



PDX COMMUNITY ADVISORY COMMITTEE MEETING #8

Wednesday, September 18, 2013 2:30 pm - 5:30 pm

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

NOTES

Name	Interest Represented	Attendance
VOTING MEMBERS		
Erwin Bergman	Central Northeast Neighbors	Present
Beverly Bruender	Citywide Land Use Committee	Absent
Tina Burke	Airport Employee	Present
Steven Cole	Northeast Coalition of Neighbors	Present
Tony DeFalco	Environmental Justice	Absent
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)	Present
*Vacant	Air Cargo	*Vacant
Randy Jones	East Multnomah County Neighborhood (City of Fairview, Gresham, Maywood Park, Troutdale, and Wood Village)	Present
Alan Lehto <i>Alternate: Jeff Owen</i>	Multi-modal transportation representative	Present - Owen
Robert Pinedo <i>Alternate: Kathleen Larsen</i>	General Aviation	Present- Larsen
Alesia Reese	East Portland Neighborhood Office	Absent
Bob Sallinger <i>Alternate: Micah Meskel</i>	Environment/Wildlife/Natural Resources	Present -Meskel
*Vacant	Passenger Airline	*Vacant
Martin Slapikas	North Portland Neighborhood Services	Present
Mike Sloan	Vancouver neighborhood	Absent
Joe Smith	PDX Citizen Noise Advisory Committee	Present

Jane VanDyke	Columbia Slough Watershed Council	Present
NON-VOTING MEMBERS		
Nick Atwell	PDX Wildlife Committee staff	Present
Chad Eiken <i>Alternate: Willy Williamson</i>	Vancouver Community Development Director (or designee)	Absent
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
Kelly Sills	Clark County	Present
Andrew Singelakis <i>Alternate: Stephen Roberts</i>	Washington County	Absent
Deborah Stein	Portland Bureau of Planning and Sustainability Director (or designee)	Present
Stacey Triplett	Metro staff	Present

Port Staff and Consultants Present: Francesca Patricolo, Institute for Conflict Management; Sam Imperati, Institute for Conflict Management; Terri Burk; Dana Green; Chris White; Sean Loughran; Jason Gately; Ken Anderton; Mike Whitsoe; Scott King; Steve Bloomquist; Phil Healy; Phil Ralston; Kama Simmonds; Maureen Minister; Melissa Gall and Keith Leavitt.

Staff and Invited Guests: Nancy Hendrickson

Public Present: Ahmad Abed-Rabuh; Dan Layten; Craig Gibbons; Chris Corich; Susan van Stavern and Kari Nichols.

WELCOME AND INTRODUCTORY COMMENTS

PDX CAC Members Information

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

The committee applauded Stacey Triplett's appointment to Vice Chair.

Sam reminded the committee of his announcement at the last meeting, that Cam Gilmour accepted a new job with the state of Washington Transportation Department, and therefore left the committee. Sam noted that the committee appreciates all the work he has done. Barbara Cartmill, Acting Director of Transportation and Development with Clackamas County has been appointed to fill his seat. Barbara was welcomed to the committee with their applause.

Barbara Cartmill thanked the committee for having her join them. She joked that she is happy to be doing something different than road funding for a change. She has a background in development, went to graduate school and now has been working in the public sector.

Sam reminded the committee that Craig Johnson left the committee in June due to additional duties at work. Staff is working with the cargo community to fill his position. Staff is also working to fill the airline representative seat vacated by Don Davies.

Absent

Alan Lehto had a conflict and was unable to attend; Jeff Owen from TriMet attended in his place.

Tony DeFalco was unable to attend because he was chairing a Center for Diversity and the Environment meeting.

Larry Ellis was unable to attend because he was travelling for work.

Robert Pinedo was unable to attend; Kathleen Larsen attended in his place.

Bob Sallinger was in Klamath Falls; Micah Meskel attended in his place.

Bruce Fisher was unable to attend due to continued FAA travel restrictions.

June 2013 Meeting #7 Notes Approval

There were no corrections, minutes were approved.

Meeting Agenda Review

Sam walked the committee through agenda.

Additional handouts in CAC packet

The CAC packet included a number of additional handouts supporting the presentations and for general information purposes.

- PDX Plan District Review memo
- Fact Sheet on ODOT Enhance Proposal for Columbia/Alderwood/Cully
- PDX Community Advisory Committee ODOT Enhance Letter of Support
- PDX Business Update
- PowerPoint on the PDX Airport Travel Center presentation
- PowerPoint on the Natural Resource Program 2013 Progress Report
- Fact Sheet on PDX Tree Obstruction Removal Project
- Combined memos on Government Island Grassland Mitigation
- Fact Sheet on the Buffalo Slough Turtle Habitat Enhancement project
- Fact Sheet on the Whitaker Ponds Turtle Habitat Enhancement project

Introductory Comments

Chris White, on behalf of Port staff, invited committee members to a PDX Sustainability Tour. The tour will visit areas of the airport and headquarters building, providing information about various elements of Port facilities and operations that reduce environmental impact and support the local community. The tour will cover such areas as the living machine and eco roof at the headquarters building, rental car quick turn around, Nike solar panels, quick pay stations, parking guidance system, electric vehicle charging stations, CNG shuttle buses, alternate transportation modes to the airport, baggage handling system upgrade, automated moving walkways, liquid collection stations, waste minimization and materials reuse and the Oregon Market. Partners and friends are also invited to attend. Lisa Timmerman with the Port will be providing and managing the tour.

The Port would like to offer this in October, but would like an idea of the best time of day for the tour. Options are: morning, mid-afternoon or early evening (5:00-ish). Sam asked the committee for a show of hands as to which times are preferable.

There were questions from the committee regarding specific times for morning, mid-afternoon, and early evening.

Chris White clarified the intent of not defining the time frames was to allow the committee more flexibility to indicate what would be best for them. She offered morning as perhaps around "9:30 to 11ish", mid-afternoon as about 3pm and early evening as around 5pm.

Sam called for a straw poll hand-raising vote and noted that the votes were split fairly evenly among the three options.

Chris White said she would follow-up with the committee by email and provide them with possible days and times for the tour.

Sam gave a special thank you to Atlantic Aviation for inviting the CAC to their annual Customer and CAC Member Appreciation Day on July 25th.

Meeting Follow Up

Sam moved the committee's attention to follow-up items from the last meeting.

