

Planning Advisory Group Meeting #10
Tuesday, October 21, 2008 5:30 pm – 8:30 pm
 Port of Portland, Commission Room, 121 NW Everett, Portland, OR

DRAFT MEETING NOTES

Announcements, Agenda Review, Approval of Meeting Notes, and Follow-up – Bill Blosser and Sam Imperati

Denny Stoecklin, the CFO for Concordia University worked with Port of Portland for a permanent noise monitor installed in the Concordia neighborhood.

Bob Sallinger was instrumental in creating the documentary “On the Wing” about the swifts at Chapman Elementary School in Northwest Portland, <http://www.swiftsmovie.com>; Bob is also running for public office, the East Multnomah Soil and Water Conservation District, Director Zone 1.

Gene Hahn is here for Tom Gerharter tonight, representing Horizon Airlines.

Erwin Bergman announced he resigned from CNAC. Maryhelen noted that he was thanked and celebrated for his many dedicated years of service at their last meeting. Bill Blosser acknowledged one of Erwin’s major accomplishments was the engine run-up facility at PDX.

Members	Affiliation	Present
Lisa Barton-Mullins	E. County/City of Fairview Alternate Mark Clark in attendance	√
Erwin Bergman	Central NE Neighborhoods	√
Bill Blosser	Chair	√
Catherine Ciarlo	Planning Commissioner	√
Andy Cotugno	Metro Alternate Barry Hennelly in attendance also	√
John Frevola	Flightcraft	√
Tom Gerharter	Horizon Airlines Alternate Gene Hahn in attendance	√
Cam Gilmour	Clackamas County	√
Alan Hargrave	Port of Camas/Washougal	
Chris Hathaway	Lower Columbia River Estuary Partnership	√
Laura Hudson	City of Vancouver	√
Gloria Ibarra	FAA	
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	√
Alesia Reese	E. Portland Neighborhood Office	
Veronica Rinard	Portland OR Visitors Association	√
Hector Roche	Multnomah Co. Community Liaison	√
Lawrence Russell	Environmental Justice	√

Bob Sallinger	Audubon Society of Portland	√
Michael Sloan	Vancouver Neighborhoods	√
Dave Smith	Vice Chair	√
Denny Stoecklin	Portland Office of Neighborhood Involvement	√
Fred Stovel	Office of Neighborhood Involvement	√
Vicki Thompson	PDX Citizen Noise Advisory Committee	√
John Weigant	Airport Issues Roundtable	√

Staff & Consultants	Affiliation	Present
Joe Barden	Port's Aviation Consultant (HNTB)	
Debbie Bishop	Port	√
C.F. Booth	Port's Aviation Consultant (Jacobs Consultancy)	√
Bronwyn Buckle	City Planning Bureau	√
Chris Corich	Port Project Manager	√
Renee Dowlin	Port	√
Melissa Egan	Assistant to Facilitator, ICM	√
Jason Gately	Port	
John Gray	City Office of Transportation	√
Lise Glancy	Port	√
Nancy Hendrickson	City Bureau of Environmental Services	
Sam Imperati	Facilitator (ICM)	√
Scott King	Port	√
Sean Loughran	Port	√
Mary Maxwell	Port	
Linda Perry	Jacobs Consultancy	
Phil Ralston	Port	√
Kelly Rodgers	David Evans and Assoc.	√
Dennis Sandstrom	Port	√
Kama Simonds	Port	√
Jay Sugnet	City's Project Manager	√
Chris White	Port	√

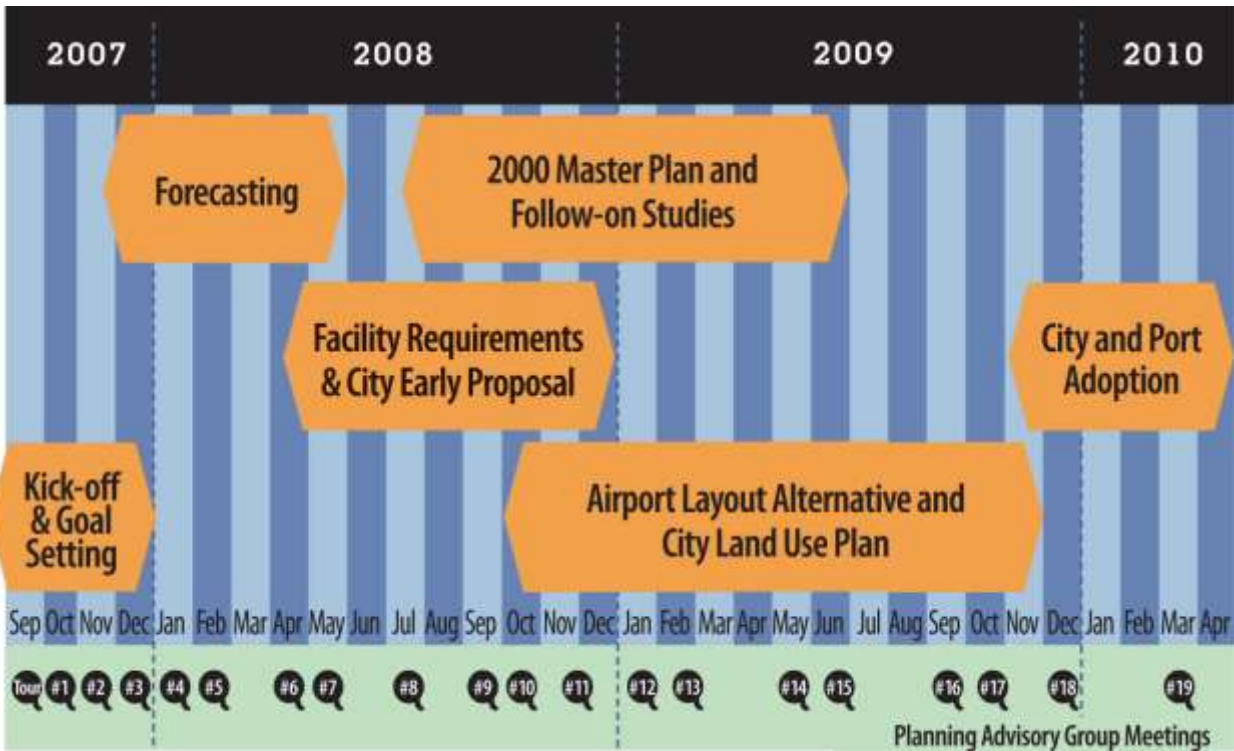
Public Present: Duane Decker, Jennifer Grunest, Lee Perlman, Kelly Sweeney, Susan Word, and Willy Williamson (Sloan/Hudson alternate)

Approval of Meeting Notes and Announcements – Bill Blosser

No changes were requested. The Meeting Notes from 9/16/08 were approved.

