



Planning Advisory Group Meeting #1 Notes

Tuesday, October 9, 2007 5:15 pm – 8:30 pm

Port of Portland Commission Room

FINAL MEETING NOTES

I. Welcome - Chair Bill Blosser

Bill Blosser welcomed everyone and introduced Mayor Tom Potter and Port Director Bill Wyatt.

Port Director Bill Wyatt thanked PAG Members for dedicating time and effort over the next three years on the Airport Futures project. He recognizes this is a significant volunteer commitment and wants members to know how much the Port appreciates your willingness to serve on this committee. During Mr. Wyatt's 7 years in the Governor office, he realized that the most important job is appointing volunteers. He noted that these dedicated volunteers are actually the ones that run State Government.

Airport Futures is in part land use planning and part facility planning. Its focus is on the immediate and long-term future of the region. The Port formally announced this morning that NW Airlines would begin non-stop flights to Amsterdam. This is a big deal to our community and our way of life.

The Port has worked hard on structuring this process so everyone can be involved, users, partners, and neighbors, in order to develop some degree of certainty of how PDX will best function in the future. The Port committed long ago not to bring a third parallel runway proposal to Portland's City Council. The development of such runway is really the result of business activity. Market forces are not there yet so consideration of a third runway is a long way out in the future. The Port's current plan is to not make that a recommendation.

Throughout the many months of discussion, the Port is committed to stay very engage and helpful throughout this undertaking. Thanks again to all members involved.

Mayor Tom Potter fully appreciates the commitments PAG members and staff have made to be involved in this process. There is a very busy meeting schedule ahead with many interesting topics to be discussed. Committee members' wide and diverse experience will offer wisdom for the future of our airport. Thanks to Bill Blosser, chair and Dave Smith, vice chair, for their integral role in shaping the successful outcome of this committee.

The future of PDX looks terrific. The Mayor noted how pleased he was to hear about PDX's newest non-stop flight. He has visited some very interesting museums in Amsterdam, one of the world's great cities, where people enjoy biking, walking, and really getting out of their cars. He thanked members again for making the commitment to further help our region enjoy that

kind of reputation. He gave a special thanks to the Vancouver residents who are participating. He has enjoyed working with Vancouver's Mayor Royce, and appreciates the kind of collaborative spirit involved in this undertaking.

II. Opening Remarks – Chair Bill Blosser

Bill first noted that it is critical that we launch the first four subcommittees tonight. He asked that members sign up for any and all that interest you. The Public Involvement sub-committee will set their first meeting date at the end of this meeting. Public members are welcome, he asked anyone interested to sign up on the clipboard at the door in order to speak.

Richard Avanon, photographer, is here tonight to take individual pictures of PAG members for the project website.

One of the additional handouts provided tonight is the contact information of all PAG members with phone numbers, as requested. PAG binders are being sent to all the alternates as well. Give Lise Glancy or a staff person, your alternate's contact information so they can be mailed a binder.

Smart Park is available diagonally across from the Port building; bring in your ticket to be validated.

III. Members Present

Members and Affiliation		Present
Lisa Barton-Mullins	E. County/City of Fairview	
Erwin Bergman	Central NE Neighborhoods	√
Bill Blosser	Chair	√
Catherine Ciarlo	Planning Commissioner	√
Andy Cotugno	Metro	√
Tom Gerharter	Horizon Airlines	√
Cam Gilmour	Clackamas County	√
Alan Hargrave	Port of Camas/Washougal	√
Laura Hudson	City of Vancouver	
Gloria Ibarra	FAA	√
Maryhelen Kincaid	ALT Present: Debbie Deetz-Silva , N. Portland Neighborhood Services	√
Lt Col. Stuart Mathew	ORANG	√
Patrick Metzger	NE Coalition of Neighborhoods	√
John Mohlis	Alt Present: Jim Pauley, Columbia Pacific Building Trades	√
Ross Monn	E. Portland Neighborhood Office	
Dennis Mulvihill	Washington County	√
Brian Nelson	Intel	√
Mary Olson	Port Commissioner	√

Jordan Papé'	Flightcraft	√
Veronica Rinard	Portland OR Visitors Assoc.	√
Hector Roche	Multnomah Co. Community Liaison	√
Bob Sallinger	Audubon Society of Portland	√
Yalonda Sinde	Assoc. of Environmental Health Academic Programs	
Michael Sloan	Vancouver Neighborhoods	√
Dave Smith	Vice Chair	√
Denny Stoecklin	Portland Office of Neighborhood Involvement	√
Fred Stovel	ONI	√
Vicki Thompson	PDX Citizen Noise Advisory Committee	√
John Weigant	ALT Present: Eric Meyer , Airport Issues Roundtable	√
Travis Williams	Willamette Riverkeeper	√

