



Citizen Noise Advisory Committee
 Advocacy for the Public - Advisory to the Port
 Portland International Airport (PDX)
 c/o Noise Management Department
 Port of Portland, PO Box 3529, Portland, Oregon 97208

Meeting Summary July 10, 2014

CNAC Members in Attendance (alpha order by first name)		
Beverly Bruender	At-Large (City of Portland)	<input type="checkbox"/>
Bob Braze	Washington County	<input checked="" type="checkbox"/>
Brad Robison	Clackamas County	<input checked="" type="checkbox"/>
Craig Walker	Clark County	<input checked="" type="checkbox"/>
Joe Smith	Multnomah County	<input checked="" type="checkbox"/>
Kenya Williams	At Large (Port of Portland)	<input checked="" type="checkbox"/>
Karen Meyer	At-Large (City of Maywood Park)	<input checked="" type="checkbox"/>
Kelly Sweeney	City of Portland	<input checked="" type="checkbox"/>
Laura Young	City of Portland, CNAC Vice Chair	<input checked="" type="checkbox"/>
Mark Clark	Fairview/Troutdale/Wood Village, CNAC Chair	<input checked="" type="checkbox"/>
Maryhelen Kincaid	City of Portland	<input checked="" type="checkbox"/>
Ron Schmidt	City of Portland	<input checked="" type="checkbox"/>
Mike Merchant	City of Vancouver	<input type="checkbox"/>
Mike Yee	City of Vancouver	<input checked="" type="checkbox"/>
Tina Penman	At Large (Port of Portland)	<input checked="" type="checkbox"/>
Vicki Thompson	City of Gresham	<input checked="" type="checkbox"/>
Staff Members in Attendance		
Phil Stenstrom	Port of Portland Noise Program Manager	<input checked="" type="checkbox"/>
Jerry Gerspach	Port of Portland Noise Management	<input checked="" type="checkbox"/>
Consultants and Guests in Attendance		
Maj. Tony Bierenkoven	Oregon Air National Guard	<input checked="" type="checkbox"/>
Francesca Patricolo	Voice Public Involvement	<input checked="" type="checkbox"/>
Steve Kerman	Former CNAC Vice Chair	<input checked="" type="checkbox"/>
Members of the Public in Attendance		

Introductions and Adopt Minutes

Mark Clark called the meeting to order at 5:30 p.m. and asked if everyone had an opportunity to review the previous meeting notes.

Maryhelen Kincaid motioned to approve the meeting notes, Kelly Sweeney seconded. May 8 CNAC meeting notes were unanimously approved. Members went around the room and introduced themselves. Ron Schmidt is new to the committee and is replacing Maryhelen Kincaid as the City of Portland representative.

Ron Schmidt: I am from Hayden Island, used to be Chair of High Noon, and I live on a floating home.

Maryhelen Kincaid: He handled High Noon through a strenuous time with West Hayden Island and Colombia River Crossing, and I think he will be a wonderful asset.

Public Comment and Questions

There were no members of the public present.

Joe Smith asked about signage and public notice time.

Joe Smith: Did it say 5:30 p.m. in the notices that went out?

Phil Stenstrom: It did, yes.

Maryhelen Update

It was Maryhelen Kincaid's last CNAC meeting. She will be filling Beverly Bruender's seat on PDX CAC temporarily until the Citywide Land Use seat is filled by the organization.

Maryhelen Kincaid: CNAC used to be a place where people came to complain, however now the committee is working proactively.

Maryhelen passed around quotes for each member to choose their own and told the committee about her most memorable moments on CNAC.

Maryhelen Kincaid: It is wonderful serving with all of you. You are only as good as the company you keep, so I feel grateful to be surrounded by such outstanding individuals on CNAC.

One book she recommends is [The art of racing in the rain](#).

Maryhelen Kincaid: "Stay hungry, stay foolish," Steve Jobs.

Members applauded vigorously.

Members went around the room and read their quotes.