Stormwater Masterplan Update

In June, the committee heard a presentation on the stormwater master plan. The Port will convene a stakeholder-working group for two meetings in October to participate in a more in-depth review of the Stormwater Master Plan work and design standards under consideration for Port facilities.

Sam gave many thanks to Jane Van Dyke, Randy Jones and Bob Sallinger for volunteering to participate. In addition, the group will include representatives from the Oregon Environmental Council, Northwest Environmental Defense Center and Willamette Riverkeeper.

Sam asked the committee if anyone else would like to join.

Jane Van Dyke: We have the dates determined already. The dates of the meetings will be the 16th and 23rd of October.

No additional members volunteered to join the Stormwater Master Plan stakeholder-working group.

Environmental Objectives and Targets

Dorothy Sperry presented the Port's Environmental Objectives and Targets at the last meeting. She is interested in gathering some PDX CAC members to discuss the Port's objectives and targets for the next fiscal year. She could do an informal morning coffee some day in November, or find a time that is agreeable for volunteers. Sam asked for interested committee volunteers.

Joe Smith, Jane Van Dyke, Stacey Triplett, Erwin Bergman, and Walt Evans volunteered to discuss Port environmental objectives and targets with Dorothy Sperry in November.

Capstone Presentation

Committee members had some questions at the June meeting after the presentation by Capstone about development in Portland International Center. Capstone is currently in the process of site development. Copies of the description of how wetland mitigation credits were addressed, information on the environmental zone approval and documentation on the City of Portland land use review process were provided to interested committee members (who were invited to pick up a copy from the back table).

PDX Plan District

Deborah Stein said her comments are part a specific response to Alesia Reese's comments at the last meeting. She suggested that perhaps the committee should wait for Alesia to arrive before getting to this agenda item.

Sam responded that the committee needs to continue on with the agenda. Deborah Stein provided a brief overview of the PDX Plan District so far identifying what has changed as a result of the Plan District adoption and an assessment of how it is going. Deborah identified the following key points, saying without the PDX Plan District:

- There would be no PDX Community Advisory Committee.
- There would be no established process to deal with controversial and complex issues; a third runway would likely still be on the table.
- The Port would likely have needed to amend the Conditional Use Master Plan several times for projects not anticipated – projects which don't necessarily result in any impact on the neighborhoods. These amendments would entail high cost to the Port and City.
- There would be no annual mitigation funding for natural resources.
- There would be no clarity on landscaping requirements, natural resources enhancement, wildlife management, etc.
- Properties in the vicinity but outside of the airport boundaries would not be considered.

Committee members referred to the PDX Plan District Review handout in their packets. Deborah indicated that we will be in a better position to evaluate the Plan District performance when we have a greater number of projects to review.

Sam identified that the committee has interest in keeping PDX Plan District review on a rotating update, perhaps on an annual basis.

Social Equity Opportunities ad hoc Committee

The Port will reschedule the proposed Small Business Development Program meeting. Volunteers for that meeting include Stacey Triplett, Jane Van Dyke and Tony DeFalco. The Port will also try to coordinate that meeting with a representative from the City of Portland.

Stacey Triplett: It's taken us all summer to get a good group together.

Sean Loughran: Other members of the committee are invited to join us.

Karen Gray volunteered to join the Social Equity Opportunities ad hoc Committee.

ODOT Enhance Application

The ODOT Enhance Application was discussed at the last meeting. Committee members referred to the handout in their packets that is a letter to Jeffrey Flowers at ODOT by PDX CAC Committee Chair, Mike Sloan. Dan Layden from the City of Portland and Phil Healy from the Port provided project updates and fielded questions from the CAC members. The Columbia/ Alderwood/ Cully intersection project is one of the projects identified for improvement in Airport Futures.

Erwin Bergman: The goal should be to facilitate relocating Alderwood Drive to the west end of the property to make sure that the land is not butchered up. Erwin recommended the project be put on the back burner so that staff can focus on the bigger issue of Alderwood and Cully realignment.

Phil Healy: The alignment of Alderwood and Cully will need to continue to be a part of this project and it is important for ongoing consideration.

Joe Smith: Did I understand you correctly? Will there be two signals?

Phil Healy: Yes.

Joe Smith: I would suggest you reverse your priorities on the signals. Joe told a personal story reflecting the need for a signal at Cully.

Phil Healy: Signalizing Cully is very complicated. Phil described challenges to signalize Cully.

Erwin Bergman: Traffic lights 200ft apart can be real trouble.

Phil Healy: They can be a challenge, but they can be made to work too.

Jane VanDyke: I notice in the packet information it says something about a stormwater treatment facility and also about the stormwater draining to the slough. What will happen? Will it go to the slough?

Phil Healy: We will do onsite water treatment.

Walt Evans: Is the realignment a policy discussion or just a money issue?

Phil Healy: I think it's both. The policy is probably a little easier than the money. Aligning these two will probably include impacting the property next to the golf course. It is a complicated issue.

Joe Smith: Last meeting, Tony DeFalco brought up a question about MWESB hiring. Could we have a follow-up on that?

Stacey Triplett: That was for the Capstone Project.

Sean Loughran: The Capstone Project was a little far along to go back and consider hiring for minority and small business requirements, however we are looking at the potential to add it into our tenant development process for other projects so that it is a part of more regular practice.

Joe Smith described a personal experience where he came to notice the pedestrian signaling at 82nd Avenue to Airport Way has great potential for danger to pedestrian safety. Specifically, he believes if the pedestrian signaling is not fixed, there may be a fatality there at some point. He notes by mentioning it in the committee, the location may now be a liability to the Port if something bad does happen to a pedestrian there.

Sean Loughran: We are working with the City to address signal phasing or make changes to any areas we are aware of that need to be improved for safety.

PDX UPDATES

Vince Granato provided an update on airport activity, air service developments, planned construction, planning activities, and upcoming capital projects. A summary of his remarks was made available in the packet and are also found below.

BUSINESS UPDATE

Airport Activity

PDX just completed the busiest summer ever with our most active days exceeding 50,000 travelers. In July, passenger volumes grew 2.4% compared to July 2012. This July we experienced the highest record for passengers in a single month with 1.5 million travelers. This was also the highest load factor of 87% for July.

Total aircraft operations (take offs and landings) were down 5.1% to 19,232 compared to July 2012 and down 4.9% to 119,205 calendar year to date.

For the fiscal year (ending June 30) PDX served 14,687,143 passengers, a 5.6% increase over last fiscal year. This was our second largest year for passengers just behind the 2008 record of 14.9 million.

