



**Planning Advisory Group Meeting #21
 Tuesday, February 16, 2010 5:30-8:00pm
 Port of Portland, 121 NW Everett, Portland, OR**

MEETING NOTES – Revised Final 4/20/10

Announcements—Bill Blosser and Sam Imperati

Bill Blosser opened the meeting and had meeting minutes from January 2010 meeting adopted. *Bill Blosser* and *Sam Imperati* announced the Friends of Trees event.

Bill Blosser announced the neighborhood coalition meetings in March. Please let staff know if you are planning on attending.

Members	Affiliation	Present
Erwin Bergman	Central NE Neighborhoods	√
Bill Blosser	Chair	√
Mark Clark	E. County	
Andy Cotugno	Metro	√
Bruce Fisher	FAA	√
John Frevola	Flightcraft	√
Gene Hahn	Horizon Airlines (replaced Tom Gerharter)	√
Cam Gilmour	Clackamas County	√
Alan Hargrave	Port of Camas/Washougal	
Chris Hathaway	Lower Columbia River Estuary Partnership	√
Laura Hudson	City of Vancouver	√
Maryhelen Kincaid	N. Portland Neighborhood Services)	√
Lt. Col. Stuart Mathew	ORANG	
Patrick Metzger	NE Coalition of Neighborhoods	√
John Mohlis	Columbia Pacific Building Trades	√
Dennis Mulvihill	Washington County	
Brian Nelson	Intel	√
Mary Olson	Port Commissioner	
Lai-Lani Ovalles	Planning Commissioner	
Alesia Reese	E. Portland Neighborhood Office	√
Veronica Rinard	Travel Portland	√

Hector Roche	Multnomah Co. Community Liaison	√
Lawrence Russell	Environmental Justice	
Bob Sallinger	Audubon Society of Portland	√
Michael Sloan	Vancouver Neighborhoods	√
Dave Smith	Vice Chair	
Denny Stoecklin	Portland Office of Neighborhood Involvement	
Fred Stovel	Office of Neighborhood Involvement	√
Vicki Thompson	PDX Citizen Noise Advisory Committee (Kelley Sweeney attended as alternate)	√
John Weigant	Airport Issues Roundtable	√

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

Land Use Plan – Jay Sugnet

Fred Stovel introduced the Land Use Plan, and explained that the Natural Resource component will be presented at a later PAG meeting due to their complexity and Port/City ongoing work on the airfield and PIC.

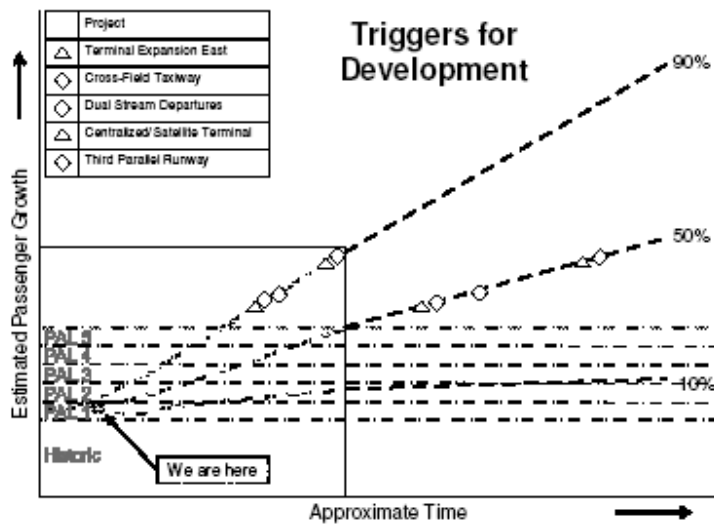
Jay Sugnet presented the Land Use Plan. The following are key slides.

The following are key slides:

City Land Use Plan
PAG Action: Are there any fatal flaws?

