



Wednesday, September 19, 2012
 6:00 – 9:00 pm at Fort Vancouver National Historic Site
 Red Cross Building, 605 Barnes Road, Vancouver WA 98661

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
Randy Jones	East Multnomah County Neighborhood (City of Fairview, Gresham, Maywood Park, Troutdale, and Wood Village)	Absent
Steven Cole <i>Alternate: Patrick Metzger</i>	Northeast Coalition of Neighbors	Present – Cole
Tony DeFalco	Environmental Justice	Present
Walt Evans	Business Organization	Present
Karen Gray	Portland Planning and Sustainability Commission	Absent
Alan Hargrave	Clark County neighborhood representative (Camas/Washougal)	Present
Craig Johnson	Air Cargo	Absent
Alan Lehto	Multi-modal transportation representative	Present
Lt. Col Stuart Mathew <i>Alternate: Lt. Col. Paul Fitzgerald</i>	Military	Present - Fitzgerald
Robert Pinedo <i>Alternate: Kathleen Larsen</i>	General Aviation	Present - Larsen
Alesia Reese	East Portland Neighborhood Office	Absent
Bob Sallinger	Environment/Wildlife/Natural Resources	Absent
Norma Seeley	Passenger Airline	Present
Martin Slapikas	North Portland Neighborhood Services	Present
Mike Sloan	Vancouver neighborhood	Present
Joe Smith	PDX Citizen Noise Advisory Committee	Present
Jane VanDyke	Columbia Slough Watershed Council	Present



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

Staff Present: Sam Imperati, Melissa Egan, Sean Loughran, Chris White, Melissa Gall, Scott King, Lauri L'Amoreaux, Jason Schwartz, Jason Gately, Chris Madsen, Daren Griffin

Public Present: Eric Holmes, Willy Williamson, Craig Walker and Nancy Hendrickson

OPTIONAL TOUR OF RED CROSS BUILDING AND SURROUNDING AREAS

There was an Optional Tour of the Red Cross facilities prior to the meeting, by Mike True, Fort Vancouver National Trust, which several CAC members joined.

WELCOME AND INTRODUCTORY COMMENTS

Sam welcomed everyone and thanked our Vancouver hosts. He introduced Chad Eiken, who is replacing Laura Hudson on the CAC, and will be representing Vancouver.

Members unable to attend tonight:

- Bruce Fisher, FAA, is unable to attend.
- Our new member from East County, Randy Jones, is on vacation in Yellowstone National Park, so will be unable to attend. He is replacing Mark Clark.
- Larry Ellis is out of town on business.
- Karen Gray has Parkrose School District meetings which conflicts with our meeting tonight.
- Alesia Reese broke her ankle.

WELCOME TO VANCOUVER

Chad Eiken is the new Community Economic Development Director. He welcomed the group and thanked everyone for coming to Vancouver. Eric Holmes is the City Manager of the City of Vancouver. He also welcomed the CAC. He has been with Clark County for almost 20 years and has been the City Manager for 2 years. He appreciates the pro-active outreach from the Port of Portland and the opportunity to host the committee here in Vancouver. Aviation has been significant in the development of Vancouver. He noted that folk had a tour earlier and were shown some features of the area, Pearson Airport, and the museum. Vancouver is proud of these significant assets and they looking to hosting the CAC again.

The June 2012 PDX CAC meeting notes were approved as written.

PDX UPDATES

BUSINESS, CONSTRUCTION, SUSTAINABILITY AND LONG RANGE PLANNING UPDATES

Vince Granato provided overview of the activities at PDX. It has been a very busy summer. PDX had an all-time high record passengers in July, growth of 9% over last summer. Then, they had an even bigger month in August. He thinks it is due to several factors, such as pent up demand and new service from Alaska, Horizon, and Virgin. There was also the inaugural non-stop flight to DC. It was an honor flight, they took several WWII veterans and their spouses to DC to see the war memorial. It was a wonderful way to begin the service. Vince's comments are captured in the memo below.

