




AIRPORT FUTURES

CHARTING A COURSE FOR PDX

Planning Advisory Group Meeting #22
Tuesday, April 20, 2010 5:30 pm – 9:00 pm
City of Portland, 1900 SW 4th Avenue, Second Floor Conference Room A, Portland, OR

FINAL DRAFT MEETING NOTES

Members	Affiliation	Present
Erwin Bergman	Central NE Neighborhoods	√
Bill Blosser	Chair	√
Mark Clark	E. County	√
Andy Cotugno	Metro	√
Bruce Fisher	FAA	√
John Frevola	Flightcraft	
Gene Hahn	Horizon Airlines (replaced Tom Gerharter)	
Cam Gilmour	Clackamas County	√
Alan Hargrave	Port of Camas/Washougal	√
Chris Hathaway	Lower Columbia River Estuary Partnership	√
Laura Hudson	City of Vancouver	√
Maryhelen Kincaid	N. Portland Neighborhood Services)	√
Lt. Col. Stuart Mathew	ORANG	√
Patrick Metzger	NE Coalition of Neighborhoods	
John Mohlis	Columbia Pacific Building Trades	
Dennis Mulvihill	Washington County	
Brian Nelson	Intel	√
Mary Olson	Port Commissioner	
Lai-Lani Ovalles	Planning Commissioner	√
Alesia Reese	E. Portland Neighborhood Office	√
Veronica Rinard	Travel Portland	
Hector Roche	Multnomah Co. Community Liaison	
Lawrence Russell	Environmental Justice	√
Bob Sallinger	Audubon Society of Portland	√
Michael Sloan	Vancouver Neighborhoods	√
Dave Smith	Vice Chair	√
Denny Stoecklin	Portland Office of Neighborhood Involvement	√
Fred Stovel	Office of Neighborhood Involvement	√
Vicki Thompson	PDX Citizen Noise Advisory Committee (Kelley Sweeney attended as alternate)	√

John Weigant	Airport Issues Roundtable	√
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Staff & Consultants	Affiliation	Present
Debbie Bishop	Port – Noise and Long Range Planning	√
C.F. Booth	Port’s Aviation Consultant (Jacobs Consultancy)	√
Mindy Brooks	City Planning Bureau	√
Jacob Brostoff	City Planning Bureau	√
Chris Corich	Port’s Project Manager	√
Renee Dowlin	Port – PDX Environmental	
Jason Gately	Port – Long Range Planning	√
John Gray	City Office of Transportation	√
Lise Glancy	Port – Government Relations	√
Nancy Hendrickson	City Bureau of Environmental Services	√
Sam Imperati	Facilitator (ICM)	√
Tom Imeson	Port – Public Affairs Director	
Jamie Jeffrey	City Transportation	
Misti Johnson	Port Legal	√
Steve Johnson	Port – Media Relations	
Scott King	Port – Long Range Planning	√
Sean Loughran	Port – Long Range Planning	√
Cameron Modjeski	Jacobs Consultancy	
Phil Ralston	Port – Aviation Environmental	
Steve Schreiber	Port – Aviation Director	√
Alan Snook	DKS Associates	
Deborah Stein	Planning and Sustainability Bureau	√
Jay Sugnet	City’s Project Manager	√
Chris White	Port – Community Affairs	√

Public present: Evan Seifert, Lee Perlman, Maryam Bolouri, and Leslie Centner

Announcements, Approval of 2/16 PAG Meeting Notes (Attachment #2), and Agenda Review (Attachment #1)

Bill Blosser welcomed the group. We hope this is the second to last meeting of the PAG. A couple of absences: Mary Olson (new Transportation Commission member – soon rotating off the Port Commission – conflict with Transportation Commission meeting), John Mohlis, Hector Roche (returning from Italy).

The group adopted the 2/16/10 PAG meeting notes with two changes to the attendance roster: Chris Hathaway and Erwin Bergman will be marked present and new meeting notes will be posted.

Steve Schreiber discussed recent business issues with the group. These included:

- Lease with Oregon Air National Guard (in negotiation)
- Airline Agreement (in negotiation) and PDX rate structure – May Commission ordinance on operating and rate structure for airlines, June Commission second reading and Airline Agreement
- Impacts of volcanic ash on Delta nonstop Amsterdam flight and airport revenue

Andy Cotugno: How often do you have a master agreement? Schreiber responded every five years. Used to be 20 years. Shorter term now with all ongoing changes in industry.

Sam Imperati: We have yet to determine if Hector Roche is stuck somewhere in Italy due to the ash.

