



PDX COMMUNITY ADVISORY COMMITTEE MEETING #18

Wednesday, April 6, 2016

12:30 – 3:30 pm

Final Notes

Name	Interest Represented	Attendance
VOTING MEMBERS		
Erwin Bergman	Central Northeast Neighbors	Present
Tina Burke	Airport Employee	Absent
Tony DeFalco	Environmental Justice	Present
Walt Evans	Business Organization	Absent
Katie Larsell	Portland Planning and Sustainability Commission	Present
Dr. Steven Sachs	Clark County neighborhood representative (Camas/Washougal)	Present
Dick Goldie	East Multnomah County Neighborhood (City of Fairview, Gresham, Maywood Park, Troutdale, and Wood Village)	Present
Maryhelen Kincaid	Citywide Land Use Committee	Present
Brendan Korsgren	Passenger Airline	Absent
Micah Meskel <i>Alternate: Bob Sallinger</i>	Environment/Wildlife/Natural Resources	Present
Jeff Owen	Multi-modal transportation representative	Present
Lt. Col. Jenifer Pardy	Military	Present
Robert Pinedo <i>Alternate: Joe Quitugua</i>	General Aviation	Present
Ahmed Abed-Rabuh	Air Cargo	Present
Ron Glanville	East Portland Neighborhood Office	Present
Dr. Steven Sachs	Clark County neighborhood representative (Camas/Washougal)	Present
Martin Slapikas	North Portland Neighborhood Services	Present
Mike Sloan	Vancouver neighborhood	Present
Joe Smith	PDX Citizen Noise Advisory Committee	Present
Damon Isiah Turner	Northeast Coalition of Neighborhoods	Absent
Corrina Chase	Columbia Slough Watershed Council	Present





NON-VOTING MEMBERS		
Nick Atwell	PDX Wildlife Committee staff	Present
Barbara Cartmill	Clackamas County	Absent
Melissa De Lyser	Washington County	Present
Chad Eiken <i>Alternate: Willy Williamson</i>	Vancouver Community Development Director (or designee)	Absent
TBD	Federal Aviation Administration	Absent
Vince Granato	Chief Operating Officer (or designee)	Present
Dan Moeller	Metro	Present
Deborah Stein	Portland Bureau of Planning and Sustainability Director (or designee)	Present
Gordy Euler	Clark County	Present
John Wasiutynski	Multnomah County	Absent

Port Staff and Consultants Present: Sam Imperati and Nellie Papsdorf, Institute *for* Conflict Management; Susan Aha, Brian Freeman, Sean Loughran, Dorothy Sperry, Stan Watters, and Chris White, Port of Portland.

Public and Invited Guests Present: Silas Evers and Donald Martin, airport employees; Jeremy Simer, SEIU Local 49; Dave Smith; Rodney Jennings; Annette Stanhope, Chris Corich.

Introductory Comments

Mr. Sam Imperati called the 18th meeting of the PDX Community Advisory Committee to order at 12:32 p.m. and welcomed everyone to the meeting.

New Members

Mr. Imperati welcomed the following new members to the committee:

- Ms. Katie Larsell, City of Portland Planning and Sustainability Commission, replacing Ms. Karen Gray.
- Mr. Ron Glanville, East Portland Neighborhood Office, replacing Ms. Alesia Reese.
- Ms. Corrina Chase, Columbia Slough Watershed Council, replacing Ms. Jane Van Dyke.
- Mr. Gordy Euler, Clark County, replacing Mr. Jeff Swanson.

Mr. Imperati announced that the committee chair and vice chair, Mr. Mike Sloan and Mr. Jeff Owen, would be presenting the PDX CAC’s annual report at the Port of Portland Commission meeting on April 13 at 9:30 a.m. He encouraged all interested members to join them at the meeting.





Mr. Imperati also recognized two audience members, Mr. Dave Smith and Mr. Rodney Jennings, for their contributions to the Port and its planning processes. He noted that Mr. Smith was the former vice chair of the Airport Futures Planning Advisory group and a member of the Citizen Noise Advisory Committee (CNAC). He explained that Mr. Rodney Jennings, a new member of the City of Portland Bureau of Development Services, would be working on PDX-related issues. Mr. Imperati thanked both of them for their time and efforts.

Mr. Imperati reported that members Mr. Chad Eiken, Mr. Dan Moeller, and Mr. John Wasiutynski were unable to attend the meeting due to conflicts. He noted that Ms. Maryhelen Kincaid would be leaving early to attend to other commitments.

Mr. Imperati informed the committee that terms were expiring for four PDX CAC members: Mr. Erwin Bergman, Ms. Maryhelen Kincaid, Mr. Robert Pinedo, and Mr. Joe Smith. He announced that Ms. Kincaid had agreed to participate on the committee for another year and Mr. Pinedo would be replaced by his alternate Mr. Joey Quitugua. He noted that staff still needed to hear back from Mr. Bergman and Mr. Smith about their positions. Mr. Imperati thanked Mr. Pinedo for his years of service and expressed gratitude for his commitment to the CAC.

Meeting Notes Approval

Mr. Joe Smith requested to receive the meeting notes earlier than a week before the following meeting.

The committee unanimously approved the notes from the January 20, 2016 meeting.

Mr. Imperati also reminded committee members of the two remaining PDX CAC meeting dates: June 22 and October 19.

Survey Results - Coordinating Committee Recommendation

Mr. Imperati announced the results of the survey from the January meeting, noting that the earlier meeting time was a result of the committee's recommendations. He explained that the majority of the CAC preferred to start and end the meeting earlier with a lunch. He reported that the CAC also preferred to keep four meetings per year and supported making the fall meeting an educational and/or tour experience. He noted that a section of the fall meeting might still be administrative, as the committee may have to consider a public notice item and/or the natural resource funding recommendations. He stated that there was no clear preference for meeting days, so the CAC would continue to meet on Wednesdays. He also reminded the committee that public comment would be taken as relevant agenda items occur, and notified members of the public in the audience that there was an opportunity for comment after each agenda item as well as during the official public comment period on the agenda.

Meeting Agenda Review





Mr. Imperati reviewed the meeting agenda and the contents of the committee members' packets. He noted that the order of materials in the packets followed the agenda.

Roundtable Updates & Discussion

Mr. Imperati introduced the roundtable discussion and asked the committee to share any community updates. He informed new members that the discussion was an opportunity to share with the committee any relevant information from their constituencies. He explained that the goal was to keep the updates PDX-centric with a focus on airport-related activities and information.

Mr. Gordy Euler reported that Clark County was currently working on a Comprehensive Plan update. He noted that the Board of County Councilors voted on April 5 to establish a rural industrial land bank, the first of its kind in Washington State. He explained that land would be rezoned from agricultural to light industrial and added that port organizations may be interested in the land as it developed.

Mr. Ron Glanville informed the committee that the East Portland Neighborhood Office was placing increased focus on homelessness and houselessness in the Portland area. He introduced Ms. Annette Stanhope, in attendance at the meeting, explaining that she and others were initiating listening sessions to provide a forum to discuss these concerns and share new concepts and ideas with the City of Portland.

Mr. Dickie Goldie noted that the City of Troutdale was pleased with the direction the Troutdale Airport Master Plan update process was taking.

Dr. Steven Mark Sachs recognized the time and commitment that went into serving on the PDX CAC. He noted that members received delicious food and free day-of parking for their work but proposed formally requesting that members also receive validated parking when flying at PDX as recognition of their services.

Mr. Martin Slapikas reported that North Portland Neighborhood Services was still involved in the efforts to respond to the release of contaminated air on Hayden Island and Jantzen Beach. He noted that his organization had also teamed up with the groups working on the Bullseye Glass toxic emissions situation in southeast Portland.

Ms. Maryhelen Kincaid reminded the committee that the Vanport Mosaic Festival was scheduled for Memorial Day weekend. She reported that the Port of Portland had signed up as a corporate sponsor of the event. She also shared that on May 30, members of the public would have the opportunity to take tours of the Vanport site, noting that Memorial Day was the one day of the year that the Portland International Raceway (situated on the former site of Vanport) is not active. She noted that the tours would include a bike route as well as self-guided pedestrian maps.





