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April 7, 2015

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VIA EMAIL

Planning and Sustainability Commission
City of Portland
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201-5380

Re: Pembina Record Submittal

Dear Commissioners:

Pembina provides the enclosed table and attachments into the PSC record for the Terminal 6 Text and Map Amendment. The submittal documents for the record information and material that has previously been discussed and shared with City attorneys and staff.

Thank you for your consideration.

Very truly yours,

A handwritten signature in black ink, appearing to read "Elaine R. Albrich", written in a cursive style.

Elaine R. Albrich

Enclosures

NOTE: There are hundreds of oral and written comments in the PSC record. This submittal responds to the larger thematic and legal issues raised in the public process.

| Procedure | Theme/Legal Issue | Pembina Response |
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| <p>The text and map legislative amendment process is rushed and does not provide sufficient time for public input.</p> | <p>PCC 33.740.020 outlines the procedural requirements for the PSC when processing a legislative action. The PSC must "hold at least one public hearing before making a recommendation on the legislative matter." Notice of the public hearing must be mailed at least 30 days prior to the first public hearing. When the PSC specifies a specific time and date, no additional notice is required. Nothing further is required of the PSC.</p> <p>The PSC has exceeded the procedural requirements of the PCC by holding a first evidentiary hearing on January 13, 2015 and then scheduling subsequent meetings for March 17, 2015 and April 7, 2015. Further, the record will continue to be open before the City Council. In total, the public will have approximately six months to comment and participate in the legislative amendment process, almost double the time they would have had in a quasi-judicial process.</p> | |
| <p>The City must consider the Climate Action Plan, Economic Development Strategy, Portland Plan, Lower Columbia Estuary Partnership's Restoration Plan, and Civil Rights Title IV Plan when reviewing the text and map amendment.</p> | <p>PCC 33.855.060 lists the approval criteria for legislative overlay zone map amendments. Specifically, the PSC must consider whether the following criteria are met: (1) the designation (i.e., expanded e-zone) is needed to address a specific situation; and (2) the addition is consistent with the purpose and adoption criteria of the regulation and any applicable goals and policies of the Comprehensive Plan and any area plans. In turn, PCC 33.835.040(A) lists the approval criteria for text amendments to the code, specifically requiring that "amendments must be found to be consistent with the Comprehensive Plan, Urban Growth Management Functional Plan, and the Statewide Planning Goals. In addition, the amendments must be consistent with the intent or purpose statement for the base zone, overlay zone, plan district, use and development * * * and any plan associated with the regulations."</p> <p>Currently, the specified plans are not a part of the City's adopted and acknowledged Comprehensive Plan nor are they part of any district plan governing the e-zone overlay or the heavy industrial base zone. As such, the specified plans contain no applicable goals or policies that apply to either the text or the map amendment. These plans are not relevant for the PSC's consideration. The PSC would err as a matter of law if it incorporated these plans into its decision-making criteria.</p> | |
| <p>The City should hire experts to assist in the review of the text and map legislative amendment process</p> | <p>The City hired a third-party independent consultant to help the City evaluate safety risks associated with the proposed facility. The consultant participated in Pembina's QRA workshop and will provide ongoing services to City staff and the PSC.</p> | |
| <p>The Bureau of Planning failed to provide for citizen involvement in preparing the Terminal 6 Economic, Environmental, Social and Energy (ESEE) analysis and the Updated Natural Resources Inventory (NRI).</p> | <p>The opportunity for citizen involvement in the scoping and reviewing the NRI has long passed. The City adopted the NRI after a full legislative process, which resulted in a final and unappealable land use decision. The City is currently engaging citizens in the review of the Terminal 6 ESEE through the text and map legislative amendment process. This process allows citizens an opportunity to comment and critique the ESEE analysis before the PSC issues a recommendation. The City has complied with all notice and procedural requirements for a legislative amendment process, as outlined in PCC 33.740.020.</p> | |
| <p>The text and map amendment, including the ESEE were not informed by consultation with other agencies including the Oregon Energy Facility Siting Council (EFSC), the U.S. Army Corps of Engineers (USACE), the U.S. Fish and Wildlife Services (USFWS), the National Marine Fisheries Service (NMFS), the Oregon Department of Environmental Quality (DEQ), and the Oregon Department of State Lands (DSL).</p> | <p>The City is not required to consult with other agencies when processing a legislative text and map amendment under PCC chapters 33.740, 33.835, and 33.855. The City is only required to provide public notice, which must be mailed to "the regional transit agency, Metro, the Oregon Department of Transportation, all recognized organizations within the subject area, all recognized organizations within 1,000 feet of the subject area, affected bureaus, and interested persons who have requested such notice. See PCC 33.740.020(B). In addition, OAR 660-018-0020 requires that the City send notice of the proposed amendment to the Oregon Department of Land Conservation and Development at least 35 days before the first evidentiary hearing.</p> | |

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| | <p>The Oregon Energy Facility Siting Council (EFSC) has jurisdiction over energy facilities defined in ORS 469.300. The proposed facility is not a liquefied natural gas facility within the meaning of ORS 469.300(1)(a)(H) or any other EFSC jurisdictional facility. Regardless, this legal argument is irrelevant for purposes of this text/map amendment proceeding. This proceeding does not grant permit approval for the facility. As discussed extensively throughout this proceeding, the facility will be subject to subsequent local, state and federal permitting processes. If the facility was subject to EFSC jurisdiction (which it is not), an EFSC site certificate would be another permit Pembina would need to obtain prior to the facility's construction and operation.</p> |
| <p>ESEE Scope ESEE is generally too narrow.</p> | <p>The scope of a Goal 5 ESEE analysis is defined by administrative rule and case precedent. The ESEE analysis does not need to "be lengthy or complex." Instead, the analysis "should enable reviewers to gain a clear understanding of the conflicts and the consequences to be expected." OAR 660-023-0040(1).</p> <p>The City's determination of ESEE consequences is adequate under the rule if "it enables a jurisdiction to provide reasons to explain why decisions are made for specific sites. The rule simply requires that the local government present "reasons" to support its decisions about resource sites and conflicting uses. See <i>Williams v. LCDC</i>, 154 Or App 195, 213-14 (1998). In performing the ESEE consequences analysis, the local government is not required to quantify every conceivable conflict between the resource use and every conflicting use. <i>Sanders v. Yamhill County</i>, 34 Or LUBA 69, 106-07, <i>aff'd</i>, 154 Or App 448 (1998). The level of precision required in the conflicting use analysis is difficult to determine; the process is fluid and subject to refinement based on new information. <i>Id.</i>; see also <i>Columbia Steel Castings Co. v. City of Portland</i>, 314 Or 424, 431-32 (1992) (findings must show that a local government was aware of the general nature and scope of the identified conflicts and their interplay). The City has properly documented the identified conflicts, as the proceeding has progressed. And the record reflects that the City has explained the basis to allow the new method of transporting propane through the e-zone. The City's review and analysis is does not need to be as broad as alleged. The conflicting use for purposes of the ESEE analysis is <i>only the new mode of transporting propane (i.e., piping) through the e-zone</i>; it is not the facility itself. Transportation of propane through the e-zone is already allowed by rail, truck or ship.</p> <p>Thus, when analyzing the new conflicting use, the City only needs to look at the incremental change in the activity related to transporting propane. Finally, the City only needs to consider potential impacts within the defined impact area. The "impact area" for purposes of the ESEE analysis is the "geographic area within which conflicting uses could adversely affect a significant Goal 5 resource" or in other words, the area in which the use, if allowed, uses could adversely affect the identified resources. See OAR 660-023-0010(3); 660-023-0040(3). The City has properly determined that the impact area for the ESEE analysis is limited to the geographic boundaries of Terminal 6, as defined in the City staff report. For these reasons and the reasons described below, City staff have presented an adequate ESEE analysis for the PSC's consideration.</p> |
| <p>The ESEE is impermissibly narrow because it does not consider potential impacts to the riparian corridor; it should consider such impacts because the proposed amendment to allow transportation of propane by pipelines does not require that such use be river-dependent or river-related.</p> | <p>The current draft specifies that the primary use on the site must be river-dependent or river-related in order to transport propane across the e-zone by piping. Opponents argue that the current language does not go far enough to enable the City to use the Goal 5's water-dependent exemption to avoid analyzing potential impacts to riparian resources. Rather than address this issue through findings, the City revised the text amendment language slightly, which Pembina supports.</p> |