Maryhelen Kincaid: Interestingly enough the transatlantic cruises are booked. 75% off European cruises.

Land Use Plan and Natural Resources Proposal – Sugnet/Corich

- Land Use Plan Follow-up from 2/16 PAG Meeting (**Attachment #3**)
- Report from 4/7 Subcommittee meeting on Natural Resources
- City-Port Natural Resources Proposal

At the 2/16 PAG meeting, there were some questions/issues raised by PAG members about possible refinements to the City Land Use Plan. *Jay Sugnet* reviewed the Land Use Plan follow-up. Two out of three have already been incorporated into final reports or agreements. The Citywide Land Use Group has proposed an approach, which the PAG may want to consider.

Updates to Noise Contours

The first question was how do the noise contours get updated? Staff proposes adding the following language to the City-Port Agreement:

5.3 Noise Contour Updates

The Port agrees to periodically update the PDX noise contours based upon one or more of the following:

- a. The Port will prepare an update of the noise contours as part of an update of the PDX FAA Part 150 Program, upon reaching 275,000 annual operations, and at least every 50,000 annual operations increase thereafter; or
- b. Upon any change or adoption of a new noise metric made by the FAA; or
- c. Upon development of noise contours as part of a federally required NEPA process; or
- d. Based upon substantially changed conditions at the airport (such as a significant change in the noise characteristics of the aircraft fleet or the time of day profile).

Plan Amendments and a Regular Check-in

The second question was related to amendments to the City and Port plans, as well as how to ensure a regular check-in? The Conditional Use Permit process required that the City review the Port's development plan every 10 years. Changing to a Plan District removes this requirement. Staff proposes the following language in the PAG Report:

V. Relationship between City Land Use Plan and Future Port Master Plans

Typically, the Port updates its PDX master plan every 5 to 10 years. This is driven, in part, by a need to keep the Airport Layout Plan (ALP) current based upon Federal Aviation Administration (FAA) standards, and to keep a current capital improvement plan with future projects shown on the ALP that might be included in an FAA funding program. Each time the plan is updated, the Port will work with the PDX CAC to determine if a separate advisory committee is needed or if the PDX CAC would like to fulfill that advisory role.

It is possible that some extraordinary circumstance could create a need to update the master plan. An example might be that a major tenant decides to leave PDX. A change in technology could also drive a need. In the distant past, the advent of the jet airplane was the impetus to design a different runway layout with changed runway orientations and lengths.

When projects receive federal funding, the implementation of those projects will require a review under the National Environmental Policy Act (NEPA). Two recent examples of that are the north runway extension and the de-icing system expansion. The Port and the FAA screen all projects to determine the appropriate level of review under NEPA. The FAA is responsible for the NEPA process – not the Port.

The circumstances in which revisions to the City’s Land Use Plan may occur vary depending on the significance of the amendments. Minor amendments (e.g., changing the dollar threshold for notice) could be accomplished through the City’s regulatory improvement process. Major changes that do not change the basic structure of the current plan could be accomplished through a relatively minor legislative process of 6-8 months with a narrowly defined scope of work. Finally, any significant, controversial changes would require a full review of the Land Use Plan in concert with a Port Master Plan Update, similar to *Airport Futures*. At any point in time, the Portland City Council could decide to do any of the above, or something different.

Additionally, the Citywide Land Use Group proposed the following concept for PAG consideration:

Every five years, the PDX Community Advisory Group (PDX CAC) would review the Port’s Master Plan and City’s Land Use Plan and consider hosting a community forum to update the community on these efforts. This regular check-in would help the PDX CAC connect with their constituents by reviewing the status of the plans and identifying any potential issues that need to be addressed by the City, Port, or the PDX CAC.

Discussion

Alesia Reese noted that the City Wide Land Use Group (CWLU) group has a representative on the PDX CAC. Is it necessary to prescribe such a forum when the CWLU group could advocate for one?

Jay Sugnet clarified that the forum is not specific to the CWLU group, but instead, it is intended to reach the broader community.

Maryhelen Kincaid added that this is an opportunity to check in with the broader community, and that the PDX CAC could choose not to meet after the first 5 year check in.

Sam Imperati read the above language from Attachment 3.

Denny Stoecklin said that the Public Involvement Subcommittee (PISC) did not want to prescribe future actions for the PDX CAC, and agreed with *Alesia Reese*.