Ms. Kincaid also stated that the Levee Ready Columbia project was moving along well. She noted that the Port had been heavily involved in the project and explained that in spring and summer boat tours would be made available to see where weaknesses are in the levee. She encouraged members to contact the Multnomah County Drainage District for more information.

Mr. Micah Meskel recognized Mr. Nick Atwell and the PDX Wildlife Management program for their important work at the airport. He explained that he had recently had the opportunity to enjoy a presentation on the Raptor Trapping and Relocation project and noted that PDX's program was incredibly innovative, as it not only tracked the birds but moved them across the state. He added that the website www.PDXraptors.com was also an amazing asset, as it allowed users to track the relocated birds and post sightings.

Ms. Corrina Chase announced that as the new executive director of the Columbia Slough Watershed Council, she was working to meet with as many of the slough's partners and potential partners as possible. She noted that the Council would be coming up on strategic planning in the next year and encouraged any members to contact her if they would like to discuss how to move forward.

Ms. Deborah Stein informed the committee that airport area golf courses were the subject of potential amendments sponsored by the City of Portland Council for the city's Comprehensive Plan update. She explained that the amendments related to the amount of land zoned for employment and industrial use. She noted that there had been a lot of testimony on the issue and announced that the Council would be voting on the amendments over the next few months. She encouraged those interested to contact her for more information.

Mr. Joe Smith explained that he had attended the CNAC annual planning session on March 12. He noted that he continued to be impressed with the Port of Portland's attention to issues other than those directly related to the viability of airport operations. He stated that the CNAC reviewed technological developments and ways to encourage the adoption of technological advances that have the potential to lower airport noise emissions.

Mr. Robert Pinedo reported that Atlantic Aviation's construction project was coming along well. He noted that the construction of the main building had begun a couple weeks prior and added that workers would soon begin to build the hangar, followed by steel construction.

Mr. Ahmed Abed-Rabuh informed the committee that cargo exports at the airport had been strong, noting that imports had mostly been coming through ocean gateways. He explained that terminal changes had caused other markets to grow, such as "de-vaning," i.e. when a container that was sealed is taken apart and packaged for ground transportation. He added that the changes to United and Alaska Airlines had been helpful, as they allowed staff to clear the airport much faster and bring in more cargo.





Mr. Nick Atwell shared that the Aviation Wildlife Advisory Committee had met on April 4 to discuss updating the Wildlife Hazard Management Plan and better integrating it with the Oregon Air National Guard Base BASH program. He explained that the goal was to closely integrate the two plans in order to submit them to the Federal Aviation Administration (FAA) prior to certification submission in August.

Mr. Jeff Owen highlighted TriMet's upcoming agency-wide bike plan that would help guide TriMet investments in cycling. He noted that the plan would cover the airport and all other areas included in Trimet's purview. He explained that open houses would be held in May with final plan completion scheduled for summer. He added that he was happy to discuss the plan in more detail with those that were interested.

PDX Updates

Sustainability, Business, Construction Projects and Long Range Planning Updates

Mr. Vince Granato, Port of Portland Chief Operating Officer, shared his PDX Update with the committee and highlighted the following:

Mr. Granato thanked everyone for attending the meeting and thanked Mr. Atwell for his innovative work with the Raptor Trapping and Relocation project. He also recognized Ms. Maryhelen Kincaid and informed the committee that she had recently been awarded the Port of Portland's Compass Award as part of its Gateway to Globe event, recognizing the Port's partners and their significant contributions to its work. He noted that Ms. Kincaid had been a tremendous asset for the Port.

Mr. Granato reported that 2016 marked the Port's 125th anniversary, following PDX airport's 75th anniversary in 2015. Mr. Granato explained that as part of the celebration of the anniversary, the Port was providing the opportunity to run on the PDX north runway during the PDX Runway Run on September 24. He added that there was still room available for those that were interested and noted that registration fees would go to charitable organizations.

Mr. Granato informed the committee that activity at the airport had continued to grow in recent months, noting that each month the airport broke a new record and was currently in its fourth consecutive year of such growth. He reported that there would be 3,000 additional daily seats in spring, equaling 20 more planes traveling from PDX. He noted that each airline was seeing significant activity growth. Mr. Granato explained that because of this growth, certain pressure points were also developing at the airport, particularly around security checkpoints. He stated that to respond to these pressures, the Port was planning to hire additional staff to help Transportation Security Administration (TSA) workers by managing crowds so that TSA staff can spend their resources on security and screening.

Mr. Granato noted that the recent terrorist attacks in Brussels had also created another security dynamic. He reported that the airport was cognizant of these threats and prepared to react and respond thoughtfully in





case of emergency. He explained that a visible show of force was typical after such events and stated that TSA officers would begin to carry weapons for a period of time. He informed the committee that the intent was to remain unpredictable and keep security and safety at the forefront of all operations.

Mr. Granato announced that bilateral negotiations between American and Japanese officials had opened Tokyo's Haneda airport to daytime flights to and from the United States. Mr. Granato explained that the Port was monitoring how the new service might affect the PDX/Tokyo service that currently flies into the outlying Narita airport. Mr. Granato informed the committee that the Narita service was very important for the Portland metropolitan region and its economy, noting that PDX was the smallest airport in the United States with nonstop flights to both Asia and Europe.

Mr. Granato reported that work was underway on the second phase of PDXNext concessions redevelopment. He explained that a number of new coffee options and restaurants had been announced. He stated that the concessions program was currently in the design review process and would continue to develop throughout the year. He noted that many leases would not expire until the end of the calendar year, but added that some new operators would begin operating within the next few months.

Mr. Granato notified the committee that the airport had been awarded an Airports Council International, North America- Most Innovative Concessions Program award due to its food cart program. He noted that the program had received a lot of good feedback since its inception.

Mr. Granato explained that during his last update at the January 20 meeting, he had discussed breaking ground on the north side of the airport for the Terminal Balancing project. He noted that one challenge the airport faced was that many of its projects necessitated very long timelines to cover review, approvals, design development, and more. He informed the committee that recent changes in fleet mix, airline operations, and airline consolidation had led Port staff to pause the project for 90 days to ensure that it would accurately meet the airport's needs now and into the future. He noted that the pause would allow the Port to revalidate its assumptions about operational impacts and meet with the airlines to discuss how the project may be adjusted to be more reflective of a long-term solution. He added that there was an expectation that this would cause delays in the timing of the project, but emphasized that the break was necessary to create a better solution overall.

Mr. Granato announced that the Access PDX project was on schedule and in the construction phase. He explained that construction of the new concourse exits was underway as well as the construction of the new restrooms on Concourse D. He informed the committee that all of the projects were on time and on budget.

Mr. Granato reported that the Rental Car area would be breaking ground within the next couple of weeks. He explained that the \$66 million project intended to keep rental car lots closer to the airport in order to make the process smoother for passengers and roadways.





Mr. Granato highlighted a few other developments in PDX planning including a new pet relief area to be opened by August and a children’s play area to be opened in the fall. He also noted that the airport would open two lactation stations post-security for women traveling through the airport. He explained that the FAA now required lactation stations in every airport and expressed the airport’s commitment to providing such services.

Ms. Corrina Chase asked if there were any gender neutral bathrooms at the airport. Mr. Granato responded that there were family bathrooms available, but no bathrooms explicitly labeled gender neutral. Mr. Loughran added that gender neutral bathrooms were currently being discussed among Port staff and they were looking into labeling bathrooms differently in the future. He noted that Port of Portland Headquarters included gender neutral bathrooms and explained that he expected the airport to follow suit.

Mr. Granato explained that the Terminal Core Redevelopment program was currently in the next round of planning and staff was working with the airlines to ensure that the program would meet their needs going into the future. He noted that an important aspect of the program was its focus on seismic resilience. He stated that the airport was a key asset in case of emergency and added that it would be important to evaluate what its role would be following a large-scale earthquake.

