




AIRPORT FUTURES

CHARTING A COURSE FOR PDX

Planning Advisory Group Meeting #23 Meeting Notes
Tuesday, May 25, 2010 5:30 pm – 8:30 pm (with PAG Tour from 4:30-5:15 pm)
New Port Headquarters

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

Staff & Consultants	Affiliation	Present
Susan Barthel	City – Bureau of Environmental Services	√
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	√
Zoe Haseman	Jacobs Consultancy	√
Dave Helzer	City – Bureau of Environmental Services	√
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	√
Ian Whitlock	Port Legal	√

Public present: Catherine Ciarlo from Office of Portland Mayor Adams, Anne Tyler, Lee Perlman, Alice Blatt (Wilkes), Abbey Tennis

Announcements, Approval of 4/20 PAG Meeting Notes (Attachment #2), and Agenda Review (Attachment #1)

Bill Blosser: Welcome to what we hope to be the final working meeting of the PAG before we head to the review and approval process by decision-makers. Chairs will participate in all review meetings, convene Coordinating Committee following these meetings if necessary, and provide updates to the PAG on the status. All PAG members invited to attend review meetings and offer comments.

Thought it would be good to end the PAG working meetings as we began the process back in September 2007 with words from our Sponsors – the City and Port. Today, we have a special guest from Portland Mayor Sam Adams’ office and former PAG member/Planning Commissioner – Catherine Ciarlo. The Mayor was unable to join us tonight, but asked Catherine to offer a few words on his behalf to the PAG. Steve Schreiber will also offer comments to the PAG on behalf of Port executive director Bill Wyatt.

Catherine, welcome back. Thanks for joining us for the tour as well.

Catherine Ciarlo: Mayor Adams had wanted to be here this evening and has been watching the progress of the group relatively closely. Remember the first day of the PAG with former Portland Mayor Potter and Bill Wyatt, emphasizing that it was only going to be 2 or 3 years. It seemed to go relatively quickly. It is good to have a coalition of diverse interests working together so well. We rarely see this done as gracefully and comprehensively as has happened in this group. Planning decisions need to hold for a long period, and we appreciate the ones that go well. This one went well. When I think about what made it go well, it is the diversity of opinion around the table. People have been able to articulate their points of view and listen to others, with excellent staffing and leadership.

From the Mayor's perspective, sustainability is an important factor in all decisions. Economic, environmental, and social equity. Obviously, an important driving principle here. From talking with Bob Sallinger, even if the PAG is not in complete agreement, at least we are moving in the right direction. That's high praise coming from Bob.

Looking forward to hearing how these proposals are received at Planning Commission, Council, and Port Commission. Thank you from the Mayor for your commitment, all of the time and hard work you've put into this.

Steve Schreiber: On behalf of Bill Wyatt, and the entire Port team, thank you – the PAG – for your hard work and dedication to this planning effort over the past couple of years. There have been a lot of meetings, a lot of time spent, but at the end of the day, a useful, productive outcome for the airport and community and one that assures that the airport will continue to serve the community in a sustainable fashion.

I can remember being at the old building for the approval of the 2000 Master Plan. A different environment – the Port operated differently than today. We've evolved and we're a better partner with the community and the citizens. We are at the end of one process, but there is still a lot of work to come. What you created will live on for a long time, a legacy into the future. Everyone around the table should be very proud to be a part of this. Thank you very much for your time, dedication, and effort.

Bill Blosser: Vice Chair Dave Smith expressed regret that could not be here tonight. He had a preexisting commitment. Dave is supportive of the PAG moving forward with final votes. "I am pleased with the package. Believe it represents a lot of hard work on the part of the PAG and staff. And is an excellent package of products."

Several other PAG Members were able to attend tonight's meeting, but have submitted proxy votes to Facilitator:

Votes Received To Date:

Gene Hahn submitted #1 votes on both items.

Alan Hargrave submitted #1 on both votes.

Laura Hudson submitted #1 votes on both items

Dennis Mulvihill submitted #1 votes on both items –

Although absent from a number of meetings due to Board and Urban Reserve commitments, he has been tracking the PAG's work and offers these comments: "The PAG, Port of Portland and City of Portland have been diligent and creative in the process to produce these results."

Lai-Lani Ovalles submitted #1 votes on both items

Votes Received Following the Meeting:

Chris Hathaway submitted #1 votes on both items
Vicki Thompson submitted #1 votes on both items

4/20 PAG meeting notes included in your packet has been amended at the request of Alesia Reese. Change affiliation of Alesia Reese to East Portland Neighborhood Coalition. Any other changes? If not, meeting notes stand.

