

**INTERGOVERNMENTAL AGREEMENT
PORTLAND INTERNATIONAL AIRPORT (PDX) LAND USE APPROVALS
WORK PROGRAM AND TASKS**

This INTERGOVERNMENTAL AGREEMENT (“Agreement”) is entered into by and between the CITY OF PORTLAND, a municipal corporation of the State of Oregon (“City”) and the PORT OF PORTLAND, an Oregon public corporation (“Port”).

RECITALS:

1. ORS 190.010 authorizes the above named parties to enter into this Agreement.
2. Portland International Airport (PDX or Airport) is located on the south shore of the Columbia River, approximately five miles northeast of downtown Portland. PDX covers approximately 3,200 acres consisting of, among other things, three runways and a terminal building measuring approximately 1.3 million square feet.
3. PDX is a major contributor to a diverse and strong economy and to the convenience of air passenger travels. Passenger demand at PDX grew from 6.3 million annual passengers in 1991 to 13.7 million in 1999. The increased demand was the result of economic expansion in Oregon and Southwest Washington.
4. As PDX grows, so does the potential for noise, transportation, and environmental impacts on surrounding areas. The Port and the City recognize the potential impacts growth may create on the community, and are committed to addressing or using reasonable efforts to avoid, reduce, or mitigate these potential impacts. The Port and the City also recognize that the potential impacts need to be assessed comprehensively to identify cumulative impacts on the community and natural environment.
5. The City has regulated land uses at the Airport through the conditional use permit process since 1979. The current conditional use approval criteria lack specificity and direction on how to address the land use, environmental, transportation, and noise impacts on surrounding neighborhoods and natural areas.
6. In the fall of 2000, the City began discussions on an alternative land use approval process for PDX. In the spring of 2001, the City Council and Port representatives agreed to develop an intergovernmental agreement outlining future planning efforts for PDX.
7. In the summer of 2001, the City and the Port adopted similar resolutions agreeing to work collaboratively on future planning for PDX. The City and the Port agreed that the Port would submit a conditional use permit for the approximate uses permitted under the 1993 permit, specifically excluding a third runway and decentralized terminal. The Port and City also agreed to initiate a legislative process to develop appropriate land use regulations.

TERMS AND CONDITIONS

1. GENERAL AGREEMENT

This Agreement is the first in an unspecified number of Intergovernmental Agreements (IGA) between the Port and the City. This Agreement provides reimbursement by the Port to the City for cost incurred by the City relating specifically to the conditional use application process. This Agreement also outlines the roles and responsibilities with respect to future planning activities for PDX.

2. CITY RESPONSIBILITY

- A. The City agrees to continue the ongoing coordination with the Port relating to Airport planning activities described in the attached Exhibits. The estimated distribution of compensation among each City bureau is listed below:
1. Bureau of Planning \$13,000
These funds are to compensate the Bureau of Planning for developing the natural resource criterion for the conditional use process.
 2. Office of Neighborhood Involvement \$2,000
These funds are to compensate the Office of Neighborhood Involvement for providing supplemental outreach to the Port's conditional use outreach efforts.
 3. Office of Planning and Development Review \$6,000
These funds are to compensate the Office of Planning and Development Review for additional costs incurred during the review of the conditional use permit application above and beyond the land use permit fee.
 4. Office of Transportation \$5,000
These funds are to compensate Transportation Planning staff for their participation in the conditional use process.
- B. The City agrees to work diligently with the Port, beginning in 2002 and concluding no later than 2003, to develop a subsequent IGA relating to a legislative land use approval process
- C. The City's intention is that future land use approvals for PDX, after the 2003 conditional use permit, will be guided by a legislative process. See Exhibit 2 "Target Timeline for PDX Land Use Approvals." The IGA for developing the process must be signed at least one year prior to initiation of the next PDX Master Plan.
- D. Nothing in this Agreement is intended to limit in any way or prohibit the City from initiating changes to the *Zoning Code* or from adopting amendments related to the Port of Portland or the PDX.

