

West Hayden Island Advisory Committee Meeting # 8
Friday, July 8, 2011, 9:00 AM – 12:00 PM
1900 SW 4th Ave, Rm. 7A, 7th Floor

Working Agenda

Directions: The 1900 Building is located at the corner of SW 4th & SW Hall in downtown Portland, on the Portland State University Campus. Parking is available on street or under the building (entrance to underground building parking on SW 4th at SW College). We encourage you to consider using another mode of transportation. The 1900 Building is easily accessible by walking, bicycling, or transit. There is bicycle parking on the south side of the building. Several bus lines stop within short walking distance of the building. Tri-Met Yellow and Green Line MAX trains stop approximately 3 blocks away, at SW 5th & SW Mill. The Portland Streetcar stops just north of the 1900 Building, on SW 3rd & SW Harrison. Note: The City of Portland does not validate parking.

9:00 – 9:15 **Welcome and Agenda Review**

Announcements and Follow up from Last Meeting

- A) SB766
- B) Tour Date

Approval of June Meeting Notes

9:15 – 9:30 **Updates**

- A) City Council Work Session and Consultant Contract Approval
- B) Technical Panel Update
- C) Mitigation Process Update

9:30 – 9:45 **Concept Plan Consultant, Worley Parsons, Introduction**

9:45 –10:00 **Port Terminal Types**

10:00 – 10:15 **Break**

10:15 – 10:30 **Concept Plan Issue Identification, Direction, and Timeline**

10:30 – 11:30 **Discussion**

11:30 – 11:45 **Public Comment (Approximate time slot)**

11:45 – 12:00 **Wrap-up, Meeting Evaluations, and Announcements**

AC Meeting Reminder: 8/19, 9/23, 10/21, and 11/18

Joint City Council and Port Commission Meeting: 10/12

WEST HAYDEN ISLAND ADVISORY COMMITTEE MEETING #7
FRIDAY, JULY 8, 2011, 9:00AM - 12:00PM
1900 BUILDING, ROOM 7A, 1900 4TH STREET, PORTLAND, OR

Meeting Notes (DRAFT)

Advisory Committee Member	Affiliation	Present
Susan Barnes	ODFW	
Andrew Colas	NAMCO	
Andy Cotugno	Metro	X
Pam Ferguson	HILP	X
Rich Gunderson	Parks & Rec	
Don Hanson	PSC	
Chris Hathaway	LCREP	
Brian Owendoff	PBA	X
Sam Ruda	Port of Portland	X
Bob Sallinger Alternate Ariana Scipioni in attendance	Audubon Portland	X
Bob Tackett Alternate Graham Trainor in attendance	NW Labor Council/AFL-CIO	X
Victor Viets	HiNOON	X

Staff	Affiliation	Present
Mindy Brooks	BPS	X
Melissa Egan	ICM (Facilitation Team)	X
Eric Engstrom	BPS	X
Rachel Hoy	BPS	X
Bob Hillier	PBOT	X
Sam Imperati	ICM (Facilitation Team)	X
Phil Nameny	BPS	X
Jonna Papaefthimiou	Mayor's Office	X
Mike Rosen	BES	X
Joe Zehnder	BPS	

Public Attending (name)	Affiliation
Jenny Carlson	WorleyParsons
Bill Dunlap	WorleyParsons
Le Griffin	WorleyParsons
Loren Hettinger	WorleyParsons
Matt Laccinole	WorleyParsons
Susie Lahsene	Port of Portland
Barry Manning	BPS
Greg Theisen	Port of Portland
Chris White	Port of Portland

WELCOME AND AGENDA REVIEW

Sam Imperati welcomed the group and provided an overview of the day's agenda.

ANNOUNCEMENTS AND FOLLOW UP FROM LAST MEETING

Sam Imperati announced that Rich Gunderson has had to resign from the Advisory Committee.

Jonna Papaefthimiou, Mayor Adams' Office, provided an update on SB 766, which has been signed into law. Initially, the Mayor did not support the bill, and then, became neutral after some changes.

In the future, it may have some bearing on WHI. The bill creates an Economic Recovery Review Council (ERRC), which will be appointed by the Governor and is to include representatives from DSL, DEQ, the Oregon Economic Development Council, and others. The ERRC's charge is to designate 5 - 10 industrial development sites per year for the next 15 years. Some criteria for what constitutes an industrial development site are: A) it creates a large number of permanent jobs for land impact and B) the land is already planned and zoned for industrial use. In addition, the local jurisdiction will have input into the designation and would have to support a decision to designate the land. Once it is designated, then permit applications go directly to ERRC.

No environmental laws are circumvented, and the rules of local jurisdiction and state apply, but the permit process is compressed to 120 days. There are limits to who has standing to appeal, the goal of which is to keep things out of court and get projects going. 1,000 Friends of Oregon supported the bill; Audubon strongly opposed it.

Victor Viets: can a project subject to the National Environmental Protection Act (NEPA) be eligible for this type of compressed permitting process?

Jonna Papaefthimiou: no. If a proposed development requires a modification of a comprehensive plan or zoning, then it also is not eligible for this particular industrial designation.

Victor Viets: does it apply to WHI if federal funding isn't required for a project?

Jonna Papaefthimiou: defers response to the city attorney.

Eric Engstrom: it is not yet clear. It does not apply right now, but may in the future, depending upon what happens in this process.

Jonna Papaefthimiou: nothing involving the federal government is eligible for this industrial designation.

Brian Owendoff: notes that the final bill allowed up to 10 sites, a compromise from the original version, which was for 10-15 sites per year. This bill does not diminish or change DEQ or EPA approvals. It is all about the speed of delivery and being responsive to the market.

Rachel Hoy, BPS, announced that there would be another WHI tour on Wednesday evening, August 10, from 6:30 – 8:00 pm. It will be a van tour, slightly different from those in the past, as we will try to get to south side of island. She will send an announcement to the email list serve. There are 25 spots, please make advanced reservations.

Mindy Brooks, BPS announced that the Hayden Island Natural Resources Inventory (NRI) is out for public review. Advisory Committee members received a CD today with their meeting documents. The project team will send out the link via email. Please send comments to Mindy. The public comment period is open until September 30th.

APPROVAL OF JUNE MEETING NOTES

The June 2011 WHI AC Meeting Notes were approved as written.

UPDATES

CITY COUNCIL WORK SESSION AND CONSULTANT CONTRACT APPROVAL

Eric Engstrom: during the cost-benefit analysis discussion with City Council, they settled on proceeding with the two scenario concepts; 300 acres industrial/500 acres preservation and no-build. The Council did not make any final decisions on the timeline or study geography. They requested what Mayor Adams called “concentric circles” of studies, looking at local, regional, statewide impacts. The AC will hear again from cost-benefit consultants in about a month and a half.

The Council meeting is available for viewing on channel 31. There also is a short meeting summary, which staff will send out.

Finally, City Council acted to approve the contract with WorleyParsons. Their team will be introduced later today and they will talk through some of the concept planning.

TECHNICAL PANEL UPDATE

An updated version was distributed today. Staff received additional names from AC members. The document has stars next to some categories as placeholders for those without specific names. If staff does not get names, that interest will likely fall off the list. Two individuals who were recommended were from firms that also bid on the study but did not receive the contract. The City does not want to contact them to ask them to volunteer their time.

Sam Imperati: if an AC member has a good relationship and is comfortable asking the individual from the firm, that is fine. It simply would be too tacky for City to do so.

Rachael Hoy: the list can continue to grow, and staff is still taking suggestions for the panels. The first workshop is set for August 5, Friday, from 8:30-noon. Mindy, Phil, and Rachael are calling folks to ask if they would like to be reviewers and to give details of the workshop. It will be useful and informative to discuss the points of disagreement among the technical folks. Sam will be there to facilitate. We hope to come to resolution on whatever issues emerge, which may change the reports to some degree.

Please note, although we are having a technical discussion on the NRI on August 5th, we have already gone through a thorough technical review and is in the public review phase.

NEW ALTERNATE INTRODUCTION

Ariana Scipioni is here today, representing the Audubon Society, sitting in for Bob Sallinger. She is an Urban Wildlife Specialist.

MITIGATION PROCESS UPDATE

Mindy Brooks briefly mentioned the mitigation memo in the meeting packet. It is intended to outline different component of the process and how mitigation will be addressed. The AC is not reviewing this today, but staff is interested in comments and it will be discussed at a future meeting.

CONCEPT PLAN CONSULTANT, WORLEYPARSONS, INTRODUCTION

Matt Laccinole is the Project Manager for the concept plan work on West Hayden Island. He provided a brief overview of Worley Parsons (W-P). They are an international firm with four primary customer sector groups: Infrastructure and Environment; Power; Minerals and Metals; and Hydrocarbons. It is their goal to assist the City of Portland with a balanced approach to concept planning and alternative studies. They bring the following expertise:

- ▶ Terminal Development and Planning
- ▶ Environmental and Regulatory Processes
- ▶ Rail and Urban Transportation Infrastructure
- ▶ Terminal Operational Experience
- ▶ Park and Natural Area Planning and Design
- ▶ Public and Stakeholder Engagement
- ▶ Economic, Social, Environmental and Energy Expertise
- ▶ Project Management and Team Integration

Matt said that his team understands that WHI is a controversial project with many interested stakeholders, and that for the big picture, this process is aiming to increase marine commercial activities, as well as enhance and preserve the environment and provided appropriate recreational activities.

The WorleyParsons team is:

Habitat/Environment:

- Loren Hettinger, PhD
- Peter Hummel, ASLA, LEED AP

Recreation/Community

- Jim Owens
- Peter Hummel, ASLA, LEED AP

Industrial Port:

- Matt Laccinole, P.E.
- Le Griffin, PhD
- Jenny Carlson, P.E., S.E.
- Bill Dunlap, P.E.

They are excited to get started and are very pleased to have been selected for this project.

Eric Engstrom: added that what appealed to the City about WorleyParsons is their international experience and wide span of practice. We are looking to them for innovative, new ideas.

Victor Viets: can you distribute an organizational chart?

Matt Laccinole: yes, will do, along with a project execution plan.