(Staff comment on Citywide proposal: The PDX CAC will provide input on PDX outreach efforts annually and can suggest an update to the broader community every 5 years or more frequently based on development. Having said this, staff is comfortable with the proposal. If PAG agrees to this approach, the PDX CAC IGA will need to be modified.)

Sam Imperati called the question: *Should the PDX CAC hold a community forum every 5 years on airport plans?*

VOTE: Passed by a Majority

1s: 13

2s: 2

3s: 3 (Laura Hudson, Vicki Thompson, and Alesia Reese).

NOTE: The PDX CAC IGA should be amended to reflect this.

Jay Sugnet reviewed the context for natural resource recommendations in the PPT.

Chris Corich presented an overview of the natural resource proposal and 4/7 subcommittee recommendations in the PPT.

The key slides are:

Specific Recommendations for six Parcels

Airfield – Allow

PIC – Allow except a Limit on waterways

Southwest Quad – Limit

Fuel Farm West – Limit

Deicing Field – Limit

33rd Avenue Field – Limit

Joint City-Port Recommendation

Two Part Recommendation	
Regulatory Part	Non-Regulatory/ Voluntary Part
SW Quad, Fuel Farm Deicing Field, and 33 rd Ave	Airfield, PIC

Regulatory Part – Advanced Mitigation

Full 300 acres of mitigation built when 150 acres of property impacted.

4 properties on west side of airport do not get environmental overlay “c” zone

City of Portland and Port Commission enter into an IGA to build and maintain the 300 acres of mitigation

Regulatory Part – Advanced Mitigation

- City support for mitigation bank on Government Island
- Agree to use a science based approach
- Need to develop success criteria and associated designs of the mitigation sites
- Will track River Plan development of resource models – HEP and HEA
- Port seeking certainty that the lands will not be regulated again

Non-Regulatory – Voluntary Part

Airfield

- Not likely to be impacted – no development
- Port pavement removal –
 - Example is Runway 28R blast pad in 2011

Proposal:

No non-regulatory/voluntary mitigation planned

Non-Regulatory – Voluntary Part

Portland International Center

- Likely will be impacted – 151 acres of development
- Impacted resource = upland grassland
- Plan is to avoid/minimize/mitigate impacts to water features in PIC

Proposal:

Voluntary mitigation offered to meet PAG Goal of no net loss of natural resources

Voluntary Proposal

- Mitigation of 151 acres of upland grassland on Government Island cost: \$1.61 million dollars.
- Members of PAG have expressed interest in improvements to the Columbia Slough and the tree canopy

City – Port Recommended Proposal

Enhancements to the Slough

- \$30,000/yr escalating at 3% = \$1,093,000 over 25 yrs

Enhancement to the tree canopy

- \$20,000/yr escalating at 3% = \$729,000 over 25 yrs

Total Investment = \$1,822,000 over 25 year period

Next Steps

- Goal: Bring an acceptable IGA for PAG concurrence in May.
- Port attorneys working on a draft IGA.
- Port and City to discuss the IGA.
- Port working with the FAA on any issues.
- Three PAG Subcommittee meetings are set before the next PAG meeting in May.
- Port/City desire to jointly share an acceptable IGA with PAG as soon as we can get some level of agreement.
- If we cannot get an acceptable level of agreement with the PAG, we will delay the adoption process until we resolve the issue.

Discussion

Erwin Bergman noted that on the regulatory side, 50 acres of mitigation at a time, from a resource perspective, seems good. He supports this approach.

Chris Corich reviewed the idea of managing different parts of the mitigation sites differently.

Alesia Reese asked if there were other options than Government Island within the watershed for mitigation. If so, it makes sense to keep you options open, as this is a 25-year agreement.

Chris Corich said that there may be other opportunities.

Chris Hathaway asked if the whole 300 acres would be contiguous. If not, it may not make sense to do 50 acres at a time.

Chris Corich said that the parcel we are looking at is contiguous. As the island is public, there was also a concern that access be controlled, with mitigation in the interior of the island. The island is signed and policed moderately by State Parks. Most people stay on the perimeters, we are told. The focus of mitigation will be toward the center of the island.

Chris Hathaway asked about the timing of the 300 acres and noted that the staggering may not make sense.

Chris Corich said that the design wasn't determined at this time, but that design and timing are key issues. Chris noted that the Port wants the mitigation to succeed and have certain function. We will design for that.

Alan Hargrave said that the design process could result in an overall plan for the 300 acres at the outset.

Chris Corich agreed. It makes sense to begin with the end in mind. These are important details.

John Weigant asked if the Port owned 33rd Field, and if there was any development planned for that property.