BUSINESS UPDATE, dated 9/19/12

Airport Activity:

PDX posted record passenger volumes for August, setting an all-time record of 1.484 million passengers, a 9.3% increase over August 2011. Our previous all-time high for any month was 1,460,804 passengers in August 2007.

PDX strong growth is a direct result of new service added by Alaska, Frontier, Spirit, Southwest and Virgin America Airlines. Cargo activity was also up 2.3% with 17,934 tons.

Air Service Development:

As we discussed in June, Alaska Airlines obtained approval from the U.S. Department of Transportation for a new nonstop route connecting Portland International Airport and Ronald Reagan Washington National Airport. The inaugural flight departed PDX on August 28th.

Alaska Airlines will inaugurate service to Kauai, Hawaii starting early November 2012. The flight will operate four days a week, Monday, Wednesday, Friday and Sunday. This will be the fourth Hawaiian island served by the airline.

On August 27th, Alaska Airlines began daily, nonstop service to Pasco, Wash. Southwest Airlines plans to discontinue its direct service between Spokane and Portland in January 2013.

Financial Performance

The Port's budget, which began July 1 and was recently approved by Multnomah County Tax Supervising Commission, reflects solid FY 2011-12 performance and optimism for FY 2012-13. Total Port operating revenues and operating expenditures are budgeted at \$248.6 million and \$157.5 million respectively for FY 2012-13.

Connect Oregon IV

In August, the Oregon Transportation Commission awarded the Port of Portland a Connect Oregon IV grant in the amount of \$3.5 million to help fund an \$18.3 million upgrade of the AirTrans Center Taxilane in 2013. This year the Connect Oregon Program provided about \$40 million in grants statewide to fund aviation, marine, rail, and transit projects. Connect Oregon funding was created from lottery-backed revenue bonds that are designed to support, through grants and loans, non-highway transportation projects that promote economic development in Oregon. The AirTrans Center project was the #1 ranked project statewide.

CONSTRUCTION UPDATE

Deicing Enhancement Project

The deicing system enhancement project is completed and the Port offered guided tours to CAC members.

PDX Airfield Projects – Summer Project Schedule

- Taxiway C West: The West segment of Taxiway C, 4,500 feet in length is currently being

rehabilitated. Work is scheduled to be completed by the end of September 2012. In addition to pavement, work elements include centerline and edge lights, storm drainage improvements, electrical infrastructure improvements, signage upgrades and restoring pavement markings.

- South Airfield Taxiway Improvements: Rehabilitation of Taxiway E, Taxiway F and related taxi lane serving Airtrans Center is currently under construction and scheduled to be complete by the end of September 2012.
- North Apron Rehab: This project will reconstruct 300,000 square feet of aircraft parking ramp at the east end of Concourse E with concrete. This area is a key Remain Overnight Aircraft Parking area. This project is scheduled to begin in mid-July and may be completed by the end of October 2012.

Parking Guidance System for Long-term Parking Garage

Installation of a parking guidance system, similar to that installed in the short-term parking garage is scheduled to go to construction in November 2012 and be operational by late summer 2013. The project will proceed in phases and will include temporary closures of sections of the long term garage.

Airport Way Interchange

The Airport Way Interchange Project is now ready to begin the construction phase. The project will address some congestion problems at the I-205 northbound on-ramp at Airport Way. Currently, construction is scheduled to begin in January 2013 and be complete in the fall of 2014.

PLANNING UPDATE

PDX Storm Water Master Plan

The Port is in the process of selecting a consultant who can assist the Port in developing a storm water master plan for PDX.

Check-in/Ticket Lobby Concept Plan

A follow-on study identified in the PDX Master Plan, The Ticket Lobby Concept plan is anticipated to begin October/November 2012 and be completed in approximately one year. The plan is intended to guide the future development of the ticketing/check-in lobby. Consistent with the Master Plan, the study will result in a comprehensive strategy that ensures (a) the most effective possible passenger processing, (b) the best passenger experience, (c) the maximum possible concessions revenues, and (d) a long-range plan that is sustainable, affordable and adaptable.

