

Appendix B

EVIDENCE OF PUBLIC AND STAKEHOLDER INVOLVEMENT

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This appendix provides material documenting the coordination, consultation, and public involvement process for the Part 150 Noise Exposure Map Update; including the official public hearing held on January 14, 2010 at a conference room in the Airport Terminal.

Materials included in this appendix:

- A summary of stakeholder meetings, including agendas, handouts, comments and responses.
- Copies of advertisements placed in local newspapers, and affidavits of publication.
- A copy of the transcript recording verbal public comments during the public hearing.
- Responses to the comments submitted at the public hearing and during the comment period.

Public Hearing Documentation



portland international airport
noise compatibility study
Federal Aviation Regulation Part 150

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Federal aviation regulations require NEMs be updated after a change in operations that results in a "significant" change in noise over areas that are noncompatible with aircraft noise by federal guidelines. An Environmental Assessment completed in 2008 as part of the Runway Rehabilitation and Repair Project, also reviewed by the FAA, included noise exposure contour maps that documented a significant reduction in noise in comparison to the maps in the 2006 Part 150 study. The reduction, resulting largely from fewer aircraft operations and a more modern, quieter fleet, has triggered the need to update the maps.

The public is invited to attend a public hearing concerning the updates to the noise exposure maps. Both verbal and written comments will be accepted. Written and e-mailed comments will also be accepted for 30 days following the hearing, until Feb. 15, 2010.

Public Hearing: Thursday, Jan. 14, 2010, at 7p.m.

Portland International Airport St. Helens B Conference Room
7000 NE Airport Way Portland, OR 97218

The updated NEMs are available for public review at these locations:

- Port of Portland - Noise Management Office located at Portland International Airport; 7000 NE Airport Way, Portland OR 97218
- Community Affairs Office at Port of Portland Headquarters; 121 NW Everett, Portland OR 97209
- At www.portofportland.com

Written comments should be addressed to: Jason Schwartz, Noise Manager
Port of Portland
Box 3529, Portland, OR 97208
Jason.Schwartz@portofportland.com



The Oregonian

ESTABLISHED 1850

1320 S.W. BROADWAY PORTLAND, OREGON 97201-3499

Affidavit of Publication

I, Glenda Hatter, duly sworn depose and say that I am the Principal Clerk of The Publisher of The Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the City of Portland, in Multnomah County, Oregon; that the advertisement was published without interruption in the entire and regular issue of The Oregonian on the following date(s)

“PORT OF PORTLAND”

01/08/10

AD # 2906287

Glenda Hatter

Principal Clerk of The Publisher

Subscribed and Sworn before me on January 12, 2010

Christine D. Cassel

My Commission expires 5-27-12





VERIFICATION OF ROP INSERTION
FOR NEWSPAPER ADVERTISEMENT

Advertiser: PORT OF PORTLAND/SOCKEYE CREATIVE
ATTN: MEDIA PAYABLES
800 NW 6TH #211
PORTLAND, OR 97209

Insertion Date: JANUARY 8, 2010
NOISE COMPATIBILITY

Ad Size/Location: 3X9
Section A, Page 3

Cost: \$1120.23 NET

A handwritten signature in black ink, appearing to read 'Brandon Zarzana', written over a horizontal line.

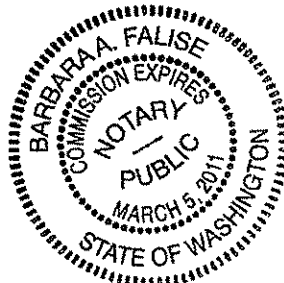
Brandon Zarzana
Controller/The Columbian

Sworn and subscribed before me
on January 20, 2010.

A handwritten signature in black ink, appearing to read 'Barbara A Falise', written over a horizontal line.

Barbara A Falise

My commission expires 03/05/11



decks." The Winterhawks have agreed to work with the Blazers, who manage the coliseum for the city and hold an option to develop it.

The part that has Leonard and Commissioner Dan Saltzman intrigued is a Nike museum next to the coliseum. It was at a coffee shop in the old Cosmopolitan Hotel by the coliseum that Phil Knight and Bill Bowerman sealed the agreement to

start Nike, with a handshake.

"You could literally stand in the building and look across the street at the point where Nike was started, so there's some symbolic and sentimental attachment to Memorial Coliseum," said Tinker Hatfield, vice president of design and special projects for Nike.

Zoo: Recession kept residents close to home

Continued from Page B1

Longtime Director Tony Vecchio departed in 2009, and a new director, Kimberly Smith, wasn't hired until December and won't start until March. One of the zoo's most remarkable animals, Charlie the chimp, a 37-year resident, died unexpectedly in September.

In November came a troubling

audit that showed the zoo's construction projects of the previous five years had been plagued by cost overruns, delays and disjointed management. An auditor questioned the zoo's ability to handle multiple construction projects funded by a \$125 million bond approved by voters in 2008 and said the bond program was "at risk."

But those problems didn't affect attendance, which was helped by a recession that kept residents close to home, said Teri Dresler, the zoo's interim operations director. She said an analysis of visitors' ZIP codes would probably show a higher percentage than usual came from the Portland area.

At the same time, visitors are doing more than gawking at the

Outage: Morning commuters frustrated

Continued from Page B1

ery lost 250 barrels, or the equivalent of 62,000 pints, of Deadlift Imperial IPA, a new brew and its most expensive beer, because of the outage.

"For us the painful part is the loss of 62,000 pints of delicious beer," Widmer said.

Other businesses around town were operating on a cash-only basis.

Power was fully restored by 3:45 p.m. Gauntt said crews had to make sure the equipment was safe to approach after the blaze.

"The fire being out doesn't mean people immediately attack the substation with wrenches

and tools," he said. Pacific Power said repairs were completed about 1 p.m.

The outage caused some frustration for morning commuters, as it disrupted MAX light-rail service. TriMet restored service at 8:54 a.m., and spokeswoman Bekki Witt said the MAX was back to full capacity by 4:15 p.m., though she said some trains were being delayed for about another hour.

Andy Pikul was late for work at the Rose Quarter platform. His commute started on a stalled MAX at PGE Park.

"When we were at PGE, apparently they had been there for a while and there were a couple of people, given the chance, who hopped off the train," he said. "It's really funny because not more than 30 seconds later, (the operator) called them back. She said, 'We're moving.'"

Joseph Rose of The Oregonian staff contributed to this report.

Andrew Scoggin: 503-294-5972;
andrewscoggin@
news.oregonian.com

Steel Bridge
DAN AGUAYO/THE OREGONIAN

the arena to pay operating costs for the recreation center.

"Making money is not our objective," he said. "We view the public assets in the Rose Quarter, including the coliseum, to be for the good of the public."

Matthew Miller, a 31-year-old graduate of the University of Oregon's architecture school, submitted a multi-level plan that would mix a community athletic center with rooms for job training, student media, choir facili-

But Portlanders also don't like cookie-cutter. However, supporters swear the zone won't contain chain restaurants and stores.

"People consider that to be a suburban kind of approach," Hatfield said. "People will not be drawn to it who live in the Pearl or downtown; it's just the wrong approach."

approved policies that will allow high school students to get up to a year's credit at the state's seven public universities by earning an International Baccalaureate (IB) diploma.

The measures are all part of an effort by the joint boards to make transitions for students

There are about 12,500 students enrolled in more than 800 IB courses in 35 Oregon high schools, and about 300 IB students now attend Oregon public universities.

Bill Graves: 503-221-8549;
billgraves@
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portland international airport noise compatibility study Federal Aviation Regulation Part 150

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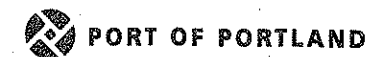
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Box 3529, Portland, OR 97208
Jason.Schwartz@portofportland.com



City of Portland Bureau of
Planning and Sustainability
SAR ADAMS, Mayor | SUSAN ANDERSON, Director

Portland Planning Commission
January 12, 2010
3:00 - 6:00 PM*
1900 SW 4th Avenue, Room
2500a, 2nd floor

AGENDA

3:00 PM
Schools and Parks Conditional
Use Code Refinement Project
Grade Level Changes
Action: Work Session / Recommendation

3:30 PM
Schools and Parks Conditional
Use Code Refinement Project
Recreational Fields
Action: Hearing / Recommendation

4:30 PM
Portland-Milwaukie Light Rail
Project
Clinton Station to Tacoma Station
Action: Briefing

*Please note special meeting time.

For information about Planning Commission meetings or accessibility, call the Bureau of Planning and Sustainability, 503-823-7700, or e-mail planningcommission@ci.portland.or.us.

Call TriMet for routes and schedule, 503-238-7433 or check www.trimet.org

Coliseum: Blaz-ke museum rigues city mmissioners

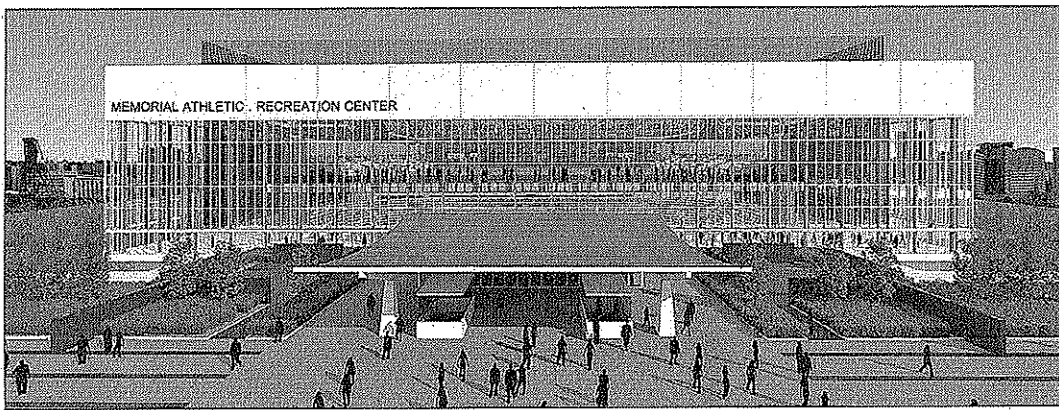
Continued from Page B1

really am intrigued by the museum. I hope that's more than a concept and will be built," Commissioner Randy Hatfield said.

The Blazers have varying development rights in the quarter. Mayor Larry Miller, the Blazers' president, said they have no idea on what the venture would cost. Baltimore-based Shikama Companies would develop the area.

According to drawings, the project would include a covered walkway off the Broadway Bridge, a space for music and other public events. There would be a 250-room hotel, office towers and a complex of restaurants and shops. A garden to honor veterans could be built at North Interstate Avenue and Broadway. The coliseum would remain a multi-use facility, but with the top converted into open "party space." The Winterhawks have agreed to work with the Blazers, to manage the coliseum for events and hold an option to buy it.

The part that has Leonard Hatfield, Commissioner Dan Saltzman, intrigued is a Nike museum adjacent to the coliseum. It was at a shop in the old Cosmopolitan Hotel by the coliseum. Phil Knight and Bill Bowman sealed the agreement to

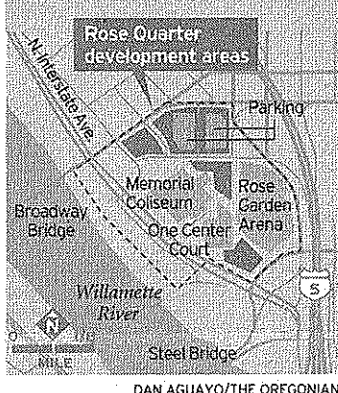


SHIELDS OBLETZ JOHNSEN

Shields Oblatz Johnsen Inc. of Portland has revived its plans for a Memorial Athletic & Recreation Center that would keep the outside of the coliseum intact and include a recreation center open from 5 a.m. to 2 a.m.

Jumptown

The Portland Trail Blazers have submitted their idea on remaking the Rose Quarter and Memorial Coliseum.



DAN AGUAYO/THE OREGONIAN

start Nike, with a handshake.

"You could literally stand in the building and look across the street at the point where Nike was started, so there's some symbolic and sentimental attachment to Memorial Coliseum," said Tinker Hatfield, vice president of design and special projects for Nike.

Still, Nike hasn't signed on as an official partner. "We're keeping our eye on it," Hatfield said.

Since the mayor's call for ideas in December, about four dozen proposals have rolled in, ranging from a public market to a velodrome to a natural history museum.

Oblatz's Memorial Athletic & Recreation Center would hold a new 6,500-seat arena to host hockey as well as high school championship games. There would be 225,000 square feet of top gym space. It would cost between \$100 million and \$125 million and use revenue from the arena to pay operating costs for the recreation center.

"Making money is not our objective," he said. "We view the public assets in the Rose Quarter, including the coliseum, to be for the good of the public."

Matthew Miller, a 31-year-old graduate of the University of Oregon's architecture school, submitted a multi-level plan that would mix a community athletic center with rooms for job training, student media, choir facili-

ties and a gallery on the top floor with a killer view of the city.