Two quick updates from Port – Steve and Sean.

Sean Loughran Update:

Sean Loughran: Thanks for joining us on the tour. There is information on the sustainability features of the new Port headquarters provided in the handouts on the table. A key feature NOT highlighted in these documents is that the project generated 2,500 good paying jobs and more than a million hours of construction and related work in a time when the region was facing unprecedented unemployment levels.

Perhaps most importantly, small business utilization was about 26 percent on a goal of 15 percent with \$41 million in contracts going to small businesses.

More than 70 small local minority businesses were involved with the project. 13 of the 70 minority and small businesses working on the project were graduates of the Port Mentor Protégé program.

These were ideas included in the Sustainability Good Ideas matrix for future projects.

For those of you tracking high-speed rail, ODOT is holding a series of open house meetings on Oregon's DRAFT goals for high-speed rail between Eugene and Portland. Meetings will include a short presentation and allow citizens to share feedback. May 26 from 4:30-6:30 pm in Oregon City and June 3 from 4:30-6:30 pm in Lake Oswego. Go to ODOT website for more information. Thanks to Maryhelen for providing this information. Erwin and I attended the Cascadia High Speed Rail meeting on May 10th; follow-up meeting scheduled on June 3rd in Salem.

Open House tour of Port HQ on June 5 for general public.

Andy Cotugno: Federal Railroads Administration June 4th, at the Benson, hearing on national High Speed Rail program.

Steve Schreiber Update

Steve Schreiber: Passenger traffic is basically flat. We're not expecting to see growth for at least another 12 months.

On May 14, Delta announced plans to retain nonstop international air service for both Tokyo and Amsterdam through winter of 2011. Beginning June 1, Delta will change back to the A330 aircraft.

New Alaska service to Honolulu to start this fall. Hawaii continues to be a strong market for PDX. Alaska now has 14% of Portland market.

New Air Canada daily nonstop service to Toronto beginning June 17. This service complements Air Canada's nonstop flights to Calgary and Vancouver, BC.

Proposed United/Continental merger working its way through regulatory process. Not much impact anticipated at PDX.

PDX continues to develop bicycle and pedestrian facilities consistent with the Bicycle & Pedestrian Plan adopted in 2003. The latest improvements benefiting cyclists include:

- 1) The Travel Oregon Welcome Center recently opened in the center of the bag claim area, which will serve as a bicycle concierge of sorts, directing bicyclists to facilities at PDX and larger biking system in the region.
- 2) The soon to be installed bicycle assembly area at PDX for those flying with bikes. This bicycle facility to be completed in June will be the first in the country. The assembly area will provide two work stands and assorted tools for cyclists and will be located in the south, baggage claim area with good access to bicycle parking, LRT, restrooms, and the PDX multi-use trail.

Andy Cotugno: Is that a service available to employees too? *Steve S:* Yes, available to anyone – travelers and employees.

Beaches restaurant opening up tomorrow. Local entrepreneur with strong community service ethic. Owner was Vancouver citizen of the year.

Military lease: Port gave them a proposal a few months ago. Response just came in, so nothing to report yet, but the PDX CAC will be kept up to speed on negotiations.

Airline Agreement. May 12 adopted Rates and Charges ordinance. Just finalized Airline Agreement. June 9: Port Commission will act on this agreement.

North Runway Extension. Construction began May 17 and will continue through mid-October. Electeds and community members have been notified. Outreach will continue on changes the public may expect to flight patterns.

Beyond 65 DNL Noise Work Group Update and Recommendations (Attachment #3)

Sean Loughran presented the PowerPoint and reported that the City-Port work group continues. Fall 2010 conclusion. Provided an overview on work completed to date, 2 recommendations for the PAG report (included in the Chairs' memo), and schedule for completion of work.

Sam Imperati will facilitate remaining meetings.

Next meeting is tentatively scheduled for June 1. Expected to change due to schedule conflicts with three members.

Erwin Bergman: Meetings has given short shrift to health effects of noise, specifically in view of the World Health Office report released not long ago. There is a dire need to spend time on this, because as we work on mitigation, we need to find out why we are doing the mitigation in the first place. The issue of health impacts has not been adequately covered. It is being discussed in terms of annoyance. I have brought it up twice. I am not proposing to spend a lot of time rehashing it, but there is a lot of information available that contradicts what we have received from the Port, a lot of which seems outdated.