Schedule Review – Jay Sugnet and Chris Corich

The Port and City staff thought it was a good idea to check-in on the schedule to see if we are on track in terms of the big picture. Jay showed the Planning Schedule PowerPoint slide, reviewing what have we accomplished, where we are today, and where are we headed.



We are at the Facilities Requirements and City Early Proposal stage. Jay reminded the PAG of Bill's question from the previous meeting about whether we are done if we are staying within the current footprint. Jay reaffirmed that no, there are still many important decisions to be made and issues to consider. We have to have our eyes open to the long-term vision of PDX past 2035. Concerning land use, we need to look at what is the process we are going to use to discuss the third runway issue. Transportation – what are the impacts of future growth on the surrounding community? Agreements – how do we memorialize this process, and what are we going to come away with concerning an ongoing public involvement process?

Erwin Bergman: has a question about the statement about “2035 and beyond.” If you want to throw in things that may remotely happen down the line, it covers a tremendous amount of ground.

Bill Blosser: good question; would like to hear more about that as well.

Sam Imperati: there is a better place on the agenda to talk about that, the 7:25 agenda item, Decision-making Framework and Metrics.

Jay Sugnet: keep in mind there are no December or February meetings, but the work of the subcommittees will go on. We are trying to keep the additional meetings to a minimum, but since we want to stay on schedule, we may have to add a PAG meeting or two.

Bill Blosser: Jay, you talked about the option of combining subcommittees.

Jay Sugnet: the subcommittee Chairs will address that.

Public Involvement Subcommittee Report – Hector Roche and Lise Glancy

Lise and Hector explained how we are moving forward with public involvement and what has been learned from the open houses.

Hector reported that on September 24th, Doug Zenn and Steve Johnson came and spoke to the Airport Futures Public Involvement Subcommittee. It was a great opportunity to get re-grounded in public involvement. Some additional PAG members came, and we had a very robust discussion. We want to build on the culture here in Portland and encourage a diversity of perspective to create better decisions, not just compromise decisions.

Slides 4 and 5: Key Points

- Ethos of public involvement in Portland area
- Public engagement has resulted in real change
 - desirability of options v. technical feasibility
- Cutting edge public involvement intertwines technical and social considerations – not on separate tracks
- Diversity of perspective is critical and produces best decisions
- Importance of managing energy and expectations of committee
 - be clear on who makes decisions
 - communicate how input affects decisions
- Clear charge for the body is key
 - what is objective?
 - what is unique about this group that another group cannot pick up? What makes it necessary?
- Remember group is an organism and will need adjustment to respond to changing needs
- Closing recommendation: Develop draft scenarios and test them against committee objectives
 - use IAP2 core values of public involvement as a guide
 - borrow elements from other models

At the October 29th Public Involvement subcommittee meeting, they will be talking about other ongoing public engagement processes at other airports and how they work. These examples along with other City of Portland/regional models may help inform our development of an ongoing committee to follow the Airport Futures planning process. All PAG members invited to this meeting.

Slide 6: Open Houses

- 10/8 Vancouver – 36 attendees
- 10/13 – 22 attendees
- Strong PAG participation
- Modest attendance but engaged small group discussions
- Stakeholders invitations resulted in requests for follow-up meetings at their organizations

Lise discussed the two open houses, saying that while they were not attended by that many people, we did get great feedback. The Airport Futures staff was encouraged to keep them going, despite the sparse attendance. The Public Involvement Subcommittee will discuss lessons learned. One lesson was that stakeholders are busy and generally prefer you to come to them versus asking them to come to another meeting. A positive outcome was that we were able to schedule several outreach stakeholder forums.

Slides 8, 9 and 10: Other Outreach

- September/October Stakeholder Meetings
 - 9/24 PDX Concession Managers
 - 10/1 City-Port Interagency Squad
 - 9/30 *Land Use / Transportation Subcommittee*
 - 10/9 PDX Citizen Noise Advisory Committee
 - 10/9 *Master Plan Alternatives Subcommittee*
 - 10/14 Portland Business Alliance Transportation Committee

10/16 International Association of Women Pilots
10/17 Columbia Corridor Association

- Upcoming Stakeholder Meetings
 - 10/27 Columbia Slough Watershed Council
 - 10/28 *Land Use Transportation Subcommittee*
 - 10/29 *Public Involvement Subcommittee*
 - 11/4 Maywood Park City Council (*since postponed to January*)
 - 11/6 Five Cities Meeting (East County)
 - 11/11 East Columbia Neighborhood Association (*since postponed to 2/11*)
 - 11/12 Westside Economic Alliance
 - 11/12 PACA and CCA Transportation Fair
 - 11/18 *Airport Futures Planning Advisory Group (since cancelled – replaced by Joint Master Plan Alternatives/Sustainability Subcommittee)*
- Web Surveys
 - 47 Facilities Surveys
 - 16 Sustainability Surveys
- E-mail update to stakeholders
September 2008

Hector noted that Erwin's departure from CNAC will be a gain for the Public Involvement Subcommittee because Erwin has agreed to help with ongoing public involvement.

A note on surveys, Lise said they have learned that to increase success of surveys, you must send an electronic notice of these surveys and the responses will come within the first week. If any PAG members have groups that they would like to distribute the electronic survey to, let Lise know.

Sam encouraged all PAG members to come to the Public Involvement Subcommittee meetings, saying that there were 10 PAG members at the last one, which made for a very rich discussion.

Land Use and Transportation Subcommittee Report – Fred Stovel

Fred reported that at a recent meeting, Jay brought maps that showed what options are on the table; the visual aid greatly helped focus the discussion. One big issue was the lack of TriMet service for employees of the airport, military, and businesses in the Columbia industrial corridor. A few issues that came up were the need for 24-hour light rail service; the need for more bus service; train noise. Additionally someone wondered why you cannot get close enough to the airport to view planes land and take off.