Miller noted the difficulty of challenging the Blazers.

"This is somewhat of a grassroots effort. We're literally competing against Paul Allen," he said, referring to the owner of the Blazers. "Unfortunately, I'm not a billionaire, but we really think this is viable."

The Blazers' plan is one of the few — if only — proposals with real money attached, and that could play well with Portlanders who don't have the appetite to shoulder operation costs, Saltzman said.

But Portlanders also don't like cookie-cutter. However, supporters swear the zone won't contain chain restaurants and stores.

"People consider that to be a suburban kind of approach," Hatfield said. "People will not be drawn to it who live in the Pearl or downtown; it's just the wrong approach."

Education boards make transfer process easier

By BILL GRAVES
THE OREGONIAN

Oregon college students will be able to transfer more smoothly among the state's community colleges and universities as the result of common criteria for general education courses adopted by two state education boards Thursday.

The course guidelines define what students should learn in a given subject, such as writing, and what the course should include.

In a joint meeting at Portland State University, the Oregon Board of Education and State Board of Higher Education also approved common course standards for an Associate of Arts Oregon Transfer degree that will allow students to move more freely among the state's 17 community colleges and transfer smoothly into any of the seven public universities for their final two years of studies.

In addition, the joint boards approved policies that will allow high school students to get up to a year's credit at the state's seven public universities by earning an International Baccalaureate (IB) diploma.

The measures are all part of an effort by the joint boards to make transitions for students

from high schools to community colleges and universities more fluid.

The IB program sets global standards for its courses. State universities will grant the same credits for a particular course according to the level of student performance and the number of credits that course carries at a given university.

A student who passes a standard IB level exam in biology, for example, would get three to five credits, and a student who passes the high-level exam would earn 12 to 15 credits.

"There is a lot of competition (among universities) for IB students," said Jerry Berger, member of the state Board of Education.

Most high schools do not offer IB courses, but students can also earn college credit by taking Advanced Placement classes or dual-enrollment courses offered through community colleges.

There are about 12,500 students enrolled in more than 800 IB courses in 35 Oregon high schools, and about 300 IB students now attend Oregon public universities.

Bill Graves: 503-221-8549;
billgraves@
news.oregonian.com

Recession: apt residents ose to home

Continued from Page B1

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audit that showed the zoo's construction projects of the previous five years had been plagued by cost overruns, delays and disjointed management. An auditor questioned the zoo's ability to handle multiple construction projects funded by a \$125 million bond approved by voters in 2008 and said the bond program was "at risk."

But those problems didn't affect attendance, which was helped by a recession that kept residents close to home, said Teri Dresler, the zoo's interim operations director. She said an analysis of visitors' ZIP codes would probably show a higher percentage than usual came from the Portland area.

At the same time, visitors are doing more than gawking at the

animals, Dresler said. Attendance at lectures and enrollment in educational summer camps was consistently strong, she said. Guest surveys indicated that parents are talking to their children about wildlife and habitat conservation, and that kids are "carrying the message away with them," she said.

Dresler credited the zoo staff — in animal care and guest services — with remaining "focused and passionate" about their jobs despite the zoo's problems.

"I've never seen a harder-working group of people," she said. "It makes those other things background noise."

Eric Mortenson; 503-294-7636;
ericmortenson@
news.oregonian.com

Outage: Morning commuters frustrated

Continued from Page B1

of 250 barrels, or the equivalent of 62,000 pints, of Deadlift IPA, a new brew and its expensive beer, because of the outage.

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Joseph Rose of The Oregonian staff contributed to this report.

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City of Portland Bureau of Planning and Sustainability

Portland Planning Commission

January 12, 2010
3:00 - 6:00 PM*
1900 SW 4th Avenue, Room 2500a, 2nd floor

AGENDA

3:00 PM
Schools and Parks Conditional Use Code Refinement Project
Grade Level Changes
Action: Work Session / Recommendation

3:30 PM
Schools and Parks Conditional Use Code Refinement Project
Recreational Fields
Action: Hearing / Recommendation

4:30 PM
Portland-Milwaukie Light Rail Project
Clinton Station to Tacoma Station
Action: Briefing

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10	FAR Part 150 Noise Exposure Map Update
11	January 14, 2010
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1 My name is John Shoft. I'm from Vancouver,
2 Washington. My public comment is to the FAA. If
3 they could have insulated those six houses and many
4 more -- for the savings -- if they had adopted a
5 streamline process instead of causing -- go through
6 all of this expense. Thank you.

7

8 My name Sandy Leaptrott; L-E-A-P-T-R-O-T-T.
9 And I've been through the Part 150 process before --
10 previous Part 150. And I don't feel this process is
11 valid or this map is valid because they average the
12 noise over the year. During the winter I really
13 don't have a lot of airport noise, but during the
14 summer you can hardly use the garden. I can't go
15 outside. And you can't open your windows because
16 you've got all that noise coming through your
17 house. That's my main comment. There just isn't
18 realistic -- it's skewed and it's not -- I really
19 feel like my house and my neighbor's houses should
20 be able to acquire noise easements across our
21 properties because it is being -- in the summer our
22 properties are being used for commercial purpose
23 with all it -- that noise. There's like a 3 o'clock
24 jet that goes over the house in the summer that
25 we're up with every day. So, thank you.

<p>A</p> <p>able 2:20 acquire 2:20 adopted 2:4 airport 2:13 average 2:11</p> <hr/> <p>C</p> <p>causing 2:5 coming 2:16 comment 2:2,17 commercial 2:22</p> <hr/> <p>D</p> <p>day 2:25</p> <hr/> <p>E</p> <p>easements 2:20 expense 2:6 Exposure 1:10</p> <hr/> <p>F</p> <p>FAA 2:2 FAR 1:10 feel 2:10,19</p> <hr/> <p>G</p> <p>garden 2:14 go 2:5,14 goes 2:24</p> <hr/> <p>H</p> <p>house 2:17,19,24 houses 2:3,19</p> <hr/> <p>I</p> <p>insulated 2:3</p> <hr/> <p>J</p> <p>January 1:11 jet 2:24 John 2:1</p> <hr/> <p>L</p> <p>Leaptrott 2:8 lot 2:13 L-E-A-P-T-R-O-T-T 2:8</p> <hr/> <p>M</p> <p>main 2:17 map 1:10 2:11</p> <hr/> <p>N</p> <p>name 2:1.8 neighbor's 2:19 noise 1:10 2:12,13,16 2:20,23</p>	<p>O</p> <p>open 2:15 outside 2:15 o'clock 2:23</p> <hr/> <p>P</p> <p>Part 1:10 2:9,10 previous 2:10 process 2:5,9,10 properties 2:21,22 public 2:2 purpose 2:22</p> <hr/> <p>R</p> <p>realistic 2:18 really 2:12,18</p> <hr/> <p>S</p> <p>Sandy 2:8 savings 2:4 Shoft 2:1 six 2:3 skewed 2:18 streamline 2:5 summer 2:14,21,24</p> <hr/> <p>T</p> <p>thank 2:6,25</p> <hr/> <p>U</p> <p>Update 1:10 use 2:14</p> <hr/> <p>V</p> <p>valid 2:11,11 Vancouver 2:1</p> <hr/> <p>W</p> <p>Washington 2:2 we're 2:25 windows 2:15 winter 2:12</p> <hr/> <p>Y</p> <p>year 2:12</p> <hr/> <p>I</p> <p>14 1:11 150 1:10 2:9,10</p> <hr/> <p>2</p> <p>2010 1:11</p> <hr/> <p>3</p> <p>3 2:23</p>			
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Public Comments and Responses

PUBLIC COMMENTS AND RESPONSES
FAR Part 150 Noise Exposure Map Update
Portland International Airport

Date	Originator	Source document	Category of comment	Comment	Response
11-Jan-10	Margaret Lee	Email	Noise from current operating procedures	<p>I read an article in The Columbian about air traffic noise. We live at 14516 NW 20th Avenue, Vancouver, Washington, 98685. The air traffic noise here often disrupts our activities. The noise interrupts conversations and sleep. The population density has increased greatly here since designating the flight corridor. Three public schools serve a population of approximately 3000 children within half a mile. Please reroute away from this sensitive area.</p>	<p>Resident lives north of Vancouver Lake and when the airport is in an east flow the resident can expect a high volume of overflights from jet arrivals. The majority of the overflights are east-flow arrivals, transitioning from the BONVL SIX to the downwind for runways 10L & 10R. The aircraft are typically between 3,000 & 5,000 feet when overflying the resident's neighborhood and most of the aircraft are also making their turn onto final at this point on the downwind leg. This airspace is heavily used when the airport is in an east flow. The resident also receives overflights from sound-bound turboprop and jet aircraft transitioning from the HELENS FOUR arrival. Aircraft that use this arrival usually originate in Seattle, Vancouver BC & Anchorage.</p> <p>This flight path has been in use for many years and we expect it will continue to be utilized. Further, pursuant to FAR Part 150 regulations, this update is merely providing an update of existing and future noise conditions at the Airport. Noise abatement measures, including changes in flight paths, were not assessed in this update. .</p>
12-Jan-10	Donna Cooley	Email	Noise from current operating procedures	<p>I'm sorry I won't be able to attend the noise reduction meeting as I really hope some good comes out of it this time. I don't know if you remember me but I had talked to the noise management department many times about the planes flying over our houses in Vancouver. That started in December 2007. I finally had to move even though I couldn't afford it. I was only getting 2 hours of sleep at night and my dog was breaking out in nervous hives. My health was suffering too and I let the noise management department know that. All they did was tell them all the times the planes flew over and I gave them quite a few. First they told me the planes were going west, then east, but they had to change that story when I told them I could watch the planes fly north from my backyard. Then they told me they were cargo planes and they couldn't do anything about their flight paths. I was just stuck with it. Now I have moved to the other side of town and the last 2 weeks the planes have been getting pretty loud over here. I admit not as loud as my old house but it's enough to startle me sometimes. I just wanted to give you this info before your meeting; I hope it helps to reduce some of the noise over here.</p>	<p>The focus of this study was to update the noise exposure maps which quantify the noise exposure levels associated with PDX. The updated noise exposure maps show a reduction in noise exposure levels compared to the previous update completed in 2006.</p> <p>The reduction in noise exposure from the last study is attributed to the operation of quieter aircraft at PDX, as well as a reduction in the total number of operations at the Airport. Further, pursuant to FAR Part 150 regulations, this update is merely providing an update of existing and future noise conditions at the Airport. Noise abatement measures, including changes in flight paths, were not assessed in this update</p>
13-Jan-10	Robert Potestio	Email	Noise from current operating procedures	<p>As a West Vancouver homeowner, Portland landowner and Oregon business owner, I am personally and professionally situated to respond to the new flight patterns meant to diminish community exposure to aircraft noise.</p> <p>Community exposure includes those of us who chose not to reside near the airport. Whatever designs your new map details, we who choose to live in West Vancouver should not suffer from low flying passenger planes shaking our home's window panes while approaching Portland International.</p> <p>I sincerely hope the present flight patterns, and future flight patterns that are creating this disturbance in our tranquil neighborhoods are temporary.</p>	<p>As previously noted, this is an update to a portion of a study completed in 2006 which included a similar noise analysis as well as a set of recommendations aimed at reducing community noise impacts. This update does not include or propose changes to the operational measures, flight paths, or air traffic procedures used at PDX. It is limited to updating the noise exposure levels surrounding the airport.</p> <p>Without a specific address or location, it is impossible to comment on the noise exposures levels the resident is subject to. Generally speaking, when PDX is in an east flow as is typical during the winter months, aircraft arrive and depart toward the east. Since most arrivals come from the east, this requires that they fly toward the west (either over Portland or Vancouver) then turn 180 degrees to land in an easterly direction. This results in aircraft typically flying between 3000-4000 feet when over west Vancouver.</p>

PUBLIC COMMENTS AND RESPONSES (page 2 of 4)

