

Planning Advisory Group Meeting #16
Tuesday, June 16, 2009
5:30 pm – 8:30 pm
 Port of Portland, Commission Room, 121 NW Everett, Portland, OR

FINAL DRAFT NOTES

Announcements, Approval of Meeting Notes, Public Involvement Update, and Agenda Review – Bill Blosser and Sam Imperati

Bill welcomed everyone to the meeting, noting that Hector Roche, Veronica Rinard, John Frevola, Hector Roche, Mike Sloan, Denny Stoecklin, Laura Hudson, Vicki thompson, and Dennis Mulvihill responded in advance that they are unable to attend tonight’s meeting due to work conflicts. Mitchell Berck, George Bruender, and Willy Williamson are present tonight as alternates. In light of many people being absent, Bill asked everyone to please make a concerted effort to be here in July. We will be working on some of our most significant decisions during that meeting and everyone’s participation is important.

Approval of Meeting Notes – Bill Blosser

Bill asked if there any changes to the May 19 draft meeting notes. There was none. The notes were approved as written.

John Weigant: wants to discuss the planning for a potential new General Aviation facility when there is an appropriate time in the agenda.

Sam Imperati: we will find a place to discuss it in tonight’s agenda, or perhaps next month when we deal specifically with the Master Plan.

Erwin Bergman: high-speed rail has been totally forgotten; he would also like a few moments on the agenda.

Agenda Review – Sam Imperati

The primary focus of tonight’s meeting will be:

- 1) Review of Port Finance’s 101,
- 2) Subcommittee reports,
- 3) Debrief from recent public outreach,
- 3) Updates on natural resources, transportation, building envelope, and development review threshold recommendations.
- 4) Finally, we will frame the third runway issues to be discussed during the July PAG meeting.

Members	Affiliation	Present
Erwin Bergman	Central NE Neighborhoods	√
Bill Blosser	Chair	√
Mark Clark	E. County	√
Andy Cotugno	Metro	√
Bruce Fisher	FAA	√
John Frevola	Flightcraft Alternate Mitchell Berck in attendance	√
Tom Gerharter	Horizon Airlines	
Cam Gilmour	Clackamas County	√

Alan Hargrave	Port of Camas/Washougal	√
Chris Hathaway	Lower Columbia River Estuary Partnership	√
Laura Hudson	City of Vancouver Alternate Willy Williamson in attendance	√
Maryhelen Kincaid	N. Portland Neighborhood Services	√
Lt Col. Stuart Mathew	ORANG	√
Patrick Metzger	NE Coalition of Neighborhoods	√
John Mohlis	Columbia Pacific Building Trades	√
Dennis Mulvihill	Washington County	
Brian Nelson	Intel	
Mary Olson	Port Commissioner	√
Lai-Lani Ovalles	Planning Commissioner	√
Alesia Reese	E. Portland Neighborhood Office	√
Veronica Rinard	Travel Portland	
Hector Roche	Multnomah Co. Community Liaison	
Lawrence Russell	Environmental Justice	√
Bob Sallinger	Audubon Society of Portland	√
Michael Sloan	Vancouver Neighborhoods Alternate Willy Williamson in attendance	√
Dave Smith	Vice Chair	√
Denny Stoecklin	Portland Office of Neighborhood Involvement Alternate George Bruender in attendance	√
Fred Stovel	Office of Neighborhood Involvement	√
Vicki Thompson	PDX Citizen Noise Advisory Committee	
John Weigant	Airport Issues Roundtable	√

Staff & Consultants	Affiliation	Present
Debbie Bishop	Port – Noise and Long Range Planning	√
C.F. Booth	Port's Aviation Consultant (Jacobs Consultancy)	√
Mindy Brooks	City Planning Bureau	√
Bronwyn Buckle	City Planning Bureau	√
Chris Corich	Port's Project Manager	√
Renee Dowlin	Port – PDX Environmental	
Melissa Egan	Assistant to Facilitator, ICM	√
Jason Gately	Port – Long Range Planning	√
John Gray	City Office of Transportation	√
Lise Glancy	Port – Government Relations	√
Nancy Hendrickson	City Bureau of Environmental Services	√
Sam Imperati	Facilitator (ICM)	√
Jamie Jeffrey	City Transportation	√
Misti Johnson	Port Legal	√
Scott King	Port – Long Range Planning	√
Sean Loughran	Port – Long Range Planning	√
Melissa McCluney	Port – Long Range Planning	√
Kelly Rodgers	David Evans and Assoc.	
Deborah Stein	Planning and Sustainability Bureau	√
Jay Sugnet	City's Project Manager	√
Chris White	Port – Community Affairs	√

Public Present: Duane Decker and Lee Perlman

Public Meeting and Public Involvement Subcommittee – Lise Glancy

Lise gave the PAG an update on the public outreach and work of the Public Involvement Subcommittee. There has been limited turnout to the two open houses held 6/4 in Vancouver and 6/10 in Portland. Only 26 people attended, but we had good participation by PAG and CNAC members (PAG: Dave Smith, Hector Roche, Patrick Metzger, and Maryhelen Kincaid and CNAC: Kelly Sweeney and Paul Speer).

In addition to the public meetings, we had good information briefings at the 6/9 Portland Planning Commission and 6/10 Port Commission meeting. Chris Corich and Jay Sugnet provided these updates. Tonight, we have copies of the PowerPoint available for those who are interested. Hector Roche suggested that we provide the PowerPoint overview to you as it helped summarize the PAG's work at the 30,000-foot level. It might also be helpful to use in briefing your stakeholders. Staff can provide talking points for the PowerPoint if there is interest. Bill Blosser and Dave Smith participated in these two briefing sessions. They did a nice job highlighting the work of the PAG. PAG member and Commissioner, Mary Olson, introduced the item, was very complementary of the investment of time, and thought in this process. Alesia Reese and John Weigant provided comments to the Port Commission.

Slides 4, 5 and 6: Key Comments from Outreach

Ongoing Public Involvement Strategy (OPIS)

- OPIS is not PAG - ongoing body not project driven
- OPIS will carry forward the principles, inclusiveness, and triple bottom line of PAG
- More limited time commitment and resources
- Will be established until Fall 2010 (tentative)
- Need to ask those proposed for membership – not assume interest
- Succession planning makes sense

Land Use/Transportation

- Like Alderwood connection to Cully
- Industrial development around PDX makes sense
- Concern about the impact of height overlay on station development
- Opportunity for community review of the plan district
- Question regarding future use of Collwood

Natural Resources

- Interest in updates on proposed environmental overlays (4 property owners, 2 around Slough out of 400 postcards)

Master Plan/Sustainability

- Incentives or creative ideas to stimulate sustainability initiatives by others (e.g., taxis)
- Consider anti-idling policy and waiting area facility for taxis, town cars
- CNG fueling station or electric car plug-ins to help with transition to alternative energy
- Work with Trimet on off-site long term parking at MAX stations for air travelers
- Consider move of LRT to other side of Airport Way to increase use by hotels, others
- Explore PDX connections to high speed rail
- Coordinate with proposed spaceport planning in future master plan updates

