

**AIRPORT FUTURES
PUBLIC INVOLVEMENT SUBCOMMITTEE MEETING #11
MEETING NOTES AND FOLLOW-UP**

Date and Time:	2/25/09, 6:00 - 9 PM
Location:	Kennedy School Community Room, 5736 NE 33 rd Avenue, Portland, OR
Attendees:	Maryhelen Kincaid Stuart Mathew Patrick Metzger Alesia Reese Hector Roche Lawrence Russell Mike Sloan Fred Stovel Kelly Sweeney Vicki Thompson John Weigant Jim Howell Frank Howatt
Staff:	Bronwyn Buckle Chris Corich Lise Glancy Melissa McCluney Jay Sugnet Chris White
Not attending:	Erwin Bergman Eric Meyer Linda Robinson Denny Stoecklin

1. Welcome, Introductions, Updates – Hector Roche	Follow-up
<p>Brief round of introductions and announcements</p> <ul style="list-style-type: none"> • Stuart Mathew was welcomed as the new PDX User/Business representative to the subcommittee. • The Public Involvement Subcommittee is scheduled to present an update at the 3/17 Planning Advisory Group (PAG) meeting. Assistance will be needed from Subcommittee members with leading group round table discussion. A planning meeting will be held prior to the PAG meeting to collaborate on presentation. • Results of the recent Public Involvement web survey – Overall comments provided positive feedback. Responders like the web site as well as the easy access to meeting documents. Final survey results will be sent to all members of the committee via email. • Upcoming outreach events are listed on the back of the agenda. All subcommittee members are encouraged to participate in their respective neighborhood events. • Airport Futures team members gave a presentation on the Airport Futures and North Runway Extension projects when they attended the Grant Park Neighborhood meeting on February 24th. The Grant Park spring newsletter included an article on the projects presented and added links to the Airport Futures, North Runway Extension and the Deicing 	<p>Send final survey results via email</p> <p>Subcommittee members participate in outreach events when scheduled for their respective neighborhood</p>

<p>websites. Our neighbors indicated their appreciation for the information available on the Airport Futures online document library, and appreciated the chance to give their opinions on the web site surveys.</p>	
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<p>2. OPIS (Ongoing Public Involvement Strategy) Planning – Group Discussion led by Hector</p>	<p>Follow-Up</p>
<p>In recent meetings, the subcommittee has focused on five variables –</p> <ul style="list-style-type: none"> • Scope/Purview • Sponsorship • Membership • Authority/Purpose • Resources <p>The goal of the group is to start identifying what OPIS will look like. The group was reminded that this is an iterative process. There will still be opportunities for additional dialog before forming a final recommendation to PAG. After the non-binding poll on January 28th, we agreed to revisit Scope/Purview, Sponsorship, and Membership.</p> <p>Scope and Purview</p> <p>The non-binding poll favored a focus on four functional areas of OPIS. Bronwyn reviewed these and the subcommittees that will inform their product (Tab E in the handout)</p> <ol style="list-style-type: none"> 1. <u>Discussion of Planning and Development (Land Use and Transportation)</u> <ul style="list-style-type: none"> • Who will decide on the triggers for action? • What trigger will determine when issues will go through a public review process? • Transportation triggers - When X numbers of trips are reached. The Land Use Transportation Subcommittee will be proposing triggers. • Will OPIS respond after a trigger is met, or be proactive before reaching a trigger? • OPIS role is to respond to impacts as they occur. • What impacts are we really concerned with? 2. <u>Discussion of Sustainability Benchmarks (Master Plan/ Sustainability)</u> <ul style="list-style-type: none"> • Regarding sustainability on the OPIS Visual – Variables handout (Tab E), reword the document and delete the word “benchmark”. Just call it “sustainability.” Using the word benchmark is too limiting. • “Measuring success” may be better wording • Will the sustainability committee continue beyond PAG? Ideas about sustainability are going to grow and may go beyond the benchmarks. • Is this a reactive process? How can OPIS be a proactive group? 3. <u>Community Agreements (All subcommittees)</u> <ul style="list-style-type: none"> • This group will ensure community agreements are followed through and will have some say and oversight with good neighbor agreements. 	

