



# AIRPORT FUTURES

CHARTING A COURSE FOR PDX

## **Planning Advisory Group Kick-Off Meeting Notes**

**Saturday, September 29<sup>th</sup> 9:00 am – 4:00 pm**

Portland International Airport - Aircraft Rescue and Firefighting Facility  
5250 NE Marine Drive, Portland, OR

### **FINAL MEETING NOTES**

#### **I. Welcome** - Chair Bill Blosser

Welcomed the group, noting this process could be as long as 3 years, but may be shorter. Airport Futures is a cooperative, long-range planning and land use process involving the conditional use permit for the Portland airport. Bill Blosser and Dave Smith will help the group get through the planning process successfully with as much assistance as needed. Facilitator, Sam Imperati and staff from the both City and Port, will aid the Planning Advisory Group (PAG). Bill thanked everyone for their time and input during this long-term commitment.

Marry Maxwell thanked everyone for their significant time and commitment to get familiar with the process today, and for their input throughout the next 3 years. PDX is a major transportation hub for our area, critical to our growth and the economic vitality of the region. The Port feels an obligation to the community to balance its impacts. PDX was voted "Best Airport in America" for the 2<sup>nd</sup> year in a row. It won primarily because of our environmental and sustainability focus.

PAG notebooks were presented to each PAG member and these materials will be posted on the website, as well. Additionally, PAG bios and photos will be posted on that site with a photographer coming to the next two meetings. It is important that each PAG members designate an alternate to ensure input at every meeting, if possible.

PAG meetings are scheduled for the 3rd Tues every month to make it easier for everyone to plan their schedules except the next meeting, which will be Oct. 9.

At the first meeting, Oct 9, we will be appointing sub-committees. The public involvement committee is the most time-sensitive because of the public survey component. It will meet 2-3 times before end of October.

**II. Members Present**

<b>Members and Affiliation</b>	<b>Present</b>
Lisa <b>Barton-Mullins</b> , City of Fairview	√
Erwin <b>Bergman</b> , Central NE Neighborhoods	√
Bill <b>Blosser</b> , Chair	√
Catherine <b>Ciarlo</b> , Planning Commissioner	√
Andy <b>Cotugno</b> , Metro	√
Tom <b>Gerharter</b> , Horizon Airlines	√
Cam <b>Gilmour</b> , Clackamas County	√
Alan <b>Hargrave</b> , Port of Camas/Washougal	√
Laura <b>Hudson</b> , City of Vancouver	√
Gloria <b>Ibarra</b> , FAA	√
Maryhelen <b>Kincaid</b> , North Portland Neighborhood Services	√
Stuart <b>Matthew</b> , ORANG	√
Patrick <b>Metzger</b> , Northeast Coalition of Neighborhoods	√
John <b>Mohlis</b> , Columbia Pacific Bldg. Trades	√
Ross <b>Monn</b> , East Portland Neighborhood Office	√
Dennis <b>Mulvihill</b> , Washington County	√
Brian <b>Nelson</b> , Intel	√
Mary <b>Olson</b> , Port Commissioner	√
Jordan <b>Papé</b> , Flightcraft	√
Veronica <b>Rinard</b> , Portland OR Visitors Assoc.	√
Hector <b>Roche</b> , Multnomah County	√
Bob <b>Sallinger</b> , Audubon Society of Portland	√
Yalonda <b>Sinde</b> , Assoc. of Environmental Health Academic Programs	
Michael <b>Sloan</b> , Vancouver Neighborhoods	√
Dave <b>Smith</b> , Vice Chair	√
Denny <b>Stoecklin</b> , Portland Office of Neighborhood Involvement	√
Fred <b>Stovel</b> , Portland Office of Neighborhood Involvement	√
Vicki <b>Thompson</b> , PDX Citizen Noise Advisory Committee	
John <b>Weigant</b> Alternate Present: Eric <b>Meyer</b>	√
Travis <b>Williams</b> , Willamette Riverkeeper	

**III. Members Absent:** Yalonda Sinde, Vicki Thompson, John Weigant, and Travis Williams

**IV. Staff and Consultants Present:**

<b>Staff and Consultants</b>	<b>Affiliation</b>	<b>Present</b>
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	√
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 Explanation – Sam Imperati, PAG Facilitator**

Please give 3-5 sentences for your bio, write down a few thoughts today or email to Lise ASAP at [Lise.Glancy@portofportland.com](mailto:Lise.Glancy@portofportland.com). Today's goal is to provide a common understanding and background – to start building the blocks to move forward. Our goal is to paint the big picture and outline the major milestones.