- Triggers for Development and Review
- City Comprehensive Plan Policy Amendments
- City Code Amendments to Height and Noise overlays
- Plan District Boundaries
- Plan District Code Language
- Transportation Impact Analysis
- Natural Resources – still in progress

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City Land Use Plan

Comprehensive Plan Amendments

Changes

- **Goal 1 – Metropolitan Coordination**
 - **Add language for partnership with Port and 2035 “Most Sustainable Airport” goal**

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City Land Use Plan

Comprehensive Plan Amendments

Changes

- **Goal 5 – Economic Development**
 - **Add language that mentions importance of PDX to region**
 - **Adopt Airport Futures Plan by reference**

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City Land Use Plan

Comprehensive Plan Amendments

Changes

- **Goal 8 – Environment**
 - **Natural resources:**
 - **Add language to reference plan district development standards**
 - **Noise overlay zone**
 - **Minor “clean-up” on language related to 65 DNL and 68 DNL contours**
 - **Add language for 55 DNL disclosure**

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City Land Use Plan

Comprehensive Plan Amendments

Changes

- **Goal 11 – Public facilities**
 - **Add sustainability goal**
 - **Organize policy by Regulations, Partnerships, and Investments**
 - **Adopt Airport Futures Plan by reference**

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City Land Use Plan

Comprehensive Plan Amendments

Changes

- **Goal 11 – Public facilities, continued**
 - **Regulations**
 - **Reference Zoning Code Plan District for PDX and Middle Columbia Slough**
 - **Add language supporting Wildlife Hazard Management Plan**
 - **Add language for Aircraft Landing overlay zone**
 - **Partnerships**
 - **Add language referencing PDX Community Advisory Committee (PCAC)**
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City Land Use Plan

Comprehensive Plan Amendments

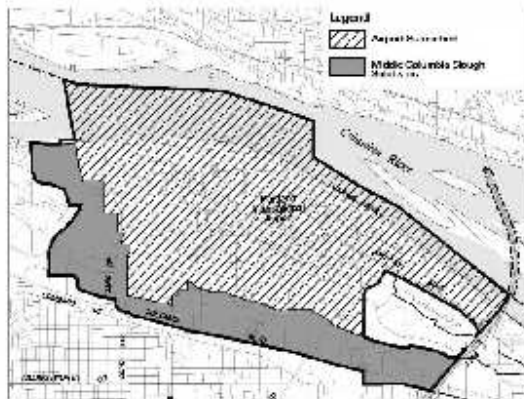
Changes

- **Goal 11 – Public facilities, continued**
 - **Investments**
 - **Add language referencing airport facilities map and sustainability goals**
 - **Add language mentioning flexibility for airport operations, management and development over time**
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City Land Use Plan – Zoning Code

PDX PLAN DISTRICT AND SUBDISTRICT BOUNDARIES



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City Land Use Plan – Zoning Code

PROPOSED PDX PLAN DISTRICT

Purpose (33.565.010)

- Explain reasons for plan district
- Explain two parts (“subdistricts”) of plan district: Airport and Middle Slough
- Adjustments to plan district regulations must be consistent with plan district purpose
- Changes to plan district regulations must be consistent with or amend plan district purpose

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City Land Use Plan – Zoning Code

PROPOSED AIRPORT SUBDISTRICT

Use regulations (33.565.100 & 33.565.110)

Uses “allowed by right” are allowed without limits or special reviews.

Uses accessory to an allowed use are also allowed without special reviews.

- Clarify that airports are “allowed by right”
- Additional “allowed uses” or “accessory uses”
 - Hotels, motels, rental car facilities, etc.....

City Land Use Plan – Zoning Code

PROPOSED AIRPORT SUBDISTRICT

Development Standards (33.565.200-33.565.220)

- Clarify that Airside development is not regulated by City, except for 3rd parallel runway
- Prohibit (no exceptions) 3rd parallel runway
- Prohibit (no exceptions) decentralized terminal concept

Changing prohibitions would require a new legislative process with hearings at Planning Commission and City Council.