- Is there a better descriptor than “agreement”? Not everyone in the community is signing on the dotted line. There will be an IGA for transportation mitigation, and possibly natural resources. Community agreement is a great way to do that.
- The IGA which resulted in the PAG and AF process was very effective. Who would propose or develop the community agreements?
- What communities are involved in Community Agreements? Neighborhood groups don’t always represent everyone in the neighborhood. There can be conflicting viewpoints in communities.
- Hayden Island is not represented on either the PAG or PI SC.
- A representative for North Portland Neighborhood Services (which encompasses Hayden Island) is on PAG. Unfortunately there are not enough seats on PAG for every single neighborhood to have a seat.

4. Community Engagement (Public Involvement)

Maryhelen provided a handout detailing the mission statement, charge, membership, and sponsorship of the Citizens Noise Advisory Committee (CNAC).

- CNAC is an advisory committee to the Port, sponsored by the Port and works closely with the Noise Management Department.
- Noise is a technical issue with many ongoing projects. A great deal of historical background and knowledge is required of members. She believes it would be a mistake to replace CNAC, or make CNAC a Subcommittee of OPIS. CNAC should be a peer group, and OPIS responsible for issues other than noise.

Discussion ensued regarding what the OPIS and CNAC relationship would be.

- The community may benefit by getting directly to the issue when approaching CNAC without having to go through a broader body like OPIS.
- Airport Issues Roundtable (AIR) covers broader issues. OPIS would assume AIR’s role & wouldn’t be in conflict with CNAC.
- For scope and purview, OPIS is not taking on oversight of everything involving the Port of Portland. OPIS should stay focused on PDX, not broader Port activities. Overarching principle is impact. OPIS’ job is not to be a Port proponent. CNAC is not chartered in City code, they have their own charter. There is no requirement or structure required by the City.
- Yes, the Port initiated CNAC to bring structure to a committee. Just as the City and Port have a hand in the creation of OPIS. Frequently when CNAC has a vacancy, the jurisdiction will contact the Committee Chair to ask how best to select a replacement for the vacant seat. The Port does not go out and solicit citizens for the committee.
- Need to tease out relationships. Would CNAC be part of

OPIS, fall under OPIS umbrella, or be independent body with an OPIS member seated on CNAC? The guiding principle is how citizens are impacted. Discussion will be continued with the CNAC committee.

- The group agrees we have enough information on the variables to take to the 3/17 PAG meeting on scope and purview.

Membership

Lise led the discussion on membership, referring to the handout (Tab F). Two membership scenarios were outlined, based on information from the non-binding poll. The highest number of votes was for a membership of approximately 15. The second highest vote was for a larger group of about 20 -30 members. Only 2 votes were cast for a group of less than 15 members.

Under both scenarios presented, attendance of the Aviation Director and Portland Bureau of Planning and Sustainability Director is proposed. See Membership handout (Tab F).

Scenario A

- 15 – 20 members
- Regional emphasis
- Not all elected seats

Scenario B

- 20 – 30 members
- Includes elected leadership

Discussion regarding interests desired at the table:

- 15 - 17 limit of an effective group
- CNAC has 4 appointees by sponsor to balance the group. This has worked well in supplementing jurisdictional appointees.

Dual membership will help with varied interests.

- Be careful to not limit who can be members when drafting the charter. Allow flexibility to modify membership structure.
- Let the interest group make choice of citizen or elected.
- Have technical advisors rather than voting membership seat for Sustainability, Commission, CNAC, and Wildlife?
- Who will appoint low income minority members? Mixing jurisdictional and social. Need identify how to find that person.
- Option B includes inside the fence stakeholders and operators who should be afforded representation as these businesses have a big stake.
- Balance between Oregon and Washington representation. Washington doesn't have a say in political process.
- Elected officials are not necessary. Staff is ok, although we want staff that will speak up and contribute, not just listen and report back.
- Don't need financial or economic representatives because they could be technical advisory, although by including them on the committee, they are part of the process and available for input.
- Can form subcommittees for some interests