Sam Imperati: Over the next week or two, I will be working with staff to see how we can develop an agenda and work our way through these issues.

Feedback on PAG Products from Stakeholder Outreach and Public Meetings (Attachment #3)

Lise Glancy: Since our last PAG meeting, we have had 2 public meetings, 4 stakeholder meetings with 94 members of the public participating. We also had a Natural Resource Subcommittee meeting on May 18 with 5 PAG members attending. There has been general support for PAG recommendations and products and very complimentary comments on the PAG, Port, and City work. Portland neighborhood PAG members are seeking formal support letters from their neighborhood coalitions, as this will be important to the Planning Commission and Council. The Columbia Slough Watershed Council and the City-wide Land use Group are also working on letters of support.

Alesia Reese: I am concerned that the Port may not be out in the community now that the Airport Futures process is ending.

Lise Glancy: We are not going to stop our outreach, and the PDX CAC will help ensure that we stay out in the community and help inform our outreach.

Alesia Reese: It would be very disappointing if the Port stopped doing good outreach.

Lise Glancy: We won't stop.

Maryhelen Kincaid: CNAC used to not be out in the community. At the beginning, Port staff were nervous, but now we have seen so many people out in the community, that there is support at the Port for talking with the community on contentious issues. CNAC will continue to push for outreach. It's been a great success.

Lise Glancy: The broader Port is out in the community all the time and will remain there. Saturday Parkways, neighborhood meetings, movies in the park, and project open houses/meetings.

Sam Imperati: Shared two comments commending the Airport Futures process:

One coalition, land use chair remarked, "Pleasantly surprised with results. Began with disagreement over PAG representation. Neighborhood participation in the PAG made a difference."

Another citizen remarked after reviewing the Executive Summary of the PAG Report: "Wow, ongoing committee is impressive. It seem like you are moving from a bureaucracy to a democracy."

Lise Glancy: Encourage you when you talk with your stakeholders, to share the Executive Summary highlights. This section more than any reinforces that the fingerprints of the PAG and stakeholders are all over the Airport Futures final products.

We have asked PAG members to ask their neighborhood coalitions to endorse the process. Thanks for your efforts to get these letters to share with decision makers. As Catherine noted, the support of the PAG and various groups means a lot to decision makers that are often confronted with divisive issues.

Land Use Plan and Natural Resource Agreement

- City-Port Natural Resources Intergovernmental Agreement (**Attachment #4**)
- Feedback from site visit and 5/18 subcommittee meeting
- PAG Discussion

Jay Sugnet: Before we talk about the natural resources agreement, it is important to note that there are non-Port properties affected by the natural resource overlays within the Airport Plan District. Last week, a Measure 56 notice was sent to just under 500 property owners stating that the City is proposing to change the environmental zoning on their property. The measure requires specific language to be included saying that the changes “may affect your property value.” This usually gets people’s attention, and in that way serves its purpose. As a result, Mindy and I have fielded about 20 calls from property owners asking questions about the proposal. We will be doing site visits in the next few weeks to ensure that the resources are mapped properly and answer questions.

In addition, City staff is working with the four golf courses to address their concerns about applying environmental overlays to large portions of their properties. We’ve met several times and made changes to the proposed code to ensure that the golf courses can continue to operate without undue burden. We will continue to make refinements to the City Code in the next week or two and will ask Planning Commission to allow staff to address typos and improve clarity – without changing the substance of the code.

Based on comments from 4/20 PAG meeting, staff began work on City-Port Natural Resources Intergovernmental Agreement. There was general agreement with the direction from the Natural Resource Subcommittee on 5/18. Staff received Audubon comments on 5/22 and yesterday worked through the comments. These comments are reflected in the draft Natural Resources Agreement dated 5/24/2010 on the table in front of you. Changes are noted in track changes and you will notice that there is a new Exhibit C: Mitigation Framework.

Goal tonight is to get agreement on the Natural Resource Intergovernmental Agreement from the PAG and allow staff to make minor changes/refinements to the agreement including Exhibit C.

Steve Schreiber: As we talked about at the last meeting, there is an issue around revenue diversion related to natural resource mitigation and enhancement. Federal Aviation Administration (FAA) revenue diversion rules are clear that airport funds must be for airport uses. Last week, we went to Renton, WA to discuss the proposal with the FAA and get their initial reaction. We did not get a green light, but we also did not get a red light. The FAA gave us comments on their concerns regarding revenue diversion. We have discussions ahead of us to determine how we can make this work consistent with revenue diversion rules. I am confident that we can get there. We don’t have all green lights today but I think we can get there with ongoing discussions with the FAA.