FAR Part 150 Noise Exposure Map
Portland International Airport

Date	Originator	Source document	Category of comment	Comment	Response
14-Jan-10	John Shoft	Public hearing transcript	Part 150 process	My name is John Shoft. I'm from Vancouver, Washington. My public comment is to the FAA. If they could have insulated those six houses and many more -- for the savings -- if they had adopted a streamline process instead of causing -- go through all of this expense. Thank you.	Comment noted
14-Jan-10	Sandy Leaptrott	Public hearing transcript	Noise from current operating procedures, Part 150 process, metric used to assess noise	My name Sandy Leaptrott; L-E-A-P-T-R-O-T-T. And I've been through the Part 150 process before previous Part 150. And I don't feel this process is valid or this map is valid because they average the noise over the year. During the winter I really don't have a lot of airport noise, but during the summer you can hardly use the garden. I can't go outside. And you can't open your windows because you've got all that noise coming through your house. That's my main comment. There just isn't realistic it's skewed and it's not - I really feel like my house and my neighbor's houses should be able to acquire noise easements across our properties because it is being -- in the summer our properties are being used for commercial purpose with all it -- that noise. There's like a 3 o'clock jet that goes over the house in the summer that we're up with every day. So, thank you.	FAR Part 150 Regulations require the use of the Day-Night Average Sound Level (DNL) for measuring aircraft noise exposure. The Port has heard from citizens who are concerned that the DNL, by virtue of being an annual day/night average, does not represent the actual noise heard from an individual aircraft. However, the DNL does take into account each individual aircraft noise event and averages it over time. What the DNL does show is an equitable representation of who, over time, receives the most significant noise. To aide public understanding, the Port included a number of additional noise metrics tools to supplement DNL. Examples of these supplemental measures included Number Above (NA) and Time Above (TA) a threshold of A-weighted sound.
16-Jan-10	Frank Oliver	Email	Noise from current operating procedures	<p>This message is in response to the Noise Compatibility Study notice that was in The Oregonian newspaper a few days ago. I have lived on PIA's flight path in Portland and now in East Gresham (also involving the Troutdale Airport flight path) for the last 40 years or so. I have always been interested in aircraft of all types and have seen almost anything that can be airborne fly over through the years. I enjoy seeing them and I have no problem with aircraft noise during the day, but it's when they fly over at all times of the night that is annoying.</p> <p>I now there will always be the late flight from who knows where that had departure trouble at its point of origin, but regularly scheduled flights should be under some sort of flight restrictions during certain hours. Either that or have the glide and takeoff paths (for PIA anyway) closer to the Columbia river where more of the area is either commercial properties or more sparsely populated.</p>	As previously noted, this is an update to a portion of a study completed in 2006 which included a similar noise analysis as well as a set of recommendations aimed at reducing community noise impacts. This update does not include changes to the operational measures, flight paths, or air traffic procedures used at PDX – it is limited to updating the noise exposure levels surrounding the airport.
7-Feb-10	Rod Hawkins Jennifer Goff-Hawkins	Email	Low flying aircraft	<p>We were intrigued by the notice of the noise compatibility study in the Oregonian, but after doing an admittedly limited review of the updated NEMs, it appears as though the study is based on noise generated directly from the airport or the immediate vicinity around the airport. Our concern is more about the noise and elevation of aircraft from the flight path over the West Hills/Extreme NW Portland area. If this is not the correct forum for our comments, please redirect us to the correct party.</p> <p>We live on McNamee Rd in NW Portland. McNamee Rd intersects with Hwy 30 very close to the intersection of Cornelius Pass and Hwy 30, and runs in a southeasterly direction until it connects with Skyline Blvd. Our home is at about 500 ft in elevation, and we are in the direct flight path of a multitude of arrivals and departures from Portland International Airport. We continue to be surprised at not just the number of commercial aircraft directly overhead, and the volume of the noise, but also at the elevation they are flying as they cross overhead. Some of these aircraft appear to be about 1000 feet above us, and at night the lights from the aircraft light up our bedroom. Skyline Blvd runs at approximately 1000 ft in elevation and is heavily populated; I can't imagine what the same aircraft sound like to those residents.</p> <p>We had thought a good solution would be to redirect the flight path 10 or so miles to the west. That would mean that the aircraft would cross over less densely populated areas. Of course, this is surely an oversimplified solution to our noise problem. Nonetheless, we would like to bring up our concerns about the noise and aircraft elevation to the appropriate authority. Mr. Schwartz, please let us know how we can accomplish this.</p> <p>Thank you for your time.</p>	<p>The contours produced for this study represent modeled noise for aircraft operations extending to great distances from the Airport; flight tracks that were modeled are presented in Appendix C of this document. There are many factors that affect aircraft noise levels along these paths, but two basic principles would probably be helpful to understand the reason the contours do not extend further along the course of the tracks. The first is the physics of sound. The sound level between the source and receiver diminishes by (approximately) six (6) decibels for every doubling of distance; see the second attachment for a representation of how this looks for some aircraft models. One thing to note as you review the graphic, the Stage 2 aircraft models at the bottom are rare and very seldom operate at PDX. The second principle is a difference in the noise you experience from passing aircraft versus the nature of the Day Night Level (DNL) noise metric represented in the NEM's. Unlike the noise from an aircraft passing overhead, DNL is a measure of the daily average aircraft noise level over a given area yearly. Because it is the average over the periods where there is no aircraft noise, DNL is typically lower than single event aircraft noise.</p> <p>As previously noted, this is an update to a portion of a study completed in 2006 which included a similar noise analysis as well as a set of recommendations aimed at reducing community noise impacts. This update does not include changes to the operational measures, flight paths, or air traffic procedures used at PDX – it is limited to updating the noise exposure levels surrounding the airport.</p>

PUBLIC COMMENTS AND RESPONSES (page 3 of 4)

FAR Part 150 Noise Exposure Map
Portland International Airport

Date	Originator	Source document	Category of comment	Comment	Response
10-Feb-10	Frank DiMarco	Email	Low flying aircraft	<p>Thank you for the opportunity to comment on the FAA Noise Study at PDX. We live in the Hawthorne District on SE 32nd Avenue between Division and Hawthorne. On a regular basis we experience fixed-wing aircraft flying over our house at what seems too-low altitudes. I have refrained from contacting the FAA about this because it never seems to do any good. I would, however, ask that the powers that be at PDX look into this and see if something can be done about the routing of these aircraft. It happens all during the day and night and frequently causes interruptions in sound recording in our studio. Thank you for considering my comments.</p>	<p>As previously noted, this is an update to a portion of a study completed in 2006 which included a similar noise analysis as well as a set of recommendations aimed at reducing community noise impacts. This update does not include changes to the operational measures, flight paths, or air traffic procedures used at PDX – it is limited to updating the noise exposure levels surrounding the airport.</p>
13-Feb-10	Thomas J. Walsh	Email	Noise from current operating procedures, Part 150 process, metric used to assess noise	<p>I am writing to request that the Port of Portland do all that it can to limit aircraft noise. I further ask that the Port do a much better job of describing the noise impacts and their effects than is required by the regulations of the Federal Aviation Administration. One simple thing the Port could do to reduce noise is to not subsidize underutilized routes such as that between Portland and Astoria.</p> <p>To satisfy FAA rules, the Port generates noise contours using the measure "day-night sound level". Averages such as these do not contain enough Information to let the public know what is being imposed upon it. Further obscuring the data is the fact that what is presented in the noise study are yearly averages of day-night levels. The FAA required data should be augmented with, for example, the amount of time that levels are exceeded at say 3 dBA intervals.</p> <p>The FAA seems to take a somewhat cavalier approach to sleep disturbance. Some research on this matter, presented on the CBS show 60 Minutes broadcast in June 2008 indicated that even though people are not awakened by noise, their sleep can be disturbed with serious consequences to their well being.</p> <p>The lower limit of the day-night level contours on the maps in the compatibility study is 65 DNL. The limit should be much lower. Any combination of noises which would produce this level would be very objectionable to many people. Take the case where the ambient level is 55 dBA between 10 p.m. and 7 a.m. and 65 dBA the rest of the time. The level of 65 dBA, measured with fast response setting is very loud. This constant level will interfere with conversation. It will make the spending of quiet time in one's yard reading or gardening impossible.</p> <p>I ask that the Port strive for a quiet environment and that it present more useful information in its noise reports.</p>	<p>FAR Part 150 Regulations require the use of the Day-Night Average Sound Level (DNL) for measuring aircraft noise exposure. The Port has heard citizens who are concerned that the DNL, by virtue of being an annual day/night average, does not represent the specific noise heard from an individual aircraft. However, the DNL does take into account each individual aircraft noise event and averages it over time. What the DNL does show is an equitable representation of who, over time, receives the most significant noise. To aide public understanding, the Port included a number of additional noise measurement tools to supplement the DNL. Examples of these supplemental measures included Number Above (NA) and Time Above (TA) a threshold of A-weighted sound</p> <p>The 65 DNL contour is not intended to indicate the point at which noise ceases to be disturbing to everyone. It is, however, the limit of significant noise impact on residences, as defined by the Federal Aviation Administration. The Federal government will provide funding assistance to address noise problems only within areas exposed to aircraft noise of 65 DNL or more.</p>
15-Feb-10	Tom and Evelyne Gohlke	Email	Low flying aircraft	<p>My husband and I just found the notice from the Columbian newspaper about comments being received until today. Hope this gets to you in time!</p> <p>While we weren't able to attend the public hearing about noise generated from the airport traffic, we'd like to share with you our neighborhood concerns.</p> <p>We've lived in the Barberton/Orchards area (off I-205 in Vancouver) since 1992. Prior to that we lived in the Mt. Vista area off 29th Ave. for about 3 years and in that time we often saw jets flying very high, circling around to eventually land from the west. It was almost unnoticeable and pleasant to see them, with little or no noise evident.</p> <p>Since living in this neighborhood we've experienced a perceptible change in the amount of air traffic from 1992. There wasn't any air traffic for years as much as we can recall. We wish we could identify when we finally realized we were in a "sky highway" zone, but it occurred insidiously. Currently, we have airplanes flying directly over our house at all times of the day and night, particularly when the weather is inclement (we assume this could be due to wind patterns). They are low and the engines are either thrusting or decelerating and creating a general disturbance. If they were flying higher like we experienced in Mt. Vista we would have no reason to complain, but the constant fly overs are creating a</p>	<p>As previously noted, this is an update to a portion of a study completed in 2006 which included a similar noise analysis as well as a set of recommendations aimed at reducing community noise impacts. This update does not include changes to the operational measures, flight paths, or air traffic procedures used at PDX – it is limited to updating the noise exposure levels surrounding the airport.</p>

PUBLIC COMMENTS AND RESPONSES (page 4 of 4)

FAR Part 150 Noise Exposure Map
Portland International Airport

Date	Originator	Source document	Category of comment	Comment	Response
				<p>(continued from previous page) definite change in the quality of our home comfort.</p> <p>If we decide at some point to put our house on the market, we can't help but fear that if it was shown during a time of high airplane traffic, we'd have difficulty selling it. It seems as though there could be a better solution than flying jets so low over residential neighborhoods. Some days we truly are bombarded with jet noise and it's very frustrating. Could you do us a favor and reply to our concerns? We'd really like to know the reasoning behind the patterns of flight and if any changes are being proposed.</p>	
15-Feb-10	Linda Neisen	Email	Noise from current operating procedures, safety	<p>The referenced CBS Report below highlights the genuine concerns of local residents who are acutely aware of more and more low altitude flights in and outbound over our neighborhoods and homes in Vancouver, Washington.</p> <p>In light of the "F for fatal rating given in this report to U.S. Aviation Safety, we feel our safety concerns are not being safeguarded or addressed by the FAA.</p> <p>Our complaints and fears for our families safety include all air-traffic, passenger, Air National guard especially errant, missed approach and mistaken radar reading by pilots of passenger jet aircraft and turbo style like Horizon being given free reign to fly disturbingly low over heavily populated neighborhoods, with impunity.</p> <p>We could easily have a tragic scenario like happened in Buffalo a year ago killing everybody onboard and killing innocents in their residential home below.</p> <p>Why with all the industrial development on the south side of the Columbia won't Air Traffic Control Tower personnel direct all this air-traffic away from Vancouver and over the more appropriate Industrial areas in Portland?</p> <p>Our entire Historical Vancouver areas, which all predate PDX Airport's unwise move to its present location, are being effected by heavy PDX air-traffic including heavy encroachment of PDX flying regularly into Historic Pearson Airfield Airspace over National Historic Sites and Esther Short Park in downtown Vancouver.</p> <p>PDX Airport representative's refusal to listen to public comment and activists over the entire PDX Part 150 Noise Study to return flight patterns back over the river remains unacceptable.</p> <p>Noise is NOT the only issue here. Questionable public, safety in reference to information below, pollution negatively affecting our quality of life, including unhealthy levels of noise shift to new areas, have never been adequately addressed.</p> <p>We in Vancouver feel we have never been fairly represented before undesirable changes have been enshrined in this study. FAA disregarded the human factor in most of this multi-million dollar, multi-year 'study'. Our historic areas, neighborhoods and downtown business's are being ruined by this change in flight patterns directly over our city.</p> <p>Return the flight tracks to the center of the Columbia River, equidistance between Portland and Vancouver with turn's North and South not before 10 miles beyond where the Willamette and Columbia Rivers converge with altitude requirements of 10 thousand feet minimum before any turns are allowed.</p>	<p>As previously noted, this is an update to a portion of a study completed in 2006 which included a similar noise analysis as well as a set of recommendations aimed at reducing community noise impacts. This update does not include changes to the operational measures, flight paths, or air traffic procedures used at PDX – it is limited to updating the noise exposure levels surrounding the airport.</p>

Stakeholder Comments and Responses

FAR Part 150 Noise Exposure Map Update –Stakeholder Outreach

Stakeholder/Group	Outreach Strategy	
	Primary	Secondary
City of Portland	Meetings with Land-Use Office	1. Airport Futures - PAG Presentations 2. Provide project documents for review
Multnomah County	Meetings with Land-Use Office	1. Airport Futures - PAG Presentations 2. Provide project documents for review
City of Vancouver	Meetings with Land-Use Office	1. Presentation to Vancouver City Council 2. Provide project documents for review
Clark County	Meetings with Land-Use Office	Provide project documents for review
FAA - PDX Air Traffic Control	Meeting with ATC Management	Provide project documents for review
FAA - Airport District Office, NW Region	Provide project documents for review	Meetings/telecoms with ADO
National Park Service - Fort Vancouver	Meeting with Park Director	Provide project documents for review
PDX Airlines	Briefing to Airline Affairs Committee	Airport Futures - PAG Presentations
PDX General Aviation	Briefing with Flightcraft (general aviation)	Airport Futures - PAG Presentations
PDX General Aviation	Briefing for NBAA (general aviation)	Provide project documents for review
ORANG	Meeting with Oregon Air National Guard	1. Briefing at ORANG Quarterly Meeting 2. Provide project documents for review
Citizen Noise Advisory Committee	CNAC Meeting/Presentations	1. Public Workshop* 2. Provide project documents for review
Airport Futures Public Advisory Group (PAG)	Airport Futures - PAG Presentations	Public Workshop
General Public	Public Hearing	1. CNAC Meeting 2. Documents available for public review

FAR Part 150 Noise Exposure Map Update –Stakeholder Outreach

Meeting/Submission Date	12/23/2009
Stakeholder Group/Organization	City of Portland
Point of Contact	Jay Sugnet
Format	Phone followed by email
Port Liaison	Chris Blair

Stakeholder Outreach:

Contacted by telephone and advised of the federal requirement to update the NEMs based on the change in the noise contours as depicted in the NREX Environmental Assessment.

