



PDX COMMUNITY ADVISORY COMMITTEE MEETING #25

Wednesday, January 24, 2018

NOTES

	Interest Represented	Attendance
VOTING MEMBERS		
Erwin Bergman	Central Northeast Neighbors	Present
Tina Burke	Airport Employee	Present
<i>Vacant</i>	Environmental Justice	
<i>Vacant</i>	Business Organization	
Katie Larsell	Portland Planning and Sustainability Commission	Absent
Dick Goldie	East Multnomah County Neighborhood (City of Fairview, Gresham, Maywood Park, Troutdale, and Wood Village)	Absent
Maryhelen Kincaid	Citywide Land Use Committee	Absent
Gavin Graham	Passenger Airline	Present
Micah Meskel	Environment/Wildlife/Natural Resources	Present
Jeff Owen	Multi-modal transportation representative	Present
Col. Chris Lantagne	Military	Present
Joey Quitugua	General Aviation	Present
<i>Vacant</i>	Air Cargo	
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	Absent
Joe Smith	PDX Citizen Noise Advisory Committee	Present
Adam Lyons	Northeast Coalition of Neighborhoods	Absent
Corrina Chase	Columbia Slough Watershed Council	Present
NON-VOTING MEMBERS		
Nick Atwell	PDX Wildlife Committee	Present
Dan Johnson	Clackamas County	Present
Chris Deffebach	Washington County	Present
Chad Eiken	Vancouver Community Development Director	Present
<i>Available as resource as needed</i>	Federal Aviation Administration	
Vince Granato	Chief Operating Officer (or designee)	Present
Dan Moeller	Metro	Absent
Tom Armstrong	Portland Bureau of Planning and Sustainability Director (or designee)	Present
Matt Herman	Clark County	Present
John Wasiutynski	Multnomah County	Absent



Port Staff and Consultants Present: Sam Imperati, Devin Howington, Chris White, Sean Loughran, Mike Coleman, Dionna Hickox, Aaron Ray, Devon Webster, Steve Nakana, Emerald Bogue, Kama Simonds, Dan Pippenger, Stan Jones, Eric Forsyth, Chris Czarnecki, Phil Ralston, Mike Coleman

Public and Invited Guests Present: Gary Kunz, Gina Tynan, Steven Criss, Lt. Col. Jason Lay (ORANG)

Introductory Comments

Mr. Sam Imperati offered greetings and welcome to everyone to the 25th quarterly meeting of the PDX CAC. Mr. Imperati offered appreciation to Tamale Boy, who provided the food for the meeting. Mr. Imperati reminded everyone of the parking validation and the TriMet passes available for those in attendance.

Mr. Imperati announced there would be a group photo at the break, and informed people to take breaks as needed during the meeting.

Meeting Agenda Review

Mr. Sam Imperati walked through the meeting agenda and noted the handouts in everyone's packet of information.

October Meeting Notes Approval

Mr. Sam Imperati asked if anyone had any comments or corrections for the October meeting notes. No one commented, and they were approved.

PDX CAC Member information and updates - New Members/Absences:

- Mr. Tony DeFalco has left the group and they are working on his replacement.
- Welcomed new member for the passenger airline seat, Mr. Gavin Graham from Alaska Airlines. Mr. Graham said he has been with Alaska Airlines for 20 years, working his way up through many roles in management and operations in several different cities. Mr. Graham said he has been General Manager for Alaska Airlines here in Portland for the last four years.
- Mr. Dan Moeller from Metro is not able to attend today as he is taking a professional licensing exam.
- Mr. Dan Johnson now officially replacing Ms. Barbara Cartmill from Clackamas County.
- Welcomed Mr. Ron Glanville as our new Vice Chair.

PDX CAC DRAFT Annual Report: 2017

Mr. Imperati said the committee should have received a DRAFT of the PDX CAC 2017 Annual Report prior to the meeting. Mr. Imperati said this Draft was not yet formatted, as we wanted your comments before we finished the report.



Mr. Imperati said we would love to have your comments and began a quick go around to see if anyone had any comments on the report. Mr. Imperati also announced that committee members will get two copies of the final report at our next meeting, which you can share with your appointing organization, and they will also give copies of this report to the Port of Portland Commission and to other organizations when we do presentations about the work of the CAC.