SUSTAINABILITY UPDATE

Greenhouse Gas Inventory

The Port has recently completed this year's Greenhouse Gas Inventory for The Climate Registry.

Energy Management/Carbon Reduction

The Port has begun to use the energy management/carbon reduction investment analytic tool discussed with the CAC in June 2012, to begin prioritizing the best investments in energy conservation/carbon reduction actions.

Food Waste Composting

Food waste composting at PDX continues to improve. We doubled our food waste collection and are up to 22+tons/month collected for composting.

OTHER

Oregon Air National Guard Lease

The Port and ORANG held a special information briefing on the proposed ORANG lease on August 22nd, which was attended by a few members of the CAC. The military lease was a topic of interest during the Airport Futures planning process and the Port wanted to make sure we provided an opportunity for former PAG members and current CAC members to learn more about the lease.

Currently the state of Oregon is leasing 240 acres of land at PDX to conduct its mission. That mission has a regional impact of over \$44 million in annual salaries paid to Guard members who live in Oregon and Washington, providing approximately 1,500 jobs in our region.

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

In addition to the lease, the Guard will enter into a Local Implementation Agreement that will require the Guard to follow Airport Rules and Regulations concerning operational issues that occur outside the Guard's leasehold. The Guard will also enter into a Deicing Agreement that will allow the Guard to discharge deicing materials into the Port's deicing system.

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

Parking Rates

The Port is adjusting parking rates. Hourly rates for each facility will remain unchanged as will daily rates in Short-Term and Economy. The only change will be an increase in the daily rate in the Long-Term Garage from \$16 to \$18 per day. The Port regularly evaluates rates and adjusts them as needed to accomplish a variety of objectives including:

- Manage parking demand by using rates to shift parkers to areas where we have capacity
- Balance of close in and remote parking
- Manage terminal roadway demand

Meridian App

The Port just partnered with Meridian to introduce a new Mobile App. to aid in navigating the airport. The Meridian App provides you with turn-by-turn directions on your mobile device to find flights and amenities like restaurants, shops and more. The App is free to download from the Apple App Store or the Google Play Store for Android.

Erwin Bergman: what is the installed solar capacity at PDX?

Sean Loughran: installed solar array is part of deicing; it is also on top of short term parking garage which helps power the Nike Store. There is even a screen in the store which tells you how much electricity is being produced.

Post-meeting note:

From: Loughran, Sean [<mailto:Sean.Loughran@portofportland.com>]

Sent: Friday, September 21, 2012 8:33 AM

To: 'lbergman503@q.com'

Cc: White, Chris; Imperati, Sam

Subject: Solar installations at PDX

Erwin,

I wanted to follow-up on your question regarding existing solar photovoltaic installations at PDX. While the two we have are fairly small we have worked with Cascade Solar Consulting to evaluate potential sites at PDX and are working with a number of solar development partners to evaluate potential future solar development opportunities. The following describes the size of our current projects:

- The eastern edge of the PDX roadway canopy, where the canopy meets the top floor of the

short-term parking garage, is the site of an approximately 12 –kilowatt solar array that powers the Nike store in the terminal.

- The airport’s other solar arrays are located at the new deicing facility off NE 33rd Avenue. The facility’s largest of two solar arrays is a 28-kilowatt ground-mount system featuring 120 panels was commissioned in December. An additional 6.6-kilowatt ground-mount system utilizing 32 solar panels also serves the facility.

Although we haven’t been successful in our recent solar development applications we continue to explore solar along with a number of other strategies to help us accomplish our goals related to greenhouse gas emissions.

Sean

Stacey Triplett: question about food composting - what about airlines? And the recycling rate for airlines?

Vince Granato: he is not sure if airlines are participating in food waste. We started with concessions, and will work with airlines as opportunities present themselves. As for recycling, many do recycle but would keep that information themselves.

Stacey Triplett: question about the economic impacts part of sustainability updates – when will he hear about that?