Mr. Granato announced that the Port was very close to hiring a person to take on the newly-created senior level Social Equity Manager position, one result of the PDX CAC Social Equity Opportunities Ad Hoc committee recommendations.

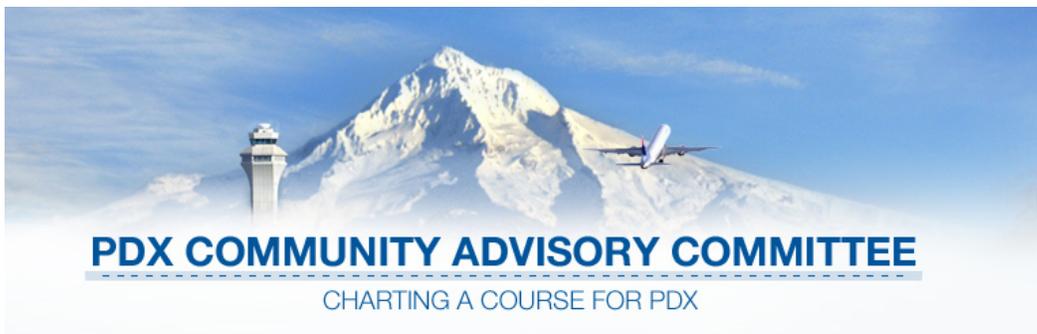
Mr. Granato reported that as part of the PDX Workplace Initiative, the airport had implemented a TriMet Monthly Pass program, offering reduced fare monthly passes to PDX employers. He noted that PDX employees were still challenged by TriMet’s operating hours and added that the Port would continue to work with TriMet and others to improve service in the future. He stated that the Port would host a PDX Job Fair on May 16 and provide individuals with the opportunity to apply for airport jobs using the PDX Jobs Board.

Mr. Granato informed the committee that Ms. Patricia McDonald had recently joined the Port of Portland Commission, replacing Commissioner Diana Daggett.

Mr. Imperati then asked if there were any questions.

Mr. Abed-Rabuh noted that it had been a while since the last update on cargo and asked if one could be included in a future PDX update. Mr. Loughran explained that he would touch on cargo during his presentation and offered to discuss it in more detail if anything was left out.





Mr. DeFalco asked about the stormwater pipe reconstruction and if the new pipe would still connect with the McBride Slough. Ms. Sperry responded that it would.

Mr. Slapikas asked for more information about the Hollywood Theater annex. Mr. Granato responded that representatives from Hollywood Theater had approached the Port about putting in a mini-theater at the airport. He explained that they had agreed to create a mini-theater in a former service center in Concourse C that was not being used. He noted that the theater would play local films related to aviation about five to minutes in length and showcase local filmmakers. Mr. Slapikas asked if the theater would be situated pre- or post-security. Mr. Granato replied that it would be post-security. Mr. Smith asked if the theater would be free. Mr. Granato responded affirmatively. He explained that Hollywood Theater had been fundraising for the project for a while and was expected to start construction sometime between summer and fall.

Ms. Kincaid asked for an overview of a recent lawsuit filed by the Air Transport Association of America (which represents a number of different airlines) concerning stormwater management fees. Mr. Granato explained that it was a complicated issue but summarized that the group had sued the City of Portland and filed a Part 16 complaint with the Federal Aviation Administration (FAA) because they felt that the stormwater fees as assessed by the City of Portland constituted a form of revenue diversion. Mr. Granato informed the committee that the airport's stormwater was handled by the Port, not the City of Portland, so stormwater fees directly related to PDX were excluded from its charges. He noted that the Port still received offsite stormwater fees and passed such fees on to the airlines. He explained that from the airlines' perspective, because the fees are related to stormwater offsite, they felt they did not directly benefit the airport and therefore the airlines should not be responsible for them. He stated that it was an issue airlines were concerned with nationwide, because they were apprehensive about cities tapping into airline revenue to pay for utility improvements. Mr. Granato noted that the Port's position was somewhere in the middle, as the FAA had previously made the determination that including such charges in airline rates (rent or landing fees, etc.) was an allowable practice. He explained that the Port also paid stormwater fees for its marine terminals, and noted that it was a significant charge, but added that the Port felt it was being treated consistently with every other user/tenant of the overall stormwater system.

Ms. Kincaid noted that the decision would also have a significant impact on stormwater fees, as many residents of drainage districts that were currently handling stormwater runoff were also required to pay offsite stormwater fees. She explained that because of this, it was an important issue for the neighborhoods and businesses located in those drainage districts as well. She stated that depending on how the lawsuit moved forward, the issue could lead to other consequences, as it would provide the foundation for a debate on paying offsite fees. She asked if Port staff could keep the committee informed as the issue moved forward.

To give a sense of the magnitude of the issue, Mr. Granato reported that the Port was previously paying \$250,000 per year in stormwater fees and that charge had since been raised to \$8 million. He explained that the city had phased them in with \$2 million each year and the Port was currently in its third year of the change





(paying \$6 million). Ms. Kincaid added that the average individual landowner had experienced increases as well, seeing an average raise from \$15 each quarter to \$125.

Planning Activity Levels/Forecast

Mr. Imperati introduced Mr. Sean Loughran, Senior Manager of Aviation Long Range Planning, to provide an update on the PDX Forecast and how the airport was tracking its progress. He reminded the committee that the Port had committed to providing this report annually to see how the forecast was tracking. He also introduced Mr. Chris Corich, former Project Manager of the PDX Airport Futures, who was also in attendance at the meeting.

Mr. Loughran noted that a number of Airport Futures alumni were in attendance at the meeting, including Mr. Corich, Mr. Sloan, Ms. Kincaid, Mr. Smith, and Mr. Bergman, and expressed excitement about having their perspectives on the committee. He explained that the forecast was foundational for the Port's work, as it provided a basis of understanding about what goes on in the aviation industry, what issues the airport faces, and how it can create the flexibility it needs to deal with a frequently changing industry.

Mr. Loughran stated that updates were critical to keeping the process moving forward in a way that accurately fit the changing needs of the airport. He reminded the committee that the first forecast was done in 2008, reviewed at the end of 2009, refreshed in 2014, and now being updated again. He noted that an independent third party had reviewed the forecast and studied recent issues and trends that could necessitate adjustments. Mr. Loughran shared the example of oil prices, noting that at the beginning of the process, oil prices had started at \$50 a barrel and risen to \$150 a barrel. He noted that no one would have predicted that it would be back under \$40 a barrel now. Mr. Loughran explained that analyses were done on all kinds of issues that could affect the airport, ranging from terrorism attacks to the development of a high speed rail system.

Mr. Loughran informed the committee that the most important indicator related to airport activity is passengers. He stated that the total annual number of passengers was calculated as the combination of those getting and off airplanes, noting that there were currently 16 million total passengers annually at PDX.

Mr. Loughran explained that probabilistic forecasts, such as those used by the Port, evaluated the range of potential future outcomes. He shared a graph of probabilistic forecasts of enplaned passengers (passengers getting on an airplane) at PDX and stated that there were high, median, and low forecasts included on the graph. He explained that the median forecast (or 50th percentile) represented the most likely future activity at the airport. Mr. Loughran informed the committee that the range of possible outcomes allowed Port staff to consider risks associated with attaining certain levels of activity and helped it ensure that its planning was flexible enough to address many different scenarios.





Mr. Loughran reported that shortly after the forecast was finished, the recession hit and the price of oil increased significantly, causing activity at the airport to decline. He stated that in 2010, the trend began to reverse, and for the last six years, the airport actually experienced record levels of growth. He noted that because of this, the airport was back on the projected forecast line and expected to rise above that line in the next year. Mr. Loughran explained that the range of forecasts allowed Port staff to better understand not only the total number of passengers to expect, but also what kind of staffing was needed, as well as fleet mix, flight schedules, and the number of concession stands and restrooms.