Members voiced their appreciation and gratitude for her leadership and service to the committee.

ORANG Update

Maj. Tony Bierenkoven: From the Guard side of the house, starting next week, we have two weeks of F-18's in town. There will be an extra five F-18's maybe more. They will fly with us until the 25th of July and then the rest of July it will be kind of quiet. In August it starts all over again with F-18's from the 4th to the 22nd. That month is pretty full. I am not sure when the next CNAC meeting is?

Phil Stenstrom: September 11th.

Maj. Tony Bierenkoven: In that case I should tell you the second and third weeks of September will be night flying. That is September 8th -12th and then the 15th -19th will be night flying for us. Our take-offs are around 8 p.m. and will go until around 10 p.m. Those are the big non-standard events that we have over the next three months.

Joe Smith asked about the number of visiting military jets that will be coming to PDX.

Maj. Tony Bierenkoven: Four jets in July and four to eight jets in August.

Phil Stenstrom: No weekend flying in July then?

Maj. Tony Bierenkoven: That is correct. The 2nd and 3rd of August we have night flying on the books. We will be back to work on the weekends in September.

Jerry Gerspach: I got some information that there would be maybe three F-18's a day?

Maj. Tony Bierenkoven: I am not aware of that, I could certainly look into that. From what I have here, it looks like just two F-18's all three of the weeks over the next couple of months.

Bob Brazee: Are they regular hornets or super hornets? I just wonder which ones are noisier.

Maj. Tony Bierenkoven: The super hornets are louder because they are bigger, however I'm not sure one could tell the difference.

Mark Clark: You can takeoff without the afterburner?

Maj. Tony Bierenkoven: Yes, we do it all the time. We leave it up to the pilots. When safety is not a factor, we ask them not to use afterburner.

ICBEN debrief

Phil Stenstrom provided a PowerPoint presentation about his trip to the ICBEN conference in Japan. The conference was about the biological effects of noise. He also passed around a sign-up sheet for a tour at the Air National Guard Base on July 17. Phil Stenstrom showed a photo of Mike Yee participating in the Triennial Exercise.

Phil Stenstrom: Five days of the conference included researchers presenting research and findings. Phil separately arranged to meet with his counterparts at Itami Skypark airport. They built a lot of parks around the airport to take care of some of the incompatible uses. There are fourteen people in the Itami noise department. They get only about 12 noise complaints a month and were beyond surprised by our 3,000 complaints per month. Narita would like to limit the number of noise monitors they have out in the community (they have 72) because it is a burden to deal with the data and it does not actually reduce noise, however the public wants more.

Phil Stenstrom showed slide images of some of the noise reduction features in the built environment around the Itami Skypark.

Mike Yee: Where is Itami located?

Phil Stenstrom: It is North and West of Osaka. It is essentially the downtown business airport.

Mark Clark: What dB are they shooting for before they go out and help people figure out mitigation?

Phil Stenstrom: They have a couple different thresholds. Sixty-seven is one of them and that is for getting money to do stuff. They also do periodic health checks.

Phil Stenstrom noted that he summarized each of the sessions he went to and highlighted items he found particularly interesting. Those notes are available on the ePort site.

Mr. Stenstrom discussed cultural and societal factors that make Itami Skypark unique as they pertain to noise and other related issues of concern for the airport.

Bi-Monthly Complaint Report

Jerry Gerspach: The report was made in June and the complaints were a little lower than they were at the last meeting. Sixty-three different individuals called. There were F-15's that took off around 3 a.m. and there were no calls. The top complainer complained 1,090 times.

Committee members asked about the top complainer. The top complainer is the same person as usual. He lives in the Roseway neighborhood.

Joe Smith: Does it have anything to do with particular episodes?

Jerry Gerspach: No, and I have talked to him several times. He understands what we can do and what we can not do. He just wants me to record his complaints and he wants us to know he believes airplane noise is ruining quality life in his neighborhood.

Mark Clark: Is he trying to overload the system?

Phil Stenstrom: We changed it so that it is no longer overloading the system.

