

**AIRPORT FUTURES  
Portland Planning Commission Information Briefing**

**MEETING NOTES**

<b>Date and Time:</b>	<b>6/9/09 2-2:30 pm</b>
<b>Location:</b>	<b>Mt. Scott Community Center, 5530 SE 72<sup>nd</sup> Avenue, Portland, OR</b>
<b>Staff:</b>	<b>Jay Sugnet, Chris Corich, and Bill Blosser</b>
<b>Number in Attendance:</b>	<b>6 Planning Commissioners</b> (Chair Don Hansen, Howard Shapiro, Amy Cortese, Michelle Rudd, Lai Lani Ovalles, and Jill Sherman – Absent Irma Valdez and Andre Baugh) <b>plus Susan Anderson, Director of Bureau of Planning and Sustainability</b> <b>Also in attendance:</b> Joe Zehnder, Bronwyn Buckle, Lee Perlman, Hector Roche, 3 other City staff, and Port staff (Sean Loughran, Scott King, Phil Ralston, Lise Glancy, Misti Johnson)

**Presentation:**

Lai Lani Ovalles introduced this item and talked about her experience filling in for Catherine Ciarlo halfway through the process. She provided a quick summary of the work underway. Jay Sugnet then provided an overview on the integrated planning effort. Chris Corich gave an overview on the master plan work and then Jay summarized the work on the City land use plan and ongoing public advisory committee.

Amy Cortese, Planning Commissioner, noted a potential conflict of interest as the Port is a client of ZGF. Don Hanson indicated that there should be no conflict with an information briefing.

Bill Blosser, chair of the Airport Futures Planning Advisory Group, offered comments. Bill summarized the 4 steps of where we've been and where we are now. Began with forming, then storming, and then norming – where we set expectations. We are now in the decision-making (performing) portion or where we are making recommendations. The PAG was born from a lot of controversy with two City Council meetings over representation. There was a lot of angst, controversy and not much trust. It was not clear that we would make it. The opposite has occurred. We have a remarkably cohesive and smoothly running group. Thanks to Sam Imperati, staff and PAG. I would guardedly say that we have met my goal for the process – that we would bring you something that you could pass without controversy. I say guarded because the biggest issue is ahead the 3<sup>rd</sup> runway and whether we decide to preserve that option. Hopefully we will return to you in the fall with a consensus recommendation.

One exciting part of this is that the Port Commission is committed to be the most sustainable airport in the world by 2025. We are working through what this would look like – how it fits into the City's Climate Change Plan. This is being ably assisted by Phil Ralston and Sean Loughran. Pleased with staff, support of the Planning Commission, PAG members who by the fact that they have participated in 16 PAG meetings with very little loss of attendance demonstrates that they are getting things out of this.

**Discussion/Questions/Comments:**

**Shapiro** – Daunting thinking about what airplanes will do in the next 20 years. Don't want to ask you to be Buck Rodgers, but are you in touch with Boeing?

**Corich** - Yes. Believe changes will be evolutionary rather than revolutionary. Things can change. High speed rail may be a very interesting complement. Looked at it in the forecast. Possible will be part of our future. The FAA is now talking about rail as a complement to air for short trips.

**Blosser** – Also looking at optimizing light rail by using the tracks as an internal people mover within PDX.

**Hanson** – On one of the slides, I saw TEE location. What is TEE?

**Corich** – TEE is terminal expansion east. It would be a potential ticket lobby and bag claim – not gates for planes.