Mr. Loughran noted that operations were another important aspect of airport forecasting. He stated that changes in the fleet mix had affected the airport's needs. He informed the committee that as aircraft have gotten larger with fewer and fuller airplanes being used, airlines had become much better at managing their capacity. He explained that the practical capacity of the PDX airfield was about 500,000 operations each year and the airport was currently at a little over 200,000. He noted that because of this, the airfield was expected to meet the airport's needs for a long time.

Mr. Loughran added that the airport was also seeing increases in passenger airline aircraft operations with 20 new aircraft daily. He reported that there were also significant changes in the cargo business as well. He stated that the change in oil prices had led the industry to adapt to other avenues of moving good such as surface freight movement. He explained that the growing digital economy was also expected to affect cargo and noted that the airport was keeping track of the industry as providers such as Amazon have begun purchasing Boeing 767s.

Mr. Imperati asked if there were any questions.

Mr. Smith noted that Alaska Airlines had recently begun to fly a number of airbuses and asked if that change had any influence on the size of the airport. Mr. Loughran responded that that particular change in their fleet mix probably would not have a large effect on the airport's ability to meet capacity requirements. He noted that the design aircraft at PDX was a Boeing 737-900 in terms of destinations the airport serves and where it does the most service, so the airbuses were unlikely to create significant change. He added that Alaska Airlines had recently added more Embraer 175 routes and explained that those posed more operational challenges. He stated that in talking about terminal balancing, such fleet changes were the greater driver.

Mr. DeFalco acknowledged that hitting 15 million annual passengers had triggered certain requirements for increasing roadway and intersection improvements. He asked if there were any additional triggers the Port was expecting. Mr. Loughran replied that the 15 million marker had led the airport to begin the Cully/Columbia Boulevard project focused on improving connections to the airport. He explained that the project was being funded by the Port, the City and an ODOT grant, and would be implemented by the City of Portland. Mr. Loughran stated that he did not expect any additional triggers until the airport hit 20 million





passengers annually and informed the committee that it was currently at about 17 million. He noted that following 20 million passengers per year, traffic analyses and a number of other projects were required.

Mr. Abed-Rabuh asked about air cargo exports and the key factors driving demand. Mr. Loughran replied that an important driver was related to agricultural products and new technology that allowed for better refrigeration and led to produce being moved in other ways. He noted that the Port was working hard to bring such services back to the airport. He added that because there was not any one market in the region large enough to make the lift service work financially, it was important that the Port pieced together a number of different markets to make the whole system work at PDX. He offered to provide more detailed information about exports at the airport if anyone was interested.

Seismic Resilience

Mr. Imperati introduced Mr. Stan Watters, the Port's Chief Projects and Technical Services Officer and a member of the Oregon Seismic Safety Policy Advisory Commission (OSSPAC), which created the Oregon Resilience Plan in 2013. He explained that Mr. Watters would provide a presentation on the Port's seismic resilience and noted that planning for seismic safety was an important aspect of sustainability.

Dr. Steven Mark Sachs asked what the committee should be focusing on as it listened to the presentation. He asked about the committee's role and if members would be expected to vote following the presentation. Mr. Imperati replied that the presentation was primarily intended to provide information and further understanding of the airport's operations. He added that one benefit of the PDX CAC was that it represented a number of different backgrounds and perspectives, and he encouraged members to share any questions they may have. He explained that in the terms of the current presentation, there was no action item, but noted that this was not always the case. He stated that action items were called out specifically on the agenda and often associated with existing intergovernmental agreements (IGAs) and other projects that call for open public comment periods and community input.

Dr. Sachs asked if the group that produced the assessment was affiliated with the Port or an external organization that could have ties with the construction industry. Mr. Watters responded that he was the Port's Chief Projects and Technical Services Officer and sat on the Oregon Seismic Safety Policy Advisory Commission.

Mr. Watters explained that as part of the OSSPAC, he had been heavily involved in the Oregon Resilience Plan. He noted that the plan's executive summary had been sent to the committee in the meeting packet, along with the executive summary of a seismic risk assessment study of the Port of Portland's critical assets.

Mr. Watters informed the committee that the Oregon Resilience Plan was published in February 2015. He explained that it occurred as the result of legislation that empowered the group to develop a report that would help reduce risk for the region's next large-scale seismic event. He noted that the report did not receive





much fanfare until a New Yorker article titled “The Really Big One” came out months later in July 2015. He stated that the article, though somewhat sensationalized, helped bring awareness to the region’s seismic risks and bring public attention to this important issue.

Mr. Watters reported that the state’s vulnerabilities were impossible to fix overnight. He explained that if the state is going to become resilient to these risks, it would require a lot of work and cooperative efforts. He informed the committee that the plan was developed to cover the next 50 years of preparations. He noted that the Cascadia Subduction Zone, following the last earthquake in the 1700s, was actually overdue for an event. He explained that because of this, the region was already at risk but noted that addressing the entire vulnerable infrastructure in the state would take time.

Mr. Watters explained that the plan focused on eight critical sections (Business and Workforce Continuity, Coastal Communities, Critical and Essential Buildings, Transportation, Energy, Information and Communications, and Water and Wastewater) with corresponding key recommendations for the state. He stated that because of his background in the electrical utility industry, he co-sponsored the section devoted to energy.

Mr. Watters noted that the plan recognized that an important recommendation would need to focus on how to keep the 50-year plan active in the minds of the government and the public, in order to keep progress moving forward. He explained that the OSSPAC recommended establishing a State Resilience Officer position, and the governor and state legislature agreed.

Mr. Watters added that once the Resilience Plan was published, the group shared it with a blue-ribbon panel to look it over and provide additional recommendations. He noted that it was critical that the plan meet industry guidelines and provide accurate information on the state’s current conditions.

Mr. Watters stated that it would be critical to also understand the risks to the Port of Portland associated with this type of large-scale earthquake. He explained that the Port commissioned a seismic risk assessment from consultants, with the engagement of its Engineering Department, which was finished a little over a year and a half ago. He noted that the assessment won an award, as not many Port organizations have done such studies in so much detail.

Mr. Watters explained that because the Port manages so many assets (over 230), the team prioritized the most critical assets for the study. He informed the committee that the team developed 18 critical assets after a thorough review of what would be most needed in case of a seismic event. He stated the critical assets at PDX Airport were as follows: Central Utility Plant, Concourse C, Terminal Ticket Lobby, Terminal South Node, Terminal Oregon Marketplace South, Terminal Oregon Marketplace Central, PDX Aircraft Rescue and Firefighting Facility, Port Headquarters and P2 Parking Structure, PDX Ground Maintenance Facilities, and





Runways 10R-28L and 10L-28R. He noted that the runway at Hillsboro Airport as well as a number of marine facilities made up the rest of the critical assets.

Mr. Watters then shared the results of the assessment. He noted that the marine terminals and PDX Airport were largely situated on dredged material. He explained that this material was highly susceptible to liquefaction and liquid spreading. He stated that this posed huge risks to the airport's runways. He informed the committee that the Port had recently agreed to work with the Oregon Department of Geology and Minerals to get funding from the United States Geological Survey (USGS) Earthquake Hazard program to produce a survey on liquefiable soils in the Portland area and at the airport. He explained that the basis for the estimates of damage and risk the state faces were largely based on findings from coast soils. He noted that the samples were used to determine what happened during the last subduction zone earthquake. He stated that some studies verified that liquefaction occurred 70 kilometers up the Columbia River. He noted that getting funding to study the soils in Portland would help staff map them back to the event and deduce what specifically occurred.

Mr. Watters reported that significant damage to the two runways was expected. He explained that in terms of the airport buildings, they were all built at different times according to different codes, and would therefore all react differently depending on the magnitude of the earthquake. He informed the committee that most of the ground floor slabs in the buildings were supported by soils (instead of by piling or foundational structures) and would likely see considerable resettlement if liquefaction were to occur.