Mr. Joe Smith said this report indicated that there was a round table at every meeting, but pointed out that there was no round table at the last meeting. Mr. Imperati said they would edit the report to make that change.

Ms. Chris Deffebach said there is no “n” in Deffebach, and Mr. Imperati said we would correct the spelling.

Mr. Imperati said to email Chris White if you have any more comments or suggestions about the draft of the Annual Report.

Public Notice: Parking & Car Rental (PACR) Project

Mr. Sam Imperati noted that the group committed to having public notice items first, and introduced the Parking and Car Rental (PACR) Project agenda item. Mr. Imperati said the PACR Project is part of the suite of more than 20 projects called PDXNext, and added that this project is consistent with sustainability and the community’s Airport Futures work.

Mr. Imperati said the goal of the project is to meet projected demand while keeping facilities within reasonable walking distance of the airport terminal. Mr. Imperati reminded the group there was a general presentation on this in 2015 as part of the Quick Turn Around project.

Mr. Sam Imperati said this was a formal process and as such there was a formal comment period after the presentation.

Mr. Imperati introduced Mr. Mike Coleman, from PDX Aviation Planning, who will present the public notice item on PACR.

Mr. Mike Coleman said he’d like to spend a few minutes talking about phase two of the project, which is designed to make it a bigger and better facility. Mr. Coleman said Phase 1 was the QTA (Quick Turn Around) facility, which will have a ribbon cutting next month. Mr. Coleman pointed out they introduced the rental car project three years ago and we will probably see the completion of Phase 2 in the next three years.

Mr. Coleman provided the reasoning behind the project by pointing out that PDX is growing and the demand for close in parking exceeds their supply by the middle of the week every week. Mr. Coleman said rental car demand is also growing and mentioned the eclipse as a peak rental car usage event.

Mr. Coleman said one goal was to get as many people in as few vehicles as possible to come to and leave from the airport. Mr. Coleman said they are trying to do that through several options. The introduction of Uber and Lyft 2.5 years ago didn’t exist at all and today it’s a fundamental part of the landside service at the airport.



Mr. Coleman said the other way they try to accomplish that goal is through transit. He said he is pleased that Mr. Jeff Owen has helped to advocate for all-night bus access to PDX. He said this helps with passengers but even more importantly for employees. He said the other thing they are doing with TriMet is to try to improve the reliability of the MAX Red Line by doing the double tracking project. Mr. Coleman said they are anxious to see that improve so that light rail can leave and get here on time.

Mr. Mike Coleman said the Airport Futures process was trying to predict and meet needs before things break down, and PDXNext has been their follow-on effort to meet that demand before there are any breakdowns in service. The portions of the rental car service that are part of PDXNext is the QTA, the new customer service lobby, and the PACR project.

Mr. Coleman provided a slide on the growth of the rental car market and the projections for the future, which can be found in the meeting materials online:

<https://www2.portofportland.com/Inside/CommunityAdvisoryCommittee#meeting-materials>

Mr. Coleman showed an aerial view of the changes as part of this Phase 2 effort. Mr. Coleman pointed out the big 6-story building for the PACR project, and said the first three floors will service rental car companies with their own unique entrance and exit, and the other three floors will be public parking. Mr. Coleman said the Customer Service Lobby will be on the first floor of a 5-story building, and there will be new office space on the remaining floors of that building. Mr. Coleman also pointed out a new road to a new parking exit plaza which will be relocated farther to the east.

Mr. Coleman said from an operational perspective, the way people get in to the parking area will be the same way they get in now but there will be new place to park.

Mr. Sean Loughran said everything that is closest to the terminal is considered close-in parking. He provided a quick orientation to the parking structures relative to where we were in the building and explained the function of the QTA.

Dr. Steve Sachs asked how passengers will get to the rental car facility from the terminal. Mr. Mike Coleman said they will use the existing tunnel that runs under the parking garages, and make a turn and come up into the service lobby, and at the far end there will be another part of the tunnel to get to the terminal after they drop off a car.

Mr. Mike Coleman said they will increase the number of parking stalls by 2350 and he provided data on the current and future numbers of the parking spaces. Mr. Coleman said the new lobby will be about 25,000 sq. ft.

Mr. Coleman said the cost of the project was \$268 million dollars, and that half of that will be covered by the customer service fee charged to rental car customers, and the other half will be paid by parking fees. Mr. Coleman said they hope to have this project done in three years.