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| <p>The ESEE is impermissibly narrow because it wrongly assumes the proposed code amendment would only affect resources at Terminal 6 (would also impact Terminal 5 and other areas along the Columbia and Willamette Rivers).</p> | <p>The record demonstrates that given the narrowness of the proposed amendment, only Terminal 6 would be effected along the Columbia River or in other e-zone areas. See information provided into the record by the Port of Portland. Areas along the Willamette River, including Terminal 5, are within the City's greenway overlay, not the e-zone overlay. Thus, this amendment has no impact to properties along the Willamette River.</p> |
| <p>The ESEE is impermissibly narrow because it fails to consider potential significant impacts associated with disturbance to shallow water and open water habitats.</p> | <p>Under Goal 5, riparian resources are defined to include shallow water and open water habitats. Specifically, OAR 660-023-0090 Riparian Corridors provides the following:</p> <p>“(1) For the purposes of this rule, the following definitions apply: * * *</p> <p>(a) ‘Fish habitat’ means those areas upon which fish depend in order to meet their requirements for spawning, rearing, food supply, and migration.</p> <p>(b) ‘Riparian area’ is the area adjacent to a river, lake, or stream, <i>consisting of the area of transition from an aquatic ecosystem to a terrestrial ecosystem.</i></p> <p>(c) ‘Riparian corridor’ is a Goal 5 resource that includes the <i>water areas, fish habitat, adjacent riparian areas, and wetlands</i> within the riparian area boundary.</p> <p>(d) ‘Riparian corridor boundary’ is an imaginary line that is a certain distance upland from the top bank, for example, as specified in section (5) of this rule.”</p> <p>(Emphasis added). By applying the water-dependent exemption, the City does not have to analyze impacts to any riparian resource, including shallow and open water habitats, as a part of the ESEE analysis.</p> <p>OAR 660-023-0110 allows local governments to determine that “wildlife” does not include fish when it applies the safe harbor provision under the rule.</p> |
| <p>The ESEE is impermissibly narrow because it fails to address impacts to fisheries.</p> | <p>The City has properly analyzed potential impacts to inventoried resources under the Environmental element of the ESEE analysis. See the discussion above for the appropriate level of review. The City is not required to do a project-level analysis of potential impacts when performing the ESEE analysis. Rather, the City is required to assess potential environmental effects to confirm that the existing Goal 5 protection program for inventoried resources is adequate in light of the proposed amendment.</p> |
| <p>The ESEE analysis omits or fails to analyze in a meaningful fashion significant environmental effects.</p> | <p>See separate submission from the Port of Portland to address this claim.</p> |
| <p>The ESEE analysis omits or fails to analyze in a meaningful fashion significant economic effects.</p> | <p>Goal 5 rules require only an analysis of the potential effect on inventoried resources and their impact area. Off-site rail traffic does not impact inventoried resources within the defined impact area. Additionally, the only conflicting use is the new transmission method (<i>i.e.</i> piping); train traffic is currently permitted.</p> |
| <p>The ESEE analysis omits or fails to analyze in a meaningful fashion significant social effects</p> | <p>The only new conflicting use is the new transmission method (<i>i.e.</i> piping); train and ships are currently permitted, so their energy consumption is irrelevant.</p> |
| <p>The ESEE analysis omits significant energy effects.</p> | <p>Pembina contracted DNV to prepare a Quantitative Risk Assessment (QRA) for the Project. A workshop on the draft QRA was held on March 10, 2015, a draft QRA was provided to the PSC on March 16, 2015, and a final QRA was provided to the PSC on April 3, 2015. In addition, Pembina provided additional information on the QRA, including additional information on similar facilities, risk curves, and the difference between risk and worst-case scenarios to the City, which has been referenced in the City staff report dated April 1, 2015.</p> |
| <p>Safety Quantitative Risk Assessment</p> | |

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| | <p>Pembina entered a link to the video of the March 10, 2015 technical workshop to the PSC on April 1, 2015. The link is entered again here for ease of reference: http://www.pembina.com/propaneterminal/cgra-video/</p> <p>Pembina contracted DNV to prepare a technical memorandum addressing the assumptions and modeling in the HINoon White Paper. This critique was provided to City staff and into the PSC record on April 1, 2015.</p> <p>The engineering design is in the early stages and Pembina has strengthened the seismic design since the fact sheet was published. To reiterate, Pembina's current seismic design is as follows:</p> <ul style="list-style-type: none"> • The storage tanks and piping are designed to remain in place during a major earthquake. The tanks will sit atop 160-foot deep, 24-36-inch in diameter pilings to provide a solid mass, which exceeds Oregon's updated seismic building code standards. The safety systems within Pembina's propane facility will be designed to be operational after a seismic event. • In fact, overall the facility will be built to the equivalent of an "essential facility" level as defined in the Oregon Revised Statutes; this includes such facilities as hospitals, fire stations and emergency centers. • The facility will be designed to withstand the most severe earthquake Portland could experience. |
| Response to HINoon White Paper | |
| Designing for Seismic Events | |
| Environmental and Health Impacts Environmental Review and Permitting | <p>Pembina will request a series of permits to construct and operate the facility. The Project's Permits Required Fact Sheet previously submitted the PSC record identifies these permits, the regulators and the types of impacts assessed in each review. Attachment 1 includes additional detail on the processes each regulator uses in their review.</p> |
| Air Emissions | <p>The facility is a propane export terminal; not a petrochemical plant. There is no processing of propane at the facility. Air emissions from the facility will be regulated under an Air Contaminant Discharge Permit (ACDP) issued by the Oregon Department of Environmental Quality (DEQ), as outlined in Pembina's January 12, 2015 submittals. The ACDP will ensure that emissions are properly authorized and in compliance with requirements protective of human health, safety and the environment. The ACDP will include limits for air pollutants from the facility including for example, particulate matter and carbon dioxide.</p> <p>Further, the facility has limited sources of air emissions, and under normal operating conditions, emissions from the facility will be minimal. The facility will not have emissions above the Significant Emission Rates or be considered a Major Source under Oregon of Federal rules. Because of the facility's minimal air emissions, Pembina expects the DEQ to establish Generic Plant-Site Emission Limits (PSELs) in the ACDP, instead of source-specific PSELs. In addition, Pembina's facility will provide shore power to the ships so the ships will not burn fuel (or generate the associated air emissions) to maintain power for shipboard equipment when at the berth.</p> |
| Local Climate Impacts Local Carbon Footprint | <p>The Project will have a small local carbon footprint. Without any offset, the majority of the facility's local carbon footprint (as it would be measured and accounted for in the City of Portland's Climate Action Plan reporting) will be from indirect emissions from power generation required to supply the facility's electricity.</p> |

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| | <p>The City uses the facility's MWh consumption per month (8,000 MWh), to calculate the facility's annual local carbon dioxide emissions at 20,000 metric tons or 0.7% of the City's annual carbon emissions. These numbers are frequently repeated in testimony, but these numbers do not accurately portray Pembina's actual carbon footprint because the numbers do not account for the commitment Pembina has made to procure green power for the facility.</p> <p>This commitment significantly reduces the facility's local carbon footprint, limiting greenhouse gas (GHG) emissions to only those minimal emissions associated with:</p> <ul style="list-style-type: none"> • The small amount of natural gas used for space heating and water heating; • Diesel-powered emergency backup equipment (generator and fire water pump) used during monthly testing; and • Flare operation (from pilot light during normal operations and flare operation prior to maintenance events of equipment). <p>With the commitment to purchase green power and offset local energy usage, the local GHG emissions will be significantly less than the 0.7 percent previously reported and removes the facility from a being a notable or even noticeable contributor of carbon dioxide emissions within the City and Multnomah County.</p> |
| <p>Community Involvement and Outreach Community Engagement</p> | <p>Attachment 2 includes an updated community engagement table.</p> |
| <p>Updated Project Fact Sheets</p> | <p>Attachment 3 includes updated Project Fact Sheets, addressing safety.</p> |

