



PDX COMMUNITY ADVISORY COMMITTEE MEETING #12

Wednesday, June 25, 2014 1:30 p.m. - 4:30 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
Maryhelen Kincaid	Citywide Land Use Committee	* <i>Vacant</i>
Tina Burke	Airport Employee	Present
Steven Cole <i>Alternate: Patrick Metzger</i>	Northeast Coalition of Neighbors	- Absent
Tony DeFalco	Environmental Justice	Present
Walt Evans	Business Organization	Present
Col. Paul Fitzgerald <i>Alternate: Col. Jenifer Pardy</i>	Military	- Present
Karen Gray	Portland Planning and Sustainability Commission	Absent
Alan Hargrave	Clark County neighborhood representative (Camas/Washougal)	Absent
Ahmad Abed-Rabuh	Air Cargo	Absent
Randy Jones	East Multnomah County Neighborhood (City of Fairview, Gresham, Maywood Park, Troutdale, and Wood Village)	Present
Jeff Owen	Multi-modal transportation representative	Present
Robert Pinedo <i>Alternate: Kathleen Larsen</i>	General Aviation	- Present
Alesia Reese	East Portland Neighborhood Office	Present
Micah Meskel	Environment/Wildlife/Natural Resources	Present
Brendan Korsgren	Passenger Airline	Absent
Martin Slapikas	North Portland Neighborhood Services	Present



Mike Sloan	Vancouver neighborhood	Absent
Joe Smith	PDX Citizen Noise Advisory Committee	Excused
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	Present
Vince Granato	Chief Operating Officer (or designee)	Present
Gordy Euler	Clark County	Present
Andrew Singelakis <i>Alternate: Stephen Roberts</i>	Washington County	Present -
Deborah Stein	Portland Bureau of Planning and Sustainability Director (or designee)	Absent
Stacey Triplett	Metro staff	Present

Port Staff and Consultants Present: Sam Imperati, Institute for Conflict Management; Francesca Patricolo, Institute for Conflict Management; Chris White; Sean Loughran; Anna Sagatlova; Dana Greene.

Public and Invited Guests Present: Susan VanStavern, City of Portland Bureau of Development Services; Mark Witsoe; Andrew Johnson, HDR, Inc.; Paul Heydenrych; Keven Cooley; Elee Jen; Jeremy Simen; David Helzer.

WELCOME AND INTRODUCTORY COMMENTS

Sam Imperati, Institute *for* Conflict Management, welcomed everyone to the meeting at 1:30 p.m.

PDX CAC Members Information

Walt Evans will be late.

Col. Paul Fitzgerald has been deployed temporarily. His replacement is Lt. Col. Jenifer Pardy. Mr. Imperati offered Col. Jenifer Pardy the opportunity to introduce herself.

Lt. Col. Jenifer Pardy: I am currently the comptroller and transitioning out of that role to replace Col. Fitzgerald. I will be his full-time replacement and we will have a new commander.

Robert Pineto was absent and Kathleen Larsen sat in for him.

Bob Sallinger was absent and Micah Meskel is sitting in for him.

Brendan Korsgran had a conflict and was late.

Joe Smith was on vacation and asked Maryhelen Kincaid to fill in. Mr. Imperati provided Ms. Kincaid the opportunity to introduce herself.

Maryhelen Kincaid: Up until a couple months ago I was Chair of the Citizen Noise Advisory Committee, I held that role for 9 years. I live in East Colombia Neighborhood; I am chair of that neighborhood association. For those who do not know, it is 2,400 feet west of the South end of the runway. I sat on the committee for Airport Futures.

Bruce Fisher from the FAA was unable to attend.

Larry Ellis was unable to attend.

Deborah Stein from the City of Portland had a last minute conflict and was unable to attend.

Karen Gray was unable to attend.

April 2014 Meeting #11 Notes Approval

There were no corrections; notes were approved.

Meeting Agenda Review

Sam walked the committee through the agenda.

MEETING FOLLOW UP

City of Portland, Planning and Sustainability Commission Update

Stacey Triplett: Last month, on May 13, we gave a presentation to the Portland Planning and Sustainability Commission. It was very well received. They are a sponsoring organization and so we spoke to them as such, showing them what their process has moved forward. One of the comments from the commission was that they recognize in a lot of processes they sponsor, they take a leap of faith sometimes and create a committee and the committee does not necessarily follow through. They recognized that by following through and connecting with our sponsors, they were able to see the continued impacts from Airport Futures. One of their other questions was about the kinds of equity considerations that the Port is going to be held to. We talked to them about the social equity committee and what we are doing to hold the Port to a higher standard for equity issues. They are looking to the Community Advisory Committee to pull the Port to that higher standard. The last comment the Commission made was about all of the subcommittees and their message to us was to continue to really be a community voice, and not get too bought-in; maintain independence.