Mr. Coleman asked if the committee had any more questions.



Mr. Joe Smith asked if the three new floors were going to be long-term or short-term parking or both. Mr. Mike Coleman said they are not sure yet because they want to stay flexible and said it could even be a third price. Mr. Coleman said he hopes the layout is versatile enough to meet any of those needs.

Mr. Joe Smith asked what the entrance will be like with the new building. Mr. Mike Coleman said right now on the entrance helix, Level 2 is not accessible by the helix, and they want to change that and allow Level 2 to become accessible through the entrance helix. Mr. Coleman said there are also ramps that will serve some of the other levels.

Mr. Matt Herman asked if the existing rental space will be converted to short-term parking, and Mr. Coleman replied at least a portion of it will be for some ground transportation services to take pressure off the islands they use today. Mr. Coleman said that change could create new opportunities to use the islands for new things. Mr. Coleman said that P1, Level 1, has so much space that some will be some form of parking.

Dr. Steve Sachs asked how many of the new spaces will be covered. Mr. Mike Coleman said Level 6 would not be covered and a portion of Levels 4 and 5 would not be covered. Dr. Sachs asked if they could figure out the percent of the spaces that would be covered and use that as a selling point to offer covered parking. Mr. Mike Coleman said that was a good idea. Mr. Sean Loughran said he thinks about a third of the parking spaces will not be covered, and they will look into that.

Ms. Chris Deffebach asked if the parking pricing would change and how they balanced pricing with encouraging usage. Ms. Deffebach also asked if they would allow very short-term parking for free. Mr. Mike Coleman said they are encouraging folks to drive and park to cut down on the number of trips that pick-up/drop-off causes, which means they are hoping to price it right to encourage that.

Dr. Steve Sachs said it was his understanding that they wanted fewer cars, and Mr. Mike Coleman said maybe "trips" was a better word than "cars", because pick-up/drop-off adds a lot of strain to the system.

Mr. Vince Granato said historically they have tried to use pricing to get people to use the parking lots, and what they have found is that price increases mean more people use the parking lots, which was counterintuitive. Mr. Granato said they are trying to find that balance but it is difficult. Mr. Granato mentioned that the balance between the economy lot and the short-term parking changes all the time. Many users of the short term lots are business travelers who are expensing the parking, and thus not as concerned with the price.

Dr. Steve Sachs said he represented Clark County and they are not pleased about paying tolls to cross 205 and I-5, and asked if they have looked into the impact any tolls may have on trips to the airport. Mr. Mike Coleman said they have not yet, but they are at the table with the right people on this issue. Mr. Mike Coleman said they have been very interested in the process from early on and will continue to follow this issue.

Mr. Joe Smith said one of the great anxieties for the occasional traveler is what to do with your car, and one of the other great anxieties is how to get rid of the rental car upon return to the airport. Mr. Smith suggested that signage is very important and that people coming up 82nd don't see the sign about the long-term lot being full and may be unclear about where to go once they discover it is full. Mr. Smith said if there was a sign that was west of 82nd that said the long-term lot is full, that might help people.



Mr. Imperati formally opened up the comments to the public at this time.

Mr. Steven Criss said he was a very occasional traveler, and he said it is nice to see the expanded parking. Mr. Criss asked what happens ten years from now and asked if this structure was able to be expanded. Mr. Mike Coleman said the structure can be repurposed, and they have other places where rental cars could be moved in the future if needed.

Mr. Imperati called for other comments and there were none. No other committee members had any comments, and Mr. Imperati closed the comment period.

Roundtable Updates & Discussion

Mr. Imperati opened the roundtable discussion, as requested to facilitate discussion by the members, by asking members to please keep the items to things related to PDX CAC.

Mr. Imperati asked Mr. Jeff Owen to begin the roundtable.

Mr. Jeff Owen pointed out the meeting materials packet includes a letter written by the Executive Director of the Port to TriMet in support of the new late night bus line. Mr. Owen said that is moving forward as is the interest to try to double-track the portion of the MAX line near the airport. Mr. Owen reported the COO of TriMet, Doug Kelsey, is the final candidate for the General Manager job, and said the board meets next week to discuss that.

Mr. Ron Glanville said he has talked about the bus line and the transportation with his community, and they are very happy that this is happening and that there is a North - South corridor in this line. Mr. Glanville said they wish they had a route on 122nd that was coming in on Airport Way as well, but the 24-hour service is necessary and he applauds the efforts.