Sam Ruda: after initial interviews, Bob Salinger/Audubon had serious concerns about the work scope and wanted to take a second look. He wonders what changed since then. It would be helpful for everyone to know.

Matt Laccinole: Bob's concerns were that it looked too much like an industrial project. To address this, we reallocated hours to environmental activities, and ended up with basically a 50/50 split between environmental /recreational and industrial in the Scope of Work.

Eric Engstrom: today we will give WorleyParsons a sense of what kinds of terminals they are developing. This will inform WorleyParsons' work and help develop creative solutions. Clarifying this information will have a big impact on site design. It is not the last word on this, but it is a start. We also wanted to hear the Port's perspective and assumptions.

PORT TERMINAL TYPES, GREG THEISEN, PORT OF PORTLAND

Sam Ruda made a few opening remarks, saying that this work scope came from the City Council Resolution last June or July, with the 300-acre industrial footprint. It was done to take the parameters established by the Council and detail the assumptions that would underpin the development of the 300 acres.

Greg Theisen: noted that 12-15 years ago, the Port was working with a 550-acre footprint, which was later reduced to a 400-acre footprint with the first version of this West Hayden Island process. Now we are here today, with a new WHI AC, and a 300-acre footprint and a 10-15 year planning horizon to work with.

Victor Viets: for clarification, this is a Port study, not one of the studies we have been talking about.

Eric Engstrom: correct. This presentation represents the Port's perspective.

Greg Theisen: so, the question is, we have a new development footprint of 300 acres, what are we going to do with it? We have had three consultant teams working on proposing answers to this. Each one worked from the same set of assumptions and each team presented the Port with numerous different options.

Eric Engstrom: we need to set WorleyParsons on their way with some assumptions. So, instead of a blank slate, we thought it would be good to start them off with what the Port has done already.

Slide 1: Project Objectives

- Determine the potential maritime development options for 300 acres on WHI over 10-30 year timeframe.
- Principal goals of the conceptual development plans include:
 - Maximize land asset utilization, flexibility and operating efficiencies;
 - Minimize the potential for environmental impacts to natural resources especially considering shallow water habitat;
 - Determine feasibility of 300 acres and allow for multiple rail served marine terminals;
 - Expand cargo throughput across Port-owned marine terminals; and
 - Increase the Port's economic contributions to the City of Portland

Slide 3: Planning/Site Assumptions

CATEGORY	ASSUMPTION
Maximum Terminal Footprint	300 Acres or Less
Site Boundaries	<ul style="list-style-type: none"> ● East of PPL/PGE power line easement ● PGE power line easement ● West of BNSF main line ● 100 feet south of OHW line
Existing Utility Corridors	Maintain and continue to serve multiple purposes (i.e. power lines, city sewer outfall, ...)
Overhead Power Line Clearance	38 Feet
Site Elevations	<ul style="list-style-type: none"> ● Ranges between +10 to +40 feet NAVD ● BNSF Main Line at +51 ● Flood aprox. +28.5 feet ● 100 acre dredge material area (+25 to +40) ● Mixed forested land (+15 to +25) ● Terminal development at +30 to +31

Greg said that the above planning assumptions are from City Council and that the parameters include the bridge landing area.

Brian Owendoff: is the City's sewage treatment facility inside or outside the area?

Greg Theisen: they did not subtract it.

Andy Cotugno: does it count toward the acreage?

Greg Theisen: not sure.

Phil Nameny: there is an easement. Most of it is underground pipes.

Victor Viets: question regarding the riparian zone; is that considered to be in the 300 acres?

Greg Theisen: I think it is out, because the boundary is the development area, so you would not count it.

Victor Viets: so the little strip would then be counted toward the 500 acres.

Greg Theisen: correct.

Slide 5: Terminal Assumptions (two minimum)

CATEGORY	ASSUMPTION
Dry Bulk (Covered and Open)	Minerals, aggregates, sand, cements
Dry Bulk (Agricultural)	<ul style="list-style-type: none"> • Wheat • Barley, corn, soybeans • Distillers Dried Grain • Pulses • Mixed
Liquid Bulk	Molasses, fertilizer, chemicals, vegetable oils
Ro-Ro (auto and other)	Autos, project/heavy equipment
Mixed Use	<ul style="list-style-type: none"> • Marine industrial manufacturing • In combination with above

Greg reviewed some of the products that travel through the Port, and where the products come from.

Victor Viets: under mixed use, it was his understanding that the City Council prohibited manufacturing.

Eric Engstrom: no, they did not forbid manufacturing, but they specifically said it needs to be marine terminal use.

Greg Theisen: agrees with you. Not that you asked for advice, but thinks this group should talk to the City Council and Planning Commission about this. It impacts jobs, the environment, and the neighborhood.

Eric Engstrom: they were emphasizing the deepwater aspect, not to aiming to prohibit manufacturing.

Sam read the portion of the Resolution that pertains to this issue: “. . . identify to more than 300 acres for future deep water marine terminal development.”

Eric Engstrom: there are marine terminals that include manufacturing.

Sam Ruda: as an example, they did not want distribution centers that had nothing to do with marine.

Slide 6: Rail and Road Assumptions

Planned Conditions*	Access off Mainline	Auto Facility	Bulk Facility	Mixed Use Facility
Maximum Gradient	0.5% - 1%	0.5%	0.5%	0.5%
Maximum Curvature	7°30'	7°30'	7°30'	10°
Minimum Length of Tangent between Reverse Curves	100 ft.	100 ft.	100 ft.	100 ft.
Maximum Speed	20-30 mph	15 mph	15 mph	10 mph

Turnout Size	#15 - #12	#11	#11	#11
Train Length	9,000 to 12,000 ft	10,000 to 12,000 ft	10,000 ft	9,000 to 12,000 ft
Storage to Working Track (ratio)		1:1	1:1	1:2
Rail & Road Access: Dependent on use and trip generation rate	Road: N. Hayden Island Drive, new Hayden Island road, new road bridge or ferry. Rail: N&S bound, expanded rail bridge, new rail undercrossing from east			

*Based on BNSF Design Guide for Industrial Track Projects

Greg mentioned train length, and that it has been discussed a lot. The range in consideration is 9,000 to 12,000 feet. He showed a slide with example train lengths, to illustrate the challenges as this site gets smaller and smaller. He noted that an advantage is that it is all grade separated so there is no conflict with road traffic, which is a good thing. The greater challenge for design is coming out of the facility. The larger the turnout size, the faster the train can leave.

There have been some new ideas, such as a freight ferry across the Oregon Slough, a truck ferry, and a possible new alignment of a new rail bridge, noting they have not spent a lot of time on that option, due to expense.

The issue of the rail bridge came up in the last AC meeting. People want to know what is the future of the rail bridge. We have communicated some information and history on this to staff, who can pass it along to the AC. They are looking at options similar to what the Port of Vancouver is doing.

Ariana Scipioni: what is the minimum train length?

Greg Theisen: 9,000 feet.

Phil Nameny: the Council Resolution said to try to fit a 10,000 foot train, and if not that, at least 7,500. Nationally, the railroads are looking at 12,000-foot length. However, in the Northwest, there are significant infrastructure improvements that would be needed all over, such as in the Gorge.

Greg Theisen: great point. It is a design issue, which must be balanced with being responsive to the market. Other areas in the county are moving to the 12,000-foot length.

Slide 8: Vessel Berth Assumptions

CATEGORY	ASSUMPTION
Locations	Closest distance from shoreline to deep water as proposed in HDR Study to: <ul style="list-style-type: none"> Minimize dredging Provide vessel berthing area away from the river channel
Structure	<ul style="list-style-type: none"> Pile supported to minimize impacts to river flows and water habitats Assume a +20 NAVD elevation Use of cause way or trestle for access to minimize impact to shallow water habitat

Shallow Water Habitat	Minimize impacts to shore and adjacent river areas from +4 to -20 feet CRD
Public Beach Access	Maintain 100 foot set back from OHW

Slide 9: Consultant Guidance: Terminal Characteristics

Terminal	Commodity Types	Terminal Size (acres)*	Modal Split
Ro-Ro	Autos, project/ heavy equipment	50 – 100	85% Rail, 15% Truck
Dry Bulk (Covered and Open)	Cement, soda ash, potash, gypsum, clay, fertilizer, salt, minerals, iron ore, aggregates	30 – 150+	90% Rail, 10% Truck
Dry Bulk Silo	Agricultural	100 – 200+	75% Rail, 5% Truck, 20% Barge
Liquid Bulk	Molasses, fertilizer, chemicals, vegetable oils	10 – 50	50% Rail, 25/25% Truck/Barge
Other	Deep draft marine industrial	30 – 100+	NA

Greg said that on the above chart, numbers on left of the Terminal Size range are historic; the right side is where the market would like us to be.

Victor Viets: the object here is we have deep water and rail, and we want to get as much terminal activity as possible out of it. We want to maximize opportunities to overlap uses to get the most out of it.

Eric Engstrom: as we transition into the next stage of conversation, the terminal assumption slide is key for this committee to consider. We want to know what the AC thinks about the terminal types. This is what the Port thinks, and we really want the AC's feedback.

Greg Theisen: Also, consider containers, which are not currently identified in the forecast as having increased demand in the future. We think Terminal 6 can handle it.

Andy Cotugno: regarding minerals, "aggregates" does not make sense to him. It is not deep water, it is shallow water. Is there a need for deep water?

Greg Theisen: not on the cement side; yet. Ashgrove and Glacier NW bring in ships from Asia with materials. There are a lot of different kind of cement, and thus, terminals. He is going with what Victor said about maximizing use. There is a market for the material coming out of the Columbia, and they want to figure out if there a place for creating a re-market for that material.

Ariana Scipioni: would WHI be the primary place for a drudge disposal facility?

Greg Theisen: yes.

Eric Engstrom: but with terminal development, Port would have to find another location.

Victor Viets: regarding coal product, there could be other types of cleaner minerals – like potash that would require other infrastructure facilities. Is it feasible to ask the consultant to look at the area south of Oregon Slough to handle train unloading and conveyor product to storage and ship loading facilities? Again, maximizing use of deep water for ships, but not constrain ourselves with all of the rail needed. Believes we could easily get clearances.