ORANG Tour

Martin Slapikas: I want to thank everyone who was involved for the invitation to take the ORANG tour. It was on May 15. It was a smooth entry onto the base, followed by a briefing on the 42nd's mission and on the aircraft there. We got to see good film clips of the media getting test rides in the F-15. We took a bus to the engine run-up area, with an engine on the test stand and sat in the cockpit of an F-16. It was a well-conducted tour.

Social Equity Opportunities Ad Hoc Group Update

Tony DeFalco: The committee met in March and again this week. We briefed you before on the three focus areas that the committee has recommended. Those areas are 1) development of a Port wide Equity Strategy, 2) development of a voluntary template to guide project managers, and 3) annual reporting on progress towards equity goals. Staff has been focusing on the development of a Port-wide strategy and they have done a great job of having equity strategy discussions inside the Port. Recently an RFP was released, seeking expertise for next steps. The Port received nine proposals in response. One of the

specific needs we are asking for is documenting of similar agency approaches and best practices. They are hoping to have the RFP results back in about 3 weeks.

Alesia Reese: Can this process be duplicated? Could we take this model and bring this outside of the Port and use it in other settings?

Tony DeFalco: Yes, we are looking to other agencies to learn a little bit and we certainly hope that others will be able to learn from our process as well.

Gateway to the Globe Remarks

Chad Eiken: The Port has an annual Gateway to the Globe lunch and it was held in April.

Mr. Eiken provided a brief synopsis of Bill Wyatt's comments to the attendees.

Chad Eiken: Usually Mr. Wyatt stands up and gives a presentation or video of the Port's activities and successes for the previous year. This year I thought it was a little bit different in that he focused on the challenges and some major concerns that he has with not only where the Port is going, but where the region is going with its support for trade and transportation of goods in the region. He did talk about some of the amazing successes including that the airport was voted the best airport by Travel and Magazine Readers and reached an all-time high of 15.1 Million passengers. He talked about some of the plans for the ticket lobby and the marketplace. On the marine side, he talked about new investment by the tenants and that they are exporting Ford to China now, which is something new. Then Mr. Wyatt turned his attention to some of the not-so-positive issues and areas of concern including that air cargo is significantly down, Asiana pulled out and consolidated its operations up in Seattle, and the Port is working hard to replace that service. There are challenges with labor including Hanjin; there has been a blow to the region with the decision not to build a new bridge across the Colombia River, making it harder to get goods and people through the region. Mr. Wyatt talked about the disappointment of the West Hayden Island annexation not going through, which is resulting in less industrial land for the Port, lost jobs, lost recreational and habitat development, and missed tax revenue for the City and the region. To illustrate that concern, Mr. Wyatt compared that to the Port of Longview which was able to secure a \$200 Million grain terminal that had looked at Portland and the Port couldn't find enough land for them to use. So that opportunity went to Longview and it has generated jobs and revenue for them. Mr. Wyatt's main message was asking what the future of trade will be, when there appears to be a lack of support for it. There was a sense that we have lost sight of the value transportation and manufacturing has for the region and he gave reasons why that is cause for great concern. Mr. Wyatt closed by challenging everyone to be more vocal about the need for these jobs and for transportation infrastructure.

Mr. Imperati asked the committee if anyone else was there and had anything else to share about the event or speech.

Erwin Bergman was there; he did not have anything else to add.

Noise 101 Workshop Report

Erwin Bergman: I attended the Noise 101 Workshop on May 9, presented by Steve Alverson of ESA. He gave a very interesting presentation and I think he found a very receptive audience. CNAC met with him the night before. He covered principles of acoustics and how it applies to aviation. The definition of noise is unwanted sound.

Mr. Bergman provided facts about sound for the committee.

Erwin Bergman: Aviation noise does not bother people as much if they have a relationship with aviation. Local proprietors (state/local governments) have the ability to control noise within their jurisdiction. In the air, it is in the FAA jurisdiction. This is one of the reasons why the Ameriflight hush house could be regulated recently. Part 150 noise compatibility study establishes and delineates that there should not be residential development within the 55db zone. Part 141 presents the possibility of closing down an airport

by people who are being extremely affected by noise. It is essentially unattainable though. I really enjoyed being there.

Mr. Imperati asked if anyone else attended the Noise 101 presentation.

Randy Jones: I was there and I thought it was a real good presentation.

PDX UPDATES

Vince Granato updated the committee on the subjects of business, construction, planning, and sustainability. Please refer to the full Airport Business Update in the committee packet. Mr. Granato introduced Curtis Robinhold, the Port's new Deputy Executive Director, who began in February.