Jerry Gerspach: Now what we will do is enter one complaint saying how many times he complained during that day.

Mike Yee: How do you filter?

Jerry Gerspach: We will post one complaint per person, per day. That complaint will include the number of times that person contacted our office that day.

Tina Penman: Does he submit the complaints all day long?

Jerry Gerspach: He does them in about an hour or two.

Joe Smith: Is it always about the same episode?

Jerry Gerspach: He might call three or four times a month and submit a couple hundred each time. I believe he reports any aircraft that fly over his area.

Kelly Sweeney: What is the Pearl complaint?

Jerry Gerspach: This person was calling and reporting helicopter traffic and we asked her to do that.

Mark Clark: Have you thought about sharing the data with this individual?

Maryhelen Kincaid: I think it's just going to be one of those things that just have to be.

Craig Walker: If he is grinding the political axe, why don't we just say that we will not take his complaints anymore.

Phil Stenstrom: Our perspective is that it is our duty to receive complaints and log them.

Craig Walker: At what point do we factor his data out so that we can look at what everyone else is saying?

Jerry Gerspach: We do that by breaking it down into the number of complainers.

Bradley Robinson: It seems like nothing is going to change this.

Maryhelen Kincaid: We've had more success as citizens and community members reaching out to the people with complaints to explain these systems to them.

Phil Stenstrom: The outliers skew the data when we are looking for trends in the data. These calls follow our historical patterns. We get a sense quickly for if things are normal or not.

Vicki Thompson: I would like to see the number of calls minus the chronic complainers to see what the data would look like at that point. That way we can better see what issues everyone else had.

Phil Stenstrom: We can do that and we can take a look at what we think is the definition of chronic and bring that back to the committee to look at as well.

Kenya Williams: Is it too convenient for people to file a complaint? If it is not just a click and send, and they have a legitimate complaint and they really want to file that complaint, perhaps it would discourage the kind of outlier chronic complainers.

Phil Stenstrom: The question is, what should we make the cost of a complaint be? And the cost might be too low. I have been erring on the side of allowing easy access.

Joe Smith: It would be grate if you could provide a modes analysis showing how many complaints were calls, emails, etc. If he is pushing a button, that is easy.

Jerry Gerspach: We could show that for you.

Maryhelen Kincaid: If you had a mobile application, it could be kind of like when you vote for a baseball all-star and they say that you've already voted a certain number of times and that's all you get. I don't know how user-friendly that would be, but it's kind of like, "okay, we've got your complaint."

Maj. Tony Bierenkoven: What do you attribute the convergence in the average for April and the spike this April?

Phil Stenstrom: We can look into that and find out. Mr. Stenstrom speculated the cause could be wind variability.

Complaints Process review

Phil Stenstrom: We have had six months of using this new process that Jerry [Gerspach] just described. It stands to reason that it would not because all we are really doing is handling the data processing differently. I conducted this review to double-check that it is not causing the data to present differently. If anything, I would have expected the counts to be higher because before we had to do manual paper counts and now we just add up the field in the database so we should be capturing all complaints and I was guessing that might make it look a little higher. The Complaints Analysis is in ePort. I took a look at the first six months of each year for last year and this year to determine how our complaints have been trending. It turns out we did not look at the other complainers separately at the other airports. Then I took out the top complainers and saw how that affected the trends. Fewer new people have been calling. While the complaints went up significantly, it has because the top person ramped up their activity. In Hillsboro and Troutdale airports, those complaints really are increasing. For the noise program, this information tells me we need to do more work in Hillsboro and in Troutdale because those complaints really are increasing and on an individual basis. We will plan to do some more outreach in those locations.

Vicki Thompson: I heard Hillsboro is constructing a new runway and that may increase the number of complaints there.

Phil Stenstrom: Yes. They started construction on it.

New tabletop display

Phil Stenstrom: Our corporate marketing people have been working with Jerry [Gerspach] and I on revamping our display that we take around to public events.