City Land Use Plan

INTERSECTIONS IMPACTED BY PDX

Transportation Mitigation Projects

Intersection	Mitigation	Trigger MAP / Approximate Year
Alderwood Rd/Columbia Blvd	Signalize intersection with center turn lane on NE Columbia Boulevard	15.0 MAP / 2010
NE Columbia Blvd/NE Cully Blvd	Signalize intersection with center turn lane on NE Columbia Boulevard	15.0 MAP / 2010
NE Marine Dr/NE 33 rd Avenue	Signalize intersection	15.0 MAP / 2010

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City Land Use Plan – Zoning Code

PROPOSED AIRPORT SUBDISTRICT

**Review for Southwest Quadrant of PDX (SW Quad)
(33.565.270/33.806)**

- **Require Type III review when development is proposed for SW Quad**
- **Ensure that adequate public services (transportation, water, sewer, fire, police) are available**

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City Land Use Plan – Zoning Code

PROPOSED AIRPORT SUBDISTRICT

Development Standards: Landscaping (33.565.230)

- **Require landscaping consistent with Port's Wildlife Hazard Management Plan**
- **Amend City's Plant list to include an Airport Plant List**
- **Amend Cascade Station/Portland International Center Plan District landscaping standards**

City Land Use Plan – Zoning Code

PROPOSED AIRPORT SUBDISTRICT

Public Involvement requirements (33.565.240-33.565.250)

- **Require PCAC contact prior to major building permits or any land use review**
 - Development exceeds 10,000 square feet of building area
 - Cost of development exceeds \$500,000
 - Does not include trade permits, maintenance, etc.
- **Modify Type III notice posting requirements**

City Land Use Plan – Zoning Code

PROPOSED AIRPORT SUBDISTRICT

Environmental Zones (33.565.300-33.565.340)

- **Specify allowed wildlife management activities**
- **Allow habitat conversions consistent with wildlife management plan**
- **Allow development within the security perimeter fence to go directly to mitigation (normally, avoid and minimize analysis is required)**

City Land Use Plan – Zoning Code

PROPOSED MIDDLE COLUMBIA SLOUGH SUBDISTRICT

Environmental Zones (33.565.280-33.565.340)

- **Normal environmental regulations, plus**
- **Require crossing of main sloughs by bridge – no culverts allowed**
- **Require removal of pavement if development exceeds \$132,850 (indexed to inflation)**
- **Exempt usual and customary Drainage District activities (levee maintenance)**
- **Exempt wildlife hazard management activities**

City Land Use Plan – Zoning Code

NATURAL RESOURCES UPDATE

- Inventory – complete
- ESEE Analysis – mostly complete
- Regulatory Program – still in discussion
- Enhancement Program – still in discussion

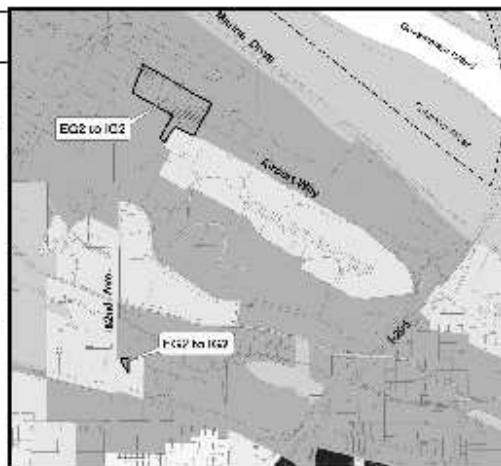
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City Land Use Plan – Zoning Map Amendments

Change zoning from
Employment to Industrial
for consistency

Proposed Zone Designations:

- Open Space
- Residential 7,000
- Residential 5,000
- Low Density M/D 2,000
- Neighborhood Commercial
- General Commercial
- General Employment 2
- General Industrial 2



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Intergovernmental Agreements

- **Ongoing Public Involvement (PCAC):** City of Vancouver, City of Portland, and Port of Portland
- **Transportation:** City of Portland-Port of Portland
- **Sustainability Guidelines and Goals:** City of Portland-Port of Portland
- **Natural Resources:** City of Portland-Port of Portland

Questions during the presentation:

Sam Imperati and Jay Sugnet clarified that the three urban design maps will be adopted as part of the City's Land Use Plan package.