Sean Loughran: we talked about potential future topics at our last meeting and economic impacts is one that came up. We just did a study and will bring info to this committee about the economic impact of the airport.

Kelly Sills: great news about passenger rate. Is there any news about cargo?

Vince Granato: it is up 1 to 2%, because of produce; it has also been a good summer for cargo, but not to level of the passenger side.

PDX PROJECT QUARTERLY REPORT, LAURI L’AMOREAUX PORT OF PORTLAND

Lauri L’Amoreaux presented a summary of the PDX Capital Improvement program, a continuation of her presentation from the last meeting. As you review the report, keep in mind that some projects do not start when they want them to, due to funding or logistics. She reviewed the structure of the document and discussed how they developed it. It is a living document which will be updated with new information regularly. They added several categories (Asset Development, Asset Preservation, Customer Service, etc.) so folks know in general what projects are for. She asked the CAC to please review the document and let them know if you see projects of interest that are not listed on here. Next meeting, there will be updates on the Common Use Gate Inventory, North Tunnel Art, Lighting Controls Upgrade, Primeview Redevelopment, and other projects.

Jane VanDyke: question for clarification about dates noted on Stormwater Management Improvements.

Lauri L’Amoreaux: thanks for flagging that; it is either a typo or a placeholder; she will have to check on that and get back to the committee.

Vince Granato: clarified that PDX will be doing stormwater improvement projects before 2017.

Lauri L’Amoreaux continued her presentation, providing clarifying information about deicing startup capitol enhancements.

Stacey Triplett: were there any changes made to outdoor lighting?

Lauri L’Amoreaux: not at this point in time; there are lighting enhancements to be done in the Short Term Parking Garage to make them more energy efficient.

Stacey Triplett: she was thinking about impacts of lighting on wildlife.

Lauri L'Amoreaux: when we specified the lighting, staff took that into consideration.

Alan Lehto: the lighting retrofit is a good idea, it is one of most cost effective things you can do. Question about shuttle busses – is PDX sticking with CNG?

Lauri L'Amoreaux: not sure if we are going to look at hybrids, but we will need to replace the vehicles eventually.

Joe Smith: toured ice facility yesterday, very impressive. He learned there is excess methane, has there been any thought about recycling it somehow?

Jane VanDyke: on her tour, they said there is not enough excess and there nothing close enough to use it.

AIRPORT FUTURES NOISE WORKING GROUP PROGRESS REPORT, JASON SCHWARTZ, PORT OF PORTLAND

Jason Schwartz reviewed a PowerPoint Presentation on the work and status of the Airport Futures Noise Working Group Progress Report. (Note: DNL stands for day/night level – a noise measurement.)

The Mission of the Noise Program is to: *Minimize to the extent possible, the noise impacts from aircraft utilizing airports operated by the Port of Portland. Encourage cooperation and collaboration with internal and external partners.*

Slide 4: Three decades of leadership in noise management

- PDX Noise program was initiated in 1979
- 8th airport in US to complete FAA Part 150 study (1983)
 - Updated 4 times (1990, 1996, 2006, 2010)
 - 3rd US airport to build a ground run-up enclosure
- PDX remains the only known airport to install a navigation beacon (VOR) specifically for noise abatement
- Noise Abatement Advisory Committee established in 1983.
- Operational procedures – maximize use of the Columbia River corridor to minimize residential overflight to the extent possible

Slide 6: Stakeholder Collaboration – Cornerstone of the Noise Program

Community Collaboration

- Community - individuals / residents
- Neighborhood associations and community groups
- Advisory Groups – CNAC, PAG, CAC, NWG
- City / county staff
- Neighborhood Outreach Offices – Portland and Vancouver

Industry Collaboration

- Federal Aviation Administration
- Aircraft operators: Air National Guard, airlines, law enforcement, general aviation
- Airports (US and abroad)
- Trade Organizations:
 - Airports Council International
 - Helicopter Association International
 - National Business Aviation Association
 - Boeing
 - Others...