3. PORT RESPONSIBILITY

- A. The Port agrees to work collaboratively with the City and stakeholders in a continuous planning and public input process as described in the attached Exhibits.
- B. The Port agrees to work diligently with the City, beginning in 2002 and concluding no later than 2003, to develop a subsequent IGA relating to a legislative land use approval process.
- C. The Port's intention is to coordinate the next PDX master planning process with the legislative process, so that the master planning effort is informed by the legislative effort, and vice versa. It is envisioned that the next PDX Master Plan will include a broader focus than previous facilities plans, incorporating the follow-on studies from the 2000 Master Plan. Both the PDX master planning process and the legislative process will include full community involvement and follow the general timeline in Exhibit 2, "Target Timeline for PDX Land Use Approvals."

4. COMPENSATION

The Port agrees to pay the City the above described \$26,000 for the performance of reasonable and necessary services by the City described in this Agreement, and relating specifically to the conditional use application process. Payment shall not exceed \$26,000. Invoices for payment must contain a detailed description of the work performed, time spent, and hourly rate charged. Payment on completed and undisputed invoices received by the Port will be made within 30 days of receipt of an invoice from the City. Port approved invoices will be paid in the order they are received. Once the Port has paid out \$26,000, the Port will have no obligation to pay for any more City staff services related to the conditional use process, except for the standard land use permit fee charged to all applicants.

All invoices shall be mailed to:
Port of Portland
PO Box 3529
Portland, OR 97208
Attn: Steve Twohey

Payments shall be mailed to:
Portland Planning Bureau
1900 SW Fourth Avenue, Suite 4100
Portland, OR 97201-5350
Attn: Faye Doty

5. TERM

This Agreement shall be effective upon execution by both parties and will terminate on December 31, 2003. The parties may extend the term of the Agreement by mutual written agreement.

6. TERMINATION

The City and the Port, by mutual written agreement, may terminate this Agreement at any time. The Port shall pay City for work performed through the date of termination, as invoiced.

7. AMENDMENTS

This Agreement and its terms and conditions may be amended by mutual written agreement of the parties. Amendments shall be valid only when reduced to writing, approved as required, and signed by both parties.

8. LAWS GOVERNING

This Agreement shall be construed and governed, in all respects, in accordance with the laws of the State of Oregon. Should any portion of this Agreement or any amendments thereto, be adjudicated by a court of competent jurisdiction to be in violation of any local, state, or federal law, then such portion or portions shall become null and void, and the balance of this Agreement shall remain in effect. Both parties agree to immediately renegotiate any part of this Agreement found to be in such violation by the court and to bring into compliance with said laws.

9. ENTIRE AGREEMENT

This Agreement, including Exhibits 1 and 2, attached hereto, contains the entire agreement between the two parties and supersedes any and all other agreements, written or oral, expressed or implied, pertaining to the subject matter hereof.

APPROVED BY:

CITY OF PORTLAND

By: _____
Vera Katz, Mayor

Date: _____

Approved as to form:
CITY ATTORNEY FOR
CITY OF PORTLAND, OREGON

PORT OF PORTLAND

By: _____
Bill Wyatt, Executive Director

Date: _____

Approved as to form:
COUNSEL FOR
PORT OF PORTLAND, OREGON

By: _____

By: _____

EXHIBIT 1

Work Program for PDX Land Use Approvals

The City of Portland and Port of Portland will work collaboratively, in the short term, to perform needed reviews and analysis described herein for the Port's conditional use application, and in the long term, to develop a permanent land use designation for Portland International Airport (PDX) in the form of a plan district, or legislative equivalent. The City and the Port will endeavor to provide a continuous planning process with opportunities for meaningful public involvement. The planning process will also assess the potential impacts of future Airport expansion relating to noise, transportation, natural resources, economic development, sustainability, and the overall livability of our region.

The outcome of the conditional use planning process will include a detailed public involvement process for PDX planning, and development of a conditional use application that assesses the potential impacts of the proposed improvements to PDX. In order to address and accommodate the unique and complex circumstances of operating an airport in an urban area, the long-term outcome will be a land use framework to implement specific use regulations and development standards appropriate for the area.

I. CONDITIONAL USE PLANNING

A. Conditional Use Application

The Port will prepare a conditional use application to replace the existing conditional use permit.

1. The Port's conditional use application will be based on the land uses approved in the 1993 conditional use approval, modified by elements of Phase 1 of the 2000 PDX Master Plan.
2. The Port will provide for extensive involvement of City staff and citizens in the preparation of the conditional use application, as outlined in Section III below.