Alesia Reese asked if there was a way to better integrate the elements of the three categories (Environment, Economic, Urban Design).

Jay Sugnet said that City staff would work on better integrating these three elements.

Maryhelen Kincaid asked about the disclosure language. How will that work in the code?

Jay Sugnet clarified that the disclosure requirements are the same across the 55, 65, and 68. In the 65 and 68, there are additional requirements.

John Weigant asked about the documents that implement the disclosure requirements.

Jay Sugnet noted these documents were previously handed out.

Bill Blosser asked about the area representing PIC on the Plan District map.

Jay Sugnet clarified that this is part of a separate plan district.

Maryhelen Kincaid asked about which regulations would apply in the East Columbia neighborhood, as the Plan District boundary bisects the neighborhood.

Jay Sugnet clarified the City's code hierarchy and how the Plan District regulations would apply.

Andy Cotugno asked about the environmental limit decision within the airfield. Is there a presumption that there is an “allow” decision on the airfield?

Jay Sugnet said that this issue was not resolved, but that the language in the PowerPoint and in the Plan District presumed that there is an “allow” decision on the airfield.

Fred Stovel asked for clarification on slide 29.

Jay Sugnet clarified that the three identified mitigation projects would have to be done by 15 MAP.

Erwin Bergman asked about the 10K sq. ft. and the \$500K triggers for PCAC. He feels that they are too high.

Jay Sugnet clarified that the numbers were based on recent permit history.

Erwin Bergman thinks that the dollar number is ok but the sq. ft. is too high.

Alesia Reese stated that 10K sq. ft. is too low, as is the \$500K trigger. Is there a way to link it to traffic impacts?

Maryhelen Kincaid agreed that the threshold should be linked to impacts.

Jay Sugnet clarified that these thresholds are minimum, and that the Port could choose to notify even if they are not required to. In addition, PCAC in their annual review of Port projects could request that additional projects get notice.

John Weigant asked about the timing of notification.

Jay Sugnet clarified that there would be a notification at least two weeks prior to the public meeting where the project would be presented.

Erwin Bergman asked about third-party developers who are not on the airfield—for example, a car rental agency. Would they be required to comply with the public notice requirements?

Jay Sugnet clarified that any applicant would be required to comply.

Vicki Thompson asked about new facilities, and if the Air Guard built a new facility. Would the requirement be triggered?

Jay Sugnet clarified that the Air Guard would not, because they are not required to get building permits from the City. *Stuart* also clarified this.

Alesia Reese asked about the mitigation proposal. Will getting it sooner be cheaper and better?

Jay Sugnet clarified that the details would be discussed next month, but that mitigation could be tied to MAP/airport growth.

John Weigant asked about what is on the EG2-zoned sites.

Jay Sugnet clarified that on one site, it was hotels, and on another, the site was vacant.

Sam Imperati explained that the land use, plan documents will be on the web this week, and these and the IGAs will be available to the report-writing group.

Break

Public Comments

Sean Dempsey, Floating Islands International. Company that develops mimics of floating islands. Habitat development –Army Corps projects, habitat restoration. Work in SE Oregon, SF Bay. Natural floating islands—search web for information on ecosystem enhancement. Floating islands are wetlands, very rich habitat. Looking at how floating islands are formed. Can be as large as 30 acres. Habitat for fish, both juveniles and predators. www.floatingislandsinternational.com.

Land Use Plan, cont'd (Jay Sugnet)

Sam Imperati closed the Land Use Plan presentation and asked for major flaws in the components of the Land Use Plan. He asked for further conversation.