<ul style="list-style-type: none"> • Low income and minority could be combined with unions • Strength of PAG is in diversity and depth • City of Vancouver, aviation industry and business are part of the reason for growth of the community. They should be seated at the table. • Groups impacted should be members, regardless of where they vote • If we limit the voices at the table, we limit the power to address impacts. Need information to make good decisions. • It is crucial we include Vancouver residents. Environmental, economic, social interests and impacts are just as real. • Public transportation, representation for transit riders <p>Around the room exercise – each member was asked for their top priority for interests <u>not</u> groups represented:</p> <ul style="list-style-type: none"> • Sustainability (1) • City Planning (1) • 4 Counties staff – Portland, Vancouver (4) • Vancouver Neighborhoods (1) • Public transit riders (1) • Labor & local Business (1-2) • Aviation Industry & Tenants (1-2) • 4 Counties – Neighborhoods (4) • Members of Public (1-2) • Environment (1) • Environmental/ Social justice (1) <p style="text-align: right;">Total: 17 - 20</p> <p>Second time around the room – other ideas:</p> <ul style="list-style-type: none"> • Dual representation – Hillsboro, Washington County (2) • State or Executive Branch (1) • Noise -educational role to OPIS (1) • Transportation provider - CTran/ Trimet (1-2) • City & Port of Portland Staff (2) • Wildlife – birds (1) • Schools (1) • Metro (1) • OPIS is strategy and can include interests who aren't on OPIS body • Need to add definitions (e.g. "environment") • List must be adaptable – interests & user groups will change. Don't limit future membership • Elected – can be sent to represent expertise needed/ identified on list. Also need accountability <p style="text-align: right;">Total: 10 - 11</p>	
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<p>3. PAG Product Delivery Timeline and Public Engagement on Upcoming Products – All</p> <p>Refer to Work Plan (Tab H)</p> <p>On our original work plan, the Public Involvement Subcommittee will present a package to PAG in September before going to the Planning Commission in November.</p> <ul style="list-style-type: none"> • We asked Bonny McKnight how best to structure public engagement in way most meaningful to them. We will be presenting our work at the June 29th City Wide Land Use meeting. Bonny expressed concern about our plans for 	<p>Follow-Up</p>
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<p>November Planning Commission review of our documents. In consideration of the holidays, she recommended we postpone until January. She proposed public meetings vs. “open houses” allowing people to “touch and feel” the documents and make suggestions.</p> <ul style="list-style-type: none"> • In the meantime, we need to meet with target neighborhoods. PI SC members are needed to help open those doors. We are aiming to meet with the neighborhoods in June, September, and October. July and August are not a good time, and many September agendas are already full. • Alesia offered to get Public Involvement on the Park Rose school board agenda. June is not the best time, because of graduation. • Grant Park wants to see the final draft rather than a preliminary draft. • Many citizens don’t want to hear what “might be” vs. proposals ready for Planning Commission. There are hotter issues. • If we wait to take a final draft, what contingencies do we have if citizens “shoot holes in it?” At this point, it will be too late in the process. • Citizens need to see the draft at a point when they can review the product but still have time to make changes. • Airport Futures is a topic on Alesia’s board report every month. They have followed the process all the way. • We will continue to engage the community. Parties interested in following the process will have opportunity for input before the final draft. 	
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<p>4. Group Discussion about OPIS Presentation at 3/17 PAG</p> <p>For our presentation at PAG, groups will sit at round tables led by PI SC members. The following have volunteered to lead the discussion:</p> <ul style="list-style-type: none"> • Alesia • Patrick • Maryhelen • Vicki • Kelly • Laurence • Hector 	<p>Follow-up</p> <p>Meet for round table discussion planning</p> <p>Debrief on the 3/17 PAG meeting at the 4/1 PI SC meeting</p>
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<p>5. Evaluation/Next Meeting Agenda - Hector</p> <p><u>What worked?</u></p> <ul style="list-style-type: none"> • Handouts good and easy to follow • Tabs helped • Liked going around the table to each person (structured brainstorm) • Hector kept us on time • Excellent pizza • Location with adult beverage • Like Kennedy school • Like new addition of Stuart with new ideas <p><u>What would you change?</u></p> <ul style="list-style-type: none"> • Time Limits 	<p>Follow-Up</p> <p>Develop draft agenda for next meeting.</p>
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| <ul style="list-style-type: none">• Give homework so members can study beforehand | |
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Hand Outs:

- 2-24-09 Agenda
- 2-25-09 OPIS Variables and Preliminary Scenario Summary
- 1-28-09 Public Involvement Subcommittee #10 Meeting Notes

Next Meeting: 4/01/09 – Portland International Airport, St. Helens Room A,
7000 NE Airport Way, Portland, OR
First hour will be joint meeting with the Land Use Transportation SC.
Then will breakout to cover Sponsorship, Authority, and Resource