Staff reported this is a change to the noise exposure maps and noise mitigation recommendations (#9 and #11 only) from the 2006 NCP.

Comments submitted: “Where are the non-compatible/residential uses within the DNL 65-70 dBA contours?” Also suggested the City’s Noise Officer receive a copy of the NEMs for review and comment. Port staff will provide copies of the NEMs and accompanying documentation for review and comment.

Response: The six non-compatible uses are displayed on Figure 3-1 of the FAR Part 150 Noise Exposure Map Update.

Meeting/Submission Date	12/23/2009
Stakeholder Group/Organization	Multnomah County, Oregon
Point of Contact	Jane McFarland
Format	Phone followed by email
Port Liaison	Chris Blair

Stakeholder Outreach:

Contacted by telephone and advised of the federal requirement to update the NEMs based on the change in the noise contours as depicted in the NREX Environmental Assessment.

Staff reported this is a change to the noise exposure maps and noise mitigation recommendations (#9 and #11 only) from the 2006 NCP.

Comments submitted: None

FAR Part 150 Noise Exposure Map Update –Stakeholder Outreach

Meeting/Submission Date	12/23/2009
Stakeholder Group/Organization	City of Vancouver
Point of Contact	Laura Hudson
Format	Phone followed by email
Port Liaison	Chris Blair

Stakeholder Outreach:

Contacted by telephone and advised of the federal requirement to update the NEMs based on the change in the noise contours as depicted in the NREX Environmental Assessment. Staff reported this is a change to the noise exposure maps and noise mitigation recommendations (#9 and #11 only) from the 2006 NCP.

Comments submitted: Some of the land-use zoning identified on the NEMs may be incorrect. Port staff will follow-up with the City for clarification and to ensure zoning is correct.

Response: No incorrect land uses are identified on either the Existing 2008 or Future 2017 Noise Exposure Maps.

Meeting/Submission Date	12/23/2009
Stakeholder Group/Organization	Clark County, Washington
Point of Contact	Oliver Orijako and Mary Snell
Format	Email
Port Liaison	Chris Blair

Stakeholder Outreach:

Contacted by telephone and advised of the federal requirement to update the NEMs based on the change in the noise contours as depicted in the NREX Environmental Assessment.

Staff reported this is a change to the noise exposure maps and noise mitigation recommendations (#9 and #11 only) from the 2006 NCP.

Comments submitted: None

FAR Part 150 Noise Exposure Map Update –Stakeholder Outreach

Meeting/Submission Date	12/01/2009
Stakeholder Group/Organization	FAA – PDX Air Traffic Control
Point of Contact	Tracy Guinette
Format	Phone followed by email
Port Liaison	Jason Schwartz

Stakeholder Outreach:

Contacted by telephone and advised of the federal requirement to update the NEMs based on the change in the noise contours as depicted in the NREX Environmental Assessment.

Staff reported this is a change to the noise exposure maps and noise mitigation recommendations (#9 and #11 only) from the 2006 NCP.

Comments submitted: None

Meeting/Submission Date	11/16/09
Stakeholder Group/Organization	FAA – Northwest Mountain Region ADO
Point of Contact	Cayla Morgan
Format	Email and hard-copy submissions
Port Liaison	Jason Schwartz

Stakeholder Comments:

In continuous communication/coordination with FAA Airports District Office who is providing ongoing counsel regarding this project.

FAR Part 150 Noise Exposure Map Update –Stakeholder Outreach

Meeting/Submission Date	12/22/2009
Stakeholder Group/Organization	National Park Service – Fort Vancouver
Point of Contact	Tracy Fortmann
Format	Phone followed by email Presentation to be scheduled.
Port Liaison	Sean Loughren

Stakeholder Outreach:

Contacted by telephone and advised of the federal requirement to update the NEMs based on the change in the noise contours as depicted in the NREX Environmental Assessment.

Staff reported this is a change to the noise exposure maps and noise mitigation recommendations (#9 and #11 only) from the 2006 NCP.

Comments submitted: None Port staff offered to provide a presentation/briefing of the NEM update.

Meeting/Submission Date	1/21/10
Stakeholder Group/Organization	PDX Airline Affairs Committee
Point of Contact	Full Committee
Format	Presentation and submission of documents
Port Liaison	Steve Schreiber

Stakeholder Outreach:

Will provide a project briefing presented to the Airline Affairs Committee representing the airlines operating at PDX. During the presentation, the speaker will advise the committee of the federal requirement to update the NEMs based on the change in the noise contours as depicted in the NREX Environmental Assessment and the fact that this project will include updates to the NEMs and Recommendations #9 and #11 in the 2006 PDX NCP only.

Time for comments will be including during the presentation. Comments provided will be documented consistent with the requirements of FAR Part 150.

FAR Part 150 Noise Exposure Map Update –Stakeholder Outreach

Meeting/Submission Date	12/23/09
Stakeholder Group/Organization	Flightcraft, Inc., PDX (General Aviation)
Point of Contact	Mitchel Berck
Format	Phone followed by email
Port Liaison	Chris Blair

Stakeholder Outreach:

Contacted by telephone and advised of the federal requirement to update the NEMs based on the change in the noise contours as depicted in the NREX Environmental Assessment.

Staff reported this is a change to the noise exposure maps and noise mitigation recommendations (#9 and #11 only) from the 2006 NCP.

Comments submitted: None

Meeting/Submission Date	12/23/09
Stakeholder Group/Organization	National Business Aviation Association
Point of Contact	Kristi Ivey
Format	Phone followed by email
Port Liaison	Jason Schwartz

Stakeholder Outreach:

Contacted by telephone and advised of the federal requirement to update the NEMs based on the change in the noise contours as depicted in the NREX Environmental Assessment.

Staff reported this is a change to the noise exposure maps and noise mitigation recommendations (#9 and #11 only) from the 2006 NCP.

Comments submitted: None

FAR Part 150 Noise Exposure Map Update –Stakeholder Outreach

Meeting/Submission Date	12/1/09 and 12/23/09
Stakeholder Group/Organization	Oregon Air National Guard
Point of Contact	Lt. Col. Jeffrey Hwang, Roger Rein
Format	Phone (12/1/09 and 12/23/09) Email submission (12/23/09)
Port Liaison	Jason Schwartz

Stakeholder Comments:

Contacted by telephone and advised of the federal requirement to update the NEMs based on the change in the noise contours as depicted in the NREX Environmental Assessment.

Staff reported this is a change to the noise exposure maps and noise mitigation recommendations (#9 and #11 only) from the 2006 NCP.

Comments submitted: None

Meeting/Submission Date	11/12/09
Stakeholder Group/Organization	PDX Citizen Noise Advisory Committee
Point of Contact	Full Committee
Format	Presentation (Public Meeting) Presentation and Public Hearing: 01/14/10
Port Liaison	Jason Schwartz

Stakeholder Outreach:

Project briefing presented to the Citizen Noise Advisory Committee (CNAC). Advised the committee of the federal requirement to update the NEMs based on the change in the noise contours as depicted in the NREX Environmental Assessment. The committee was advised that the update will address the noise exposure maps and noise mitigation recommendations (#9 and #11) only, from the 2006 NCP.

The presenter advised the change in noise contours (current vs. P150) were due primarily to the reduction in annual operations and changes in fleet mix from noisier to quieter aircraft. Information about the stakeholder outreach efforts (preliminary/industry and public outreach) were described.

Comments submitted: None

Additional Public and Stakeholder Coordination

NOISE ANALYSIS ASSUMPTIONS – COORDINATION MEETING

FAR Part 150 Update / Master Plan

Portland International Airport

May 14, 2009

1. THE INTEGRATED NOISE MODEL (INM): 9:30 – 9:45 AM

Review of required inputs

Review of input development approach

2. REVIEW OF PRELIMINARY EXISTING CONDITIONS ANALYSIS: 9:45 – 10:30 AM

STARS processing tool demonstration

Physical inputs (runway, track, and profile geometry)

Operational inputs (fleet, operations, day / night split, and track, runway, and profile use)

3. DEVELOPMENT OF FUTURE CONDITIONS ASSUMPTIONS: 10:30 AM – 1:00PM

Determining future runway use

Determining future flight track geometry

Determining future flight track use

4. QUESTIONS AND NEXT STEPS

QUESTIONS FOR MORNING SESSION

1. Are there origin / destination assignments for fixes?
2. What are the weather breakpoints for VMC / IMC?
3. How / when is the airfield's flow configuration changed, if not by the prevailing wind?
4. When will future flight paths / procedures be implemented? 2017? 2035?
5. Nighttime noise abatement procedures / informal runway use program now and in future?



Land Use / Transportation Subcommittee #10
Wednesday, July 8, 2009 6:00 pm – 8:00 pm
Port of Portland Building, 121 NW Everett, Room 1 South

Desired Meeting Outcomes

1. Direction on framing the Traffic Impact Analysis
2. Direction on framing the 3rd runway issue related to height, noise, and natural resources

AGENDA

- | | |
|----------------|---|
| 6:00 – 6:10 pm | Introductions – Fred Stovel
Review Agenda
Review Meeting Notes from June
Parking Validation |
| 6:10 – 6:40 pm | Transportation Impact Analysis Update –Scott King/Jamie Jeffrey |
| 6:40 – 7:30 pm | Land Use Plan – Jay Sugnet/Scott King <ul style="list-style-type: none">• Height Overlay options• Noise Overlay Options• Plan District Boundary options<ul style="list-style-type: none">○ Natural Resources○ Landscaping• Transportation |
| 7:30 – 7:50 pm | What and how to present to PAG |
| 7:50 – 8:00 pm | Meeting Evaluation and Next Steps – Jay Sugnet |

**AIRPORT FUTURES
LAND USE / TRANSPORTATION SUBCOMMITTEE MEETING #10
MEETING SUMMARY**

Date and Time	Wednesday July 8, 2009 6:00 – 8:00 pm
Location	Port of Portland, Room 1 South
Attendees	John Griffiths, Trimet Jim Howell, AORTA Maryhelen Kincaid, NPNS Patrick Metzger, NECN Alesia Reese, EPNO Fred Stovel, ONI Vicki Thompson, East County
Consultants	CF Booth, Jacobs Sam Imperati, Project Facilitator Randy McCourt, DKS
Staff	Mindy Brooks, BPS Bronwyn Buckle, BPS Chris Corich, Port Lise Glancy, Port Nancy Hendrickson, BES Jamie Jeffrey, PBOT Scott King, Port Sean Loughran, Port Phil Ralston, Port Jay Sugnet, BPS Project Manager

1. Introductions, Agenda Review & Updates – Fred Stovel and Jay Sugnet

Fred opened the meeting and there was a brief round of introductions. Meeting notes from the Subcommittee’s June meeting were accepted with no additional edits needed. Jay then reviewed the three desired outcomes for the subcommittee’s meeting.

Handout: LU/T Subcommittee Meeting # 9 (June 3, 2009) notes

2. Transportation Impact Analysis – Randy McCourt, Scott King and Jamie Jeffrey

Randy presented an update on the transportation analysis. A similar presentation will be given to the PAG.