Looking forward into the fall, PDX will see some new service. Alaska Airlines launched service to Atlanta, GA on August 26. They will also launch service to Dallas/Fort Worth on September 16 and service to Tucson on Nov. 1. In November, their seasonal service to Kona and Kauai HA will return.

Delta Air Lines launched four flights to LAX on Sept. 3 adding to our current service on United and Alaska Airlines.

Airport Concessions/Properties

House Spirits Distillery has opened a new retail outlet on Course D. House Spirits is one of the founding members of Distillery Row, an assembly of small distilleries at the heart of Portland's Industrial District.

Beginning August 15th Oregon Lottery games returned to Portland International Airport at the pre-security Oregonian News location.

McDonalds is scheduled to be open on C West in late September or Early October.

The new Burgerville is under construction in the Oregon Market Food court and is scheduled to open in February. Burgerville is asking what the public would like to see in their upcoming PDX airport location. You can get a coupon for a free milkshake if you fill it out at <http://www.yourbvpdx.com/>

CONSTRUCTION UPDATE

2013 PDX Airfield Projects

Since the beginning of April, construction crews have been working hard on summer airfield projects at PDX. The two main projects included reconstructing the eastern portion of Taxiway C and replacing portions of the south runway.

The Taxiway C-East Pavement Rehabilitation Project remains on-track for the scheduled mid-October completion date. Significant construction efficiencies and favorable weather enabled the South Runway Repair Project team to open the 11,000' long runway on June 9th. Domestic and international carriers have been taking full advantage of the airport's longest runway. All aspects of the South Runway Repair Project have now been completed.

The Air Trans Center Pavement Rehabilitation Project remains on-track for a mid-October completion. The North Ramp Pavement Rehabilitation Project was completed on-schedule on August 16th. The Southwest Ramp Pavement Rehabilitation Project is in full swing and is scheduled for a September 12th completion.

Parking Guidance System for Long-term Parking Garage

The installation of a parking guidance system in the long-term parking lot is over half way done. Customers can follow signage to open sections and identify open stalls by the green lights on floors 5, 6 and 7. Completion of the installation is still on schedule for early next year.

Airport Way Interchange

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

Capstone

The Capstone project to build warehousing and distribution space in Portland International Center broke ground in early September. The Capstone project was presented to the CAC at our last meeting in June.

PLANNING UPDATE

Columbia-Alderwood-Cully Phased Project

Consistent with Airport Futures and the Intergovernmental Agreement (IGA) between the Port and the City of Portland, the Port submitted an Oregon Department of Transportation (ODOT) Enhance Application for a phase of the Columbia-Alderwood-Cully Boulevard intersection improvement. Improvements to NE Columbia Boulevard at its intersection with NE Alderwood Road and NE Cully Boulevard were identified in the traffic impact analysis completed for Airport Futures. The IGA requires the City and Port to work cooperatively to deliver the mitigation project after PDX has reached a trigger of

15 million annual passengers. The Port is obligated to pay its proportionate share of the project costs determined to be attributed to the airport. Copies of the ODOT Enhance Application were provided at the June CAC meeting and copies of the project fact sheet are included in the CAC handouts.

Between March and August 2013, ODOT technical staff reviewed the proposal to determine feasibility and risks. The Region 1 Project Selection Committee has placed the project on the refined "100 percent" project list. This list will now be provided to the Oregon Transportation Commission for consideration. In the Winter/Spring of 2014 the Oregon Transportation Commission will release the 100 percent list for public review and input prior to adoption of the final project list.

Follow-on Studies

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

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

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

SUSTAINABILITY UPDATE

Short-term Parking Garage Lighting Upgrade

Port Commission approved the replacement of the existing high-pressure sodium fixtures on floors 1-6 that glow yellowish-orange with an energy efficient, fluorescent lighting system. The lights on the roof deck will be replaced with LED fixtures. These new fixtures will save the Port over \$20,000 annually in energy costs. Installation will start in October and continue through May of 2014. The installation will require the closure of half of a floor while the lights are being replaced.

Airport Futures Natural Resource Program

A requirement of the Government Island Grassland Mitigation Project is submittal of an annual progress report summarizing maintenance/management activities, describing how the site is meeting success measures and identifying any adaptations in approach and actions for the year ahead. Starting with the initial draft in January, the City and Port have had a number of meetings to address and clarify issues related to the plan. Changes to the grassland mitigation effort going forward include:

- Additional vegetation height monitoring
- Consultant support for bird monitoring
- Additional vegetation height target
- Clarification of non-native plant target

A copy of the annual report is available and will be summarized as part of the CAC Natural Resource Program update.

On Monday, August 19th, a fire started near a popular camping area on the north side of the island, a 90 acre mostly dry-moss and grass area visible from I-205, and burned south and east from there. To the south it was contained by denser vegetation and a slough and to the east it eventually stopped about 1,000ft shy of the docks. It did move into trees and to the south somewhat, but it did not burn any of the inland mitigation sites. Response was provided by the City of Portland, Port Fire Department, Vancouver, Gresham, Clark County and the Coast Guard. At peak it was estimated there were 100 fire fighters on the island.

The Port will be studying the impacted site to collect data on the effect of the fire that might be useful for future mitigation work on the island.

Economy Parking Lot Obstruction Removal Project

Starting this fall, the Port will begin work to address penetration of Federal Aviation Administration regulated instrument approach airspace. A stand of black cottonwoods located in a City of Portland designated environmental zone within the economy parking lot is growing into this protected airspace. The heights of many of the trees in the stand exceed FAA criteria for obstructions to navigable airspace. This project was contemplated and discussed as part of the Airport Futures process.

In past years, the trees had been topped to address the conflict, but repeatedly topping trees has been found to degrade the trees, create nesting opportunities for wildlife species of concern, and make them hazardous to work around. To achieve a long-term solution, the Port will replace the cottonwoods with a native shrub-scrub and small tree association. These native plants will not grow to heights that encroach on the regulated airspace. Other tree and plant species that do not conflict with navigable airspace will remain on the site.

The Port worked with the City of Portland to acquire permits that were issued on September 5th. This project will be discussed in more detail at today's CAC meeting and we have included a fact sheet about the project in your packet. The following is the proposed project schedule:

Fall 2013 – Remove cottonwood trees

Summer 2014 – Prep Site for Planting

Fall 2014 - Seed Area

Winter 2014/2015 – Plant Trees & Shrubs

Rental Car Customer Facility Charge Ordinance

The Customer Facility Charge (CFC) is a fee established by the airport to be collected by a rental car company from all rental car customers, to be used to finance, design and construct rental car related projects. Consistent with current car rental leases, the Port plans to implement a CFC at PDX.