Veronica Rinard asked about the perimeter fence and the change of regulations to allow “straight to mitigation” –isn't this contrary to the sustainability goals of the PAG?

Jay Sugnet replied that Metro has recognized that this is the “reality of the situation,” and that the outcome is likely to be the same with or without “avoid/minimize.”

Fred Stovel asked about lack of reference to CNAC in the code and comp plan amendments. He also asked about changes to noise impacts and the reflection of that in the code. How can we ensure that the regulations of the x overlay reflect the changing noise contours?

Alesia Reese asked about triggers. Is MAP a fair representation of impacts to the areas surrounding the airport? For example, first three intersections are mitigated, but how do these changes translate to other types of impacts in the district?

Jay Sugnet clarified that *Alesia Reese* was describing transportation impacts, but MAP is a surrogate for all impacts.

Alesia Reese stated that transportation was just an example, Each kind of impact “impacts” another—is MAP the best proxy for impact mitigation?

Jay Sugnet stated that the code requirements are the minimum—the floor. If/when, the airport grows again...

Alesia Reese stated that the City code is interpreted literally—how are trigger impacts...?

Maryhelen Kincaid stated that she felt this would be difficult to address/ accommodate.

Alesia Reese is concerned with the three maps on the wall—how do you address the triggers that are addressed in the maps? She does not feel that the three legs of the sustainability stool are addressed in the code proposal.

Fred Stovel asked if PCAC was intended to address these kinds of questions.

Erwin Bergman stated a caveat. With respect to notification in the 55DNL, this disclosure will encompass such a large number of people. Will we find ourselves stuck with an antiquated system that is out of date in the future? DNL/Ldn will be supplanted with TA/EA. How will the code address this?

Maryhelen Kincaid stated that CNAC will continue to review noise impacts to the community, including using new metrics like TA/EA. Measurements are what we use to see what is happening, but impacts are what we work on. CNAC is working with the Beyond 65DNL Noise Work Group to look at how noise impacts the community. CNAC works with Port to find enhancements and other ways to deal with that.

Sam Imperati summarized the concerns. We are working with the best metrics we have to measure impacts. However, we cannot predict what happens in the future when measurements change.

Andy Cotugno asked, before we change from a CUMP to a Plan District, how do we provide for a periodic review process?

Alesia Reese stated that this addressed her issues.

Sam Imperati asked *Erwin Bergman* if that also addressed his issues.

Erwin Bergman stated that DNL is a worse metric than TA/EA.

John Weigant stated that there is a lot of uncertainty about noise in the future. Is the 55DNL disclosure requirement worth doing?

Sam Imperati reminded the group that the 2/26/10 NWG would work to address these issues.

Sam Imperati asked *Chris Corich* and *Jay Sugnet* how to address these concerns.

Chris Corich stated that the Part 150 might be a logical time to address the changes in contours/measurements, and that he wanted to talk to the Noise Manager and PCAC and the City.

Andy Cotugno clarified that there might be a need for an update process for the code. Won't there be a Master Plan update every 10 years?

Chris Corich agreed that there would be a Master Plan update periodically, and that things will be reviewed at that time on the Port side of things. The PCAC would look at those sorts of things.

Jay Sugnet stated that early on, there were neighborhood groups asking for a check-in every 8-10 years via the CUMP process. But, if there's no growth, then does that make sense? It's a balancing act -flexibility, certainty. PCAC is the way we will get review of things.

Maryhelen Kincaid asked about other Plan Districts—can we learn from them?

Jay Sugnet stated that they are all unique. PCAC could identify major or minor changes that might be needed, and City and Port would have to figure that out.

Sam Imperati called the question.

Voting 1: All.

Sustainability Package – Sean Loughran

Sean Loughran made a sustainability presentation walking the PAG through the sub-committee recommended principles and goals (<http://pdxairportfutures.com/Documents.aspx>). He offered a beyond 65DNL workgroup binder to all interested parties. He introduced *Phil Ralston* who asked to meet with anyone who was interested to discuss the opportunity to comment on the Global Reporting Initiative's draft sustainability reporting guidelines for airports.