Dr. Sachs asked what was meant by the term liquefaction. Mr. Watters replied that it referred to the ground turning into liquid, meaning that it no longer maintains structural support characteristics and acts almost like quicksand.

Mr. Watters explained that it would take time to incorporate the assessment's findings into the Port's capital planning process. Mr. Watters stated that the Port was focused on addressing the risks in order to mitigate them as much as possible. He noted that many of the necessary changes would occur alongside already planned repairs. He provided the example of the south and north runways as well as the terminal core as facilities that were slated for upcoming renovation. He explained that to streamline the process, the seismic recommendations would be incorporated as part of this work. Mr. Watters informed the committee that the Port hoped to enhance every asset within 30 years and noted that addressing the facilities' vulnerabilities was estimated to cost about \$270 million overall.

Mr. Watters added that the levee system posed another risk to the airport. He explained that it would be highly susceptible to liquefaction and its structure would likely be compromised in the event of an earthquake. Mr. Watters also noted that the fuel tank farms located down the Willamette River were also identified in the Oregon Resilience Plan as a significant risk and would likely affect the airport in an emergency. He explained that most of the fuel used in the state comes from Washington via pipeline or barge and is stored in tanks





situated at the lower end of the Willamette River to be distributed to the rest of the state. Mr. Watters informed the committee that there was a pipe connecting those tanks to the one at the airport, owned and operated by the airlines and used for jet fuel. He stated that this posed a risk as all of the tanks sat on incredibly liquefiable soils. He explained that one key recommendation in the Oregon Resilience Plan was that the state diversify its fuel supply, as the state and airlines were currently completely reliant on the tanks located along the river.

Mr. Watters noted that beyond the facilities assessment and its involvement in the Oregon Resilience Plan, the Port was also working on several other projects to address its seismic risk. He stated that the Port was involved in the Cascadia Lifelines program, a consortium including the Port, ODOT, and representatives from the major utility providers that focused on providing funding to support Oregon State University (OSU) research evaluating shared risks. He explained that the OSU researchers were reviewing these risks and developing mitigation strategies to respond to them. He noted that the program would last five years and had kicked off a little over a year and a half ago. Mr. Watters reported that the Port had also hired a consultant to help look at business continuity planning in case of a major disaster and would also be involved in the Cascadia Rising event planned for June 6, a large-scale exercise that would involve emergency operation centers from all levels of government and coordinate a simulated field response to a 9.0 Cascadia Subduction Zone earthquake. He noted that the event would include state officials, FEMA, and the military.

Mr. Imperati asked if there were any questions.

Mr. Micah Meskel asked if Terminal 2 was assessed as part of the study. Mr. Granato responded that it was not treated as a critical asset due to a lack of business activity.

Mr. Meskel asked if any of the critical assets fell within the region's critical energy hub (CEI). Mr. Watters explained that they did not, but noted that some assets, such as Terminal 5, would experience similar damage.

Mr. Meskel asked if Port staff was coordinating with the City of Portland and its Natural Hazard Mitigation Plan update process. He noted that it was a similar plan focused on preparing responses to all natural hazards. He explained that the data from the Port's assessment would likely be beneficial to the city's work. Mr. Watters replied that the data had been shared broadly.

Mr. Meskel asked if, based on this assessment, there would be any strategic planning that would look to altering and/or restricting the uses of certain facilities because of their projected risks. He noted that he was thinking of Terminal 5 as one example, with fossil fuel exports potentially posing further risk in case of emergency. Mr. Watters responded that there were no current plans to place restrictions on any of the assets. He stated that any new facilities would be built to meet a new safety standard. He noted that as existing infrastructure was also repaired to meet these standards, such risks would hopefully be addressed.





Mr. Erwin Bergman asked if Port staff had tried to establish connections from the airport to surrounding areas, in terms of allowing people and equipment to get in and out of the area. He noted that three major routes to the airport were situated on the levee and another on 82nd Street with certain overpasses that seemed unlikely to survive a large-scale earthquake. Mr. Watters agreed, noting that according to the Oregon Resilience Plan, the predictions were sobering. He explained that many of the state's greatest vulnerabilities related to fuel, roads, and getting people from their homes to work. He stated that in terms of tie-ins, utility industries, FEMA, and others have agreed to help with mutual-aid agreements. He added that it was important to understand that PDX was identified as an important resource to get supplies into the east side of the region, and Hillsboro Airport recognized as an important resource to get supplies into the west. He informed the committee that in the Oregon Resilience Plan, the Oregon Department of Transportation (ODOT) did recognize the need to reinforce the major corridors to allow for the movement of goods and services in case of emergency. He noted that ODOT had added funding to address these risks and mitigate them as much as possible.

Mr. Joe Smith noted that Hillsboro Airport was included as a critical asset and Troutdale Airport was not, and asked why that decision was made. Mr. Watters explained that because Troutdale Airport was located only a few miles from Portland International Airport, it was decided that PDX should be focused on from an emergency response standpoint. He added that because the city was split in two by the Willamette River, it was also important to have response airports available on both sides of the river.

Mr. Smith asked if the Troutdale Airport was also situated on dredged material. Mr. Watters responded affirmatively. He noted that Hillsboro Airport was not, and because of this, expected to perform much better following seismic activity.

Mr. Ron Glanville asked about the future of the assessment and what actions were anticipated to follow it. Mr. Dan Pippenger, Port staff, replied that the team was working on creating Port policy to adopt the plan and its 50-year assessment of key infrastructure. He noted that it would be important to evaluate what critical functions would need to be made available first as well as what infrastructure was the most important. He explained that the region would need places to land planes safely, as well as power, and transportation to the airport. He stated that such activities would probably be engaged first. He added that the timeline of repairs would depend on priorities as they develop. He informed the committee that the Port had limited funding and would need to be strategic about the timeline of its facility investments.

Dr. Sachs noted that Interstate 5 and Interstate 205 were incredibly important in terms of fuel and other necessities traveling to Oregon from Washington. He asked about the plan's provisions regarding those corridors. Mr. Watters responded that the Oregon Resilience Plan reviewed critical roadways and found that the Interstate 5 bridge would likely experience significant damage. He explained that Interstate 205 was expected to do better and could probably be restored fairly quickly. He noted that one problem was that there





were many bridges over the freeways that had not yet been improved by ODOT, though they were on ODOT's radar for repair. He stated that if those bridges fell, access would likely be severely restricted.

Mr. Martin Slapikas stated that North Portland Neighborhoods Services had received a briefing on earthquake preparedness, and noted that all 11 neighborhoods were aware of the importance of preparing for such events. He explained that little by little, it seemed individual people were getting interested in the issue. He emphasized that in case of such an emergency, it would be very important for individuals to be able to take care of themselves, as they could go weeks without outside help. He also recognized the military for putting plans in place for evacuation and survival control. He then asked what magnitude of earthquake the plan prepared for. Mr. Watters stated that it planned for a 9.0 magnitude earthquake. He added that the Oregon Resilience Plan identified that advertising had primarily recommended planning for 72 hours without help. He noted that the recommendation was now to plan for two weeks. He explained that the state was hoping to educate people across the state about these issues and particularly those on the coast due to their specific vulnerabilities.

Lt. Col. Jenifer Parady asked if the Port was planning any public messaging to promote the issue publicly. She also asked if there were any resources the committee could provide for personal planning, noting that during National Preparedness Month the Oregon Air National Guard often provided shared messaging. She volunteered to bring related information back to share with the committee.

Mr. Martin Slapikas informed the committee that the American Red Cross had a 125-page manual available to guide emergency preparedness for smaller groups. He noted that his homeowner's association was currently using it as a guideline to prepare for such events.

Ms. Melissa De Lyser added that the Red Cross also provided a free Earthquake App that gives notifications when earthquakes are expected to occur and allows users to let others know they are safe.

