



## Airport Futures Stakeholder Outreach on Forecasts

**April 14, 2008**

**TO:** Airport Futures Planning Advisory Group

**FROM:** Jay Sugnet and Bronwyn Buckle, City of Portland  
Lise Glancy, Port of Portland

**SUBJECT:** Update on Stakeholder Outreach on Forecasts and Project

Public engagement continues to be a priority of the Airport Futures project staff. We use the Public Involvement Plan as our guide for conducting open and ongoing public engagement. The Public Involvement Plan is included in your PAG binder and posted on the project website.

From mid-December through April 2008, City of Portland and Port of Portland staff have fulfilled the public involvement goals in the following ways:

- 1. Public Involvement Ad Hoc Group.** PAG members convened the Public Involvement Ad Hoc Group to discuss better ways to engage the public as early as possible in the planning process. The group met March 4 to identify short-term tasks, including giving input on communication materials that could be completed before the formal subcommittee was formed. The group then held a smaller group work-session on March 19 to refine the forecast website survey and PowerPoint to be used in the April Open Houses. Fred Stovel, John Weigant and Eric Meyer lead this effort.

The Public Involvement Subcommittee will be formalized next month as we have been successful in recruiting a business member. The subcommittee will continue work translating complex technical information on the website and in project materials into more understandable communications. They will also assist in the design of public meetings, help strengthen and broaden our outreach efforts to our stakeholders, and help propose an ongoing City-Port public involvement program that will continue beyond the life of the Airport Futures project.

- 2. Open Houses.** Open houses were held in Portland (April 8) and Vancouver (April 9) and attended by over 50 people. PAG member's Maryhelen Kincaid, Patrick Metzger, Ross Monn, Eric Meyer, Hector Roche, Dave Smith and Fred Stovel attended these open houses.

General comments on the process included: People liked the innovative forecast approach. In particular, they liked the probabilistic forecasts, consideration of climate change issues in the forecast, and the focus on issues trends likely to impact the future.

Questions on the process included:

- How do you create a sustainable airport?
- Is public outreach federally required?
- What is the difference between the 10/50/90 percentile forecasts?
- When will the third runway be needed?
- For the decentralized terminal, how will people get to the second terminal?
- What caused the spike in the 1998 General Aviation history?
- Is the military going to get rid of F15s? Are F22s quieter?
- What are you expecting from public involvement in the neighborhoods?
- How much increase in traffic from light rail to the airport? How would additional light rail to the airport affect the airport?
- How involved are commercial carriers in the Airport Futures process?

- 3. Forecast Survey.** Staff posted a five question survey on the project website. Electronic notification of this website was circulated to all persons on the Airport Futures mailing list. An invitation to join this mailing list was also circulated to a broader audience including Portland and Vancouver online notifications. There were 41 survey responses posted on the website.

In this survey, ticket costs and their attendant contributing factors (e.g., price of oil, health of the dollar) was the number one factor which people believe will affect air travel. A close second and third was good air service (e.g., nonstop, direct flights with good connections) and travel convenience factors relating to flying (i.e., getting to and through the terminal with ease). There were no factors that were not captured in the Key Issues and Trends list.

**What 3 factors would cause you to increase your airline trips from PDX?**

- 28 decreased ticket costs/fuel prices/increase in the value of dollar
- 22 increased air service/direct and nonstop service/better connections/fewer delays
- 16 retirement/increased time off/personal travel
- Other: 14 improved security/better transportation access/other conveniences, 13 increased work travel, 11 increased income, 9 family/friends, 1 health improvement, 1 improvement in aircraft design, 1 environmental improvements, 1 increased safety (6 no responses)

**What 3 factors would cause you to decrease your airline trips from PDX?**

- 32 increased ticket costs
- 25 decreased convenience
- 16 decreased service
- Other: 6 external events, 6 decreased work travel, 5 aircraft problems/safety, 4 decreased income, 4 environmental impacts, 3 decreased time, 2 decreased time, 2 alternate travel options, 2 decline in health, 1 decline in economy, 1 family/friends
- 14 no responses

**What 3 factors do you think would cause activity to increase at PDX?**

- 21 economic growth
- 20 decreased ticket costs
- 17 increased service
- 17 increased convenience