Alesia Reese: What if FAA says no?

Steve Schreiber: It is fair to say that the FAA has more comfort with the mitigation proposal than the tree canopy and Slough enhancement proposal. Our plan is to make Plan A work. We don’t have a Plan B today, but if we need to, we will develop one. My goal is to make Plan A work.

Bob Sallinger: It concerns me because there is no fallback to enhancement. If there is a Plan B, I want to make sure that there is communication with the PAG and an assurance that reconvene the PAG.

Chris Corich: Absolutely. We agree that we would need to communicate openly and fully if there is a Plan B. I want to open this up to questions and comments from subcommittee members and Phil Ralston.

Bob Sallinger: We are pleased with the agreement. There are still details to be worked out, but where we’re at today is very positive and we are very happy.

Sam Imperati: The silence is deafening and encouraging.

Public Comment before PAG Vote: NONE

Sam Imperati clarifying 1, 2, and 3 voting:

- “1” indicates full support for the proposal as stated.
- “2” indicates that the participant agrees with the proposal as stated, but would prefer to have it modified in some manner in order to give it full support. Nevertheless, the member will support the consensus even if his/her suggested modifications are not supported by the rest of the group because the proposal is worthy of general support, as written.
- “3” indicates refusal to support the proposal as stated.

Vote: Do you support the Natural Resources agreement?

(Results include votes received before and after meeting)

Members	Affiliation	Vote
Erwin Bergman	Central NE Neighborhoods	1
Bill Blosser - NV	Chair – Portland	NV
Mark Clark	East Multnomah County (Five Cities)	1
Andy Cotugno	Metro	1
Bruce Fisher	Federal Aviation Administration (FAA)	A
John Frevola	Flightcraft	1
Gene Hahn – A	Horizon Airlines (replaced Tom Gerharter)(voted by proxy)	1
Cam Gilmour – A	Clackamas County	1
Alan Hargrave	Clark County (Camas/Washougal) (voted by proxy)	1
Chris Hathaway – Pending	Lower Columbia River Estuary Partnership (voted by proxy)	1
Laura Hudson – A	City of Vancouver (voted by proxy)	1
Maryhelen Kincaid	N. Portland Neighborhood Services	1
Lt. Col. Stuart Mathew	Oregon Air National Guard	1
Patrick Metzger	NE Coalition of Neighborhoods	1
John Mohlis	Columbia Pacific Building Trades	1
Dennis Mulvihill - A	Washington County (voted by proxy)	1
Brian Nelson	Intel	1
Mary Olson	Port Commissioner	1
Lai-Lani Ovalles - A	Portland Planning Commissioner (voted by proxy)	1
Alesia Reese	E. Portland Neighborhood Coalition	1
Veronica Rinard	Travel Portland	1
Hector Roche	Multnomah County	1
Lawrence Russell	Environmental Justice	1
Bob Sallinger	Audubon Society of Portland	1
Michael Sloan	Vancouver Neighborhoods	1
Dave Smith - NV	Vice Chair – Vancouver	NV
Denny Stoecklin	Portland Office of Neighborhood Involvement	1
Fred Stovel	Portland Office of Neighborhood Involvement	1
Vicki Thompson	PDX Citizen Noise Advisory Committee (Kelley	1

	Sweeney attended as alternate)(voted by proxy)	
John Weigant	Airport Issues Roundtable	1

Final PAG Report

Sam Imperati: In your handouts, there is a memo from the Chairs highlighting the changes made to the last draft of the PAG report since the 4/20 PAG meeting. The changes include: 1) Language refinements deferred from 4/20 meeting, 2) changes from 4/20 meeting, 3) changes to reflect the Natural Resource agreements, and 4) 2 proposed PAG recommendations from the Noise Work Group.

There are two additional recommendations:

- 1) Bob Sallinger has proposed some additional language concepts be included in the PAG report in the background/context section.

"The Airport District is located on filled floodplain near the confluence of the Willamette and Columbia Rivers. Prior to development, this area was a diverse mosaic of habitat types including floodplains, wetlands, sloughs bottomland hardwood forests and grasslands, which supported a rich diversity of fish and wildlife populations. Today much of this habitat has been lost, filled fragmented and degraded. Restoration of this habitat and better integration of the built and natural environments is critical to protecting and restoring fish and wildlife populations including more federally listed salmonids and more than 150 species of native birds."