Chris Corich said that the Port does own 33rd Field, and that it is a likely site for development due to the proximity to other industrial/warehousing uses. Long-term lease only, Port can't sell it.

Chris Corich committed that the natural resource intergovernmental agreement would come before the next PAG. If it takes longer than a month, so be it. We will need this for the adoption process.

Alesia Reese suggested that using Government Island for a mitigation bank could start to remove the property from public access. Is this part of the plan?

Chris Corich said that the Port is planning on continued public access, except that they would want to protect the mitigation sites.

Alesia Reese asked if there is a domino/cascade effect of natural resource mitigation, similar to the traffic mitigation measures considered during Airport Futures.

Chris Corich responded that property management will be important.

Chris Hathaway asked if the Port owns to ordinary high water (OHW) or to the low water mark. He noted that he just learned that the Port owns West Hayden Island to the OHW mark so Division of State Lands owns the sandy beaches.

Chris Corich said he wasn't sure, but will look into it.

Chris Hathaway noted that it may be the same for Government Island. Division of State Lands has a policy on public access/recreation.

Andy Cotugno stated that Government Island is currently highly degraded habitat. What is the Port's long-term commitment to maintaining the function of the restored mitigation site?

Chris Corich said that there is an ongoing Port commitment to maintenance. The numbers presented here include the money required to maintain the site. The agreement is for 25 years, but we anticipate perpetual maintenance.

Jay Sugnet clarified that the numbers are in the handout.

Maryhelen Kincaid stated that traditionally, mitigation site maintenance is only required for 5 years. She feels that the commitment for 25 years is much greater than what is traditional.

Andy Cotugno stated that the resource today is degraded. Is the Port saying that the restored resource on Government Island is better than the combined value of the two (SW Quad + Government Island) degraded resources?

Chris Corich said that that was his understanding.

Jay Sugnet added that there is a temporal benefit, but that the HEP/HEA concept was not intuitive. From a preliminary look, found that a 1.1 to 1 ratio is about right.

Bob Sallinger said that he wanted more information about the quality of the habitat currently. He recommended in his letter that 1.5 to 1 is a good ratio because of failure, and that there is usually a contingency fee.

Maryhelen Kincaid asked who determines the ratio, and shared an anecdote about how similar mitigation has worked before in her neighborhood.

Bob Sallinger said that it is usually a political process, and the Willamette Partnership is using 1.5:1 for upland grassland habitats. It's typical to see more than 1:1.

Jay Sugnet clarified that the inputs to the model would be determined by City/Port staff doing fieldwork at the various sites, and then plugging those into the model.

Chris Corich said that the current number of impacted mitigation has increased from 258 to 268. The Port took the sale of credits out of the concept, which was one of the PAG's recommendations.

Andy Cotugno said that the default proposal is to just use "c" zoning. He noted that this proposal is trying to be proactive v. reactive. He asked if this proposal is going to create a better outcome than the "c" zone.

Jay Sugnet stated that it was better, because there is more certainty and the habitat will be higher quality.

Alesia Reese asked about the idea of mitigation/enhancement in neighborhoods.

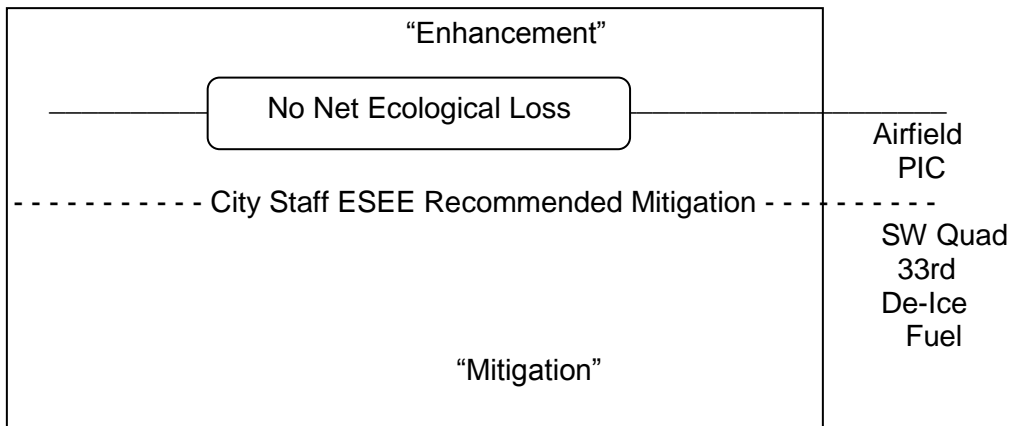
Jay Sugnet responded that the PAG has asked for overall watershed enhancement. The trees and Slough enhancement is a way to distribute benefits back to the community.