**VI. Complete Getting Acquainted Worksheet – Sam Imperati:**

The goal is to get to know each other with this three-part exercise. First, get to know anyone in the room who is not your bus tour seat companion, preferably the person next to you. Fill in information they are willing to share with the group. Do the same with seatmate when you board the bus, and then, sit with different person during the airport tour and gather the same information.

**VII. Overview of the Planning Process: Work Plan, Schedule and Milestones**

Chris Corich and Jay Sugnet, Port and City Project Managers, presented a PowerPoint presentation, which can be found at [http://pdxairportfutures.com/Documents/PDX\\_Airport\\_Ftrs\\_PlnOvrvw.pdf](http://pdxairportfutures.com/Documents/PDX_Airport_Ftrs_PlnOvrvw.pdf).

## **VIII. Comments and Questions with Answers During Overview:**

Erwin Bergman – Part 150 Noise compatibility and land use issues: will this project focus on getting residential development away from airport impacts? *Land use compatibility will be discussed.*

Andy Cotugno – Land use alternatives meaning what is the regulatory framework? What are the development review standards, amendments? *We want to know what are the impacts and appropriate mitigation. We will look at the industrial lands around the area.*

Maryhelen Kincaid – Will this work be in conjunction with the City's Comprehensive Plan? *PAG will inform that plan so should be in sync.*

Erwin Bergman – Will sustainability of the area be talked about as well? *Absolutely.*

Hector Roche – While surveying neighborhoods, will we consider Hillsboro or Troutdale airports? *Some issues have already been vetted, but it will be mixed bag. We already know a lot of information, so some issues might not be something looked at again. One of our first agenda items during the next meeting will be to discuss what is on the table.*

John Papé – Majority and minority report, voting methods? *The PAG will work on it own collaboration principals. You will get a DRAFT of this document today. It will be the outline of how we make decisions, and operate as a committee. This document will be one of the first projects the PAG will work on together.*

Dennis Mulvihill – What is the role of the FAA? What if they do not like the plan put forward? *We will work very closely to get a "yes" from the FAA. The Port will bring in the staff from Seattle often. They are a huge partner. There could be tension, but we will work to minimize this by keeping them informed along the way.*

Eric Meyer – Decisions vs. recommendations? *As a group, we will be making decisions about what we will recommend. By putting all stakeholders around the table, the decision-makers cannot really ignore them. Erwin: Remember, FAA does not have divine authority.*

Mary Olson – Wants a short overview of financial issues and partnerships, 10,000-foot level of where money comes from and where it is spent. *It will be available.*

## **IX. Public Comment – Sam Imperati**

No public in attendance. Comments from PAG members follow:

Fred Stovel – Can the public ask questions on the website? Can they get an answer? *Yes, on [www.pdxairportfutures.com](http://www.pdxairportfutures.com). There is a box on side: Ask a question. About 10 questions asked so far and the answers are posted. The will be a FAQ page that deals with the process.*

Catherine Ciarlo – Negotiated agreements – decisions: Will we get to review them? *These are concurrent processes.*

## **X. PAG Tour of PDX Surrounding Areas Tour – Jay Sugnet**

Commentary by PAG neighborhood representatives on issues and concerns in their neighborhood. Members completed Getting Acquainted Exercise.

Maryhelen Kincaid started our Neighborhoods bus tour. She is a resident of NE Columbia area. The area has 500 residential homes, 55 fall under the noise contours. There are 300 newly developed condos recently built, floating homes, mostly off Bridgeton Road, which sits on top of a man-made levy. There are several RV parks, mostly toward the West by the Jansen Beach Shopping Center. Other businesses in the area include Columbia Edgewater golf course. Noise issues: Felt mostly by the older residents who notice increased activity, especially at night.