Fred said there is a need for continuous discussion on public involvement so citizens have a way to suggest issues and topics for meetings, not just staff.

At the subcommittee meeting itself, they covered how transportation models are created.

*John Gray, City Office of Transportation staff, **described how the transportation modeling work will proceed.*** The transportation process is designed to take the good work done by Metro and modify or make it better based on data collected by the Port. We hope to have this at least in a preliminary state of output by next month. His office is putting together a Request For Proposal for a transportation impact study. Laura Hudson from the PAG has joined them to assist with the consultant selection process.

Lise Glancy: regarding Colwood, the second vote of the City Council will happen at 2:00 p.m. tomorrow; the requested zone change from Open Space to Industrial will likely be denied by Council.

Sean Loughran: you will be getting a new PAG binder and it will contain CDs with the final forecast report and inventory we have been working on. The Planning Atlas in front of you includes selected figures from the Inventory of Existing Conditions that will be provided in its entirety on one CD. This document contains a variety of exhibits for your reference and it will be used later in the PAG process.

Bill Blosser: concerning possible subcommittee mergers, we are looking at combining the Alternatives and Sustainability subcommittees; there may be reason to break them apart later; but for now, it seems like a good idea. Public Involvement and Land Use subcommittees are also working jointly on the future public involvement process to follow Airport Futures and how it relates to the Land Use Plan.

Bob Sallinger: the spiral bound document, it does not give the origin on a number of the maps.

Sean Loughran: you will find that information in the Inventory of Existing Conditions Technical Memo; its both City and Port data.

Jay Sugnet: the maps do have the source noted the lower left hand corner.

John Weigant: will we be getting the full forecast report at sometime in the future?

Sean Loughran: on the CD, it will be there in complete form including the Peer Review. It is available now if anyone wants it.

Erwin Bergman asked for a hard copy of this material. John Weigant asked for the Existing Conditions CD; Lise provided John with this CD.

PDX Facility Requirements – Sean Loughran and C.F. Booth

Master Plan Alternatives Subcommittee Report – Sean Loughran

Sean is serving as the default Chair of the Master Plan Alternatives subcommittee. He and C.F. have been meeting with many different groups at the Port to validate findings related to airfield, roadways, terminal building, and other key facility issues. At the last subcommittee meeting on October 9, the subcommittee reviewed the facility requirement generated since our last PAG in September. The purpose of the meeting was to examine if the information is sufficient to support the planning work that lay ahead. The subcommittee felt that the information was sufficient to inform future work and that they were based on sound assumptions.

Next, Sean summarized results from surveys and open house feedback, saying it was largely similar to what Fred already covered re: public transport service to PDX and Vancouver. Many of our assumptions seem to be on track with where the public is. There is general consensus that we ought to maintain the level of service of PDX. The open houses included discussion regarding how regional growth will result in changes in travel in our region and the larger Pacific Northwest region. He said participants expressed interest in high-speed rail; off-peak use of airport; and generally maximizing usage of existing airport facilities.

PDX Facility Requirements – C.F. Booth

C.F. Booth showed a PowerPoint on Facilities Requirements, saying that PAG will be asked to concur with the subcommittee conclusion that we have sufficient understanding of future facility requirements to support the planning work that lies ahead. PDX is well positioned to serve the area aviation needs for a long time because of strategic investments that have been made over the last 20 years. Improvements will be required, in terms of normal maintenance, adaptation to new technology, new security requirements and to address specific facility needs. When you look at “what breaks first” at PDX, the outstanding items are overnight aircraft parking, passenger screening, international facilities, access roadways, and public parking.

Slide 2: Today’s discussion

PAG will be asked to concur:

- **Approach is appropriate**
- **Sustainability principles have been applied**
- **Key assumptions appear to be reasonable**
- **Requirements are appropriate for subsequent analysis**

Slide 4: Objectives of facility requirements element of master plan

- **Understand performance capabilities of PDX facilities**
- **Determine facilities required to meet forecast demand**
 - Utilize existing facilities to the greatest extent possible
 - Maximize use of technology and industry best practices
 - Incorporate principles of sustainability
- **Establish basis for subsequent analysis**

Slide 7: Comparison with previous master plan: some requirements and assumptions have changed

BASIS OF REQUIREMENTS	Existing Conditions	Requirements from	
		Previous Master Plan (2020)	Current Master Plan (2035)
Total annual passengers (million)	14.7	27	27
Aircraft operations	265,000	485,000	378,000
Total cargo (annual tons)	280,000	958,000	732,000
AIRFIELD			
Capacity (annual operations; current procedures)	-	410,000	425,000
Number of parallel runways	2	3	2
Critical aircraft		A380-200	B747-400
TERMINAL			
Gates	67	107	67
Increased building area	-	50%	-
GROUND TRANSPORTATION AND PARKING			
Public parking spaces (on-Airport)	15,000	25,000	28,000
Employee parking spaces	2,500	3,000	3,100
Enplaning, curbside (linear feet)	930	1,035	1,200
Deplaning, curbside (linear feet)	500	2,240	730
AIR CARGO			
Building area (square feet)	649,000	823,000	1,100,000
Ramp (square yards)	256,000	336,000	565,000

Slide 9: Cargo: The air cargo requirements assessment has been refined

- **Utilization of warehouse space at PDX**

- Varies significantly among facilities and tenants
- Is low in aggregate; due to lack of demand and some poorly configured facilities
- **Requirements are driven by space utilization**
- **A 35% improvement in future space utilization is assumed**

John Weigant: question re: difference between cargo in 2020 Master Plan and 2035 Master Plan?

C.F. Booth: level of utilization assumed in last master planning process. The whole world has changed since then, and the level of utilization has also changed. We looked at our benchmark airports and found that the utilization rate assumed in the last master plan exceeded that achieved as some of the most efficient cargo airports. We also looked at existing utilization rates at PDX finding FedEx to be the most efficient. As a result, we assumed a 35% increase over current PDX cargo space, utilization rates.