B. Amend City *Zoning Code*

The City's current conditional use approval criteria do not address natural resources. The City intends to develop one additional approval criterion relating to the evaluation of natural resources as part of the conditional use application. The City will perform the following duties to adopt new code language prior to the Port submitting a conditional use application in the spring of 2002:

1. Circulate draft language to City bureaus for comment and review;
2. Circulate draft language to conditional use working group, as described in Section III.C.1, for comment and review;
3. Attend stakeholder group meetings (Airtraffic Issues Roundtable, Citizens Noise Advisory Committee, Columbia Slough Watershed Council) to explain project and solicit comments;
4. Prepare and present proposed draft to Planning Commission for public hearing; and
5. Prepare and present Planning Commission recommended report to City Council for public hearing and adoption in spring of 2002.

C. Conditional Use Application Studies

The following studies have been identified as necessary for the development of the conditional use application and to specifically address both existing approval criteria and any new review criterion, as described in Section B above.

1. Transportation: Port staff will provide transportation information and studies to support the conditional use application. This information will include the 2001 Conditional Use Permit Compliance Report addressing transportation conditions for PDX from the current conditional use permit (LUR-93-00174 MS AD), a report detailing the PDX Access Strategy, and a report updating the Port's progress on implementation of the PDX Alternate Mode Strategy. In addition, the Port will prepare a technical transportation analysis based on existing land uses and accompanying PDX growth for the years 2010, 2015 and 2020. The study will update the PDX sub-area model and will document expected level of service deficiencies, identify mitigation, and recommend projects both on and off-Airport within a defined study area.
2. Noise: Aviation will provide noise information, as needed, from the PDX Noise Abatement Plan for the use of the conditional use application, including the most current noise contours, other noise impact information, operations levels projected for the life of the conditional use application, and possible noise mitigation measures. This work will also make optimum use of information from the Part 150 Study, as it becomes available, to update current information.
3. Natural Resources: The natural resource component of the conditional use application will be developed in response to a work plan created by the Port, in cooperation with the City and other stakeholders. The natural resource evaluation will: identify existing natural resource functions and values; identify potential impacts to natural resources associated with the conditional use application; identify opportunities to avoid, minimize, and mitigate natural resource impacts; and propose potential conditions of approval that the City may desire to apply to the project. The work performed in support of the conditional use application will be consistent with the Port's Environmental Policy, and will be based on the Port's current Port-wide natural resource inventory, assessment, and planning effort.
4. Water Quality: A water quality analysis will be performed to support the conditional use application. Such analysis will include an evaluation of existing information and programs such as water quality data, the PDX Storm Water Pollution Control Plan and associated best management practices, and the Port's Municipal Storm Water Management Plan. Relevant information will be used to identify and evaluate potential impacts to water quality and quantity from construction and operations for the proposed uses. The analysis will also include whether the proposed development is consistent with the Port's environmental policies and existing regulations and permits, including the City's Stormwater Management Manual, the Municipal Separate Storm Sewer System Permit, the PDX general stormwater National Pollutant Discharge Elimination System (NPDES) permit, and Total Maximum Daily Load (TMDL) requirements for the Columbia Slough. In addition, potential future regulations and programs, such as wellhead protection, will also be considered. The water quality analysis will be based on existing information and requirements. No new data will be collected.

5. Air Quality: The Port will prepare air quality information for the conditional use application. The Port will review existing air emission information including Port and tenant Air Contaminant Discharge Permits, State Implementation Plan (SIP) and emission inventory data from Oregon Department of Environmental Quality, existing air and surface traffic volumes. The Port will also evaluate future emission sources including future air and surface traffic forecasts and emissions from probable construction projects. If future impacts are identified the Port will identify potential mitigation measures, including recommending project and/or program changes.
6. Cultural Resources: The Port will provide the City cultural resource staff with proposed PDX land uses and have the City identify potential conflicts. In those potential conflict areas, the Port will provide confirmation testing (as per Chapter 33.515.262.D.6 of the City Code) except where the depth of fill material over native soils precludes any construction impact on cultural resources. The Port will protect any identified cultural resources consistent with 33.515.262.G. Particular attention will go to proposed ground disturbance activities (including utilities) within 100 feet of the Columbia River top of bank, within the conditional use study area.