Slide 7: Upcoming Public Meetings

June 20 1:00 - 5:00 p.m.	<i>Explorando el Columbia Slough Whitaker Ponds Nature Park, 7040 NE 47th, Portland, OR</i>
June 23 6:00 - 8:00 p.m.	Master Plan Alternatives/Sustainability Subcommittee #6 PDX, St. Helens Room A, 7000 NE Airport Way, Portland, OR
June 24 6:00 - 9:00 p.m.	Public Involvement Subcommittee #15 (possible cancellation) McMenamin's Kennedy School - Community Room, 5736 NE 33rd Avenue, Portland, OR
June 29 7:00 - 9:00 p.m.	<i>City Wide Land Use Meeting Portland Planning Bureau, Room 2500B, 1900 Building, 1900 SW Fourth Avenue, Portland, OR</i>
June 8 6:00 - 8:00 p.m.	<i>Land Use / Transportation Subcommittee #10 (new date) Port of Portland, Room 1 South, 121 NW Everett, Portland, OR</i>
July 14 5:30 - 8:30 p.m.	<i>Airport Futures PAG Meeting #17 (change in date/location) Native American Youth and Family Center, 5135 NE Columbia Blvd., Portland, OR</i>

Lise asked if there were any additional comments from those in participating.

Mary Olson: wishes everyone could have been there, as she believes we all deserve recognition. There have been 162 public meetings that in some form have involved the Airport Futures planning process. At the end of the Port briefing, the Chair asked for a moment of silence in recognition of the tremendous work to date.

Alesia Reese: she wants to also acknowledge the quality, along with the quantity, of the outreach. She speaks to many groups about the Port and continues to learn about PDX issues. These conversations help generate new conversations about Airport Futures.

Master Plan/Sustainability Subcommittee – Cam Gilmour

On June 1, Susan Anderson, director of the Portland Office of Planning and Sustainability, made a presentation on the City/Multnomah County Climate Change Action Plan. The Master Plan/Sustainability Subcommittee had an informative question and answer session with Susan following her presentation.

After the presentation, the Master Plan/Sustainability Subcommittee met to discuss the example goals that had been presented at the April PAG meeting. The subcommittee concluded that it was a worthwhile exercise to develop a few sustainability goals and to revise the sustainability guiding principles to reflect the intent of consistency with the City of Portland/Multnomah County Climate Action Plan. Cam felt that the subcommittee came away from this meeting with a better, or at least different, perspective than they had before.

The subcommittee has provided comments on the sustainability goals and staff will develop a revised list of goals for discussion at the next subcommittee meeting. We do not have the goals divided up between Social, Economic, and Environmental. When it comes back to you in July, Cam thinks the PAG will notice a lot of progress.

The next Master Plan/Sustainability Subcommittee meeting is Tuesday, June 23, 6-8 pm.

Erwin Bergman: comment about the long-range goal to reduce CO2 emissions from 2007 by 7% and by 80% by 2050; it brings to mind the question whether this will be a linear process or an exponential process? He thinks it is highly valuable to have some intermediate benchmarks to see how they anticipate the progress, and not just leave it to the next generation to do it in the last five years. He has doubts that we can continue as we are and maintain the standard of living we have in this country and Portland.

Finance 101 – Vince Granato, Chief Financial Officer for the Port of Portland

Sam introduced a presentation from Vince Granato, Chief Financial Officer of the Port, who will provide an overview of Port finances, and project funding. At the end, he will take questions from the PAG.

Vince Granato showed a PowerPoint titled, "Port of Portland Finance Overview." He began by saying that the Port finances are complicated; it is not a traditional business model. It takes a long time to understand. He has been with the Port for twenty-two years, and thinks he has a good handle on it.

Today he will discuss Port "funds," FAA requirements, the bond ordinance, Airline Operating Agreements, sources, and uses of funds, and capital. All of these influence how the money comes and goes. The Port financial structure is divided into Aviation, meaning PDX, and the General Fund, under which falls 1) Marine and Industrial Development, 2) Navigation, and 3) General Aviation. There are shared services between the two funds, and they include Engineering, Executive Administration, Legal, Human Resources, Public Affairs, Financial, and Administrative Services. Money *cannot* flow from the airport to the general fund, but it can flow from the general fund to the airport.

Slides 4 and 5: FAA Requirements

- Airport revenues must be used only for airport related uses (revenue diversion)
- Airports must maintain reasonable rates and charges
- Airports must set rates and charges that allow for financial self-sufficiency
- FAA provides a process to resolve rate disputes with airlines
- Airfield charges limited to historical costs
- Restrictions on the sale of airport properties
- Restrictions on development of airport land
- FAA approves grant and PFC funded projects

John Weigant: Is parking revenue airport revenue and restricted to PDX?

Vince Granato: Yes, it stays at airport.

Mark Clark: What about MAX revenue?

Vince Granato: MAX is operated by Tri-Met, so the Port does not have a financial obligation; we did not build it and do not have to operate or maintain.

Bob Sallinger: if the airport wanted to charge a dollar on every car for environmental restoration, could they?

Vince Granato: if it was for the airport.

Bob Sallinger: what about a mitigation that may be located elsewhere?

Vince Granato: yes, if it was mitigating airport development, you could do that.

Slide 6: PDX Bond Ordinance

- Establishes airport financial structure
- PDX is a stand alone financial entity
- Requires minimum financial revenues
- Provides cash from operations to fund future capital improvements

Vince informed the PAG that the first bond ordinance occurred in 1971. That was when they separated funds and changed the financial structure of the Port. Currently there are \$550 million in bonds.

Slide 7: PDX Bond Ordinance

Net Revenues must be greater than or equal to the sum of:
Operating Expenses + Debt Service + 30% Debt Coverage

Alesia Reese: when you say airport, do you mean the hotels and everything?

Vince Granato: it depends; hotels (area around Sheraton, Hampton Inn, Embassy Suites), yes; Portland International Center development like IKEA. no. Turned CascadeStation/PIC development rights to Bechtel in exchange for share of light rail. Airport-owned property extends to I-205. Hotels on 82nd are not considered part of airport property, but if they use the shuttle buses, they will pay a fee.

Andy Cotugno: where does the 30% cushion go?

Vince Granato: it is transferred to a capital fund so we are self-financing as much as possible.

Alesia Reese: if your ending balance is too great, do some of your participants question their rates?

Vince Granato: yes; we have been living on a cash diet for the past 10 years, but we have run out of cash to fund some of the big projects. We do not do these bond issues without analyzing the impact on the rates. We are very well aware of this. Also, we never have cash balances so large that we do not know what to do with them. It works out to be \$40-50 million in debt service per year; and we generally issue 30-year bonds.

Mark Clark: How much do you have in bonds overall?

Vince Granato: Total of \$550 million - \$45 million in principal/interest a year.

Cam Gilmour: 20-year bonds?

Vince Granato: 30 year.

Bill Blosser: airlines losing money right now, some are going out of business. It appears that some of the charges are therefore not sustainable. Are there ever any scenarios that you run in which the airport goes out of business?