Next Steps/Proposed Schedule

1. Commission Meeting - Port Ordinance 1st Reading - October 2013
2. Commission Meeting - Port Ordinance 2nd Reading – November 2013
3. Implementation/Collection of Fee starts – January 1, 2014

Noise Management Program

Presentations by hearing and sound experts were featured at the Sept. 12 Portland International Airport Citizen Noise Advisory Committee meeting. Committee member Tina Penman, an audiologist, spoke about human hearing and the health effects of noise. Committee member Kenya Williams, an acoustic ecologist and soundscape planner and designer, provided a presentation called, "The Community and Sound: An Introduction to Soundscape Awareness and Our Sonic Environment." The Port is in the interview process for hiring a new Noise Manager.

PDX Art & Entertainment Program

As part of the PDX art program, regional artists create temporary site-specific work for two locations in the terminal, including the ticket lobby and Concourse A exhibits showcase for 12 to 18 months. These

installations are designed to illustrate the dynamic culture of the Northwest and showcase a variety of work through ongoing relationships with regional artists and organizations.

Portland International Airport debuts Rebecca Shapiro's Untangled, a colorful light exhibit on Concourse E that shows through January 15, 2014.

A contemporary exhibit that captures the art of travel opens at Portland International Airport in the north ticket lobby through August 2014. Chuck Gumpert, a regional artist from Seattle creates this abstract acrylic and mixed media site-specific piece, Beyond Ordinary Experience, to welcome travelers and visitors to PDX. The canvas spans the length of 15 feet in the terminal and explores urban life and figures interacting within public spaces, much like an airport or places where large groups of urban pedestrians or travelers exist.

Karen Gray: I was wondering if the Port has discussed how individuals might be able to be on their own internet during flights.

Vince Granato: Some flights offer wi-fi inflight as an amenity because it is a revenue opportunity for them. We are working to add additional bandwidth within the building. Most airports charge for customers to use wireless Internet in their buildings, however we are not planning to charge for this service.

Martin Slapikas: Will Oregon Lottery be affiliated with any particular vendor?

Vince Granato: The lottery I mentioned is not video poker, it's scratch-its. Some of the retailers will sell just the scratch-its.

Kelly Sills: How is the growth compared between domestic and international flights?

Vince Granato: They are growing at about the same rates. In '09 we were close to losing Amsterdam but we overcame that and since then we are performing well on the international flights with Delta and they are very happy with us here. It is very hard to get a flight to Europe from PDX in the summer because they sell those seats. The international air cargo/ freight is not doing so well though. The global airfreight market has a variety of challenges.

Walt Evans: Walt noted the good work the contractors did on the PDX Airfields Project. I think the CAC should write a thank you.

PDX TRAVEL CENTER

Mark Witsoe, Business Development Manager for the Port, presented about a proposed Travel Center near PDX. This project is the first the committee has heard as part of the public contact requirement for certain airport development as defined in the City of Portland Zoning Code. Committee members were provided a copy of the PowerPoint in their packets.

Slide 2: Presentation Overview

- Customer Service Needs
- Travel Center Location
- Sample Development Scenario
- PDX Travel Center Opportunity
- Key Development Features

Slide 3: Customer Service Needs

- Constituencies to be served:

- 1,000,000+ passengers returning rental cars
- 10,000+ area employees
- 1,000+ Cascade Station shoppers
- 1,000+ ground transportation providers
- 1,000+ area hotel rooms
- Convenient Sources of:
 - Fuel Service
 - Sundries and groceries
 - Food Service

Slide 4: Travel Center Location

Slide 5: Sample Development Scenario

Slide 6: PDX Airport Travel Center Opportunity

- Past/Current Actions
 - Open Public Request for Qualifications
 - Respondent is Qualified
 - CAC Consultation
 - Lease Negotiations
- Next Steps
 - Port Commission Approval
 - Project Design (City, Port)
 - Project Development (City, Port)
 - Project Mitigation (State, City)

Slide 7: Key Development Features

<u>Features</u>	<u>Detail</u>
Fuel Service	Gasoline, Diesel, and alternative fuel
Convenience Store	Groceries, sundries, and food service
Cell Phone Lot	Lighted parking with flight arrival info
Fast Food	National/Regional branded offerings
Sustainability	Design and construction elements
Pedestrian amenities	Sidewalk on 82 nd Ave
Env. Mitigation	Wetland and Tree Removal
Customer amenities	Loyalty program

Erwin Bergman: Since there is going to be wetland filling and tree removal, what is the mitigation for that? Will it be 1:1 ratio replacing what you lost?

Mark Whitsoe: Mitigating will take place. We believe we will be paying the state so that they can do a broader offsite mitigation project. Regarding the tree removal, we still are not sure if we will need to remove the tree. For that, we could physically replace the trees elsewhere or there could be other options. We haven't made that determination yet. Where we are is that the Port will be responsible for the wetland mitigation.

Dana Green explained the permitting and mitigation process. The ratios will be determined by the regulatory agency.

Erwin Bergman: Will there be street level pricing for the concessions?

Mark Whitsoe: They will be factoring in street level pricing to be competitive.

Walt Evans: Is there a chance the Port could get behind this for a self-serve experiment for customers to pump their own gas?

Mark Whitsoe: What we have been told is that non-self service actually increases efficiency. They will be able to have fewer fuel pumps operating at greater economy.

Tina Burke: As an airport employee. I think [having a new service station] is great news. What's your timeline?

Mark Whitsoe: We look for this to take some time and something around 2 years is probably a good time frame.

Kelly Sills: I think this looks like a good use of space. Regarding the bid process, is it surprising to you that you only had one response to this bid?

Mark Whitsoe: The timing in the economy and the large size of the project makes it challenging. No surprise. We are fortunate to have them.

Joe Smith: What kind of tree is it that you are proposing to remove?

Mark Whitsoe: Oregon White Oak.

Joe Smith: Could you tell us what you anticipate for the egress and ingress of vehicles and what do you see as the capacity of the number of vehicles that would be waiting?

Mark Whitsoe made demonstrations at the map. Details will be planned forthcoming.

A question was asked regarding Washington service station users.