Questions during Sustainability Package presentation

Maryhelen Kincaid asked about *Bob Salinger's* position on the goals/guidelines, as he could not be here tonight.

Sean Loughran said that he could share that *Bob Salinger* was in complete support.

Alesia Reese asked about adaptive management, and about consequences for not achieving goals.

Sean Loughran indicated that adaptive management was part of the sustainability package.

Alesia Reese asked if PDX CAC was part of this adaptive management strategy. Would they review progress toward goals quarterly/yearly?

Sean Loughran described how the Port would report to PDX CAC: policy, programs (shuttle buses, de-icing, etc.), and projects.

Bill Blosser referred everyone to Goal 14: progress measurement, audited by independent third party.

Alesia Reese again asked about consequences if the City and Port do not achieve compliance with goals.

Bill Blosser said that there was a commitment to them in the IGA, but it's not a requirement.

Jay Sugnet said that the first question from Mayor Adams would likely be how we are measuring success.

John Weigant discussed Goal 5. For him, this is the key of the effort, and the phrasing is too soft. Then, he discussed Goal 13, which is much more aggressive. He feels that we have missed the focus on sustainability and focused too much on growth.

Erwin Bergman discussed carbon neutrality. He connected his concerns to *Alesia Reese's*—how are we going to hold ourselves accountable to achieving these goals? He doesn't believe that the carbon neutrality goals can be met. What happens if we find out that we can't achieve them? There are no interim goals.

Bill Blosser pointed out the interim goals in the footnotes.

Sean Loughran stated that this is to set the direction of where we want to go. PDX CAC is going to look at how we get there.

Brian Nelson asked who was in charge. Sustainability officer?

Sean Loughran referenced the Port's natural resources program and referred him to *Phil Ralston*

Voting.

1. Guiding principles: *John Weigant* voting 2.
2. Sustainability goals: *Erwin Bergman* 2, John 3.

John voted 3 because he sees no goals supporting Guiding Principle 5.


Erwin Bergman voted 2 because he is concerned about Port and City having less than adequate goals.

Master Plan Financial and Phasing Plan (Sean/CF)

Sean Loughran presented the MP financial analysis.

The following are key slides:

Today's Discussion
A financial plan was developed to support the Master Plan Update capital improvement plan
<ul style="list-style-type: none">▪ Background▪ Funding Requirements▪ Objectives▪ Strategy▪ Analysis▪ Conclusions▪ PAG Action: Does PAG accept the Port's conclusion that the Master Plan Capital Improvement Plan is financially feasible?



Background (*continued*)

The financial plan is based on the aviation demand forecasts

- **Planning horizon 2008 through 2035**
 - Estimates completed for all Master Plan projects
 - 50th percentile forecast used to derive a rough estimate of project timing
 - Sustainability focus on maximizing utility, operation efficiencies and strategic investments lowers capital costs
- **Implementation strategy**
 - Projects are grouped by anticipated timing
 - Financing will be arranged to meet construction schedules
- **Conclusion – Plan is financially feasible**

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Funding Requirements

The Master Plan includes projects estimated to cost approximately \$1.2 billion (2008 \$) through 2035

Master Plan CIP Estimated Cost by Functional Element

Functional Elements	Estimated Cost (Millions 2008 \$)	Distribution
Passenger Terminal	\$43.6	3.8%
Parking & Curbsides	646.3	55.7%
Rental Cars	221.6	19.1%
Roadways	7.9	0.7%
Key Intersections	124.1	10.7%
Air Cargo	113.8	9.8%
GA	2.1	0.2%
Total	\$1,159.4	100.0%

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Funding Requirements (*continued*)

The Master Plan includes projects estimated to cost approximately \$1.2 billion (2008 \$) through 2035

Master Plan CIP Estimated Cost by Planning Activity Level (PAL)