Break

Environmental Objectives and Targets

Mr. Imperati introduced Ms. Dorothy Sperry, Senior Manager of Environmental Performance. He noted that Ms. Sperry had given an informational presentation about the Port's environmental management system in June 2013 and would be providing an overview of the Port's environmental objectives and targets.

Ms. Sperry explained that in 2000, the Port Commission adopted its environmental policy, around the same time it adopted a framework for an environmental management system (EMS) that was to conform to the international standard for such systems. She noted that since then, Port staff has been working on implementing and improving the system. She informed the committee that when she presented on the Port's EMS in 2013, they had discussed the possibility of getting ISO certification. She explained that ISO certification





provided a level of credibility, as it validated that the system met international standards, and also provided accountability, as it meant the system would need to be evaluated annually by an auditor.

Ms. Sperry noted that the CAC had recommended getting the certification and she announced that the Port had received it in 2016, with positive comments from the auditors. She thanked the committee for its input and expressed excitement about the trajectory of the Port's EMS program. She then provided a brief overview of the presentation and noted that she would talk specifically about the environmental sphere and how environmental performance is measured.

Ms. Sperry informed the committee that the EMS provided a systematic approach for controlling impacts, managing risk, and improving performance. She explained that the EMS used a loop of "plan, do, check, act" to create a system focused on continual improvement. She noted that this system allowed for a feedback loop that encouraged staff to continually improve performance.

Ms. Sperry stated that setting objectives and targets was a key part of EMS planning. She explained that staff first looked at how to address risks and opportunities by reviewing environmental impacts and compliance obligations (including voluntary commitments) before planning its actions. She noted that once the risks and opportunities were identified, then staff put systems and processes in place to ensure that the system was meeting its obligations. She explained that an important part of this process was making sure the system was also in accordance with long-term goals. She informed the committee that the Port operated five environmental programs: Water Resources, Natural Resources, Energy Management, Air Quality, and Waste Minimization. She noted that the program managers of each of the programs had come before the PDX CAC at some time. She stated that each program area had a program team with representatives from all across the Port. She explained that the teams were responsible for setting priorities and creating plans for how the Port would achieve its objectives.

Ms. Sperry shared a hierarchy of adaptive management and demonstrated how it supported the goals, guiding principles, and vision and values of the Port's environmental work. She noted that the system supported the sustainability of Airport Futures by focusing on understanding, evaluating, implementing, and monitoring its projects.

Ms. Sperry explained that setting and evaluating the objectives and targets was a formal, collaborative process. She stated that staff could consider targets at any time of the year but noted that they required a formal process to get on the agenda and be implemented. She informed the committee that the process was set in alignment with the budget planning process in order to assure appropriate resources would be available for their set schedules. She explained that project teams proposed targets based on program goals and priorities, strategic and business plans, and input from employees and the community. She noted that the objectives were first reviewed by the environmental core team (the steering team for the EMS) and then sent to the environmental policy team. She stated that the objectives were then sent to the full executive team for





a discussion about their accordance with business plans and environmental priorities. She explained that following this process, the plan was implemented, monitored, and reviewed, and the executive team and Port Commission were given an overview in the form of the annual report.

Ms. Sperry emphasized that there was a significant amount of vetting throughout the process. She explained that 90-100% of targets had been achieved in their timeframe. She noted that draft targets had been sent to the executive team but would not be published publicly until July. She stated that the PDX CAC would have the opportunity to review the targets in the meantime and ask any questions. She thanked the committee for its participation in the EMS process.

Mr. Imperati then asked if there were any questions or recommendations.

Mr. Glanville noted that the Natural Resources program seemed to be a great asset. He asked about the use of pesticides and herbicides at the airport and if it was being mitigated in any way. Ms. Sperry replied that the Port kept track of everything it used as part of its reporting requirements. She noted that in terms of permaculture, Port staff was committed to growing native plants and not invasive species. She added that the Port was making a strong effort to also careful about the types and amounts of pesticides it used.

Mr. Glanville asked about the Port's management of certain wetlands and the size of area it covered. Ms. Sperry reported that the Port managed 900+ acres of land. She reiterated that staff worked diligently to use only native plants. She informed the committee that the Port was not required to manage the sites for more than five years, but had kept funding for its management in the budget in perpetuity.

Ms. Chase asked about environmental risks associated with seismic activity and how they were incorporated into the environmental management system. Ms. Sperry replied that fuel storage was definitely a risk. She noted that the Port had a long-term resiliency plan in place, though there was a hierarchy of what would be taken care of first, with immediate dangers to life and health taking priority. She added that staff was now considering how to develop a long-term plan for clean-up after such an event.

Mr. DeFalco recommended that Port staff develop a baseline and reduction targets for the utilization of herbicides and pesticides. He noted that Metro had developed such targets for their properties and could have some strategies to share. He suggested that it would be helpful to understand the scale of exposure for workers and community members as well. Mr. DeFalco also noted that when the PDX CAC adopted the EMS program, he remembered commenting that it seemed to be a very siloed approach, as the programs were separated neatly into water, waste, etc. He suggested creating a social equity position that could focus on greater integration of the social and environmental factors and ensure coherence among the programs. Mr. DeFalco added that, given the recent exposure of the failure of the state to sufficiently protect human health with respect to air toxins, it seemed incumbent on the Port to get ahead of the curve and provide some





significant air toxics quality standards through the development of its own targets. He expressed support for creating baselines that would help steer the Port towards reducing its environmental impacts.

Ms. Sperry thanked Mr. DeFalco for his suggestions and noted that there would be a new society equity position coming on board. She noted that staff were currently working on how to best integrate EMS work and had tested out using integrative management and reporting among other tools.

Mr. Bergman, a former public pesticide applicator in Oregon and Washington, clarified that “pesticides and herbicides” was a misnomer, as herbicides are pesticides, pesticides being the name for the overall group that contains herbicides.

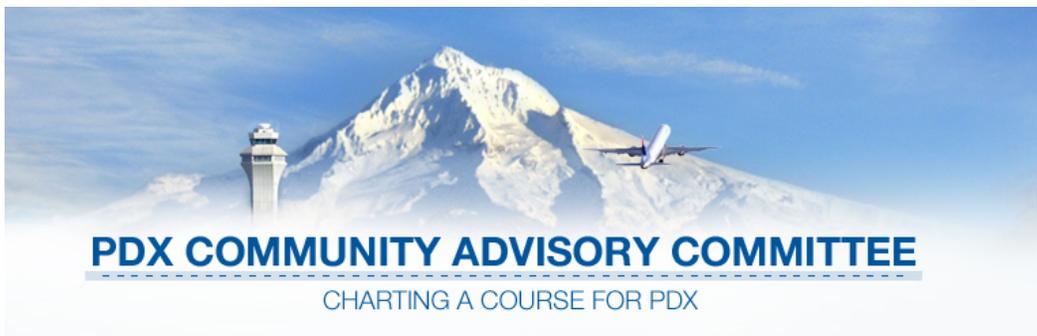
Public Comment

Mr. Jeremy Simer, representing Service Employees International Union (SEIU) Local 49, explained that he was appearing at the meeting with Mr. Silas Evers and Mr. Donald Martin, airport employees, to discuss working conditions at the airport.

Mr. Silas Evers explained that he worked for Alaska Airlines cleaning planes and doing security sweeps. He informed the committee that he was paid \$12 per hour and had not received a raise in two years. He noted that none of his co-workers had received a raise either. Mr. Evers stated that his low wages made it difficult for him to pay rent, so he worked two jobs. He explained that he worked at PDX from 6 a.m. to 2:30 p.m. then 3 p.m. to 11:30 p.m. at his other job. He informed the committee that his other job thankfully provided health insurance and did not take too much out of his check. He stated that he wished he could just work one job, noting that working two jobs made him very tired. He expressed concern about this, as it was important to remain alert during security sweeps to ensure that no contraband remains on board. He explained that he had recently taken a week off to relax, but since airport employees did not receive paid vacation time, he could not afford to go anywhere. He emphasized that he would like to keep working at the airport but noted that the current conditions made it very difficult. He stated that a raise in wages would make it much easier for employees to stick around. He asked committee members to stand with airport employees and support them as they tried to improve their station at the airport and thanked them for their time.