- 2) An additional map of the Master Plan is proposed to be included in the PAG Report. HANDOUT of the Master Plan map is on your desk.

The goal is not to revisit these changes individually, but get a sense from the PAG if there is comfort moving forward with the Airport Futures Overall Package. Any concerns with this approach?

Alesia Reese: It's important with the mitigation efforts that the groundwork in the background is done with the community so that there isn't surprise with what happens at Government Island.

Jay Sugnet asked Bob Sallinger for permission to make minor changes. Permission granted.

Bob Sallinger: Noted that the first more in the last sentence should be deleted as noted above.

Recommendation and Approval of Overall Package

- Elements of Final Package
- Tentative Review and Approval Dates
- PAG Discussion and Vote: Taken as a whole and based upon staff's commitment to make the final products consistent with this report, do you support the Airport Futures Overall Package and recommend its transmittal to decision-makers for approval?
-

Sam Imperati: 1-2-3 Voting Reminder

PACKAGE VOTE: Taken as a whole and based upon staff's commitment to make the final products consistent with this report, do you support the Airport Futures Overall Package and recommend its transmittal to decision-makers for approval? (Land Use Plan, Master Plan, IGAs, and PAG Report including 14 recommendations).

(Results include votes received before and after meeting)

Members	Affiliation	Vote
Erwin Bergman	Central NE Neighborhoods	1
Bill Blosser - NV	Chair – Portland	NV
Mark Clark	East Multnomah County (Five Cities)	1
Andy Cotugno	Metro	1
Bruce Fisher	Federal Aviation Administration (FAA)	1
John Frevola	Flightcraft	1
Gene Hahn – A	Horizon Airlines (replaced Tom Gerharter)(voted by proxy)	1
Cam Gilmour	Clackamas County	1
Alan Hargrave- A	Clark County (Camas/Washougal) (voted by proxy)	1
Chris Hathaway – Pending	Lower Columbia River Estuary Partnership (voted by proxy)	1
Laura Hudson – A	City of Vancouver (voted by proxy)	1
Maryhelen Kincaid	N. Portland Neighborhood Services	1
Lt. Col. Stuart Mathew	Oregon Air National Guard	1
Patrick Metzger	NE Coalition of Neighborhoods	1
John Mohlis	Columbia Pacific Building Trades	1
Dennis Mulvihill - A	Washington County	1
Brian Nelson	Intel	1
Mary Olson	Port Commissioner	1
Lai-Lani Ovalles - A	Portland Planning Commissioner (voted by proxy)	1
Alesia Reese	E. Portland Neighborhood Coalition	1
Veronica Rinard	Travel Portland	1
Hector Roche	Multnomah County	1
Lawrence Russell	Environmental Justice	1
Bob Sallinger	Audubon Society of Portland	1
Michael Sloan	Vancouver Neighborhoods	1
Dave Smith - NV	Vice Chair – Vancouver	NV
Denny Stoecklin	Portland Office of Neighborhood Involvement	1
Fred Stovel	Portland Office of Neighborhood Involvement	1
Vicki Thompson - A	PDX Citizen Noise Advisory Committee (Kelley Sweeney attended as alternate)(voted by proxy)	1
John Weigant	Airport Issues Roundtable	1

Erwin Bergman: 99% of the report is great and it caps off two and a half years of good work. My concern is one issue in the area of sustainability. When I submitted comments that were voted on under generational fairness guiding principle, I asked for the addition of a phrase “calling for their most prudent and conservative consumption.” It was voted down. I do not believe that the work “balancing” is the appropriate word that provides or clearly defines the need for some action, and for action now – a start right now to consider prudent use of the resources now and not down the road when things get bad.

Balancing over time ... As resources diminish you get to a crisis point. Then you’ve reached a point that is pretty late in the game. You are committing to reducing your consumption of a finite resource

so that over time, there is more of that resource available. Who does the balancing? I am arguing to renew inclusion of that phrase.

Sam Imperati: For clarity's sake. Look at PAG report p. 13. Bottom of page, second to last line, 5th word in. ..."Not only must these issues be balanced among themselves; they must be balanced between present and future generations. To ensure the quality of life of future generations is not compromised by ours, greater conservation of resources and reduction of pollution by our generation may be required."

Erwin Bergman: I didn't miss that, but my language calls for concrete action.

NOTE: Following the meeting, staff discovered that the language requested by Erwin Bergman had been approved by the PAG at their 4/20 meeting. This edit was mistakenly omitted from the 4/17/10 PAG Final Report. It will be included in the PAG Final Report. Erwin was notified of this error.