PAL	Estimated Cost (Millions 2008 dollars)	Distribution
1 (2012)	\$34.7	3%
2 (2017)	\$247.4	21%
3 (2022)	\$215.9	19%
4 (2027)	\$436.0	38%
5 (2035)	\$223.4	19%
Total	\$1,159.4	100%

Strategy

The strategy is traditional, conservative and proven at PDX

- Use “pay-as-you-go” funding to reduce borrowing
- Issue “airport revenue bonds” to bridge funding gaps
 - PDX Bond rating is S&P AA-
 - One of only 7 airports in country with that rating
 - Only one airport a better bond rating - AA rating (LAX)
- Use Airport revenues to pay bond debt service

Conclusions

The projects proposed in the Master Plan can be funded

- **MP CIP is based on incremental demand based development**
 - Demand forecasts used to derive timing of facility requirements
 - Construction timed to meet demand (passenger, aircraft, auto, etc.)
- **Financial plan is based on established objectives**
 - Manage Debt
 - Remain competitive (Cost per enplaned passenger)
 - Maintain cash reserves
- **Financial plan demonstrates Airport's ability to fund CIP**
 - Manage Debt Service

Questions asked during the financial presentation.

Andy Cotugno asked about Remain Overnight (RON) figures. These are included in the Terminal numbers.

John Weigant asked about large projects that are not included in this list.

Sean Loughran there are not any.

Bill Blosser asked why the cost per enplaned passenger for PDX is twice Tampa.

CF Booth and *Sean Loughran* explained that it depends on when expansions were done. Tampa did their expansions 15-20 years ago, and they are paid for.

Lt. Col. Matthew asked about when cost per enplaned passenger costs were calculated.

Chris Corich explained that cost per enplaned passenger would increase greatly if MAP does not increase.

Sean Loughran explained that cost per enplaned passenger is for 50th percentile.

Andy Cotugno asked if the financial model was run for lower MAP, and is it solvent.

Sean Loughran said that it was. The model is continually re-run based on current numbers.

Steve Schreiber said that the airport must be solvent. Debt load for airport is relatively high - he *and* commission are not very comfortable with that. There is no incentive to build unneeded things. The opposite is true.

Maryhelen Kincaid asked where PFCs figure into numbers.

Steve Schreiber clarified that it is a source of capital funding, pay-as-you-go. Previously used to fund part of Airport MAX. Allows Port to issue less debt.

Vicki Thompson stated that open gates on Concourse D could be used for RON.

Sean Loughran and *Chris Corich* agreed, and that they were currently doing that to provide RON parking.

Sean Loughran stated that previously, funding information was provided to PAG.

Denny Stoecklin asked how much flexibility there was in the plan.

Steve Schreiber stated that in the near term, there was a fair amount of flexibility, but in the mid- to long-term, there was less. It depends on activity levels, and debt capacity.

Sean Loughran clarified that a sustainability criterion was flexibility - keep options open.

Brian Nelson asked about cost of meeting sustainability goals. Is this factored into model?

Steve Schreiber stated that the Port is trying to look at all of the elements of sustainability. Glass recycling is an example—it's good for the environment, but it's also reduced cost. Recycling is a net financial benefit. Also looking at lifecycle costs—paving as an example.

Andy Cotugno stated that costs associated with natural resources need to be accounted for in the financial plan.

Chris Corich agreed.

Sam Imperati called the question.

Voting 2: *Andy Cotugno*, because he is concerned about mitigation/enhancement liability.

Closing Comments/Next Meeting

Bill Blosser mentioned the upcoming report writing, 3/3/10 6-8:30. Next meeting, NR, draft PAG report. Next meeting is at the Old Town Port of Portland headquarters. April PAG meeting is at 1900 SW 4th Room 2500A.

Sam Imperati announced that if NWG needs changing, there would be advance notice. *Phil Ralston's* offer will go out via email. Please take NWG binders. Members in the news.