FACILITY PERMITTING PROCESSES

| Regulator | Permit or Outcome | Description | Public Notice and Other Process Requirements |
|--|---|--|---|
| <p>FEDERAL Federal Aviation Authority (FAA) US Coast Guard (USCG)</p> | <p>Determination of No Hazard for Air Navigation Letter of Recommendation for the Waterway Suitability Assessment</p> | <p>Assesses and confirms safety of the flare stack relative to the flight paths of planes landing at the Portland Airport Evaluates safety and security risks for the ships from the time they enter the territorial waters of the United States (12 nautical miles offshore) to the berth and while at the berth, and makes relevant recommendations to manage identified risks. As indicated in previously submitted materials, the Waterway Suitability Assessment process with the USCG is expected to be complete by the end of 2015 or early 2016.</p> | <p>No public notice with this application. The FAA has issued their Determination of No Hazard for Air Navigation. Focused consultation process coordinated by the USCG with stakeholders that have technical and/or emergency response expertise in the area. 33 CFR 127 – All Requirements http://www.ecfr.gov/cgi-bin/text-idx?SID=ec0e4eebd79dd65db73090c62308190d&tpl=/ecfrbrowse/titled33/33cfr127_main_02.tpl 33 CFR 127.007 – Letter of Intent and Waterway Suitability Assessment http://www.ecfr.gov/cgi-bin/text-idx?SID=ec0e4eebd79dd65db73090c62308190d&nnode=se33.2.127_1007&rgn=div8</p> |
| <p>US Army Corps of Engineers (USACE)</p> | <p>Permit under s.404 of the Clean Water Act and/or s.10 of the Rivers and Harbors Act</p> | <p>Assesses potential for impacts to in-water habitat, endangered species, water quality, cultural resources and river navigability associated with the project</p> | <p>Public notice with this application will occur following application completeness review by USACE. 33 CFR Part 325 – USACE process for permits http://www.ecfr.gov/cgi-bin/text-idx?SID=ec0e4eebd79dd65db73090c62308190d&nnode=pt33.3.325&rgn=div5 33 CFR Part 230 – USACE process for implementing NEPA http://www.ecfr.gov/cgi-bin/text-idx?SID=ec0e4eebd79dd65db73090c62308190d&nnode=pt33.3.230&rgn=div5</p> |
| <p>US Environmental Protection Agency (USEPA)</p> | <p>Clean Air Act section 112(f) 40 CFR Part 68</p> | <p>A Risk Management Plan (RMP) must be submitted in accordance with the regulations before operation</p> | <p>Various other federal review processes must be coordinated by the USACE before they can issue the permit such as environmental assessment under <i>National Environmental Policy Act</i>, evaluation for historic resources under <i>National Historic Preservation Act</i>, and Biological Opinion under the <i>Endangered Species Act</i>. The <i>National Environmental Policy Act</i> process will be initiated by the USACE after the permit application is submitted. 40 Part 68 These rules outline specific requirements for content of risk management plans, emergency response plans, consequence analysis, process hazard analysis, operating procedures, training, maintenance, requirement for compliance audits, etc. Also outlines how information once filed is available to others (such as the public and other levels of government) and discusses security sensitive and business confidential information protocols. There is additional information on the EPA website on information access. http://www2.epa.gov/sites/production/files/2013-11/documents/appendix-a-final.pdf The Risk Management Program is about reducing chemical risk at the local level. The information helps local fire, police, and emergency response personnel (who must prepare for and respond to chemical accidents), and is useful to citizens in understanding the chemical hazards in communities. General information about the Risk Management Program is available at the USEPA website http://www2.epa.gov/rmp/ The RMP is reviewed by EPA when it is submitted to confirm that is complete. Compliance with all regulated requirements under the <i>Clean Air Act</i> and Risk Management Program is evaluated by the USEPA as part of their inspection and audit program. Summary of regulator review, audit, inspection requirements for the RMPs</p> |

| Regulator | Permit or Outcome | Description | Public Notice and Other Process Requirements |
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| <p>STATE Oregon Department of Environmental Quality (DEQ)</p> | <p>Air Contaminant Discharge Permit (ACDP)</p> | <p>Assesses potential impacts to air quality as a result of the facility operation</p> | <p>http://www2.epa.gov/sites/production/files/2013-10/documents/auditfactsheet.pdf http://www2.epa.gov/sites/production/files/2013-11/documents/chap-10-final.pdf Risk Management Program Guidance for Propane Storage Facilities http://www2.epa.gov/sites/production/files/2013-11/documents/storage.pdf</p> |
| | <p>NPDES 1200-Z Industrial Stormwater Permit under the Clean Water Act</p> | <p>Assesses the potential impacts to water quality from activities requiring a federal authorization to discharge into U.S. waters</p> | <p>Public notice with this application is determined by DEQ once technical review of the application and a draft permit is prepared by DEQ. OAR 340 Division 216 - DEQ ACDP requirements and procedures http://arcweb.sos.state.or.us/pages/rules/oars_300/oar_340/340_216.html OAR 340 Division 209 – DEQ public participation requirements for ACDPs http://arcweb.sos.state.or.us/pages/rules/oars_300/oar_340/340_209.html DEQ application content guidelines http://www.deq.state.or.us/ag/permit/acdp/docs/applguidelines.pdf</p> |
| | <p>s.401 Certification under the Clean Water Act</p> | <p>Assesses the potential impacts to water quality from activities requiring a federal authorization to discharge into U.S. waters</p> | <p>The requirement for this certification is triggered by the requirement for a s.404 Clean Water Act permit from the USACE. Public notice is coordinated with the USACE notice (following completeness determination of the Joint Permit Application). An additional public notice could occur closer to when the technical review is completed at the discretion of DEQ. DEQ information on s.401 certification application process http://www.deq.state.or.us/wq/sec401cert/process.html OAR 340-048-0027 – general public participation requirements OAR 340-048-0032 – public notification and coordination with USACE http://arcweb.sos.state.or.us/pages/rules/oars_300/oar_340/048.html</p> |
| | <p>1200-C Construction Stormwater General Permit (National Pollutant Discharge Elimination System (NPDES) under the Clean Water Act)</p> | <p>Assesses the management and potential off-site impacts of stormwater during construction of the project</p> | <p>Public notice of this application will occur after DEQ has completed a technical review of the application and a permit is drafted. Basic information on EPA website about NPDES permit program http://water.epa.gov/pollwaste/npdes/basics/index.cfm Fact sheet from EPA about public participation in NPDES permit program http://water.epa.gov/pollwaste/npdes/basics/upload/publicparticipation.pdf DEQ guidance for 1200-C applications (content, process, etc) http://www.deq.state.or.us/wq/wqpermit/docs/general/npdes1200c/ApplicationFormManual.pdf</p> |
| | <p>NPDES 1200-Z Industrial Stormwater Permit under the Clean Water Act</p> | <p>Assesses the potential impacts of any modified or new stormwater discharges required for the facility during operations</p> | <p>Pembina may not require this permit subject to final design details. It would only be required if a point discharge for stormwater is required and if there is industrial exposure to stormwater that is discharged. If it is required, the responsibility for the review and processing of 1200-Z applications has been delegated from DEQ to the Bureau of Environmental Services (BES) (Industrial Stormwater Program) for 1200-Z permits within the City of Portland limits. DEQ issues the final permit and coordinates the public notice process. The technical review is completed by BES. A public notice of this application will be made after it has been determined the application is complete and a permit is drafted. DEQ guidance for 1200-Z applications (application content primarily)</p> |

| Regulator | Permit or Outcome | Description | Public Notice and Other Process Requirements |
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| Oregon Department of State Lands (DSL) | Removal-Fill Permit under Oregon Revised Statutes | Assesses the potential impacts associated with project in-water activities involving the removal or discharge of material below the ordinary high water mark, generally, of waters of the state | <p>Public notice on public notice http://www.deq.state.or.us/awq/wqpermit/docs/general/1200indguide.pdf</p> <p>http://www.deq.state.or.us/awq/stormwater/swppubnotice1200r.asp Public notice with this application may be coordinated with the USACE notice following application completeness determination by DSL of the Joint Permit Application.</p> <p>DSL information on processing the permit application and public review period http://www.oregon.gov/dsl/PERMITS/Pages/rfg_chapter6.aspx</p> |
| CITY | | | |
| City of Portland | Environment Permit | Permits new development within the mapped boundaries of the Ezone which include upland are on the site as well as development to the face of the berth. This review assesses potential environmental impacts within the Ezone (riparian and wildlife habitat, floodplain) and required mitigation | There is a public notice with this application. |
| | Site Development Permit | Permit for entire development on the site including within the Ezone and will also include the more detailed plumbing, electrical, utility permits. This permit | There is no public notice with this application. |
| | Urban Forestry Tree Permit | For removal of any trees as part of the project | There is public notice with this application. |

Proposed Pembina Portland Propane Export Terminal Project - Public Outreach Summary (April 1, 2015)

