

INTERGOVERNMENTAL AGREEMENT FOR PDX COMMUNITY ADVISORY COMMITTEE

This INTERGOVERNMENTAL AGREEMENT FOR PDX COMMUNITY ADVISORY COMMITTEE ("PDX CAC") ("Agreement") effective _____, 2010 ("Effective Date") is between **THE CITY OF PORTLAND, OREGON**, a municipal corporation ("COP"), **THE CITY OF VANCOUVER, WASHINGTON**, a municipal corporation ("COV") and **THE PORT OF PORTLAND**, a port district of the State of Oregon ("Port").

RECITALS

A. The Port and COP are authorized to enter into intergovernmental agreements with other governments pursuant to the terms of ORS 190.003 to 190.010.

B. COV is authorized to enter into intergovernmental agreements with other governments pursuant to RCW 39.34.

C. The Port and COP are also partners to an *Intergovernmental Agreement Portland International Airport (PDX) Land Use Approvals Work Program and Tasks*, effective March 12, 2004, as amended by *Reimbursement Agreement Amendment No. 1 To Intergovernmental Agreement*, effective October 1, 2006; *Detailed City Workplan Amendment No. 2 to Intergovernmental Agreement*, effective June 27, 2007; and *Detailed City Workplan Amendment No. 3 to Intergovernmental Agreement*, effective August 5, 2008 which resulted in the Airport Futures Project ("Airport Futures").

D. Airport Futures will guide and influence the Portland International Airport's ("Airport") future development through 2035. Over the last five (5) years the Port and COP have collaborated on long range planning efforts. Airport Futures has included a Planning Advisory Group ("PAG") comprised of citizens representing diverse and regional interests.

E. The Port, COP and COV recognize that the Airport is a regional economic asset with community benefits and impacts. In recognition of the need for regional collaboration on certain airport planning and development, the Port, COP and COV have agreed to establish through this Agreement an ongoing PDX Community Advisory Committee defined above as PDX CAC and undertake specific tasks and activities required to support and sustain PDX CAC.

NOW, THEREFORE, in consideration of the promises and covenants contained in this Agreement, and for other good and valuable consideration, the receipt of which is hereby acknowledged, the parties agree as follows.

AGREEMENT

1. RECITALS

The Recitals above are incorporated into and are a part of this Agreement.

2. TERM

This Agreement shall be effective upon execution by all parties and will terminate collectively with the termination of PDX CAC. There shall be no automatic sunset; however, if PDX CAC members and/or Sponsors agree that PDX CAC is no longer needed, or if terminated under other provisions of this Agreement, the PDX CAC may be disbanded and this Agreement terminated.

3. PDX CAC'S STRUCTURE

The Sponsors (as defined in Section 3.3) agree that PDX CAC shall be structured and operate as set forth herein. The recommended structure is included in the Exhibits to this Agreement attached hereto for reference purposes. Sponsors will discuss any proposed structural changes with PDX CAC. Modifications may be made by amendment to this Agreement as recommended in the PDX CAC and Sponsor's annual evaluation process.

3.1 PDX CAC's Mission

PDX CAC is intended to: (a) support meaningful and collaborative public dialogue and engagement on Airport planning and development matters that impact the surrounding community; (b) provide an opportunity for the community to inform Port staff, COP staff, COV staff and other jurisdictions in the region impacted by Airport development; and (c) raise public knowledge regarding the Airport and impacted communities. A key focus of the PDX CAC will be to develop recommendations that are informed by the Sustainability Visions and Values, Guiding Principles, and Goals developed by the PAG, and which may be refined from time to time, in recognition of the long-term, critical interconnection between economic development, environmental stewardship, and social responsibility.

3.2 Membership

PDX CAC shall incorporate bi-state, regional, and diverse representation. Membership will consist of up to twenty (20) voting members and up to ten (10) ex officio non-voting members. The specific membership interests are outlined in the *Airport Futures Planning Advisory Group Consensus Recommendation*, attached hereto as **Exhibit A**. Initial appointments shall be for a period of two (2) or three (3) years staggered to ensure continuity of membership. Following the initial year, appointments shall be for a period of two (2) years with no term limits. Each recommended specific membership interest group identified in **Exhibit A** shall appoint a member. All appointed members shall be confirmed by Sponsors based on Sponsor approved appointment guidelines. Each appointment shall be effective on the date of confirmation by the Sponsors. For those PDX CAC positions where no one organization holds the interest, Sponsors agree to circulate a broad invitation letter to appropriate interest groups to request joint agreement on an appointment. If the groups do not achieve consensus, Sponsors shall appoint the member from a pool of interested candidates in collaboration with the Chair, Vice Chair and PDX CAC members. Meetings shall be held quarterly with meetings added or eliminated as needed.

