric tons CO2e

Slide 13: PDX CAC Questions/ Discussion

Discussion Question: Does the Port Strategic Plan and PDX Business Plan reflect a continued commitment to sustainability?

Paul Fitzgerald: question about the landing fee.

Vince Granato: there is standardization.

Alan Hargrave: The landed weight, is that in *and* out?

Vince Granato: Not take off, just landing. We figure that if they land, most will take off.

Jane Van Dyke: We don't have a choice: if you live here you have to fly out of PDX. What is the incentive for providing a good experience?

Vince Granato: It is an expectation of our community and we take a great deal of pride in it. We need to balance cost with quality experience.

Deborah Stein: question about recruitment. Is there any information about what kind of business recruitment might take place as a result of how great our airport is and the experience people have here when they use it?

Vince Granato: Yes, I think that providing quality experience can turn into business recruitment.

Discussion

Sam Imperati asks the committee if the Port Strategic and PDX Business Plans reflect a continued commitment to sustainability.

Karen Gray: I really like the way this is laid out with a goal, an outcome, a measure, a base line, and an end goal. What I am not seeing are interim assessments and that your budgeting is going along with that. Is your budget extrapolated beyond a year since this is a five-year budget?

Vince Granato: We formally use a one-year budget and we also budget for three years as well and we take an annual look at both. We are refreshing that and taking a look at where we are in the interim. We also may need to refresh our goal because of all the dynamics. This place changes all the time and we need to look at whether our targets still make sense.

Karen Gray: And you make room for revision?

Vince Granato: Yes.

Stacy Triplett: How do you follow through with the Port culture?

Vince Granato: Under each section are pieces of what helps strengthen the culture. There are sub strategies that we didn't go into detail there.

Sean Loughran: In the packet there is more information.

BREAK

NATURAL RESOURCES UPDATE AND 2012 PUBLIC INVOLVEMENT

Chris White, Port of Portland, presented the public involvement program and a natural resource update overview. She asked the committee to think about the following question during the presentation: How can PDX and your community/ organization best exchange information and enhance our connection?

Slide 2: Presentation Overview

- PDX CAC Public Involvement Role
- Community Engagement Goals
- Engagement Opportunities
- Advisory Committees
- Outreach Programs
- Current and Future Project Outreach
- Natural Resource Program Update and Outreach Plan
- Question for Discussion

Slide 3: Question for Discussion

- How can PDX and your community / organization best exchange information and enhance our connection?

Slide 4: PDX CAC Public Involvement Role

- Promote two-way communication and information sharing related to the airport between all stakeholders
- Serve as education and information resource for the public on community concerns related to PDX
- Provide opportunity to influence Sponsors, and other PDX CAC membership organizations' decision-making related to the airport
- Provide active role in ongoing public involvement activities, including input on design and feedback on effectiveness of such activities

Slide 5: Community Engagement Goals

- Inform and educate the public on PDX
 - Planning
 - Projects
 - Operations
 - Activities
- Foster meaningful dialogue and exchange of ideas between PDX and the public
- Provide an opportunity for the community to inform decision-making related to the airport

Slide 6: Engagement Opportunities

Meetings:

- Advisory committees
- Standing and project specific
 - Community and neighborhood meetings
 - Special events
 - One-on-one meetings
 - Open houses
 - Public hearings

Publications:

- Printed communications
- Portside, Port Currents, Portfolio, Environmental Annual Report
 - Electronic communications
- Website, Facebook, Twitter, Email notifications

Slide 7: Website: CAC Page

You can click into it to view meeting agendas, committee membership, Airport Futures products, sign up for email notification, look at community events.

Slide 8: Facebook

Facebook- covers the whole Port but has a good deal of PDX related content. Over 700 Likes. It is interactive, so the public can comment on various posts. Go into your Facebook page if you have one, and LIKE us.

Slide 9: Twitter

Twitter feed related to PDX. Over 600 followers, a few tweets a day, related to happenings at the airport, in the terminal, traffic changes, parking volume, etc. To some extent geared towards regular users of the airport.