Mr. Donald Martin informed the committee that he had been a passenger service agent at the airport for about 9 months, helping passengers use wheelchairs. He explained that the company he worked for, Huntleigh USA Corp, paid him \$9.50 an hour, equaling about \$530 every two weeks. He stated that after he paid child support and taxes each month, his accounts were completely depleted. He noted that this meant he could not even afford an apartment and added that many airport employees lived with their parents because they could not afford housing. Mr. Martin expressed concern for his children and stated that he was worried about what would happen to them if he were to die suddenly. He explained that knowing how much the airport was making each year, it felt like an insult to be paid so little. He informed the committee that the working conditions at the airport had created a negative atmosphere among the workforce, particularly





among younger employees, and led to high employee turnover rates. He expressed support for the union and fighting for a \$15 minimum wage, noting that if he earned \$15 an hour, he could afford to take his children out to dinner, or even go on a vacation. He agreed with Mr. Evers that a raise would also increase employee morale and ensure that employees were committed to keeping the airport successful.

Mr. Jeremy Simer acknowledged that the Port had put together the PDX Workplace Initiative, an important step in raising the standards for the airport service providers managing frontline work at the airport. He noted that now the program was in place and airport workers were organizing with SEIU Local 49, staff had begun to assess how the program has worked so far. He explained that they planned to share some of their thoughts with Port staff and higher level management to review what has worked and recommend some improvements. He stated that because the PDX CAC only meets every few months, he wanted to share some of that information with the committee ahead of those discussions. Mr. Simer provided a handout that demonstrated that PDX Airport now had the lowest wages of the five large hub airports on the west coast. He explained that there were hundreds of workers like Mr. Martin who were earning minimum wage. He added that even with the new minimum wage increase, his wages would only go up to \$9.75 starting in July, equaling slightly over \$20,000 per year and still considered poverty wages. He reported that even workers such as Mr. Evers, who earned \$10 or \$12 an hour, were also earning poverty wages. Mr. Simer explained that even according to the local cost of living, based on the self-sufficiency standard used by the City of Portland, PDX was still near the bottom of how much its lowest paid workers received. Mr. Simer emphasized that airport workers deserved social equity. He reminded the committee that SEIU Local 49 had produced a report the previous year that reviewed turnover rates at the airport. He noted that the report found that PDX Airline Service Providers in fiscal year 2015 had a turnover rate of 64%. Mr. Simer explained that this was a problem as these were the people who were in charge of keeping passengers safe, secure, and comfortable. He encouraged the Port to improve on what they had started with the PDX Workplace Initiative and asked the committee for their support. He thanked the committee for their time and asked that its members stay engaged in this dialogue.

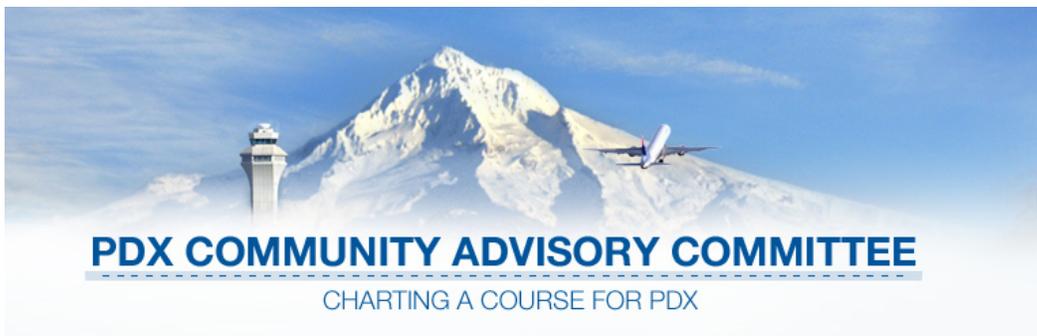
Mr. Imperati asked if there were any questions or comments.

Mr. Joe Smith submitted the following motion:

“Recognizing the current economic success of the air travel industry, and the Portland Airport’s premier leadership contributing to that success, and, recognizing the critical importance of a high-performing workforce for the industry to sustain and build on that success, the Citizen’s Advisory Committee urges the Port to encourage businesses involved in all Airport operations to set pay scales and pay advancement policies which promote hiring, and retaining, high quality, dedicated employees.”

Dr. Steven Mark Sachs seconded the motion, with “Citizen’s Advisory Committee” replaced with “Community Advisory Committee.”





Mr. Smith explained that the issue had really hit home for him when Mr. Simer informed the committee at a previous meeting that Alaska Airlines was predicted to announce an \$800 million annual profit and could provide raises for every one of its employees at PDX for \$2 million. He emphasized that a good business ensured that every one of its employees does well. He stated that he had immense respect for the Port, noting that in the PDX Business Report, it was clear that the Port was doing a number of things to contribute to the quality of life of its community. He encouraged the Port Commission and other top management to do everything in their power to convince its partners that it was in their best interest to pay their employees enough money to remain at the airport and feel actively supported. He explained that by doing this, they would ensure that their employees would care for the airport and take care of it in the best way possible.

Mr. Ron Glanville noted from the information provided that Quantem Aviation Services Inc. showed 129% annual turnover and asked what its employees did. Mr. Simer replied that Quantem Aviation Services provided cargo services, such as for the United Parcel Service (UPS). He explained that some of the high turnover was a result of seasonal challenges (related to holiday rushes, etc.) but noted that such changes did not seem to reasonably account for such high turnover. Mr. Glanville asked if their employees were union organized. Mr. Simer responded that they were not.

Mr. Imperati then asked those in support of the recommendation to raise their name tents. Those that voted for the motion are as follows (10): Mr. Ron Glanville, Mr. Mike Sloan, Lt. Col. Jenifer Pardy, Dr. Steven Sachs, Mr. Micah Meskel, Mr. Erwin Bergman, Ms. Corrina Chase, Mr. Tony DeFalco, Ms. Katie Larsell, and Mr. Joe Smith. Mr. Gordy Euler and Ms. Melissa De Lyser voted affirmatively but are non-voting members.

The following members did not vote in favor of the motion or abstained (4): Mr. Martin Slapikas, Mr. Dick Goldie, Mr. Ahmed Abed-Rabuh, and Mr. Robert Pinedo. Ms. Maryhelen Kincaid had left the meeting before the vote.

The following additional non-voting members were present and abstained or did not vote: Nick Atwell, Chad Eiken, Vince Granato, Dan Moeller, and Deborah Stein.





POST MEETING NOTES:

1) Mr. Jeff Owen, TriMet's representative on the CAC, changed his vote from supportive to abstain because he did not have sufficient time to consult with his employer in advance. The above tally reflects that change.

2) The facilitator brought this to the attention of Joe Smith, who made the motion. He forwarded the information to Maryhelen Kincaid , who told the facilitator she would have voted in favor of the motion had she not left for another meeting. The four voting members who were absent from the meeting were not polled.

3) The facilitator reviewed the following PDX CAC Collaboration Principles sections:

- a. *Section VIII. Collaboration Protocols for Committee Recommendations states:*
 - A. *Quorum. A quorum is a simple majority of voting PDX CAC members. If there is no quorum, the Chair or Vice Chair can cancel/reschedule or conduct the PDX CAC meeting and send all meeting notes and materials to the members for voting at the next meeting.*
- b. *Section IX. Decision-Making Process C.2. No Consensus – Majority and Minority View*
If a consensus on an issue is still not reasonably likely, as determined by the Chair or Vice Chair, the votes of those present at the meeting will be taken and recorded as a Majority - Minority vote. Majority is defined as at least 51% of the PDX CAC voting membership. The proposed language and reasoning supported by the majority will be noted along with their names in the PDX CAC's recommendations. Members voting in the minority will have their names, proposed language, and reasoning noted in a Minority Report accompanying any recommendation.