IV. Staff and Consultants Present:

Staff and Consultants	Affiliation	Present
Joe Barden	Port's Aviation Consultant (HNTB)	
Bridget Bayer	Asst. Facilitator (ICM)	√
Debbie Bishop	Port	√
CF Booth	Port's Aviation Consultant (Jacobs Consultancy)	√
Bronwyn Buckle	City Planning Bureau	√
Chris Corich	Port Project Manager	√
Rene Dowlin	Port	√
Jason Gately	Port	√
Lise Glancy	Port	√
John Gillam	City	√
John Gray	City	√
Bob Hillier	PDOT	
Nancy Hendrickson	BES	√
Sam Imperati	Facilitator (ICM)	√
Scott King	Port	√
Sean Loughran	Port	√
Mary Maxwell	Port	
Kama Simonds	Port	√
Jay Sugnet	City's Project Manager	√
Chris White	Port	√
Joe Zehnder	Planning Bureau	√

V. Agenda Review – Sam Imperati, PAG Facilitator

Introductions were made. Sam asked those who were unable to attend the PAG Kick Off meeting to provide details about their affiliation and share with the group their process fears, hopes, goals and a tidbit about themselves.

Vicki Thompson, City of Gresham resident is looking forward to this project. She has spent 8 years on the Gresham Planning Commission and 5 years on CNAC, Citizens Noise Advisory Committee. She hopes that the PAG can work as a viable committee for the benefit of Portland and Vancouver. Vicki is concerned that because we are so large, it will be hard to all listen to each other.

Jim Pauley, the alternate for John Mohlis, hopes that discussions keep moving. He fears that it might drag on with no decisions because committee members are polarized. He is a native Oregonian, born and raised in Portland

Debbie Dietz-Silva, the alternate for Maryhelen Kincaid, lives two doors down from Maryhelen Kincaid and went to school in eastern Oregon. She hopes that with a collaborative effort, this will be an education for everyone. She wants to have a common goal. Debbie fell in a moat in the Beijing zoo.

Travis Williams hope that this process will be collaborative, with great communication, as this is a learning period for everyone. He grew up here and has seen Portland really grow. He hopes that the end will balance out everyone's wishes. Travis is an avid guitar player.

Draft Meeting Notes Approval:

Notes from the PAG Kick Off meeting will be approved at the next meeting, please email comments and suggested changes to Sam.

PAG Comments:

Erwin Bergman – Are the identified sub- committees a done deal? He suggests that there needs to be a sub-committee for regulatory framework. The Sustainability sub-committee has no frame of reference, whether airport grounds, airport, within the community, in the City of Portland, or in the whole environment. It needs to be defined. *Those are the four starting sub-committees. More sub-committees can be added at any time providing there are members to serve. A list of possible 10 subcommittees exists. Developing a work plan on how the sub-committee will approach the subject of sustainability will be the first task for the group.*

VI. “Collaboration 101” – Sam Imperati

Sam presented a PowerPoint presentation providing an overview of effective collaboration in a public policy process. The purpose was to give everyone a common fund of information, vocabulary, and reference mechanism to frame our discussions. He discussed:

1. The Elements of Group Success
2. Managing conflict,
3. The Intersection of Logic and Emotion
4. Senge's Ladder of Inference,
5. Our Problem Solving Styles,
6. Understanding Differing Views
7. Effective Communication,
8. A Proposed PAG Decisionmaking Protocol,
9. “Rules” for Collaboration, and
10. A list of resources.

Sam suggested the bottom line is we can build relationships and fix problems, or we can build cases and fix blame.

The presentation can be found at

http://www.pdxairportfutures.com/Documents/PDX_Airport_Ftrs_Clbrtn101.pdf

VII. Overview of the Regulatory Framework - Federal and Port

Presentation by Chris Corich, Port Project Manager

The Airport Futures collaborative process is guided by City-Port Intergovernmental Agreement adopted in October 2004. The PAG's two deliverables are a PDX Master Plan Update and the City of Portland Land Use Plan. They will be framed by standards and rules provided by the regulatory framework. PAG will be making recommendations that go to the FAA and City Planning Bureaus, as well as Port and City Commissioners, so it is important that PAG members understand this framework.