Sam Ruda: there is another way of looking at it, as well, which is access to the north.

Victor Viets: there is conflict, but is that something that could be looked at. You would need a conveyor and if you come in from the south, you would need a new bridge, and you would need to consider if that is a cost effective way to develop.

Greg Theisen: in terms of our guidance to the consultants, we asked them to consider it from a movement and operational perspective. They discussed opportunities and constrains in their results.

Eric Engstrom: current instructions to WorleyParsons are to conduct their analysis on-site as opposed to off-site. As we are searching for international innovations, these ideas may be worth looking at more in-depth, if we find examples of anyone having been successful in separating terminal, rail, and conveyor functions.

BREAK

Sam Ruda: to add to one of the slides Greg referenced about “minerals.” Mineral bulks is a common term, it is not a sneaky way to work coal into it. Wanted to be very clear about this point.

Matt Laccinole: agreed; coal is not classified as a mineral.

CONCEPT PLAN ISSUE IDENTIFICATION, DIRECTION, AND TIMELINE

Eric Engstrom introduced this topic, noting that WorleyParsons will be listening in, but is not the focus of this conversation. He noted that there are many moving parts regarding site design parameters, and that the AC ought not to get bogged down. WorleyParsons will produce information about that aspect. What we want to do is talk about the key issues, referring the group to the WHI Concept Planning Issue Identification Table (4-5-11 Working Draft). The issues matrix has been boiled down to the top five, as noted in the WorleyParsons memo.

Eric said that in the future, the AC would also have a conversation about developing evaluation criteria, noting there is a distinction between engineering parameters and evaluation criteria, and how the criteria will inform the preferred concept plan. Today, we will have a conversation about the W-P memo and Greg’s presentation regarding the Port’s assumptions. Staff and W-P wants to gain a thorough understanding about what is important to the AC.

The following list is originally from Community Working Group, part of the first WHI process, and was re-printed in the WorleyParsons memo:

In summary, the CWG Working Group Principles relating to multiple aspects of the project are:

1. A net increase in ecosystem function.
2. A positive contribution to regional economic health (e.g., jobs, wealth).
3. An economically viable port facility.
4. A positive contribution to the local community (e.g., health, transportation, property value, recreation facility, and opportunity).
5. An addition to, not competition with, the regional port system.
6. Public access opportunities to WHI.
7. Sustainable scale for land use included as part of the option.
8. Flexibility to accommodate the unknown future.
9. Taking advantage of the unique aspects and opportunities on the site.
10. Consideration of impacts on multiple time periods (i.e., current, mid-range, and future).
11. Consideration of impacts on multiple geographies (i.e., local, sub-regional, and regional level).

Andy Cotugno: what does #7 mean?

Eric Engstrom: may need to refer to report that Ann Squire wrote. *Note: actual wording for the CWG principle is “Sustainable scale for ANY use included as part of the option.” This may have a clearer meaning.*

Ariana Scipioni: commented that she feels the 6/25/11 scope of work on mitigation is not clear; would like more information.

Mindy Brooks: good point, it will be updated.

Eric Engstrom: referred to Bob Sallinger’s email from this morning regarding mitigation issues as a reference to the above comment.

Sam Imperati reviewed the WorleyParsons memo, asking the AC if they have any issues with it or see anything missing that ought to be there.

Eric Engstrom: Exactly, staff is looking for feedback on whether or not they missed something, or perhaps, if there is an issue on there that should be struck.

Andy Cotugno: comment regarding Economic #2, “may be of concern in relation to labor issues” what does that mean and how does it impact this?

Sam Imperati: labor union, safety, and workday issues. We have standards that may not exist in other parts of the world. Thus, we may need to look at that.

Sam Ruda: it is a natural tension with labor; they want as much jurisdiction as possible over how the work is developed. Likewise, terminal operations will want as much automation as possible. It is an acknowledged tension. To be frank, those issues will likely come up more with a new facility, because there is no past precedent. It is not about union or non-union, it is about jurisdiction.

Andy Cotugno: automation is the most impactful issue on site design.

Victor Viets: comment regarding #5, “long term, short term job creation.” Does that mean we should favor a manual labor focus? How do we accomplish that?

Sam Imperati: just to be clear, these are not presented in order of priority, nor are they mutually exclusive. We are simply trying to fully understand the issues this point.

Phil Nameny: (referring to large issues list) W-P simply boiled it down for ease of use.

Victor Viets: his concern is not just jobs at terminal site, but regionally. Thus, how do we do this project, related to #2 for instance, and #5? How does that determine the products we move?

Sam Imperati: we have to find the Pareto Optimum balance point. There are tradeoffs in all of them.

Victor Viets: is this focus on terminal developments a Portland region focus, an Oregon product focus, or is it that we do not care what comes and goes as long as the Port makes money?

Eric Engstrom: he believes the City Council wants to maximize local economic development, along with positive impacts to the region. Of course, this is tricky because it is a concept plan, so we cannot be overly specific on every detail.

Sam Imperati: the cost-benefit consultants will offer some suggestions on how to create this balance. They will come back and tee this conversation up.

Eric Engstrom: yes, and one of their considerations should be local benefits.

Andy Cotugno: comment regarding #6b; is it really intended that public access to the beach be right at terminals? And he does not understand the second half of the phrase.

Mike Rosen: comment regarding preferential access for residents, but also has the same question as Andy. There may be other places where we would provide recreation access.

Sam Ruda: this is tricky because it is new marine facilities. Broadly speaking there is a sense that there is room for beach access and public access. He does not think it is adjacent to a dock, but we know access is missing from East Hayden Island, so trying to do better on WHI.

Andy Cotugno: general public access is appropriate, but not at terminals; no need to limit to residents. So change both.

Victor Viets: the ideal is to be able to circumnavigate the island along the beach; if you have a 100-foot setback and an elevated dock facility, etc., he does not understand why we cannot have it.

Sam Ruda: it is not precluded, but it may not be feasible.

Sam Imperati: it is an option if it can be balanced safely with other related activities.

Sam Ruda: another comment on economics and terminal planning. Is the idea to support the whole unit train viability? Seems to him to be a fundamental issue.

Sam Imperati: add something like “explore unit train viability.”

Victor Viets: development boundary is not just 300 acres, there is also supporting infrastructure, such as the bridge to consider.

Sam Imperati: WorleyParsons has the document from City Council with the parameters.

Phil Nameny: infrastructure supporting the terminal is included.

Victor Viets: was going by terminal development boundary. It goes beyond that.

Phil Nameny: we can strike word “boundary.”

Greg Theisen: Manheim auto auction site was an area that could also get considered. This option was provided to the Port’s consultants. Not sure if you want to instruct WorleyParsons to include it.

Eric Engstrom: translation to WorleyParsons: in their site design, if they find a way to make everything work better, the Manheim land is in play as part of the development.

Sam Imperati: moving on to the environmental section.

Andy Cotugno: #2, “develop buffer areas.” What does that mean? What is a buffer area? Does it not have development on it or a resource that is different from other resources? If there is guidance to develop it, what should it look like? His comment also applies to #6 in Economic.

Sam Imperati: so what does this mean, how should it be counted, and what are we telling W-P to do?

Mike Rosen: when we are talking about a buffer, if there is construction that goes right up to the border of the natural area or there is an important habitat area, it would be a consideration for some sort of transition zone. Not sure how hard and fast this is, but it should be a consideration. For example, there should be no pile driving next to a bald eagle nest. To Andy’s question, what should a buffer be? Not sure situational.

Eric Engstrom: Mike would you agree that where we count the acres depends upon the function of the buffer.

Mike Rosen: good question. We could look at it strictly, but not sure that is the best route. Best to describe it as a consideration that works best for both uses. We are trying to indicate an intention to do this.

Andy Cotugno: not a continuous concern along the full edge, but more for significant habitats.

Ariana Scipioni: the guiding principle for creating buffer zones relates to net-increase in ecosystem function. Thus, you want the buffers in place to support this principle.

Mike Rosen: to him the buffer is about not diminishing existing function.

Sam Ruda: regarding #5, “integrate recreation uses.” He does not think anyone would say no to that. However, the issue is restoration and recreation – are they equal players here? It relates to our vision of the island. Both are really important. Does recreation trump habitat, does habitat trump recreation?

Ariana Scipioni: does not think they are equal, the City Council said nature based recreation rather than higher-impact types of recreation such as boating.

Mike Rosen: recreation is a necessary component, and he thinks it is along the lines of what Ariana was saying.

Andy Cotugno: what instruction are we giving regarding #3, “improving water quality?” He is challenged to think of ways to design the site to actually improve water quality.

Mike Rosen: could be improving the quality of water coming off the site. But, you make a good point – we want to set realistic expectations.

Eric Engstrom: also related to restoration, isolated ponds versus flowing water, etc.

Mike Rosen: yes, but nothing obvious comes to mind.

Ariana Scipioni: think back to the environmental design plan, which provided all types of different improvement options; there are multiple ways to restore and improve habitat for salmon, for example.

Andy Cotugno: you do not want to create a parking lot with a lot of oil run off that would require a mitigation of the water quality.

Sam Ruda: perhaps wording like “consider means to minimize water quality impacts.”

Sam Imperati: moving onto Social. #1 is an obvious statement, not a guiding principle. What does this mean and what guidance do we give to W-P.

Andy Cotugno: #2 is the same as #1, definition of possible impacts. Need to focus on design guidance to mitigate.

Mike Rosen: yes, seems redundant. Pam?

Pam Ferguson: the only thing she sees here is the Manheim property gets us even closer to our community, were it to be developed. It’s only about 500 feet from some of our residents, which will obviously impact property values and have health impacts, etc.

Eric Engstrom: the Manheim property could also be used for recreation or buffer.

Mike Rosen: he was thinking more along the lines of what Eric said, to get the train to fit in 300 acres.

Greg Theisen: just put that on the table as something to consider. The more examined access into the site if more constrained, so this is just an option to consider and be discussed. It is not based on the fact that the train cannot fit – the train can fit.

Eric Engstrom: road access, straightening the road and going under the railway could offer some benefits.