APPLICATION: 17 of 21 voting members attended the meeting, and at time of vote, 16 members were present. Therefore, there was a quorum.

*The vote was 10 in favor and 4 against. That is not a majority (11 needed) of the voting members. If we count Ms. Kincaid's vote, the motion passed. **Either way, Port staff has***





indicated they will forward the CAC's views to the Port Commission Chair. Mr. Granato will report to the CAC during its June 22, 2016 meeting.

Stormwater Master Plan

Mr. Imperati introduced Ms. Susan Aha, Senior Manager of Water Resources, and Mr. Brian Freeman, Manager of Civil Engineering and explained that they would be giving an informational presentation on the Port's Stormwater Master Plan. Mr. Imperati noted that managing stormwater and planning for future stormwater needs was an important part of protecting the environment and safeguarding public assets. He added that the CAC had last heard a presentation on the topic in June 2013 and would receive an update on how the project has progressed. Mr. Imperati noted that because the Stormwater Master Plan presentation was cut short due to timing limitations, it would be finished with more detail at another meeting.

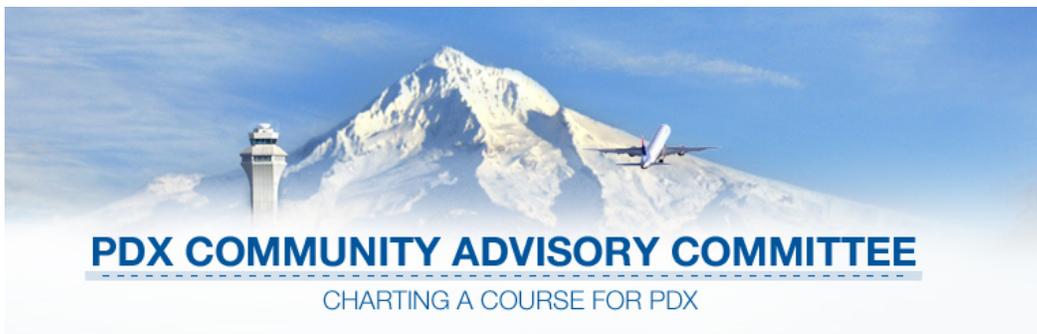
Ms. Aha explained that in the essence of time, she could focus on questions brought up during the meeting. She shared a map of drainage Basin 7 and noted that all nine of the drainage basins were defined by how the pipes have been laid over the years. She stated that the entire Basin 7 drained into a 60-inch pipe. She explained that when the Port started looking into its stormwater drainage basins, and the pipe connected to Basin 7 in particular, it did not know much about it, as it was not located on Port property. She informed the committee that through their research, Port staff discovered that the pipe had been installed in 1936 by the Works Progress Administration. She explained that normally a pipe like the one used would be replaced within 30 years. She noted that because of this, when Port staff inspected the pipe, it was found to be in very poor condition and could in fact flood the airfield following a minor storm.

Ms. Aha reported that this led to an opportunity to install a new pipe as part of the Colwood Golf course land swap. She noted that the installation of this pipe would cause impacts to the roadway.

Mr. DeFalco asked if there would be more runoff going into McBride Slough. Ms. Sperry responded that there would be no changes in runoff as the pipe was strictly a new pipe to convey existing runoff. She explained that years ago, when the whole area was a floodplain, the Columbia River was dredged and the sand was placed on what is now the airport, but the water had to go somewhere. She stated that the pipe was put into place to drain that water. She noted that as the land was filled, there was no longer a surface water connection between the McBride Slough and the Columbia Slough. She explained that the new pipe would essentially provide an ongoing hydraulic connection between the two.

Mr. DeFalco expressed concern that with the old pipe in poor condition, it could have already been malfunctioning. He asked if it was leaking or exhibited any other problems. Ms. Sperry replied that the existing pipe was 60 inches with a 6-inch deflection (meaning it was somewhat caved in at multiple places). She noted that it also exhibited seam separation and gaping holes at either end because it had started to disintegrate.





Ms. Aha added that even with the new pipe, the airfield could get flooded under certain storm events. She noted that this aspect was an important subject of the Stormwater Master Plan, but there had not been time to discuss it in the presentation.

Mr. Meskel asked if the new pipe was located under the road. Ms. Aha replied affirmatively. Mr. Meskel asked if the Port had been coordinating with the City of Portland. Ms. Aha responded that they had just completed a Type 2 Land Use Review with the city. Mr. Meskel asked if they would de-pave the entire abandoned road as it goes under McBride Slough. Mr. Freeman responded that this road would be part of the Trammell Crow development, as it was given to Trammell Crow as part of the land swap.

Mr. Smith asked if it would be better to improve the existing system instead of creating a new pipe. Ms. Aha explained that the Port did not own the land that the pipe was under and was therefore limited in the work it could do. She stated that it made the most sense to create a new pipe, given that the Port did not really have control over what happened to the old one.

Ms. Chase asked about the size and capacity of the new pipe. Ms. Aha explained that engineering staff had conducted a hydraulic analysis to find the optimal size for the pipe. She stated that the new pipe would be 72 inches and made out of concrete, as opposed to corrugated metal, in order to last longer. She added that Basin 7 was the most hydraulically-challenged basin in the area and very important because of the critical infrastructure it serves.

Meeting Wrap-Up

Mr. Imperati thanked the committee and each of the presenters. He asked committee members to fill out their meeting evaluation forms and reminded them that the next PDX CAC meetings would be held on June 22 (at PDX Headquarters) and October 19 (at the PDX Conference Center).

Ms. Chris White asked committee members to share the annual 2015 PDX CAC report with their constituency groups.

Mr. Tony DeFalco thanked the Port for the two letters of support for Verde included in the packet. He noted that one letter expressed support for a grant to improve connections between Cully and PDX while the other expressed support for a state funding request focused on the construction of Cully Park.

Mr. Imperati adjourned the meeting at 3:38pm.

NOTE: These meeting notes will be updated and approved at the June 22, 2016 PDX CAC meeting. Please see the "Meeting Notes Approval" section in the April 6 notes for any additions, subtractions, or corrections to these notes.





PDX COMMUNITY ADVISORY COMMITTEE MEETING #18

04.06.16 10 Evaluation Forms

	Too Slow		Just Right		Too Fast		No Answer	
1. PACING	1	2	5				2	
	Poor	Fair	Good	Very Good	Excellent	No Answer		
2. OVERALL MTG QUALITY				7	2	1		
3. PRESENTATIONS			2	8				
4. DOCUMENTS			2	6	2			
5. DISCUSSION			3	5	2			

6. MOST USEFUL?

- Joe Smith!
- Or at least compelling: seismic resilience
- New time works well
- Stormwater plans





- Vince Granato report
- Annual report
- Vince's update
- Sustainability

7. LEAST USEFUL?

- SEIU comments, don't like one-sided comments, material handed out is not a statistical accuracy
- Seismic information, visuals would have enlivened presentation
- I have listened to SEIU's presentations, and I continue to be unclear what the Port can actually do affirmatively to impose conditions on airlines when contracts are already in place. Can this be clarified at the next meeting? Can contracts be amended mid-term?
- Environmental report – not useful – virtually all process and little substance
- Consider ensuring equal discussion time to prevention time, ex. 10 presentation, 10 discussion
- Union presentation – while I support the message, we had the same presentation in January

8. COMMENTS, SUGGESTIONS, QUESTIONS

- Ice in the water (☺)
- I don't know how long before our meeting the printed materials we get at the meeting are ready, but if it's possible to have it (or much of it) ready so we could get it in the mail (snail version) a few days before the meeting, we could be much better prepared. The advance emailed stuff is a step in the right direction but some (many?) of us prefer reading in our favorite chair, marking pen in hand, to staring at a computer screen.
- Need to be stricter about keeping topics on time limits. We're shortchanging many presentations over. Nice effort to limit roundtable discussions to PDX-focused topics. Other efforts to keep these short?