Vince Granato: we are very honest with airlines and work with them on this; there are bond-rating agencies, Standard and Poor's rates us as an AA-. Only LAX is an AA. We have a very strong bond rating because of our rate structure, our agreements, where we are at in our construction phase. We have been an AA- for a number of years.

Cam Gilmour: 30% debt coverage, how much capital funds does that cover?

Vince Granato: on average we are probably in the \$50-60 million range in capital. It varies. Capital layout is a couple hundred million. We have a big asset base. This year it is not a big percentage.

Cam Gilmour: if an airline is to default, are you covered by a tax base?

Vince Granato: good question. I want to emphasize there are no property tax dollars that go to the airport. The airlines have agreed to basically self-insure. There is a fundamental base of an economy that is going to continue to travel. It may not be TWA anymore, but there will always be someone here providing service.

Chris Corich: what percentage of airline operating funds goes to debt service?

Vince Granato: 5-6%; in the big scheme of things, it is a relatively small component of what they have to pay. Fuel and labor are #1 and #2 costs.

Mark Clark: what is the most profitable component of the airport?

Vince Granato: parking.

Slide 8: Airline Operating Agreement

- Divides airport into three financial areas
- Airlines have financial risk & control for the Terminal & Airfield (Residual)
- Port has financial risk & control for other airport areas

Slides 9 and 10: Airline Lease & Operating Agreement Financial Structure

<u>Terminal</u>	<u>Airline</u>	<u>Airfield</u>	<u>Port</u>
Main Terminal Building		Runways	Auto Parking Facilities
Concourses		Taxiways	Roadway Systems
Terminal Aprons		Aircraft Parking	Cargo Facilities
Terminal Concessions			In-flight Kitchens
Enplaning Roadway			Aircraft Maintenance
Deplaning Roadway			Rental Car Facilities
Commercial Roadway			Rental Car Privilege Fees
			General Aviation
			Hotels

Vince explained that the agreement provides structure to both Port and airline about who is going to do what. Back in 1971, we did the bond agreement and the airline agreements. Financially, it was split into three areas; the airlines have risk and control of airfield and terminal. The Port has risk and control over other areas noted on PPT slide 10.

John Weigant: Are concessions part of Port or airlines?

Vince Granato: Airlines.

Bill Blosser: what about GA landing fees?

Vince Granato: These fees go into airline offset. Port sets rates (formula drives off signatory airlines) at beginning of the year (July 1), then in June 30 everything is reconciled. If operating expenses are higher than fees, we send airlines a bill and they have to pay it. If concession revenues are high, then they will get a refund check (airline offset). Ideally rates are set to zero out every year. The Port cost center does not have a safety net from airlines. General Aviation (Troutdale and Hillsboro Airports) is an exception to the brick wall between PDX and General Fund revenue.

Maryhelen Kincaid: Passenger Facility Charges (PFCs), are they completely separate?

Vince Granato: They are completely separate on the operating side. PFCs can only be used for capital projects; not for costs of operations. PFCs are controlled by the FAA.

Slide 12: Sources of Capital Funding

- Airport revenue bonds
- Passenger Facility Charges
- Debt service coverage
- Grants (FAA, TSA, other)
- Port Cost Center Income

Slide 13: Airport Revenue Bonds

- Traditional airport financing
- Bonds generally tax exempt
- Port must demonstrate ability to meet bond ordinance requirements
- Impact to airline costs

Vince explained that the Port has to be able to prove they can afford additional bonds with revenue forecasts. An independent financial advisor is always involved when a bond measure is being considered. Issuing debt is always a last resort. Also, we have refinanced bonds as much as possible to take advantage of low interest rates. In addition, the Port has gotten more than their fair share of grants from the FAA.

Alesia Reese: is debt issued based on requests by airlines?

Vince Granato: yes; the Port must demonstrate need. It also depends on the structure of the agreement. We will go through the due diligence process and if the airlines sign off, then it can go ahead. They have control and financial risk. On the Port side, the airlines do not have a say, but we do a similar due diligence process.

Dave Smith: on the north runway and south runway, what is the total cost and where does the money come from?

Vince Granato: the north runway is \$64 million. We are getting FAA discretionary grants for about \$30 million, \$6 million from Connect Oregon program, which is outside traditional airport financing, and the airlines are also paying. The south runway is still being evaluated. Airlines have approved about \$2 million for study and design. We hope to get some grant funding. FAA has a process for evaluating projects across the region and we compete well with other regions.

Lise Glancy: would you talk about funding de-icing and other PDX projects?

Vince Granato: deicing system originally was a \$32 million project. Through various testing, we have discovered there is still runoff into the Slough, so we are under orders from the Oregon Department of Environmental Quality to deal with that, which is going to cost about \$75 million. It is a very extensive, but worthwhile project.

The main capital projects going on now at the airport are the north runway, baggage detection system, deicing enhancements, and the new headquarters/parking garage.

Slide 14: Passenger Facility Charge (PFC)

- FAA requirements – enhance safety, security or capacity; reduce noise; or increase competition
- PFC charge of \$1, \$2, \$3, or \$4.50 per passenger per airport
- Maximum of \$18 in PFC per round trip ticket
- Approximately \$25M per year annual revenue to Port
- Requires airline review, FAA approval

PFC is a program run by FAA and it has rules and restrictions. We have to go through a formal hearing with airlines to gain approval for any such PFC project.

Andy Cotugno: Do PFCs have the same limitations as other FAA funds?

Vince Granato: Yes. FAA is more specific about the kinds of projects.

John Weigant: Can PFCs be used to reduce noise.

Vince Granato: This could possibly be appropriate.

Mark Clark: in the move from this office to airport, how are operational changes affecting the division of funds?

Vince Granato: the airport has paid for its share of rent for the Port building downtown. When we move out to the airport, the model will flip. The Port (airport) cost center paid for the new building; so the model has been flipped. According to FAA rules, we will have people in the new building whose work has nothing to do with airport, marine folks, so the general fund will pay back the Port cost center.

Alesia Reese: sometimes she feels that some airports are always under construction. Is she the only one who thinks that?

Vince Granato: no, sometimes it does seem that way. Airports are capital-intensive assets and require a certain amount of care and feeding. We are nearly done with this recent chapter of significant expansion and building. We have plenty of gates, roadway, and parking. We are looking to a relatively calm and stable period.

Sam Imperati: what are the candidate projects for 2011, 2012, and 2013?

Vince Granato: installation of skylights is an example; it is a \$25 million project. It is not a necessity, so we will look at holding off. There is a lot of asset maintenance to keep on top of, but on many of those types of projects, the timing is flexible. Possible parking guidance in Parking Garage 2 – capacity may not require us to do this right now. Remote airplane parking. And carpet.

Maryhelen Kincaid: South Runway rehabilitation in the future?

Vince Granato: Yes. This is a candidate project because not active and open. This is one of the biggest new capital projects ahead.