Mark Whitsoe: It could be likely that there will be some users from Washington.

Randy Jones: Do you encourage dark sky lighting designs?

Mark Whitsoe: They comply with light pollution regulation that would not interfere with flights and there will also be security lighting at the station.

Jane VanDyke expressed her concern over driver confusion at the access points and asked for directional signage. She also expressed her concern over the close proximity to a water protection area since people could be spilling gas, etc.

Mark Whitsoe: There are industry standards for leak protection and we will be doing a baseline audit and holding them to being a responsible fuel distributor.

Jane VanDyke: Being able to quickly react in case of an emergency would be important.

Mark Whitsoe: They are going to have a large insurance policy to help them accommodate for the risk.

Karen Gray: What are the operating hours?

Mark Whitsoe: We are asking that it be open 24hours.

Karen Gray: What about security?

Mark Whitsoe: We have asked them to consider security cameras. They will have lighting, and we haven't gotten to the specific details.

Karen Gray: It is something to consider.

Stacey Triplett: What is the depth of your agreements? Because women and minority businesses are not represented here and I wonder about down the road.

Mark Whitsoe: It will become a part of the original agreement that we negotiate, probably in the next month.

Joe Smith: This looks like a real challenge to rental car returners.

Martin Slapikas: I don't see myself using groceries, sundries or food from this vendor.

Mark Whitsoe explained types of potential users for groceries, sundries or food. Some members of the committee mentioned they would use the service station for food and beverage.

Sam opened the conversation to members of the public.

Ahmad Abed-Rabuh, Controller for Expedited Transport: I'm curious how this would affect commercial traffic, specifically large vehicles.

Mark Whitsoe: This is something the developer will have to incorporate into the design and it will be an important part of the layout.

BREAK

NATURAL RESOURCE TOPICS

Vince Granato: Our general council was tragically killed in a motorcycle accident while vacationing in Italy. Vince described Krista Koehl's work at the Port. She was really one of the bright stars here at the Port and it's been hard here for Port staff. There will be a service for her this Sunday. If we could please observe a quick moment of silence for Krista, we would really appreciate that.

The committee observed a moment of silence in Krista Koehl's memory.

Sean Loughran introduced the natural resource topics. Sustainability was the overarching goal for airport futures and natural resources was a key focus and a key interest in this committee as a part of that. Committee members were provided with a copy of the Natural Resource Topics PowerPoint in their packets.

Slide 2: Presentation Overview

- Program Background
- PDX Tree Obstruction Removal Project
- Government Island Grassland Mitigation Progress Report
 - 2012 Annual Report
- 2014 Slough Enhancement & Tree Canopy Project Recommendations
 - Outreach & Collaboration
 - Evolving Project List
 - Selection Criteria
 - Project Recommendation
 - Discussion
 - CAC Voting: Do you support the 2013 Columbia Slough Enhancement Recommendations?

Slide 3: Airport Futures Natural Resources IGA

- Phased mitigation of 300 acres on Government Island
- Enhancements to the Columbia Slough watershed
- Enhancements to the urban tree canopy in Columbia Slough watershed

- Enhancements to PIC Wetland

Slide 4: PDX Tree Obstruction Removal Project

- Overview
 - Project Background and Need
 - Project Details
 - Project Schedule
 - Questions/Discussion

Sean Loughran: Airport Futures has not been a plan that sits on the shelf; we have been using it and making a lot of progress.

Terri Burk and Dana Green presented about the Tree Obstruction Removal Project. Committee members were also provided with a fact sheet in their packets.

Slides 5 and 6: Project Area

Terri Burk: The project area is located entirely within the Blue economy parking lot, just west of I-205 off-ramps and adjacent to Marine Drive/Columbia River levee, designated as a City of Portland Environmental Zone, and this area is fenced off to the public. The site is directly beneath the Runway 28R approach path.

Slide 7: Background and Need

- Follow-up project based on a commitment from Airport Futures
- Identified through Airport Futures as a critical operational project
- Trees are beginning to penetrate federally regulated airspace near the North Runway
- Obstruction could diminish effectiveness of instrument approach and reduce North Runway capacity
- Previous encroachment addressed by topping trees in 2000; no longer a viable solution
- Removal and replanting is a long-term, sustainable solution that addresses the problem and results in overall improvement of the site

Terri Burk: This project was identified through Airport Futures a project critical to keeping PDX operational. This project is a follow-up on work the Port committed to do during the Airport Futures process. Trees are penetrating federally regulated airspace, which is required to be protected under Federal Aviation Regulation Part 77 – “Objections Affecting Navigable Airspace.”

Specifically, the trees are encroaching on the 50:1 approach surface and the one engine inoperative 62:5:1 approach surface. If unaddressed the obstruction could diminish the effectiveness of instrument approach on the North Runway and reduce overall capacity of North Runway during bad weather.

Trees were topped in 2000 to address the problem. They were topped according to a projected 10-year growth window. Repeatedly topping trees can make them hazardous to work around. Cutting trees and replacing with lower-growing vegetation represents a sustainable, long-term solution.

Airport Futures City Land Use Plan states that: “within the Airport Sub-district there are forested and woodland resource areas dominated by species that require continual topping to prevent intrusion into regulated surfaces. In addition, topping of black cottonwood trees, and then re-sprouting that occurs after topping, creates nesting opportunities for wildlife species of concern. Continually topping trees degrades the health of the tree making it more prone to disease and breakage. This type of forested and woodland area should not be located directly under regulated airspace and should be converted to a vegetation assemblage more compatible with regulated airspace, such as Oregon Ash and or other native species. During habitat conversion, the vegetation composition would change; however, there should be a net improvement in overall functions provided by the resource area.”

Kelly Sills: How high is penetration?

Terri Burk: At our last measurement, they were 10 feet in encroachment and that was eight years ago. It's time to replace them with a better species mix.

Slide 8: Margin of Safety (image)

Slide 9: Project Details

- Approximately 400 black cottonwoods identified for removal
- Existing, lower-growing tree/plant species will remain on-site
- Cottonwoods will be replaced with about 23,000 native shrubs and low-growing trees. Example species include, vine maple, red-twig dogwood, various native rose species, various native willow, red-flowering currant, Oregon grape, etc.