Slide 10: General Aviation: Additional land should be reserved for general aviation development

- **Existing facilities occupy approximately 30 acres**
- **Requirements for additional facilities are driven by**
 - Regional growth and geography
 - Location and types of other airports
 - Policy
 - FAA grant assurances
- **Recommendation is to reserve an additional 10 - 20 acres for future GA facilities development**

Slide 12: Key Assumptions: Airfield capacity is adequate for the foreseeable future
Annual Service Volume (ASV) of airfield is 425,000 aircraft operations (based on 2004 FAA Baseline Capacities)

- **ASV is not a hard upper limit on annual aircraft operations**
- **Delay levels at PDX will remain low to moderate through 2035 (378,000 operations forecast)**
- **No immediate need for significant capacity enhancements**

John Weigant: runway capacity is restricted, giving a value to each operation; is there a value placed on General Aviation (GA) operations?

C.F. Booth: you could do that and look at return on investment, but argues that we ought to look at this in terms of competition. The FAA does not ask if there is a return, they ask, consistent with grant assurance requirements, if there is a place for the business.

Bill Blosser: thinks he is asking a bigger question.

John Weigant: another fixed based operator (FBO) is another marketing opportunity to create growth.

Chris Corich: we have never marketed to an FBO, but the competition aspect is very real. We can have, and do have, differential, stratified rate structures.

John Weigant: would still find it to be an interesting analysis for return on investment per type of aircraft.

Bill Blosser: is it possible for you to legally eliminate GA, and to move it to Hillsboro or Troutdale?

Chris Corich: do not think we can legally do that. May be different by the time that becomes a problem. We cannot say, "There is not enough room at the inn." That could change, but not for a very long time.

Bob Sallinger: So is the additional 10-20 acres on or off airport?

C.F. Booth: 10-20 acres is within the current footprint.

Bob Sallinger: seems like "un-sustainability" for this black and white requirement; to him it is incongruous.

C.F. Booth: there is nobody suggesting we are going to develop those additional acres, but when the FAA asks if we are meeting our grant assurances, we can say, yes.

Sean Loughran: we have talked about how to incorporate sustainability into GA; part of what brings GA to PDX is the growth of the area. When Hillsboro was established as a reliever airport, it was a relatively easy drive from Hillsboro to downtown Portland, East Portland, or Vancouver. It is no longer an easy trip from Hillsboro to many destinations in the region, so many now choose to fly closer to where they live or do business. Hillsboro Airport is its own center of activity. While we considered sustainability in the discussion of this facility requirement, it was not an easy one for us to handle sustainability on.

Bob Sallinger: does not accept that it ought to be done only when easy. He does not want to let this point go. If doing everything sustainably were easy, we would already be doing it. Wants to marry this to the argument that PDX needed Colwood. We have some tough decisions on how to use that. Not really satisfied with how this has resolved itself.

Mary Olson: Chris, what is our capacity of the two runways?

Chris Corich:

262,000, current operations

425,000 is considered the Annual Service Volume of the existing runway system operated as it is today.

500,000 operations is considered the upper limit of the capacity of the existing airfield that can be obtained with certain operational/technological changes.

It is like the I-205 – it just keeps getting busier.

Catherine Ciarlo: there is a difference between saying "we'd eliminate an FBO" and "we might not seek an additional FBO."

Chris Corich: I would be very surprised if we sought an additional FBO.

Catherine Ciarlo: there is a real possibility that we would use that space for other operations instead of keeping it for an FBO. She shares Bob's feeling that we might want to control GA because of other capacity impacts.

C.F. Booth: if we get into alternatives and see that we cannot meet all requirements, then we will re-consider. We do not consider requirements irrevocable. Logic, goals, and objectives are important, too.

Catherine Ciarlo: thank you. And back to Bob's point, sustainability should be considered if we get to that point.

Dave Smith: in his years of experience in the industry, GA buys time to operate at a commercial airport, so when things get to saturation, the market filters GA out through pricing. Does not see GA being a constriction. GA will just go someplace else because it will be cheaper and easier.

John Weigant: there is a lot we do not know; instead of treating GA as an amorphous class, would like to see a break down.

C.F. Booth: please check the inventory; it might satisfy you or you might want more or different information.

Maryhelen Kincaid: is also concerned that GA aircraft do not fall under noise abatement control. Agrees with John re: more data specifically on noise abatement, and not paying landing fees, as well. GA has been a bane to noise abatement efforts.

Chris Corich: FAA controls light aircraft totally differently.

Andy Cotugno: you are putting more parking out there. Why?

C.F. Booth: I have a slide later on this topic; we are constantly looking at the requirement for parking. In general, parking requirements are based on the level of activity to be accommodated on the 30th busiest day of the year. The simple answer is that a lot has happened related to parking demand and supply and they continue to monitor it.

Andy Cotugno: is this going to circle back on the transportation assumptions?

C.F. Booth: it circles back several ways; parking influences what you do with the curb; it can effect revenue; if the Port does not build a parking garage, what is to keep someone from building one off-airport.

Chris Corich: also MAX may eventually go to Vancouver and Clackamas. We have to watch that. If MAX ridership goes up, we may need less parking.

C.F. Booth: thinks, even with the above legitimate issues, we have covered the fact that airfield capacity at the forecasted 378,000 aircraft operations is okay.

Slide 13: Key Assumptions: Existing gates will meet future needs through increased productivity

- **Existing domestic gates**
 - Are utilized at rate of 4.3 turns per gate per day
 - By increasing utilization to 6 turns per gate per day, the number of existing gates will be adequate through 2035
- **Adding international capability to domestic gates (i.e., connection to international facilities) need not increase gate count**
- **Increased gate utilization will allow passenger facilities to remain within the existing terminal envelope longer**

Veronica Rinard: has heard from at least one airport person that where sharing gates is being done, it is not always working well for the airlines and customers. Does it affect level of service (LOS)? Likes the idea, but does not want to see a decrease in LOS.

C.F. Booth: airlines want that because it reduces costs. There may be some problems with the system initially, but it can work with sufficient coordination. We had two airlines participate in the subcommittee meetings and both suggested that the assumption on increase utilization of gates was something that thought was achievable.