3.3 Sponsorship

The Port, COP and COV (jointly "Sponsors") shall sponsor PDX CAC. Sponsors shall create and sustain PDX CAC as specified in Sections 3.5 to 3.7, 4 and 5. Specifically, the Sponsors will define PDX CAC's parameters, confirm all appointments, provide administrative and technical resources, receive regular reports, evaluate performances and evaluate future structure. Sponsors shall provide staff support and technical expertise and work with PDX CAC to resolve issues and navigate barriers.

3.4 Scope/Purview

PDX CAC shall refine its scope/purview when appropriate. The scope/purview will be focused on the following functional areas related to the Airport resulting in community impacts; (a) planning and development; (b) sustainability; (c) public involvement; and (d) other related issues.

Specific issues the PAG recommended be addressed are set forth in the *Airport Futures Planning Advisory Group Consensus Recommendation*, attached hereto as **Exhibit A**.

3.5 Authority

PDX CAC will act as an advisory committee to Port staff, COP staff, and COV staff. Sponsor senior management will be present at PDX CAC membership meetings to the extent reasonably possible. With full concurrence of Sponsors, PDX CAC may consider possible changes to its role and membership during the annual evaluation.

3.6 Coordinating Committee

A Coordinating Committee consisting of the facilitator (during the period when a facilitator is used), the Chair and Vice Chair (as defined in Section 3.7), and Sponsors, shall meet or otherwise coordinate in advance of each PDX CAC membership meeting in order to develop membership meeting agendas and identify agenda time needed to address areas of special interest identified by PDX CAC or community members (a sample of a Suggested Meeting Agenda is attached hereto as **Exhibit B**). Additionally, the Coordinating Committee shall propose revisions to the PDX CAC work plan and address issues that arise between PDX CAC membership meetings (a copy of the draft Work Plan Outline is attached hereto as **Exhibit C**).

3.7 Chair / Vice Chair

Sponsors shall appoint the initial Chair and Vice Chair from the PDX CAC membership. This appointment and subsequent appointments will be for a term of one (1) year. The following criteria shall be used as guidance in making such appointments: (a) profile and credibility in the community; (b) balanced interests; (c) ability to facilitate PDX CAC discussion; and (d) ability to appropriately represent PDX CAC. After the initial year and each year thereafter, PDX CAC membership shall appoint the Chair and Vice Chair. The Port shall provide a facilitator to support the Chair and Vice Chair during the initial year (or as long as Sponsors deem necessary). The Chair and Vice Chair will report back to PDX CAC at its next meeting on any Coordinating Committee actions that occur between meetings.

3.8 Annual Evaluation and Report to Sponsors

PDX CAC shall annually evaluate its performance and consider future structure, membership, work plan, and other related issues. PDX CAC will provide an annual report to the Sponsors and interim reports as deemed appropriate. Sponsors shall provide staff assistance during the annual evaluation and in development of reports.

4. SPONSOR CONTRIBUTION REQUIREMENTS

4.1 Monetary Contribution

All monetary costs associated with PDX CAC shall be the responsibility of the Port excluding staff and administrative costs of Sponsors as described in Section 4.2. In an effort to mitigate costs and promote sustainability all PDX CAC materials will be provided electronically; however, hard copies will be made available to PDX CAC members upon request or as required by law. The Port will be responsible for records and recordkeeping for the PDX CAC in the event of a public records request.

4.2 Nonmonetary Contribution

Sponsors shall share administrative and technical staff support for PDX CAC. Each Sponsor shall assign a senior level manager to participate in the PDX CAC and a designated contact person. Participation shall include approximately four (4) pre-agenda meetings per year for technical staff; four (4) Coordinating Committee meetings per year for technical staff; and four (4) PDX CAC meetings per year for senior level managers. If the designated senior manager cannot attend a specific meeting, an appropriate senior level staff person familiar with Airport issues shall be designated by such senior level manager to attend. Sponsors shall provide notification of meetings and meeting materials in advance of meetings.