Slide 18: Financial Goals

- Maintain competitive rates and charges for the airlines
- Maintain competitive rates and charges for passengers
- Maintain strong financial position of PDX

Andy Cotugno: do you have flexibility in making contracts with, for example, in cutting a deal with a new airline?

Vince Granato: we must be consistent in how we treat similarly situated airlines.

John Weigant: Do you build anything on spec like Trammel Crow facility?

Vince Granato: No. Lease the dirt. Trammel Crow pays the cost.

Chris Corich: We take a very conservative approach. With the PamCorps hangars, our lease agreement required payment for ground even after the business was gone.

Bill Blosser: Is there revenue to the Port from military?

Vince Granato: that is covered by the airport joint use agreement. A portion of the cost is allocated for the airfield, based on land and activity, so there are revenues that come in from the military.

Public Comment

No members of the public wished to comment.

Break

Sam introduced the next agenda items concerning Land Use and the Natural Resources Inventory, but first the PAG will hear comments from Erwin Bergman and John Weigant.

Erwin Bergman: brought high-speed rail up over a year ago with PAG. He wants to bring it up again. It was his understanding that we would be addressing it again. Time is critical, the longer we wait, the more difficult it will be to develop high-speed rail routes. The next generation will be forced to deal with it. He heard a rationale that "we do not have enough people here; we will wait until there are more." He does not think that is valid. He thinks we are really missing the boat and thinks we should discuss it before PAG ends.

John Weigant: to piggyback on Erwin's comments, he thinks we should consider it in this master planning process. In addition, he thinks we should not consider a second Fixed Base Operator (FBO) simply for the sake of competition, as we are currently doing. He is looking out forty or fifty years in the future, and sees peaking population, which will result in more competition for General Aviation (GA), more aircraft, creating more delays. There are large land use implications for more GA at PDX. In the same way a third runway will get major consideration, does not think we can just slip a second FBO in without considering the impacts. He can make a great case for an integrated airport system, and there are other more suitable places for more GA and a second FBO.

Bill Blosser: thinks these are both valid questions that deserve consideration and discussion. He noted that he thought we were proceeding with space for another FBO because we were required by FAA. Let's find out.

John Weigant: My perspective is that it is better to ask for forgiveness than permission.

Willy Williamson: if it is in fact compulsory that we consider a second FBO for the sake of competition, is there a possibility that the FAA can look at a waiver for PDX given that there is other GA in close proximity?

Sean Loughran: on both these issues, he agrees with everything that has been said. In the master plan, we would not recommend a second FBO, but simply provide for additional acreage if needed. He feels the same as John concerning GA and an additional FBO.

John Weigant: we have committed to being the most sustainable airport in the world; any private travel not serving the public is not sustainable.

Sam Imperati: we will discuss all these issues among staff and bring it back to the PAG.

Erwin Bergman: Add the high-speed rail transportation issue.

Land Use/Transportation Subcommittee – Fred Stovel

The Land Use / Transportation Subcommittee (LUTSC) met on June 3rd and discussed:

- Traffic impact analysis – Scott King and Jamie Jeffrey will brief the group
- Natural resource inventory – Mindy Brooks will brief the group

Bulk of the LUTSC meeting was spent discussing the concept for the City's Plan District. Specifically, what is an appropriate building envelope that triggers additional City Review? Jay will go through what appears to be a logical building envelope and will give some examples of how different projects would be handled by the City and how it relates to sustainability and the Ongoing Public Involvement Strategy (OPIS). The subcommittee recommended the Development Review Procedures as proposed by staff. We then spent some time discussing the remaining issues, especially height restriction and noise – mostly focused on the third runway. Sam will frame these issues so you are prepared for the discussion at the July PAG meeting.

The next LUTSC meeting is scheduled for July 8, 6-8 pm (change from July 1 date). This is a week later than normal to give the consultant more time to finish the noise modeling and is in the evening – so we hope more people will be able to attend.

We will have an invitation for PAG members to Paddle the Slough in July – which I highly recommend.

City Land Use Plan – Jay Sugnet

Jay introduced the following topics to be presented to the PAG tonight. We will have presentations, discussions and hopefully an action.

Slide 2: City Land Use Plan

- Update on Transportation Impact Analysis - Information
- Update on Natural Resources work - Information
- Building Envelope and Development Review Thresholds – PAG Action
- PAG Discussion
- PAG Action
- Next Steps – framing the 3rd Runway Issue

Slide 3: PAG Action

- Does the PAG agree with the Land Use / Transportation Subcommittee's recommendation to use Planning Activity Level 3 as the building envelope that triggers additional City review?
- Does the PAG agree with the Land Use / Transportation Subcommittee's recommendation to create a Plan District using the *Airport Development Projects and City Review Procedure Types*?

Natural Resource Inventory – Mindy Brooks

Mindy went through a PowerPoint about the Middle Columbia Corridor/Airport Natural Resources Inventory (NRI). The full draft report is available online at <http://www.portlandonline.com/bps/index.cfm?c=44799>. She provided a summary of the inventoried natural resources and outreach. She explained how the City evaluates the relative quality and quantity natural resource areas. For this inventory, the City evaluates rivers, streams, drainageways, wetlands, flood area, vegetation patches one half acre or greater and Special Habitat Areas. The NRI does not tell us how to manage the natural resources, simply where they are and the functions they are currently providing.

Slide 6: Natural Resources Update: Using the NRI Information

- Inform the master plan process
- Update the environmental overlay zones
- Inform restoration and mitigation opportunities

Bill Blosser: Is there any significance except for Colwood and three wetlands?

Erwin Bergman: Grass on the airfield has value. This is just an inventory not whether we want to protect it.

Bob Sallinger: Surprised no value on grassy areas other than the airfield. In the North Reach plan, reached out to 300 feet. There is some value near water. Vegetated grass areas would get low, but not, no value.

Mindy Brooks: in the north reach of the Willamette River, there is a lot of undeveloped land. If there are special species using that land, then we can apply the Special Habitat Area designation. In the Airport NRI, the contiguous herbaceous vegetation area within 300 feet of a drainageway or wetland will get a rank as providing natural resource functions.

John Weigant: from your inventory, do you know what protected species are on the land?

Mindy Brooks: We have information about some habitat and use by protected species, but we don't have information about every pieces of land.

Mark Clark: Why the interest in I-205?

Mindy Brooks: Many bridges are used by Peregrine Falcons as nesting sites. We are looking at not just natural habitat – also urban structures.

Chris Hathaway: Why is the river and I-205 is a boundary area?

Mindy Brooks: Only showing within City limits. Government Island is not within the City. Metro's inventory includes these areas and West Hayden Island.

Bill Blosser: What is the difference between "protection" and "conservation?"

Mindy Brooks: the term "protection" indicates that more stringent standards are in place; "conservation" is not as stringent as "protection." Development in protection overlay zones is allowed when it is necessary for access or when the public benefit outweighs negative impacts to the resources; for example a public trail. Conservation zone allows development but the development must avoid and minimize impacts to natural resources and mitigate for unavoidable impacts. In either case, appropriate mitigation must occur.