Slide 7 and 8: Airport Future Noise Working Group – Charge and Members

Through a partnership between the City of Portland and the Port of Portland, convene a group to explore ideas related to noise strategies beyond the 65 DNL threshold of significance defined by the FAA, and recommend a comprehensive strategy mix to reduce noise impacts (outside the 65 DNL) to the greatest extent in the most cost effective manner.

The limited term Noise Work Group was convened in December 2009 to make recommendations for new and creative approaches to aircraft noise impacts to the Citizen Noise Advisory Committee for follow on study and follow up.

Beverly Bruender – CNAC
Maryhelen Kincaid – CNAC
Karen Meyer – CNAC
Joe Smith – CNAC
Kelly Sweeney – CNAC
Vicki Thompson – CNAC
George Bruender – Airport Futures
Erwin Bergman – Airport Futures

Hector Roche – Airport Futures
Michael Sloan – Airport Futures
Fred Stovel – Airport Futures
John Weigant – Airport Futures
Lawrence Russell – Airport Futures
Linda Nettekoven – Citywide Land Use
Committee
Staff Support: Port of Portland, City of Portland

Slide 9: Airport Futures Noise Working Group Recommendations

1. Maintain the City's noise overlay boundary where it is today for acoustic certification, easements and noise disclosure statements
2. Create a new overlay extending out from the current 1990 65 DNL requiring noise disclosure (only) for new residential development
3. Convene a limited duration Noise Work Group to address noise beyond 65 DNL

Alan Lehto: were the recommendations done assuming windows closed and air conditioner on?

Jason Schwartz: the assumption was windows closed.

Alan Lehto: question regarding Fairview and Wood Village – will they eventually adopt same standards?

Jason Schwartz: we hope so.

Sean Loughran: we are working with jurisdictions so the standards are consistent across the board.

Slide 11 and 12: Noise Work Group Recommendations

- Encourage participation by and broaden collaboration with industry stakeholders (e.g., aircraft operators and industry stakeholders) in the **PDX Fly Quiet program**.
- Monitor/encourage operator use of published **noise abatement procedures** and expand collaboration with industry partners to encourage participation.
- Track and provide leadership related to **ongoing research** in the areas of aviation noise impacts, health effects and noise impact mitigation.
- Partner with local municipalities to explore **community enhancement programs** that may be used for projects and programs within communities impacted by aircraft noise.
- Explore feasibility of and funding for **Community Noise Mapping** showing environmental and community noise sources and exposure levels.
- Expand **Community Neighborhood Outreach** to encourage public awareness of aircraft noise exposure, potential impacts and mitigation programs.
- Publish **homeowner guide to energy efficiency and indoor noise reduction** and seek homeowner funding assistance through local, state or federal programs.
- Work with the federal delegation and FAA to monitor and encourage **new aircraft technology** and use of quieter aircraft at PDX.

Jason continued the presentation, discussing the PDX Fly Quiet Program, noise abatement procedures, and ongoing research and leadership, in which he noted the participation of PDX staff and CNAC members in national and local efforts to learn best practices and teach about the significant work PDX

has done. He reviewed PDX community enhancement programs, community noise mapping, community neighborhood outreach, a homeowner's guide to energy efficiency and indoor noise reduction to be published in the fall of 2012, and finally, PDX's effort to encourage new aircraft technology (NextGen) by working with the federal delegation and the FAA to monitor and encouraging new aircraft technology, and the use of quieter aircraft at PDX.

Deborah Stein: can you develop a guidebook for landlords and tenants?

Jason Schwartz: we are trying to get everything in one guidebook, homeowners, landlords, tenants, and also trying to reach realtors.

Slide 23: For More Information

Airport Futures Public Advisory Group Final Report

http://www.pdxairportfutures.com/Documents/PDX_Airport_Ftrs_PAG_FinAI_Rprt.pdf

Noise Work Group Report

http://www.pdxairportfutures.com/Documents/PDX_Airport_ftrs_NWG_DRAFT_Report.pdf

Partnership for AiR Transportation Noise and Emissions Reduction (PARTNER)

<http://web.mit.edu/aeroastro/partner/>

NoiseQuest

www.noisequest.psu.edu

Airport Cooperative Research Program (ACRP)

<http://www.trb.org/ACRP/ACRP.aspx>

WhisperTrack

www.whispertrack.com

Erwin Bergman: comment that the groups noted on slide 23 are all connected to aviation. Why don't you include the World Health Organization's information on noise?