Slide 14: Key Assumptions: Aircraft overnight (RON) parking positions are essential for productivity

- **By 2035, RON requirements will increase to 28 positions**
- **There are only 8 existing RON positions that do not require crossing a runway**
- **The availability of RON parking positions reduces the number of contact gates (i.e., gates with loading bridges located at the terminal) needed**

Slide 15: Key Assumptions: Federal Inspection Services (FIS) facilities

- **FIS facilities will remain on the “airside”**
- **FIS facilities capacity**
 - Available in off-peak periods
 - Not available in peak periods
- **The need for increased capacity will be driven by the need to accommodate increased peak period demand**

Slide 16: Key Assumptions: Roadways and curbsides planned to higher LOS than regional roads

- **Implications of delay on airport roadway system are significantly greater than on regional roadways**
- **Objectives**
 - Facilitate passenger loading and unloading
 - Minimize vehicle queues
- **Approach results in earlier need for additional lanes on certain roadways and ramps**
- **Dwell time assumption for deplaning roadway is aggressive (1 ½ minutes) compared with previous master plan (6 minutes) and results in significantly reduced curbside requirements**

Andy Cotugno: higher level of service on airport roadways may draw more traffic. He has a hunch that a bottleneck at Killingsworth-I-205-Columbia is traffic trying to get into Columbia industrial corridor. Your desire to have a good level of service on Airport Way may draw traffic from the bottleneck area. We can get into this level of detail during traffic discussion. Might want to think about spending some money on off airport roads that would improve the system as well as access to PDX.

C.F. Booth: good point.

Slide 17: Key Assumptions: Public parking facilities requirements are based on existing mode choices

- **Requirements are for midday need during 30th busiest day of year**
- **Planned increase in public parking facilities is significant**
- **Strategy for providing public parking is closely linked with**
 - Demand on other facilities (e.g., curbsides)
 - Revenue strategy
 - Assumptions related to off-Airport parking

Bob Sallinger: sustainability re: parking. If you build it, they will come. If you do not build, will folks go to light rail?

C.F. Booth: MAX does not have the capacity for all this traffic; your point is good, but can we force them to ride? If we do not build the parking, he can assure us that someone off-airport will build the parking.

Bob Sallinger: again, it seems like the sustainability piece has been not fully integrated.

Scott King: if people cannot park, they will drive and drop off. You may double your overall trips if you do not build parking. There is not an automatic shift to light rail.

Chris Hathaway: so is most parking long-term?

Scott King: combo of short-term and long-term.

Mark Clark: he lives in East County, and if he wants to take MAX, he cannot find a parking spot at any of the stations. He needs safe parking, too. Safest place is at the airport with 24-hour security.

Andy Cotugno: higher mode share should be looked at.

C.F. Booth: before we pull the trigger on any development, there will be a more in-depth look at mode share.

Bob Sallinger: appreciate all the answers, but he is still not seeing a really tough sustainability approach. Does not feel like we are thinking outside the box.

Bill Blosser: is there any chance we could get you on the Sustainability Subcommittee?

Bob Sallinger: on the subcommittee, but do not go to meetings.

Bill Blosser: loves the breath of fresh air, please come to meetings!

Sean Loughran: The facility requirements reflect the capabilities of our existing improvements and certain assumptions. One of the key assumptions that we have heard through our public involvement is a desire to maintain the level of service people are accustomed to. Considering the level of demand identified in our 50th percentile, planning forecast, we have identified facility needs that will have to be addressed in the alternatives analysis. It is in the alternatives analysis that we will get to consider alternative ways of meeting the projected needs.

Slide 18: Key Assumptions: Rental car facilities driven by desire to provide high LOS

- **On-Airport facilities deliver higher level of service**
- **Rental car market share planned to be accommodated on-Airport**
 - 80% through 2022
 - 100% for 2027 and beyond

Slide 19: Next steps: We conclude that requirements are appropriate for subsequent analysis

Does the PAG concur that:

- **Methods are appropriate**
- **Sustainability principles of have been applied**
- **Key assumptions appear to be reasonable**
- **Requirements are appropriate for subsequent analysis**

C.F. Booth: we believe our requirements are appropriate for subsequent analysis

Break

Sam said that we will continue discussion and comments, and then we will take a vote.

Andy Cotugno: does not fully understand the need for overnight parking spaces; understands the principle, but there are 67 gates – do you really park 67 aircraft?

Chris Corich: yes. *Question to Gene Hahn of Horizon Air:* Do you have to cross runways sometimes to remote park aircraft overnight?

Gene Hahn: yes.

Andy Cotugno: so, you have a problem today. You are accommodating the overnights, but not how you would like to. Can you accommodate the 28 new spaces?

C.F. Booth: if the PAG said proceed, we would look for locations. Might be where GA is today. We will look for areas and how much will it cost, and does it make sense.

Sean Loughran: we do not need 28 today, which is the 2035 anticipated need.

Andy Cotugno: is our recommendation to add 10-20 acres for an FBO and does that compete with the 28 overnight aircraft parking spaces?

C.F. Booth: it is my expectation that all the requirements we are saying can fit on the existing land, but how it is configured is important. We are not anticipating a need for additional land through 2035 to meet the facility requirements associated with the 50th percentile, planning forecast.

John Weigant: a word on general aviation. Competition is desired and necessary; why aren't we proposing off-airport rental cars and parking?

C.F. Booth: regulatory requirements, satisfying FAA.

John Weigant: the public is best served by having a competitive rental car market.

Chris Corich: rental cars are a great revenue source for airports.

John Weigant: thinks 100% on airport is not in the public interest.

Chris Corich: we would like to have them all on, if we do not have to build.

Bill Blosser: you would like to create a situation to attract them to choose being at the airport.

John Mohlis: how sustainable is it to encourage off-airport rental cars?

Vicki Thompson: as a traveler, you want to be able to get your rental and get out. Keeping them on the property is a good idea.

Maryhelen Kincaid: agrees with Vicki. For various reasons, it is also cheaper for the rental car companies to have one facility, so it is better for them also.

Sam Imperati: CF, please summarize. Are we making a decision to build or to plan?

C.F. Booth: these requirements are based on the forecast. We are not recommending build; we are mostly recommending the allocation of land (parking, GA); the decision to build is

entirely different. Later on in the master planning process, you will be able to influence what you really want it to look like.

Laura Hudson: can you have some alternatives with some assumptions, and some with other assumptions; for example, some with GA going up, and some with GA going down?

C.F. Booth: that is possible. It is important to debate what the plan will look like based on different futures. Our requirements are based on the 50% forecast.

Sam Imperati: at the end of this exercise, you will have a map that shows, based on 50% and current LOS at that point. He hears PAG members saying that they would like information based on more scenarios, what if we did this, what if we did that.