Alesia Reese: how fluid is this process? She noted that the Goal 5 process was pretty rigorous. She wonders about political and legal consequences.

Mindy Brooks: it is still a policy decision, and there are consequences to every decision we make. The PAG will recommend what we will take to the City Council. Also, the Port is a large landowner, but there are 460 other landowners to consider as well. We must also submit this to Metro for compliance with Title 13: Nature in the Neighborhood.

There are places on the airport that provided habitat and some of those habitats attract wildlife that pose a risk to aircraft safety. We may want to look at desired future conditions to reduce those risks while also improving natural resources.

Alesia Reese: Like moving ducks and geese somewhere else?

Bob Sallinger: Biggest attractant is the airfield. when you change a habitat, you do not necessarily get rid of a species, you may also attract another. Therefore, it is not easy.

Maryhelen Kincaid: are you looking at distances and heights when looking at where birds may go, so they are not in the flight path?

Mindy Brooks: yes. The further you get out, the planes will be higher, and thus, the risk is less.

Erwin Bergman: the FAA advisory identifies any area that might attract birds within 10,000 feet of any runway. Where are you going to draw the line?

Bob Sallinger: the airport has a really sophisticated plan for doing this – the Wildlife Hazard Management Plan developed by the Wildlife Task Force. The Port has gotten rave reviews for its non-lethal approach. He noted that he has been part of that Task Force since 1996, and the main thing that was found to help is actual human eyes looking at the airfield. To the Port's credit, they funded those positions at a time when they were making cuts. Folks ought to look at the airport wildlife, hazard management plan; it has a lot of info on every species.

Alan Hargrave: are bird strikes an issue, and do you keep track of them?

Mindy Brooks: yes, to both questions.

Bob Sallinger: they capture everything they can; most strikes are non-damaging.

Mindy Brooks: starlings flock, so they are a problem; geese are big, they are a problem, too.

Andy Cotugno: what you are talking about is adopting the City's regulatory framework; there is a whole additional regime by the FAA, and there is also NEPA. You are just doing the City's, for when permitting is necessary.

Mindy Brooks: exactly right. We try to minimize the burden with all these programs.

Alesia Reese: so there are many layers here, they are hopefully together and not in opposition. What is the Port's layer?

Jay Sugnet: my piece will help with your understanding of this.

Mary Olson: is there are hierarchy to the layers?

Andy Cotugno: No, one does not trump the other; you have to do them all.

Mary Olson: can the City and FAA have the same focus but look at them differently?

Bill Blosser: are you worried that they would contradict each other?

Alesia Reese: just wonders about getting to the same goals, but with different agendas, etc?

Mindy Brooks: you have identified a huge issue; the coordination is very challenging. We will try to minimize overlap and contradiction with other policies and regulations.

Bob Sallinger: we work closely with the FAA, and he thinks the airport has one of the best wildlife management plans in the county. It does not solve every problem, but it has been carefully developed

over time and everyone has a chance to weight in. If the FAA does not sign off on something, we will go back to them and work with them. Where possible we are integrating into this plan.

Mindy Brooks: an example is if a wetland is going to be filled to reduce a wildlife attractant, then there must be mitigation elsewhere. You have to go through each body that has jurisdiction and get approval (City, U.S. Corps of Engineers, Oregon Division of State Lands).

Mark Clark: Federal government used to have broad powers. Now site specific.

Building Envelope and Development Review Thresholds – Jay Sugnet

Jay suggested we hold off on the transportation update for the moment and move on to his presentation. He will lay out the development review procedures recommended by the Land Use Subcommittee and ask the PAG to vote on whether to accept this recommendation. Then, Sam will lay out the policy questions related to the third runway to be discussed at the July PAG meeting.

Jay began his presentation with a review of how the PAG process is helping us fulfill the vision and values.

Slide 10: Vision and Values

*Our **vision** is a PDX Master Plan and a City of Portland Land Use Plan that:*

1. Allows the **City** to address the complex issues associated with PDX and their potential impacts,
2. Provides the **Community** with a greater opportunity to influence airport planning and development, and
3. Provides the **Port** with flexibility to respond to changing circumstances in airport development.

Slide 11: Benefits of Vision

- **City**
 - Better City process for addressing airport issues (Airport Futures)
 - Better integration of PDX into City planning
- **Port**
 - Airport no longer a conditional use in an industrial zone
 - More certainty and flexibility
- **Community**
 - Access to airport decision making
 - Forum for airport planning and development issues (OPIS)
 - Airport projects with significant community impacts go before elected officials (e.g. third parallel runway, decentralized terminal)

Jay reminded the PAG that the facility requirements correspond to Planning Activity Levels – *not dates*. Dates are included on charts and graphs as estimations, but facilities will never be built without demand.

Jay refers to Attachment 3B, Airport Development Projects and City Review Procedure Types (see below). It describes which types of development would be subject to which level of procedure to gain approval.

AIRPORT FUTURES – CITY LAND USE PLAN

Airport Development Projects and City Review Procedure Types (on-airport development only)

Recommendation to the PAG from June 3, 2009 Land Use/Transportation Subcommittee

The Airport Futures planning process will create a Plan District for PDX. The Plan District will address the unique circumstances of operating a commercial airport within the City. One function of the Plan District is to establish regulatory processes to review future aviation related development projects, along with tailored review criteria.

This list was initially discussed at the February 19, 2009 Planning Advisory Group meeting. On June 3, 2009, the Land Use/Transportation Subcommittee endorsed the following framework regarding levels of City of Portland review for sample types of airport development projects. This framework makes most usual and customary airport development allowed by right, with major development initiatives subject to City land use review. The Ongoing Public Involvement Committee will supplement, and in some case replace, some aspects of City regulatory review of airport development projects.

Legislative Plan Amendment – decision by City Council

A Legislative Plan Amendment is the highest possible local review procedure. Legislative reviews require an in-depth public processes, a hearing before the Planning Commission, and a final hearing and decision by City Council. Legislative Plan Amendments are heard and decided by elected officials, not City staff, or the City's Hearing Officer.

EXAMPLES

- Third Parallel Runway
 - Timing with City Approval, National Environmental Policy Act (NEPA) process, Master Plan Update needs consideration
 - Specifically address noise, height, transportation, and natural resource issues
- Decentralized Terminal
 - Must be identified as needed within 20 years in a future PDX Master Plan
 - Specifically address transportation impacts
- Fundamental Shift From New Master Plan
 - Moving or deleting a Runway
 - Other fundamental change in airport layout and associated operation
- Add Land into Plan District

Type III ~ Quasi-judicial review with Notice - decision by City Hearings Officer

With the exception of Legislative Plan Amendments, Type III procedures receive the highest level of review by the City. Type III procedures involve applicants proposing a specific project that is conditionally allowed by the Zoning Code. City staff reviews the proposal against specific approval criteria. Adjacent neighborhoods and property owners are notified of the proposal and given an opportunity to identify issues or concerns. Planning staff then review all materials and typically make a recommendation to the City Hearings Officer as part of a formal public hearing. The Hearings Officer then makes a decision, based on criteria established in the Zoning Code, to do one of three things:

approve the project, approve the project with conditions, or deny the project. The decision can typically be appealed to City Council. The current Conditional Use Master Plan process is a Type III

EXAMPLES

- SW Quadrant Development - fill and infrastructure improvements
- NW Quadrant Redevelopment
 - Major shift of airport activities (cargo, military, general aviation)
- Environmental Review (as required)

Type II~ Administrative Review with Notice – decision by City staff

Type II reviews are mid level reviews that involve a staff decision based on approval criteria in the Zoning Code. This review may require some discretion by staff. Adjacent neighborhoods and property owners are notified of the proposal and given the opportunity to identify issues or concerns. Staff reviews all the material and makes the final decision. The decision can typically be appealed to the City Hearings Officer.