II. LONG TERM PLANNING

- A. The legislative land use process to produce a plan district, or other permanent element of the zoning code for the Airport, will begin with the initiation of the 2000 PDX Master Plan “Follow-On” studies laid out in Section D. below. The studies will take up to 4 years to complete, beginning in the fall of 2001. They will be staged approximately as indicated on the accompanying timeline (Exhibit 2). These studies will be closely coordinated with the studies being prepared for the conditional use permit process outlined in Section C.
- B. City work on the legislative language to amend the zoning code will begin when the Council determines the timing is appropriate.
- C. Public involvement in the legislative land use process will be significant. Recommendations regarding this process will be developed by the conditional use working group, as described in Section III below.
- D. The following Port studies and on-going programs will be part of the legislative land use process for PDX, as well as the update of the PDX Master Plan. Numbers 1–4 below are the studies and programs identified in the 2000 PDX Master Plan as Follow-On Studies. In parallel with the work recommended in the Master Plan, the related studies or plans identified in Numbers 5–7 below are outlined in Exhibit 2.

1. Strategic Environmental Evaluation

Following the Port Commission’s acceptance of the PDX 2000 Master Plan, the Port acknowledged that the Master Plan represented preferred concepts for future development and that additional studies were necessary to fully evaluate the viability of the various options.

Environmental impacts are of particular importance in making future decisions on the Master Plan options and the Port committed to developing a plan to address the various environmental issues. It should be clearly understood that this commitment to addressing

the environmental impacts is not one of just looking at the preferred conceptual options and how they can be accommodated, but of looking at the issues from broader perspectives. This includes developing baseline information in a number of areas including natural resources, air quality, water quality and other issues, such as wildlife management. In other words, the Port's intention is to look at the environmental issues from a more holistic view and provide the planners with sound scientific information that can be applied to the master planning process.

To develop the necessary environmental information, the Port is planning to conduct the following environmental analysis:

- a. Scoping Study: A scoping study will be used to refine both the geographic boundaries of the environmental analysis and the content of the analysis. It will also identify issues for further analysis.
- b. Environmental Baseline: Once the issues of interest have been identified during the project-scoping phase, baseline conditions will be documented for each of the relevant study subjects. Documentation of baseline conditions will be completed for the project area identified in a. above. Information obtained for the Environmental Baseline Conditions will be catalogued and mapped in GIS, where appropriate, to facilitate evaluation of master planning concepts. This effort will allow the Port to develop an understanding of existing resources and their relative value, before considering plan-specific impacts. Information obtained in this manner will facilitate open decision making, based on clear information regarding the larger strategic environmental objectives of the Port, rather than solely a limited "impact-area" focused analysis.
- c. Preliminary Evaluation of Master Plan Concepts: Once the Environmental Baseline Mapping has been prepared, the existing Master Plan concepts will be overlaid on the mapping so that potential environmental impacts can be evaluated. This process, which will be open to the public, will provide Port staff, the City, and the community with an opportunity to develop an understanding of the potential impacts that may result from the available Master Plan alternatives.
- d. Review of Impacts: Once a preliminary screening of potential Master Plan impacts has been performed, the Port will conduct a more detailed review of potential impacts (based on issues identified by Port staff, local jurisdictions, and the community) to determine if design changes or alternatives should be explored. This additional review of potential impacts will be necessary for future updates of the Master Plan. Should decisions be made to implement any elements, the appropriate studies and reviews will be conducted.

2. On-going Environmental Programs

The Port is committed to the following ongoing environmental programs in support of long range planning for PDX:

a. Port Environmental Policy

The Port will apply its adopted environmental policy to developments and operations

at PDX.

b. Commitment to support Citizens Noise Advisory Committee (CNAC)

The Port will continue to participate in and support the CNAC program in finding reasonable ways to reduce the impact of noise on the community.

c. Compliance with local, state and federal permits, orders and agreements

The Port will continue to monitor its NPDES permits for construction, deicing, and general storm water discharge and insure compliance to all requirements. The Port will also continue to comply with its DEQ Air Quality permit, and other permits relevant to PDX.

d. Full National Environmental Policy Act (NEPA) review prior to major expansions

The Port will maintain compliance with NEPA. The Port is committed to public NEPA environmental analysis in conjunction with implementation of any major component of the Master Plan.