Catherine Ciarlo: yes, except she has concerns about bullet #2 of Slide 19, "Sustainability principles of have been applied." It could be something like "the groundwork for sustainability has been laid but not been fully applied thorough application of sustainability principles." Moving forward, she is not quite ready to say that we have entirely applied sustainability principles.

C.F. Booth: likes the way you phrased it.

Sam Imperati: would like to take a vote. A "yes" vote to move forward, we are saying, "go ahead and see what it looks like," and then, we will have these conversations about sustainability, etc.

17 PAG members (or alternates) voted 1: Andy Cotugno, John Frevola, Gene Hahn, Cam Gilmour, Chris Hathaway, Laura Hudson, Maryhelen Kincaid, Stuart Mathew, Patrick Metzger, John Mohlis, Mary Olson, Veronica Rinard, Lawrence Russell, Michael Sloan, Denny Stoecklin, Fred Stovel, and Vicki Thompson

4 PAG members voted 2: Erwin Bergman, Catherine Ciarlo, Hector Roche, and John Weigant

1 PAG member voted 3: Bob Sallinger

Sam asked those not voting 1 or 2 to please comment.

Erwin Bergman: the subcommittee proposal, which we are adopting, feels the comment on sustainability is pretty much immeasurable.

Catherine Ciarlo: is fine moving forward; concerned about parking and how that will be addressed; and the GA – land issue; she feels improvement could be made if we can just capture that, re-visit, and more thoroughly apply this notion of sustainability.

Hector Roche: similar. Not uncomfortable enough to vote a 3, but the assumptions that went into some of this do not feel fully vetted.

John Weigant: on one of the early pages, military was mentioned, but has not yet been mentioned again. Given recent Department of Defense budget announcements, he feels it does not add up and is just "generally confused."

Bob Sallinger: his 3 vote is due to the sustainability aspect; does not feel the groundwork has been laid; feel like it is being paid lip service to.

Dave Smith mentioned the WSJ article, "Savvier Airline Schedules, Fewer Cheap Fares" by Scott McCartney. In it is some useful background information.

Public Comment

One member of the public wished to have the following question read:

Susan Word, the owner of Star Stuff, asked about planning for and assigning gates for transports to the Pleiades star cluster.

Sam Imperati: this process is not designed to assign specific gates to specific airlines.

PDX Facility Requirements (continued) – Sean Loughran and C.F. Booth

Chris Corich: we find now, based on our forecast and facility requirements, that we do not have to look at a third runway to meet the need identified for the 2035 planning period. But, we do have to look beyond 2035. There are three reasons. The military has come and requested a lease extension. That means we have to have a long-term view, because depending upon which alternative we choose – Centralized or Decentralized that will predict the future location of the military. It may be that they will have to move at some time. Another reason it is important to look beyond 2035 is preserving the option of building another runway. Helping us ensure land use compatibility by preventing someone from building something tall at the end of the runway, or perhaps adding another residential development. A third reason is the need to plan for future 82nd intersection improvements to either flow through to a Centralized terminal or a secondary Decentralized terminal.

Which do you do first in terms of planning and decision-making? Centralized or Decentralized first? Needs beyond 2035? Feels like the centralized/decentralized decision is the first thing we need to look at. Having made that recommendation in the planning process, overall, we think it's better to make the long-range decision and then do the detailed Master Plan work. This high-level decision must be made, and then we will come back to the 2035 detailed plan.

Sam will talk about the way we are going through that. The combined Alternatives and Sustainability Subcommittee will be where the action is.

Bill Blosser: to sum up, the only way you get to needing to talk about decentralized is by looking beyond 2035.

Chris Corich: yes.

Veronica Rinard: how do we look beyond 2035 if our planning is only through then?

Chris Corich: you can use the 90% forecast at 2035, it is a pretty good benchmark.

Bill Blosser: since we have done the projections, we have the information to know what is needed, just not when.

Maryhelen Kincaid: from a citizen outside this process view, it appears that this is a way for you to discuss the third runway and growth, just so you can have this conversation. It does not sound right to her. She does not think it will fly with the public. Realizes it is probably not what you wanted to hear. We did not get the 2020 plan correct, and now we are looking even further

into the future. She has been telling her neighborhood groups that there is no third runway, and no decentralized terminal. Now, she has got to go back and say something different.

Mary Olson: understands totally, what Maryhelen is saying. Is this really being driven by the fact that if we sign a long-term military lease, we are stuck with a centralized regardless of what happens? When you and I talked, where do we really want the military if we have much more growth than we are currently anticipating? If they put in a lot of money into upgrading, then you are limiting the configuration of the commercial airport.

All the planning we have done says the terminal is sufficient, the runways are sufficient and the military can stay – provided we have not guessed wrong. If we have guessed wrong, and we have a huge increase, if we have signed a military lease that gives them sixty years, we are not going to be able to pick them up and move them without unreasonable costs that we cannot possibly pay.

Chris Corich: we will not give them a lease without a provision for them to move.

Mary Olson: when is the current lease up?

Chris Corich: 2029. Conversation is open but not active and we have not signed anything.

Stuart Mathew: concerning the centralized or decentralized issue, there is a military component. But, is there a drop-dead date for the lease? He does not know. The Department of Defense does look for long-term stability and longevity before they will invest. From their perspective, sooner is better than later for the lease. The military component is there, but there are other considerations that drive the Centralized versus Decentralized decision.

Chris Corich: the Decentralized alternative originally said move the military. But now, we do not recommend that. There is a lower cost alternative, the modified centralized alternative, not moving the military base. The decentralized involves a new access road.

Erwin Bergman: believes that trying to project for an eventuality beyond 2035 is purely speculation. In his opinion, it totally ditches sustainability out the window. Really has to totally agree with what Maryhelen says. If something happens in 2050, the airport can resolve that dilemma.

Sam Imperati: Jay, to what extent, if any, would having a post-2035 look impact making land use decisions?

Jay Sugnet: it was an oversimplification to say it is “beyond 2035.” The activity level is not going to be at the 50% level; it will likely be up or down. From the City’s perspective, he is pushing for looking at the 50-90% level because the City is very concerned about what could happen if 90% comes to pass. Post-2035 look would help with the development of the land use plan. 90% 2035 is the worst case. From his perspective, it is important to frame the context, albeit at a lower level of detail. Jay noted that he is concerned about the impacts of future development if our look is focused too narrowly. This would be a disservice to the community.