Sam Imperati: Comments? [There were none.]

John Weigant: Sustainability issues are very important. In the beginning, there was a goal to be the most sustainable airport by 2035. Deadline is necessary. Other issue that I am also concerned about is that some issues that have not been well dealt with, that are beside the point for what the plan was all about, and they deserve to be entered into the record as a minority report. I'd like to write a minority report, but I'd also like to agree with the entire package.

Sam Imperati: We discussed this situation at the coordinating committee meeting. With respect to the absence of 2035 deadline, it should be noted that there is a commitment by the Port to report at least annually to the PDX CAC on what progress has been made toward sustainability goals, not waiting until 2035. There will be another process like this to update the PDX master plan in 10 years, which will also offer a check in.

Alesia Reese: Would some of these issues be part of the PDX CAC process?

Sam Imperati: Yes. One of the reasons for the PDX CAC is that planning is an ongoing endeavor. Would like to clarify, minority reports under the PAG's collaboration principles are only if there is a 3, but anyone can add information for decision makers without voting a 3. This would be referenced on p. 56 of the PAG Final Report and included in a new Appendix S. A placeholder so that the reader and posterity know that we explored these issues.

Maryhelen Kincaid: If we vote to accept the PAG report but we don't accept what's in the minority report, how does that work?

Sam Imperati: No minority report. However, if you have additional information you'd like the decision-makers, you're welcome to do that.

John Weigant: I can live with a 1 if we can submit additional information.

Erwin Berman: Agreed to 1 based on discussion.

Sam Imperati: Staff and I request flexibility to make minor, non-substantive changes to the PAG Report and other products to fix things like typos, grammar, and stylistic problems. Similarly, staff typically requests that Planning Commission allow staff to make minor changes to the Zoning Code Amendments after they vote to forward a recommendation to City Council. Staff commits to keeping

the PAG apprised of any significant changes from Planning Commission, City Council, and Port Commission.

Sam Imperati: Concerns? None

Andy Cotugno: If Planning Commission or City Council doesn't take aspects of our recommendation, then our recommendation remains intact. How would we find out what the outcome was?

Sam Imperati: Yes, the PAG recommendations would remain intact. The plan is that we would talk to the chairs after each review meeting about issues that are raised that the PAG might want to respond to. We would communicate back to the PAG after each meeting.

Bill Blosser: I understood you to say that if we go to Planning Commission and they don't understand some detail, staff can clarify so that Planning Commission can endorse.

Andy Cotugno: What if they want to substantively change? Will our stuff remain intact?

Sam Imperati: Yes.

Bill Blosser: Minor changes are okay, but we wouldn't do major changes without coming back here.

Sam Imperati: p. 56, "As a result, the PAG recommends to the Portland City Council, Port of Portland Commission, and Vancouver City Council that they accept this report, its conclusions and recommendations as a package. They include:

1. The Port of Portland Commission accepts the *PDX Airport Futures Master Plan* and direct staff to submit the *Airport Layout Plan* to the Federal Aviation Administration for final review and acceptance,
2. The Portland City Council adopt the legislative land use plan developed through the process,
3. The Port Commission, Portland City Council, and Vancouver City Council adopt the Intergovernmental Agreement establishing an ongoing PDX Community Advisory Committee,
4. The Port Commission and Portland City Council adopt the Intergovernmental Agreements identifying transportation and natural resource mitigation, follow-on, limited duration, Noise Work Group, and sustainability guiding principles and goals to be used to guide the work of the Port, City and the PDX CAC, and
5. The 14 Additional Recommendations found at pages 53–54.

The PAG encourages the Portland City Council, Port Commission, and Vancouver City Council to implement these conclusions and recommendations as a package."

[No objections.]

Mary Olson: Can we get a redlined copy of any minor changes?

Staff: Yes.

Alesia Reese: Is it possible to make a more user-friendly executive summary with a page or two of highlights?

Sam Imperati: You mean the report?

Alesia Reese: Yes.

Sam Imperati: Look to the executive summary. If we took away pictures, that might work. We can do that. We can work on a summary.

Lessons Learned and Process Evaluation (Attachment #6)

Sam Imperati: Hector had proposed that we do a Lessons Learned for the future PDX CAC. Lessons learned will be shared with the PDX CAC at their initial meeting. Two parts: 1) brainstorm on three questions by the PAG, and 2) completion of PAG Process Evaluation.