Vince Granato: Curtis comes from the Governor's Office where he was Chief of Staff for the Governor. Before that he worked for his own business, worked for BP and traveled all over the world. We are thrilled to have him

Curtis Robinhold: It's really great to be here, thank you for having me. As Vince said, I spent the last three years in the Governor's Office. I grew up in Eugene, worked for Peter DeFazio and a previous iteration of Governor Kitzhaber as a natural resource policy advisor where I did air quality, water quality, and some sustainability issues. I spent about eight years working for BP mostly around the set-up of their renewables businesses. I came back to Oregon in 2010 and worked on a start-up doing energy efficiency finance. Started as Interim Director of Public Affairs. I will be transitioning out of that job as Kristen Leonard will be stepping in and I will be coming more into my role as Deputy Executive Director. The Port recently approved a new sustainability policy that has adapted to the times to include more than just natural resource policy, but instead focus on the 3-legged stool of sustainability: social equity, environmental performance, and economic performance and sustainability over time. We approved it as a policy a month ago.

Vince Granato: The airport is very, very busy. We set a record last calendar year and we are going to set a record this fiscal year. We had 15.5 Million passengers for the year. We have always been the largest medium hub airport and it appears that we have been bumped up to the smallest large airport. The reality is that we're growing faster than the rest of the nation. We just had an all-time record here in May. On a busy day this summer, we will have 55,000 people going through the building. The media likes to show that the airport is busy during the holidays, but the truth is that it is nothing compared to the summer. We see much less traveling over the holidays. The TSA does a great job so despite the record number of passengers, people are moving well through the building. This gets to the economy: as people feel better, business travel and leisure travel picks up. Airlines are all making money, setting record quarters and doing quite well financially so consequently they are adding lines of service.

- A host of new nonstop flight options are available for PDX travelers:
- Baltimore — Daily flights from June 8 to Sept. 1 on Southwest Airlines.
- Chicago—Daily flights through Nov. 1 to Chicago O'Hare on Spirit Airlines.
- Houston — Daily flights from June 8 to Aug. 8 to Houston Hobby on Southwest.
- Kalispell, Mont. — Daily flights from June 9 to Aug. 23 on Alaska Airlines.
- San Diego— Two daily year-round flights start June 8 on Southwest.
- Salt Lake City— Two daily year-round flights begin June 9 on Alaska.
- Seattle—Five daily year-round flights start Aug. 1 on Delta Air Lines.
- St. Louis—Flights on Tuesdays, Thursdays and Sundays from June 15 to Sept. 6 on Frontier Airline.

Another one was announced today, a company called Volaris will be doing two times weekly to Guadalajara. We have not had direct service into Mexico in several years. They will be starting here in the

fall. Alaska has also announced beach destinations from Portland to go to Cabo and Puerto Vallarta. Airlines don't add service unless they feel confident that it's going to work.

There have been a couple of reductions. Virgin cut back to just one flight daily to San Francisco. There is a lot of competition all along the West Coast. Alaska and Delta have been dueling for supremacy in Seattle and that affects us down here. Virgin hopes to add their flights back at a later time. United Express is also pulling out of some smaller markets. They were doing Eugene, Bend, Seattle, and LAX. Those are difficult markets to make money in. Airlines are positioning themselves to where they can be most profitable in their markets.

Southwest just celebrated their 20th year serving PDX and Hawaiian Airlines will be having their 20th anniversary here soon as well. This month marks the 10th anniversary of Delta Air Lines nonstop service connecting Portland and Tokyo. It is a very successful flight and we are very fortunate.

Vince Granato regarding Airline Agreement: This is a big deal; we took it to our commission in May. We sat down with the airlines and agreed that the agreement works well. It outlines how the financials and risks and capital obligations get divvied up. We agreed to a 10-year extension and we didn't change a single term. That is unheard of in the airport industry. It gives us the stability to know what to expect over the next ten years, freeing us up to focus on our big projects. We are done a year ahead of time. We trimmed \$150,000 out of our budget because we didn't have to have lawyers or negotiations. They value us and we value them. We show them our books, they know what we are doing, and we show them our plans. We are transparent. There is a significant level of trust here.

Vince Granato regarding Airport Concessions/Properties: Burgerville opened on Concourse C. They do not have cuing lines, they have iPads and they come out to you. The USO is returning to the airport after a long period of time. They will have a formal opening in July. We are thrilled for them to be back at the airport; it is a great amenity to offer families in the military.

We have an RFP out for concessions. We have 14 locations out on Concourse C that are going to be open and we have 40 proposals. We are going to be going through an evaluation process for that. PDX CAC Chair, Mike Sloan, is going to participate in that.

Maryhelen Kincaid: Did the 14 leave or are the 14 new?

Vince Granato: A little bit of both. There will be some new spaces, for example Gustav's will be remodeled into two or three smaller shops. By the next PDX CAC meeting in the fall, we will be able to tell you some thoughts about who some of the successful concessions may be. The Port has 75% of the post-security concession leases at PDX expiring over the next three years.