Catherine Ciarlo: agrees with Jay. But, notes that it is important to the integrity of the City’s land use process that we do not presage approval of an expansion. Worries that if you put it on a piece of paper, it all morphs into the plan in twenty years. Rather evaluate the decision points when they come up. On the other hand, it makes sense to look at impacts.

John Weigant: we did the forecast a year ago. If we were to repeat it to today, that 90% does not mean anything. 2035 does not mean anything. Essentially, what you are asking are “what ifs.” We are really compromising a lot of sustainability with denser housing close in, noise sensitive environment, when it could be a people-sensitive environment. What if we have to push urban growth boundaries out?

Erwin Bergman: are we going to plan to 2100? Or, what other date? Or, fifty years from now?

Andy Cotugno: likes the “what if” approach John just described. Thinks the design and investment decisions have to be made in the short-term, not long-term. We need to figure out what if we have more passengers; would rather have insight on a one-terminal versus two-terminal approach. Would not approve a second terminal, but understand the “what-ifs.” Thinks it is a fruitful exercise.

Veronica Rinard: agrees with Catherine and Andy, and appreciates Jay’s explanation. Let us not lock ourselves into a plan or timeline, but look at possible scenarios. Good approach as long as we build in flexibility.

Mark Clark: what about the theory that we will run out of oil in 120 years? The currently available technology is not going to be around in fifty years. Don’t drag out too far as this is a futuristic battle that is not winnable.

Sam Imperati: another way to frame this is we are going to do a detailed Master Plan for 2035 based upon 50%. Does it make sense to also look at what would happen at the 90% percentile? So, still within 2035, but use it as a surrogate for what decisions may need to be made before then.

Maryhelen Kincaid: Jay’s comment helped clarify, understands the need for elasticity. Still sees it as an appearance of pushing the Port’s agenda. She used the example of the comprehensive plan overlay plan from 20 years, which was carved into stone. Maybe C.F. has comments on how often in master plans do people reach their 90%. Maybe it is better to look at 70%?

Mary Olson: seems to her that the existing facilities are good until 2035; so the real question is what happens after that? Do we want to build onto the existing facilities especially in terms of the sustainability perspective? Or, is the decentralized better for sustainability?

Sam Imperati: when we say the “existing facility,” we do not mean to imply that the airport will look exactly the same. Could be a fly-by in terms of the PAG’s understanding. *Question to C.F.:* what would be different in 2035, as in, what “building permits” would we need?

C.F. Booth: there will be road issues, terminal expansion east, parking, possibly others.

Sam Imperati: so there will be building at the airport?

C.F. Booth: yes.

Sam Imperati: within the existing fence line?

C.F. Booth: yes.

Sean Loughran: but no major new facilities, no substantial expansion, all building would be done within our existing envelope.

Sam Imperati: “envelope” is the fly-by.

Sean Loughran: when we talk about a detailed 2035 Master Plan, we will get to those details. This is why we need to preserve flexibility and keep options open. We chose to look at the 90% so we could get a handle on what would a higher-level expansion look like.

Bob Sallinger: this feels like a “bait and switch.” When environmental issue comes up, like at the Colwood hearings, the Port’s testimony is that the third runway is not an issue, very clear in testimony. But here, it feels like these decisions are never really made and the Port always wants to keep its options open.

Catherine Ciarlo: from a different perspective, the City’s land use perspective, she thinks the City wants a detailed, best-guess plan with a section on what happens if use goes up. She does not see it as a bait and switch, but rather that each is trying to maintain flexibility. City needs to be prepared for the worst-case scenario and build in protections in the land use plan.

Bob Sallinger: either it is on the table or not – you cannot choose which forum matches your message.

Catherine Ciarlo: it is a time horizon issue; you have to plan for what may happen beyond 2035.

Bob Sallinger: he has been around long enough to know that some things that appear to be settled, then later are not, often at the expense of the environment. The same thing is going on with Colwood.

Lise Glancy: My testimony to Council on behalf of the Port was that Colwood was not needed for the third runway. Bill Wyatt’s comments to editorial boards were intended to clarify that it is not within the 2035 planning horizon at the 50% level, but that it is still out there as an issue. There was no bait and switch. Using the Centralized map on the screen, she made it clear that the land for the 3rd runway is some distance from Colwood.

Jay Sugnet: what are the future review processes? If there is not a need for terminal expansion in the 2035 timeframe, what is the City’s review process for permitting future expansion (a type 3 review, amend the city land use plan, etc.) The Port will update their master plan every 5-7 years; think of it as an iterative planning process.

Fred Stovel: at some point, the impacts of any level of activity at the airport, the City and the Port will be advised there are some things that cannot be mitigated. The awareness of the impacts has to be clarified. Go ahead and study the 90%, someone has to pay attention to it. At some point, need to draw a line in the sand.

John Weigant: Fred is on the right track. One scenario: what we have now and how the community would develop around that; then another: with a third runway and how the community would develop around that. Until we spend the time and the effort to do the scenarios, we are just talking in a vacuum.

Closing Comments and Adjournment

Bill Blosser: there is only so much time to meet and discuss. We are going to have to make more use of the subcommittees. We have come to a place to ask the subcommittee for them to

come back to us with a reasonable set of scenarios and come back to us with succinct, lucid scenarios for us to evaluate. We did not get to several items on the agenda, so we will get to them at the next meeting.

Sam Imperati: the Sustainability subcommittee will make its presentation and Erwin has requested time to clarify his views on the attractiveness principle and to discuss changing conditions in northern Canada based on global warming and drilling. He will be first on the agenda because he has patiently waited for two meetings.

Catherine Ciarlo: this conversation is also necessary for the Land Use Subcommittee, especially concerning protections.