| Method of Engagement | Date of Consultation Activity | Communication / Consultation Summary | Issues / Concerns | Commitments / Follow-up Actions | Commitments / Actions Completed |
|---|-------------------------------|--|---|---|--|
| Communities | | | | | |
| Hayden Island (HINoon) | | | | | |
| Email | 2-Sep-14 | Port of Portland contacted organization with information about Pembina's announcement and proposed project. | Not applicable | Not applicable | Not applicable |
| Email | 11-Sep-14 | Jason Fydrichuk emailed a copy of a prepared statement to HINoon Chair Jeff Geisler as a courtesy to share with the Board prior to that evening's meeting. Pembina was unable to attend HINoon's monthly Board meeting. | Not applicable | Pembina committed to attending the next monthly meeting. | Completed: October 9, 2014 |
| Prepared Statement | 11-Sep-14 | Due to poor weather in Calgary, Pembina was unable to attend the HINoon monthly Board meeting as planned. In response, Pembina prepared a statement for the Board which was delivered by Port of Portland representative, Brooke Berglund. | Not applicable | Pembina committed to attending the next monthly meeting. | Completed: October 9, 2014 |
| Community Presentation and Q&A | 9-Oct-14 | Jason Fydrichuk (accompanied by Port reps Teresa Carr and Brooke Berglund) attended HINoon's monthly Board meeting, delivered an introductory presentation on Pembina and the proposed project, then answered questions for approximately 45 minutes afterwards. | HINoon's questions and concerns covered: safety (facility, propane, rail), construction, employment, security, marine traffic, project design. | JF and the Port answered all the questions he could and promised to get answers to any outstanding questions. | Completed: Outstanding questions were answered in a FAQ document that was delivered to HINoon, via Port rep Brooke Berglund, on December 12, 2014. |
| Email | 10-Oct-14 | Jason Fydrichuk emailed HINoon Chair, Jeff Geisler and Board members a 'thank you' note for the opportunity to present on Pembina and the Project. | Not applicable | JF committed to answering all outstanding questions and providing a project update when suitable. | Completed: Outstanding questions were answered in a FAQ document that was delivered to HINoon, via Port rep Brooke Berglund, on December 12, 2014. |
| Email | 12-Dec-15 | In response to the questions asked by members and attendees at HINoon's October Board meeting, Pembina prepared and delivered (via Port Rep Brooke Berglund) a detailed set of Q & A's (FAQ document) addressing all outstanding questions. | Not applicable | Not applicable | Not applicable |
| Community Presentation and Q&A | 12-Feb-15 | Eric Dyck (accompanied by Laura Lunt, James Norris, Jason Fydrichuk, Gary Conkling) attended HINoon's February meeting and provided an in-depth presentation on facility safety measures and the Quantitative Risk Assessment (QRA) process. A 30 minute Q&A followed. | HINoon's questions and concerns included: facility safety, seismic considerations (bedrock / liquefaction), terrorism, environment, project design. | Pembina committed to provide a copy of the geotechnical report when completed and in accordance with applicable permit application submissions. HINoon committed to providing two representatives to participate in the QRA workshop (Alistair Roxburgh and Ron Ebersole) | Commitments Outstanding |
| Conversation & Follow up email | Feb 12 & 13, 2015 | HINoon Board member Martin Siapkas spoke with Jason Fydrichuk after the HINoon Board meeting on February 12 to explain his concern around Portland's decision on joining the Joint Terrorism Task Force. He stated that if Portland was 'all in' his terrorism-related concerns around Pembina's proposed terminal would be abated. Martin followed up the next day with an email to JF with a copy of his statement to the City of Portland re: his concerns around the PITTF decision. JF returned a message of appreciation for having this information brought to his attention. | Portland's Joint Terrorism Task Force decision | Not applicable | Not applicable |
| Phone | 20-Feb-15 | James Norris spoke with David Redthunder (Hayden Island Resident and HINoon Board Member) see detail on contacts in the Tribal Section | see Tribal Section | see Tribal Section | see Tribal Section |
| Email | 22-Feb-15 | Brooke Berglund (Port) emailed Jeff Geisler asking if the neighborhood had any follow up questions that they would like addressed after the Pembina presentation. | Not applicable | Not applicable | Response not received to date |
| Email | 25-Feb-15 | Jason Fydrichuk emailed HINoon Chair, Jeff Geisler to follow up on Jeff's commitment to provide contact information for the two HINoon delegates he suggested to attend the QRA Workshop. | QRA Workshop / Safety | Jeff Geisler committed to providing contact information for Alistair Roxburgh and Ron Ebersole. | Commitment from HINoon Outstanding |
| Email | 5-Mar-15 | Alistair contacted Page Phillips of CFM requesting a list of people who were attending the ARA. Page called him back and provided him with a list of categories or organizations who where invited. | | | |
| St John's Neighborhood Association | | | | | |
| Email | 2-Sep-14 | Port of Portland contacted organization with information about Pembina's announcement and proposed project. | Not applicable | Not applicable | Not applicable |
| Email | 31-Oct-14 | Jason Fydrichuk emailed St John's Neighborhood Association Co-Chair Emilie Saks-Webb to say 'thank you' for being added to the November 10, 2014 agenda and to provide additional details on the planned presentation. | Not applicable | Not applicable | Not applicable |
| Community Presentation and Q&A | 10-Nov-14 | Jason Fydrichuk (accompanied by Port reps Kathryn Williams and Brooke Berglund) attended St John's monthly board meeting, delivered an introductory presentation on Pembina and the proposed project, then answered questions for approximately 10 minutes afterwards. | St John's questions entailed: rail traffic, noise, project design, employment. | JF answered all questions to the attendees satisfaction and committed to returning when a project update was warranted. | Commitment outstanding. Pembina is trying to get on SICA March 10th agenda to provide a project update. |

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|--|-------------------------------|---|--|---|--|
| Email | 21-Nov-14 | At the November 10 SINA meeting, a community member made a request for work gloves as the NA was planning their annual fall clean-up event. In response to this request, Jason Fydrichuk organized the delivery of 50 pairs of work gloves to SINA. JF emailed Co-Chair Emilie Saks-Webb to ensure they were received on time. | Not applicable | Not applicable | Not applicable |
| Email | 26-Nov-14 | SINA Co-Chair replied to Jason Fydrichuk's email that indeed the gloves were received in time and appreciated in the community's clean-up activities. | Not applicable | Not applicable | Not applicable |
| Email | 5-Jan-15 | Jason Fydrichuk received a request, via Port Rep Brooke Berglund, from St John's Co-Chair Emilie Saks-Webb for a copy of the presentation JF delivered to the Community Association on November 10, 2014. | No issues or concern stated. | Jason Fydrichuk committed to providing a copy of the presentation. | Completed: January 5, 2015 |
| Email | 26-Feb-15 | Jason Fydrichuk sent an email request to SINA Co-Chairs Emilie Saks-Webb and Jennifer Levy requesting the name of a SINA representative to participate in the March 10, 2015 QRA technical workshop. | QRA Workshop / Safety | Not applicable | Not applicable |
| Email | 26-Feb-15 | SINA Co-Chair Jennifer Levy emailed JF with the name of the SINA representative to attend the technical workshop. (Ben Poe) | Not applicable | Not applicable | Not applicable |
| Email | 26-Feb-15 | JF emailed Ben Poe to confirm he indeed had his proper contact information. Ben Poe replied affirmatively. | Not applicable | Not applicable | Not applicable |
| Meeting | 10-Mar-15 | Jason Fydrichuk provided an overview of the project and description of the QRA process. | Safety, QRA results and seismic issues were raised by community members. | Pembina committed to attending a future neighborhood meeting to provide QRA results and update. | Not applicable |
| Cathedral Park Neighborhood Association | | | | | |
| Email | 2-Sep-14 | Port of Portland contacted organization with information about Pembina's announcement and proposed project. | Not applicable | Not applicable | Not applicable |
| Email | 27-01-15 | Brooke Berglund (Port) contacted Doug Larson, chair of Cathedral Park NA, to see a presentation by Pembina could be scheduled for their March meeting. | Not applicable | Confirmed for a presentation at the March 10, 2015 meeting | Not applicable |
| Presentation and Q&A | 10-Mar-15 | Pembina to present a project update at Cathedral Park monthly meeting. | TBD | | |
| Email | 11-Mar-15 | Eric Dyck provided an overview of the project and description of the QRA process. | Safety, QRA results and seismic issues were raised by community members. | Pembina committed to attending a future neighborhood meeting to provide QRA results and update. | Not applicable |
| North Portland Neighborhood Chairs | | | | | |
| Meeting | 25-Nov-14 | Port of Portland representatives met with two members of North Portland to provide information on the project and discuss future outreach efforts with North Portland neighborhoods. | Not applicable | Not applicable | Not applicable |
| Board Presentation and Q&A | 5-Jan-15 | Jason Fydrichuk (accompanied by Laura Lunt, Page Phillips, Brooke Berglund) attended the NP Chairs' monthly board meeting, delivered an introductory presentation on Pembina and the proposed project, then answered questions for approximately 10 minutes afterwards. In attendance for NP Chairs: Portsmouth Neighborhood: Whitney Dorer, Piedmont Neighborhood: Linda Aruda, Arbor Lodge Neighborhood: Bob Green, Kenton Neighborhood: Megan Waats, East Columbia Neighborhood: Gary Kunz, Cathedral Park Neighborhood Association: Doug Larson, University Park Neighborhood Association: Tom Kwarki, North Portland Neighborhood Services: Tom Griffin-Valade, HINoon: Jeff Geisler In the audience: Ron Ebersole, AJ and Jan Roxenburgh - HINoon, Leslie Lum - NP District Planner for City | Issues and concerns entailed: safety, rail safety, project design, propane and marine safety. | Pembina and the Port answered questions and committed to follow-up on a few outstanding questions that could not be answered at the time. Questions were answered in a follow-up email from Brooke Berglund on January 9, 2015. | Completed: Questions were answered in a follow-up email from Brooke Berglund on January 9, 2015. |
| Email | 21-Jan-15 | Page Phillips sent an email request to Tom Griffin-Valade, Director for the NP Chairs requesting a meeting. | Not applicable | Not applicable | Not applicable |
| Email | 21-Jan-15 | Page Phillips sent an email request to Amalia Alacon Morris, with the City of Portland to invite her to the meeting with Tom Griffin-Valade. | Not applicable | Not applicable | Not applicable |
| Email | 5-Feb-15 | Page Phillips sent a follow-up email to Tom Griffin Valade to schedule the meeting time and location. | Not applicable | Not applicable | Not applicable |
| Meeting | 18-Feb-14 | Laura Lunt and Tanis Fiss met with Tom Griffin-Valade, Director for the NP Chairs to discuss the persons from North Portland that should be on the community advisory committee. We confirmed the issues that we had heard through our consultation to date. | Issues he heard from the community were: site safety, rail routing, economic benefits vs. climate action change. | Pembina was going to reflect on the names provided and then correspond back with Tom to see if he had any additional thoughts. | Pembina clarified the list with Tom on March 2. |
| Northest Coalition of Neighborhood Associations (Micah Meskel) | | | | | |
| Email | 5-Mar-15 | Micah Meskel emailed Page Phillips of CFM for a list of people who were attending the QRA session. Page called him that same day with the lists of categories or organizations who had been invited. | Not applicable | Not applicable | Not applicable |
| Class Harbor Floating Homes | | | | | |
| Call | 24-Jan-15 | Page left a message for Rick Bryant regarding Pembina attending the floating home neighborhood meeting. | Not applicable | Not applicable | Not applicable |