Jason Schwartz: we provided NoiseQuest with WHO information. Also, each group is different, and not all funded by or biased toward aviation.

Tony DeFalco: question about noise meters in the neighborhoods.

Jason Schwartz: we have 10 permanent meters around PDX and 4 around Hillsboro. We also do portable noise monitoring to respond to requests from the community.

Tony DeFalco: question about providing noise data to the community.

Jason Schwartz: it is provided on an as requested basis. We do not have a community-friendly way of reporting this data.

Tony DeFalco: there are good ways to report on line, and he appreciates it. He lives in Cully, it is a very diverse neighborhood. He sees the outreach the Port is doing, and its good. But, are you trying to more effectively reach people of color or non-English speaking folks?

Jason Schwartz: always interested in doing a better job of reaching communities of all kinds. Very interested in reaching folks impacted by noise and he would like to talk further after the meeting.

Tony DeFalco: Hacienda Community Development Corporation is rebuilding a 108-unit building at Cully and Killingsworth. It would be a good opportunity to do outreach.

Deborah Stein: disclosure statements on real estate – how does that happen?

Jason Schwartz: it would be part of the documents when you buy a house.

Sean Loughran: it applies to new development only. Point of sale disclosure, they thought, should be taken up with the legislature. The city has a packet that goes out if you meet the trigger for permitting.

Erwin Bergman: has a four part question and comment on the F15 noise issue. He was in their back yard yesterday, and counted 6 overhead approaches. When he was still at CNAC, this was a topic they discussed.

- 1) What is an estimated monthly or yearly number of overhead approaches
- 2) On the downward leg of the F15, they spool up (increase power) and it gets loud
- 3) The flight paths of the F15, they go way beyond his house, the depiction of the flight paths is not accurate, misleading.
- 4) On Sunday night at 9:15 pm, it appeared to him they were using afterburners – can this be avoided on the late hours.

Jason Schwartz: re: #1, he believes the monthly average is less than 30.

Paul Fitzgerald: those are largely operational concerns and are great questions, Erwin. He wonders if it was a great plan executed imperfectly, or does the plan need adjusting? Thinks this is a good topic for the CNAC process. He will have to go back and get information on this.

Erwin Bergman: he is not satisfied with CNAC. He wants the PDX CAC to hear there are still issues.

Martin Slapikas: loves the F15s, but lives right under the flight path. The mobile noise monitoring instruments – how do you get that done? He has issues with what appears to be low-flying commercial jets. Wants to know how to start the process for a noise monitor.

Jason Schwartz: call him directly to discuss it. He will look at your address, see where the nearest permanent monitor is, and go from there.

Joe Smith: believes the more overhead approaches used, the better, because the total sound received by Multnomah County is less. He was a strong supporter of overhead approaches.

Erwin Bergman: the overhead approach is over neighborhoods, which is in conflict with aviation standards.

Kelly Sills: commends the Port for their effort to engage the community. They do more than any other Port he knows. He wonders if flights are scheduled so there is less impact and if that is part of noise management program.

Jason Schwartz: the Port and the Airport do not do anything with scheduling. The airlines handle that, and we encourage them to understand and consider the community noise impacts.

Vince Granato: agree; it is market driven based upon when people want to fly.

A Noise 101 Podcast can be found here: <http://www.youtube.com/watch?v=wlqjZmkyFJs>

BREAK

AIRPORT FUTURES NATURAL RESOURCE PROGRAM RECOMMENDATIONS, SEAN LOUGHRAN

The Port understands the urgency to get the Natural Resources program underway. They have done quite a bit of outreach and collaboration. Sean reviewed a PowerPoint on the recommendations regarding Natural Resources that came out of the Airport Futures process.