Joe Zehnder, City of Portland – I-5 bridge crossing to Hayden Island – The Columbia River Crossing proposed bridge discussions taking place now will impact this area significantly, as well as Marine Drive, Columbia Blvd and downtown Vancouver. Even with a new bridge, current development plans will overwhelm the traffic potential. A resort community is being proposed and the commercial shopping center has growth issues, too. Hayden Island was annexed into Portland in 1980. There are 2500 residents living on the island. About a third are condos, one-third manufactured homes and one-third industrial zoned land. The Hayden Island East Planning Process is well underway with a large steering committee. They are having a planning process next week and hope to be at 70% resolutions with a draft plan by November 2007. There is currently a building moratorium on the island. A large part of the island is under the noise overlay zone limiting large development projects. One project, a new 200+ residential condo project, is currently being built because it was pre-approved. The Port manages the west end, as all of the property is Port controlled, but is in the urban growth boundary. They are preparing to bring it under control of the City, but development plans will be collaborative with all stakeholders. Homes built within the noise overlay zone require sound insulation. On Hayden Island, the Port pays for a certified engineer to review noise insulation plans in return, the Port gets a statement acknowledging that the homeowner recognizes the noise issues inherent in the area.

Sean Loughran – Sean currently works for the Port having just moved from the City of Vancouver. There is a noise overlay over all of downtown Vancouver. Vancouver just finished its City Center Vision, which focused on development in the downtown core. New projects include The Columbian, Vintage Plaza, Vancouver Farmer's Market, and Esther Short Park. New projects on the horizon include 29 acres of Boise Cascade along the Columbia, and west of I-5 just sold to a developer

Dave Smith – lives just north of Vancouver's downtown core. He notes that PDX has a terrific impact on Vancouver because the extended centerline of the PDX's main runway goes directly over the city. Planes flying in low altitude bring noise and pollution to the City's newest development projects.

Sean Loughran – Crossing I-5, heading east, there are other new retail projects before entering into Vancouver's Historic Ft. Vancouver. It is now a National Reserve, 366 acres designated by Congress in 1966. This was an Army post for the past 150 years. The area was first established by the Historic Bay Company in 1825, and reconstructed in 1940. Thirty-five cultural groups called Ft Vancouver home, at one time. There are 22 residences in officer's row. It closed as an active base in 2000. There is a museum and the oldest airport in the U.S. is located on site. Its first flight was in 1905.

Mike Sloan – Mike has been a resident of many Vancouver neighborhoods. The area just east of Ft. Vancouver was first built in the 1960's, "The Ridge" neighborhood was built for area executives. The South Cliff neighborhoods have great views and have mostly older residents that are now turning over to younger families. Many smaller & turbo pro planes go north to Ridgefield from PDX so these homes are directly under their flight path. Smaller planes typically fly overhead at 200'-300' level so are very noisy. He has noticed lately that PDX is much busier, especially smaller planes.

Alan Hargrave – Crossing Hwy 14, heading east – Alan is a resident here and there seems to be new infill residences everywhere. St. John's is one of the oldest neighborhoods with some newly refurbished homes mixed in. Cascade Park was built in the 80-90s. It is the largest development on the North side of Hwy 14. The impacts to this area are noise and environmental issues like storm water runoff. There are restoration efforts currently being managed on the Columbia. Alan is interested in traffic patterns on and around Hwy 14 heading east to Camas and Washougal.

Lisa Barton-Mullins – Crossing I-205, heading South – A concern of East County residents (Fairview, Gresham, Wood Village, and Troutdale) is that the small airport in Troutdale will be impacted by more flights. It currently serves mostly cargo planes that are loud enough and PDX planes turn over their area.

Ross Monn – East Portland neighborhoods to Gresham. In the summer, all aircraft traffic is low and noisy with neighbors unable to hear outside. In the winter, planes are re-routed, but then folks are not outside too much that time of year.