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|---------------------------|-------------------------------|--|--|--|---|
| Call | 29-Jan-15 | Page Phillips spoke with the neighborhood association's President, Mike Smith, and scheduled Pembina meeting. | Not applicable | Not applicable | Not applicable |
| Presentation and Q&A | 18-Feb-15 | Laura Lunt and Tanis Fiss (with Port rep Brooke Berglund) met with roughly 20 members of the floating home community to present the proposed project and answer related questions. | Issues and concerns included: project design, noise, odor, safety, marine traffic, rail and community impacts. | Laura and Tanis answered questions. Some questions regarding operations (noise, odor, etc) will be discussed in more detail in the development of a Good Neighbor Agreement. Pembina committed to answering outstanding questions in a reasonable timeframe. The Class Harbor Association committed to providing Pembina the name of a rep for the QRA workshop and asked Pembina to send details to Mike Smith and they would find a rep. | Pembina sent QRA workshop information on Feb 24 to Mike Smith and Feb 25 to Chris Fountain. |
| Email | 23-Feb-15 | Email from Chris Fountain (Class Harbor Association Secretary) requesting hard copies of the one-pagers handed out, information filed with the PSC in January 2015, and answers to the questions they provided at the meeting on Feb 18, 2015 | Not applicable | Not applicable | PSC submission information, one pagers and commitments table sent on February 25, 2015 |
| Email | 24-Feb-15 | Email to Mike Smith (Chair of the Class Harbor Association) advising him of the QRA details. | Not applicable | Not applicable | |
| Email | 25-Feb-15 | Email to Chris Fountain with the QRA workshop details. | Not applicable | Not applicable | |
| Email | 25-Feb-15 | Email to Chris Fountain with information on the PSC submission, commitment table, link to one-pagers. | Not applicable | Will be following up on the other items on the commitments list in the next week. | |
| Phone | 28-Feb-15 | Message left for Mike Smith about the QRA details requesting the name of a rep from the Association. | Not applicable | Not applicable | |
| Email | 26-Mar-15 | Emails exchanged between Laura Lunt and Chris Fountain (Class Harbor Association Secretary). The emails pertained to the participation of representatives from the community participating in the QRA session on March 10 and Laura's thanks for Chris arranging the representatives; Laura following up on 3 items--Pembina meeting its commitments about communicating information and materials, and Pembina's desire to present the QRA findings to the community; a response to a March 2 email about awaiting additional answers, but Pembina not receiving any additional questions, and; a question about whether or not Chris required further information based on the material Laura sent to her on February 25--Chris responding that the community extracted further information from public domain sources, and about how the community doesn't require an additional meeting at this point. Laura followed up stating that Pembina is available to meet if the community decides a further meeting would be beneficial. | Not applicable | Not applicable | |
| Tribal Communities | | | | | |
| Grand Ronde | | | | | |
| Email | 6-Nov-14 | Email from Pembina offering to meet and discuss the project (followed by project fact sheet) | Not applicable | Not applicable | |
| Email | 11-Nov-14 | John Young emailed Meghan Zimbrick advising that he was hoping to meet with Titu and Siobhan at 11:00 am on Thursday, November 20th to provide an overview of Pembina's proposed propane terminal to be located on lands at the Port of Portland. John advised that he would be bringing along some information to hand out as well and was anticipating that Christine White of the Port of Portland would attend the meeting as well. John asked if Meghan could send him details as to where the meeting will occur and noted that he will be flying into Portland from Calgary, the evening of November 19th. | Not applicable | Not applicable | |
| Email | 17-Nov-14 | John Young emailed Meghan Zimbrick attaching an information overview of the project and noting that he would see her Thursday. Meghan responded at 2:39 pm thanking John for the information and giving him the Portland Office address where the meeting with Titu and Siobhan will be held. | Not applicable | Not applicable | |

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| Meeting | 20-Nov-14 | John Young (Pembina) and the Port met with Titu Asghar to discuss the project. Titu explained that Council had directed he attend this meeting to determine whether a future meeting with Council was warranted. Provided copies of 4 page project fact overview sheet of Propane project. Titu had not heard of the project before and asked questions about frequency of trains (approx 3x / week) ships (approx 2x / month) where the product would be shipped to (Asia most likely), history of Pembina. Titu was most interested in knowing about business / procurement and employment opportunities with Pembina. I described the Aboriginal relations strategy and our approach. Titu was very impressed with the early outreach and would be setting up a meeting with Council. He also suggested I meet with the Tribal business team. He committed to sending them all emails about the project and would notify me when an appropriate time to meet with the Tribal groups would be. John advised Titu that Pembina planned a business reception in Portland on December 9th and suggested that Tribal representatives should attend. | Not applicable | Not applicable | Not applicable |
| Email | 28-Nov-14 | John Young emailed Meghan Zimbrick, Titu Asghar, Jilene Mercier and Stobhan Taylor attaching an invitation to a business reception that Pembina's CEO is hosting, and he will be attending, in Portland on December 9th. John asked them to please share the invitation with all they deem appropriate. | Not applicable | Not applicable | Not applicable |
| Email | 5-Jan-15 | John Young emailed Titu Asghar and Stobhan Taylor following up from their meetings to remind them of the PSC hearing on January 13. | Not applicable | Not applicable | Not applicable |
| Email | 6-Jan-15 | John Young emailed Titu Asghar and Stobhan Taylor advising that further to his note of yesterday, he provided more details on the PSC hearing on January 13. | Not applicable | Not applicable | Not applicable |
| Phone | 23-Feb-15 | James Norris left a phone message for Titu Asghar providing an introduction and asking about arranging a meeting to continue on from the discussions held between himself and John Young in the past. James Norris left his phone number with a request for Titu to return his message. | Not applicable | Not applicable | Not applicable |
| Email | 23-Feb-15 | James Norris emailed Titu Asghar in follow-up to the phone message, reiterating the desire to meet with him and carry on discussions from where they left off with John Young. | Not applicable | Not applicable | Not applicable |
| Email | 25-Feb-15 | Meghan Zimbrick contacted James Norris on behalf of Titu Asghar to propose a meeting. | Not applicable | Not applicable | Not applicable |
| Email | 2-Mar-15 | James Norris emailed Meghan Zimbrick acknowledging an upcoming meeting. James Norris also referred to the March 10 Quantitative Risk Assessment workshop, and invited Grand Ronde to participate in that event. | Not applicable | Not applicable | Not applicable |
| Email | 2-Mar-15 | James Norris emailed Meghan Zimbrick about the pending PSC hearing. | Not applicable | Not applicable | Not applicable |
| Meeting | 11-Mar-15 | James Norris visited the Grand Ronde office in Portland and spoke to Emily (last name unknown) of the Employment unit. James dropped off a package about the project and provided details about the current status of the proposal and the upcoming PSC Public Hearing on March 17. | Not applicable | Not applicable | Not applicable |
| Meeting | 12-Mar-15 | James Norris visited Grand Ronde and had meetings with David Harrelson, Cultural Director, and then with Meghan Zimbrick. James provided both with a package of information about the project. James conveyed to David highlighted information about the project, the desire to meet with him once he was able to review the information package, and the desire of Pembina to develop meaningful relationships with all communities with Traditional territories in the area of the project proposal. James explained to David that Pembina is interested to learn of any cultural concerns in the vicinity of the project. With respect to the meeting with Meghan, James asked her to confirm the date of the upcoming meeting, and that James is prepared to meet on an ongoing basis with herself and Titu Asghar to continue discussions about economic development opportunities. Meghan committed to finalizing the meeting date and responding to James with information. | The Chief and Council asked David Harrelson to prepare a presentation about the project proposal as the leadership has heard negative press about the project | James Norris offered to David Harrelson to meet with the leadership at anytime to explain the project. James to contact David in the next few weeks about a follow-up meeting. | |
| Yakama Nation Email | 6-Nov-14 | Email from Pembina to Rose Longoria offering to meet and discuss the project (followed by project fact sheet) | Not applicable | Not applicable | Not applicable |