Andy Cotugno asked about the waterways at PIC. Please point them out and what is expected to happen to them? Is the Port planning on impacting them?

Jay Sugnet responded that the waterways will retain their “c” zoning, and development will be addressed through the normal environmental plan check/review process. Bridging will be required over water features.

Bob Sallinger asked about the restoration concept. How is \$200K over 30 years going to achieve restoration?

Jay Sugnet responded by showing the no net loss/enhancement diagram.



Chris Hathaway asked about the mitigation bank idea for *Government Island*. How would that work?

Chris Corich responded that the details were yet to be worked out.

Chris Hathaway asked if there were more than 300 acres on *Government Island* that could be restored.

Chris Corich said that there were more than 300 that could be used.

Bob Sallinger asked if the mitigation could be used twice, once for the airport, and once for the mitigation-banking concept.

Chris Corich clarified that the mitigation would only be used once, but that if less than 300 acres is developed, then the difference could be used for mitigation banking.

Bob Sallinger said that that was different from his understanding.

Jay Sugnet clarified by saying that if mitigation credits were sold, then other mitigation would have to take place if development at the airport occurred.

Bob Sallinger said that this weakens the proposal. He would like it to be a “closed system.”

Cam Gilmour asked for clarification on slide 6 in the PPT.

Chris Corich noted that off airport mitigation may actually accelerate the mitigation bank.

Stuart Mathew noted that the 25 acres was a gift to the public – above the 1 to 1 mitigation ratio.

Chris Corich clarified that the gift portion would be 32 acres.

Cam Gilmour noted that this does not include the temporal value.

Erwin Bergman asked about the dollars that go into the enhancement pool. He would like to know how acres for dollars is accounted for, as distinguished from acres for acres. Acres for dollars means that some amount is going to overhead, and there will likely not be the same success level.

Sam Imperati instructed the group to look at the two sides of the equation: regulator (acres for acres) and voluntary (acres for dollars).

Bill Blosser clarified that the intent is to put the money into the ground, and that any proposal is going to include some overhead.

Erwin Bergman said that he is OK with that if the money is going into the ground.

Andy Cotugno clarified that there is no guarantee of success with the watershed enhancement component of the proposal.

Bill Blosser agreed with *Andy Cotugno*.

John Weigant raised the concern that the public doesn't have the ability to understand the level of detail presented, its success is uncertain, and it is intended to be in perpetuity. Is a Candidate Conservation Agreement (CCA) the way to do this?

Jay Sugnet clarified that there is no candidate species right now.

Jay Sugnet and *Chris Corich* clarified that this is going into the IGAs.

Maryhelen Kincaid added that the PDX CAC will be the group that monitors the IGA implementation.

Alesia Reese said that she believes that the enhancement component is very innovative. The Port has not done this sort of thing before, and it's an interesting opportunity.

Bob Sallinger raised a concern about adding in the mitigation-banking proposal. Usually, mitigation banks are built entirely ahead of time, so there is a temporal benefit. He encouraged the Port to "close the loop" and do away with the notion of mitigation banking for this project on Government Island. Keep the mitigation banking outside of the 300 acres being set-aside for mitigation.

Fred Stovel asked about Government Island and sediment deposition/erosion. Has the Army Corps of Engineers agreed to let the Port keep the island in the shape that it's in now?

Chris Corich said that he did not currently have an answer, but would get back to *Fred Stovel*.

Lise Glancy noted that the Corps is often looking for locations for dredge material. This could potentially be used for the property.

Bill Blosser said that in another project he is working on, the Army Corps of Engineers has said that there is no obligation to replace land eroded by the river.

Chris Hathaway added that the Corps is also looking for habitat creation opportunities.

Brian Nelson asked for a clarification on where the group is. What is being asked of the PAG at this time?

Chris Corich said that they are looking for confirmation that the effort is headed in the right direction.

Mark Clark said that mitigation banking should not be part of the proposal. You may want to look at mitigation at a higher ratio. Selling credits pitches the deal.

Bob Sallinger said that habitat value declines and disappears with fragmentation. That's another reason to mitigate in advance and not sell off credits.

Fred Stovel said that the amount available for credits is fairly small. He would like to see a commitment to 300 acres as a planning area. Strategy is yet to be determined, but should be based on science. It may be that 100 acres at a time makes sense.