Alesia and Vicki suggested use letter grades to help explain V/C (volume to capacity ratio) and be clear about what is from the airport versus not from the airport.

John asked if we can build escape lanes on Marine Drive, or turn lanes, wider shoulders, etc. Jamie responded that Marine Drive is on a levee and therefore any improvements are extremely expensive and have significant environmental impacts. The benefits are low compared to the benefits provided.

John asked if the CRC was factored into the model. Jamie said that although we did not use the CRC model, the consultant did a comparison of the two and determined there was not a difference in the result.

Alesia suggested we emphasize the regional nature of the transportation issues.

No Handout.

3. Land Use Plan – Jay Sugnet and Scott King

Jay presented the Land Use Plan related to options for the 3rd runway, including height, noise, and natural resources. He also gave an overview of the boundaries of the Plan District and a set of landscaping standards staff is working on to address wildlife issues.

Vicki asked why we are even talking about a 3rd runway. She thought we were told that we didn't need it and the case was closed. Staff is giving mixed signals. Maryhelen and Alesia agreed.

John raised concern about the noise overlay being a tool to ensure the surrounding land uses are compatible with the airport. There is no instrument to ensure that future airport growth is compatible with existing land uses.

There was extensive discussion of the 3rd runway and how it should be presented to the PAG. As a result, the presentation was significantly altered by staff for presentation to the PAG the following week.

No Handout.

7. Closing and Next Steps - Jay

The next meeting will be September 2, 6 – 8pm. Agenda and meeting details will be sent prior to this meeting and posted on the website.



AIRPORT FUTURES

CHARTING A COURSE FOR PDX

Planning Advisory Group Meeting #17

Tuesday, July 14, 2009 5:30 pm – 8:30 pm

Native American Youth and Family Center (NAYA), 5135 NE Columbia Blvd, Portland, OR 97218

Directions: NAYA is located on the north side of Columbia Boulevard between NE 47th and NE 60th in the former Whittaker Lakeside Middle School. Park in the front or back lot by the ball field.
If traveling by bus, take bus #75 to NAYA.

AGENDA - REVISED

Please review meeting materials in advance!

* Approximate time

- | | |
|------------------|--|
| 5:00 – 5:30 pm | NAYA Briefing and Tour – Nichole Maher, Executive Director (Attachment #2) |
| 5:30 – 5:40 pm | Dinner |
| 5:40 – 5:55 pm | Announcements, NAYA Welcome, Approval of Meeting Notes, Public Outreach, and Agenda Review – Blosser/Maher/Imperati (15 min.) (Attachment #3 and Handout) |
| 5:55 – 6:20 pm | 75% Master Plan – CF Booth/Loughran (25 min.) (Attachment #4) <ul style="list-style-type: none"> • Master Plan/Sustainability Subcommittee Report (5 min.) • Master Plan Refinements (10 min.) • PAG Discussion – INFORMATION ONLY • Next Steps – Final sustainability check, forecast review, phasing and financial plan (Fall 2009) |
| 6:20 – 6:50 pm | 75% Land Use Plan - Fred Stovel/DKS (30 min.) (Handout) <ul style="list-style-type: none"> • Land Use/Transportation Subcommittee Report (5 min.) • Final Transportation Impacts/Mode Split Sensitivity Analysis/Mitigation (25 min.) |
| 6:50 – 7:00 pm | Break (10 min.) |
| 7:00 – 7:10 pm * | Public Comment (10 min.) |
| 7:10 – 8:25 pm | 75% Land Use Plan – Sugnet/CF Booth (75 min.) (Handout) <ul style="list-style-type: none"> • Where We Have Been and Where We Are Now: Land Use Policy Questions Related to 90th Percentile Forecast • Data on Height, Landscaping, Natural Resources, Traffic, Noise, and Plan District Boundary • PAG Discussion Only – No Voting • Next Steps – Policy discussions continued, natural resource program, mitigation, boundary, code and policy amendments, final sustainability check (Fall 2009) |
| 8:25 – 8:30 pm | Next Meeting Agenda (Sept. 15, 5:30 to 8:30 pm), Process Review and Other Closing Comments, Meeting Evaluation Form and Adjournment – Blosser/Imperati (5 min.) |

Planning Advisory Group Meeting #17

Tuesday, July 14, 2009

5:30 pm – 8:30 pm

Native American Youth and Family Center (NAYA), 5135 NE Columbia Blvd, Portland, OR 97218

DRAFT NOTES

Announcements, NAYA Welcome, Approval of Meeting Notes, Public Outreach, and Agenda Review – Bill Blosser, Nichole Maher, and Sam Imperati

Bill Blosser welcomed everyone to this special PAG meeting, thanking Nichole Maher and Lai Lani Ovalles for hosting our group. The pre-PAG tour and briefing was amazing and informative. NAYA's work on behalf of the Native American community is impressive. During the tour, we learned that NAYA is in the process of acquiring the building for their permanent home, and we congratulate them.

For those of you unable to join the tour, Nichole will provide a brief overview on NAYA. For more information, see brochure and article in PAG mailing.

Nichole Maher, Executive Director, Native American Youth and Family Center

Nichole Maher welcomed the PAG in her native language. She shared some history and culture about Native American people in this region. Portland is home to one of the largest and most thriving Native communities in the United States. She appreciates that Airport Futures recognizes NAYA as a community partner in our planning efforts by having a meeting here.

Bill Blosser announced that one of the businesses NAYA has started is a catering company, and they made the delicious dinner that we are enjoying tonight.

Bill asked if there are any changes to propose to the June 16 PAG meeting notes. There were none; the June 16 notes were approved as written.

Sam Imperati reminded everyone that folks could still sign up for the tour of the Slough this weekend. In addition, he mentioned that Brian Nelson is getting married this weekend, which the PAG approved unanimously!

Members	Affiliation	Present
Erwin Bergman	Central NE Neighborhoods	
Bill Blosser	Chair	√
Mark Clark	E. County	
Andy Cotugno	Metro	√
Bruce Fisher	FAA	√
John Frevola	Flightcraft	√
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	
Maryhelen Kincaid	N. Portland Neighborhood Services (Alternate Debbie Deetz-Silva also attended)	√
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	√
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
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)	√
Tom Imeson	Port – Public Affairs Director	√
Jamie Jeffrey	City Transportation	
Misti Johnson	Port Legal	
Steve Johnson	Port – Media Relations	√
Scott King	Port – Long Range Planning	√
Sean Loughran	Port – Long Range Planning	√
Melissa McCluney	Port – Long Range Planning	√
Cameron Modjeski	Jacobs Consultancy	√
Phil Ralston	Port – Aviation Environmental	√
Kelly Rodgers	David Evans and Assoc.	
Steve Schreiber	Port – Aviation Director	√
Alan Snook	DKS Associates	√
Deborah Stein	Planning and Sustainability Bureau	
Jay Sugnet	City's Project Manager	√
Chris White	Port – Community Affairs	

Public Present: Anne Holbert (CNAC), Steve Johnson (Port), Koto Kishida (CNAC), Paul Speer (CNAC), Kelly Sweeney (CNAC), Jeri Williams (ONI)

Public Meeting and Public Involvement Subcommittee – Lise Glancy

Lise gave the PAG a brief update on public involvement activities. They have had three outreach meetings and two subcommittee meetings since our last PAG meeting. The key comments from the public meeting outreach focused on the Ongoing Public Involvement Strategy (OPIS) and Land Use Plan. See Slides 3 and 4 below. This feedback will be considered as part of our refinement of OPIS and the Land Use Plan. Four meetings are scheduled over the next two months. Staff is working with the Mayor's office to schedule a Portland City Council staff briefing on Airport Futures, which will hopefully include Bill Blosser. Between now and our next PAG meeting, the Public involvement Subcommittee will work on outreach to those interests proposed to be included in the OPIS and the OPIS work plan. Lise also mentioned that the Planning Commission meeting will likely be pushed out, which we will hear more about that later in this meeting.

Slide 2: Public Outreach Since Last PAG Meeting

June 20	Explorando el Columbia Slough
June 21	Sunday Parkways
June 23	Master Plan Alternatives/Sustainability Subcommittee #5
June 29	Citywide Land Use Group
July 8	Land Use/Transportation Subcommittee #10

Slides 3 and 4: Key Comments from Outreach

Land Use Plan

- Clarify approach to land use plan so can share more easily with stakeholders
- Clearer comparison of noise contours
- Consider supplemental noise measures and triggers with land use policy discussion
- How will City-Port conflicts be resolved? Can others trigger master plan update?
- How will you define significant community impact?
- Consider possible 10 year moratorium on 3rd runway
- Public review timeframe? Reconsider timing of Planning Commission review – Jan. 2010

Ongoing Public Advisory Committee

- Will help find representation from all coalitions
- Why no AIR?
- Consider representation by the City's Office of Healthy Working Rivers and Bureau of Environmental Services Watershed Office

Master Plan

- Did we consider peak oil and high-speed rail in the forecast?
- Consider strategic shuttles to reduce parking
- Encourage local businesses in district

Natural Resource Inventory

- Clarify inventory work and impacts

Slide 5: Upcoming Meetings and Outreach

July 21	7-8 pm	Maywood Park City Council Briefing
August	TBD	<i>Portland Council Staff briefing</i>
August 17	4-5 pm	Vancouver City Council Update
Sept. 1	6-9 pm	Public Involvement Subcommittee #15
Sept. 2	6-9 pm	Land Use/Transportation Subcommittee #11
Sept. 15	5:30-8:30 pm	PAG #18

Next, Sam updated the PAG on tonight's agenda and the overall Airport Futures schedule. There will be a slight adjustment to the agenda based on staff analysis of the data, feedback from the Land Use Transportation Subcommittee, and Coordinating Committee. We will do a "where we have been" and "where we are now" look before we delve into the data related to the land use policy questions.

Lise and staff will be looking at the Airport Futures schedule, most likely recommending that we will have November and December meetings. The Land Use Subcommittee will continue and they may have more frequent meetings to assist with the volume of work. Our goal is to do the technical work in the Land Use Subcommittee and develop recommendations for the PAG – just as we did for OPIS.

As we get closer to the end, we will seek PAG's input to see if there will be a final report and decide what documents that, in some form or other, will be presented to the Planning Commission and City Council. We may also want to convene an Airport Futures Final Report subcommittee to assist with putting our recommendations together.

Staff and the Coordinating Committee are reviewing the schedule for completion of Airport Futures work and will make a recommendation to you and ask for your feedback by email.

Master Plan/Sustainability Subcommittee Report – Cam Gilmour

Cam reported that a lot of progress has been made as we are nearing the end of year two. At the last meeting, from his perspective, the details really came together and the Sustainability Guiding Principles are gelling. We are going to postpone bringing anything definitive back to the PAG until September. Port and City staff need to work on them, and then we will bring it back to the larger group.

Master Plan/Sustainability Subcommittee last met on June 23. Meeting was split between an update on the Master Plan at 75% level of completion and discussion of Sustainability Guiding Principles and Goals. Concerning the Master Plan, our focus is on refinement of the alternatives not new concepts.

The subcommittee discussed a few minor changes to the Sustainability Guiding Principles based on PAG comments and agreed they are ready for PAG approval. The subcommittee continued to review the example goals. In general, the group agreed the Principles were the most important and that the goals represented a starting point for a discussion that would require additional work by City and Port staff and the involvement of OPIS in the future. To allow focus on the Land Use Plan, we recommend deferring adoption of Principles to the September PAG meeting.

In September, also report out on a few key Sustainability Goals for future work by the Port, City, and OPIS.

75% Master Plan: Master Plan Refinements – CF Booth

CF will share with the PAG the refinements that have been made to the Master Plan; he will not introduce anything new tonight. He went over his PowerPoint, called "Master Plan Update, 75% Level of Completion: Informational Briefing with No Action Required." CF explained that the focus of the master plan at the 75% development is on the current footprint area. In some of the slides, at 100%, there will be a dotted line for a potential 3rd runway preservation area. Consistent with the previously approved project sideboards, the intention is that the Port's Airport Layout Plan includes this area for planning purposes even though the third runway is projected to be well outside the 2035 master plan timeframe. This issue will be discussed in the fall.