Next Meeting: November 18, 5:30 to 8:30 pm (since replaced by Joint Master Plan Alternatives/Sustainability Subcommittee meeting)

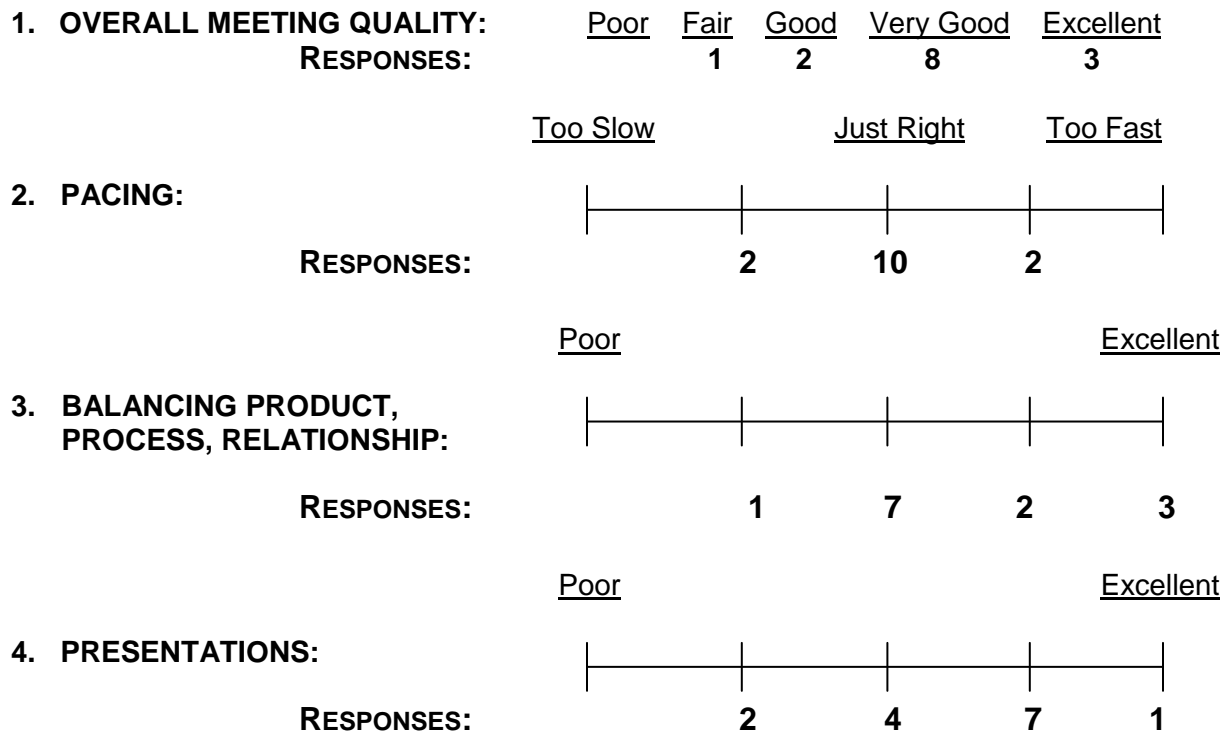
Policy Bucket:

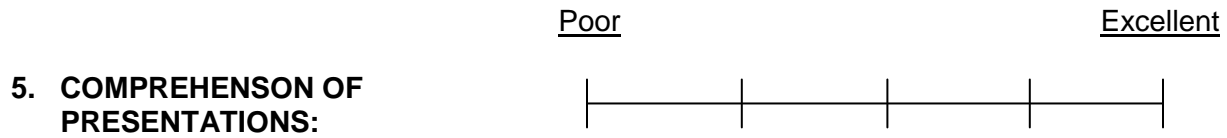
Master Plan/Sustainability Subcommittee
 Date to be determined, notice to full PAG
 Also to be discussed in Land Use/Transportation subcommittee.

Notes respectfully submitted by the ICM, Inc. facilitation team.

October 21, 2008 PAG Meeting Evaluation Summary

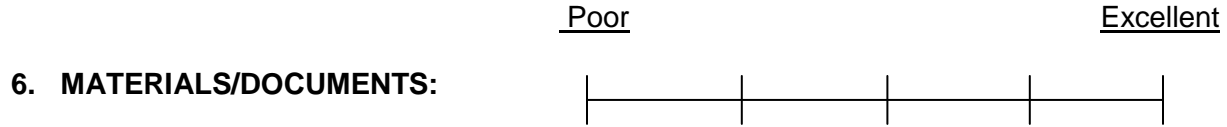
Responses from 14 evaluation forms





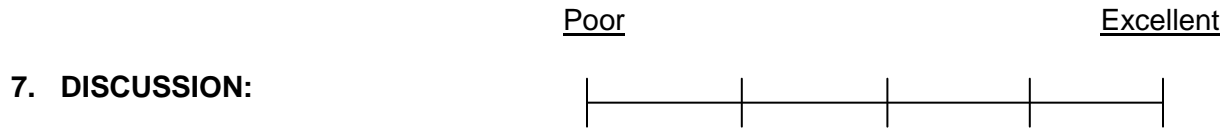
5. COMPREHENSION OF PRESENTATIONS:

RESPONSES: 2 6 6



6. MATERIALS/DOCUMENTS:

RESPONSES: 4 5 2



7. DISCUSSION:

RESPONSES: 1 3 6 3

8. COMMENTS AND SUGGESTIONS FOR ITEMS 1 – 7, ABOVE:

Pacing Better – summary of key points – we keep getting stuck on minor issues
 Was glad to hear from more people
 Discussion time always seems to be limited or not factored in to presentation time
 Great dialogue to experience a diversity of opinion. This is important to consider and make sure subcommittee’s recommendations are vetted/approved by PAG
 Not sure what the PAG was supposed to decided/get to with the de-centralized vs. centralized discussion. Was there going to be a vote? If so, neither was given enough time to be presented by Port staff.
 I would like to get a sense of how the discussion re: sustainability and the “hard choices” (parking, GA space, etc.) will be captured and revisited in the subcommittee context.
 Need to limit comments from those who would like to see the airport shut down tomorrow #3-7, this was an important discussion allowing a full vetting of conflicting values and points of view.
 You need to check in with committee when agenda items are not going to be covered – the discussion was useful and important to this group’s understanding of what the plan is to be.

9. LEAST USEFUL:

Bantering back and forth

10. MOST USEFUL:

Providing material to review and send in comment; point out key points of contention
 Even though discussion of “beyond 2035” went on a long time, it was a subject that needed to be explained and better understood
 Sustainability discussion
 Allowing the discussion of the planning horizon going beyond 2035 to be vetted. It demonstrated how hard it is to reach consensus on fundamental questions. Frankly, the planning period is 2035. In that sense, the discussion was inane. On the other hand, the “what if” should be addressed, not technically, but qualitatively, in the plan.

11. QUESTIONS:

Can the subcommittee hash out key points?

Want to ensure ↑ sustainability screen and consideration