- Other: 7 increased population and employment growth, 5 improved transportation access (light rail extensions, cheaper parking options, improved Clark County transit options, express MAX to downtown), 3 increased income, 2 increased safety, 1 end of war, 1 alternate fuel development, 1 PDX marketing, 1 more of a PDX business focus
- 27 no responses

**What 3 factors do you think would cause activity to decrease at PDX?**

- 26 increased cost
- 22 decreased convenience
- 14 economic decline
- Other: 12 decreased service, 9 external event (terror, war), 4 negative environment/noise/climate change, 3 decreased safety, 2 decreased time self and friends, 1 availability of alternate transportation, 1 delay of I-205 interchange improvements, 1 delay of North Runway project
- 28 no responses

**Do you have other comments about the planning process which you would like to share with staff?**

- 4 positive PDX (great airport/good service)
- 2 PDX vital to economy
- 2 negative international terminal
- 3 negative impact from high fuel, economic decline and environment
- 2 expanding population will increase PDX activity
- 1 terrorism will have a significant impact on growth
- 1 need health assessment for growth
- 1 move PDX to a new location rather than expand
- 1 new runway needed
- 1 expand at current PDX location
- 1 train travel alternatives needed
- 1 new international air service needed
- 1 keep public involvement on planning, market the partnership
- 19 no comment

- 4. Stakeholder Forums.** Staff attended 11 stakeholder meetings, reaching a total of 315 people, to provide updates on the project and solicit input on the Forecast Phase. There were several comments/questions on the planning process and a number of PDX projects. The audience expressed appreciation for the combined open house format which included PDX projects and adjacent City of Portland and Oregon Department of Transportation projects.

Comments on the planning process: People liked the goals and issues, sustainability approach, cost of oil discussion in the forecast, and generally appreciated the outreach. There continue to be concerns from some Portland residents about not having a Type 3 review in the legislative land use process, and request that there be a Portland City Council informal session at key phases.

Questions on the planning process:

- How is Metro involved in Airport Futures?
- How would improvements to the larger rail system affect PDX?
- How will PDX traffic and non-lethal wildlife management affect Pearson field?

- How will the height and noise overlays affect Vancouver development?
- Where will the environmental and transportation analysis and the City of Portland's comprehensive plan update occur in this process?
- What are the study area boundaries for the process?
- What is the process for adding and deleting from the Forecast Key Issues and Trends list?
- Are military and General Aviation part of the forecast?
- Are you looking at cargo traffic from Clackamas County in the forecast and transportation impact analysis?
- Is there anything on this Key Issues and Trends list that might change the forecast like war?
- When is a decision on the forecast scheduled?

5. **Technical Advisory Pool<sup>1</sup> (TAP).** The TAP has met twice. The first meeting was held December 3 where staff provided an overview of the project. TAP members commented on the goals and issues for the planning process. The second meeting was held April 10 and focused on the forecast with primary feedback on cargo operations. Both meetings were attended by about 12 technical experts each.
  
6. **Monthly Electronic Updates.** Monthly email updates have been sent to all PAG members to be forwarded to PAG member's organizations, especially PAG neighborhood representatives. Electronic updates are also sent to neighborhood associations, business groups, and environmental stakeholders. Each project update includes an offer for staff meet with groups and organizations to share more information about the project and gather input. Electronic updates have been inserted in neighborhood and business newsletters, including Portland Air Cargo Association, Columbia Corridor Association, Westside Economic Alliance, Portland Business Alliance, Columbia Slough Watershed Association, Association of Portland Neighborhood Business Associations, Vancouver neighborhood newsletter, Portland North Central E-news and Portland Concordia Newsletter.
  
7. **Website Updates.** Staff post updates on the Airport Futures website regularly. Updates include electronic "What's New" notifications for new website material, website surveys, posting PAG and subcommittee meeting announcements and agendas, and advertising stakeholder meetings held in the community.
  
8. **Media Releases.** Media releases are sent monthly to announce PAG and subcommittee meetings to all local newspapers and media outlets in Portland and Vancouver.

***A detailed matrix of the comments received will be available upon request in early May.***

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<sup>1</sup> The TAP serves as a resource pool to the Planning Advisory Group which is convened quarterly. It is comprised of organizations and agencies with specialized expertise related to airport planning issues.