Slide 2: Today’s Discussion: Focus is on key refinements to existing concepts

- Emerging concepts—overview
- Passenger terminal—vision
- Cross field taxiways—potential benefits of new location
- Public parking—increased options closer to terminal
- Rental cars—options for transporting customers to/from terminal

Slide 4: Passenger Terminal: Concept for maintaining terminal effectiveness will evolve following the master plan based on six key opportunities

- Technology and ticketing/check in procedures
- Ticketing lobby space currently occupied by x-ray equipment
- Underutilized office space behind the ticket counter
- Passenger security screening equipment and procedures
- Concessions
- Soon to be vacated Port office space

Slide 8: Public Parking: Planning criteria reflecting PAG vision and values have been carefully considered

- Preserve future flexibility and development options
- Minimize environmental impacts
- Maximize land use efficiency
- Maximize operational efficiency
- Maximize effective phasing
- Comply with FAA airport design criteria

Slide 9: Public Parking: Comparison of options for locating next Public Parking Garage (2017)

Planning Criteria	P3 Site	P4 Site
Preserve future flexibility and development options	Meet parking & RAC needs through 2035 Allows incremental development Retains P4 site longer as air side property Synergy with extended Concourse E	Committing to both garages in both P3 and P4 locations
Minimize environmental impact	Energy for transporting passengers to and from terminal: better	Energy for transporting passengers to and from terminal: good
Maximize land use efficiency	Clusters dependent functions (TEE, roadways and P3 garage) in compact location	Loss of convenient construction staging and lay down area
Maximize operational efficiency	Time to terminal 1-3 min (MAX-bus) Wayfinding: Better	Time to terminal 5-6 min (MAX-bus) Wayfinding: Good
Maximize effective phasing	Design coordination: TEE Early relocations, NE Airport Way, MAX light rail, post office (?), and Flightcraft (?)	Design coordination: grade separated interchange at 82 nd Ave and NE Airport Way

CF noted that as time goes on, they will have to decide which to proceed with, P3 or P4. They will use these criteria to help make that decision. As of now, they are not recommending either option, the issue is still in the exploration phase.

Slide 13: Next Steps: We plan to complete the plan by September

- **Refinement of master plan**

July – September, 2009

- Continued application of sustainability criteria
- Completion of physical plan
- Cost estimates
- Phasing
- Initiate financial planning
- Initiate documentation

- **PAG briefing on master plan**

September 15, 2009

NOTE: Timeframe for next steps may be adjusted based on revised schedule.

Fred Stovel: referring to Slide 5, why is the cross-field taxiway slated for after 2035?

CF Booth: our facility requirements work indicated that the existing airfield meets our needs for the planning period at the 50th percentile forecast level of activity. The cross-field taxiway is associated with an activity level beyond the 50th percentile forecast; at the same time, CF thinks it is worthwhile to look at and could be considered earlier for other reasons such as sustainability.

Fred Stovel: the reason he asks is noise; in the Part 150 it was discovered that if the runway traffic were more balanced, it would have positive impact on noise level.

Stuart Mathew: in the previous MP, do you know why it was put where it was?

CF Booth: no, I am sorry, I do not.

Chris Hathaway: hears repeated reference to the post office re-locating – is there space reserved and are they planning on moving?

Steve Schreiber, Director of Aviation, from the audience: we do have land available for it in Portland International Center and there have been discussions about a possible move. We can accommodate them if they are interested.

Land Use/Transportation Subcommittee Report – Fred Stovel

Fred reported that the subcommittee met July 8 to discuss transportation and implications of possible third runway on Land Use Plan. At this meeting, we had several presentations. Randy McCourt of DKS presented final conclusions of the Transportation Impact Analysis for 2022 and 2035. We will hear more on that in a moment from Alan Snook. Scott King presented the initial results of sensitivity analysis designed to answer two questions:

- 1) What would be required to double the share of people taking transit to PDX?
- 2) What happens if you limit the amount of parking available at PDX (i.e., increase cost)? Scott will present some interesting findings, and additional analysis will be presented in September.

Jay presented elements of the City's Land Use Plan related to the 3rd parallel runway (height, natural resources, noise, and traffic). We spent the majority of time talking about the noise modeling results and helping staff understand the implications of all the information now available. Cameron Modjeski, CF's associate, was very available for questions and the subcommittee appreciated that.

The intent of the meeting was to test the 90th percentile forecast (i.e., third parallel runway) and ask the question - should we do anything now to address the possibility of future 3rd parallel runway? The conclusion of the subcommittee was that more information was needed on each of the elements. The issues are fairly complicated, that is one of the main reasons we are going to need more time and more meetings.

Since then, staff has recommended that we do not need to make substantial changes to the City Land Use Plan to address the possible third parallel runway. The Coordinating Committee agrees. As a result, tonight's presentation is significantly different that just one week ago. The subcommittee does not have a recommendation tonight. We will focus on sharing information and PAG discussion.

The subcommittee will meet next on September 2, 6 – 9 pm. We will continue to discuss these issues and return to the PAG with specific recommendations.

Next, Sam introduced Alan Snook, who will provide the transportation analysis. Sam said that due to agenda constraints, we ask the PAG to write down all questions. These questions will be addressed at the Land Use Subcommittee and brought to the September 15 PAG meeting.

Final Transportation Impacts/Mode Split Sensitivity Analysis/Mitigation – Alan Snook, DKS

Alan reviewed his PowerPoint titled, “Transportation Impact Analysis: Future Transportation Findings.”

Slide 2: Topics for Discussion

- Final Transportation Impact Analysis Results
- Potential Mitigations
- Sensitivity Analysis
- Next Steps

Slide 3: Future Scenarios

	2022 PM Peak	2035 PM Peak
No-Build	18.6 MAP Background Growth (at 53%)	18.6 MAP Full Background Growth
Build	21.0 MAP 53% of Additional Land Uses 53% of Background Growth	26.8 MAP Full Build of Additional Land Uses Full Build of Background Growth

Slide 6: 2022 Conceptual Mitigation Strategies (for Build/2022 PM Peak Scenario)

- NE Columbia Blvd/NE 82nd Ave Northbound Potential Mitigation
 - Signalize intersection
- NE Columbia Blvd/NE Cully Blvd Northbound Potential Mitigation
 - Signalize intersection and add turn lanes
- Share of “Airport” related traffic
 - 16% NE Columbia Blvd/NE 82nd Ave Northbound
 - 20% NE Columbia Blvd/NE Cully Blvd

Slides 9 and 10: 2035 Conceptual Mitigation Strategies (for Build/2035 PM Peak Scenario)

- NE Marine Drive/NE 33rd Ave
 - Signalize intersection, **OR**
 - Relocate FBO

- NE Airport Way/NE 122nd Avenue
 - Eastbound left, overlap right turns, **OR**
 - Westbound right, overlap right turns
- NE 82nd Avenue/NE Alderwood Road
 - Eastbound right, overlap right turns
- NE Airport Way/I-205 Northbound
 - “Phase 2” improvement

Share of Airport related trips at intersections

- 38% Airport Way/I-205 Northbound
- 20% Airport Way/122nd Avenue
- 31% 82nd Avenue/Alderwood Road
- 1% Marine Drive/33rd Drive

Slide 11: Sensitivity Test for Airport Passenger Mode Choice

Existing Airport Passenger Mode Choice

Drive and Park	34%
Pick-up/Drop-off	33%
Taxi/Limo/Town Car	6%
Rental Car	17%
Shuttle	4%
Transit	6%

- Desktop air passenger demand model
- Existing year data
- Results are preliminary
 - Limited to airport mode choice
 - Have not looked into how the results:
 - Translate into needs
 - Effect the regional system
- Drive and park mode choice includes those who park to pick-up/drop-off passengers.
- Final results in September

Slide 12: Sensitivity Test: Airport Passenger Choice & Mode Shift with Condition/Policy Changes

Mode	Existing	Condition / Policy Change					
		Double Parking Cost	Motor Vehicle Congestion (Double Travel Time)	Double Auto Operating Costs (Fuel, etc.)	Double Taxi Fare	Frequent Service Transit (Halve Wait Time)	Free Transit
Drive and Park	34%	-19%	+3%	+1%	+1%	-1%	0%
Pick-up/Drop-off	33%	-17%	-8%	-3%	+1%	0%	0%
Taxi/Limo/Town Car	6%	+1%	0%	0%	-3%	0%	0%
Rental Car	17%	0%	0%	+1%	+1%	0%	0%
Shuttle	4%	0%	0%	0%	0%	0%	0%
Transit	6%	+2%	+5%	0%	0%	+1%	+1%

Results

- Doubling travel times shifts 8% from pick up/drop off to drive and park (5%) and transit (3%).
- Doubling of auto operating costs (e.g. gas) impact is minor (3%). Shift occurs from pick up/drop off to all other modes.
- Transit frequency impacts (via reduced wait times) are minor (0 to 2% shift from motor vehicles). Transit fare impacts are even smaller (~1% shift with free fare).
- Taxi charge increase impact is minor (0-3% shift). Shift occurs to all other modes.

Slide 13: Sensitivity Test for Airport Passenger Mode Choice: Airport Passenger Mode Shift with Constrained Parking

Mode	Existing	Parking Charge Increase				
		10%	25%	50%	Double	Triple
Drive and Park	34%	-3%	-7%	-13%	+19%	-25%
Pick-up/Drop-off	33%	+3%	+6%	+11%	+17%	+21%
Taxi/Limo/Town Car	6%	0%	0%	+1%	+1%	+1%
Rental Car	17%	0%	0%	0%	0%	0%
Shuttle	4%	0%	0%	0%	0%	0%
Transit	6%	0%	+1%	+1%	+2%	+2%

Results

- Constrained parking (via uniform increases to parking costs) results in a shift from drive and park (up to 25%) primarily to the pick up/drop off mode.
- Some transit increase (up to 2%)

The above data show that increasing parking charges do not appear to lead to significantly more people choosing public transportation. In trying to achieve the goal of more balanced transit mode share, Alan noted that some things the Port can impact or control (e.g., parking costs), and some, it cannot (e.g., motor vehicle operating costs or the ease and convenience of public transportation). Now, at least, we have this modeling tool in place to see how best we can make progress on this goal.

Slide 14: Sensitivity Test for Airport Passenger Mode Choice: Airport Passenger Mode Share with Transit Scenario

- Goal was to get the Transit mode share at 12%-15%.
- 13% transit mode share achieved by:
 - Increasing motor vehicle congestion and operating costs each by 20%.
 - Doubling parking costs.
 - Providing free and frequent transit service

Mode	Existing	Transit Scenario
Drive and Park	34%	15%
Pick-up/Drop-off	33%	44%
Taxi/Limo/Town Car	6%	6%
Rental Car	17%	17%
Shuttle	4%	4%
Transit	6%	13%

Scott King thanked Alan for his presentation and summarized the next steps. He said PDX explored the goal of to have the highest transit split of any airport in the nation by 2035. We now have a tool to help us evaluate and work toward that goal, which we find to be very exciting. We will be working on this and report back in September.

Slide 15: Subcommittee Discussion & Next Steps

- Next Steps (Sept 2nd LUT Subcommittee)
 - Determine mitigation strategy and triggers
 - Finalize sensitivity analysis
 - Evaluate policy implications of mode shift in sustainability discussions

Veronica Rinard: notices that the sensitively tests also resulted in increased drop off/pick up.

Scott King: yes, that is correct. There are trade-offs and we are looking at how it will all balance out. We could look at light rail to Vancouver but that would take time.

Mary Olson: you said we need to develop a trigger to determine signaling an intersection. Doesn't the City have a trigger for mitigation?

Scott King: yes, in a traditional mode, the standard application of City permitting, a trigger would be, for example, someone is building an office building and gets a building permit. PDX grows with our passenger growth. The Port is a different animal and so the triggers are different. PDX may not get building permit.

Alan Snook: we can test the triggers that Scott mentioned; we can back off from 2020, and look at appropriate trigger points for each intersection. Generally, development is in place. Signal would be triggered by new development. City on hook to pay.

Andy Cotugno: It is not so much of when the location needs to be fixed; you are also mainly concerned about the Port's level of responsibility.

Scott King: yes, we are concerned about both.

Vicki Thompson: cautions folks again about MAX and service to outlying communities. Adding a line for PDX can take away from Gresham and other places. 13% is unrealistic as there would be impacts to the whole system.

Alan Snook: it is a balancing act; one of the main constraints to light rail service is the Steel Bridge crossing downtown.

Vicki Thompson: there are other issues, too, like the Green line, which causes back-up on Burnside in Gresham.

Stuart Mathew: What about if you collected data differently? Drive-park-fly vs. drive-park-pick up.

Scott King: we do have that level of detail; but for this presentation, we simply combined them for ease of comprehension.

John Weigant: questions the 33rd and Marine Drive, 1% figure. There is a lot of congestion and sees more into the future. He thinks a more direct connection to PDX from Marine Drive (near Cascade overpass) is worth considering because it is currently so difficult to get from Marine Drive to the airport.

Jay Sugnet: you are onto the City's policy: we do not want people using Marine Dive to get to the airport. We can discuss in more detail at the next subcommittee meeting.

John Weigant: It's effective.

Bill Blosser: are their airports that charge people to drop off/pick up?

Chris Corich: Dallas/Ft. Worth, to get on the airport property, you are charged a toll.

Alan Snook: Can use model to evaluate.

Jay Sugnet: Let's defer this work to the Land Use/Transportation Subcommittee.

Sam wrapped up the discussion, saying there were three things to attend to, then, we would have a break. He wanted to collect the questions PAG members had written down, if any. He announced that folks should let Lise know if you want to canoe the Slough this weekend; and finally, he asked if any members of the public would like to make a comment. Their opportunity to do so will be after the break.