3. Capacity Preservation Projects

The following are Capacity Preservation Projects that will have a specific scope, timeline and report at completion, and will be directly factored into long range planning for PDX.

a. Hillsboro Airport Master Plan

Port staff will be initiating an update to the 1996 Hillsboro Airport Master Plan. The process is expected to begin in the spring of 2002, with a survey seeking the community's expectations for the future of the Hillsboro Airport. As a minimum, the scope of the Master Plan will include:

- ☐ An inventory of existing facilities;
- ☐ Updates to the operations forecast;
- ☐ Review of development alternatives;
- ☐ Environmental examination; and
- ☐ A community compatibility analysis.

This scope may be expanded based on the community survey results. There will also be a significant public involvement process throughout the study. The Master Plan update is expected to start in July 2002, and should be completed in approximately 2 years.

b. Other Locations for PDX Military Bases

Both of the long-range development alternatives (Centralized or Decentralized Terminal plans) under consideration in the Master Plan would require the military to vacate its current location. The Port has committed to analyze relocating the military to either an on PDX or off PDX location. The Port plans to retain a consultant with expertise in military base relocation to analyze all reasonable relocation options. It is

anticipated that the consultant will work with Port staff, the military units located at PDX and the State of Oregon Military Department. The Port will update the public and seek public input as this study progresses. This study is anticipated to take approximately two years to complete. The Project start date is anticipated to be July 2002.

4. On-going Capacity Preservation Programs

Below is a list of the programs that the Port will continue to develop in the area of Capacity Preservation.

a. Coordinate with NW Airports/State Aviation Agencies

The Master Plan recommends that Port staff meet with staff from SEA-TAC, and other commercial airports, such as Eugene and Redmond, to discuss the potential for coordinating air service. This likely would also include the other commercial airports in Oregon – Klamath Falls, Medford, Pendleton, and North Bend. The PDX Master Plan also recommends that Port staff coordinate with the Oregon and Washington Departments of Aviation and other communities in the Northwest to better define the role for PDX as part of a statewide system of runways and terminals.

Port staff has met with SEA-TAC, as well as the other commercial airports in the Northwest, and will set up meetings with the Oregon and Washington State Aviation Departments in the near future to continue to pursue coordinated air service. Based on attendee support and interest, it is possible that additional meetings may occur annually or bi-annually.

b. I-5 Rail Improvements

The Master Plan recognizes that the Port is currently involved in planning efforts to develop additional rail crossing capacity of the Columbia River and increased capacity of the existing I-5 rail corridor. The work is taking place through the I-5 Transportation and Trade Partnership effort.

The Regional Air Transportation Demand Task Force report recommends that the Port analyze and pursue, where feasible, high speed rail planning in the I-5 corridor. However, the Task Force report also mentions that high speed rail is not a short-term option. Through the I-5 Transportation and Trade Partnership, alternative capacity improvements for freight and passenger in the rail corridor will be evaluated and considered for implementation along with the other capacity needs for commuter and freight in the corridor. ODOT and WSDOT are leading the study effort funded by FHWA. Port staff will support these planning efforts by participating in the study process. This work is ongoing.

c. Cargo Handling at Other Airports

As new cargo operators approach PDX to start new service or expand existing service, or as cargo facility leases and operating agreements at PDX are renewed, the Port will explore all reasonable PDX or non-PDX cargo facility location alternatives, that may be acceptable to these operators. It is anticipated that this task will be ongoing.

d. Terminal Demand Management Strategies

The intent of terminal based demand strategies is to allow the Port to maximize and extend the use of existing terminal facilities. These strategies will assist the Port in determining how space within the terminal is allocated and used. The Master Plan recommends looking at ways to optimize the use of terminal space and common use terminal equipment (CUTE).