Dana Green: About 400 black cottonwoods have been identified for removal because they are either currently penetrating FAA-regulated airspace or will have the potential to in the future. We will cut trees from saplings up to about 100 feet tall. Total site is 8.8 acres; wetland is 1.18 acres

Existing non-cottonwood species will be allowed to remain on-site, provided they do not restrict access to cottonwoods that need to be cut (e.g. willows). Replanting plan calls for over 23,000 native shrubs and low-growing trees.

Zoning Code Questions:

- Replanting plan is in accordance with the planting requirements established for woodland habitat conversion per the Portland International Airport Plan District Development Code Section 33.565.570.B.3.b.
- City of Portland staff indicated that an Environmental Plan Check is the appropriate review procedure as long as the project can demonstrate compliance with applicable requirements found in section 33.565.570.B *Standards for Resource Enhancement related to Woodland Habitat Conversion* within the Portland International Airport Plan District.
- Per the Portland International Plan District City of Portland Chapter 33.565.570.B, habitat conversion is allowed if the applicable requirements (shown below in italics) can be met:

Standards for Resource Enhancement-An applicant may choose to meet all of the standards of Chapter 33.43.0170 or all or the standards of this section. In either case, the applicant must meet the standards of Chapter 33.430.170.D through F.

1. There may be no excavation, fill, grading or construction activity;

2. The habitat conversion area must be replanted, at a minimum, with one native tree, three native shrubs and four other native plants for every 100 square feet of area. Trees may be clustered;

3. The habitat conversion area must be replanted, at a minimum, to meet one of the following:

a. Generally. One native tree, three native shrubs and four other native plants for every 100 square feet of area. Trees may be clustered. Trees must have a maximum height at maturity that will not project above the height limit delineated by the h overlay zone;

b. Exception. If the maximum height of all appropriate tree species would project above the height limited delineated by the h overlay zone, the habitat conversion area must be replanted with at least 10 native shrubs for every 100 square feet of area and a native grass and forb seed mix at a ratio of 20 pounds per acre;

4. Permanent irrigation is not allowed.

Slide 10: Project Schedule

- Environmental Plan Check – Completed
- Removal of the cottonwoods - Fall 2013
- Re-sprout prevention - Fall 2013 – Summer 2014
- Stump removal - Summer 2014
- Replanting - Fall/Winter 2014

Dana Green: We will conduct the work in several phases to avoid migratory bird season, minimize disturbance to the site and ensure the survival of new plants. Therefore, the work will take about a year to complete. The cottonwoods will be cut and removed from the site. They range in size from saplings to almost 100 feet in height. The removal activity is timed to avoid migratory bird nesting season.

To ensure that the cottonwoods do not re-sprout in the same location, stumps will be treated with herbicide and remain on the site for a period of time. This will help ensure that cottonwoods do not regrow and that future planting efforts are successful. Herbicide will be applied by a licensed applicator. The herbicide will be Garlon 3. This is a triclopyramine solution, selective post-emergent broad-leaf herbicide. It is one of the herbicides approved for use on the Port's natural areas adjacent to wetlands according to the Port of Portland Vegetation Management Plan, 2010. It will be selectively applied to each cut stump surface, *not* broadcast.

Once the stumps can be removed, a portion of them will be used as large woody debris to restore habitat at Port mitigation and enhancement sites. Stump removal is timed to avoid the rainy season when equipment could cause significant disturbance to the site. The site will be replanted with over 23,000 native shrub and small tree species such as vine maple, Oregon grape, red-flowering currant and native roses and willow. The planting is timed to occur during a season when the plants are dormant, which optimizes the survival rate of the plants.

The site will appear disturbed for up to a year while the work is being completed. We plan robust outreach and communications to the general public, travelers, our neighbors and airport employees.

Slide 11: Artist's Rendering

Future site conditions, looking west towards the North Runway

Slide 12: Artist's Rendering

Future site conditions, looking into the site at ground level, within the economy parking lot

Slide 13: Notification

- Traveling public
 - Signs on site perimeter fence, shuttle buses, shuttle bus shelters
 - Website, Twitter
 - News release
- Airport / Port employees
 - Emails
 - Newsletter article
- Stakeholder groups
 - PDX CAC
 - PDX Wildlife Advisory Committee
 - Friends of Trees
 - Columbia Slough Watershed Council
 - Audubon Society of Portland

Slide 14: Discussion Question

From the perspective of your constituency, do you have questions and comments on this project?

Joe Smith: Cottonwood is basically a weed. I just hope you can take this expertise and apply it east of Troutdale Airport where the safety consideration is much more significant to this one.

Dana Green: We agree [about the east of Troutdale trees] and are concerned about that location. We have tried to do some work on that.

Erwin Bergman: Trees are supposed to be a carbon sink, where they collect and coral carbon in their tree structure. Do you believe that 20-30,000 low growing shrubs would have the same capacity as 400 Black Cottonwood?

Dana Green: No. In this case, public safety is more significant than the carbon footprint, however the described mitigation measures will provide carbon benefits.

Micah Meskel read comments from Bob Sallinger: While it gives us no small amount of heartburn to see a significant stand of trees removed from the Columbia Slough Watershed, this was an agreed upon conversion adopted through the Airport Futures process to protect air traffic safety. The overall mitigation package was designed to achieve a net increase in function for all of the natural resource impacts allowed under the Airport Futures Plan. We hate to see these trees go, but look forward to working with the Port on the scrub-shrub wetlands that will be created on this site in the future. The Port has said that it will try to use the down trees for restoration projects---we encourage the Port to maximize these opportunities. We also encourage the Port to leave some standing snags on the site.

Stacey Triplett: The restoration community benefits from this project and that should be explained when you talk about this project. It's good for the local economies.

Sam asked Nancy Hendrickson, City of Portland Bureau of Environmental Services, for her opinions.

Nancy Hendrickson: I agree with Dana Green. Turning this into habitat conversion is great. Cottonwoods are a great tree though, I disagree with the statement that they are a weed. They are a first-successional species.

Kelly Sills: How will this impact other wildlife? I don't think it would be good to be attracting a lot of birdlife near the runway.

Committee member Nick Atwell, was asked to answer the question. Nick described how this plan would benefit species such as raptors and Redtail Hawks and will bring casualties down from airplane/ wildlife strikes.

Sean Loughran presented on the Government Island Annual Progress Report.