Phil Nameny: comment regarding #1 and 2. Both are statements. 3 – 5 are looking for ways to make improvements. Suggests combining 1 & 2 to state: “consider site design issues that minimize impacts,” or something to that effect to make it more of a statement. Would that help?

Eric Engstrom: traffic; can you control or do traffic calming if there was a second bridge so trucks must go onto the bridge instead of EHI?

Brian Owendoff: limited truck access on a potential new road on a potential new bridge.

Eric Engstrom: there will be benefits to letting Hayden Island residents have access, but the road should be designed to limit impacts. It is a whole different story if there is no new bridge.

Sam Imperati: does the AC have any overall guidance to W-P today? This is not the last opportunity as it is an iterative process that will evolve over time.

Sam Ruda: from a Port of Portland perspective, we know what we know because of what we work on. But, when you look from a different perspective, we rely on the expertise of others and their knowledge of what is going on out there in the larger world. We want to include innovations and creativity that WorleyParsons can provide. We know a lot, but really looking to W-P for their expertise.

Victor Viets: comment regarding the choice of types of products that we ship in and out; we should have documentation of potential environmental impacts and who is going to benefit from the type of product and the jobs it creates. We need factual info on each type of product. This will help with making recommendations. It would be helpful if it could be presented all info in one place, including what is being done with products internationally. So, we are not just drawing a terminal on a map, but including broader considerations.

Sam Ruda: in a concept planning process, there are some conundrums. If you had said to the Port of Vancouver five years ago, "the largest mining company in the world is going to be developing a potash facility on your property," they would not have thought so. The point being that we need to think broadly because you never know what happens. The Port thinks it is viable, but there are many unknowns and we do not want to be boxed in.

Eric Engstrom: agrees with Sam. To illustrate a concept, we have to write something down. As we explore options, we have to understand the range of types of terminals, knowing it may be something entirely different that gets developed.

PUBLIC COMMENT

Sam Imperati asked if there were any members of the public present who wished to comment. There was none. Discussion continued.

Sam Imperati referred to slide 3 from the Port presentation, Planning/Site Assumptions. (Note: NAVD stands for North American Vertical Datum)

Eric Engstrom: the city and other entities use different vertical data. The City does not agree with North America on what "zero" is.

Sam Ruda: wants to be clear; what are we talking about?

Sam Imperati: W-P will take an independent look, but if there is something, the Port told their consultants, we want W-P to know about it.

Matt Laccinole: regarding draft vessel size, he does not see any reference to that assumption. Did you characterize a tonnage?

Greg Theisen: no, just depth.

Matt Laccinole: concerned with tonnages as that is changing in the industry around the world.

Pam Ferguson: this is the first time she has seen anything like this, it is very helpful. This is so important to her and her neighbors because they are very concerned about types of impacts as compared to types of industries.

Sam Imperati: question to the AC: are we asking them to come up with something that is the most viable? Or, do we want to bracket the discussion with one end of the spectrum and the other?

Eric Engstrom: as a point of process, their work plan has them developing two alternatives in the first stage, and out of that comes a preferred concept. In the development, there may be some of the bracketing Sam noted. It is important to figure out.

Andy Cotugno: you do not have a client, you do not know what the “preferred” is – you are trying to do a zoning code. So how do you write a zoning code?

Eric Engstrom: correct.

Andy Cotugno: the product of this process would establish the regulatory parameter any future development would have to live with. It could say we expect this kind of terminal will have these kinds of impacts. The site design process will help inform zoning code, and the cost-benefit analysis will help City Council decide whether to adopt at all.

Sam Imperati: from this discussion, it sounds folks are saying we need to bracket it.

Eric Engstrom: one of the functions of the preferred alternative is for the cost-benefit consultant to take a preferred concept and compare to a no-build, so we know what it is we are studying.

Victor Viets: bracketing a category of products or individual products? He is having a little bit of trouble figure out how flexible to be. A single concept with single price will not work. We want the full range of possibilities. Bracketing makes sense, so when this thing gets zoned, it will be capable of accommodating any of the products we are talking about.

Eric Engstrom: for planning, we need to pick some assumptions, create a likely concept that is viable today, plan around that, and still state assumptions around how things could be different in the end.

Sam Imperati: this also relates to the SB 766 issue; if Bob Sallinger were here, he would say prior to SB 766, the community was OK with leaving some things to the ultimate development stage. Now, they will be less willing to do so and want things more locked down as far as what the mitigation will be. Not trying to tilt the conversation to one side or another, he is simply making sure this perspective is represented. So, how do we work in both flexibility and locking things down?

Susie Lahsene: comment regarding Andy's message that this is about creating zoning code. The Environmental Impact Statement (EIS) would be the next step, and that is when the specificity would be looked at in detail. We have to remember that zoning code provides some functions, but still have to go through the EIS.

Sam Imperati: yes, and Bob's message is that there was more willingness pre-SB 766 to let that be deferred until actual development.

Victor Viets: unless SB 766 is trumped by NEPA.

Sam Ruda: correct.

Victor Viets: if that is true, then Bob is covered.

Andy Cotugno: a Port is not a federally funded project, but NEPA is always part of permitting because of the river?

Susie Lahsene: yes. We are subject to either a federal review of permits or a full EIS.

Eric Engstrom: yes, also it is likely there will be some federal money involved at some level, thus precluding SB 766.

Sam Imperati: anything further?

Eric Engstrom: what he has heard from committee in past, on open space and 500 acres, is that we should be trying to maximize the functional ecosystem values on that part of the site. So, we are trying to go beyond and look at it from an ecosystem services point of view.

Sam Imperati continued the review of the Port's presentation, asking for questions or comments regarding the Rail & Road Assumptions (slide 6) and Vessel Berth Assumptions (slide 8).

Victor Viets: question regarding +20 NAVD assumption. Does that allow enough sunlight under the docks? If it is not critical, then maybe it does not need to be design limit.

Greg Theisen: will confirm.

Sam Imperati asked for questions or comments on slide 9, "Consultant Guidance: Terminal Characteristics."

Eric Engstrom: will have to get our assumption in order about that.

Victor Viets: Also, consider overlaps and site sharing.

Greg: we would be happy to share the results of this work; we did not land on one concept, but multiple opportunities. He referred the group to the last slide, which shows Rail Access Options. You have to consider how many breaks in the tracks, how many overcrossings, among other things. Another element that will help with specificity is the use, and how will it create jobs. The exercise here will help determine the direction we go.

Eric Engstrom: a lot of concept design concerns infrastructure, not just terminal type. We may pick a terminal type to illustrate the infrastructure needs, but will also show what other terminal

type options are workable, including their possible traffic impacts and public health impacts. We will not necessarily go into which flavor of mineral.

Victor Viets: regarding the cost-benefit analysis, he thought what we were working on was the public aspect – at this point he does not care about the Port. He thought the city wanted to know what it is going to cost them.

Eric Engstrom: it is broader than the impacts to City of Portland. Not yet sure what will be public and private costs.

WRAP-UP, MEETING EVALUATIONS, AND ANNOUNCEMENTS

Sam Imperati thanked everyone for a good meeting and asked AC members to please fill out a meeting evaluation.

Upcoming meetings:

- AC Meeting Reminder: 8/19, 9/23, 10/21, and 11/18
- Joint City Council and Port Commission Meeting: 10/12

Sam acknowledged a prior comment from Bob and others regarding honoring the meeting schedule, and noted that September 23 is a changed date. W-P will be rolling out some preliminary concepts and needs additional time.

Sam also reminded folks that there would be a post-lunch meeting with WorleyParsons that everyone is welcome to attend for the sake of process transparency. Bob Hillier from PBOT will be there to add transportation information.

Victor Viets: it would be helpful if the Port's prior work were distributed to the AC.

Sam Ruda: thanks to City for letting the Port present this work. It is very much appreciated.

NOTE: PLEASE SEE POST-MEETING, MEETING SUMMARY FOLLOWING THE EVALUATION SUMMARY.

JULY 8, 2011 WHI ADVISORY COMMITTEE MEETING EVALUATION

Five evaluation forms returned

1. OVERALL MEETING QUALITY:	Poor	Fair	Good 1	Very Good 4	Excellent
2. PACING:	Too Slow		Just Right 1	Too Fast 4	
3. CLARITY PRESENTATIONS:	Poor	Fair	Good 1	Very Good 4	Excellent
4. DOCUMENTS:	Poor	Fair	Good 2	Very Good 1	Excellent 1
5. DISCUSSION:	Poor	Fair	Good	Very Good 4	Excellent
6. MOST USEFUL?					

- Port criteria
- Port presentation
- Port terminal types (thanks, Greg!)
- Review of potential terminal types with acreages

7. LEAST USEFUL?

- Concept plan issue identification/repetitive
- Further discussion of SB 766...does not apply to WHI as written in law, created in a bipartisan way in conjunction with environmental group 1000 Friends of Oregon

8. COMMENTS, SUGGESTIONS, OR QUESTIONS?

- Maybe we should have tours of existing terminals at POP and elsewhere on the river instead of only going to WHI.
- Thanks, Sam! (Sam shockingly did not say this!)

POST-WHI AC MEETING WITH WORLEYPARSONS

In Attendance

Le Griffin, Loren Hettinger, Matt Laccinole, Greg Theisen, Ariana Scipioni, Bill Dunlap, Bob Hillier, Rachael Hoy, Eric Engstrom, Victor Viets, Jonna Papaefthimiou, Sam Ruda, Phil Nameny, Chris White, Susie Lahsene, Ning, John Gillam, Sam Imperati, Melissa Egan, Phil Healy

Agenda

1. Follow up from WHI AC meeting on Terminal types discussion
2. PBOT transportation work elements and timeline & relationship to overall timeline and work components
3. Worley Parsons transportation work elements and timeline & relationship to overall timeline and work components
4. Operational Efficiencies: defining reference port characteristics or similarities for WorleyParsons work
5. Communications/Process discussion
6. Wrap up

Follow up from WHI AC Meeting on Terminal Types Discussion

Eric Engstrom: did you hear anything, any takeaways?