Vince Granato regarding Construction Updates: ODOT's work on the Airport Way Interchange on I-205 is nearing completion. Final roadwork on Airport Way commences in mid-April with completion expected by late July. Final I-205 bike path connections will be completed by early September along with final landscaping. This project was jointly funded by ODOT and the Port and addresses traffic issues raised as part of the development of Cascade Station and Portland International Center. This is a busy time but the summer is the best time to do paving. Motorists should continue to expect some traffic delays and detours due to PDX roadway construction. Ramp construction on the Mt. Hood Avenue Overpass at Northeast Airport Way, which leads to Cascade Station, will continue through early November.

Vince Granato regarding Planning & Sustainability Update: Our sustainability policy includes a social equity component and we are continuing to move forward with all of that. Our first pass at the RFP did not really give us what we were looking for in the proposals. We got nine the second time through and we feel pretty confident that we are going to get a good consultant this second-time through.

Ameriflight was going to move their hanger and that has been on again and off again, however it is back on. It slowed down a little bit and the utilities took a bit more time.

We are still moving forward on the Airport Travel Center (including the gas station, cell phone waiting area, potentially a couple of food additions on the corner of Alderwood) and we do not have anything to report yet.

As part of Trammell Crow's planned industrial development of a 45-acre portion of the former Colwood Golf Course (the remaining 85 acres has been purchased by the City of Portland as public open space) the Port has been working on a potential exchange of two small (less than two acre) parcels with Trammell Crow. The land that would be conveyed to the Port would resolve a long-standing property rights concern with a small corner of the Port's maintenance compound. Additionally, as part of the exchange the Port would get easement rights for a new storm water connection between the McBride and Columbia Sloughs. The McBride Slough is where the storm water from the northern half of the airport currently drains, and the connection between the two sloughs is a key requirement of the PDX Storm Water Master Plan. The Port is working with the FAA on approval for the land exchange, which is expected to close at the end of July.

For the past several months the Port has been working closely with the City of Portland and the Portland Timbers to determine how we can help create a welcoming environment for the more than 20,000 visitors from all over the world who will be descending on Portland for the Major League Soccer All Star game. The City is helping with special permitting for events in many downtown public spaces and PDX is following suit by making a one-time exception to normal advertising practices due to the very special nature of this one-time occurrence for the city and for PDX. The game will be broadcast in 160 cities across the globe—a great way to showcase our city and boost tourism. Game day is August 6, but events will take place all week (August 3 through 10.)

Check our Twitter feed @flypdx on July 2 for some good news that we are pretty proud of.



Erwin Bergman: Question on Ameriflight relocation. Are they still keeping in mind that there should be a fairly high frontage to deflect the noise of the run-up from going into the neighborhood?

Vince Granato: Nothing has changed in the design. There has just been a delay.

Jane VanDyke: Question on Port sustainability policy. Now that you are already recruiting 14 new concessions, are policy elements being incorporated for this concessions review?

Vince Granato: No. There is a lot going on at the airport and filling these concessions has been in play for the last couple years so we are continuing on under the current program with these 14 leases. We know 75% of the leases are turning over here in the next 4-5 years so this will be a relatively small one, and there will be other opportunities in future to incorporate whatever we come up with these policies.

Jane VanDyke: When will the latest policies begin implementation?

Vince Granato: We will have a policy in place for the 2016 round of concessions.

Chris White: The FAA has policies for equity consideration and it is tied to their funding. These will be policies implemented now for recruiting women- owned, emerging small businesses, and minority owned businesses.

Sean Loughran spoke to the Port's goals for small and minority business requirements, including participation in the Port's food waste reduction program and incentives for tenants to be more judicious in their use of water and electricity. These will be part of this current program.

Jane VanDyke: It would be helpful to write that down.

Sam Imperati: I think what she is saying is that it would be helpful to create a timeline looking out to when these major contract proposals will happen so that we can track the progress of implementation of the triple bottom line policies. We can try to pair them up timing wise.

Jane VanDyke: Yes.

Chris White: We are going to be changing our social media strategy. I would love it if you liked our Facebook page and followed our Twitter feed.

- <https://www.facebook.com/portofportland>
- <https://twitter.com/flypdx>

Stacey Triplett: Regarding Mike Sloan (committee chair) reviewing the concessions proposals. Is that a role you see for the CAC on other contract awards? It seems like those would be opportunities to get some involvement from some of the community.

Vince Granato: When we get something larger that has a significant community impact, we are going to look to the community. We really evaluate the projects on a case-by-case basis for CAC involvement. As we go around, we are asking ourselves when we involve the CAC and when we involve our commissioners. It is hard to have an algorithm but as we are looking at these contracts, we are asking ourselves what kind of involvement we need.

Sam Imperati: Does the evaluator have to score on all the criterion or can you bring in an evaluator who just focuses on one area only?