- Centralized Terminal
 - If identified as needed within 20 years in a future PDX Master Plan
- Non-Aviation Development
 - In excess of any prior city approvals
 - Regional facility (throwing center, recycling center, etc.)
- Aviation Tenant Development > 60,000 s.f.
 - In excess of any prior city approvals
 - Hotels
 - Does not include aircraft storage
- E-Zone review (as required)
- Phased Traffic Analysis
 - Draft a specific set of approval criteria
- Add land within Plan District into Port-owned/airport-related Sub-district

Type I ~ Administrative – decision by City staff

Type I reviews are the lowest level of City review. They typically involve a non-discretionary review and are approved by City staff if the applicant can meet a list of standards. In this case, staff is charged with simply checking that all required criteria are met. Public notice may be required.

- Tree Removal/Trimming

By Right ~ No review

Some development projects are allowed by right and do not require property owners to submit an application of any kind to the City - with the exception of building permits.

Usual and Customary Airport Development

- Airfield Projects (except as specified above)
- Airfield Fence Adjustments
- Auxiliary Structure /Use – NEW

- e.g. fire station, aircraft storage
- Auxiliary Structure Expansions
 - e.g., Central Utility Plant, fuel farm, parking toll plaza, maintenance compound, etc.
- Aviation Tenant Development - < 60,000 s.f.
 - In excess of any prior city approvals
- Terminal/Concourse Expansions
 - In excess of any prior city approvals
- Equipment Storage
- Federal Facilities Related to Airport Operations (FAA, TSA, CBP)
- Federally Mandated Security & Safety Projects
- Interior Remodels
- Operation and Maintenance Projects
- Parking Expansions (within traffic analysis caps)
- People Mover Systems
- Port Roadway Projects
- Rental Car Expansions (within traffic analysis caps)
- Technology Projects

Other Related Airport Development

- Compressed Natural Gas (CNG) fueling station
- Multnomah County Drainage District (MCDD) Projects
- Grading/Stockpiling
- Landscaping Projects (with special standards)
- Light Rail Improvements/realignments
- Property Acquisitions
- Transportation System Management Projects
- Port of Portland Office Expansions
- Utility Facility
 - e.g., solar farm, wind farm, deicing, etc.

Maryhelen Kincaid: are we assuming that every time there is an impact there will be mitigation? Basically, she is trying to find the loopholes.

John Weigant: has an illustrative example: from Conditional Use process, the hearings officer determined that noise could not be reduced; therefore, it could not be mitigated.

Maryhelen Kincaid: thanks, that is along the lines of what she was thinking.

Chris Hathaway: re: Planning Activity Level 2, does it have to be all three triggers or is just one enough?

Jay Sugnet: that is something we are still trying to figure out.

Alesia Reese: does not understand how we talk about a bi-state level of impact, and yet we do not discuss impacts outside the city. Does anything trigger wider review than the City or FAA?

Jamie Jeffrey, City of Portland Department of Transportation (from the audience): Current performance requirements are limited to the City and the State. Oregon only, so nothing in Washington has to be looked at; this could change in the future. If there were triggers, a new traffic impact would be done at the time.

Scott King: also, in our modeling, we did look at the broader impact to a certain degree, and it did inform the study area we ultimately chose.

John Weigant: there are noise impacts that could have an effect. This scheme might be modified to deal with the FBO issue. We could propose a review process where an FBO is not allowed by right.

Jay Sugnet: we are going to have to figure out the FBO in the master plan, then, we can look at how to address it in the City's master plan.

Stuart Mathew: there are only three criteria that will trigger the review; passengers, cargo, parking. However, other developments will have impacts. What will be done in those cases?

Jay Sugnet: that is why we have the different tiers of review. Some development is not triggered by growth, such as the southwest quadrant development, which would be a type III City review. Similarly, a proposed third runway would require a whole new City process similar to Airport Futures. If you agree with this general approach, we will spend the summer working on the details.

John Weigant: example of closing the Oregon National Guard in the future; it would be a tremendous opportunity, but what process would occur?

Jay Sugnet: If there are no impacts off the airport, it would be handled by OPIS. That is the reason for the continuing OPIS process. For example, people may not care about each paving job, but they will care about the Port's paving program.

Maryhelen Kincaid: Think I am following. The leap to code will be challenging. I am less familiar with Plan Districts than conditional uses.

Jay Sugnet: if we get to 2022 and we do not reach any of the triggers, then we do not have to do a big review process. Trigger is the key, not the date. If we reach the trigger, what is the next increment for review? The next review will likely be timed with the next master plan.

Fred Stovel: the missing level of impact is the number of operations and noise. We will look at this at the LUTSC on July 8. It may well be there are impacts well below the trigger or PAL mark (22 million). The subcommittee looked at these as being adequate. Therefore, this is within the level impact that the system can handle. The question is still, noise. How will the number of operations impact noise?

Chris Hathaway: Operations then that might be a fourth thing to add to the building envelope.

Jay Sugnet: We could use operations to define the building envelope. Next month we will have the noise modeling to inform this discussion.

Slide 21: Building Envelope: 2035 Plan

Planning Activity Level 3 (around 2022)

- 21 Million Annual Passengers (7 million above today)
- 675,000 S.F. for Cargo (262,000 above today)
- 20,270 parking spaces (5,102 above today)

Why PAL 3?

- Impacts less certain the farther out the analysis
- Roughly half way to 2035
- After next Master Plan Update and follow-on studies

Sam Imperati: wants to frame this up. It appears the things they could do are the above the blue line activities, up to PAL 3 triggers; these are the things that will be approved. When these are exceeded, it goes into the political domain, either the Planning Commission or the City Council. On any of the major

things the Port could do, there are checks and balances in place, looking at it over time and considering the amount of activity. As Fred and Jay articulated, noise is still to be considered.

Erwin Bergman: question re: numbers of operations and types of planes.

Sam Imperati: it is not falling by the wayside; we are considering noise, passengers, and fleet mix.

Sean Loughran: we have assumptions on fleet mix and we need to review the noise analysis based on operations in July.

ACTION ITEM 1:

- **Does the PAG agree with the Land Use / Transportation Subcommittee's recommendation to use Planning Activity Level 3 as the building envelope that triggers additional City review?**

All PAG members present voted 1, with four exceptions noted below.