Matt Laccinole: the Port's presentation was good history. There was lots of talk about terminal types, but not too much on environmental issues. He wants to be clear that concepts will include all. Overall, the meeting gave them good insight to the concerns of the AC and key issues.

Eric Engstrom: we did not hear a lot of pushback on types of terminals. As a group, would you say we have a collective sense of what we are talking about?

Matt Laccinole: bulk, autos, potential manufacturing. Density of different products, issues related to certain products, but the layout is similar.

Eric Engstrom: things he was hoping to get out of meeting were to get some sense of whether or not we are on the right track for terminal types; also, to flag any big misjudgments on descriptions of what is key. He did not hear anything major, mostly issues around the edges on details.

Matt Laccinole: agreed; it was largely folks gaining an understanding of what certain technical things mean.

Eric Engstrom: yes, what does preferred alternative mean, getting a handle on how we describe that. Creating a preferred on how something might look, but need to communicate that this is not necessarily the thing that gets built. First step is to develop a couple good alternatives; then, make the preferred the one that gets at the most issues or the one that is most financially viable.

Matt Laccinole: would like to hear from more people on that aspect.

Chris White: could it have many flavors, variations to it.

Eric Engstrom: big design choices to have access with rail and road infrastructure would be easy to show a variety of terminal types within that. But, need to get at infrastructure needs.

Victor Viets: if we are going to model something, we need to know the brackets. Do not want to rule anything out. If we do not need a bridge, we do not want to force a bridge. Model the two extremes and see how far apart they are.

Matt Laccinole: comment regarding the 12,000-foot train. He has been in a lot of conversations about this lately. Are we really there? He thinks some would like to go there to increase economic efficiencies, but for foreseeable future, it will likely continue to be a 125-car train. Should they put a restriction on it? What do folks think?

Phil Nameny: City Council indicated a preference for 10,000 foot. If there are opportunities to expand, ok, but the parameters are within a 10,000-foot loop. It is what we are shooting for. If you can fit 12,000 ft, that is fine.

Greg Theisen: nobody could land a 12,000 ft train.

Sam Ruda: there is nothing you have said that I would argue with. The 12,000 foot is aspirational. One of the traps when doing planning, you set parameters as you know the world today. Want to be informed by today's' situations, do not want to go less than 120 cars, unless there are physical constraints. The grain terminal is on 65 acres, EGT terminal in Longview is closer to 120 acres. We just want to try to optimize. 12,000 ft is outside the City Council resolution, which he always defers to.

Matt Laccinole: question on bulk products. Is there anything other than coal that the AC says, absolutely no way?

Sam Ruda: for various reasons, coal is very topical right now. The Port volunteered to take it off the table so it does not politically cloud the discussion.

Eric Engstrom: the City has been vocal in trying to shut down PGE's Boardman coal plant, so it should not simultaneously be vocal in facilitating coal imports or exports. In addition to that, probably not petroleum.

Matt Laccinole: so, no hydrocarbon producing materials.

Sam Ruda: also, it is not likely to be a future cruise terminal.

Matt Laccinole: question on recreation and what recreation means. He understands the preference for not having motor boats, but what does it mean? Walkways, bike paths?

Eric Engstrom: we have to be supportive of the restoration. People use the island now and will continue to do so. Some planned recreation will help control the inevitable use. So, think about what are the best facilities that would accommodate that type of use.

Sam Imperati: are there Native American issues to consider?

Eric Engstrom: the Grande Ronde tribe has been talking to City on how we manage our open spaces. Such issues could come up in this. Perhaps a small long house facility? The City has not weighed in, but the topic and conversations are brewing.

Matt Laccinole: would that be part of the acreages?

Eric Engstrom: likely part of recreation.

Phil Nameny: if there were development associated with recreation, where would that go? At the staff level, we are creating a recreation analysis and summarizing the work ENTRIX did. This will be ready shortly.

Eric Engstrom: noted non-motorized boat landing, boardwalk, and walking trails.

Rachael Hoy: biking would have to stay connected with an access road.

Matt Laccinole: so, nature trails.

Eric Engstrom: folks gravitate toward end of island.

Loren Hettinger: ...

Eric Engstrom: NRI, applied elements to that, too. Regarding what the highest value natural resources are, his big priorities have always been shallow water and wetlands, and maintaining a contiguous forest.

Introduction of Phil Healy, Transportation Planner with the Port of Portland.

Eric Engstrom: the beach is currently used as recreation.

Victor Viets: a concern from the resident perspective is security. We currently have security problems with transients trying to live there. The Port has a regular patrol. They are open up to partial access, but concerns about safety are increasing.

Chris White: comment regarding ADA accessibility; needs to be part of discussion, and a consideration in the design of facilities.

Susie Lahsene: question regarding boat access; are residents still looking for that?

Victor Viets: a boat ramp where auto yard is right now is desirable, if that is possible. Acknowledged it is an intense use and would increase high-speed boat access and increase noise. But that is the most significant marine access that would be helpful. We have hundreds of boats out there fishing and no public ramp on the island.

Greg Theisen: mentioned option of interpretive centers.

Eric Engstrom: is the Port interested in having interpretive centers that talk about the Port?

Susie Lahsene: yes.

Matt Laccinole: Have there been any recent cargo analysis and/or forecasting?

Sam Ruda: yes.

Eric Engstrom: most recent was last year.

Sam Ruda: cargo forecasts should inform, do inform, and are good guideposts, but we could be surprised about future development. It is essential to remain open to market dynamics. Does not discount forecasts, but notes that in the container industry, forecasts are always wrong. Encourages folks to look at them with some degree of healthy skepticism.

Sam Imperati: there are no facts about the future, he said with profound yet modest confidence!

Sam Ruda: a lot of growth can be accommodated with existing facilities.

Eric Engstrom: if you look at old versions of WHI planning, you would see containers. So, that is different.

PBOT transportation work elements and timeline & relationship to overall timeline and work components and Worley Parsons transportation work elements and timeline & relationship to overall timeline and work components

Eric Engstrom: referred to timeline, noting a few milestones:

- Start up tasks
- Operational efficiencies research
- Rail infrastructure
- Transportation
- Environmental recreation
- Public involvement (month of October)
- Refinement and development of final product

In terms of transportation, some data trading that needs to happen, design coordination, and evaluation of impacts at the end. In this conversation, we are looking for specific points of interaction between PBOT and WorleyParsons.

Bob Hillier: PBOT is developing a base model. Transportation impact report will be the basis and they are creating concept scenarios.

Susie Lahsene: are you using Metro's TAZ?

Ning: yes.

Susie Lahsene: off Hayden Island, will you be using PBOT's?

Ning: yes

Susie Lahsene: terminal 6 development

Ning: On CRC, we did a subdivision of the TAZ. For the land use part, we did a subdivide of the TAZ; very detailed work went into it.

Susie Lahsene: would it be ok if Phil looked at your assumptions?

Ning: yes.

Matt Laccinole: would like to see that as well.

Eric Engstrom: what is the target date for the draft, transportation impact reports?

Bob Hillier: July or August.

John Gillam: we are looking at three major efforts:

- Transportation impact assessment – street capacity sufficiency, compatibility issues
- Infrastructure – more about transportation infrastructure itself, both on and off the island
- Policy analysis – working with BPS on comprehensive planning, etc.

The infrastructure part is to look at what is on the island, and what is ahead regarding annexation. Infrastructure costs, life-cycle costs. If the island becomes part of the city, we will want to know costs. And, like Victor mentioned, we have to consider services.

Susie Lahsene: question regarding service obligations.

John Gillam: by service obligations, we mean police, etc.

Eric Engstrom: WorleyParsons is part of this, but the end game the city is trying to get it is a full report with all these aspects of this. A big part of WorleyParsons scope is on-island impacts and what off-site impacts might be.

Matt Laccinole: regarding what you are looking for off-site, would like more information.

John Gillam: scope calls for four scenarios. The way we scoped it out was to look at a reasonable high from an off-site impact perspective. Transportation models are not as good at industrial development analysis. They are looking for expertise from Port on this on things like trucks and where are they going.

Bob Hillier: Also, mode split and what assignment they take. Scenarios will be done with and without a new WHI bridge.

John Gillam: to re-cap, the scenarios will be:

- High impact
- Mitigation analysis
- With bridge
- Without bridge

Bob Hillier: described boundaries of sub area: I-5, 205, ...

John Gillam: the federal EIS for CRC will be available in October, and thinks we need to do this analysis with those assumptions.

Eric Engstrom: it is a wildcard that may not impact us, but it has to be considered.

Bob Hillier: the proposed intersection design really discourages cut-through trips.

Greg Theisen: for rail flow volume capacity, how is that happening?

John Gillam: unsure; not PBOT.

Matt Laccinole: when you start looking at a concept plan, need to know through put for these facilities. We will have to have assumptions around it.

Eric Engstrom: trying to get feedback on the railroad study.

Matt Laccinole: for rail, we could give you the number of cars per ton.

Bob Hillier: looking for a defensible analysis, including international, and that really depends upon the space in the facility. We will have to have that conversation then loop back to terminal.

Greg Theisen: the railroad market says, "you bring us the business and we will serve you." If this question were to come from the AC regarding the railroad, is that a sufficient answer? It is certainly the answer you hear in the market.

Le Griffin: question regarding Greg's presentation, and modal split. Is it based on current capacity or targets?

Susie Lahsene: it is a snapshot in time based on what they see in terms of mode split.

Le Griffin: so, it is current conditions.

Eric Engstrom: want to narrow in a little on the timeline. Next month data trading is the critical path; July or August for draft, transportation impact report. It either runs parallel or feeds in.

Matt Laccinole: parallel. Cannot wait, they will feed each other. They do not need their information to develop their concept plan.

John Gillam: what they need to do their work is a high-end assumption for maximum off site impact.

Susie Lahsene: also, number of trips per unit of activity and distribution.

Eric Engstrom: Port has provided some of that, but the missing part is the destination discussion. Also, volume in mode split.

Matt Laccinole: you guys can go ahead and do yours and then we can go ahead and feed you information.

John Gillam: our analysis is in two parts. Once we have the first batch of information, they can start their work, approximately in a month. This is probably a 30-day assignment. As the process moves along; then, the mitigation scenario comes at the end when there is a little more information available.