Alesia Reese said that if the Port and City want stakeholders to have trust and confidence in the agencies, then they need to remove these kinds of doubts. Bottom line, you cannot have it all.

Andy Cotugno said that he thinks the 300-acre proposal is valuable, but claiming that smaller fragments provide functional value is not valid. He also said that if no development happens, then there may be no reason to do any additional mitigation. In that case, it may make sense to offer up the mitigation bank concept. Use the other part of the island for a mitigation bank.

Chris Hathaway asked if the Port entertains proposals for restoration on Government Island.

Chris Corich said he would need to research the answer to that question.

Chris Corich asked if the group would be comfortable with the mitigation proposal as long as the mitigation bank concept was taken away. He needs to ask the Port leadership if that is the case.

Bob Sallinger said that his agreement was also contingent on knowing more about the functional value of the habitat on Government Island. He wants to evaluate the life potential. Having said that, the Port is in a reasonable range although would like to see it higher. This is a legitimate proposal, but selling is a problem.

Andy Cotugno said that the no net loss interpretation of Jay Sugnet's chart is legitimate, but that PIC was already an "allow" decision, so that the \$1.8M is well above no net loss, because of the allow designation on PIC. This is a package, and all of the pieces of the package need to be kept together, including keeping the 300 whole.

Break

PAG Report and Intergovernmental Agreements – Imperati. (Attachments #4, #5, and #6)

- Review of Outstanding Issues – Intergovernmental Agreement and PAG Report
- Other Feedback
- PAG Discussion and Vote: Are there any fatal flaws in the intergovernmental agreements and PAG report?
- Next Steps: Finalize PAG Report, City Land Use Plan, Port Master Plan, and Agreements. Brainstorm on Lessons Learned and Process Evaluation. Approval Process.

Sam Imperati: Summarize review process, to date. There are three tentative subcommittee meetings to resolve outstanding issues related to natural resources. We will keep you posted on these meetings.

Review PAG report on screen and resolve key substantive comments.

PAG Report (Attachment #6)

1. Definition of sustainability. Report Pages 1 and 11 and City-Port Agreement

Maryhelen Kincaid: Didn't we already adopt the definition of sustainability in the sustainability Subcommittee. At what point are we done? Will we do this in May too?

Sam Imperati: You raise a legitimate question. Bill said there would be an opportunity to revisit any portion of the PAG's recommendation until the end of the process.

Bob Sallinger: Original is stronger. We all understand the aspiration. Keep the language we have used throughout the process. We have more or less done it.

Erwin Bergman: Meeting the region's air transportation needs tells me air travel over community impacts. I prefer balancing.

John Weigant: Balancing is stronger. In operation, look at transportation first and when look at impacts to future generations, will say, we don't know and ignore it.

Stuart Mathew: Spent a lot of time defining sustainability. What are we balancing with?

John Weigant: The needs of future generations are important.

Sam Imperati: Generational fairness is included later. We need to take these recommendations one at a time.

Sam Imperati: Does the PAG want to change the sustainability definition as proposed? 1's/2's support change and 3's support original language.

MAJORITY VOTE: 13 – 3's v. 5 – 1's and 2 – 2. "Balancing" language change NOT approved.

2. Generational fairness language and sustainability paragraph on PAG report p. 11

Sam Imperati: As part of the paragraph describing sustainability, the following language was proposed to be added:

"Not only must these issues be balanced among themselves, they must be balanced between present and future generations. To ensure the quality of life of future generations is not compromised by ours, greater conservation of resources and reduction of pollution by our generation may be required."

Does the PAG support the addition of this language? Again, 1'2/2's are a vote to change the language and 3's are votes against. The language change was approved by a majority.

Page 11. Bottom of Page, change of sustainability

MAJORITY VOTE: 7 - 1's and 3 – 2's v. 9 – 3's. Add Language noted above

The Port-City general intergovernmental agreement and Sustainability Report should be amended to reflect this vote.

3. Substitution of "will be required" for "may be required", same paragraph as #2 above

Bottom of the page, **MAJORITY VOTE - same as #2. Change language**

The Port-City general intergovernmental agreement and Sustainability Report should be amended to reflect this vote.

4. Request that City and Port adopt the following basic principle to guide their future work on sustainability at PDX: “The Port and City will use the following Guiding Principles as they work towards assuring PDX and the Airport Plan District become the most sustainable in the world.” PAG report p. 11

Sam Imperati: The language change on page 13 is an error on my part. The proposal was to add this language to the beginning of the Sustainability section.