5. PUBLIC NOTICE REQUIREMENT

COP and the Port agree PDX CAC member meeting presentations, or an offer thereof to PDX CAC, shall be deemed to satisfy the COP Public Notice requirement found in Portland City Code Section 33.565.410.

6. DISPUTE RESOLUTION

In the event a dispute arises between the parties involving this Agreement, the parties shall use their best efforts to settle such disputes, questions, or disagreement. To this effect, the parties shall consult and negotiate with one another in good faith and, recognizing their mutual interests, attempt to reach a just and equitable solution satisfactory to all parties.

7. AVAILABILITY AND APPROPRIATION OF FUNDS

It is understood that the parties are public agencies with the fiduciary duty to expend public funds in accordance with applicable law. Furthermore, the Port is subject to federal grant assurances directing the expenditure of airport revenue. All obligations of the Port, COP, and COV are contingent upon funding being available and appropriated. The parties agree that they will strive to attain funding necessary to meet their respective obligations under this Agreement.

8. CAPACITY TO EXECUTE

The parties each warrant and represent to one another that this Agreement constitutes a legal, valid and binding obligation of that party. The individuals executing this Agreement personally warrant that they have full authority to execute this Agreement on behalf of the party for whom they purport to be acting.

9. COUNTERPARTS

This Agreement may be executed in counterparts, each of which shall be deemed to be an original, and such counterparts shall constitute one and the same instrument.

10. DEFINED TERMS

Capitalized terms shall have the meaning given them in the text herein.

11. ENTIRE AGREEMENT

This Agreement represents the entire agreement between the parties relating to the parties responsibilities to the PDX CAC. This Agreement has been thoroughly negotiated between the parties; therefore, in the event of ambiguity, there shall be no presumption that such ambiguity should be construed against the drafter.

12. GOVERNING LAW

This Agreement shall be governed, construed and enforced in accordance with the laws of the State of Oregon. Jurisdiction shall be with Multnomah County Courts or the Federal Court located in Portland, Oregon.

13. HEADINGS

The section headings contained herein are for convenience in reference and are not intended to define or limit the scope of any provision of this Agreement.

14. MODIFICATION

Except as specifically set forth herein, this Agreement may not be modified or amended except by a written instrument duly executed by the authorized signatories for the parties hereto.

15. TERMINATION

This agreement may be terminated by mutual written agreement of the Sponsors or by thirty (30) calendar days written notice by a Sponsor to the other Sponsors. Termination of this Agreement does not necessarily prohibit the continuation of the PDX CAC.

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IN WITNESS HEREOF, the parties have subscribed their names hereto effective as of the year and date first written above.

THE CITY OF PORTLAND

THE PORT OF PORTLAND

By: _____

By: _____

Print Name: _____

Print Name: _____

As Its: _____

As Its: _____

Date: _____

Date: _____

APPROVED FOR LEGAL SUFFICIENCY
FOR THE CITY OF PORTLAND:

APPROVED FOR LEGAL SUFFICIENCY
FOR THE PORT:

By: _____
Counsel for City of Portland

By: _____
Counsel for Port of Portland

THE CITY OF VANCOUVER

By: _____

Print Name: _____

As Its: _____

Date: _____

APPROVED FOR LEGAL SUFFICIENCY
FOR THE CITY OF VACNCOUVER:

By: _____
Counsel for City of Vancouver



AIRPORT FUTURES

CHARTING A COURSE FOR PDX

EXHIBIT A

AIRPORT FUTURES PLANNING ADVISORY GROUP CONSENSUS RECOMMENDATION ON A PDX COMMUNITY ADVISORY COMMITTEE

On November 17, 2009, the Airport Futures Planning Advisory Group (PAG) made a consensus recommendation to create an ongoing community advisory committee for Portland International Airport (PDX). The group will convene after the completion of the Airport Futures planning process (approx. fall 2010/winter 2011) and will be sponsored by the Port of Portland, City of Portland, and City of Vancouver. The proposed name for this committee is the PDX Community Advisory Committee (PDX CAC).

The PDX CAC framework and draft work plan approved by the PAG was developed by the Airport Futures Public Involvement Subcommittee during a year of subcommittee meetings. These meetings included: discussions with public involvement consultants/practitioners; research on the structure and functionality of 23 other airport and local standing committees; and general discussions regarding the scope and purview of the group.