Voting 2 were Chris Hathaway, Lawrence Russell, Bob Sallinger, and John Weigant.

ACTION ITEM 2:

- **Does the PAG agree with the Land Use / Transportation Subcommittee's recommendation to create a Plan District using the *Airport Development Projects and City Review Procedure Types*?**

All PAG members present voted 1, with three exceptions noted below.

Voting 2 were Chris Hathaway, Bob Sallinger, and John Weigant.

After the meeting, Sam emailed the above members and asked them to summarize the reasons for their "2" votes for the Meeting Notes. He received responses from John Weigant and Chris Hathaway that applied to each of their votes. John indicated:

Does the PAG agree with..." should not be a statement to bind either the PAG or the subcommittee to a particular direction when their work is only half done. I'd like better language to indicate that PAG can affirm a work in progress. The existing language creates a momentum that I think blocks reconsideration and innovation. Perhaps better language would be along the line of "Does the PAG affirm direction so far of..." Or, maybe an informational question along the line of "Does anyone disagree with/have problems with..."

My real question is whether such PAG votes have any value at all.

In particular, note that I have no disagreement whatever. In rethinking it, I've got some additional ideas, which I shared with members of the Sustainability Subcommittee last week, and you got a copy.

Chris indicated:

Basically, my reason for voting "two" for Item 1 and Action Item 2 was that both votes felt really rushed, and I wasn't sure that I, or others, fully understood the

nature/consequences of what we were voting on. More specifically, with regard to Item 1 – I was unclear as to whether all three Planning Activity Level 3 benchmarks had to be met to trigger the additional city review – or whether meeting any one of them could trigger it (which is what I assume it to be and think it is). Also with regard to Item I – I wasn't sure we had enough justification for why the incremental requirement for parking spaces at Planning Activity Level 3 was another 5,102 parking spaces.

Next, Sam framed the 3rd Parallel Runway issue for the PAG, emphasizing that any recommendations by the PAG would not need to imply even tacit approval of a 3rd runway or decentralized terminal concept.

Slide 25: Framing the 3rd Parallel Runway Issue: Process Issues

The issues associated with PAG recommendations for the third parallel runway and decentralized terminal concept have already been framed in the approved Work Plan. They will involve an exploration of the associated opportunities and risks that would play out in various elements of the City's Land Use Plan, like the height overlay, noise overlay, Plan District boundary, and traffic issues, etc.

- 1) Should the PAG's final report to the Port and City include recommendations that preserve the third Runway option for future generations to decide?
- 2) If yes, should the PAG recommend actions: A) now or B) recommend deferring those actions for later consideration as part of OPIS?
- 3) If the PAG recommends actions now, what are those recommendations and when would they take effect?

Slide 26: Framing the 3rd Parallel Runway Issue: Substantive Issues

- 1) What do the studies tell us about height, noise, traffic, and natural resources?
- 2) What are the options and the associated opportunities and risks (advantages and disadvantages) for each of the following? *Subcommittee/Staff recommendation.*

Slide 27: Framing the 3rd Parallel Runway Issue: Height Overlay Options

- 1) Existing overlay
- 2) Overlay sufficient to accommodate a third parallel runway

Slide 28: Framing the 3rd Parallel Runway Issue: Noise Overlay Options

- 1. Existing Contour**
- 2. Scenario One Contour**
 - 50th Percentile – 378,000 annual operations
 - Two Parallel Runways – same as today
 - Single File Departure Stream – same as today
- 3. Scenario Two Contour**
 - 90th Percentile – 567,000 annual operations
 - Two Parallel Runways – same as today
 - Single File Departure - stream same as today
- 4. Scenario Three Contour**
 - 90th Percentile - 567,000 annual operations
 - Two Parallel Runways – same as today
 - Dual Departure Stream versus Single File Today
- 5. Scenario Four Contour**
 - 90th Percentile - 567,000 annual operations
 - Three Parallel Runways

Slide 29: Framing the 3rd Parallel Runway Issue: Natural Resources Options

1. Landscaping Standards for existing runway configuration [options to be developed]
2. Landscaping Standards in anticipation of a third parallel runway [options to be developed]

What are the potential impacts to the Columbia Slough with a third parallel runway?

Slide 30: Framing the 3rd Parallel Runway Issue: Transportation Options

What are the potential impacts to the transportation system?
Relocation of Cornfoot Road
Centralized vs. Decentralized Terminal

Maryhelen Kincaid: we all represent constituencies, and feels that PAG members need to have discussions with our people and groups. It is incumbent upon us to do that and not just come to July's meeting representing our personal opinions.

Sam Imperati: it would be helpful for as many people as possible to come to the subcommittee meeting on July 8th.

Alesia Reese: my group does not meet in July, is there any way for her to get info in advance so she can have specifics to discuss?

Sam Imperati: we will do our best, but most materials will be in draft stage at that point and are finalized just before the PAG meetings.

Transportation Update – Scott King and Jamie Jeffrey

Jamie Jeffrey is with us tonight to provide an update on the transportation intersection analysis and ask what level of review the PAG would like to see at the July PAG meeting. She passed out a one-page memo, Transportation Analysis Update, which included three scenarios: A) Base Case Scenario – Considered the “No Build”; B) Planning Year 2022 Scenario and C) Planning Year 2035 Scenario.

She explained that in doing their analysis, they looked several factors. Concerning mode splits – if you have higher transit usage, what does that mean? If parking costs goes up (or parking supply/demand is otherwise effected), what does that mean? These are two important questions are included in the model. They will also try to get some data on other airports and what their mode splits look like. They welcome questions and suggestions.

Bob Sallinger: you are getting at what he is interested in. Wants to specifically ask “if you want to decrease trips to the airport, what do we have to do?” This is important to reach our sustainability goals.

Jamie Jeffrey: they are looking at that, the ways this is impacted. This model cannot really get at a transportation system wide analysis.

Scott King: however, we did surveys to help populate this model, so they do have some idea of the passengers, where they live, and what method of transportation to the airport they use.

Maryhelen Kincaid: back to my question, she thinks we have to come to a very important conclusions in July, she feels we need a little time to digest and not necessarily be overly concerned with a July deadline. She is not totally comfortable, but will go ahead if everyone else is comfortable.

Jay Sugnet: we are not going to the Planning Commission until November, so we do have time.

Bill Blosser: so in July, we are looking to help the staff know which direction to proceed in as we wrap this process up.

Jay Sugnet: we are looking for direction from the PAG, not necessarily a decision.

Chris Corich: we will not proceed if you are not ready. He is mindful about deadlines, but he is also totally appreciates your concerns.

Alesia Reese: what about having a discussion, but postponing the vote?

Sam Imperati: no one is going to force a decision; but maybe we can get a tentative sense of direction so staff can begin writing things up.