The current display is too heavy and the content is outdated. The new display will be a lot lighter. Mr. Stenstrom showed the committee a model of the new display and asked for feedback to help Port finalize a design. He explained what works at community events includes a table on which to display promotional brochures, a map on the back border to orient folks, a side banner to display other sources of noise in the community and society, and another banner sidebar listing aviation benefits. The display also includes a small map only showing arrivals from NextGen flight tracks at a small enough scale to illustrate the air traffic system. The point for the NextGen map is to say, "There are highways in the sky and you may live near one of them."

Mike Yee: So this is just a mockup?

Phil Stenstrom: Yes.

Maryhelen Kincaid: What will the size be?

Phil Stenstrom: 5'x5'

Joe Smith: Realistically how close is this to being finalized? I think it would be useful to have CNAC involved. Perhaps we could have a subcommittee.

Phil Stenstrom: When we have a facsimile, we will take it with us in the field to a couple of community events to test drive and fine tune it to make sure it will work for us.

Mike Yee: Have you thought about using monitors for the larger displays?

Phil Stenstrom: They are going to use some for the Troutdale Master Plan

The following members volunteered to form a subcommittee to review the tabletop display: Craig Walker, Kelly Sweeney, and Kenya Williams.

Joe Smith moved and Craig Walker seconded to approve a subcommittee to review the display.

Noise Manager update

Mr. Stenstrom told the May joke again to try to get the punch line right the second time and asked the committee to submit jokes.

Phil Stenstrom: There are two boy scouts camped out in the yard and they want to know what time it is and neither one has a watch so they decided to sing. They sang so loud that the neighbor opened his window and said, "Do you know what time it is? It's 3 o'clock in the morning!"

The committee laughed and made jokes about Mr. Stenstrom's delivery.

Mr. Stenstrom said the Boy Scout Aviation Merit Badge Day on May 17th was a big success. Portland Parkways North in June was also a big success.

Phil Stenstrom: We did the follow-up to Levon and Rick Anderson who came in May. Jerry Gerspach went out there.

Jerry Gerspach: There were 28 folks at the homeowners association board meeting. They were very reasonable. Their biggest concern is the jet arrivals to runway 28L. It had been closed for construction the last couple of years and during that time, many people moved in or just got used to not having the overflights. Now that it is open again, they are noticing the noise. By the time the meeting ended, people expressed dissatisfaction with the noise, but understood that it will unfortunately not be changing.

Kelly Sweeney: Just let me know next time you are doing something like that and I will go. I would have gone if I had known.

Phil Stenstrom: We are deep into our summer outreach. If there are events that committee members would like to come to, please come. Committee members do not need to give us any advanced warning, it would be delightful for you to join us at anytime. We did the first launch of the noise outreach jump ropes.

Mr. Stenstrom asked committee members if they would like any of the new children's noise outreach jump ropes and handed them out to interested committee members.

Mike Yee suggested perhaps a good item for the noise office to hand out at events would be earplugs with noise office info on them.

Phil Stenstrom: We have talked about ear plugs in the past and so far have not taken that idea up but I would love to hear CNAC's thoughts on that.

Committee members voiced agreement.

Tina Penman: I think it is about how you counsel people when you give them out because you do not want to appear like a smart-alecky. It could send the wrong message.

Phil Stenstrom: So far that is the reason why we have not pursued earplugs. Although I think one large earplug, like a stress ball would make a fun giveaway.

Tina Penman: I think it would create conversations.

Vicki Thompson: The jump ropes are made in the USA.

Phil Stenstrom: The jump ropes are made in NW Portland. I think they are very much aligned with the Port's sustainability policy.

Mr. Stenstrom said the update to the Port Commission went very well.

Maryhelen Kincaid: Mary Olson, long-time Port Commissioner passed away. The Commission is very appreciative of our efforts.

Mr. Stenstrom said all of the Noise 101 info is available online in the ePort site.

Maryhelen Kincaid asked if committee members could share the Noise 101 information with the public.