Eric Engstrom: assuming bulk mineral, agriculture, and autos are primary kinds of terminals; do we need a chart for the range of each of those, including likely destinations?

Matt Laccinole: We will put together a spreadsheet with bulk commodities, mode breakdown, average tonnage, etc.

Victor Viets: there has been a lot of prior discussion about a bridge. To him it seems foolish to do a maximum impact scenario with no bridge. You have to override the model, and say, by

directive, all have to use the bridge. The neighborhood has been told there will not be major impacts. With the minimum, you could see how much traffic would the neighborhood tolerate – would generate a whole lot of resistance to the projects focusing on the high end.

John Gillam: focusing on a reasonable high, not as a proposal, but to understand the nature of how truck trips and auto trips. If we try to manage this at the beginning, we will not get a good understanding of what the natural impacts are.

Eric Engstrom: the bridge is expensive, need to model what it is like without it.

Victor Viets: we have already done that.

Eric Engstrom: any kind of funder of this infrastructure is going to need to know what in the world this is going to look like without it.

John Gillam: Victor what you are talking about will be part of the mitigation scenario. We do need to know what it is.

Susie Lahsene: on all of this, the trip generation rates we find are a lot bigger than reality. They take a single point in time and use that as basis for trip generation. They do a particularly poor job measuring marine terminals. They do their own traffic counting and have done numerous studies. We want to provide most current, accurate numbers.

Sam Ruda: is there anything that may happen or change with CRC?

Susie Lahsene: funding, as John alluded to earlier. It is a long-range forecast, so that will be factored in.

John Gillam: part of regional transportation plan, they are using 20-year window.

Eric Engstrom: the assumption is that it is out there. The East Hayden Island interchange is not designated as a mixed use, intensive urban setting. It is not ideal place to shove truck traffic through. That is the other driver behind the bridge.

John Gillam: yes, part of the policy analysis. The impact analysis is one thing; then, the policy looks at impacts and other factors.

Ariana Scipioni: question regarding recreational trips.

Bob Hillier: whatever development assumptions we come up with have to be defensible. If they are different than ITE, we need to be able to say why and why it is better.

Loren Hettinger: does that introduce boat traffic?

Ariana Scipioni: motorized or non-motorized? Hoping for more non-motorized.

Eric Engstrom: regarding boat traffic, the river itself it not at capacity, its more about compatibility of uses.

John Gillam: different sorts of trips than our usual analysis.

Operational Efficiencies: defining reference Port characteristics or similarities for WorleyParsons work

Eric Engstrom: during the discussion with AC concerning types of facilities; it mattered to you what types of facilities you were looking for and when you are looking at “similar” ports, what does that mean?

Le Griffin: reviewing City of Eugene and what was important for communities; have a lot of expectations on the case study. They tried to come up with some sort of agreement about how far we go. We want to be efficient with our time and to narrow as much as possible.

Regarding the types of terminals, they need to be supported in market. Has to be viable port activity, create jobs, and make positive impacts.

- 1) Market forces
- 2) Rail is big component
- 3) Size of development, boundaries
- 4) Commodities that can co-exist; shared uses

W-P will take all of this into account; they want direction from Port about types of terminals and to confirm: bulk, liquid bulk, not petrol, not coal, and mixed manufacturing.

Regarding the case study, with the available technology, when it comes to efficiency of operations, we need the right combinations of people, process, and technology. One key component is labor issues. Wants to know, as Sam Ruda said, what is out there. Which way do we go?

Greg Theisen: noted some PPT slides compared measures to Rotterdam and some in US.

Sam Ruda: because this is a greenfield, so to speak, we should not discount whether or not we can do it. Do not want to exclude anything.

Eric Engstrom: do not screen it out regardless if it is viable under our labor conditions or not.

Susie Lahsene: cautions about creating unrealistic expectations.

Sam Ruda: as long as it is framed like that, we are all rational people, and he just hates to take things off table.

Le Griffin: 1) viable port operations – if we come up with some things in terms of footprint, but may be too costly; 2) the case study, using storage structure instead of open space. Many things can impact the community.

Sam Imperati: to re-cap what we have heard: do not filter research results for anything that may get a reaction. Do not make political judgments as to whether it is good or bad.

Eric Engstrom: bounds, focusing on certain types of cargo; also similarity in terms of scale of operation, e.g., this is an interesting thing that Hong Kong did even though the scale of their economy is different.

Le Griffin: after the case study, given footprint and the size and of type of terminal, we can come up with tonnage, then modal split, then truck traffic. That is what she envisions that they will come up with. If they go with something that is very high technology,

Matt Laccinole: development of case study is going to be crucial, taking the AC decision, and implementing into that concept plan. He has heard that you do not want to limit anything due to constraints (labor, etc) and put it all on the table to help create optimal balance.

Communications/Process Discussion

Eric Engstrom: sees technical meetings like this happening fairly regularly; we will tell AC about them, and have folks sit in for transparency. Want to avoid closed-door meetings. We should avoid separate meetings without Eric or Matt knowing about it. E.g., if PBOT needs to talk to W-P, keep Matt and Eric in the loop. This is very sensitive and we want to be transparent.

Susie Lahsene: question about data trading and sharing.

Eric Engstrom: he does not need to see everything, but a description of what it is would be appreciated.

Matt Laccinole: can we open up a SharePoint site?

Sam Imperati: great idea.

Sam Imperati: cautions about any off-line changes based on side conversations – keep track of edits and versions of documents so there are no significant changes outside of big group agreement.

Bob Hillier: comment on City IGA with Port.

Sam Imperati: significant assumption is that the CRC is in the model; this is likely to be a question. He wants to surface the issue sooner than later.

Eric Engstrom: can bring it up at next meeting.

Sam Imperati: just wants people to know that it is there, not recommending that you do anything different. There could be conditional deals, and this is the info that is needed.

Eric Engstrom: perhaps this has gone unsaid, but from the City's perspective, it is being done with CRC being built.

Sam Imperati: Sam Ruda, Eric Engstrom, Bob Sallinger, and Sam Imperati had lunch; Bob knows that the Port has nine terminal concepts.

Eric Engstrom: W-P will have access to those designs, as will the AC. Want to be clear that the mission is not to cut and paste from Port's designs. So, we do not want to block access, but we also want to be sure the context of the information is understood and independent work done.

Sam Imperati: it is part of the fund of data that already exists.

Matt Laccinole: from their perspective, the W-P analysis will be an independent analysis.

**West Hayden Island
Mitigation Scope of Work
Updated 06-25-11**

Natural resource mitigation will be addressed in the West Hayden Island Phase II Project in multiple reports:

A) Regulatory Requirements Memo – The minimum mitigation requirements associated with federal and state regulations will be described and provided to the Concept Plan Consultant for consideration during development of the plan alternatives. The Preferred Alternative Concept Plan will then be evaluated against the regulatory requirements. The final product will be a memo outlining the regulations and describing minimum mitigation that would likely be required at the time of development. (Until there is a development proposal, mitigation requirements cannot be fully determined.)

Typically, mitigation that is required through federal and state regulations does not achieve “no net loss” of natural resource function.

Lead: BPS
Staff: Mindy Brooks, Kaitlyn Lovell, Heidi Berg
Schedule: Completed Winter 2011/2012

B) Concept Plan – The Consultant will include alternatives to avoid and minimize impacts to natural resources within the 300 acres of development and restoration/mitigation options within the 500 acres of open space. The Consultant will not be considering off-site mitigation alternatives.

Lead: WorleyParsons
Staff: Eric Engstrom, Mike Rosen
Schedule: Completed November 2011

C) Land Management Memo – The Land Management memo will address options for the 500 acres of open space that facilitate mitigation. The evaluation will take into account NRDA Trustee’s consideration of WHI for Superfund mitigation because the same piece of land cannot be used both for Superfund mitigation and as mitigation for on-island development impacts.

Lead: BPS
Staff: Rachel Hoy, Phil Namney, Mike Rosen
Schedule: Completed Spring 2012

D) ESEE Analysis – The ESEE analysis will determine what lands will require mitigation per the City’s Environmental Program. Depending on the outcome of this analysis, “no net loss” may or may not be achieved. Typically, through the balancing of city goals the Environmental Program is not applied to all natural resources. For example, developed floodplains do provide functions but, other than cut and fill regulations, no additional mitigation is required. Another example, during Airport Futures the ESEE analysis recommended that the economic value of the Portland International Centre outweighed the natural resource functions provided by the grassy areas.

The ESEE may recommend tools other than the environmental overlay zones and codes to achieve “no net loss.” Those tools include partnerships on revegetation projects, landscaping standards, stormwater management, etc.

Lead: BPS, with assistance from WorelyParsons
Staff: Mindy Brooks, Eric Engstrom

Schedule: Completed Spring 2012

E) IGA, Specific Plan District Regulations or Other Tools – The Advisory Committee, working with staff, will define “no net loss” for the project. If through mitigation required by federal, state and city regulations “no net loss” is not achieved, the Advisory Committee may consider city regulations, that would be adopted through the legislative process, or other tools. An example is the Airport Futures project which used a mix of environmental overlay zones and code and an Intergovernmental Agreement (IGA) between the City and the Port to designate a portion of Government Island for grassland mitigation. Also included in the IGA was a commitment by the Port to fund plantings in the watershed that improve overall watershed health.