Mr. Tom Armstrong said the city's new Comprehensive Plan is effective May 24th, but there are still two outstanding appeals, which LCDC will hear in mid-March, and they hope to have resolution soon after that.

Mr. Nick Atwell mentioned they are working on the PDX Wildlife Hazard Management Plan. Mr. Atwell said they updated the 2009 plan and submitted it 2016, but it has been on a shelf at FAA office for a while. Mr. Atwell said he received noticed that they will move forward with approving that plan soon. Mr. Atwell also noted a damaging event: a SkyWest plane ingested at least one or two waterfowl. Mr. Atwell thanked Mr. Graham and Alaska for helping in their maintenance facility and everything ended up safe, but there was damage to the craft.

Ms. Corrina Chase said Columbia Slough Watershed Council has their annual report ready. Ms. Chase also invited everyone to their March 2nd gala. Ms. Chase said they are low on surveying existing sites and have already started planning on doing some restoration management sites and a project at the Oregon Food Bank near 33rd. Ms. Chase said their other big thing is trying to increase relationships with businesses and industrial properties in those areas and asked anyone who had any connections with those businesses to contact her. Ms. Chase also reminded



everyone that the Columbia Slough Watershed Council also offers team building through restoration projects, kayak trips and more, and handed out a flyer.

Ms. Tina Burke said all is good on the TSA front.

Ms. Chris Deffebach said she appreciates the double track work, and said the MAX Red Line extending all the way out to the Fairgrounds will ease capacity on the Blue Line as well. Ms. Deffebach said they are working with TriMet on the traffic issues out at the Fairgrounds.

Mr. Erwin Bergman said his neighborhood is dealing with several issues like a significant homeless problem and parking problems because of the construction along Sandy which is moving parking into neighborhoods. Mr. Bergman said in addition to that, they have dealt with the Overhead Approach with the F-15s. Mr. Bergman said he wrote a letter in opposition to the approach, and the Cully Neighborhood Association also wrote a letter and unanimously opposed the Overhead Approach.

Mr. Joe Smith said CNAC has met twice since the last CAC meeting. Mr. Smith said Dr. Steve Nakana's excellent report on Social Equity at the last CNAC meeting reminded him what a good citizen PDX is. Mr. Smith also acknowledged the Port for having a noise committee as a forum for people to discuss noise. Mr. Smith also said the Overhead Approach continues to be an issue, and they are waiting on a response on an excellent set of questions that the committee came up with as a framework to analyze all the data they gathered over the trial period. Mr. Smith said the main thing we need is objective data on the flight paths, or where the planes actually were at any given moment to help corroborate noise reports. Mr. Smith said the information is available if the Department of the Defense and the FAA will provide it. Mr. Smith said they are hoping they will have that tracking data by the March meeting. Mr. Smith reported that two meetings ago, CNAC passed a resolution that said if they are not willing to provide that data, then they will recommend they not allow the military to fly the Overhead Approach as requested.

Mr. Matt Herman reported that in 2017, the Washington legislature passed ESHB 1504 that concerns growth management of industrial land along railroad tracks. Mr. Herman said Clark County owns some of that land along a track and will be starting on their process, but it has been met with some appeals and they will work through those.

Col. Lantagne said he would leave his comments about the noise issues to the CNAC, but he mentioned they ended the test procedures in October and are now in the analysis phase on that. Col. Lantagne said the ORANG base is growing and expanding by adding two new groups. He reported they are actively trying to bring another unit here at this facility, that is geographically separated out in Warrenton. Col. Lantagne said they are continuing to develop new facilities and renovate and support those two big moves. Col. Lantagne also reported they are looking at their strategic future in regards to their aircraft, as they have one F-15 that is getting pretty old. Col. Lantagne said they have not committed to having the F-35, but that is what many in the Air Force are moving to, so that may be on the horizon and they are positioning themselves for that. Col. Lantagne reiterated there was no commitment on when or even if they would move to the F-35.



Mr. Ron Glanville asked Col. Chris Lantagne if their base expansion meant more flights. Col. Chris Lantagne said negative, these are more like the Navy Seals and will help with search and rescue, and the group from Warrenton will be doing radar work.