How terminal space is used at the Airport is governed by the Airline Operating Agreement between the Port and the airlines. CUTE technology allows the same gate podium and/or ticket counter to be utilized by different airlines. CUTE technology will provide greater flexibility in how gates and ticket counters are allocated and managed. Terminal space use and CUTE deployment will be determined through the airline agreement negotiation process, expected to occur over the course of the next 5 years.

e. Runways and Airspace Demand Management Strategies

The FAA has jurisdiction over aircraft movement on the ground at PDX and in the air. Discussions are ongoing in the industry concerning ways to alleviate congestion nationwide through such initiatives as re-regulating airline schedules, making improvements to the air traffic control systems, and congestion pricing. The Airport Council International (ACI) has expressed interest in forming a committee to look at congestion pricing. Only a few over utilized airports qualify for congestion pricing now, but that may change. PDX will continue to participate in the broader industry discussion of demand management and has told the ACI it is interested in joining the ACI committee analyzing demand management concepts, including congestion pricing. No date has been set for these meetings.

f. Technology Changes to Improve Capacity

Other technological changes are being introduced that are having a positive impact on capacity. Terminal/customer service improvements include the increasing use of e-ticketing and instant ticketing machines (ITM's), checking in via the Internet, and off-site check-in. The Port supports these efforts. The Port is working with the airlines and others in the industry to analyze, develop and implement technological improvements such as these. A couple of local examples include the installation of an ITM machine at the new Pioneer Courthouse Square Visitor Center by Alaska Airlines, as well as an ongoing examination of remote baggage check-in at downtown Portland hotels.

5. PDX Capacity Enhancement Plan

Following completion of the 2000 PDX Master Plan, the FAA and Port recognized the need to update the 1994 PDX Capacity Enhancement Plan. The purpose of that plan is to identify and assess various actions that would increase capacity, improve operational efficiency, and reduce aircraft delay.

The goal of phase one of this updated Capacity Enhancement Plan is to evaluate the capacity enhancement and delay reduction benefits of the proposed 3rd runway at future demand levels, both with and without noise-related restrictions. Phase two of the new Capacity Enhancement Plan will evaluate annual service volume and the capacity enhancement benefits of the centralized/decentralized terminal concept, taxiway configuration, and lengthening the north runway. This effort began in the spring of 2000 and is expected to be completed by summer of 2003.

This update is limited to the operational benefits of the proposed airfield improvements and will not address environmental issues regarding airport development. Environmental issues will be addressed as part of the Strategic Environmental Evaluation.

6. PDX Transportation Planning Program

A series of transportation studies will update the PDX transportation model and Terminal Access Program. They will also provide an in-depth analysis of the Centralized and Decentralized Terminal developments for their ability to handle the projected growth in ground-side traffic. These studies will work in coordination with the PDX alternative modes program to find ways to slow the impact of passenger and freight growth on facilities. These studies will be coordinated with the traffic impact analysis that will be completed as part of the Conditional Use Permit submittal. This program is expected to start in the spring of 2003 and take from 18 to 24 months.

7. PDX Noise Plan Update

The Noise Plan Update is an update to the voluntary Federal Aviation Regulation Part 150 program. The purpose of this study is to renew PDX's noise exposure maps and noise compatibility program. A Part 150 Noise Plan looks out 5 years and develops a plan that focuses on reducing noise impacts within the community. Even though the need for a 3rd runway is not projected until after 2020, PDX's Part 150 Noise Plan includes an additional forecast for the impact of a potential 3rd parallel runway. PDX's Part 150 Noise Plan will specifically:

- ☐ Identify existing noise impacts;
- ☐ Evaluate noise reduction alternatives for effectiveness; and
- ☐ Make noise abatement or mitigation recommendations to the FAA.

This program is expected to start in the spring 2002 and take from 18 to 24 months.

8. PDX Master Plan Update

Following the completion of the 2000 PDX Master Plan Follow-on work, the Port will update the existing PDX Master Plan, starting in 2005. The update will include the following standard requirements:

- ☐ Inventory of existing facilities;
- ☐ Develop new 20 year demand forecasts for passenger, operations, and cargo growth; and

- ☐ Project the incremental facility needs based on the updated forecasts.

The new Master Plan will re-examine the existing Decentralized and Centralized Terminal development concepts based on the revised demand projections plus the results of all the follow-on studies listed above. This evaluation is to determine if the proposed Master Plan concepts can still meet both future growth requirements and all of the follow-on environmental and capacity preservation goals. The final step will be to adjust the proposed plan, where necessary, based on the findings. The new Master Plan is expected to take approximately 2 years.