Lead: BPS

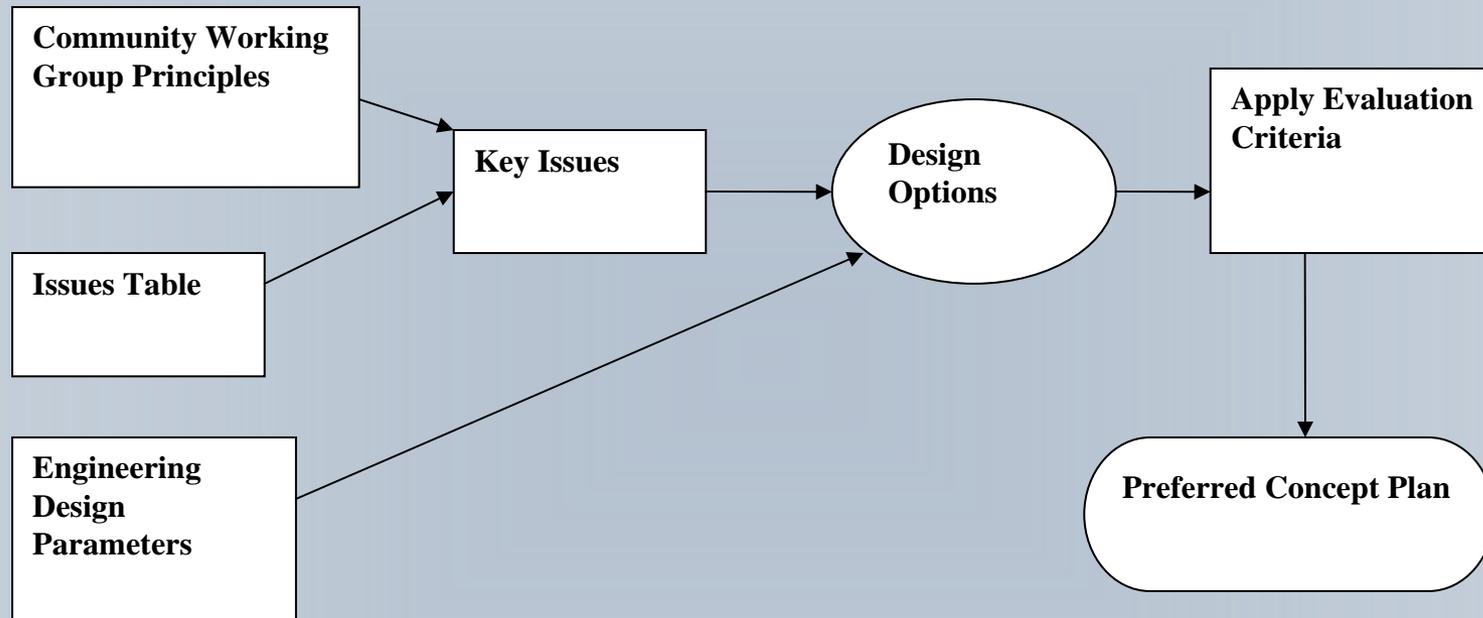
Staff: Eric Engstrom, Mike Rosen, Mindy Brooks

Schedule: Completed Spring 2012

Staff Tasks:

1. Review work completed in Phase I related to regulatory requirements, mitigation and restoration.
2. Review subsequent work completed by Port of Portland for the NRDA Trustees.
3. Draft Regulatory Requirements Memo
4. Work with the Concept Planning Consultant during the development of the Concept Plan to assess potential impacts to natural resources and tools to minimize the impacts.
5. Finalize Regulatory Requirements Memo.
6. Draft ESEE analysis and Land Management Options
7. Assess various tools, such as HEP/HEA or others, that could be used to look at mitigation ratios.
8. Finalize ESEE analysis
9. Work with the Port of Portland to identify potential mitigation locations and actions that could be achieved at each location, including timing.
10. Finalize Land Management Options
11. Work with the Port of Portland to identify other actions that would improve overall watershed health.
12. Identify appropriate tools to ensure how and when mitigation would occur.
13. Memorialize agreements through environmental overlay zones and codes, IGA, MOUs or other formal agreements.

Concept Plan Issue Identification





MEMORANDUM

DATE	June 30, 2011
TO	Erik Engstrom, Rachael Hoy, Phil Nameny
FROM	Matt Laccinole
COPY	Loren Hettinger, Bill Dunlap, Le Griffin, Jenny Carlson
PROJECT NAME	West Hayden Island (WHI) Conceptual Studies and Related Studies
PROJECT NO.	80551
SUBJECT	Top Five Issues from Identification Table (re: Advisory Committee)
FILE NO.	80551-00-MEM-0001

Based on previous dialogue during the internal kick-off meeting held on Thursday, June 23, WorleyParsons has provided the top five issues based on the CWG Working Group Principles and the West Hayden Island Concept Planning Issue Identification Table - 4/5/2011.

In summary, the CWG Working Group Principles relating to multiple aspects of the project are:

1. A net increase in ecosystem function.
2. A positive contribution to regional economic health (e.g., jobs, wealth).
3. An economically viable port facility.
4. A positive contribution to the local community (e.g., health, transportation, property value, recreation facility, and opportunity).
5. An addition to, not competition with, the regional port system.
6. Public access opportunities to WHI.
7. Sustainable scale for land use included as part of the option.
8. Flexibility to accommodate the unknown future.
9. Taking advantage of the unique aspects and opportunities on the site.
10. Consideration of impacts on multiple time periods (i.e., current, mid-range and future).
11. Consideration of impacts on multiple geographies (i.e., local, sub-regional and regional level).



MEMORANDUM (CONTINUED)

Based on the CWG principles and issue identification table provided, WorleyParsons believes the following issues are keys to **economics and terminal planning**:

1. Terminal development boundary including supporting infrastructure should be within the 300 acres as defined by the City.
2. Ultimate terminal development is market driven/commercial base (that means the type(s) of proposed terminal should be the one that is well supported by the market, even if it requires some level of environmental mitigation and the application of advanced technology and may be of concern in relation to labor issues).
3. Consider terminal type(s) (mainly marine structure) that has less impact to/preserves shallow water habitat and is able to utilize at maximum intermodal rail transport.
4. Potential marine terminal operational efficiencies could reduce the overall footprint (Terminal type that allows the use of advance technology).
5. Flexibility of terminal design and the viability of terminal operations will ensure the long term, short term job creation for the region.
6. Proposed terminal development must be well balanced and include other requirements of:
 - a. Safety
 - b. Public access to the beach, limit access for resident
 - c. Creation of buffers between marine site and others land-uses
 - d. Sufficient mitigation measures to mitigate/eliminate impacts of terminal operations and cargo movements
 - e. Other restoration and recreation areas and activities

Based on the CWG principles and issue identification table provided, WorleyParsons believes the following issues are keys to **environmental** aspects:

1. Maintain as much of the habitat patch volume as possible (high surface area: edge ratio).
2. Develop buffer areas to reduce impacts to important habitat, such as multi-storied forest and raptor-eagle nest sites
3. Consider means to improve water quality and shallow water habitat.
4. Consider effects to wetlands and if mitigation is required, whether an opportunity exists to improve functionality (related to previous item).
5. Integrate recreation uses with habitat value to reduce conflicts.

Based on the CWG principles and issue identification table provided, WorleyParsons believes the following issues are keys to **social aspects**:

1. Terminal types can have livability impacts on nearby residents.



MEMORANDUM (CONTINUED)

2. Depending on terminal type/use there could be increase in emissions, dust, noise, overall health concerns.
3. Consider the second Bridge and access roads for terminal access and connectivity.
4. Preservation of natural areas around edge is important to provide buffer to neighboring development.
5. Consider local and regional recreational needs and desires, considering both passive and active uses.

West Hayden Island



Marine Terminal Concepts Suggested Development Assumptions

Greg Theisen
Port of Portland
greg.theisen@portofportland.com

Project Objectives

- Determine the potential maritime development options for 300 acres on WHI over 10-30 year timeframe.
- Principal goals of the conceptual development plans include:
 - Maximize land asset utilization, **flexibility** and operating efficiencies;
 - Minimize the potential for environmental impacts to natural resources especially considering shallow water habitat;
 - Determine **feasibility** of 300 acres and allow for multiple rail served marine terminals;
 - Expand cargo **market** utilizing Port-owned marine terminals; and
 - Increase the Port's economic contributions to the City of Portland.



Project Area



Planning/Site Assumptions

CATEGORY	ASSUMPTION
Maximum Terminal Footprint	300 Acres or Less
Site Boundaries	<ul style="list-style-type: none"> • East of PPL/PGE power line easement • North of PGE power line easement <ul style="list-style-type: none"> • West of BNSF main line • 100 feet south of OHW line
Existing Utility Corridors	Maintain and continue to serve multiple purposes (i.e. power lines, city sewer outfall, ...)
Overhead Power Line Clearance	38 Feet
Site Elevations	<ul style="list-style-type: none"> • Ranges between +10 to +40 feet NAVD • BNSF Main Line at +51 <ul style="list-style-type: none"> • Flood aprox. +28.5 feet • 100 acre dredge material area (+25 to +40) • Mixed forested land (+15 to +25) • Terminal development at +30 to +31

Existing Site Characteristics



Terminal Assumptions (two minimum)

CATEGORY	ASSUMPTION
Dry Bulk (Covered and Open)	Minerals, aggregates, sand, cement
Dry Bulk (Agricultural)	<ul style="list-style-type: none">• Wheat• Barley, corn, soybeans• Distillers Dried Grain<ul style="list-style-type: none">• Pulses• Mixed
Liquid Bulk	Molasses, fertilizer, chemicals, vegetable oils
Ro-Ro (auto and other)	Autos, project/heavy equipment
Mixed Use	<ul style="list-style-type: none">• Marine industrial manufacturing• In combination with above