Mr. Chad Eiken asked if the F-35s were generally quieter than their current aircraft. Col. Chris Lantagne said he wasn't sure how they compared, but said it is a fighter aircraft, which means it is still fairly loud.

Mr. Joe Smith said there is no such thing as a quiet fighter jet.

Dr. Steve Sachs said Washougal has a new mayor, and he will update the group on his upcoming meeting with her at the next meeting.

Mr. Martin Slapikas said he represents North Portland Neighborhood Services, and they also voted to oppose the Overhead Approach being used and extended by the National Guard.

Mr. Slapikas asked Col. Lantagne if the plane they were discussing getting was the Raptor and Col. Lantagne said it was not.

Mr. Martin Slapikas said the North Portland Neighborhood Services Chair had an audit of the Oregon DEQ done and the report was released January 2nd, and it may be of interest to the Port and the group because it is regarding the efficiency of permits and inspections. Mr. Slapikas said ORRCO and APES fell into default on their self-reporting requirements, and the audit showed they are not getting inspections quickly enough. Mr. Slapikas said those companies are getting hammered pretty badly by an article in the Portland Tribune. Mr. Slapikas said the Concordia Neighborhood Association is absolutely opposed to the continued operation of ORRCO and APES. Mr. Slapikas said in North Portland N. S. they are trying to get people to fix the problem rather than put people out of business. Mr. Slapikas suggested that the Port not fall behind on any self-report requirements because this audit showed inspections are not getting done quickly.

Mr. Chad Eiken said he does not have any airport-related updates, but he said they also have a new mayor in Vancouver. Mr. Eiken said they are very excited that she will be the first female mayor.

Public Comment

Mr. Imperati opened the meeting to public comment and asked commenters to keep their remarks to about five minutes each.

Mr. Gary Kunz said he is the chairman of the East Columbia Neighborhood Association. Mr. Kunz said he shared Mr. Joe Smith's frustrations that the tracking data is not readily available. Mr. Kunz said his association had a robust conversation about this topic, and they determined that the Overhead Approach as being done is not compatible with a residential setting and said it is very disruptive. Mr. Kunz said he will be at the March CNAC meeting.



Mr. Steve Criss, a resident of Washington County, said he realizes there is a noise issue, and he realizes we have to let those folks do their job. Mr. Criss said we need to step back and not make their job difficult for them.

Mr. Imperati asked if any other members of the public wanted to make any comments and there were none.

Group Photo

During the break, committee members took a group photo for the annual report.

PDX Updates

When Mr. Imperati called the meeting back after the break, Mr. Joe Smith said he had a comment that he forgot to mention earlier about the annual report. Mr. Smith urged everyone to check their bio and that his bio was outdated. Mr. Smith said he will send a corrected bio and it would be good for everyone else to have a current bio as well.

Tour Recap

Mr. Imperati announced that we have three topics to cover under PDX Updates, and first, a quick recap of the 10/18 PDX Tour from Mr. Jeff Owen.

Mr. Jeff Owen said he wanted to thank the staff for the opportunity to do the tour and acknowledged all the planning that went into it. Mr. Owen asked if anyone had anything specific to add about the tour, and there were no comments. Mr. Owen said he would like to do an annual tour of the airport.

Mr. Imperati said an annual tour would be particularly exciting with the new construction coming up and added that the baggage claim was interesting.

PDX Capital Program

Mr. Imperati said we have committed as part of the CAC work to do an annual update of the PDX Capital Program. Mr. Imperati said this was a nice look ahead to see what projects were on the horizon, and he introduced Ms. Terri Burke to give the presentation.

Ms. Terri Burke said she was giving a PowerPoint presentation on the highlights, and said there was a spreadsheet in the handouts if anyone would like more detail. Ms. Burke said she comes to do this presentation once a year, and is a Senior Planner at the Port.

Ms. Burke said she hopes you get a sense of magnitude of the projects here at the Port.

Ms. Terri Burke explained the spreadsheet in their packet: Projects in pink are active and in implementation phase. The sheet lists out the planned portfolio for the next three years, though Ms. Burke mentioned that just because a



project is planned does not mean it will happen, in part because they are always evaluating the projects to make sure they are doing the right project at the right time.

Ms. Burke said this year she has prepared a few slides to identify some of the larger efforts that they are working on and provide an overview of the type of projects that they are prioritizing at PDX.