Stacey Triplett: We have been hearing a lot from the City of Portland regarding women and minority owned businesses about bringing in capacity for evaluating contracts for RFPs. It has a range from technical and non-technical and we do have a policy of breaking up the different scores into different categories.

Vince Granato: We do, for example, have our financial team look at and score just the financial aspects, our HR team might look at issues of pay and benefits. That way, a committee could look at elements of an RFP evaluation instead of the whole thing.

Stacey Triplett: The other thing that comes to mind is that you have the different reviews going on, you also have the potential to participate in a mentor-protégé program. Perhaps it is time for an update on the different aspects of your small business program.

Sean Loughran: One of the recommendations from the ad hoc group is some sort of annual reporting and I took that to assume that is annual reporting to the larger group. So as part of that, maybe bringing Kimberly in to do that performance benchmarking piece. We will make that part of that annual report.

Alesia Reese: What are the plans to grow the CAC's depth of knowledge? There are opportunities at this table to bring our skill levels up. I want to grow my skills with this organization, I certainly do not want to sit and listen as someone tells me what they are doing; I want to be part of how that happens.

Vince Granato: When we look at the agenda items, a lot of what we are trying to do here is education. It certainly takes time. There are certain things that we are required to bring to this group as part of the Airport Futures program and there are certain land use items we are required to bring from the development standpoint. There are other items that we are not required but we bring to the group because we think it is important to know what is going on and it is education. We are trying to balance education and what we need to bring to you.

Sean Loughran: We have a variety of types of venues where we invite folks to learn more and go more in depth. We have the ad hoc committees, workshops, CNAC meetings, tours, plantings, etc.

Alesia Reese: If we could have more of an a-la-carte list of opportunities, I would have more ability to schedule my time based on priorities.

Stacey Triplett: With the airline agreement, could you talk us through what the connection is with these concessions leases? Because that is within their bandwidth, is it not? How close of attention do they pay?

Vince Granato: The airlines do pay attention. We are actually having someone from Southwest Airlines who is going to be on the evaluation committee since they are out on Concourse C. The way the airline agreement works is all the revenue that is generated by the concessions pays a percentage of their gross sales to operate here at the airport. It varies depending on whether it is food/ beverage, retail, or whatever. We collect that money but we use that money then to the terms of the airline agreement to lower the airline's rent. The airlines have agreed to pay for all of the expenses in the terminal building and the airfield. So all the operating expenses, all the principal and interest on the bonds to build the facilities –you start with that number, then you subtract all the revenues that come in, and whatever is left, the airlines pay. We have a mutual interest here to increase the sales in concessions.

Martin Slapikas: Is that a system that is only in Portland or is that how operations work nation-wide?

Vince Granato: Everybody has a different way of doing that and how they choose to run their operations. Some others do not have agreements at all; they might be on a month-to-month lease. The structure of these deals makes it so that there are common features but no two agreements are alike.

Sam Imperati: Is it fair to say the Port is happy with the RFP process?

Vince Granato: This is the first RFP for food and beverage that we have had since 2007 and most of that is because of the economy.

BREAK

Mr. Imperati introduced his law student intern, Brady.

Sean Loughran showed photos from the Oregon National Guard tour.

CITY OF PORTLAND PUBLIC NOTICE REQUIREMENT UPDATE

Sean Loughran: Committee members may refer to the update in their packet. It is an information and reference item. This code covers the things that we are required to do with this committee and the kind of information that we try to provide regarding general planning and development of the airport. There is a difference between the two and it has been a little confusing so we are making sure to articulate the differences. We will talk about it a little more another time. Essentially I just clipped a couple sections from code because I knew people would not want to really look through the whole code.

We have Susan Van Stavern here. She is our liaison with the City of Portland Bureau of Development Services and she helps us with quite a few of these things. There is a page that talks about notices for

development and this meeting is a forum where we get to talk about the projects and the committee and public have a chance to ask questions about the projects. There is a difference between alterations and new development even though there is sometimes some room for interpretation around what an alteration is. Alterations are not required to come to the PDX CAC.

Susan Van Stavern: Some things are missing in the code. There is some subjectivity on applying the code.

Maryhelen Kincaid: Does the zoning code cover residential and farm land? Which land use supersedes the other?

Susan Van Stavern discussed the plan district elements and Ms. Kincaid said she would like to follow-up with Ms. Van Stavern at a later time for more information.

INFORMATIONAL OVERVIEW

Streaked Horned Lark Implications to PDX

Dana Green, Port, provided a Power Point presentation about the Streaked Horned Lark. He provided a regulatory update, a thumbnail sketch of the species' background, and then focused on what that means for land use planning at PDX.