Break

Public Comment

No members of the public present wished to comment.

75% City Land Use Plan – Sam Imperati, Jay Sugnet, and CF Booth

Sam introduced the "Where We Have Been and Where We Are Now," portion of this presentation. After he frames the presentation, the PAG will hear the most current data on Height, Landscaping, Natural Resources, Traffic, Noise, and Plan District Boundary. After those presentations, we will have PAG discussion, but no PAG vote. He requested that while looking at the data that everyone attempt to suspend assumptions.

Slide 2: City Land Use Plan: Overview

- **Where We Have Been and Where We Are Now:** Land Use Plan Policy Questions and Testing the 90th Percentile Forecast
- **Data:** Height, Landscaping, Natural Resources, Traffic, and Noise
- **PAG Discussion:** no action
- **Next Steps:** Policy discussion continued, natural resource program, noise supplemental metrics, mitigation, plan district boundary, code and policy amendments, final sustainability check (Fall 2009)

Sam said while this Land Use plan is designed to test the 90th percentile, to remember that the MP is based on the 50%. For long-range land use planning, the 90% is a surrogate for looking out into the future.

As previously mentioned, there will be no PAG recommendations tonight, just presentations and discussion. Staffs and consultants need to do further work this summer, which also gives the PAG a chance to go to stakeholders and get feedback.

Slide 3: Where have we been? Initial Project Assumptions

3rd Parallel Runway and Decentralized Terminal

- Not Needed Before 2035

- 3rd Parallel Runway Agreements:
 - Port will not seek Portland City Council approval to build 3rd runway in City Land Use Plan
 - Do need to complete a planning level review of impacts of potential 3rd runway
 - City Land Use Plan will detail a land use review process for a potential 3rd runway

Slides 4 and 5: Where have we been? April 2008 PAG Sideboards #6 and #7

Development of a 3rd parallel runway requires:

- a) National Environmental Policy Act (NEPA) review (alternatives analysis)
- b) City Council approval
- c) Identified funding source

Updated 2010 PDX master plan would likely include the 3rd runway in the Airport Layout Plan (ALP), just as it is in the 2000 PDX Master Plan

- ALP required by the Federal Aviation Administration (FAA)
- Acceptance of it by FAA “does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws”
- Does not mean the Port intends to construct it any time soon, if ever
- Simply means the Port has reserved an appropriate amount of land in case the need materializes
- At the time, it was unknown how the ALP will relate to the City’s Land Use Plan because this was the first time Port has undertaken a legislative land use process with the City
- Staff committed to studying, tracking, and reporting to the PAG
(Prior Approval by PAG: 1=23, 2=2 (Bergman, Weigant), 3=0)

Slides 6 and 7: Where have we been? January 2009 – 10 Step Process: Step 3 – Test 90th Percentile

- Should the PAG’s final report to the Port and City include policies and recommendations that preserve the options for a 3rd runway and both terminal options for future generations to decide (i.e., height overlay, noise overlay, road right-of-way, etc.)?
 - If yes, what are those recommendations (i.e. what actions and when would they take effect)? This will involve an exploration of the associated opportunities and risks
 - If yes, any such recommendation would not need to imply even tacit approval of a 3rd runway or terminal concept
 - If yes, should we recommend actions now or defer those actions for later consideration as part of the Ongoing Public Involvement Strategy?
- PAG approved staff and consultants going forward with the process
All members present voting 1, except Eric Meyer, abstaining to consult with Erwin
- Staff, consultants, and the PAG have now studied and reviewed the forecast, facilities requirements, and alternatives
- Noise, Height, Traffic, Natural Resources, and Economic Development data has emerged
- Land Use Plan outline and ongoing public involvement concepts were developed and have received PAG working draft approval

Slide 8: Where are we now RE: 3rd Runway Discussion?

- Consultants and Staff do not believe, based on emerging data, that we currently need to do anything significant to preserve the option for a 3rd runway and both terminal options for future generations to decide
- Some housekeeping recommended

Big Picture Result:

- 1) No 3rd runway/decentralized terminal allowed within plan district
- 2) Neither saying "YES" or "NO" to 3rd runway/decentralized terminal
- 3) Further study triggered by approximately 400,000 annual operations (265,000 operations in 2008)
- 4) These issues would go to OPIS
- 5) Would require a new Port master plan process / identified funding
- 6) Would require City process (i.e. Airport Futures)
- 7) Would require a NEPA process

Jay continued with an overview of the Land Use Plan, covering five key areas: Height Overlay, Landscaping Standards, Natural Resources, and Traffic, Noise Contours and, the Plan District Boundary. He told the PAG that the plan has been evolving quite a lot these past 2-3 weeks. As the data comes in, staff has been surprised by some of it.

Slide 9: Where are we now? City Land Use Plan – Needs Through 2035

- 1) Height Overlay
 - a. No change
 - b. Housekeeping
- 2) Landscaping Standards
 - a. Minor changes
- 3) Natural Resources and Traffic (more in September)
 - a. Study and mitigation
- 4) Noise Contours
 - a. No change to 65 DNL
 - b. September follow-up: 55-65 DNL, supplemental metrics, City versus Port actions (outside 3rd runway discussion)
- 5.) Plan District Boundary
 - a. Not influenced by 3rd runway

Slide 10: Where are we now? City Land Use Plan – Needs Through 2035

- Updates based on emerging data: height, noise, natural resources, traffic
- Supports conclusion for not addressing 3rd runway/decentralized terminal option
- Minor housekeeping only
- Conclusion consistent with PAG Vision & Values

Slide 12: Testing the 90th Percentile Forecast: Runway Length

- 2000 Master Plan showed a 11,925' x 200' runway
- Long runway used in analysis for City height and noise overlays, Columbia Slough, NE 33rd, and area land uses
- Subsequent analysis leans towards:
 - Width can be narrowed to 150' (current standard)
 - Length can likely be shortened to:

- 10,000', 9,000', or 8,500' (length of new SEATAC runway)
- Jacobs reviewing utility of shorter runway

Slide 13: Testing the 90th Percentile Forecast: Height Overlay

Should the City modify the existing height overlay to preserve the option for a 3rd parallel runway beyond 2035?

Staff's emerging concept: NO, but do some housekeeping

Reason: low probability of 3rd runway, limited area affected, existing height limits, and cost to retrofit height overlay

Housekeeping: apply to annexed areas of Portland

Sam Imperati: Why does it not make sense to add area for 3rd runway?

Jay Sugnet: Cross-section shows that the underlying h overlay is already high. IKEA sign in PIC. Does not mean cannot build, just must follow an FAA Part 77 review process. Need to implement a code fix by Alameda Ridge because h overlay is below ground.

Chris Hathaway: how does the height overlay apply to an un-annexed area, like West Hayden Island?

Sugnet: no, it only applies to areas within the City of Portland. It would be applied to areas as they are annexed into the City. Would hope the h overlay would apply.

Vicki Thompson: what is the maximum height you can build a hotel on the East side?

Chris Corich: the Holiday Inn is nine stories. It might protrude into the Part 77 approach surface for a possible 3rd parallel runway, but that would not be a significant problem. The runway could be made shorter with the landing point moved to the west, or obstruction lights could be put on the building.

Jay Sugnet: Height is directly proportional to cost of land. Industrial land is cheaper.

Andy Cotugno: I hear you say there is no need to change the height overlay. Is the current height overlay based on two or three runways? Will the 3rd runway show up in Airport Layout Plan (ALP) and is it in current ALP?

Chris Corich: it is in the current ALP, and we recommend that it be in the next ALP.

Andy Cotugno: so what does that mean?

Sam Imperati: I would ask to reserve that 2nd question to another meeting because it will take longer to answer.

Jay Sugnet: current height overlay is based on the current, two-runway system; the question is should we expand to incorporate 3rd runway? We are proposing that "No" be the answer.

Sam summarized the slides of what we are adding for "housekeeping" and what we are not adding for the 3rd runway. Jay continued with slide 19.

Slide 19: Testing the 90th Percentile Forecast: Landscaping Standards for New Development

Should the City modify the area where airport specific landscaping standards apply to new development or significant redevelopment beyond Port owned property for a possible 3rd parallel runway?

Current Standards

- Applied through Conditional Use Master Plan and Portland International Center Plan District
- Only Port owned property

Emerging Staff Concept:

- **NO** – for a possible 3rd runway
- **YES** – apply standards to a small area beyond Port owned property for safety and consistency with Wildlife Hazard Management Plan

John Weigant: If high enough, why do housekeeping?

Jay Sugnet: True, except for ground penetration & previous unincorporated areas. Did not know initially.

Next, there were several slides showing landscaping examples and area maps.

Slide 26: Emerging Recommendation from City/Port working group: Landscaping Standards for New Development

Should the City modify the area where airport specific landscaping standards apply to new development or significant redevelopment beyond Port owned property for a possible 3rd parallel runway?

Staff's emerging concept: NO – do not apply based on a possible 3rd runway

Reasons: Conflicts with City goals to restore and enhance natural areas with dense native plantings and does not provide significant safety benefit. Larger area to be addressed as part of opportunities/enhancements mapping exercise in September

Slide 27: Emerging Recommendation from City/Port working group: Landscaping Standards for New Development

Staff's emerging concept: BUT, apply standards to a small area **beyond Port owned property** for safety and consistency

Reasons: Does not reduce development potential, improves aircraft and wildlife safety, resolves conflict between the Port's Wildlife Hazard Management Plan and City requirements – avoids adjustment process and provides consistent standards

Slide 28: Testing the 90th Percentile Forecast: Natural Resources

What should the City/Port do now to address potential impacts from a possible future 3rd parallel runway to the Columbia Slough?

No recommendation – initial concepts – details in September:

- Policies to protect/enhance Slough
- Plan District requirement for bridge crossings of Slough
- PAG preference for length and location of 3rd runway

Slide 29: Testing the 90th Percentile Forecast: Traffic issues for Consideration Beyond 2035

What should the City/Port do now to address potential impacts of a possible future third parallel runway to the transportation system (e.g. 33rd Avenue and Cornfoot Road)?

No recommendation – initial concepts – details in September:

- Recommend future study of relocating Cornfoot and 33rd with associated mitigation requirements
- PAG Policy recommendation – address circulation issues on and off airport
- PAG preference for length and location of 3rd runway

Sam Imperati: Recommendation addresses inconsistency with landscaping.

Cameron Modjeski, Jacobs Consultancy

Cameron has been working with CF on noise modeling. He joined us to share the results of their modeling and data analysis work.

Slide 30: Testing the 90th Percentile Forecast: Noise Overlay

Should the City modify the existing noise overlay to preserve the option for a 3rd parallel runway beyond 2035?

Current Standards

- No new residential development in 68 DNL and higher
- Residential density restrictions in 65-68 DNL
- Noise insulation required
- Noise disclosure statement and noise easement required

Emerging Staff Concept: NO

- Keep current noise overlay standards
- Independent of 3rd runway:
- Explore options for actions in the 55-65 DNL (September)
- Explore alternative noise metrics (September)
- Mitigation/compensation issues (September)

Slide 31: Noise Discussion: Focus is on potential long-term noise exposure around PDX

- FAA's Integrated Noise Model
- Description of cases modeled
- Noise exposure contours
- Comparison with existing City noise overlay
- Next steps

Slide 32: FAA's Integrated Noise Model: The Integrated Noise Model (INM) is a computer model that evaluates potential noise impacts in the vicinity of airports

- **Typical applications**
 - Noise compatibility planning
 - Environmental assessments (EA)
 - Environmental impact statements (EIS)
- **Factors that can affect aircraft noise contours**
 - Number of aircraft operations
 - Type of aircraft
 - Airfield layout

- How aircraft are flying into and out of PDX
- When aircraft fly into and out of PDX

Andy Cotugno: Contours give illusion that no noise on crosswinds. Why is crosswind runway not totally within 65 DNL?

Cameron Modjeski: Fewer operations and not jets, so, smaller contour. DNL is an averaging over 24-hour period with a penalty for nighttime operations.

Fred Stovel: most complaints though.

John Weigant: wants to note that what people who live near the airport have a different perspective from what the model tells us. He is not sure who is wrong, but wants to make sure we remember that. Not necessarily a perfect model.

Sam Imperati: that is a significant point and it is one of the reasons we will be re-visiting this in September with supplemental noise metrics.

Sam opened the floor for questions.

Mary Olson: can we expect to see future improvements from aircraft companies concerning noise?

Cameron Modjeski: yes, to a certain degree. INM does account for some future but not to 2035.

Mary Olson: is a criterion for the airplane manufacturers to reduce noise in planes?

Chris Corich: yes. Boeing presentation to CNAC on aircraft engine design and noise; it is a priority for them. Also GE.

Vicki Thompson: if you go to Seattle, they have displays. They ran tests on 787s to determine what parts of the airplanes make noise. Boeing is very aware of it. The French company, at a noise conference, did not even mention the issue at all.

John Weigant: they are motivated because a noisy airframe uses a lot of fuel.