Ms. Burke discussed PDXNext and mentioned the committee had already heard about that from the earlier presentation. Ms. Burke reiterated from that presentation that the projects are about accommodating some really significant growth here at PDX with an eye toward flexibility and resiliency. The first project to come online is the QTA, then the Terminal Balancing will open in 2020, and then the PACR project is scheduled to come online in 2021. Ms. Burke said the next big project after that will be the Terminal Core Redevelopment project, which was just approved by the airlines. That project will include some demo of Concourse A and redevelopment of the core.

Ms. Terri Burke gave information on the airfield capital projects. Ms. Burke said they are focusing on maintaining their existing assets including rehabbing the taxiways (as shown in her presentation slides, available online). Ms. Burke said in addition to that they have various efforts to continue with energy conservation efforts on the airfield by upgrading all lighting to LED fixtures. Ms. Burke said they are adding some additional Remain Overnight parking for capacity expansion.

Ms. Burke gave an overview of the Terminal Capital Projects, which include the large Terminal Core Project as part of PDXNext, and some asset maintenance projects as well. Ms. Burke said maintenance projects included replacing 21 boarding bridges over the next several years, some HVAC rehab work, and finishing up the Concessions Redevelopment Program. Ms. Burke said they are also looking at the Central Utility Plant, looking to rehab some older equipment there.

Ms. Burke said projects on the landside end also include asset management. Ms. Burke said there are projects to rehab Airport Way east of 82nd, and next year they are going down to Airtrans Way to rehab that, and then after that they are planning on rehabbing Airport Way west of 82nd (see slide 5 for a map/dates). Ms. Burke mentioned they are also looking at improving the intersection of 82nd and Airport Way.

At this point Ms. Burke opened her presentation up for questions.

Dr. Steve Sachs asked if all the rehab work meant that assets were currently deteriorated, and Ms. Burke replied that they keep close track of their assets and keep the assets going for as long as possible, and that the planning projects do not mean assets were broken but rather were for maintaining the assets for as long as possible.

Mr. Joe Smith asked if there was any project that turned out differently from what they may have predicted or anything that was a surprise, either good or bad. Ms. Burke said she could not think of anything that turned out significantly differently, and part of that was because they go through a concerted effort to bring in stakeholders and stay on budget. Mr. Sean Loughran said the Terminal Balancing Project might be one that has evolved significantly over time, and there are many factors that affect the planning process.

Mr. Joe Smith asked if any project went way over budget or way under budget. Mr. Sean Loughran joked that nothing here ever goes over budget.



Mr. Vince Granato said the grease separator project was much more than they thought for that type of project and had a bigger impact on the operations than they expected as well. Mr. Granato said he was surprised that separating grease from water would have caused such a large project, but that was just a normal part of doing business.

Mr. Imperati thanked Ms. Burke for her presentation, and introduced Mr. Vince Granato for the Business Update.

Business Update

Mr. Granato said he will be covering a few highlights from the Business Update report, provided in the meeting packet. Highlights include:

- 19 million visitors in 2017, which is an impressive number of people.
- Small downturn in operations (takeoffs and landings), partly due to several natural disasters in certain markets causing downturns and pilot shortages causing some flight cancellations.
- Mr. Granato reported a significant amount of regional flights, and passenger growth despite the downturn in operations.
- New service to markets including: London Heathrow, Orlando, Milwaukee, and Mexico City. Mr. Granato noted the flight to Mexico City was settled at the last minute because CBP flight staffing was an issue. Mr. Granato explained congressional support for the flight made it happen, and led to us getting four new officers to staff the flight. Mr. Granato praised the creative solution and said he appreciated the partnership to help bring that to market.
- Providence is going to have a new health care express clinic, just beyond security. Mr. Granato said this will be a quick, urgent care type of facility, but also that people will be able to schedule appointments. Mr. Granato said they are excited to have this clinic, and that it will be great for employees.
- There was an opening in the pre-security food area, which will be filled by Bangkok Express. Mr. Granato said this was a great small business success story, and that everyone enjoyed the Bangkok Express food cart which was here for longer than a year. They proposed and were selected for a brick and mortar spot with a multi-year lease, and everyone is excited about that. Mr. Granato said that was the intent of the program- to serve as an incubator when possible- and encourage success for the food carts. Mr. Granato said they also have three new food cart operators and encourages everyone to check them out.