Alesia Reese: Aren't we asking them to adopt all of the recommendations in the report? Why just this one and not others?

Mark Clark: Are we voting on this because John recommended it?

John Weigant: Would like the Port Commission and City Council to be specific about this major goal.

Vicki Thompson: We spent three years doing our work and now we are rewriting it.

Sam Imperati: There is always a tension at the end of processes. Would recommend we make decisions on their own merits vs. the process.

Alesia Reese: Where should this language be located? Do not repeat twice. Strength not in the background.

Sam Imperati: PAG vote on adding the adoption language on page 11. 1's and 2's are votes to support the change. 3's are votes to keep the original language.

MAJORITY VOTE: No inclusion of “adoption” (vote of 11 3's v. 8 1's v. 8 2's) – keep language consistent with Sustainability Guiding Principles and IGA

5. Edit to Generational Fairness Triple Bottom Line Guiding Principle. PAG report p. 14

Generational Fairness: 2 PLACES, middle of page.

MAJORITY VOTE: 1=10, 2=1, 3=9.

6. Replace word "needs" with "equity." MAJORITY VOTE: 1=14, 2=0, 3=5

Need to change Ongoing Agreement IGA and other documents, which reference these votes.

7. Removing Economy, Guiding Principle. PAG Report p. 15

MAJORITY VOTE: 17 3's for NO CHANGE and 2 1's for CHANGE.

8. Change to Tree Canopy Goal on p. 16 to ensure consistency with IGA and adopted PAG goals (no vote – Bob Sallinger call out)

Bob Sallinger: Feels like a historic document at this point; we have lived with it for 3 years. Some may not like it, but changing the guiding principles seems dishonest as it contributed to the substantive documents.

Alesia Reese: I can't honestly vote to represent East Portland Neighborhood Association or the school district and remove economy at this late date. It seems disrespectful.

Erwin Bergman: I am one of two who would vote to remove this principle. It is plainly bragging about the airport. Nobody wants the airport shut down, but this principle is totally redundant. PDX provides a necessary public service. Would the City exist without the airport or vice versa?

Brian Nelson: Can't remove this guiding principle. Economic one of the bottom lines.

9. New goal for Port to hire staff to manage process of achieving carbon neutrality. Report p. 17

Maryhelen Kincaid: Is additional staff the intent?

John Weigant: My point is that there are no goals to support carbon neutrality so that is why I added this.

Alesia Reese: Again, feel like we are taking the leadership away from the PDX CAC.

Stuart Mathew: does not belong here.

Andy Cotugno: maybe a commitment to support might be appropriate in the IGA, which defines roles and responsibilities.

Chris Corich: The person who will have lead responsibility on all sustainability issues is Phil Ralston. Rest assured that this will be covered by staff.

Andy Cotugno: is this in the IGA?

Jay Sugnet: Yes.

MAJORITY VOTE: 17 3's for NO CHANGE, and 1 1's and 1 2's for CHANGE.

10. Add NEPA language to ALP notation re: Third runway. PAG Report p. 26

Change language in ALP to address connected actions. Jay working on it, no vote

Erwin Bergman: I submitted this. Connected actions should be analyzed in one EIA. Congress clear these actions should not be analyzed in a piece meal fashion. New terminal will set the stage for a third runway.

Jay Sugnet: We will work on language for the next meeting.

NO VOTE.

11. Add Final Natural Resources Recommendations. PAG Report pp. 39 – 40

Revised language will be added for consideration by the PAG at their next meeting.

NO VOTE pending interim work.

12. Have PDX CAC meet every other month. PAG Report p. 45 and City-Port-Vancouver Agreement

PDX CAC meets every two months and defines subcomm structure.

Lise Glancy: The IGA discusses frequency of meetings and notes that "meetings will occur quarterly with meetings added or deleted as needed" which should cover this.

John Weigant: is quarterly enough?

Maryhelen Kincaid: the PDX CAC can decide.

Vicki Thompson: I agree.

MAJORITY VOTE: 17 3's for NO CHANGE and 2 1's for CHANGE.

13. Finalize previously vetted Additional PAG Recommendations. PAG Report Page 46 - 47

Sam Imperati: There is no policy shift from prior policy work by the December 15 subcommittee. The full PAG has not seen these as a package and needs to vote on them.

Maryhelen Kincaid noted that all are contained in our principles except for #1 high-speed rail. All are givens.

Chris Hathaway: #11 is phrased in a negative way. Change to a positive.

Jay Sugnet noted that prohibition of piping or moving the Slough is in proposed zoning code amendments and is not necessary.