Phil Stenstrom: No. We cannot because they are trademarked by Steve Alverson. CNAC may use them but they are not for public consumption.

Mr. Stenstrom announced the July 27 NE Portland Parkways. The SE Parkways is August 24. The ORANG Young American Day is September 6. It is a public outreach day for people to come to the base. Maryhelen Kincaid described her experience in the past with attending the event. She said it is oriented towards elementary and high school kids, though her neighbors have attended and enjoyed it as well.

Tina Penman: Going back to the National Guard Base tour, are we going to meet somewhere in advance?

Phil Stenstrom: I do not know for sure. I put an email out to our organizer at the base and I will send email information around. I think the plan will be to have everyone drive out to meet at the base and come into the base and park in a designated parking lot. I will need to confirm that.

Mr. Stenstrom said that himself and his staff member, Jason Schwartz, will be benchmarking with their noise office counterparts with the Vancouver, BC noise program.

Mr. Stenstrom brought the committee's attention to an airborne lead study by the EPA that concludes to maintain the current standards. The study is available on the ePort site. The article is not noise specific but aviation health related.

Mr. Stenstrom announced a new development that he has asked Jerry Gerspach to take the lead on. It is a school-based noise specific lesson plan that the noise office will be able to take to middle schools. The lesson plans target grade five and an OMSI educator is going to help us develop that. The vision is that Jerry Gerspach would schedule time to go to schools to deliver it. CNAC members could deliver it as well if they have interest once it gets under way and they have a lesson plan to deliver.

Mr. Stenstrom brought the committee's attention to two other air and health studies. They are available on the ePort site. The Logan health study came out June 9 and a new LAX air quality study came out on June 13.

Mr. Stenstrom brought the committee's attention to an Oregonian article about Flight Radar 24, which is similar to WebTrack.

Mr. Stenstrom played the Houston Metroplex two-minute video about NextGen.

Phil Stenstrom: We have talked a lot in this group about the message of what NextGen is and this video helps answer that.

NextGen fact sheet

The committee took two minutes to read the fact sheet entitled *NextGen helps PDX flights minimize noise, lower emissions*.

Phil Stenstrom: Does CNAC see any fatal flaws with these messages?

Kelly Sweeney: I see a fatal flaw in the title because it is not completely accurate if you are under the flight path.

Phil Stenstrom: Any title suggestions?

Craig Walker: I would take out "minimizes" and say, "reduces" instead.

Kelly Sweeney agreed.

Maryhelen Kincaid: I think it needs to be clear that some people are still going to suffer.

Joe Smith: There are some losers, but a whole lot more winners.

Mark Clark: I disagree with that because the jet will stay higher for a longer period of time. It is only in the last half a mile that they give it gas. So it is actually going to be quieter even over those people's homes.

Kelly Sweeney: I disagree because the aircraft still makes noise regardless of if the engines are idling. The concentration on the noise will make it so that some people are going to suffer, the majority will not. The people under the flight path are going to be affected.

Joe Smith: This will significantly narrow the track that airplanes will take. There will be a lot more of them though, going over that narrow track.

Kelly Sweeney: We need to say that there will be a concentration of flight paths.

Bob Brazee: Regarding planes that idle when coming down from high altitude, that is debatable in my opinion because aircraft configuration and weight is going to have a direct result on the engine power they are going to have to carry. These aircraft fly idle at 60% and that is noisy in any man's book. It is not down to like a car idling, they have to maintain power to their pneumatic systems, for the deicing of

aircraft coming through clouds. And the one thing NextGen cannot control is weather. I do not think they are going to get the 100% reduction they are saying they are going to get.

Mark Clark: I do not think anyone has been saying it is going to be 100%. They show the red bands in the image.

Bob Brazee: I think you are absolutely right and that it is going to be great for a lot of people but not for some. Look at what is happening in Queens, New York right now at La Guardia, for example. They just implemented NextGen and they are having huge battles out there because NextGen was putting the flight path right over people who didn't want it and they are fighting it tooth and nail.