The consensus recommendation from the PAG is as follows:

- The PDX Community Advisory Committee (PDX CAC) is an advisory committee for Portland International Airport sponsored by the Port of Portland, City of Portland and City of Vancouver. While advice from PDX CAC will be primarily to the Port and Port Commission which owns and operates PDX and the City of Portland which has land use jurisdiction over PDX, some recommendations from the PDX CAC may be directed to other jurisdictions with respect to airport-related matters.
- The PDX CAC was created in recognition that PDX is a regional transportation asset which has both positive and negative implications for the region. The PDX CAC will be comprised of up to 20 voting members and 10 ex officio members representing diverse, bi-state, regional interests and meet quarterly with meetings added or deleted based on the PDX CAC's work plan. PDX CAC is structured to support collaboration with other standing airport and regional committees with shared interests.

PDX CAC's mission will be to:

- Support meaningful and collaborative public dialogue and engagement on PDX related planning and development;

- Provide an opportunity for the community to provide recommendations on airport-related issues to the Port, the City of Portland and other jurisdictions/organizations in the region; and
- Raise public knowledge about PDX and impacted communities.

A key focus of the committee will be to work towards assuring that PDX and the Airport Plan District become the most sustainable in the world in recognition of the long-term, critical interconnection between economic development, environmental stewardship, and social responsibility.

Appointments to PDX CAC will be made by interest organizations with confirmation by Sponsors based on appointing criteria which will be established by the sponsors. Terms will be staggered to ensure continuity. A Chair and Vice Chair will lead the committee with a facilitator in the first year. PDX CAC will conduct annual evaluations, develop annual work plans, and share an annual report on its accomplishments with Sponsors and appointing interests.

The committee composition, draft work plan and agenda for the PDX CAC recommended by the PAG follow. A City of Portland-Portland-City of Vancouver-Port of Portland intergovernmental agreement which formalizes this structure in more detail is under development.

Committee Composition

Voting Members (20)

Voting members will be the core of the PDX CAC. They will sit at the table and have full voting rights.

- 4 Portland neighborhood coalitions (East Portland Neighborhood Office, Central Northeast Neighbors, North Portland Neighborhood Services, and Northeast Coalition of Neighbors)
- 1 Citywide Land Use Group representative
- 1 East Multnomah County neighborhood rep from City of Fairview, Gresham, Maywood Park, Troutdale, and Wood Village
- 1 Vancouver neighborhood
- 1 Clark County neighborhood representative (Camas/Washougal area)
- 1 Multi-modal transportation representative
- 1 Airport Noise interest (PDX Citizen Noise Advisory Committee)
- 1 Environment/Wildlife/Natural Resources
- 1 Environmental Justice (Coalition of Communities of Color)(e.g., communities of color, low income)
- 1 Multnomah County/Portland Sustainable Development Commission
- 1 Columbia Slough Watershed Council
- 1 Business organization (e.g., Columbia Corridor Association, Portland Business Alliance, Westside Economic Alliance, Travel Portland, large cargo or passenger business user)
- 1 Passenger airline (Airline Committee)
- 1 Cargo representative (Portland Air Cargo Association)
- 1 General Aviation
- 1 Military
- 1 Airport employee (represented or unrepresented labor)

Ex Officio Members (10)

Ex Officio members are "non-voting" members. Ex Officio members will sit at the PDX CAC table with voting members, participate fully in discussions, and share their experience and expertise, but not vote on issues.

1 Port Aviation Director (or designee)
1 Portland Bureau of Planning and Sustainability Director (or designee)
1 Vancouver Planning Director (or designee)
1 Metro staff
4 counties in Portland-Vancouver region/staff (Clackamas, Multnomah, Washington in Oregon and Clark in Washington)
1 Federal Aviation Administration
1 PDX Wildlife Committee staff

* Any interested stakeholder will be added to the electronic mailing list, receive meeting materials, and be invited to attend PDX CAC meetings.