Slide 10: Advisory Committees

- PDX Community Advisory Committee
- PDX Citizen Noise Advisory Committee
- PDX Wildlife Advisory Committee
- International Air Service Committee
- Ad hoc groups

Share similar goals of:

- Involving engaged group of citizens for advice and recommendations
- Building community context and expertise in aviation issues
- Creating an accessible resource for community members

Slides 11 & 12: Outreach Programs

Youth Educational Outreach

- "Where in the World" – school outreach program, includes aviation and marine topics
- NW Youth Expo and Career Fairs
- City of Portland Mayor's Summer Youth Connect
- Employee volunteer program with Sacramento School near PDX

Neighborhood Outreach

- Consistent attendance at monthly neighborhood association meetings in North Portland
- Participation in community events, both small and large

Environmental Outreach

- Community/environmental small sponsorship program
- Outreach to specific engaged groups
- Columbia Slough Watershed Council: Long term support of Columbia Slough Regatta, Financial and in-kind support of Council.
- Friends of Trees plantings in NE neighborhoods

Additional Outreach

- Tour program for specific audiences
- Speakers Bureau

Slide 13: Current and Future Project Outreach

Current

- PDX Natural Resource Program outreach - Tree planting, Columbia Slough enhancement. *Airport Futures commitment.*
- Ongoing Aircraft Noise outreach
- Construction impacts

Future

- PDX Runway Rehabilitation Program – additional outreach required when south runway is repaired
- PDX Stormwater Master Plan – 2013

Slide 14: Natural Resource Program Update and Outreach Plan

Outreach

- Aviation Wildlife Advisory Committee – April 4
- Bird Expert Site Visit and Government Island Grassland Mitigation Plan Review – April 9
- Columbia Slough Watershed Council Update – April 30

Program Actions

- Finalize Government Island Mitigation Plan
- Begin Pollinator Monitoring
- Proposal for City/Port Fire Department coordination regarding prescriptive burn (possibly September)
- Draft Corridor Plan for the Airport segment of the Columbia Slough
- Work with smaller group of PDX CAC to recommend enhancements
- PDX CAC Recommendation on 2013 Enhancement Projects – September 19

Slide 15: Question for Discussion

How can PDX and your community / organization best exchange information and enhance our connection?

Martin Slapikas expressed interest in aviation history museum sponsorship.

Walt Evans: Strengthen the website for ease and clarity. Recommends not testing it on the Port staff who know how to use this stuff.

Jane Vandyke: I second that. I have a hard time navigating it. Can it be improved?

Beverly Bruender: Do you have a 24-hour complaint line?

Sean Loughran: We do not. The web would be the best way to issue a complaint and it can be done any time. The emails also get sent out to all staff and whoever is best to handle it will be able to answer.

Beverly Bruender: The staff I interface with are very friendly and helpful.

Erwin Bergman: PDX Community Advisory Committee means that we will be bringing our comments and concerns to you and you will share with us information you have. Material from the airport is 85% of our time here and feedback from us accounted for very little, which means things are out of balance. Do we have any opportunity to provide input for agenda items?

Sam Imperati: We have a list of major topics and then we have a coordinating committee with staff. We meet and discuss these agendas and rearrange them. We should make sure under each topic that we have a question to the committee for feedback on.

Erwin Bergman: We should just have the opportunity to submit agenda items. In Hillsboro nothing happens unless the Port says it can happen. Extensive flight training operations in the area make lead emissions from the combustion of aviation gas over residential area. The flight trainings provide annoying noise and the emissions are nauseating and have some health implication. Should there be some efforts made to move that out to someplace else where it would be less disturbing? There should be some kind of thoughts or efforts toward planning to reduce training flights in the area.

Vince Granato: I have a couple of thoughts on this. I want to focus this on PDX. I believe this Hillsboro issue is important to you, but this forum is for PDX.

Sam Imperati: We will talk about this off line and get back to you.