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| Email | 13-Nov-14 | John Young emailed Rose Longoria attaching, as per her request, an overview of the proposed project and the location site at the Port of Portland. John advised that he was looking forward to discussing this more with Rose in the near future and asked if there was anyone else she felt should be included, to please let him know and he will get in touch with them as well. | Not applicable | Not applicable | Not applicable |
| Email | 28-Nov-14 | John Young emailed Rose Longoria attaching an invitation to a business reception that Pembina's CEO is hosting, and he will be attending, in Portland on December 9th. John asked them to please share the invitation with all they deem appropriate. | Not applicable | Not applicable | Not applicable |
| Email | 10-Dec-14 | John Young emailed Rose Longoria thanking her for coming to Pembina's business reception in Portland on December 9th. John apologized for not being able to connect with her at the reception and asked that they get together on his next trip to Portland. | Not applicable | Not applicable | Not applicable |
| Email | 5-Jan-15 | John Young emailed Rose Longoria, Rob Lothrop & Julie Carter following up from their meetings to advise them of the PSC hearing. | Not applicable | Not applicable | Not applicable |
| Email | 6-Jan-15 | John Young emailed Rose Longoria, Rob Lothrop & Julie Carter advising that further to his note of yesterday more details on the PSC Hearing. | Not applicable | Not applicable | Not applicable |
| Phone | 23-Feb-15 | James Norris called Rose Longoria to make introductions, and to make arrangements to carry on the dialogue that involved John Young about the project. Rose has no concerns at present with the project, and would like to defer meeting until a point in time if / when project changes occur. In the interim, Rose requested a copy of the information about all of the regulatory applications required for the project, specifically what regulatory approvals are required. | Not applicable | James Norris to provide information to Rose Longoria about the regulatory approvals required for the project | 4-Mar-15 |
| Email | 4-Mar-15 | James Norris emailed Rose Longoria providing an electronic information sheet with all information about the regulatory approvals required for the project | Not applicable | Not applicable | Not applicable |
| Email | 4-Mar-15 | James Norris responded to an email from Rose Longoria, wherein she asked to know whether or not permit applications were filed with the US Army Corp of Engineers. James indicated he would inquire and provide a response asap. | Not applicable | James Norris to provide information to Rose Longoria asap regarding the status of project permit applications to the US Army Corp of Engineers | 5-Mar-15 |
| Email | 5-Mar-15 | James Norris responded to Rose Longoria that the permit applications to the US Army Corp of Engineers have not been filed to date. | Not applicable | Not applicable | Not applicable |
| Phone and In Person | 13-Mar-15 | James Norris spoke on the phone with Johnson Mennick, Cultural Resources Director for the Yakama Nation. James Norris dropped off an information package about the Propane Terminal project proposal for Johnson at the Yakama Cultural Resources office. In the phone call, James explained to Johnson that the US Army Corp of Engineers asked Pembina to reach out to him from a cultural standpoint. James mentioned that Pembina has been in ongoing contact with Rose Longoria about the project. James described the project, how Pembina engages First Nations/ Tribes, Pembina's desire to learn if there are any cultural concerns in the project vicinity, and to build a meaningful relationship with all the Tribes with Traditional territories in the area of the project. Johnson indicated he would look at the information. James committed to following up after Johnson has had a chance to review the information package, to set up further discussion/meeting. After dropping off the information package, James was provided with short tour of the Yakama community and infrastructure sites. | Not applicable | James Norris to follow up with Johnson Mennick by phone to set up further discussion/meeting | Not applicable |
| Columbia River Inter-Tribal Fish Commission (CRITFC) Meeting | 21-Nov-14 | John Young (Pembina) and the Port met with CRITFC staff Rob Lothrop and Julie Carter to discuss the project. John Young met with the Columbia River Inter-Tribal Fish Commission, who represent the Yakama, Nez Perce, Warm Springs and Umatilla Tribes. Their Manager of legal / policy department had already followed up via email thanking Pembina for the early outreach. | Issues and concerns include: land use, procurement/employment, community investment requests - CRITFC also noted that the site's banks were vertical and would not impact fish habitat. The Columbia River Inter-Tribal Fish Commission also has concerns about crude and coal. | Not applicable | Not applicable |
| Email | 28-Nov-14 | John Young emailed Rob Lothrop and Julie Carter attaching an invitation to a business reception that Pembina's CEO is hosting, and he will be attending, in Portland on December 9th. John asked them to please share the invitation with all they deem appropriate. | Not applicable | Not applicable | Not applicable |
| Email | 5-Jan-15 | John Young emailed Rose Longoria, Rob Lothrop & Julie Carter following up from their meetings to remind them about the PSC hearing. | Not applicable | Not applicable | Not applicable |
| Email | 6-Jan-15 | John Young emailed Rose Longoria, Rob Lothrop & Julie Carter advising that further to his note of yesterday he had additional information on the PSC hearing. | Not applicable | Not applicable | Not applicable |

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| Email | 4-Mar-15 | James Norris emailed Rob Lothrop and Julie Carter, making introductions, and offering to continue discussions since the last series of meetings. The agenda proposed included: updates on the project process; revisit any outstanding discussion topics from the January meetings; provide any outstanding information; discuss Pembina's intent to meet with the communities that comprise the membership of the Commission, and; provide details about upcoming meetings and hearings. | Not applicable | Not applicable | Not applicable |
| In Person and Email | 11-Mar-15 | James Norris met Rob Lothrop and Julie Carter at the CRTFC office, made introductions and provided an information package about the project. James mentioned the desire to follow up with a meeting as mentioned in the March 4 email. James asked for Rob and/or Julie to contact him once they have reviewed the information package and have determined their availability. James also followed up to this meeting with an email to Rob and Julie. | Not applicable | Not applicable | Not applicable |
| David Redthunder - meeting | 12-Feb-15 | Hayden Island Resident, Native American, and HINoon Board Member. James Norris spoke to David Redthunder. David referred to the potential impacts of the project to cultural sites in the area of the project, the impacts on the environment—including fish and wildlife. Plans were made to visit West Hayden Island with David the following Wednesday and Thursday, February 18-19, and view the spiritual and cultural sites, and view the environmental concerns. | Impact of the Project on spiritual and cultural sites, and the environment—including fish and wildlife | Meeting arranged for February 18-19 to view the spiritual, cultural and environmental concerns | James Norris attended expected meeting to visit sites February 18-20. David Redthunder did not attend. |
| Phone | 17-Feb-15 | James Norris left a message for David Redthunder that he was in town to participate in the tour that David scheduled with James to see the cultural, spiritual and environmental sites. James asked David to return his call to set the specific time to meet on February 18 and 19, and / or 20. | Impact of the Project on spiritual and cultural sites, and the environment—including fish and wildlife | Not applicable | James Norris was available for the expected meeting to visit sites February 18-20. David Redthunder did not attend. |
| Phone | 18-Feb-15 | James Norris left a message for David Redthunder that he hadn't heard from David yet, and was awaiting the scheduled tour of the cultural and spiritual sites. James indicated that he could meet David within 20 minutes at any point throughout the day today or tomorrow. | Impact of the Project on spiritual and cultural sites, and the environment—including fish and wildlife | Not applicable | James Norris was available for the expected meeting to visit sites February 18-20. David Redthunder did not attend. |
| Phone | 19-Feb-15 | James Norris left a message for David Redthunder that he was in Portland to attend David Redthunder's tour of the cultural and spiritual sites. James indicated that he hadn't heard from David yet. James indicated he would be on Hayden Island to visit the rest of the island and take pictures; and requested David to call asap to meet. | Impact of the Project on spiritual and cultural sites, and the environment—including fish and wildlife | Not applicable | James Norris was available for the expected meeting to visit sites February 18-20. David Redthunder did not attend. |
| Phone | 20-Feb-15 | James Norris spoke with David Redthunder regarding his cultural concerns on the proposed project. David provided a list his concerns as: <ul style="list-style-type: none"> Cultural – there are no cultural sites in the vicinity. Process – HINoon believes the process is being rushed by the City, and the concerns of HINoon are being ignored. HINoon believes that the rush all the way along is as a result of the Port's prior knowledge they were going to lose Hanjin Geo-Technical – the site is unstable. The ground is soft with a high water table, and no bedrock for ~1000 ft. The site will not support our facility, and is a major industrial accident waiting to occur. Earthquake – EPA standards of withstanding a 7.0 magnitude event at the site are insufficient. Terrorism – the site location will expose Hayden Islanders to a catastrophic event as a result of a terrorist attack (expressed as 'when', not 'if') Vaporization of everyone living on Hayden Island – HINoon is expressing that there will be a near 100% death rate of the residents of Hayden Island when our facility explodes. Further, if BNSF is the railway carrier of choice, the folks on Hayden Island will also face the risk of exploding railcars. Environmental – species in the Columbia River basin are at risk due to pollution from the facility (birds/fish/marine mammals) Pembina is Not Involving / Listening to Communities – Communities should have been involved from the start. Information is not shared with the communities on a timely basis. Risk and geo-technical data should have been provided to the communities long before Pembina applied for an exemption from the | See consultation summary column | James Norris attended February 25 City Hall attend emergency community meeting on February 28 on Hayden Island. David Redthunder cancelled the involvement of James Norris at the emergency community meeting on February 28. David Redthunder deferred a visit to the sites of potential environmental concern on Hayden Island. These are the sites that David believes that concern will occur due to the proposed project. | |
| Meeting | 25-Feb-15 | James Norris met with David Redthunder at Portland City Hall for David's presentation to the Mayor and Council against Pembina's project. During the presentation, David made references to responding to City Hall on behalf of Yakama and Grand Ronde Tribal Confederations with respect to his perception about the impacts of Pembina's projects on spiritual and cultural sites and areas, and on the environment. David Redthunder mentioned that the Emergency community meeting on February 28 and the visit to sites of interest were cancelled. | Not applicable | Not applicable | Not applicable |