The Federal Aviation Administration (FAA) has over 45,000 employees worldwide. It is huge organization with many different departments. We have the most robust safest, most knowledgeable controllers in the world. The FAA website is at <http://www.faa.gov/index.cfm>

Chris discussed:

1. Types of FAA Regulations and Documents:
 - Federal Aviation Regulations (FARs) are found in the code of Regulations.
 - Advisory Circulars = AC's

2. Federal Aviation Regulation Part 77 – Objects Affecting Navigable Airspace
 - Part 77 Diagram part of the Master Plan Airport Layout Plan Set
 - One of the types of airspace that the Port works with. Varies based on size and approach needed for the aircraft. Standards are different from PDX than at other smaller airports.*
 - Six sets of airport architectural layouts are available for check-out if anyone wants to go over in detail.*
 - Federal Form 7460 for construction
 - This where zoning hits the road. PDX must file a Fed Form 760 for any construction. There is one in the works right now to extend the second parallel runways*
 - City of Portland “h” Overlay Zone Implementation
 - Terminal Instrument Procedures “TERPS” standards
 - Terps are more complicated because they look at different surfaces, and are different for each kind and use of plane. Airport Futures probably will not have to deal with anything like this because it is so specialized.*

3. FAR Part 139 – Certification and Operations: Land Airports Serving Certain Air Carriers
 - PDX must meet the FAR 139 standards. Every year, a FAA certification inspection looks at the operations, wildlife, finance, and everything else that determine the viability of the airport to get re-certified. Part of the certification is looking at where money is spent.*

4. FAR Part 150 – Airport Noise Compatibility Planning and the noise abatement 1990 Deal, Airport Noise and Capacity Act (ANCA)

PDX is one of seven airports to have a noise program; it has been updated 3 times since its inception. The FAA looks at an action in a noise plan, does it impact the 65 DNL, they often look at heavy planes because they fly low and they make the most noise.
5. FAR Part 161 created to set standards for curfews and limits
6. Other FAA Documents: Airport Master Plans, Airport Design, Surface Drainage
7. National Environmental Policy Act – NEPA

There is training on what the FAA is looking for, like categorical exclusions, some requiring special policies.
8. Americans with Disability Act of 1990 (ADA)
9. Port Documents and Policies can be found at the Port website: www.portofportland.com
 - Port Strategic Plan
 - Port Environmental Policy
 - PDX Rules and Regulations
 - 2000 PDX Master Plan Update
 - 2007 PDX Noise Compatibility Plan
10. PDX Permits
 - Wildlife Permits:
 - Water Quality Permits
 - Air Quality Permits

The presentation can be found at:

http://www.pdxairportfutures.com/Documents/PDX_Airport_Ftrs_PrtRegMemo.pdf

DISCUSSION: During the course of the Federal and Port Overview presentation, the following discussion occurred:

Erwin Bergman - There are underlying issues whether we believe what we hear tonight is true. There may be a need for a subcommittee to look at this Regulatory framework in detail.

Jordan Papé - Part 161 Standard - when they look at a problem and the impact, do they look at the cost benefit for the entire 65 DNL contour? Yes

Eric Meyer - Is the only consideration economic? No

Michael Sloan - There is growth in the use of smaller planes, like turbo props, are they unregulated because they weigh less than 75,000 pounds? No, they still fly using noise abatement procedures. We try to guide cargo and general aviation around to follow same procedures.

Dennis Mulvihill – Who makes the decision on Part 161, where it applies, who set the trigger bar of 65 DNL?

Bill Blosser – Did Congress or the FAA set the bar? *FAA applies it and it ends up in the courts. *Chris will find out who did set the bar, FAA, or congressional decree?*

Dennis Mulvihill: How does homeland securities factor in? Can they affect decisions made by the FAA? Can they weigh in later in this process if they don't agree with our recommendations? We cannot effect or change what happens in the building? TSA requires that PDX has a security plan. After 911 a new federal partner, Homeland Security helped enhance security at PDX. They will be kept informed as we go along to better keep all stakeholders on the same page.

Stuart Mathew - Who certifies water and air quality permits? DEQ
Hector Roche - Revenue and revenue diversion: Money made on the airport, stays in the airport, does that mean no money can be spent off-site on community enhancements? It could be spent off site as part of Part 150 requirements or if traffic is impacted based on PDX load.

Stuart Mathew - What kind of a business is PDX? Municipal Corporation, Port Authority. It has its authority in state statute.

Eric Meyer - How many others are like this in the county? Most all airports are structured like PDX. Many airports are operated by a City, but it is not uncommon for the operator to be a port authority like PDX.

Fred Stovel - ORS 777 & 778 has interesting info about Port's rules and laws regulating their authority. We will add that to the discussion and consider including in the policy framework document.