Sam thanked Cameron for his presentation; noting that we will hear more in September.

Chris Corich: when we first got these contours, the staff was blown away. At the 65 contour, he was frankly very surprised. Growth is in the 55-60. Rechecked the data. The reason is that the fleet has changed dramatically. 65 DNL is not what you hear.

Dave Smith: we have several people from CNAC here tonight. They introduced themselves: Anne Holbert, Koto Kishida, Paul Speer, and Kelly Sweeney.

Dave Smith: if folks have questions about noise, see them – they are experts.

Bill Blosser: in the slide, it appears that Stage V is hovering in the background.

Cameron Modjeski: No, that is the 85 DNL.

John Weigant: DNL model analyzes 2 streams east and west. Summer stream is most aggravating to those on the ground. The model hides this.

Slide 41: City Land Use Plan: Plan District Boundaries

Three possible sub-districts:

- Port owned property
- Landscaping areas (small area beyond Port property)
- Natural Resource Enhancement Opportunities area (include Columbia Slough between I-205 and Peninsula Canal)

Slide 42: Summary: City Land Use Plan – Needs Through 2035

- 1) **HEIGHT:** Should the City modify the existing height overlay to preserve the option for a 3rd parallel runway beyond 2035? NO, but do some housekeeping
- 2) **LANDSCAPING:** Should the City modify the area where airport specific landscaping standards apply to new development or significant redevelopment beyond Port owned property for a possible 3rd parallel runway? NO, for a possible 3rd runway YES, apply standards to a small area beyond Port owned property for safety and consistency
- 3) **NATURAL RESOURCES and TRAFFIC:** September
- 4) **NOISE:** Should the City modify the existing noise overlay to preserve the option for a 3rd parallel runway beyond 2035? Emerging Staff Concept: NO, keep current noise overlay standards

Slide 44: City Land Use Plan: Next Steps – September/October

- Noise (65 – 55 DNL) and Supplemental Metrics
- Plan District Boundary
- Draft Plan District (building envelope and triggers)
- Natural Resources Program
- Mitigation Strategies
- City Comprehensive Plan Policy Amendments
- Sustainability Final Check
- Plan district boundaries

Vicki Thompson: concerning landscaping in the neighborhoods near the airport, if it is not on Port property, the City could do these things on your own.

Jay Sugnet: correct. Port needs City to apply landscaping standards now because joint planning effort. Opportunity driven.

Andy Cotugno: so, you are not going to increase the noise contour for the 3rd runway, but are you going to shrink the current one?

Jay Sugnet: it is a possibility, but is shrinking the 65 DNL (x overlay) good policy if traffic will increase over time. There are challenges with retrofitting or expanding the overlay zone down the road. One option would be to look at the 55-60 DNL or something completely different based on the supplemental noise metrics.

Sam Imperati: we have to frame those up, get metrics, and figure out what that means on the ground. What does that mean for insulation? It could have a collateral benefit for sustainability and home utilities. It needs more work and more development. There are also FAA restrictions on funds.

Sam asked if anyone had any further questions.

John Weigant: you mentioned in a slide “the port has reserved an appropriate amount of land for the 3rd runway.” Language means a lot; perhaps we could call it the “Third Runway Reserve” as opposed to the third parallel runway. Perhaps show as a dotted line on the ALP.

Sam Imperati: 10 Step process reinforces that any decisions do not need to represent even tacit approval of the 3rd runway.

Bill Blosser: agrees; however, when our recommendations come out; we want to be sure they are not misconstrued 25 years down the line. When we talk about the “Drafting Subcommittee” this is one of the things we want to keep in mind. Your caution is well taken.

John Weigant: ALP is quite clearly defined.

Vicki Thompson: likes the word “conceptual,” just that we were forward-thinking and considering options.

Bill Blosser: The fact is that the 3rd runway is disapproved in the land use plan because not allowed without future legislative approval.

Sam Imperati: Asked for those who have other questions/issues to write them down and they will be addressed at our next meeting. The following issues were identified:

John Weigant:

- I challenge that 33rd and Marine Drive is only 1% Port. People in N. Portland, downtown Vancouver may go Marine Drive to 122nd or 33rd to 42nd and out Cornfoot Road.
- Previously the 1st half hour or so of parking was free. What sensitivity analysis to cut pick-up/drop-off? Noticed no sensitivity analysis for reduced parking costs.
- Still interested in cut-through from Marine Drive at about 102nd and Airport Way. Is the added use of motor fuel worth the sustainability costs, compared to better use of Marine Drive (Living on Marine Drive, I know I am shooting myself in the foot.)

Andy Cotugno:

- It seems like it would be useful to have an “actual” noise contour that represents the actual take-off noise you hear. Then show the DNL contours. Then explain the conversion from one to the next.
- John’s point about prevailing summer flight path being masked by overall annual average seems artificial. If there is a bigger territory that should be covered to account for the higher level of traffic, change the model assumptions to define that.
- Noise overlay zone should follow real noise contours if there is good reason to have an overlay beyond the new 65 DNL, it should apply consistently, not just because it is a remnant overlay zone. Either go to some requirement for all 55-65 zones or don’t.

Next Meeting Agenda (Sept. 15, 5:30 to 8:30 pm), Process Review and Other Closing Comments, Meeting Evaluation Form, and Adjournment – Bill Blosser and Sam Imperati

Sam asked everyone to please fill out an evaluation, and wished everyone a very happy and fun summer.

Chris Corich thanked Lai Lani for hosting and helping to arrange this meeting at NAYA – the food and everything was great!

Next meeting: Tuesday, September 15 from 5:30-8:30 pm at the Port’s downtown office.

We expect that the agenda for our next PAG meeting will include the following:

- Continue the focus on City land use policies and consider preliminary recommendations.
- Update on the natural resource work and recommendations by Natural Resource Working Group.

- Review the Sustainability Subcommittee's recommendations on the revised sustainability principles and draft goals for Port, City, and OPIS future work.
- Review refinements to Master Plan.

Staff and the Coordinating Committee will propose a revised overall PAG schedule by email

Enjoy August off!

Thanks!



Land Use / Transportation Subcommittee #11
Wednesday, September 2, 2009 6:00 pm – 8:30 pm
Port of Portland Building, 121 NW Everett, Room 1 South

Desired Meeting Outcomes

1. Understanding of supplemental noise metrics and data
2. Discussion of possible noise measures in Land Use Plan
3. Agreement on path forward to address noise
4. Policy recommendation to PAG on 3rd runway issues (how do we represent 3rd runway in Plans)

AGENDA

- | | |
|----------------|--|
| 6:00 – 6:10 pm | Introductions – Stovel
Welcome CNAC members
Review Agenda
Review Meeting Notes from July
Parking Validation |
| 6:10 – 8:00 pm | Noise
- Supplemental Metrics – Jacobs
- Data analysis of 55-65DNL land uses for 2035 scenarios – Sugnet
- Collaboration between PAG/CNAC/OPIS – all |
| 8:00 – 8:20 pm | Policy Recommendations for 3 rd Runway – Sugnet/King
- Representation of 3 rd runway in Master Plan and Land Use Plan |
| 8:20 – 8:30 pm | Meeting Evaluation and Next Steps – Sugnet |

September 15 Preliminary Agenda:

- Transportation – staff recommendation on transportation impact analysis
- Transportation – final sensitivity analysis for airport mode split (what is needed to achieve goal of highest transit share in U.S. & what happens with increased parking fees)
- Natural Resources – staff recommended amendments to City environmental overlay zones
- Triggers for updates to Port Master Plan and City Land Use Plan
- Plan District Boundaries
- Land Use Plan policy amendments

**AIRPORT FUTURES
LAND USE / TRANSPORTATION SUBCOMMITTEE MEETING #11
MEETING SUMMARY**

Date and Time	Wednesday September 2, 2009 6:00 – 8:30 pm
Location	Port of Portland, Commission Room
Attendees	Erwin Bergman, CNN Andy Cotugno, Metro Laura Hudson, City of Vancouver Steve Kerman, CNAC Maryhelen Kincaid, NPNS Hector Roche, Multnomah County Dave Smith, Vancouver Joe Smith, CNAC Fred Stovel, ONI
Consultants	CF Booth, Jacobs Sam Imperati, Project Facilitator Cameron Modjeski, Jacobs
Staff	Chris Blair, Port Chris Corich, Port Lise Glancy, Port John Gray, PBOT Nancy Hendrickson, BES Misti Johnson, Port Scott King, Port Sean Loughran, Port Jason Schwartz, Port Jay Sugnet, BPS Project Manager

1. Introductions, Agenda Review & Updates – Fred Stovel and Jay Sugnet

Fred opened the meeting and there was a brief round of introductions. Meeting notes from the Subcommittee’s June meeting were accepted with no additional edits needed. Fred welcomed all the CNAC members and thanked them for joining us for this important meeting regarding noise. Fred then reviewed the two desired outcomes for the subcommittee’s meeting.

Handout: LU/T Subcommittee Meeting #10 (July 8, 2009) notes

2. Noise – Jay Sugnet, Sean Loughran, Cameron Modjeski

Jay presented the powerpoint and gave an overview of the night’s topics:

- Where we have been and where we are now: Land Use Plan policy questions and testing the 90th percentile forecast
- Data: DNL Contours for existing conditions and futures case scenarios, supplemental noise metrics (Time Above and Number Above)
- Subcommittee Recommendation to PAG: Action Staff Memo as starting point regarding:
 - City Noise overlay
 - Follow-on noise work
 - 3rd runway issues (how do we represent 3rd runway in City and Port Plans)

Jay reviewed the policy discussion from the July PAG regarding noise and indicated that significant new information is now available as requested by PAG members that Cameron will present. Jay indicated that the new information is very helpful and confirms staff's original recommendation to leave the provisions of the City noise overlay as is. The reasons are outlined in the Memo from staff.

Andy clarified his concern with keeping the noise overlay based on 1990 data. Although he believes there are strong arguments to keep it the same, the policy should be based on science, and the science shows that noise is shrinking the contours. Also, the supplemental noise metrics tell us that there are noise impacts in the neighborhoods for future conditions in 2035.

Laura pointed out that if we are not changing anything, we don't need to show the science behind it. That burden was accomplished back when it was first adopted.

Jay asked that we talk first about staff recommendation no. 2 and return to his concern.

The staff proposal acknowledges that there are noise impacts beyond the 65 DNL and that one mechanism to address this is to extend the noise disclosure requirement to the 55 DNL as identified in the 2008 noise contours for the reasons stated in the memo.

Andy suggested that there are still many areas (as identified by the supplemental noise metrics) that are impacted by noise and that the 2035 50th percentile 55 DNL noise contour may be more appropriate. Committee members and staff agreed that this is more forward thinking and that disclosure in general is a good thing.

Joe Smith mentioned that he continuously is pressing the state legislature to require a disclosure for real estate transactions at the point of offer. He would welcome any support from the PAG or individuals in this effort. There was considerable discussion on this point and the difference between disclosure and easement. Some members expressed serious concerns about an easement, but were open to disclosure at the time of construction, or any real estate transaction.

The subcommittee voted to modify the staff recommendation and use the 55 DNL from the 2035 50th percentile for disclosure only. They also agreed that the PAG should recommend to the City and Port to support Joe's efforts at a real estate transaction disclosure statement (similar to lead paint or asbestos that are in place now).

The 3rd staff recommendation is outlined in the memo. Again, acknowledging that noise impacts go beyond the 55 DNL, the subcommittee recommends that some sort of subcommittee address the issues outside of the Airport Futures process. Several members spoke eloquently about noise, CNAC, Airport Futures, and the need for getting the right people together to tackle a very difficult issue. There was general agreement that the FAA and Port are poised to think more creatively about noise than in the past and that this is a good way for the Port to continue their leadership nationwide in addressing noise.

Erwin requested and the group agreed that technical people should be added to the list.

The letter will also be modified to clarify the duration and starting point of the workplan.

Handouts: LU/T Subcommittee #11 Powerpoint

11x17 Noise Contours Maps

9/2/09 Memo from staff to the Subcommittee titled "Staff Recommendations on Noise and 3rd Parallel Runway"

3. 3rd Parallel Runway – Sean, CF, and Jay

Jay reviewed the memo and staff's recommendation on how to address the 3rd parallel runway in both the Port's Master Plan and the City's Land Use Plan. The recommendation for the Port's piece is largely based on the July PAG meeting discussion. The City's approach is needed to comply with the State's Airport Planning Rule. There was minor discussion and the approach was supported by the members.

Jay then returned to question number 1 and again asked if the group is comfortable recommending keeping the current City noise overlay as is with the recommendation on No. 2? All members voted a One and Andy voted a Two – using the PAG method of voting. Jay indicated that staff will continue to refine the arguments to address his concerns.

4. Closing and Next Steps - Jay

The next meeting will be September 15, 5:30 – 8pm. Agenda and meeting details will be sent prior to this meeting and posted on the website.