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| In person discussion | 12-Mar-15 | James Norris informed David Redthunder that the Port has agreed to a site visit of the west side of Hayden Island to allow David to explain about the local sites of interest in the area. David indicated his interest in the site visit, which is tentatively scheduled for a time between March 25-27. Brooke Berglund from the Port of Portland will join the site visit. | Not applicable | Determination of a specific date and time to conduct the site visit | |
| Phone and In Person | 12-Mar-15 | James Norris and Robert Kentia phone each other, James Norris dropped off an information package about the Propane Terminal project proposal for Robert at the Siletz Tribal Administration office. In the phone call, James explained to Robert that the US Army Corp of Engineers asked Pembina to reach out to him from a cultural standpoint. James described the project, how Pembina engages First Nations and Tribes, Pembina's desire to learn if there are any cultural concerns in the project vicinity, and to build a meaningful relationship with all the Tribes with Traditional territories in the areal of the project. Robert indicated he would look at the information and call James to set up a follow-up meeting. | Not applicable | A follow-up meeting if required. | |
| Phone and In Person | 16-Mar-15 | James Norris spoke to Sally Bird, Cultural Resources Director, on the phone, and dropped off an information package about Pembina's proposed propane terminal in Portland. James explained to Sally that the US Army Corp of Engineers asked Pembina to reach out to her from a cultural standpoint. James described the project, how Pembina engages First Nations and Tribes, Pembina's desire to learn if there are any cultural concerns in the project vicinity, and to build a meaningful relationship with all the Tribes with Traditional territories in the areal of the project. Sally indicated she would look at the information. James indicated that he would call her back to arrange a meeting after Sally had sufficient time to review the information. | Not applicable | James Norris to call Sally Bird to arrange a meeting. | |
| Phone and In Person | 25-Mar-15 | James Norris left a message and then spoke to Teara Farrow Ferman, Program Manager for the Cultural Resources Protection Program, at the Umatilla Tribal Administration Office, and dropped off an information package about Pembina's proposed propane terminal in Portland. James explained to Teara that the US Army Corp of Engineers asked Pembina to reach out to all the Tribes that comprise the Columbia River InterTribal Fish Commission, except Umatilla. Perceiving this as an oversight, Pembina is choosing to reach out to Umatilla from a cultural standpoint. James described the project, how Pembina engages First Nations and Tribes, Pembina's desire to learn if there are any cultural concerns in the project vicinity, and to build a meaningful relationship with all the Tribes with Traditional territories in the areal of the project. Teara was thankful for the information, and would share it with Audie Huber, Intergovernmental Affairs Manager. James indicated that he would call her to arrange a meeting after Teara and Audie had sufficient time to review the information. | Not Applicable | James Norris to call Teara Farrow Ferman to arrange a meeting. | |
| Phone | 20-Mar-15 | James Norris left a message for Patrick Baird introducing himself, introducing Pembina's Propane terminal proposed project, and that James was calling as the US Army Corp of Engineers asked Pembina to reach out to the Nez Perce. James indicated that he would be stopping by Tribal Administration Office on March 25 to drop off an information package, and to conduct introductions if Patrick was available. James left his message for Patrick to return his call. | Not Applicable | Drop off an information package about the proposed propane terminal project for Patrick Baird on Monday March 25. | 25-Mar-15 |
| Phone | 25-Mar-15 | James Norris left a message for Patrick Baird informing Patrick that he was enroute to the Reservation, and was hoping to make introductions. James informed Patrick that, at minimum, he would be dropping off the information package he mentioned in his last email. James then proceeded to the Nez Perce Tribal Administration Office and left an information package about the proposed propane terminal project in Portland, also leaving his contact information for Patrick. | Not Applicable | | |
| Environmental Organizations | | | | | |
| Email | 29-Aug-14 | Email to the organization from the Port of Portland about the proposed project with an offer to discuss the project at a later date when more information is available. | Not applicable | Not applicable | Not applicable |
| Invitation Letter | 2-Dec-14 | A letter requesting a meeting and project briefing was sent. | Not applicable | Not applicable | Not applicable |

Proposed Pembina Portland Propane Export Terminal Project - Public Outreach Summary (April 1, 2015)

| Method of Engagement | Date of Consultation Activity | Communication / Consultation Summary | Issues / Concerns | Commitments / Follow-up Actions | Commitments / Actions Completed |
|---|-------------------------------|--|--|--|---|
| Project Briefing and Guided Tour of Proposed Facility Site | 16-Dec-14 | Bob Sallinger was briefed on the project, toured around the proposed site and had his questions addressed by Pembina and Port staff. Present were Eric Dyck, Laura Lunt, Tanis Fiss, Page Phillips and Port tour guide, Richard Vincent. | Issues and concerns include: 'blast zone' information, early consultation, wants a public forum to oppose project, 'low regulatory hurdles' comment by Bill Wyatt, Pembina's approach to equity and diversity. | Not applicable | Not applicable |
| Email | 18-Dec-14 | Laura Lunt sent an Bob Sallinger a 'thank you' email for his time in touring the proposed site and discussing the project. | Bob expressed an interest in further discussing community engagement opportunities. | Laura made a commitment to have a follow-up discussion in the new year regarding community engagement. | Laura reached out to Bob on January 8, 2015 to follow-up and left Bob a message |
| Phone call / Voice Mail | 8-Jan-15 | Laura Lunt called Bob Sallinger to follow-up on a commitment to discuss community engagement. Pembina issued a news release on January 5, 2015 declaring the intent to formalize a Community Advisory Committee to oversee the development of the project. | Community Engagement | Laura made a commitment on December 18th to have a follow-up discussion with Bob regarding community engagement. | Pembina announced its intention of formalizing a Community Advisory Committee on January 5, 2015. The goal of this committee is engage a cross-section of community, city and interested parties to speak on the project and oversee its development. |
| Email | 4-Mar-15 | Bob Sallinger emailed Page Phillips for alist of people who were attending the QRA session. Paged called him that same day with the lists of categories or organizations who had been invited. | Not applicable | Not applicable | Not applicable |
| Phone call / Voice Mail | 5-Mar-15 | Bob Sallinger called Page Phillips of CFM for alist of people who were attending the QRA session. Paged provided him with the lists of categories or organizations who had been invited. | Not applicable | Not applicable | Not applicable |
| Lower Columbia River Estuary Partnership (Chris Hathaway) | | | | | |
| Invitation letter | 1-Dec-14 | A letter requesting a meeting and project briefing was sent. | | | |
| Project Briefing and Guided Tour of Proposed Facility Site | 16-Dec-14 | Chris was briefed on the project, toured around the proposed site and had his questions addressed by Pembina and Port staff. Present were Eric Dyck, Laura Lunt, Tanis Fiss, Page Phillips and Port tour guide, Richard Vincent. | Issues and concerns include: cost - how does it reach \$500 million, fish habitat destruction, school enviro education and outreach program. | Pembina agreed to have Chris' involvement in shoreline remediation. | Pembina contacted Chris on February 3, 2015 to request a follow-up meeting. A voice mail was left |
| Phone call / Voice Mail | 5-Jan-15 | Gail Feltham called Chris Hathaway to find a time to meet to discuss the shoreline restoration work and left a voice message. | Issue: shoreline restoration | Not applicable | Not applicable |
| Columbia Riverkeepers | | | | | |
| Email | 2-Sep-14 | Email to the organization from the Port of Portland about the proposed project with an offer to discuss the project at a later date when more information is available. | Not applicable | Not applicable | Not applicable |
| Invitation Letter | November 12 & 17, 2014 | A letter requesting a meeting and project briefing was sent to Brett VandenHeuvel and David Serres. An official response was never received. | Not applicable | Not applicable | Not applicable |
| Invitation Letter | 2-Dec-14 | A letter requesting a meeting and project briefing was sent. | Not applicable | Not applicable | Not applicable |
| Willamette Riverkeepers | | | | | |
| Email | 2-Sep-14 | Email to the organization from the Port of Portland about the proposed project with an offer to discuss the project at a later date when more information is available. | Not applicable | Not applicable | Not applicable |
| Invitation Letter | 1-Dec-14 | A letter requesting a meeting and project briefing was sent. An official response was never received. | Not applicable | Not applicable | Not applicable |
| Oregon Chapter of the Sierra Club | | | | | |
| Email | 2-Sep-14 | Email to the organization from the Port of Portland about the proposed project with an offer to discuss the project at a later date when more information is available. | Not applicable | Not applicable | Not applicable |
| Invitation Letter | 12-Dec-14 | A letter requesting a meeting and project briefing was sent. An official response was never received. | Not applicable | Not applicable | Not applicable |
| Northwest Environmental Defense Center | | | | | |
| Email | 2-Sep-14 | Email to the organization from the Port of Portland about the proposed project with an offer to discuss the project at a later date when more information is available. | Not applicable | Not applicable | Not applicable |
| Invitation Letter | 2-Dec-14 | A letter requesting a meeting and project briefing was sent. An official response was never received. | Not applicable | Not applicable | Not applicable |
| Columbia Slough Watershed Council | | | | | |
| Email | 2-Sep-14 | Contacted organization to discuss the proposed development | Not applicable | Not applicable | Not applicable |
| Meeting | 5-Jan-15 | Port of Portland update | Not applicable | Not applicable | Not applicable |
| Industry and Other | | | | | |
| Quantitative Risk Assessment Session (QRA) with Community Representatives | | | | | |

Proposed Pembina Portland Propane Export Terminal Project - Public Outreach Summary (April 1, 2015)

| Method of Engagement | Date of Consultation Activity | Communication / Consultation Summary | Issues / Concerns | Commitments / Follow-up Actions | Commitments / Actions Completed |
|----------------------|-------------------------------|---|---|---|---------------------------------|
| Meeting | 10-Mar-15 | Presentation of the draft QRA including experts to provide information about the assessment, and seeking feedback from the participating representatives. The audience included members of the Port of Portland, the Public Safety Commission, and two representatives each from Class Harbor, Hillnoon, and St. Johns. | The difference between the QRA and the <i>White Paper</i> in terms of impacts/risk to the nearby communities. The safety rail traffic. The role of Portland as a "green city" and how that applies to a propane terminal. Terrorism. Earthquakes. | Listed on a separate document. (attached) | |

Propane is our business. Safety is our priority.