III. PUBLIC INVOLVEMENT FOR CONDITIONAL USE AND LONG-TERM PROCESSES

A. Goals: Create an ongoing public outreach process that:

1. Clearly defines opportunities where the public can affect change;
2. Is accessible, inclusive, meaningful and timely in addition to open, fair and honest;
3. Ensures a collaborative outreach process, between the City, the Port and the stakeholders, and meets the Port's timeline for conditional use application submission;
4. Provides an ongoing record of citizen input, questions and responses, and a mechanism to communicate this information to the public;
5. Records citizen input appropriate to the long-term process, and provides a method to transfer this input into the next process; and
6. Provides citizens with a way to stay involved and informed over the period of time required for the studies and programs listed in Exhibit 1, section II, above and the future legislative land use process.

B. Potential Stakeholders: Provide opportunities for all interested parties to participate in the PDX conditional use and long term planning processes, including the following:

- ☐ City of Portland (City)
- ☐ Office of Planning and Development Review (OPDR)
- ☐ City Bureau of Planning (BOP)
- ☐ City Bureau of Environmental Services (BES)
- ☐ City Office of Transportation (PDOT)
- ☐ City Office of Neighborhood Involvement (ONI)
- ☐ Port of Portland
- ☐ Columbia Slough Watershed Council
- ☐ Columbia Corridor Association
- ☐ Airtraffic Issues Roundtable (AIR)
- ☐ Citizens Noise Advisory Committee (CNAC)
- ☐ Metro
- ☐ PDX passengers, customers, users, and related businesses
- ☐ Federal Aviation Administration (FAA)
- ☐ Neighborhoods experiencing impacts from PDX

- ☐ Airlines
- ☐ Military (Oregon Air National Guard)
- ☐ Portland Oregon Visitors Association (POVA)
- ☐ Portland Metropolitan Chamber of Commerce
- ☐ Board of Realtors
- ☐ Portland Development Commission (PDC)
- ☐ Association for Portland Progress (APP)
- ☐ General public

C. Recommended Conditional Use Outreach Format:

A collaborative inter-agency public outreach team, consisting of representatives from ONI, BES, BOP, OPDR and the Port, crafted these outreach recommendations. The team recommends a multi-level outreach process.

1. Conditional Use Working Group

The first level of outreach involves the formation of a small working group that will operate in an advisory capacity. It includes eleven members:

- ☐ 1 CNAC member (self-selected)
- ☐ 2 AIR members (self-selected)
- ☐ 1 Columbia Slough Watershed Council member (self-selected)
- ☐ 1 at-large neighborhood representative – Westside (selected by City)
- ☐ 1 PDX passenger representative (agreed upon by Port and City)
- ☐ 2 Airport operators (selected by Port) – i.e. passenger airline, military, commercial airline, freight forwarder, etc.
- ☐ 1 POVA representative
- ☐ 1 Metro representative
- ☐ 1 City of Vancouver representative

A public involvement consultant will facilitate the conditional use working group and will supply ground rules and a job description for group members. City and Port staff will support the group as ex officio members. The group will make decisions by consensus, or as otherwise determined by the group. The public is welcome to attend group meetings as observers.

The tasks of the small working group will include:

- ☐ Review draft conditional use application (prepared by Port) and the draft natural resource criteria (prepared by City). Work collaboratively with the Port to suggest modifications to these documents and help craft the final conditional use application.
- ☐ Collaborate on presentation of draft conditional use and natural resource criteria in various public outreach forums.
- ☐ Develop a long-term public input process for the Port's ongoing studies and programs and the legislative planning process, in collaboration with the City and Port.
- ☐ Communicate frequently with the constituencies they represent.

2. Public Communication

The draft conditional use application will be made available for review and input through appropriate public involvement methods, including public forums such as:

- ☐ Open house(s)
- ☐ Neighborhood presentations
- ☐ Briefings to interested groups

Additional communications on the progress of the conditional use permit application will include, but may not be limited to:

- ☐ Direct mail to the approximate zip-code area of 55-70 day-night level (DNL) around the Airport;
- ☐ Additional mailings, as needed;
- ☐ Web site www.portofportlandor.com; and
- ☐ Education about additional public comment opportunities before the Planning Commission and the City Council as part of the criteria adoption process.