Tony DeFalco: I have asked about this as well and I would really like to hear a report about this issue and with Hillsboro. I am interested in the lead and air sampling and hearing from DEQ staff about soil and air quality. More data and modeling would set me at ease or give some focus for action.

Sean Loughran: Maybe we could get some sort of report out and get it in as a focus topic session we can get into as a committee.

Joe Smith: How did we get color copies of the slides? That is expensive!

Sam Imperati: The goal here is to fix problems. Let's talk about lead in the aviation fuels and the various effects or problems. We will get a fair representative sample of opinions.

Sean Loughran: I would say air quality in general and not just lead but to include lead.

Chris White asks if anyone wants to be on the special committee for enhancement projects. Volunteers will get to participate in a couple of meetings with the City and Port to discuss Columbia Slough Watershed enhancement projects that will be recommended to the CAC in September. The City of Portland and Port have drafted criteria to aid in project selection. A copy of the draft criteria is included in CAC meeting packets.

Tony DeFalco, Jane Vandyke, and Bob Sallinger indicated their interest.

Jane Vandyke: Stacy Triplett might want to. She had to leave already but I believe she may want to.

PUBLIC COMMENT

Robert White, the Vancouver labor council: We have been looking at situations in the local economy especially with public private partnerships to benefit local communities. We are actually losing money rather than gaining money in local projects and we are concerned with that money staying in this community and in this economy. We are doing what we can to reverse this plan. We would like to see some people come to our organization and work with us. There are a lot of things going on.

Anna Tighe, Concordia neighborhood: I have noticed there have been a lot of flights over the neighborhood. I have done a lot of due diligence to try to understand what's going on. Apparently this is about construction on the South runway. The planes started to fly over at night and wake me up. The noise is what I'm concerned about. There is no complaint process.

Vince Granato: Let's talk offline after the meeting.

Robert White: I think PDX is awesome; it's a great airport.

Sam Imperati: Any announcements?

Jane Van Dyke distributed announcements about the Oregon Humanities conversations coming up and a free bilingual nature festival for the whole family.

Erwin Bergman announced that on May 25th in Germany they reached peak production of solar energy during the day in the amount of 22,000 megawatts. This is a lot and I encourage solar energy!

Deborah Stein said in 2008 there was a controversial decision made by City Council regarding open space and industrial land, related to Colwood Golf Course. It was unanimously decided to leave the land as open space. An owner of a golf course is now requesting to rezone some of the land to industrial land. City Council will be the final decider on this.

Jane Vandyke: Asks more specific information.

Deborah will let the committee know as the issue progresses.

Sam Imperati: We will find out and get back to you.

MEETING WRAP/EVALUATION

The next meeting is suggested to be in Vancouver on Sept 19th. Sam asked if anyone is opposed to going over to Vancouver?

There was discussion about meeting options and logistics.

Walt Evans: I think that we need to show good faith by meeting in Vancouver.

Sam Imperati: We will look at how the logistics will work to get everyone there. We hope there will be some flexibility in your schedules on that day. The website is up, please be sure to go to the Portofportland.com and make sure you are on the mailing list.

Future Meeting Dates and Focus:

- Wed., Sept. 19, an evening meeting, In Vancouver – Beyond 65 DNL Noise Update
- Wed., Jan. 16, 2:30-5:30 pm – Annual Report Draft/Evaluation

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

PDX CAC Meeting #3 Evaluation Summary
JUNE 7, 2012

9 Evaluation Forms

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

6. MOST USEFUL?

- Info sharing
- Overview of strategic plan. Of course, as one would expect, Sam was stupendous
- PDX Business Plan
- PDX updates
- Presentations

7. LEAST USEFUL?

- All was useful.
- Committee Member comments
- Hillsborough discussion
- More time to discuss among board members in small groups because group is so large
- Nothing

8. COMMENTS AND SUGGESTED TOPICS FOR FUTURE MEETINGS?

- At podium, please turn on and use the mikes
- Discussion: Too much Erwin
- Does this committee weigh in on capital program?
- Pacing: good but need more total time
- Presentations: like having handouts of speakers
- Ran out of water.... :(