Dana Green: We are ten months post-endangered listing with less than 2,000 birds. The Streaked Horned Lark is a very rare subspecies of a very common species. They are not found anywhere else in the continental United States besides the Pacific Northwest. It is a habitat niche specialist and where we find the species now is only on human-disturbed habitats. It is hard to distinguish between a very common bird and the threatened, endangered bird. They do not like closed canopy. If an aircraft mistakenly hits one, it is not considered a "take" because PDX does due diligence to protect the species.

We need to allow more time in our planning and development activities to satisfy FAA requirements and assessments of project effects on the species. We survey all our Port properties throughout the year. We try to schedule work outside of the nesting season, which is a problem for us because the primary nesting season is April 15 - August 15. A qualified biologist must survey work before work proceeds and it requires highly trained biologist.

Because this is a new species listing in the region, because it is a little bit different from a lot of species the US Fish and Wildlife Service has experience with, and because the US Fish and Wildlife Service has no previous experience here on airports, it is a learning experience for everyone. As we walk through the first couple of construction projects on PDX, we are defining the regulatory assessment process for the FAA as they meet their requirements with the US Fish and Wildlife Service. Our performance this first year is critical.

Our taxiway T improvement was our first project. Using a database, Nick Atwell looked at over 175,000 individual wildlife observations recorded on the airfield in the last eight years. He added that to 355 additional point observations and came up with thirteen observations of Streaked Horned Larks on the PDX airfield. None of them were observed in the project area. On the basis of this, we filed a formal no effects determination with the FAA to satisfy the NEPA requirements for the project. The FAA concurred and issued the categorical exclusion. Not all of the projects will be so easy.

Tony DeFalco: To Nick Atwell, do you know how many larks were a part of that?

Nick Atwell: I would not be able to say off the top of my head. I know for certain that there were no Streaked Horned Larks in that project area.

Dana Green discussed two additional examples. The Streaked Horned Lark screening has been added to the regular screenings that usually take place by their office.

Micah Meskel: Were those surveys in 2014 or is it that every time they have been surveyed there has been no Streaked Horned Larks?

Nick Atwell: It is all times. If we get a proposal, we will go out and do morning and evening surveys at the site and we try to do those in the season we would expect to find them. We are given adequate time to plan to conduct our surveys at appropriate times of the year.

Micah Meskel: Were those site-specific surveys ever done on the sites prior to this year?

Nick Atwell: Regarding NE 33rd, this is an area that we have been surveying very closely for many years. We know we have other grassland associates in that area. The grass is quite tall to control geese.

Micah Meskel: What's your long term plan for that site?

Dana Green: We do not know, but eventually PDX will build on the site but not in the 25-year horizon. We have hit two Streaked Horned Larks in the last 18 months.

Nick Atwell: We did not have to file for take. This project did not result in a take of this species.

Dana Green: The Port did not wait until listing to engage agencies to develop long-term relationships.

Micah Meskel: I'm curious about some other Port sites, West Hayden Island and Rivergate.

Dana Green: We survey all Port properties that have the potential to have Streaked Horned Larks and we have at least three independent surveys of all Port properties all year round. There are no Streaked Horned Larks on West Hayden Island. There are four to five nesting pairs on Rivergate and it is constraining development on the site right now.

Tony DeFalco: Clarification on exemptions of property and types of lands relative to airports.

Dana Green: The context is within the FAA newly authorized Wildlife Management Plan. Everything authorized in that document qualifies for Fish and Wildlife exemption. The Plan includes all of Port properties in and around the airport.

Nick Atwell: Critical habitat designation?

Tony DeFalco: Yes.

Dana Green: The original proposal included 426 acres on the west end of the airport for designation as critical habitat. That is the only airport property that the Port owns that was proposed for critical habitat. Therefore that was the only piece of property that was exempted.

Tony DeFalco: I am struggling with what the Port is putting out there with regards to recovery of the species. Does the Port intend to go beyond to help the species recover? Of course that costs money and time, but I think what we do will set an example for what to do.

Dana Green: This is a dialogue we are having with a variety of partners. What we are doing is looking at the landscape, seeing if we can provide habitat outside of Rivergate.

Micah Meskel: I would like to reiterate Tony's point that it would be great if the Port could take a proactive step in the preservation of this species to start, because the listing was really inadequate on the Fish and Wildlife side and it is going to be litigated against. Taking steps toward something that you are going to have to do eventually could be a proactive option.

Tony DeFalco: It both demonstrates the depth of what we have here, in terms of having our history of working with partners. I would really like to see the Port present some specific options for the habitat to create a pathway to recovery of the species.

PDX Next program

Sean Loughran, Port, provided a Power Point presentation about the PDX Next program.

Sean Loughran: There is going to be a lot going on in the terminal over the coming years and we are looking at how we can deliver projects better, more efficiently, and sustainably. Speaks to Airport Futures goals to do things better instead of necessarily bigger. Issues covered in the program include terminal efficiency, impacts on tenants and way finding, and generally just thinking through projects and considering how they are phased over time.