Slide 15: Government Island Annual Progress Report

- Overview
 - Project Background and Need
 - 2012 Annual Report
 - Adaptive Management
 - Questions/Discussion

Slide 16: Port Mitigation for Upland Grassland and Habitat

Sean Loughran: The city updated its Environmental Program as part of the Airport Futures Planning Process. They will adopt the inventory and apply environmental conservation and protection zones to 4 properties making up 268 acres of SHA – Upland Grassland. The IGA shows the Port will build 300 acres

of mitigation in the form of enhanced grassland in lieu of the City applying overlays. They are taking a programmatic approach to restoration and phased mitigation.

Slide 17: Image of Area

Sean Loughran: The plan will identify and reserve 300 acres, develop a Draft Planning Document (establish overarching objectives for entire 300 acre site), and identify the site for the first 50 acres of mitigation.

Slide 18: Image of Area

Sean Loughran discussed access, site conditions, prior work by OPRD.

Slide 19: Government Island – Progress To Date

- Draft Planning Document Complete – September 2011
- Site Specific Mitigation Plan (first 50 acres) – June 2012
- On-site work begins – Spring 2012
- 2012 Annual Report
 - Submitted to City – January 2013
 - Report Finalized – June 2013

Sean Loughran: Technical experts in addition to the Port Team and City Staff are working an adaptive management approach that will be critical to the success of the project. Sean discussed Spring flooding in 2011 and touched on the issues of site selection, baseline data collection, habitat assessment, and pollinator monitoring.

Slide 20: Changes for 2013

- Additional Vegetation Monitoring
 - Height
 - Density
- Consultant hired to conduct bird monitoring
- Additional vegetation height target
 - Specific importance to grassland birds
- Clarification of non-native plant target & species richness
 - Define “appropriate level of control” of non-native plant target
 - Define “species richness” target as native species

Sean Loughran: We continue to work on adaptive management.

Slide 21: Adaptive Management

- Flooding 2011 & 2012
- Fire 2013
- Site Prep
 - Proposed use of prescribed fire
 - Herbicide applications as alternative course of action
- Availability of seed

Sean Loughran: Regarding seed availability, we have the majority of what we wanted but may have to make some adjustments and substitute where necessary.

Slide 22: Discussion Question

What is the best way for your organization and the public to learn more about the Government Island mitigation plan?

Erwin Bergman: Does vegetation height have anything to do with aviation safety?

Sean Loughran: Vegetation height in this project has nothing to do with aviation safety.

Karen Gray: I don't know if we've ever had a briefing with the Planning and Sustainability Commission, updating the work of the PDX CAC.

Sam identified it would be good to get on the Portland Planning and Sustainability Commission's calendar to review what has happened since beginning the PDX CAC and to review the work for future direction.

Martin Slapikas: The North Portland Neighborhood Services Coalition would be a great organization to contact.

Sam asked Nancy Hendrickson, City of Portland Bureau of Environmental Services, for her opinions.

Nancy Hendrickson: We've come to agreement on the format of the report and the success measures.

Sean Loughran presented the 2014 Natural Resource Recommendations.

Slide 23: 2014 Natural Resource Recommendations

Sean Loughran: Each year, we want to be thinking about the projects for the next year.

Slide 24: The Columbia Slough Watershed

Sean Loughran: The intent is to involve the CAC in the selection of projects. The City, Port, Watershed Council and Audubon have discussed the concept of developing project ranking criteria and adopting an Airport Action Plan.

Slide 25: 2012 & 2013 Tree Canopy and Slough Enhancement Projects

Sean Loughran: The projects that we've done already over the last couple of years include Friends of Trees – "A new forest grows: Greening the I-205 corridor" and Cully Community Park Phase 1 Improvements – North Slope Restoration. Environmental, social and economic goals were achieved. In the past, we worked with Verde Landscape a local business with the mission of connecting environmental protection with economic opportunity.

Slide 26: Outreach & Collaboration

- City of Portland – Bureau of Environmental Services
- Columbia Slough Watershed Council
- Native Turtle Working Group
- Multnomah County Drainage District
- PDX CAC
 - Jane VanDyke, Columbia Slough Watershed Council
 - Tony DeFalco, Environmental Justice
 - Bob Sallinger, Environmental/Wildlife/Natural Resources

Sean Loughran: The Port added an annual solicitation process this year and we had limited response but a couple of potential project partners have been identified and the process has served to increase awareness of the program.

Slide 27: Working Project List

Sean Loughran: Over 25 projects have been identified. Some are ready to go and some still need a great amount of work. Consistent with last year's discussion, the City, Port and sub-committee continue to explore the potential for larger multi-year projects. We have been really trying to address women and minority business inclusion.

Slide 28: PDX CAC Selection Criteria

- Contribution to water quality and hydrologic improvement or habitat enhancement
- Community impact
- Social Equity (i.e. underserved youth, Minority, Women and Emerging Small Business Participation)
- Consistency with other plans and regulatory requirements
- Accomplishes multiple objectives (multiple partners)
- Match/leverage other resources
- Long-term commitment to maintenance and monitoring
- Airport compatibility (wildlife/Part 77)

Slide 29: Enhancements to Columbia Slough Watershed

- \$30,000 per year, 25 years
- Habitat Enhancement
- 2014/2015 Project – Combined Turtle Habitat Enhancement Project
 - Multi-year project
 - Multiple project partners
 - Unanimous sub-committee recommendation
 - Support of Turtle Working Group
 - Goals: Improve wildlife habitat and water quality through invasive species removal, native plantings, placement of large woody material, monitoring, education and outreach.
 - Total Estimated Cost: \$60,000
 - Other Funding: \$7,000

Slide 30: Proposed Turtle Habitat Enhancement Project Locations

Slide 31: Enhancements to Urban Tree Canopy

- Columbia Slough Watershed
- \$20,000 per year, 25 year investment
- 2014/2015/2016 Project – Friends of Trees
 - Multi-year Neighborhood Tree Plantings
 - Impacted Neighborhoods
 - Cully, East Columbia, Bridgeton, Concordia, Sumner, Parkrose, Sunderland
 - Emphasize Social Equity as new criteria
 - Continued partnership with Columbia Slough Watershed Council for outreach/volunteer coordination
 - Continued partnership with Verde
- Total Commitment: \$65,582.72

Sean Loughran: We are looking to a multi-year project building on successful partnership with Friends of Trees. They are asking that those trees go into the neighborhoods that experience the greatest impact from the airport. They propose continuing their partnership with CSWC to assist with volunteer recruitment and community involvement.

