



PDX Economic Impact

Airport Generated

- More than 10,000 direct jobs at PDX
- \$332 million in personal income
- \$189 million in local purchases
- \$87 million in state and local taxes

Visitor Industry Generated

- More than 28,000 direct jobs
- \$492 million in personal income
- \$81 million in local purchases
- \$88 million in state and local taxes

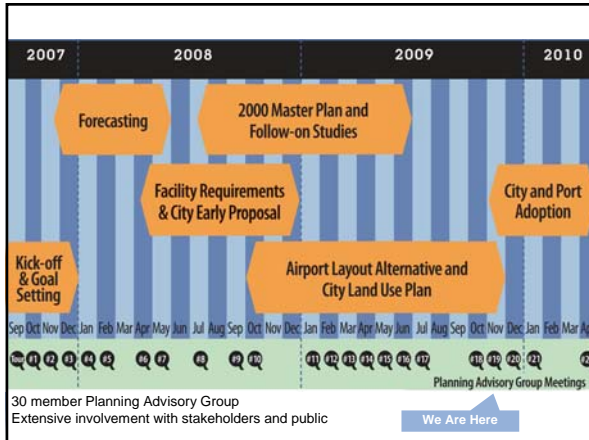
Note: Aviation's operations are self-supporting and receive no direct property tax support. Most of the revenue comes from parking, concessions and airline fees at PDX.

Portland International Airport (PDX)

- More than 14.2 million passengers per year (2008)
 - 13.3 million FY 2009
- More than 234,000 tons of air cargo per year (2008)
 - 211,613 tons FY 2009
- 252,000 takeoffs/landings annually (2008)
 - 235,773 takeoffs/landings FY 2009
- #2 airport in the nation (Conde Nast)

Airport Futures Overview

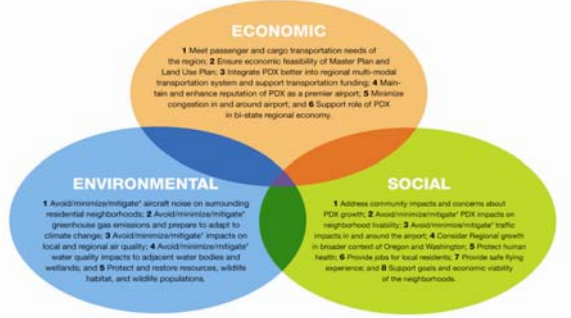
- **Started with a 2000 City-Port joint resolution**
 - Create a long range development plan for Portland International Airport through 2035
 - Using a collaborative planning process with Port of Portland, City of Portland and metropolitan community
- **3 Year Process started in 2007**
- **3 Products**
 - Airport Master Plan
 - City Land Use Plan
 - Ongoing Public Advisory Committee



Sustainability Guiding Principles (DRAFT)

- Recognize the long term, critical interconnection between economic development, environmental stewardship, and social responsibility.
- Work to assure PDX and the Airport Plan District become the most sustainable in the world by 2035 through.
 - Generational Fairness and Triple Bottom Line
 - Community
 - Measure Progress
 - Stay Ahead of the Curve
 - Balance
 - Reduce, Reuse, and Recycle
 - Continuous Learning and Education
 - Equity
 - Leadership Now
 - Accountability

Airport Futures Sustainability



PDX Master Plan

- Plan is a long range development plan for PDX
- Serves as a foundation for City Land Use Plan
- Master Plan for Airport Development
 - Plan for facilities required to accommodate forecasted growth
 - Actual facility development based on activity level
- Facilities plan reviewed against sustainability criteria developed by PAG
 - Preserve future development options
 - Minimize environmental impacts
 - Use land resources efficiently
 - Maximize operational efficiency
 - Ensure development can be effectively phased
 - Comply with FAA airport design criteria

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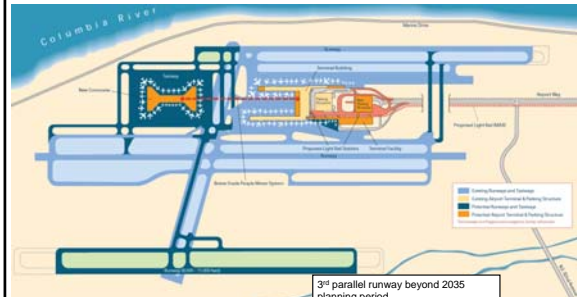
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PORT OF PORTLAND
Possibility in every direction.

PDX Master Plan

Centralized Terminal Option is more sustainable and better suited to meeting demand

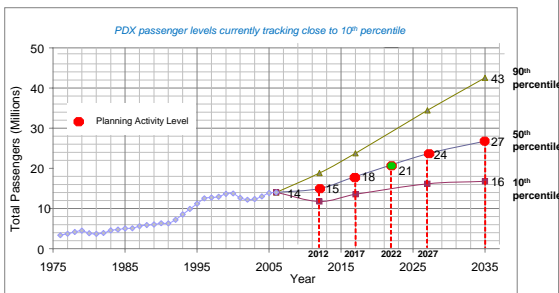


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PDX Master Plan FORECAST PASSENGER LEVELS



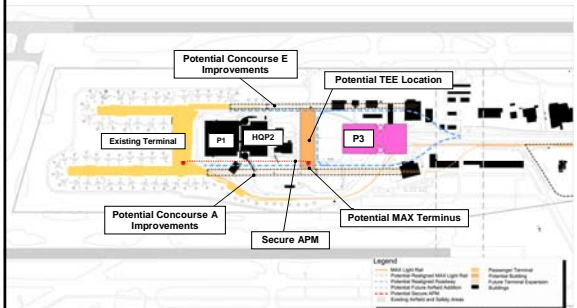
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PDX Master Plan

Major Conclusion: Terminal Expansion East is the best alternative for future terminal expansion



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City of Portland Land Use Plan

- Replace Conditional Use Permit with a Plan District
- Evaluate impacts of airport development in a broad context
 - Transportation
 - Natural Resources
 - Noise
- Amend City Policy and Codes
 - Plan District
 - Height Overlay
 - Noise Overlay
- City/Port Agreements
 - Ongoing Public Involvement
 - Transportation
 - Natural Resources
 - Noise



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POST AIRPORT FUTURES

- **Ongoing Public Advisory Committee will:**
 - Raise public knowledge about airport issues
 - Support meaningful public engagement
 - Provide opportunity to inform Port and City decision-making
- **Sponsored by Port of Portland, City of Portland & City of Vancouver**
- **30 member body**
 - Regional, diverse interests
 - 20 voting, 10 ex officio members
- **Broad range of topics**
- **Regular reports to sponsoring and appointing agencies**

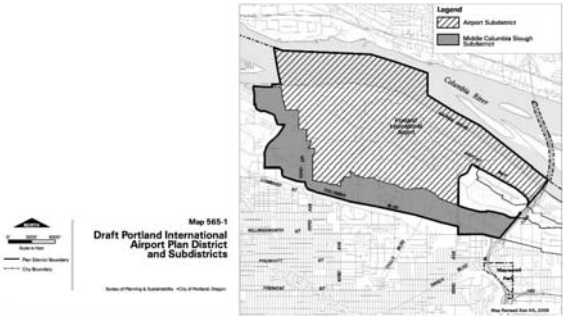


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PLAN DISTRICT BOUNDARIES



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Project Website

www.pdxairportfutures.com

AIRPORT FUTURES
CHARTING A COURSE FOR PDX



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