Shared use is about more than one airline being able to use the same gate, ticket line, etc., which maximizes our investments.

The Port is coordinating replacement of the carpet with other minor construction needs so that we only need to impact an area once. A project management tool is being used, looking at timing and coordination to minimize impacts and maximize level of service.

The Port has hired a contract program manager to oversee and coordinate the suite of PDX Next projects.

Vince Granato: We meet with the airlines twice a year and walk through these things. We are spending time this summer to get detailed designs and a final cost. Our plan is to have a special meeting in October where we will give them the information. It may cost \$45-65 Million and they will have thirty days to say yay or nay.

Sam Imperati: How is it approved?

Vince Granato: We have what is called a negative majority and interest. The project is approved and we submit it to them and unless 50% of the airlines that have signed the agreement (representing 50% of the rent paid) say no, it is approved. If they do not turn in a ballot, that is a yes.

Maryhelen Kincaid: Where do passenger facility charges fit in to paying for these projects?

Vince Granato: In the terminal building, we could use it for projects that are public space, so we would not use it in a concessions project or in an airline leased area where there is another potential source of funding. We do believe that in some of the terminal balancing, some funding could come from PFC's (passenger facility charges).

Maryhelen Kincaid: So more people flying could provide more money to do this kind of project?

Vince Granato: That is true.

Erwin Bergman: What is the PFC?

Vince Granato: It is \$4.50 per segment. In the airport community there is some interest in raising it to \$8.50. That rate has not increased since 2003. That will happen in the FAA reauthorization bill that will take place February 2015.

Alesia Reese: Let us say you put in a checked baggage system, and then the airlines start charging more for checked baggage, and you have less baggage coming through. How do you decide in 25 years what it is going to look like?

Vince Granato: What we are constantly trying to do is figure these things out. It is not an easy task.

Alesia Reese: You can look at sites like Denver who did not make decisions based on a process so they had consequences.

Sean Loughran: We plan and do projects with the best information we have and uncertainty is a part of the airport industry.

Tina Burke: Even though the airlines did institute the checked baggage fees, I think we were all in agreement from the Port, airline, and TSA perspective that the in-line checked baggage handling system was the way to go. I do not think any of us long for the days of having ten CTX machines in the lobby and the system we have now is much more efficient, it is a higher level of security, and faster. You have to go forward with the information you have knowing that the industry is going to evolve.

Martin Slapikas: Cargo is not as lucrative as it once was. Question about the future of cargo.

Vince Granato: Much larger issue when it comes to air cargo.

Jane VanDyke: Where are we getting the information? Who are the experts?

Sean Loughran: There are a lot of experts. Some on the Port team, airport stakeholders, and a consultant team. Leah Fisher, architecture, engineering. We are modeling it. A lot of expertise goes into this. We bring systems on line incrementally and have lots of systems in place as back-ups.

NE 82nd and Airport Way Interchange Options

Andy Johnson, HDR Inc. Transportation Planning Program Manager provided a PowerPoint presentation of the transportation issues at the NE 82nd and Airport Way interchange and potential options for improvements.

Andy Johnson: Constraints at the intersections include left turns, Frontage Road, and light rail. There has been a lot of study and they show when and how the interchange could break down over time. I am fascinated by all of the things that go into these forecasts. The goal is to meet long-term needs proactively. As the airport grows, the traffic grows and the intersection gets busier. It is not real easy to bike to the airport only because of this particular intersection. This is about all modes and how to make getting to and from the airport easier.

There are three particular movements that all conflict with each other, so they will all need their own green light time. We can see in the forecasting when and how the intersection will break down with additional demand for throughput. It is about balancing how to make one movement better without making another worse. We used projections for airport growth and built a special model to factor that in. We are down to three options that are the most promising to fix potential problems that are forecasted to take place over time.

Concept A: Raised Airport Way (Eastbound)

Raise eastbound Airport Way over 82nd Ave. Fixes two out of the three problems. Reduce delay at the intersection by 93-98%.

Concept B: Jughandle Ramps

Raise 82nd Ave over Airport Way. Eliminates all three conflicts without traffic signals. This is the most expensive of the three options and it has better performance.

Vince Granato: It takes up a lot of land. This is land that is leasable and could provide us with money.

Andy Johnson: There would likely be impacts to the air cargo facility as well.

Concept C: Raised 82nd Ave

Raise 82nd Ave over eastbound Airport Way. Eliminates two of the issues, not all three. This was the least expensive option. Constructability will be very complicated.

More work will be done to further explore the three options and modify them to best satisfy the evaluation criteria.

Alesia Reese: Who is going to pay for it?

Sean Loughran: We do not know that yet. It will be another project to find out how we would pay for it.