Phil Stenstrom: And this is a document that we can revise as we get further information. This document is something we can give out at public events to help answer questions about NextGen.

Mark Clark: Instead of "minimize" we can use "streamline."

The committee voiced agreement.

Maryhelen Kincaid: In the past there has been outcry about Continuous Decent Approach regarding military. I do not know if you have another term that could be used instead so as to not fan any flames.

Noise Berms

Craig Walker: This is a clipping I found from Wired Magazine. It is of noise berms in Amsterdam at the Schiphol Airport.

Kelly Sweeney: I did not see it though I was there.

Craig Walker mentioned he tried using Google Earth to find it and did not.

Maryhelen Kincaid described some of the airport's history regarding berms. Eight years ago she asked about having berms added to the field around 33rd and Marine Drive. They thought it was crazy.

Craig Walker: I think we need to reach out and see if PDX has done any studies on them.

Mark Clark: It is millions of dollars to build something like this.

Maryhelen Kincaid: Twelve decibels of reduction is a lot though.

Bradley Robinson: As someone who has moved dirt in the past, that is a monstrous undertaking. It is a lot of dirt. This is a technique called diffusion and the idea is to break up the sound wave propagation. It is a whole different technique than how berms are usually used for blocking noise.

Maryhelen Kincaid: So more rows are better?

Bradley Robinson: Yes. If you are any higher than the berm then you are not going to get the benefit effects.

Kenya Williams: It is not one-size fits all approach, and just because it works in one place, does not mean it will work in another.

Port Land Use program

Phil Stenstrom: This is an issue briefing and a follow-up item from the March planning meeting. CNAC wanted a backgrounder on what the Port has done.

The committee took a minute to read the issue briefing prior to discussion.

Phil Stenstrom: This is the story about where we are today, how it has gone, and possible future considerations. In the March planning meeting, the context was with working with realtors, disclosure, and a proactive program.

Mr. Stenstrom asked CNAC for feedback on the issue briefing and also on worthwhile directions for the committee in this regard.

Bob Brazee: The first paragraph on background says it all. It covers all the right points. The Noise 101 discussed the ANCA law, so that is a really neat paragraph for someone who wants to know what can be

done and who regulates what. It is an excellent article.

Mr. Brazee complimented the briefing author, Chris Blair, who is on the Port's Noise Office team.

Bob Brazee: The other thing I might want to ask Chris Blair about is that lawsuit against the City of Hillsboro in 2010, which was from Oregon Aviation Watch. I believe the document they were citing was the language in the city charter. The City Council changed that right after and LUBA has overturned that particular action upon appeal. I do not know when this article was written, but I do know that they did challenge that and the Oregon Aviation Watch eventually lost that on appeal.

Phil Stenstrom: My note on that is the specific language in the easement that the City of Hillsboro was using was challenged in court and it was overturned. The relevance to Portland-based kinds of disclosure is that the City of Portland disclosure has a lot of similar language in it and so it may not be successfully challenged. We continue to do disclosures based on these trigger thresholds that are described. The program works okay as intended and Chris Blair points out the flaws and shortfalls of the program as well. It is certainly not perfect.

Joe Smith: That is information to the developer; however there is no evidence that information ever reaches the end user. Philosophically, the board ought to support the homebuyer having the right to know that they are buying a place that is highly affected by aircraft.

Maryhelen Kincaid: Paul Van Orden in the Portland Noise Office is trying to work on a noise mapping study that would support this work.

Kenya Williams commented about challenges of noise consideration as a planning issue.

Joe Smith: You identify proximity and not noise and give access to the patterns.

Maryhelen Kincaid: It is disclosed that they live in a noise overlay zone. There is no disclosure to the people living in a property, just to the developer though.

Bob Brazee: I just bought a new house recently. The CCRs were 30 pages long and there was nothing about noise. Why not require a section on noise in CCRs?

Vicki Thompson: I think the secret is getting the state legislature to require realtors to be responsible. CCRs are not the right place for noise disclosures.