Eric Meyer – John Weigant alternate. John lives on a houseboat on the Columbia River. He experiences less noise now than when he lived in Bridgeton. Eric's neighborhood is impacted greatly by the cargo flights that start at 5:45 am and take off heading south, right over the neighborhoods.

Sean Loughran – Cascade station was built as a condition of what was required to bring MAX to the airport. It was a partnership with Metro, Tri-Met, Bechtel, and others. The MAX line was dedicated in 2001 and cost 125 million dollars. Development in the area has been slower than expected, but is starting to pick up now.

Bob Sallinger – Conservation Director of Audubon works primarily on wildlife and wildlife habitat conservation in this area, which was historically part of the Columbia River flood plain. It still offers its natural resources like Sauvie Island, Columbia Slough, Vanport Wetlands and Smith and Bybee lakes, the largest city wetlands in the U.S. The Port has developed an innovative approach to managing wildlife hazards around PDX. The Wildlife Hazard Management Plan was implemented instead of a FAA recommended idea of killing all "over-abundant" wildlife. Folks have been working for 30 years on restoration of the Columbia Slough and surrounding areas to PDX.

Erwin Bergman – Erwin has lived in Cully since 1965. There are 13-14,000 residents in the neighborhood with homes built around the 30's & 40's. There is a lot of new infill housing developments, with incomes ranging \$37,000-40,000 a year. NE neighbors want to turn the golf course into a park. The Columbia Slough runs through Cully. The lots are large and many roads are unpaved so they feel outside of Portland. This used to be a nice quiet neighborhood at night, but with heavy loads coming into PDX, especially from cargo haulers, there is not much quiet time. The military's F-15s also cause unrest. Erwin is very concerned about the third

runway idea.

Fred Stovel – Lives in Rose City and represents ONI and neighborhoods in general. The medium income reported in the census is higher in this area than in Laurelhurst. There are about 450,000 homes, many newly remodeled for new families. Fred is mostly concerned about traffic issues. Portland's Master Plan studies indicate that 40% of all traffic on 82<sup>nd</sup> & Sandy Boulevard at rush hour are going or coming from PDX. Any expansion will also affect traffic in outlying neighborhoods. He notices that the cargo haulers and feeder flights are low flying, ascending in the morning and descending at night. It can stop your ability to hear anything for 2-3 seconds each time. In the neighborhoods east of I-205, more planes are coming from the south and turning to approach for descent. They are also lining up further out, affecting East Portland Neighborhoods.

Patrick Metzger – Represents the 22,546 households in NE Coalition of Neighborhoods. Noise and the residue from emissions are the main issues he hears most about. When airlines and PDX do painting increased levels of VOCs, may impact residents.

Denny Stoecklin – Concordia Neighborhood Assn & Concordia University. The Concordia Neighborhood is fairly dense with high residential and low commercial development. Most homes built in the 40's. Livability issues need to be continually addressed to keep our high quality of life. Concordia University has 1600 students, with 400 on-campus residents. Concordia recently spent 40 million on capital improvements.

Jay Sugnet – The industrial area surrounding 33<sup>rd</sup> Ave., just west of the end of PDX's South runway is City owned. The Multnomah County Correctional Facility, Dignity Village and composting yards for the City are located here.

#### **XI. PDX Bus Tour – Chris Corich**

PAG members took a 360-degree tour of the airport facility and received overviews of the operation from Port employees with stops to discuss operations, the ground run-up facility, deicing, and wildlife management. PDX' main operations goal is to allow pilots to find the airfield and land safely. Most of the signs and lighting exist to assist pilot approaches.

The proposed runway extension would extend the North runway to be 9600' to allow for better departures. The South runway currently at 11,000 feet could be extended, as well, for safety of the bigger transcontinental and international flights. The South runway is used for international flights, planes with especially heavy loads, or on hot days because planes they take more time and runway to stop. It also has an arresting cable for high-speed military jets.

The two runways are 2,000 feet apart; the third runway would be another approximately 2,000 feet to the south.

Fixed gate positions allow airlines to use underground systems for re-fueling, refilling water, air, natural gas, power and removing of fluids. The ground service vehicles also do these services in the areas not fully equipped. They also handle luggage and food delivery.