Andy Johnson: It is usually the owner who pays for it so it could be a blend of state and federal funds and some other funds.

Vince Granato: This would not be a Port cost.

Jeff Owen: What is the timeframe? How soon could an option be chosen to move forward?

Andy Johnson: Not for another year.

Sean Loughran: We will engage the PDX CAC again before the next phase.

Maryhelen Kincaid: When you are fixing the bad things, are you losing the good things?

Andy Johnson: Kind of, to some extent, and in refining the design we will be able to better balance some of those.

Walt Evans: As an airport entity, do we have an equal responsibility to take care of the traffic experience for non-airport users who commute via these roads? Is there property ownership that could take left turn people at one of the other exits east and pull them over onto another road to take them out of the mix and the cost structure?

Jane VanDyke: I follow a lot of people, because I go that way, and they are often actually using the airport but they are using the south side. They might not be going to the terminal.

Andy Johnson: We did look at what would happen if we rerouted traffic and we talked about an add-on item. Without widening that road, it would be difficult to get more traffic through. We looked at ramps to do what you were saying and we looked at a traffic model to see what it would do and it wouldn't perform well.

Chad Eiken: Was a roundabout considered and if so, why was it ruled out?

Andy Johnson: It would be very difficult to navigate bikes, pedestrians, multiple lanes, and big impacts to the land.

Stacey Triplett: In this phase, are you really re-ranking based on anything we say here?

Sean Loughran: We will be able to incorporate the feedback in phase II. What we need to do is get to a refined understanding of our preferred alternative.

PUBLIC COMMENT

There was no public comment.

ROUNDTABLE UPDATES AND DISCUSSION

Walt Evans: As the person who encouraged us to consider starting at 1:30 p.m., I had a meeting and I apologize for being late. I hope that we could continue to try it again for another couple of meetings and then discuss how it is working.

Martin Slapikas: We scheduled a PDX noise briefing to a neighborhood association and also to a homeowner's association that was well received.

Erwin Bergman: I want to talk about aviation lead. I brought this before and my question is what is the Port doing to limit the use of lead in aviation fuel. I am thinking of Hillsboro. Lead in the air we breathe is a problem for everyone. Some people live in areas with higher concentrations of lead. What is the airport doing to continue working with and helping national organizations like the EPA and aircraft engine designers and manufacturers to reduce reliance on lead in aviation fuel? I hope that the Port is doing something in the direction of trying to reduce it and come up with some substitutes.

Sam Imperati: The lead issue will be added as follow-up at the next meeting.

Jane VanDyke: The 20th Annual Regatta will take place in the upper slough, presented by the Colombia Slough Watershed Council on August 3 from 9 a.m. to 1 p.m. at 150th and Mason. There will be free boat rentals and maybe even some stand up paddleboards.

Alesia Reese: City Parks Commissioner Amanda Fritz will be at a special East Portland Parks Coalition meeting Friday afternoon at 5 p.m. at the Ethno Meeting Room. If you would like to come, that is great, but if your organization is interested in learning more about a proposal for a parks bond from the City of Portland, just let me know.

Maryhelen Kincaid: There is also a Town Hall forum on June 30 at Cleveland High School 6:30-8:30 p.m. A public hearing on the parks bill.

Erwin Bergman: I would like to make a request that the Oregon National Guard have another tour next year.

MEETING WRAP UP

4:34 p.m.

Next Meeting: Wednesday, October 22, 1:30-4:30 p.m. at the Port HQ

Meeting notes are not verbatim and are respectfully submitted by the Institute for Conflict Management, Inc. facilitation team.

PDX CAC Meeting Evaluation Summary

JUNE 25, 2014

14 Evaluation Forms

	Poor	Fair	Good	Very Good	Excellent
1) OVERALL MTG QUALITY	0	0	4	7	0
2) PACING	Too Slow 0	Little Slow 2	Just right 9	Little Fast 2	Too Fast 0
3) PRESENTATIONS	0	0	5	4	5
4) DOCUMENTS	0	0	5	5	3
5) DISCUSSION	0	0	8	5	1

6. MOST USEFUL?

- 82nd Ave update/ airport ops update
- 82nd Ave, Vince Granato update
- Good to learn in advance about upcoming projects
- PDX Next/ Vince's update
- Streaked horned lark
- Streaker discussion and PDX Next were very well done
- Timely topics
- Updates on anticipated construction on roadways and terminal areas
- Vince's updates, as always

7. LEAST USEFUL?

- All good -1:30 works for me
- All info was useful
- Intersection question wasn't really called. Was this a preview?
- PDX Next
- PDX Next

8. COMMENTS AND SUGGESTED TOPICS FOR FUTURE MEETINGS?

- Appreciate the facilitator's efforts to keep us on time and sticking to agenda
- Do roundtable from CAC members at beginning of meeting
- TSA precheck options