Mr. Vince Granato also spoke about the ongoing construction projects. Mr. Granato said the Terminal Core Project will expand the main terminal 150ft to the west, remodel Concourse B and demolish Concourse A. Mr. Granato said the project was originally about \$1.3 billion dollars, but that was a large number for everyone to wrap their head around. Mr. Granato said they phased the project and it was approved unanimously by the airlines. The first phase will cost \$950 million and will be the largest construction project in the state of Oregon.

Mr. Granato said the Port appreciates the great deal of trust the airlines have with them and said they have a great partnership with airlines like Alaska and others. Mr. Granato said that on November 27, when the airlines approved the Terminal Core project, it became real. The organization will move into execution mode, and Mr. Granato noted the Port has a great team and will deliver on this one. Mr. Granato said the project is at 10% design with two years of design to go; they will not start construction until the Terminal Balancing Project is done.



Mr. Granato said the cost is currently at \$950 million, and there is still another \$350 million or so for the later phase, which they are still developing.

Mr. Vince Granato said the main terminal building was the first study that came out of the Master Plan in Airport Futures, and they have been working on this since they finished the study in 2014. Mr. Granato said he is proud of the team that got us here.

Mr. Granato also covered other PDXNext projects:

- QTA opens in February
- Terminal Balancing is 100% designed
- PACR project is 65% designed, and there is construction going on now.

Mr. Granato said the Social Equity Policy is one they have been working on for some time, and said he was thankful for all the work this group and others have done on it. Mr. Granato said he appreciates Mr. Joe Smith's earlier comments about the Port being a good citizen. Mr. Granato said that they are not perfect and have a ways to go but they are putting an equity lens on everything that they do here at the Port. Mr. Granato said the transportation and TriMet issues were big for equity and they appreciate the work done on those.

Mr. Granato gave kudos to Phil Ralston and the whole environmental team for staying ISO 14001:2015 certified after yearly audits. Mr. Granato said they are the only consolidated Port in North America to be audited every year and have this certification.

Mr. Vince Granato talked about Transportation Network Companies (TNCs) like Uber and Lyft and how those companies have led to significant changes, even though they did not exist two years ago. Mr. Granato mentioned they have been considering the first floor of the parking structure for all TNCs and may not even include parking. Mr. Granato mentioned the need to get them off the main terminal road because that causes a lot of congestion. Mr. Granato said the taxi business has seen a decline.

Mr. Granato said the weather this year included just a small bit of winter weather over the Christmas holiday. Mr. Granato said he wanted to acknowledge the great work done by the team during that weather event.

Mr. Granato reported there is a new Port Commission President, Ms. Alice Cuprill-Comas. Ms. Cuprill-Comas is replacing Mr. Jim Carter after his retirement. Ms. Cuprill-Comas is the General Counsel for OHSU, and Mr. Granato said they are excited about her assuming leadership. Mr. Granato said she is great and is a big fan of the airport and the work that we do, and mentioned her bio is in the report in the packet. Mr. Granato also said the Port appreciates all the work Mr. Jim Carter did as commissioner.

Mr. Granato closed his remarks, and Mr. Imperati asked if there were any questions.

Mr. Joe Smith asked if the new health facility will offer things like flu shots. Mr. Vince Granato said yes. Mr. Granato said they offered a few rounds of flu shots for employees this year and had few takers.



Mr. Martin Slapikas asked about the maximum age for pilots. Mr. Gavin Graham said he was not sure but he thinks it is 65.

Mr. Gavin Graham said he wants to give kudos to Horizon because they have not had one pilot cancellation since November 1st, and they are looking forward to opening a regional line to Seattle.

Mr. Vince Granato clarified his earlier comments to reflect that Horizon was not the only airline to experience pilot shortages; this problem extends to many other airlines as well.

Dr. Steve Sachs asked to hear about Paine Field in the next meeting.

Social Equity Policy

Mr. Imperati introduced Dr. Steve Nakana, the Port's Social Equity Manager, with an update on the Social Equity Program. He said Dr. Nakana was here last January to present the program outline, and that the Social Equity Policy was an important part of the triple-bottom line of sustainability.

Dr. Steven Nakana, the Port's Social Equity Manager, presented an update on the Port's Social Equity Program. He presented the program outline in January 2017.