Construction on the airfield impacts everyone. Planes needing to taxi, ground service vehicles and others have to be re-routed, creating traffic jams and back-ups. There are maintenance personnel for landscaping, buildings, HVAC, and many other systems.

Jordan Papé – 3<sup>rd</sup> generation family-run business, Flightcraft, services all types of aircraft.

The Air National Guard has a property lease until 2029. They have F-15s in an alert hanger available 24 hours, 7 days a week. The Air force Reserve unit is no longer on site. They have a hush house to test engines and the airlines use the Ground Run-up Enclosure to mitigate noise issues for surrounding neighborhoods.

There were stops during the tour to discuss noise control, the GRE, wildlife management, and general operations. Information on these programs can be found on the Port's website at [http://www.portofportland.com/PDX\\_home.aspx](http://www.portofportland.com/PDX_home.aspx).

**Noise Control** – The Port of Portland is committed to reducing, where possible, the effects and exposure of aircraft noise from PDX. The noise management team responds to citizens' concerns, monitors aircraft noise, educates the public about noise issues, and provides technical information regarding aircraft operations and noise levels. Noise abatement is achieved through voluntary agreements, land use measures, and FAA-approved operational procedures and programs designed to reduce the effects of aircraft noise on nearby residents.

**Ground Run-up Facility (GRE)** – Airlines routinely inspect and maintain their aircraft to ensure safety and each aircraft is on a stringent maintenance schedule based on its number of hours in operation. The FAA requires that aircraft engines be tested at high power levels to ensure their proper operation. These tests typically occur at night when the aircraft are through flying for the day. In 1996, the Port worked with community representatives to develop an interim plan that severely restricted nighttime jet engine tests. The Port/community team further worked out an engine run-up maintenance plan that went into effect upon completion of the Ground Run-up Enclosure (GRE) in 2001.

**PDX's Wildlife Hazard Management (WHMP)** – is very different from those at most other U.S. airports because it focuses on non-lethal management of native wildlife species and emphasizes modifying habitat that attracts certain wildlife species. Airports have features that normally attract wildlife, including grassy fields for foraging, navigational equipment for perching, and hangars and other buildings used as shelter. Portland International Airport (PDX) faces even more challenges due to its location within a West Coast migratory flyway and its proximity to the Columbia River.

**Deicing Facility** – The Port's deicing storm water runoff collection system started in 2003 and protects the Columbia Slough through the monitoring, collection, treatment and controlled release of deicing storm water runoff to the slough. Deicing fluids are now captured on site from PDX runways and terminal areas, then treated with a bio-enzyme and filtered before discharging it into the Slough. There are three treatment sites around PDX with concentrated storage capacity and treatment systems to dilute runoff. Dilute runoff is comprised of more than 99.9 percent water. All concentrated runoff will continue to be collected and discharged to the sanitary system and treated at the City of Portland's Columbia Boulevard Treatment Plant.