Pembina is a 60-year old Canadian company. We transport energy products by pipelines and by rail. We have been handling and transporting propane for 40 years. We have delivered propane to Oregon for more than 15 years for rural and agricultural customers and to power school buses. Many people use propane to fire up their backyard barbecues. Propane tanks are at most gas stations. We depend on propane because it can be handled safely – in

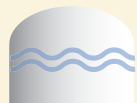
cities, workplaces and farms. Our proposed export facility in Portland will draw on our experience and knowledge of how to handle and transport propane safely. All our equipment will be new. The safety features will be designed specifically for the Portland facility. They will be rigorously tested to reduce risk. We will manage the facility, as we do all of our facilities, with safety as our first priority.

Fast Facts

Propane: • Non-toxic, non caustic, not a greenhouse gas • Classified as clean fuel, used to reduce greenhouse gas emissions • Not harmful to soil or water • Clean burning, safe and portable

[Water Storage]

Onsite water tank and pump system for emergencies



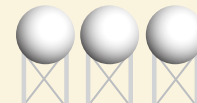
[Rail Cars]

US DOT 112 railcars designed for propane
Yard engine always connected to rail cars



[Offload Storage]

Manual and automatic shutdown stations for every tank site



[Refrigerated Storage Tanks]

Double-walled storage tanks, with full-time pressure monitoring between inner and outer tanks



[24/7 Staff]

24/7 specially trained control room operators with authority to shut down site



[No Onsite Processing]

Propane is chilled to -44° F at near normal atmospheric pressure

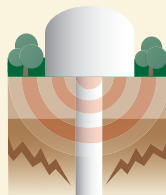
Automatic shutoff and isolation valves on piping



[Earthquake Stabilization]

Will exceed 2014 Oregon seismic building code requirements

Massive 24-36-inch, 160-ft-deep pilings into and through gravel bed (like a bridge) to support tanks



120 ft wide, 100 ft deep, 3000 ft long underground foundation wall to prevent facility from sloughing into river

Conducted extensive geotechnical testing



[Fire Eyes]

Infrared "Fire Eyes" to detect any possible flash or fire 24/7

Gas detectors at ground level to sniff-out any possible leaks

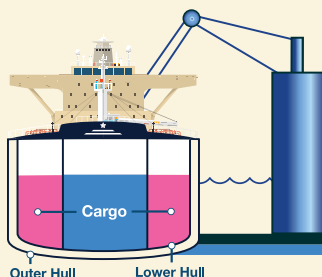
Both link to an automatic shutdown of the facility

[Ship Berth 607]

Quick decouplers at rail unload rack and ship loading system

Closed loop system from rail to ship – propane is contained 100%

Double-hulled ships only for export



Outer Hull Lower Hull

[Flare Stack]

Interconnected system to flare propane in an emergency

Designed to reduce pressure by half within 15 minutes

Over-pressure automatic and mechanical relief valves



Pembina Safety Statistics



The Canadian Energy Pipeline Association (CEPA) represents Canada's transmission pipeline companies.

CEPA's mission is to enhance the operating excellence, business environment and recognized responsibility of the Canadian energy transmission pipeline industry through leadership and credible engagement between member companies, governments, the public and stakeholders.

As a member of CEPA, Pembina shares its safety statistics quarterly to help the association understand trends within the industry. Included here are some of Pembina's key safety metrics in relation to the industry average demonstrated by CEPA's membership companies.

Injury Frequency Rates

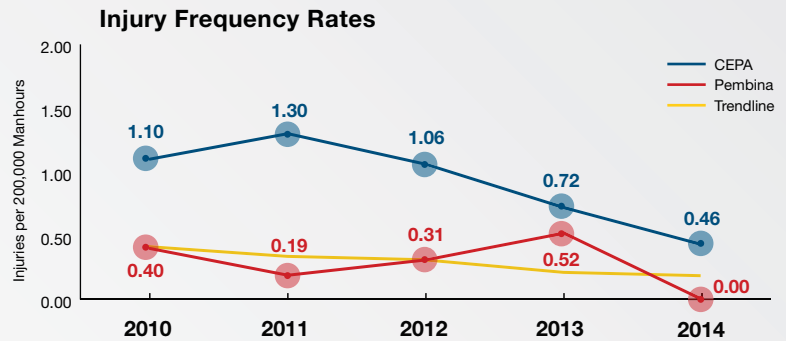
Through the great work of many of our industry partners and associations like CEPA, injury rates are declining steadily across the industry. Pembina's 'Zero by Choice' safety culture is making a difference, ensuring our employees get home to their loved ones safely every day.

The Reportable Injury Rate for Pembina is reported per 200,000 person-hours worked. To calculate this rate, multiply the total reportable injuries by 200,000 and then divide by the total number of hours worked. In 2013 for example:

$$5 \times 200,000 = \frac{1,000,000}{1,905,725} = 0.52$$

The industry average, as demonstrated through CEPA's membership companies was 0.72 for 2013.

Pembina's injury rate is consistently less than the CEPA membership companies. In fact, Pembina did not have any reportable injuries and no lost time incidents for 2014, despite working nearly 2.4 million hours.



Pembina Data

Reportable Injury Incidents

| | |
|-------------------------|---|
| 2014 (Jan. 1 – Dec. 31) | 0 |
| 2013 | 5 |
| 2012 | 2 |
| 2011 | 1 |

Frequency Rate

| | |
|-------------------------|------|
| 2014 (Jan. 1 – Dec. 31) | 0 |
| 2013 | 0.52 |
| 2012 | 0.31 |
| 2011 | 0.19 |

Person-hours

| | |
|-------------------------|-----------|
| 2014 (Jan. 1 – Dec. 31) | 2,367,878 |
| 2013 | 1,905,725 |
| 2012 | 1,291,946 |
| 2011 | 1,029,825 |

Vehicle Incident Frequency Rate

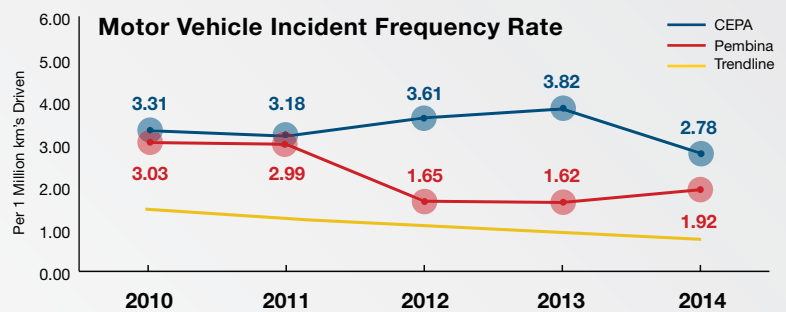
Pembina employees are required to spend a lot of time behind the wheel in their day-to-day operations of our systems, so tracking Motor Vehicle Incidents (MVI) is a key metric of our safety record.

To determine our MVI Frequency Rate, we take the number of reportable incidents and divide that by the total kilometers driven as a corporation. The results are stated in terms of 'incidents per one million kilometers driven.' In 2013 for example:

$$\frac{28}{14,550,146} = 1.92$$

The industry average, as demonstrated through CEPA's membership companies was 2.78 for 2014.

Pembina's motor vehicle incident frequency rate is consistently less than CEPA's membership companies.



Pembina Data

Reportable Incidents

| | |
|-------------------------|----|
| 2014 (Jan. 1 – Dec. 31) | 28 |
| 2013 | 20 |
| 2012 | 17 |
| 2011 | 27 |

Frequency Rate

| | |
|-------------------------|------|
| 2014 (Jan. 1 – Dec. 31) | 1.92 |
| 2013 | 1.62 |
| 2012 | 1.65 |
| 2011 | 2.11 |

Kilometers Driven

| | |
|-------------------------|------------|
| 2014 (Jan. 1 – Dec. 31) | 14,550,164 |
| 2013 | 12,345,206 |
| 2012 | 10,298,683 |
| 2011 | 9,018,099 |

(1 kilometer = 0.62 miles)