CHAIR/VICE CHAIR

- The Chair and Vice Chair of the PDX CAC will be appointed jointly by Sponsors (Portland and Vancouver Mayors and Executive Director of the Port) in the first year for a one-year term based on staff recommendations and the following criteria: profile and credibility in the community, balanced interests, ability to facilitate committee discussion, and ability to represent the committee.
- A facilitator will be provided by Sponsors to support the Chair and Vice Chair in the first year.
- The PDX CAC membership will appoint the Chair and Vice Chair in the second year and every year thereafter.
- A Coordinating Committee - comprised of the facilitator, PDX CAC chair and vice chair, and Sponsor staff - will be convened to develop PDX CAC agendas and identify agenda time needed to address areas of special interest identified by the committee or community. The Coordinating Committee will also refine the PDX CAC work plan, and determine how to address issues that arise between meetings.
- The Chair will report back to the full committee at its next meeting on any Coordinating Committee actions that occur between meetings.

APPOINTMENTS AND TERMS

- Appointments will be made by interest organizations/jurisdictions represented on PDX CAC, based on appointment guidelines that include, but are not limited to, the sustainability goal of representation reflecting the diversity of the region to ensure equity.
- For those where no one organization represents an interest (i.e., environmental), Sponsors will circulate a broad invitation letter to such interest groups and ask these groups to jointly agree on an appointment to represent their interests. If there is no group consensus of such appointments, Sponsors will appoint members from a pool of interested candidates in collaboration with the PDX CAC chairs or other representatives of the then exiting PDX CAC members.
- Sponsors will confirm all appointments.
- PDX CAC members' initial appointments will be for either two or three years; member terms will be staggered to ensure continuity of membership. All reappointments will be for two-year terms.
- There are no term limits for PDX CAC members. Reappointment is possible, but is at the discretion of the appointing jurisdiction/organization. Appointing jurisdictions/organizations will be notified by Sponsors of expiration of terms and encouraged to publicize openings within the community.



AIRPORT FUTURES

CHARTING A COURSE FOR PDX

EXHIBIT B

SUGGESTED MEETING AGENDA

Welcome and Introductions

Adoption of Prior Meeting Notes

Business Update by the Director of Aviation - Port

- Passenger, cargo, general aviation, military, operations review, forecast, and budget update
- Other significant PDX and other airport updates (e.g., airline agreement, concessions, leases, Troutdale and Hillsboro airports' impacts on PDX operations)
- DISCUSSION and FOLLOW-UP

Sustainability Report and City/Port Program Reports – City/Port

- Update on work towards assuring that PDX and the Airport Plan District become the most sustainable in the world in recognition of the long-term, critical interconnection between economic development, environmental stewardship, and social responsibility
- DISCUSSION and FOLLOW-UP

Construction Project Update – current and forecast – Port/City

- PDX: Airfield, terminal, landside/parking (e.g., North Runway, deicing, Ticket lobby, baggage screening)
- City of Portland: transportation, public facilities, natural resource enhancement
- DISCUSSION and FOLLOW-UP

Long Range Planning – Port/City

- PDX: Airport Futures Update, ticket lobby master plan, follow-on studies
- City of Portland: Portland Plan, District level plans
- DISCUSSION and FOLLOW-UP

SPECIAL FOCUS TOPIC – see below

Roundtable on Community Engagement and Activities – All

- City of Portland District Planners
- Portland Neighborhood Coalitions/Vancouver-Clark County Neighborhood Office/East Multnomah County
- PDX Noise Office / Citizens Noise Advisory Committee
- PDX Wildlife Advisory Committee
- PDX International Air Service Committee
- Committee Members – roundtable plus outreach and report back from appointing organizations/jurisdictions/constituencies

- DISCUSSION and FOLLOW-UP

Public Comment

Closing

- Meeting Evaluation – product and process
- Next Meeting Agenda – any changes based on committee input

<p>Special Focus Topics: Areas of special interest identified by committee/community PDX public involvement year ahead/supplemental outreach Annual report and evaluation and next year work plan Detailed PDX project briefings PDX Finances</p>	<p>Sustainability overview – PDX and City Report from the Beyond the 65 DNL Noise Work Group Update on City-Port agreements PDX wildlife management overview Other?</p>
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DRAFT



AIRPORT FUTURES

CHARTING A COURSE FOR PDX

EXHIBIT C

DRAFT WORK PLAN OUTLINE

This is a suggested work plan for the first year of PDX Community Advisory Committee (PDX CAC) which assumes an initial kick-off/orientation session and four quarterly meetings. The work plan and specific meeting agendas will be refined based on input from the meeting facilitator, Chair, Vice-chair, and Sponsors. Ideally, meetings will occur at a regularly scheduled date and time. Included in the work plan is a suggested meeting agenda of a “typical” PDX CAC meeting after an initial kick-off/orientation meeting. Meeting times are proposed for 6:00 to 8:30 pm with dinner provided at 5:30 pm; the kick-off meeting/orientation is proposed for six hours on a Saturday.