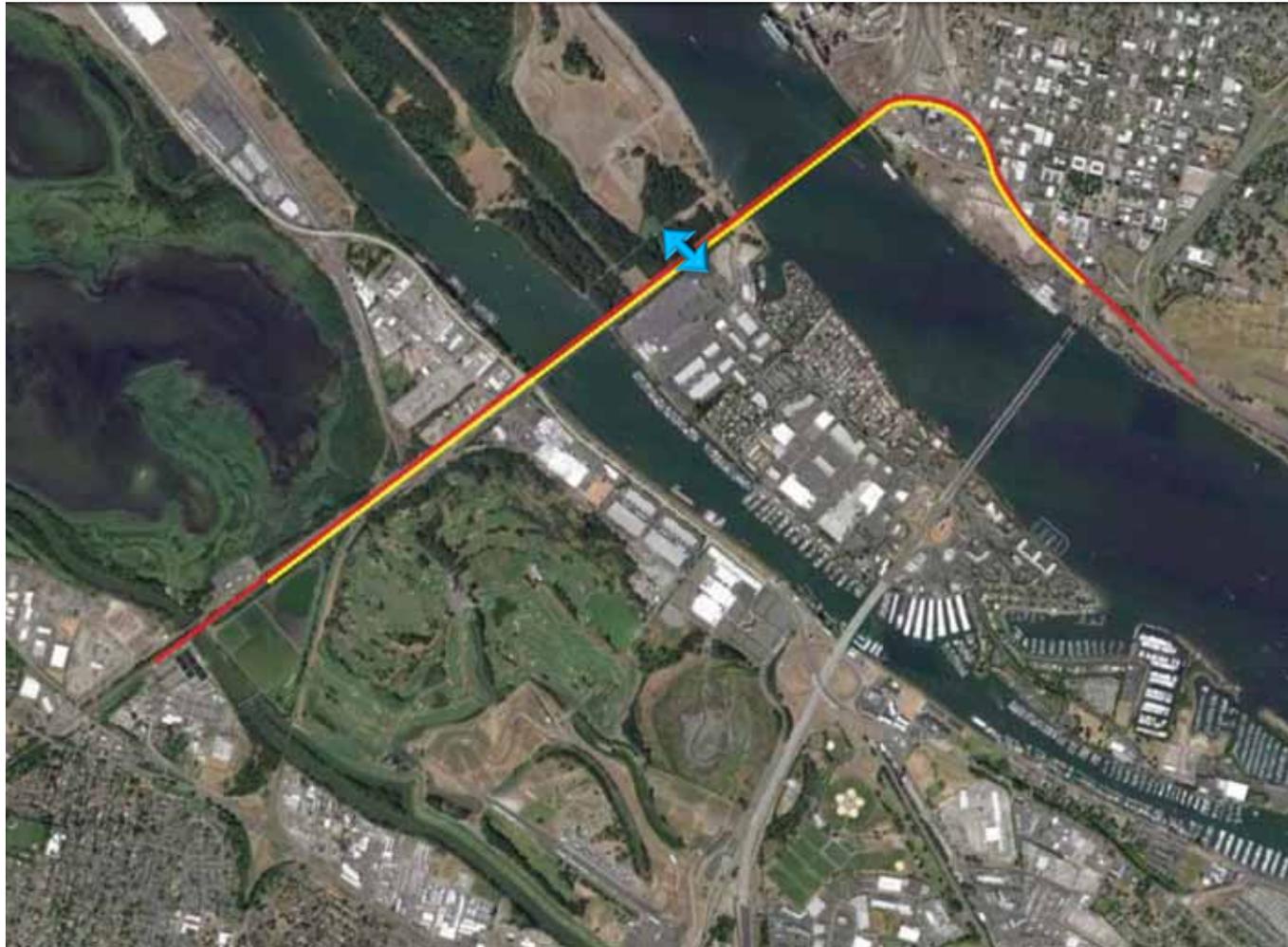
Rail & Road Assumptions

Planned Conditions*	Access off Mainline	Auto Facility	Bulk Facility	Mixed Use Facility
Maximum Gradient	0.5% - 1%	0.5%	0.5%	0.5%
Maximum Curvature	7°30'	7°30'	7°30'	10°
Minimum Length of Tangent between Reverse Curves	100 ft.	100 ft.	100 ft.	100 ft.
Maximum Speed	20-30 mph	15 mph	15 mph	10 mph
Turnout Size	#15 - #12	#11	#11	#11
Train Length	9,000 to 12,000	10,000 to 12,000 ft.	10,000 ft.	9,000 to 12,000 ft.
Storage to Working Track (ratio)		1:1	1:1	2:1
Road & Rail Access: Dependent on use and trip generation rate	<p>Road: N. Hayden Island Drive, new Hayden Island road, new road bridge or ferry.</p> <p>Rail: N&S bound, expanded rail bridge, new rail undercrossing from east</p>			

*Based on BNSF Design Guide for Industrial Track Projects

Existing Site Characteristics

Rail Access



10,000 ft.
Train

8,000 ft. Train



WHI Access Point

Vessel Berth Assumptions

CATEGORY	ASSUMPTION
Locations	Closest distance from shoreline to deep water as proposed in HDR Study to: <ul style="list-style-type: none">• Minimize dredging• Provide vessel berthing area away from the river channel
Structure	<ul style="list-style-type: none">• Pile supported to minimize impacts to river flows and water habitats• Assume a +20 NAVD elevation• Use of cause way or trestle for access to minimize impact to shallow water habitat
Shallow Water Habitat	Minimize impacts to shore and adjacent river areas from +4 to -20 feet CRD
Public Beach Access	Maintain 100 foot set back from OHW

Consultant Guidance: Terminal Characteristics

Terminal	Commodity Types	Terminal Size (acres)*	Modal Split
Ro-Ro	Autos, project/ heavy equipment	50 – 100	85% Rail, 15% Truck
Dry Bulk (Covered and Open)	Cement, soda ash, potash, gypsum, clay, fertilizer, salt, minerals, iron ore, aggregates	30 – 150+	90% Rail, 10% Truck
Dry Bulk Silo	Agricultural	100 – 200+	75% Rail, 5% Truck, 20% Barge
Liquid Bulk	Molasses, fertilizer, chemicals, vegetable oils	10 – 50	50% Rail, 25/25% Truck/Barge
Other	Deep draft marine industrial	30 – 100+	NA

*Terminal size is not inclusive of rail service infrastructure and other supporting infrastructure.

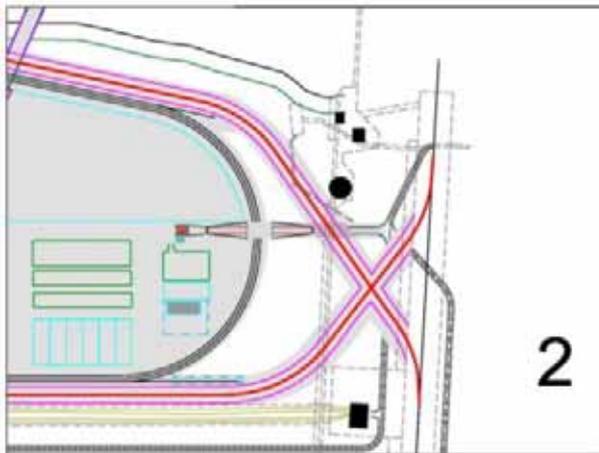
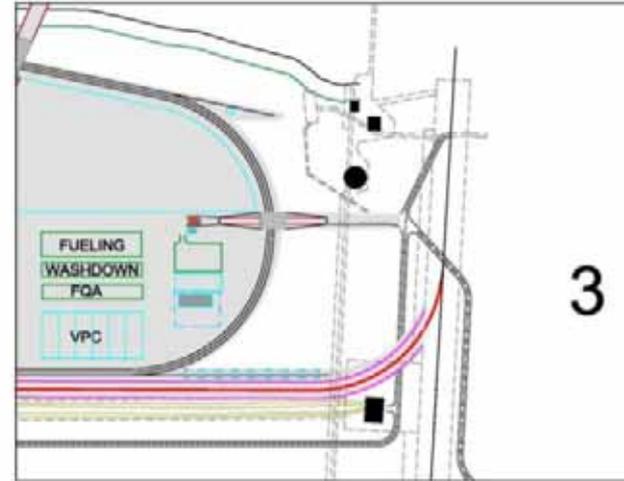
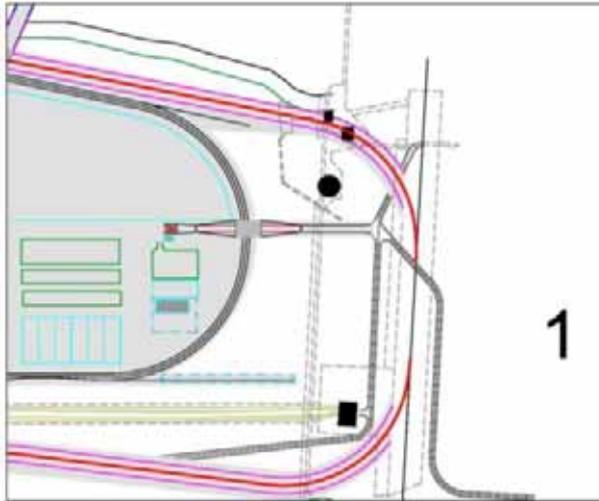
Questions?



Marine Terminal Concepts Suggested Development Assumptions

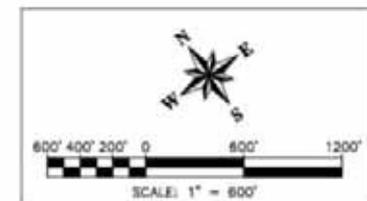
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Rail Access Options



Alternatives

1. No. 15 Switch Loop
2. No. 15 Switch Diamond
3. No. 15 Southern Switch



Updated (7/07/11) WHI Calendar of Upcoming Meetings/Activities

July	August	September	October	November
	<p>5th</p> <p>WHI Workshop: 1st round project reports</p>	<p>9th</p> <p>WHI Workshop: 2nd round project reports</p>		
<p>4th</p> <p>Possible Staff ¼ Day Vacation!</p>	<p>10th</p> <p>Port Commission: IGA update (Tentative)</p> <p>Public Tour (south side of WHI) 6:30-8:00pm</p>	<p>23rd</p> <p>(one week later)</p> <p>WHI AC Meeting (review draft concept plan)</p>	<p>12th</p> <p>Possible Joint Council/Port Commission Update/Discussion</p> <p>(Not Confirmed)</p>	<p>18th</p> <p>WHI AC meeting</p>
<p>8th</p> <p>(One week earlier)</p> <p>WHI AC Meeting: Concept plan discussion</p>	<p>Consultant Working on Concept Plans</p>		<p>21st</p> <p>WHI AC Meeting and Annual "Hug Your Facilitator" Day</p>	
	<p>19th</p> <p>WHI AC Meeting Evaluation Criteria Development</p>	<p>Public Workshops</p> <p>Late September/Late October</p>		
	<p>—</p> <p>Council: Update IGA with Port (Not scheduled)</p>			