VIII. Overview of the Regulatory Framework – State, Regional and Local Planning and Policy Framework

Presentation by Jay Sugnet, Portland Planning Bureau City Project Manager:

Jay provided an overview of the planning and policy framework. PDX currently operates under a conditional use permit that is renewed every 8-10 years. The goal of the PAG recommendations is to allow the city to conduct a legislative process that examines the increasingly complex issues associated with PDX; and provide the community with a greater opportunity to influence airport planning and development. Portland requires all area plans to comply with Metro's regional goals, which in turn, have to comply with State planning goals. These goals become a framework for land use, resource management, economic development and citizen involvement. Jay discussed:

1. State policy and statewide planning goals, including state statutes and administrative rules
2. Metro's Regional Policy
3. City of Portland's Comprehensive Plan, City Policies, Community and Neighborhood Plans, and related plans/policies, and
4. A City Attorney memo comparing FAA and local government authority.

The presentation found at:

http://www.pdxairportfutures.com/Documents/PDX_Airport_Ftrs_RegMemo.pdf

DISCUSSION: During the course of the **State, Regional and Local Planning and Policy Framework** presentation, the following discussion occurred:

Michael Sloan – Does the state line affect planning issues related to the airport? Does the Washington land use structure affect our decisions? Washington (Vancouver, Clark County) does not have direct land use authority but does have land use laws that enable them to address a range of airport issues such as noise and building heights.

Erwin Berman - Add Title 13, which also covers noise regulations. Title 13 ties into Title 18 and covers any noise not addressed by federal regulation. Will update accordingly.

Eric Meyer - Did Hayden Island get so mixed up because of different land uses models? The x overlay relates to the 55 noise contour and restricts new development. Some residential is allowed, because they were grandfathered in, but they still require noise mitigation like insulation. Other overlays C and P are used to protect natural resources particularly around water.

Gloria Ibarra - Is this used also in Vancouver? No.

Catherine Ciarlo – PIC land use is different today from when it was originally adopted, was the PIC district formally amended? Yes, 2-3 times, but not by Planning Commission, only by City council.

Bob Salinger - There is current work going on the North reach of the Willamette, but it is not reflected here, what about the Sough? Should Columbia Slough Watershed Plan be included? We will have use of their inventory at least.

Erwin Berman - Clarify that FAA has sole authority to regulate aircraft noise at its source rather than while aircraft is in flight.

Michael Sloan – What FAA office oversees PDX? Seattle? Does the FAA only deal with aircraft? Are FAA staff appointed to their positions? Most of the staff are civil servants. The Airports division is in Seattle. They are ones that deal with airports and their development.

Debbie Deetz-Silva -With regard to the levee system, who has jurisdiction? Response by Mindy Brooks, Portland. Mult Co. drainage district has maintenance over the levee, drainage and side ditches. The Army Corp. maintains them.

Hector Roche -How does this process account for the needs of Vancouver? Structurally, how is Vancouver accommodated in the process? There are representatives from city government and citizens involved in all the regulatory discussions with the state, Metro and City. They have a noise overlay zone, but they do not have regulatory authority over PDX's land use. We are making recommendations on two plans, the City plan and Land Use plan. They have as much standing as everyone in the room as a recommending body.

Andy Cotugno - Federal laws limit height, noise and all federal requirements apply, so WA residents are represented in those regulations.

Dennis Mulvihill - Can the state of Washington and Clark County weigh in on Federal determination on a PDX plan? PDX provides briefing to Congressman Baird, Mayor Pollard, as well as to the members of this committee.

Jordan Papé - Senator Wyden's office pulled many FAA officials for a recent presentation of what they do and how they do it. *We will consider inviting them to one or more of these meetings.*

Mary Olson - What is the role of Portland's Master plan, does it need to follow FAA and the Port, as well as other Land Use regulations? *FAA signs the plan layout and certifies PDX annually. The FAA approves any air part of the Master plan, but not terminal or land uses. They are going to be less concerned about changes to a terminal than a runway.*

IX. Public Comment – Sam Imperati – No public comment

X. Initial Review and Refinement of Collaboration Principles with First Discussion of Collaboration Principles, Values and Goals – Sam Imperati

The Collaboration Principals document was first handed out at the Kick-Off meeting. It was created from similar public policy processes and from the results of PAG member interviews. Sam received suggested comments and edits, which were incorporated in to the current draft.

DISCUSSION: During the course of the **Collaboration Principals** presentation, the following discussion occurred:

Catherine Ciarlo - Just use avoiding minimizing or mitigating potential impacts on the community. There is a subjective nature to "reasonable."