Next Meeting Agenda (July 14, 5:30 to 8:30 pm), Process Review and Other Closing Comments, Meeting Evaluation Form and Adjournment – Bill Blosser and Sam Imperati

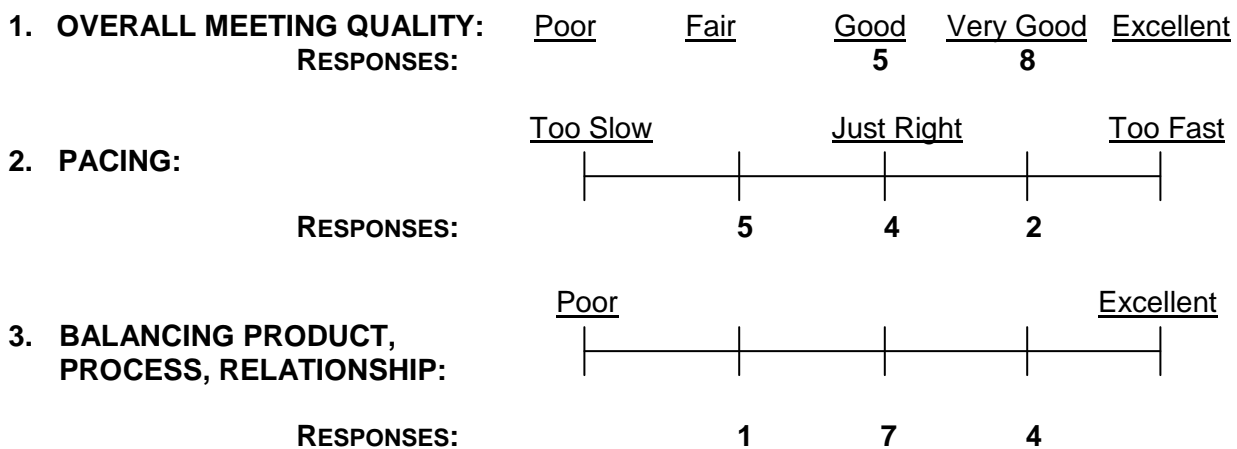
Next Meeting Agenda – Bill Blosser

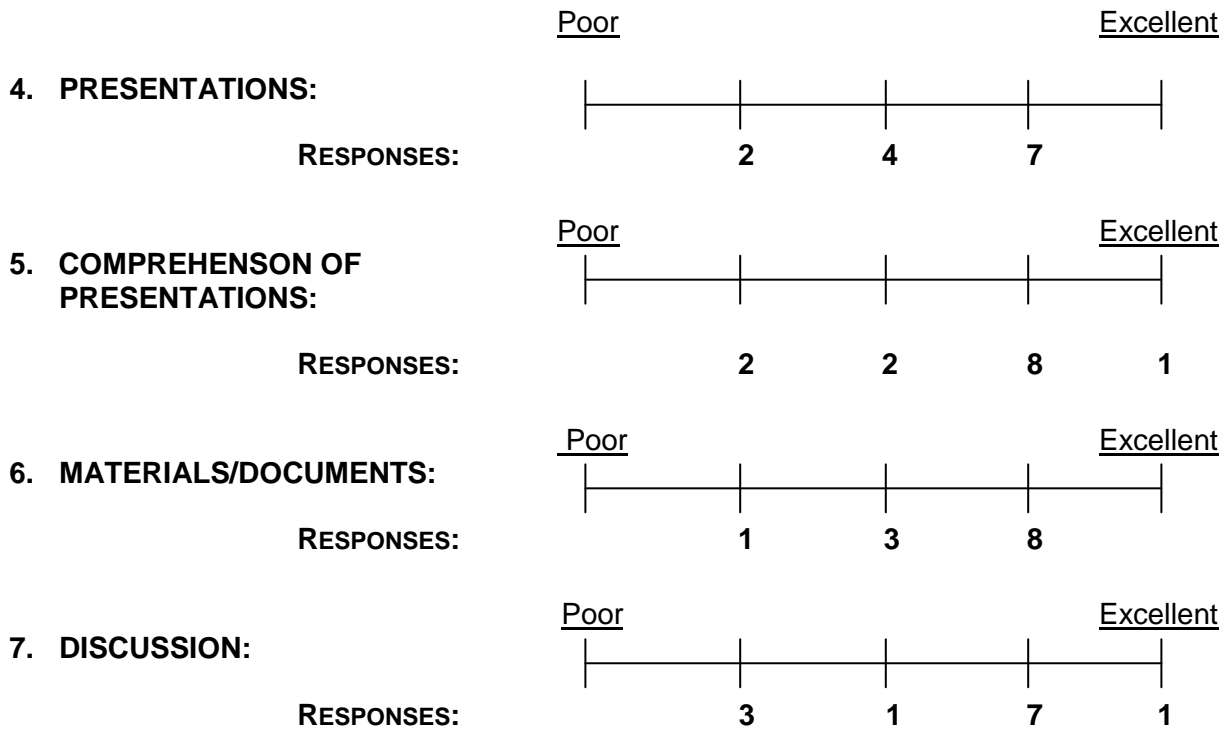
The next meeting will be Tuesday, July 14 from 5:30-8:30 pm (one week earlier than our usual meeting). This meeting will be held at the Native American Youth and Family Services Center on Columbia Boulevard.

- We will discuss:
- 75% Complete Master Plan
 - Noise contours
 - Height overlays
 - Final transportation analysis
 - Impacts and mitigation for the Plan District
 - Adopt the sustainability goals and Guiding Principles

Sam asked everyone to please complete the evaluation form. If you give fair or poor evaluations, please provide details in the comment section. This feedback helps us make refinements to the meeting. Also thank you to everyone for staying a few extra minutes so we could finish everything on the agenda.

June 16, 2009 PAG Meeting Evaluation Summary
(Responses from 13 Evaluation Forms)





8. Comments and Suggestions for Items 1 – 7, Above:

#2 pacing – hold questions until (major) sections are presented
 #4 presentations – Natural Resources, 3; Land Use, 4; CFO Vince 5 (*multiple responses given, recorded as a 4 above*)
 Comments were excellent but when made as presentations unfolded delayed getting through the material and sidetracked the focus a bit
 GA is sustainable – do not have to be public transit to be sustainable!
 Material and presentation seemed to trigger the right questions
 Not enough time to understand the really complex issues/framework of Land Use
 Suggest we hold “ALL” questions to the end of the presentations to make them go faster. (I am guilty of this, but it is allowed currently.) STOP ME! (Smile)
 Time – too many complex issues discussed

9. Least Useful:

Slow pace
 Small unreadable pictures
 The maps and small print were very hard for me to see
 The presentation of the overlays of environmental inventory was confusing in part
 Too many comments/questions
 Too much info/speculation related to third runway. Only solution I see is to defer issue to Next Master Plan. Biting off a huge chunk with too little time to consider.

10. Most Useful:

All were informative but needed more explanation
 CFO presentation was excellent; Sam’s summary at end of Land Use presentation
 Financial presentation
 Larger images for presentation
 Natural resource inventory
 Sam’s closing summary on third runway

Staying a few more minutes

The presentation of the \$ aspect of PDX was clear, valuable, logical, easy to understand

11. Questions:

I think the more complicated the topics become and the more critical the decisions are that more time needs to be allocated for discussion and clarification as opposed to just presentations and a couple questions