Slide 2: City updated its Environmental Program as Part of the Airport Futures Planning Process

- Inventory natural resources
- Evaluate tradeoffs - ESEE
- Adopt inventory, apply environmental conservation and protection zones = 4 properties, 268 acres (SHA – Upland Grassland)
- Avoid, minimize, mitigate and seek opportunities to enhance natural resources.

- We ended up with a Natural Resource program that was long-term, programmatic, includes both mitigation and enhancement with phased actions occurring in advance of development.
- IGA – Port will build 300 acres of mitigation in the form of enhanced grassland in lieu of City applying overlays
 - Flexibility
 - Certainty
 - Programmatic approach to restoration, phased mitigation

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 6: PDX CAC Selection Criteria

- Contribution to water quality and hydrologic improvement or habitat enhancement
- Community impact
- 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 7: Outreach and Collaboration

- City of Portland - BES
- Columbia Slough Watershed Council
- Native Turtle Working Group
- PDX CAC
 - Bob Sallinger, Environment/Wildlife/Natural Resources
 - Jane VanDyke, Columbia Slough Watershed Council
 - Tony DeFalco, Environmental Justice

Slide 8: Enhancements to Columbia Slough Watershed

- \$30,000 per year, 25 years
- Habitat Enhancement
 - Selection Criteria
- 2013 Project – Elrod Slough Restoration
 - Unanimous recommendation
 - PDX CAC, City of Portland & Port
 - Goals: Improved bank stability, improved water quality, increased wildlife habitat, greater flood storage capacity, recreation, pilot project for other secondary slough enhancement
 - Total Estimated Cost: \$315,000

Slide 9: Enhancements to Urban Tree Canopy

- Columbia Slough Watershed
- \$20,000 per year, 25 year investment
- 2013 Project – Friends of Trees
 - Elrod Drive Street Tree Planting
 - Port also will be funding a separate tree planting in Cully, Rose City and Beaumont/Wilshire in 2013
- Future Multi-year Proposal

Walt Evans: question regarding tree canopy; he does not understand how tree planting along a street helps. Wouldn't it make more sense to plant the trees along the Slough itself?

Sean Loughran: shading the slough is something we try to do and we do plantings along the Slough to achieve that objective. We wanted the first \$30,000 directly spent on the Slough. For the second \$20,000, we thought more broadly about community benefits. We thought the street tree planting, which is still in the watershed, would be widely beneficial.

Walt Evans: he would prefer the whole \$50,000 be spent directly on the Slough.

Sean Loughran: we had that discussion, and the subcommittee felt community benefits were worth the investment. Sean explained further details about tree planting done by TriMet and ODOT. Overtime, we expect great benefits from the greening of that transportation corridor.

Joe Smith: does the Port have any control or influence over water flow in the Slough?

Sean Loughran: none. The drainage district would be in charge.

There was further discussion about the drainage district, the Slough and the de-icing facility treatment system.

Nancy Hendrickson, BES, from the audience: the drainage district does work to control water levels and flooding. Nancy described processes used to manage flow to help with the de-icing issue. The drainage district has been a good partner.

PDX CAC Action

CAC Voting: Do you support the 2013 Columbia Slough Enhancement Recommendations?

- “1” Indicates full support for the proposal as stated.
- “2” Indicates agreement with the proposal as stated, but would prefer some modification to give it full support. Nevertheless, the member supports the consensus even if the modification is not supported by the group.
- “3” Indicates refusal to support the proposal as stated.

All CAC members present voted 1, except Walt Evans, who voted 2>

Walt Evans: still does not like the idea of the “slush fund” part of it, e.g., his prior comments about tree planting. He does not want to hurt the purpose of the fund.

PUBLIC COMMENT

None.

ROUNDTABLE UPDATES AND DISCUSSION, PDX CAC MEMBERS

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

Alan Lehto: TriMet did go ahead and make changes to service on September 2nd. There was some trimming and re-configuration. Service to airport remains basically the same.