## XII. Member Introductions by Colleagues on Area Map – Sam Imperati

Name	Lisa Barton-Mullins	Erwin Bergman	Bill Blosser	Catherine Ciarlo	Andy Cotugno
<b>Interest Group</b>	Community	Community	Process	Government	Government
<b>Affiliation</b>	City of Fairview, WA	Central NE Neighbors	Chair	Planning Commission	Metro
<b>Process Fears</b>	None	Neighborhood protection will be overlooked.	There will be issues about which we cannot agree.	She does not want good ideas to get lost in personalities.	The committee may not reach decision-makers without information being filtered
<b>Process Hopes</b>	Everyone is heard, but do not struggle with consensus.	Mitigate impact and get results.	Consensus	Think outside box.	Reach consensus and not get bogged down.
<b>Process Goals</b>	Conclusion that is mutually beneficial.	Smooth process with results, like sound barrier. Action is the key.	Issues all get on table and that we will reach agreement	Recommendations are economically and environmentally sustainable.	
<b>Tidbit(s)</b>	Recently graduated with CERT training and TIP, trauma intervention program	Historian, been in the area since 1965	Vintner: His kids are running the family winery today.	She & her family (2 & 4 year old) spent 7 weeks in Switzerland riding the rails & traveling.	Amateur wine maker.
Name	Tom Gerharter	Cam Gilmour	Alan Hargrave	Gloria Ibarra	Maryhelen Kincaid
<b>Interest Group</b>	Business	Government	Community	Government	Community
<b>Affiliation</b>	Horizon Air	Appointed by Board of County Commissioners	Port Commissioner, Appointed by Clark Co. Board of Commissioners.	27.5-year veteran of the FAA.	N. Portland Neighborhood Services
<b>Process Fears</b>	Competing personalities may affect conclusion.	We won't get slowed down by process	Group this large and complex, that we all maintain respect of each other's opinions. Also that we might not complete it.	Conclusions that this process reach might compromise safety.	Take longer than 3 years
<b>Process Hopes</b>	Realistic solutions.	Meet our timeframe.	It is possible, that by feeding off each other, we could get this completed, sooner than 3 years.	Long-term document for future growth of the region.	Solution that works for all parties.
<b>Process Goals</b>	Good positive and successful outcome.	Meet our completed		Stick with timeline	Smoothly and all voices are heard, learn more about land use issues
<b>Tidbit(s)</b>	Guitar player	Outcome that everyone feels comfortable with	Son on PLU football team	Moved into Cascade Park area, but airport noise is not the problem, train noise is.	Goal to visit every major baseball league park in the US, been to 25, so far.

<b>Name</b>	<b>Stuart Matthew</b>	<b>Patrick Metzger</b>	<b>John Mohlis</b>	<b>Ross Monn</b>	<b>Dennis Mulvihill</b>
<b>Interest Group</b>	Business	Community	Business	Community	Government
<b>Affiliation</b>	Air National Guard	NE Coalition of Neighborhoods	Columbia Pacific Building Trades	East Portland Neighborhood Office	Govt. Affairs for Washington Co.
<b>Process Fears</b>	He has no fear since he is with the Guard.	None	The committee will become polarized and not be able to find consensus	Time & commitment.	Disparate folks may cause a decrease in civility.
<b>Process Hopes</b>	Reach consensus and hopes others will support the Guard.	Useful, positive outcome that everyone can live with.	All the meetings will lead us to present a good recommendation to decision-makers	Get city land use plan and permit in place.	Port and City get what they need.
<b>Process Goals</b>	Interested in learning about all our issues.		Good product.		
<b>Tidbit(s)</b>	Migrated from Minn.	Recently competed in a kayak race.	Has donated 4 gallons of blood to date.	Interior designer	Has had kids who went to school in San Diego
<b>Name</b>	<b>Brian Nelson</b>	<b>Mary Olson</b>	<b>Jordan Papé</b>	<b>Veronica Rinard</b>	<b>Hector Roche</b>
<b>Interest Group</b>	Business	Government	Business	Business	Government
<b>Affiliation</b>	Intel	Port Commissioner appointed by the Governor	Flightcraft	Portland Oregon Visitors Association	Mult Co. Chair's office
<b>Process Fears</b>	Length of time in this committee.	Entire group does not stay engaged.	Poor balance between individual goals and big picture. PDX and Portland cannot come up with workable goal.	Large group may bog down process	Lost process hopes.
<b>Process Hopes</b>	That everyone is heard and the committee can find compromise.	Everyone stays engaged.	Open dialog, transparent.	Work in a spirit of positive collaboration.	Inclusive, everyone has a chance to speak and ask questions.
<b>Process Goals</b>	Part of a process solution and that Intel can be a moderating force.	Best possible outcome.	All people have a chance to say what on their mind. No individual should be dominant.	Togetherness	Maintain the quality of life in the region.
<b>Tidbit(s)</b>	Bikes in the West Hills and Forest park.	Rode in an F-15.	Family has been involved in the air craft business for some time	Native Oregonian	Also has kids in school in San Diego.