Mark Clark: What happens if property is devalued from these noise disclosures and people demand the City to provide compensation for those properties?

Bob Brazee: Informing people of the proximity is not a constitutional taking.

Mark Clark: Multi-unit density homes are what developers will decide to build.

Joe Smith: But you never need to feel sorry for someone who bought a house and knew what they were doing. You can feel sorry for the person who inherited a home from their family who has been there forever and then an airport is built nearby.

Kenya Williams: Until you can prove the health impact, it may not be a planning issue.

Joe Smith: I believe that planning should be concerned with more than health, but with quality of life. I do not want to prevent anyone from buying or selling, I want people to know.

Phil Stenstrom: What I heard is that land use and land use planning is complicated and probably outside of the Port's Noise Program a lot more than we are currently doing, but that we should continue to monitor the environment for opportunities to do more. That means both the political/ local zoning environment as well as the planning, modes of thinking, noise, and health impacts.

Action items & Suggestions

Mark Clark asked Ron Schmidt to introduce himself a bit more to the committee.

Ron Schmidt: I am a farm boy, went to college in Minnesota. I majored in business administration with a degree in finance and insurance. I started my agency operations in Minneapolis, had the opportunity to come to Oregon for work. I fell in love with the Pacific Northwest and love living on the river. I founded a company, sold it off, retired, traveled around the world, and joined non-profits to give back. Maryhelen [Kincaid] has been a wonderful person to work with and her knowledge, enthusiasm, and experience is

legendary. She is the one who recruited me.

Maryhelen Kincaid: I think he has a lot to offer because of his business sense and where he lives on the water, floating near Hayden Island.

Ron Schmidt: We have to balance livability with industry where we live.

Mark Clark: Is the time going to work for everyone on the committee? I noticed some folks showed up a little bit late. Is that going to be a continual problem? Do we need to move the time because of that?

Vicki Thompson: I cannot leave work any earlier than I am. I have already switched my hours at work. I would prefer 6 p.m.

Tina Penman: Are the options 5:30-8:30 p.m. or 6:00-9:00 p.m.

Phil Stenstrom: No, not exactly. We were considering 5:30-8:30 p.m. or 6:00-8:00 p.m.

Tina Penman: Well that is a double question then because you are asking whether we want to start earlier and whether or not we want to shorten the meetings.

Phil Stenstrom: The more correct question would be "what does the committee prefer for their meeting time?" There was the precedent of the old 6:00 to 8:00 p.m. that folks are used to and then there was this trial period where for two meetings they would start earlier and end later. At this point everything is on the table.

Joe Smith: The basis of the decision was so that we could meet every other month.

Phil Stenstrom: Going back to monthly is not a very good solution for the noise office perspective.

Tina Penman: I think if we keep the current schedule, we need a five-minute break midway.

Mark Clark: I felt like we needed a break too.

Mr. Clark straw polled the committee to determine who was in favor of the 5:30-8:30 p.m. meeting option with a five-minute break? Seven members voted for this option. Two committee members voted for the 6:00-8:00 p.m. meeting with no break and staying on the bi-monthly cycle.

Committee members voiced that they would appreciate another opportunity to vote again in wintertime.

Mike Yee: If we need more time, we should go back to monthly.

Phil Stenstrom: I do not want to go back to monthly if we can help it.

Mark Clark: I really enjoy the bi-monthly myself.

Joe Smith: I just hope everyone realizes how important Maryhelen is and has been to our committee for the last nine years, bringing her institutional memory and we are grateful.

Meeting adjourned.

8:35 p.m.

Next Meeting:

September 11, 2014 / 5.30 p.m. – 8:30 p.m.
http://www.portofportland.com/PDX_Home.aspx

Portland International Airport Terminal Building
St. Helen's "B" Conference Room
7100 NE Airport Way, Portland (Located at PDX)

Meeting notes are not verbatim and are respectfully submitted by [Voice Public Involvement](#).