Since the PDX CAC is intended to be advisory and representative, the suggested meeting agenda aims to ensure a two-way flow of information, balance briefings with information-sharing, and allow input opportunities and discussion from the community in advance of Port decision-making on airport-related issues. A key focus of the committee will be to work towards assuring that PDX and the Airport Plan District become the most sustainable in the world in recognition of the long-term, critical interconnection between economic development, environmental stewardship, and social responsibility.

First Year 2010-2011 – with Chair, Vice Chair and meeting facilitator

Kick-off Meeting – Saturday, September 2010 – 9 am to 2 pm with lunch – Fire Station

Welcome/Introductions – Portland Mayor/Vancouver Mayor/Port Executive Director/Bureau of Planning and Sustainability Director/Port Aviation Director

Orientaion/Mission/Charter - Facilitator

- Airport Futures Lessons Learned
- Sustainability Focus (continued three-pronged Economic, Environment and Social lens)
- City-Port Agreements
- Scope-Purview

Ground Rules/Meeting Protocols/Decision-making - Facilitator

- Suggested framework from PAG

Draft First Year Work Plan Review and Meeting Agenda - Facilitator

- Carryover work items from PAG and additional direction from Sponsors
- Suggested meeting agenda plus special focus
- Coordination with PDX and other ongoing committees
- Public Input

- Port website with City link

Teambuilding - All

- Member interests - possible advance survey of member interests

PDX Briefing/Tour - Port

- Overview on Federal Aviation Administration and Operational Context

What to Expect in the Next Year – Port/City/other

- Sustainability goals, strategies, initiatives, and projects
- Examples of development projects (North Runway extension, Deicing enhancement, Front Terminal, Inline Baggage Detection System, etc.)
- City of Portland District Planners and City of Vancouver/Clark County/East Multnomah County Overview and Year Ahead
 - Key issues/challenges of adjacent neighborhoods/coalitions
 - Development/transportation/natural resources/planning

Discussion: What Does Group Want to Hear More About? - All

Meeting Evaluation - Facilitator

Closing

- Next Meeting Agenda - any changes based on committee input

First Meeting – October 2010 – 6:00-8:30 pm with dinner at 5:30 pm

Template Agenda

1 hour Special Focus: Sustainability Overview – PDX (goals, strategies, initiatives and projects) and City (Climate Change Action Plan, Portland Plan)

Second Meeting – December 2010 – 6:00-8:30 pm with dinner at 5:30 pm

Template Agenda

1 hour Special Focus: Report from the Beyond the 65 DNL Noise Work Group

Third Meeting – March 2011 – 6:00-8:30 pm with dinner at 5:30 pm

Template Agenda

1 hour Special Focus: PDX Business Plan Overview and Public Involvement Year Ahead
(Recommendations on public involvement outreach may get delegated to an Ad Hoc Group)

Fourth Meeting – June 2011 – 6:00-8:30 pm with dinner at 5:30 pm

Template Agenda

1 hour Special Focus: Annual Report Draft and Annual Evaluation – including CNAC coordination

AND Discussion: Year 2 Work Plan Draft

(Refinement of and recommendations on Annual Report may get delegated to an Ad Hoc Group)

Second Year 2011-2012 (spillover from First Year – approximate meeting dates)

First Meeting - September 2011

Second Meeting – December 2012

Third Meeting – March 2012

Fourth Meeting – June 2012

Above meetings may include:

Suggested Meeting Agenda and One Hour Special Focus Options (see list of special focus items from First Year Work Plan Outline below)

NEW ITEMS

- Update on City-Port agreements (transportation, PDX CAC, natural resources, sustainability)
- Detailed project briefings as needed
- PDX Wildlife Management Plan overview
- PDX finances
- Areas of special interest identified by committee and community

CONTINUED ITEMS

- Report from the Beyond the 65 DNL Noise Work Group
- Report on outreach – City, Port and supplemental
- PDX, Portland and Vancouver/Clark County/East Multnomah County year ahead
- Annual report and evaluation and next year work plan including CNAC coordination AND Discussion: Future Year Work Plan

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