D. Record Keeping

The Port will ensure documentation of the outreach and involvement process, including documentation of issues of agreement and disagreement, as well as issues for consideration in the legislative process.

E. Ongoing Public Involvement Process

The Port and the City will use the recommendations of the conditional use working group to develop and implement a long-term citizen involvement process. The process will encompass the ongoing PDX studies, upcoming legislative process, aircraft noise plan update, and the next master planning process. During this long-term citizen involvement process, the Port will provide stakeholders with regular updates on the PDX studies and plans that are underway, and opportunities for input as these studies and planning efforts progress. Other methods of long-term involvement with PDX decision-making will be developed during the course of the conditional use outreach process. This process will include keeping consistent records, tracking meetings, public input, and associated decisions regarding PDX.

F. Related Issues

The Port will conduct a Noise Plan Update (Federal Aviation Regulation/Part 150), a federally required 5-year update of the plan and addresses noise-related issues that affect the public. Additionally, PDX is completing a 3-year construction program of the Deicing Stormwater Management System. These projects also require public interaction.

The Port will endeavor to clearly differentiate between all PDX projects by providing information at community meetings, producing items, such as a project fact sheet, for public dissemination and using other appropriate communication methods.

EXHIBIT 2

**Airport Planning
Target Timeline for PDX Land Use Approvals***

* The start and end dates are estimates, which appear to be reasonable at the time this IGA was approved. Due to the many variables inherent in these studies and programs, the dates may vary considerably from these estimates. The Port and the City agree to make a good faith effort to initiate these studies and programs approximately as indicated on this exhibit.

<i>Task</i>	<i>Section</i>	<i>Est. Start</i>	<i>Est. End</i>	<i>Responsibility</i>
Conditional Use Planning	I			
Develop Conditional Use Criteria for Natural Resources	I.B	9/01	3/02	City
<input type="checkbox"/> Circulate draft language to City Bureaus	I.B.1	10/01	11/01	City
<input type="checkbox"/> Circulate draft language to Conditional Use Working Group	I.B.2	12/01	12/01	City
<input type="checkbox"/> Attend stakeholder group meetings AIR/CNAC/CSWC	I.B.3	11/01	12/01	City
<input type="checkbox"/> Present to Planning Commission at Hearing	I.B.4	01/02	01/02	City
<input type="checkbox"/> Present to City Council at Hearing	I.B.4	2-3/02	2-3/02	City
Conditional Use Studies	I.C	12/01	4/02	Port
<input type="checkbox"/> Transportation	I.C.1	12/01	4/02	Port
<input type="checkbox"/> Noise	I.C.2	12/01	2/02	Port
<input type="checkbox"/> Natural Resources	I.C.3	9/01	4/02	Port
<input type="checkbox"/> Water Quality	I.C.4	12/01	3/02	Port
<input type="checkbox"/> Air Quality	I.C.5	12/01	3/02	Port
Conditional Use Application		Spring 02	Fall 02	Port
Conditional Use Approval		Fall 02	Winter 02	City
Long Term Planning	II			
Develop Legislative IGA	II.A	8/02	12/03	City/Port
Long Term Studies	II.D	9/02	6/05	Port
<input type="checkbox"/> Strategic Environmental Evaluation	II.D.1	9/02	6/05	Port
<input type="checkbox"/> Ongoing Environmental Program	II.D.2	ONGOING	ONGOING	Port
<input type="checkbox"/> Capacity Preservation Projects/Programs	II.D.3-4	3/02	6/05	Port
<input type="checkbox"/> PDX Capacity Enhancement Plan	II.D.5	12/00	6/03	Port
<input type="checkbox"/> PDX Transportation Planning Program	II.D.6	3/03	2/05	Port
<input type="checkbox"/> PDX Noise Plan Update	II.D.7	3/02	6/04	Port
PDX Master Plan Update	II.D.8	7/05	6/08	Port
City Legislative Process	II.A-C	7/05	6/08	City
Develop Land Use Regulations	II.A-C	1/07	6/08	City
Adopt Land Use Regulations	II.A-C	6/08	6/08	City
Adopt New PDX Master Plan	II.D.8	6/08	6/08	Port
Public Involvement	III	ONGOING	ONGOING	City/Port