Nick Atwell: the PDX Wildlife Committee is using avian radar. They did a test project, and are considering doing it permanently. The system is intended to track birds, which will assist with catching and tagging them. Folks will be hearing wildlife technicians using pyrotechnics and cannons due to the fall migration in full swing.

Martin Slapikas: there have been some noise complaints on Hayden Island. Also, he presented a sustainability pitch re: Hayden Island. The island is 4 miles long and we have a sustainability problem. The neighborhoods are getting mad about Lottery Row. There are monumental issues for sustainability, and survival of this neighborhood. From the public administration view, we are getting very little help. Also, we now may be looking at coal coming down the pike. He has amendments to the plan he submitted in April, dated July 12.

Walt Evans: 150 years ago was the Battle of Antedum; it enabled Lincoln to issue the Emancipation Proclamation a few days later. This is a seminal event in our history and he thought it was appropriate to mention and acknowledge.

Deborah Stein: comment regarding Colwood golf course, the 138 acre property on Columbia Blvd. It is currently zoned open space and there has been much public debate about it. The Trust for Public Land is interested in purchasing the site, some of which would be rezoned to general industrial uses. Such a change would have to go through a comprehensive plan map amendment and rezoning. The remaining 91 acres would be maintained as OS, and potentially returned to a public entity some point in the future. There will be an official open public comment period on this sometime in spring 2013.

Vince Granato: comment regarding coal: it will not be a Port of Portland terminal. It may go through but it is not the Port's.

Today at Portland City Council, Commission Fritz introduced symbolic Resolution to ban coal, and there will be session on coal tomorrow at 2:00 at Metro.

October 18, 2-3 pm, grand opening for Cully Community Garden.;

Mike True, who provided the tour, left business cards for those interested in space rental.

MEETING WRAP UP

Sam handed out the meeting evaluation. He noted the next meeting dates, below. He asked if there is special focus topics folks would like to hear about.

Future Meeting Dates and Focus:

- Wed., Jan. 16, 2013 2:30-5:30 pm, Port HQ Building
(Air Quality, Annual Report Draft/Evaluation)
- Suggested 2013 Dates
 - Thurs., April 11 2:30 – 5:30 pm , Port HQ Bldg
 - Wed., June 5 2:30 – 5:30 pm , Port HQ Bldg
 - Wed., Sept. 18 2:30 – 5:30 pm , Port HQ Bldg

Stacey Triplett: local economic impacts.

Tony DeFalco: minority business participation.

Sam thanked everyone for their participation tonight.

Meeting adjourned at 9:00 p.m.

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

PDX CAC Meeting Evaluation Summary
SEPTEMBER 19, 2012

15 Evaluation Forms

	Poor	Fair	Good	Very Good	Excellent
1) OVERALL MTG QUALITY			3	6	2
2) PACING		Little Slow 4	Just right 8	Little Fast 1	
3) CLARITY PRESENTATIONS			4	8	3
4) DOCUMENTS			3	9	2
5) DISCUSSION		2	6	5	1

6. MOST USEFUL?

- All presentations were informative
- Community updates
- I also appreciate the Port's commitment to being a good community partner
- Jason's report
- Like a variety of topics
- Member announcements; CNAC
- Noise = most beneficial
- Port staff well-prepared, well-spoken
- Really like the location
- Tour & history of the venue
- Voting discussion

7. LEAST USEFUL?

- Capital projects (important info, but too much to digest)
- Good presentation but not a good feedback loop in the noise presentation
- Not a lot of time for discussion by the group
- Some CAC member comments are so "me" focused, but there is no way to change that, I realize

8. COMMENTS AND SUGGESTED TOPICS FOR FUTURE MEETINGS?

- Great location
- I always appreciate Sam's humor!
- More detail re: PDX economic impacts
- Re: PowerPoints: please do not read what is written on your slides – we can read it – use slides to jump to explanations and links among points on the slides. Way too much reading of slides detracts from real value of information. Of speakers, Sean did the best job of avoiding this.
- Thanks for coming to Vancouver!