Before we do this, have one final PAG vote - a fun one. T-shirts for PAG members (to be delivered at the 9/21 PAG Final Meeting/Celebration. In keeping with our sustainability goal, t-shirts will be American made, organic cotton. We have five options. The goal will be to get PAG consensus on one t-shirt concept, which may be graphically improved between now and September.

Vote: Which of the t-shirts best represents the project (Vote on 1-3 only – 4 and 5 for fun only)? Staff will be sending around a T-shirt Sign-up sheet so you can indicate your size preference.

PAG voted for #5: “Vote a 1 and we’ll be done” t-shirt without the 1/2/3 check boxes.

PAG Brainstorm:

1. Was the Outcome Better, Worse, or the Same as You Expected? How?

Better!!!

Mark Clark: Staff listened even when small groups had input – great value

Andy Cotugno: We started out with a lot of suspicion. Setting up the collaboration rules enforced suspicion. Staff followed through on words like “transparency.” We got lucky with no third runway. It’s a good sign that the staff was able to let go of the third runway. Staff was frank with where it stacks up. It simplified the rest of the process.

John Weigant: I’ve been involved in the process for a dozen years, and it exceeded my expectations and they were high going into it. I ask CF what he thought.

CF: My main observation about this process is the degree of cooperation and collaboration. Typically, there would be 2 or 3 meetings for a planning effort. That was a week’s work for this team with over 128 meetings throughout the process. It’s a huge process. Not many airports and communities have that kind of commitment. It’s a superior product because of this commitment. It reflects what’s important to participants, it’s well articulated, and it reflects sustainability. It’s accompanied by a process that will ensure that the plan is implemented the way this group wants it to be implemented. I’m proud to be associated with it and appreciate the opportunity.

2. Was the Process Different from Other Processes You Have Been Involved in? How?

Maryhelen Kincaid: I’ve been involved in Portland Plan process. Some have been following this process as a model. People have been very impressed with the process. Even though people said it wouldn’t work, I’m pleasantly surprised that it’s gone so well. Staff has done a good job listening to people. The Portland Citizen Involvement Committee is very impressed, and that’s hard to do. They have been pleasantly surprised with the great product, the listening to people’s opinions, the patience. Equity of representation was a key interest of this group. The consultants also brought us information we could work with.

Andy Cotugno: Doing a probability forecast, and having a substantive discussion about the elements of the forecast, was a great thing. It was pioneering. It helped develop that approach that can be applied in other situations—not just airports. Additionally, bringing top Port officials to the meetings to observe and make presentations showed this was not just some other process, but it really mattered.

Alesia Reese: It's been interesting to see how patient the facilitator was. It's been very innovative for me to see these different techniques used. You've been subtle group dynamics, but you've been using techniques that we often don't see elsewhere. I've never had any connection with the Port before. It's been a long road to bring people away from the notion that the Port is hard to work with.

John Frevola: I've only been involved for a year and a half. It's impressive that everyone stuck with it for 3 years. Getting everyone to agree on the final product is pretty amazing. I've been involved with similar processes and it's usually much more contentious. It's impressive.

Lawrence Russell: Optimistic about how things are done here. I'm proud to tell people that I've been involved in this process. Usually, people of color don't get involved in these processes because they don't believe that people of different backgrounds can get together and agree. I'm very proud that I had the opportunity to do this. When I talk about it, it makes me feel good. I would like to continue to be involved,

Hector Roche: Tremendous amount of work done in between meetings by staff and PAG meetings. Echoing Maryhelen—Staff didn't just listen, they supported us in getting work done.

Bob Sallinger: Preliminary work educating people—lacking from other City processes. Sometimes it was overkill but it was great to get the background on aviation and land use planning. The orientation was amazing. It helped get us through difficult issues with knowledge. It's great that we got consensus, but there were times when we had to work very hard to get issues on the table. Sometimes, it felt like we were being guided toward an answer prematurely.

John Weigant: The subcommittee structure was an achievement. Weaving the two threads—land use and master plan—together helped transcend people's personal issues.

3. What Advice Would You Have for PDX Community Advisory Committee?

Alesia Reese: I suggest that the PDX CAC go out and have a meeting once a year in a neighborhood, and perhaps rotate their meeting location. Topic based, issue based, whatever they choose. Always connect with community in some way.

Hector Roche: PDX CAC needs to be proactive in soliciting input, and not just waiting for community to come to them with issues and concerns.