Name	Bob Sallinger	Mike Sloan	Dave Smith	Denny Stoecklin	Fred Stovel
Interest Group	Community	Community	Process	Community	Community
Affiliation	Audubon	Vancouver Neighborhoods	City of Vancouver	Concordia University CFO	Neighborhoods at large
Process Fears	Time investment without meaningful changes or true impact.	Invest a lot of time with limited results.	Lack of flexibility to come to consensus, stay on schedule	Not seeing any meaningful change after 3 years.	Group may not be willing to meet in the middle
Process Hopes	Come up with a solution that maximizes resources.	Get to meat & potatoes and not get bogged down.	That everyone feels that they can contribute no matter their opinions	Reaching an 80% solution is OK; the PAG does not have to finish everything.	Points of agreement will be expressed.
Process Goals	Return PDX to its natural wetland state! (joke)	Decision-makers take our recommendations seriously.			Active listening
Tidbit(s)		Recently took part in a cargo-feeder study.	Retired Airline pilot used to land on aircraft carriers.	25 year resident of Ptld.	Flew helicopters in the Air Force
Name	Eric Meyer (John Weigant's alternate)				
Interest Group	Community				
Affiliation	AIR member				
Process Fears	Won't raise issues for fear of stepping on each others toes				
Process Hopes	Really say what needs to be said, look at big picture				
Process Goals	Appraisal of issues				
Tidbit(s)	National treasure, premiere violin re-conditioner in the world, new pegs for 4 mil Strat. Cello, repaired George Washington guitar and makes lemoncello.				

### **XIII. Closing Comments:** Bill Blosser

Public Involvement Subcommittee will be the first in action, consider joining a subcommittee before next meeting. Communication: the best way to communicate is through each other's email, so you will get a list of current email and phone contact information. This committee has many positive productive expectations. We will be honoring your time, if there is not a good reason to have a meeting, we will cancel it. If we get through a topic and are done with it, we will not need another meeting on it. Telephone numbers are ok to share. Staff will provide the information to PAG.

### **XIV. Next Meeting:** Sam Imperati

Tuesday, October 9, 2007, 5:15 to 8:30 pm with optional dinner at 5:00 pm. Mayor Potter & Bill Wyatt will be speaking at 5:15 pm. The Agenda for the next meeting was discussed and it appears at [http://pdxairportfutures.com/Mtnng\\_Detail.aspx?a=5](http://pdxairportfutures.com/Mtnng_Detail.aspx?a=5). Highlights: Collaboration 101 – tips to frame public policy discussions; Review relevant rules and regulations; begin exploration of Process Values and Vision using information from the individual interviews with members; and discussion of Collaboration Principles using concepts from many processes in the past, as modified by member interviews. Between now and Friday, October 5, please comment on this document. Use track change feature of Word or simply send an email to Sam with suggestions or call Sam before next meeting. Sam will condense and rework the document into another draft. Finally, we will appoint several subcommittees.

### **XV. Closing Comments:**

Public comment will always have a say before PAG takes a vote.  
PAG bios: please emailed by Monday.

Maryhelen Kincaid – if public comments come in – can the PAG interact with them? *Do not debate with them, clarifying questions ok.*

Ross Monn – What if we miss a meeting? *You will get minutes in a week and info is available online at the Website.*

Subcommittees – How do we join? *You will join on your own accord at the next meeting. Each committee should have at least one from each interest group. Anyone can be a member of a subcommittee.*

Hector Roche – Are there e-versions of documents on the website? *All of them are .PDF docs so Sam will email the DRAFT Collaboration Principals document to the group.*

Eric Meyer – Do alternates speak up for their person? How do they join subcommittees? *We will get the alternates the information. Alternates will be on distribution list and can go to website.*

Hector Roche – What is the vehicle for announcing these meetings? *Publicized in paper, websites, City, County & Port list-serve email lists. Ongoing outreach to key outreach groups at key milestones. Some meetings will be held in Vancouver (watch traffic times)*

Meetings Locations – We would like to move the meetings around. (Next meeting is downtown 2<sup>nd</sup> & Everett). There is free parking behind the Port building. Keep in mind the time of day so folks can work a full day.

**XVI. Meeting Evaluation Comments:**

Great diversity and talented people, great tour, well organized.

**3:50 pm Adjournment**

Respectfully Submitted by Sam Imperati and Bridget Bayer