Erwin Bergman - While using reasonable methods, add "all" efforts to avoid, or "maximize efforts"

Fred Stovel - "Avoid" was added in the IGA to eliminate the need for consideration. It is a hierarchy.

Stuart Mathew - Are you going to avoid, minimize or mitigate? This should be the City's decision. If that is what the City and Port wanted, then fine.

Dennis Mulvihill - Can we identify what is for PAG consideration and what is not?

Fred Stovel - Do we have to use consensus? There are many alternatives for voting, consensus first with minority and majority reports, with subcommittees formed to develop a Minority report. The goal could be to break it down and have a summary of all presented ideas.

Dennis Mulvihill - Consensus often leads to complete inactivity.

Vicki Thompson - On a recent school boundaries commission, the group voted by consensus but decisions represented a narrow view. She likes the idea of presenting all sides of an issue and presenting the big picture. *Recommendations can vary; minority report or reports are possible.*

Eric Meyer - Only make promises you can keep, accurately summarizing can be subjective – do we need it?

Mary Olson - Good faith can steer a discussion in a positive direction

Fred Stovel - Many things end up different, new adaptations and changes preclude us to have to reconsider.

Erwin Bergman - If significant information is determined after the PAG decides on something, can we revisit it? *Internally, the PAG would revisit the decision.*

Hector Roche: We need to spend time around the table creating community with each other about how and who we want to be with each other over the course of our work together.

Travis Williams: Good Faith is covered already, do not repeat it, could be in Section F.

Brian Nelson: If this is scheduled to be adopted at our November meeting, we should work on it off-line.

Stuart Mathew: I agree with Brian.

Denny Stoecklin: Can a staff person synthesize this?

Bill Blosser: Dave and I can create a good condensed document other than the ground rules, and then return it to you for another round of edits.

Eric Meyer: is this a language problem, an issue, or a real concern?

Tom Gerharter: Other than confidentiality, are there other items for discussion? *Maybe we talked about the “ground rules” together at the next meeting.*

Catherine Ciarlo: Summarize and note where we need to have a discussion about conflicting ground rules.

Dennis Mulvihill: Is there something in here about change? If we need to change a document, the PAG can have the discussion and change as needed. *We will add that.*

Correction: Pg. 13 PAG Contact List: Airline Industry – Tom Gerharter, Horizon Air

The handout can be found at
http://www.pdxairportfutures.com/Documents/PDX_Airport_Ftrs_ClbrtnPrn.pdf.

VISION & VALUES:

Sam Imperati introduced the draft Vision and Values document and noted it should be reviewed off-line with comments to him for consolidation and presentation of another draft for discussion at the next meeting.

The handout can be found at:
http://www.pdxairportfutures.com/Documents/PDX_Airport_Ftrs_DftVsnValsStmnt.pdf

XI. Public Comment – Sam Imperati - No public comment

XII. Discussion of Subcommittees and Subcommittee Appointments – Bill Blosser
More people can be added to a subcommittee, at any time. Subcommittees will elect their own chairs. Staff members will call convening meetings. Subcommittees will be defining their own charge and setting their own boundaries.

Subcommittees:

Public Involvement/Survey

Hector Roche
Ross Monn
Eric Meyer
Fred Stovel
Michael Sloan
Linda Robinson, Public
Survey only:
John Mohlis
Veronica Rinard
Tom Gerharter

Sustainability

Cam Gilmour
John Mohlis
Veronica Rinard
Erwin Bergman
Bob Sallinger

Aviation Demand Forecasting

Mary Olson
Dennis Mulvihill
Stuart Mathew
Brian Nelson
Maryhelen Kincaid
Erwin Bergman
Travis Williams
John Weigant
Michael Sloan
Bob Sallinger

Land Use and Transportation

Andy Cotugno
Catherine Ciarlo
Hector Roche
Vicki Thompson
Jordan Papé'
Ross Monn
Fred Stovel
Bob Sallinger
Linda Robinson

XIII. Next Meeting Agenda (Tuesday, November 20, 5:30 to 8:30 pm)

Please fill out the meeting evaluation because we are at the beginning of this process and it would be good to get your feedback.

XIV. Announcement – Dave Smith

There will be a special presentation on Thurs, Oct. 11 to CNAC about several large test programs and new technology for testing quieter plane features. The meeting is from 6:00 – 8:00 pm at the Gresham Council Chamber, 1333 NW Eastman Parkway, Gresham City Hall. It is open to the public and everyone is invited.

Adjournment: 8:36 pm

Closing Comments – Bill & Sam
Thanks to all members in attendance.

Respectfully Submitted by Sam Imperati and Bridget Bayer