Approval of PAG Recommendations #1-11 on p. 46-47 (proposed deletion of #11 as in zoning code) – DELETE #11 as it is in zoning code.

CONSENSUS VOTE: 19 1's / 2's to ADD Recommendations #1-11

14. Add new recommendation: City and Port collaborate with regional partners. Report Page 47

Maryhelen Kincaid: This, too, is a given. Don't like calling out CNAC.

Vicki Thompson: There are a number of organizations, committees that are partners.

CONSENSUS VOTE: 19 3's v.0 1/2's for NO CHANGE.

15. Use creative and proactive sustainability approaches, e.g., community gardens on vacant land. Page 47

Mark Clark: Wouldn't community gardens be a problem on the airport?

John Weigant: This concept is not sufficiently developed.

Maryhelen Kincaid: Also too specific.

NO VOTE. This was deferred to the next PAG meeting.

Post-PAG meeting staff suggestion: "The Port and City should consider creative and proactive approaches to sustainability based on a triple bottom line."

Sam Imperati: Review IGA in general terms (not on screen).

IGAs

1. IGA should mirror and perhaps be by reference to the PAG report. Report Page 47

Staff comment: Staff agrees with the intent to mirror the intent and details of the PAG report. Please let us know if we missed the mark. These are legal documents that require final approval by City and Port attorneys for legal sufficiency.

NO VOTE: No need to vote on this.

2. PDX CAC IGA – Define subcommittee structure now.

Staff comment: The Public Involvement Subcommittee recommended that the PDX CAC define its own subcommittee structure as part of the forming, “norming” process.

John Weigant: Pulled the item.

Closing Comments

The next meeting of the PAG will be at the new PDX headquarters, which is silver LEED certified. At 5 pm, there will be a tour of the new facility. Please plan to come for that tour. We had hoped to have Mayor Adams join us for our final meeting. Due to a conflict, two of his staff will join us – former PAG member Catherine Ciarlo and Planning liaison Amy Ruiz.

Next Meeting’s Agenda and Next Steps:

- 1) Report out from the Beyond 65 DNL Noise Work Group
- 2) Review of Natural Resource IGA
- 3) Final approval of PAG Report
- 4) Lessons Learned/Process Evaluation
- 5) Overall package to go to the 6/22 and 7/13 Planning Commission (PDX Master Plan, Land Use Plan, IGAs)
- 6) City Council and Port Commission July – September

Sam Imperati: thanked the group for a good effort and asked that they complete meeting evaluation forms.

APRIL 20, 2010 PAG MEETING EVALUATION

1. Overall Meeting Quality	Poor 1	2 (1)	3 (8)	4 (5)	Excellent 5
2. Pacing	Too Slow (2)	2 (3)	Just Right (3)	4 (1)	Too Fast
3. Balancing “Product, Process & Relationship” Meeting Goals	Poor 1	2 (1)	3 (7)	4 (2)	Excellent 5 (2)
4. Presentations	1	2 (1)	3 (3)	4 (5)	5 (2)
5. Comprehension of Presentations	1	2 (1)	3 (3)	4 (4)	5 (3)
6. Materials/Documents	1	2	3 (4)	4 (5)	5 (2)
7. Discussion	1	2 (6)	3 (2)	4 (2)	5 (1)
8. Comments and Suggestions for Items 1 – 7, Above: <ul style="list-style-type: none"> • Overall: Edits – “2” and Natural Resources – “4” • Information bandwidth exceeded my brain capacity • Editing process was dreadful • Appreciated rapidity of going through Final Report. Some items though were new and I couldn’t get content • Stronger facilitation • I may have been troublesome in being insistent in moving on. I apologize, but think the nit-picky suggestions were not beneficial to our process – even mine. • I would have preferred to vote on the changes to the document as a whole. • It was a welcome change to be able to say something without getting attacked. • Hold questions to end of presentations! This added difficulty to understanding the presentation leading to more questions. • Keep questions to end. • Appreciated facilitator’s work (TCF member) 					
9. Least Useful: <ul style="list-style-type: none"> • Editing document • Revisiting Goals and Guiding Principles • Rehashing decisions already made • NR explanations and updates • Spent to much time on statements 					
10. Most Useful: <ul style="list-style-type: none"> • Explanation of Natural Resources • Keep to votes – No questions or statements. We should stick to the issues to vote on. • Speed of voting! Advanced material (Final PAG Report) 					
11. Questions: <ul style="list-style-type: none"> • None 					