Friends of Trees is looking at two core projects, over 3 years. 1) Children's Arboretum - FOT will work with Portland Opportunities Industrialization Center to employ a team of at-risk youth to do tree planting in the children's arboretum, in the East Columbia neighborhood. 2) FOT will work with landlords in the

Woodlawn, Concordia, Cully, Sumner and Parkrose neighborhoods. Traditionally these property owners are hard to reach and unable to establish new trees. FOT will work with the Columbia Slough Watershed Council and Verde to reach these owners and water their trees for two years.

Friends of Trees requests funding for three years for these ongoing projects. By securing funding in advance, we are better able to leverage funds, especially for the Children's Arboretum. We currently have three years of funding through the City of Portland Bureau of Environmental Services to leverage the Port funding for the landlord tree plantings.

The three-year timeline will also allow us to begin outreach to landlords in the summer instead of the fall. Our traditional outreach season starts in June with planting season starting in the fall.

Slide 32: Discussion Question

The City of Portland Re-veg Program would be willing to commit resources to securing property interests in key slough sites if it had some assurance that the project would be funded in a future year. Would the CAC commit future funding if the City invested in a property acquisition program?

Sam asked Nancy Hendrickson, City of Portland Bureau of Environmental Services, for her opinions.

Nancy Hendrickson: The subcommittee has really taken it on and I feel hands off on this, which is really nice.

Erwin Bergman: Living in the Cully neighborhood, I enjoy the trees and will look forward to what more will bring.

Karen Gray: I have a question regarding turtle habitat. How is the \$60,000 arrived at?

Sean Loughran: There is a Turtle Habitat working group and we are using their recommendations. There are tables in your packet that show the estimates.

Maureen Minister, Port of Portland, explained the proposal including the turtle habitat restoration.

Sean Loughran: It's airport funds. He provides context of goals and funds created for particular purposes.

Karen Gray: You were already committed to spending this money through the IGA and now you are just telling us how you want to spend that money.

Sean Loughran: That's correct.

Micah Meskel read comments from Bob Sallinger: Regarding Neighborhood Tree Planting with Friends of Trees: We have more limited detail on this project. However it appears completely consistent with the objectives laid out in Airport Futures. Part of the goal with this program was to achieve both natural resource and neighborhood benefits in the neighborhoods most directly impacted by the airport. There was a deliberate step away from more traditional mitigation approaches in order to develop a program that would positively affect the people who most bear the burdens of living in close proximity to the airport. Planting trees in both neighborhoods and natural areas from our perspective is entirely consistent with the objectives of Airport Futures.

Micah Meskel continued comments from Bob Sallinger: We support the use of natural resource project funds for two turtle projects. We believe that these projects will both achieve significant natural resource benefits. We are also pleased to see that at least one of the projects is able to incorporate equity objectives. We support the multiyear approach---this was discussed at the time the programs were created via Airport Futures as a way to leverage funds to achieve bigger objectives.

Stacey Triplett: I'd like to suggest that when these long-term projects are taking place, we could pull in the time frame from the end and award for the next year to keep consistency with the community outreach.

Sean Loughran: Not all the projects are ready to proceed and it's not easy to find projects that you can start and finish in one year. So we've really found that these generally take a little longer and they're more complicated projects. What you don't see on the map of 25 or so projects is the City's Re-veg project. They would like to secure more time to accomplish those efforts.

Slide 33: PDX CAC Action

Sam called the CAC to vote on their support of the Natural Resource Program recommendations of the ad hoc committee.

Committee members could vote a "1," "2," or "3":

- "1" Indicated full support for the proposal as stated.
- "2" Indicated agreement with the proposal as stated, but the committee member would prefer some modification to give it full support. A "2" indicated consensus even if the modification is not supported by the group.
- "3" Indicated refusal to support the proposal as stated.

All eligible voting members voted their full support of the proposal as stated.

PUBLIC COMMENT

None.

ROUNDTABLE UPDATES AND DISCUSSION

Sam asked each member to present information about their neighborhood or organization.

Deborah Stein: I have been trying to keep you all updated on the City of Portland Comprehensive Plan update. We have an amazing new online mapping tool to see how proposals can be layered and are interrelated. That will be available Oct. 1st as well as the City's Systems Plan. We are launching new public involvement in different tracks. We have public information and we can go out to your groups and organizations to give you information and show you how to use the map. We might have some focused mapping discussions with the public as well. Let us know if you want us to come speak to your particular group.

Martin Slapikas: Last meeting, I mentioned drug indictments on Hayden Island. There were 26 indictments and 2 convictions.

Jane VanDyke: Sept 25th is the hearing for the Colwood current Trust for Public Land proposal, which includes a zone change and 90 acres of open space for park natural area. People can go and show their support for that proposal or submit comments.

Vince Granato: Regarding the ISO 14001 third-party certified Environmental Management System proposal from last meeting, we decided to go ahead and get the certification. We did a cost comparison between just managing to that level and going ahead and getting the certification and it wasn't that much of a difference. Your comments were helpful in that discussion.

Sam passed around flyers about the Repair Café, a fix-it fair in SE Portland. This is a unique community event that embodies the idea of sustainability.

MEETING WRAP UP

Sam thanked everyone for attending.

Proposed 2014 committee meeting dates (all Wednesdays at 2:30 pm)

- January 15
- April 2
- June 25
- October 22

Jane VanDyke: So this is the last meeting this year?

Sam: Yes. Happy New Year!

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

PDX CAC Meeting Evaluation Summary

SEPTEMBER 18, 2013

17 Evaluation Forms

	Poor	Fair	Good	Very Good	Excellent
1) OVERALL MTG QUALITY			1	9	2
2) PACING		Too Slow	Just right	Too Fast	
			17		
3) CLARITY PRESENTATIONS			3	7	6
4) DOCUMENTS			3	9	4
5) DISCUSSION			1	14	2

6. MOST USEFUL?

- Vince re: operations
- In-depth information on process used to determine how sites will be updated with tree/ local plants, etc.
- Airport update.
- Good materials, great staff, snacks –seriously
- Natural resources
- Nice update
- Quality presentations
- Tree obstruction removal presentation + discussion

7. LEAST USEFUL?

- ODOT (realignment issue outstanding, so project presentation seems premature)
- Port staff, unlike our last meeting, read their Power Point slides way too much
- Slides with unreadable printed matter

8. COMMENTS AND SUGGESTED TOPICS FOR FUTURE MEETINGS?

- Previews of presentations must be taken into account (why do it if not?)
- Thanks
- Very clear presentations with supporting documents! Thanks!
- Better to be more summarized, not need all back-up documents