Bob Sallinger: Setting metrics for things in the report. Air quality, water quality – fairly vague now, but need specification. Hopefully, be more interactive with Port via PDX CAC. Give the group the opportunity to be complimentary and critical. It's okay that we took the most sustainable language out, because the details are there. My fear is that some things may remain vague objectives. We need to define how to we realize them.

Mark Clark: I want to make sure that the website does not become a ghost site. I want us to be able to go back and see what's going on there. Having that as a part of Airport Futures would be great.

Brian Nelson: Tell PDX CAC to respect the past—don't start from scratch. Use this group, reach out, and talk to us. There is tremendous knowledge in this room. Use the reports and what we've done, and call on us to help.

Andy Cotugno: Message to Port Commission and City Council: give the group some airtime. The downside of consensus is that it is a sleeper. Controversy gets attention. No front-page splash because no controversy. It's good to have a consensus, but it's also about the level of public attention. This will likely be adopted relatively quietly. This should get some airtime at Port Commission and City Council so that the broader public has some appreciation of what's been done here.

Bob Sallinger: Roll out in unexpected ways not through Port media releases. Lots of opportunities for public engagement. Promotion and engagement. Government Island updates provide an opportunity to showcase the mitigation work. Also the enhancement investments.

John Weigant: Public involvement is a quality improvement process. There must be early involvement in the planning process. The Port Commission and staff must be provided information at the earliest stages, and not after decisions have been made.

PAG Process Survey:

Sam Imperati: For those who complete the survey, there will be prizes. 100 Grand Bars! Please complete these. For those who have not had time to complete, please mail to Sam. The written survey and the brainstorm information will be provided to the PDX CAC at their kick-off meeting.

Closing Comments and Adjournment: FINAL Meeting Agenda (September 21, 5:30 to 7:30 pm),

Chris Corich: 21 PAG members here tonight. I am overwhelmed by the amount of time given to the Port and what all of you have done. It is amazing. In last three years since forecast, we have seen a recession, terrorism, and environmental event. We had even had mention of Galactic space station at our public meetings. Want to acknowledge key Port team members: Sean Loughran, Scott King, Lise Glancy, Phil Ralston, Misti Johnson, Ian Whitlock, and the Jacobs Consultancy Team and last but not least Debbie Bishop who made sure we were well feed and not one meal was repeated. And the process would not have been what it was without great facilitation – lets all thank Sam Imperati.

Jay Sugnet: Ten years ago, when I got involved in airport issues and met John Weigant, Fred Stovel, and Erwin Berman -- people told me that airport issues would be a hornet's nest. We spent two years pre-planning for the PAG process – which people also questioned – but I think it was time well spent. I agree with everyone; the results exceeded my expectations as well. There was lots of hard work on the part of City staff. In particular, Bronwyn Buckle in the beginning and later Jacob Brostoff on planning and public involvement. John Gray worked on transportation issues. Mindy Brooks did an incredible amount of work on the natural resources. Nancy Hendrickson is unable to be here tonight, but she and Dave Helzer were critical partners on natural resources. Thank you all for all your time and effort!

Bill Blosser: I am honored to have had the chance to hang out with you guys. There had to be a greater force in the universe. We all signed the prenuptial Collaboration Principles. Never went bad. There was a force at work, a desire to make things work one way or another. There was the collective will – City, Port, consultants, and PAG. In a way, it is not surprising that we ended up with all 1's (consensus). Could feel the bigger force. We had the right group of people at the table. Also, support from people up above. I am honored and pleased. You guys did it!

Maryhelen Kincaid: Want to make one point. Lise has told me that committee work is like sausage making. We made a good sausage and should be proud.

Next Steps – Review and Approval by Decision-makers - Schedule subject to change:

Bill Blosser: The review process is as follows. These are all tentative dates subject to change.

- Portland Planning Commission
 - June 22, 2010 6:00 pm
 - July 13, 2010 11:00 am

- Portland City Council
 - July 28, 2010
 - August 11, 2010
 - August 25, 2010
 -

- Vancouver City Council
 - August 30, 2010
 -

- Port of Portland Commission
 - July 14, 2010
 - September 8, 2010

- PAG Final Meeting/Celebration
 - September 21, 2010

The Chair will be part of all briefings with decision makers. All PAG members are invited to attend. There will be a Coordinating Committee debrief meeting following each meeting with an email to the PAG on the status of the meetings.

Please mark your calendar for the final PAG meeting/celebration on September 21 if all goes according to schedule.

Staff has committed to keep ALL PAG members apprised of the approval schedule with Planning Commission, Portland City Council, and Port Commission.

Meeting Adjourned