His presentation for today's meeting can be found here:

<https://www2.portofportland.com/Inside/CommunityAdvisoryCommittee#meeting-materials>

Dr. Nakana asked for input on the draft Social Equity Policy and Implementation Guidelines, which were sent to the CAC members in advance, along with an article entitled, "*When Portland Banned Blacks.*" as a frame for the conversation.

Dr. Steve Nakana said he was here with two goals in mind: To provide a progress report on the Social Equity Program and to solicit input on the Equity Policy and Guidelines.

Dr. Nakana provided a background on the Social Equity Program. Dr. Nakana said prior to 2013 they had some union representatives talk to CAC about wage issues at the Port, and this committee decided to create an ad hoc committee to look at the issues raised and provide recommendations to the Port. Dr. Nakana said this ad hoc committee met eight times, and the Port hired a consulting firm called Good Company, which focused on the way social equity fit into the triple bottom line of sustainability. In this process, the Port looked into what they could do for social equity.

Dr. Steve Nakana said that consultant work as well as the ad hoc committee work created a report for the CAC. This also spawned the PDX Workplace Initiative. This initiative was adopted by the executive team. Dr. Nakana said



one of the major recommendations was to create a Social Equity Manager position, and he is particularly thankful for that because that is his position.

Dr. Nakana said a large part of their work is to try to understand what equity means for this organization and to try and shift an organization that has been around for 127 years to embrace this concept.

Dr. Nakana said they have engaged a number of nonprofits including the Coalition for Communities of Color and The Intertwine Alliance to help with assessment work.

Dr. Nakana shared a slide on the vision statement for the Social Equity Program, one goal the program has, and the three main outcomes they hope to achieve. This information is provided in the materials online as linked above.

The main outcomes are:

- Increase Access to Prosperity Related to Port Activities
- Create a More Diverse and Inclusive Employee Workforce
- Demonstrate Regional Equity Leadership

Dr. Nakana said this program aligns very well with the Port's mission to improve on the quality of life in the area. Dr. Nakana said the goal of the program is to integrate social equity thinking everywhere in the Port.

Dr. Nakana explained in more detail how each of the three outcomes related to work that they were doing already and plans they have for the future. Dr. Nakana said the first outcome about increasing access to prosperity was reflected in the inclusion of diversity inclusion language in the employer section of the RFP, which removed barriers for small business to apply for projects.

Dr. Nakana said the second outcome of creating a more diverse and inclusive workforce will hopefully make the workforce representative of the communities that the Port serves. Dr. Nakana said they want to make sure that the Port is one of the best places to work.

Dr. Nakana said the third outcome is to demonstrate regional equity leadership. Dr. Nakana said they hope to get the Port to think outside the box on how to partner with nonprofits, NGOs, and others.

Dr. Nakana said he thinks this program is what the group, from their previous ad-hoc committee, has asked for and more.

Dr. Nakana reported that they have completed internal and external outreach and assessment. He said Mr. Vince Granato was involved and that it has been great to have the executive team involved. Dr. Nakana said they had great discussions with the executive team to get alignment on the concept and to figure out how this helps the Port in many ways, including making business sense.



Dr. Nakana said the ISO certification will make things easier and gave kudos to that certification.

Dr. Nakana said the next steps for the program include contracting with Resolutions Northwest to get implicit bias training and host dialogues on understanding the concept.

Dr. Nakana said he wants each department to create their own Equity Plan that will include metrics that operationalize and measure the outcomes, so they can tell if they are living up to their mission. Dr. Nakana said that will be interesting and innovative and will move towards transforming the way the Port does business.

Dr. Nakana said the Social Equity Policy specifically is to showcase that the Port is committing to all people that want to do business with the Port, want to work at the Port, or that the Port impacts, that the Port will make decisions that will improve equity.

After Dr. Nakana's presentation, Mr. Imperati asked if there were questions, comments, or suggestions on the policy. Mr. Imperati said this was one of the formal opportunities for this committee to make comments on this policy and reminded everyone that this was going to the Port Commission on February 14th, where the CAC and public were welcome to attend and comment.

Mr. Martin Slapikas said he recalled the Port starting a sustainability program a few years ago and asked if the social equity program was a part of that. Mr. Slapikas also asked how this program coordinates with the other sustainability branches: economic and environmental.

Dr. Nakana said the Port has always been functioning with the sustainability framework in mind and they have a great finance department and a great environmental department. Now, they are trying to have social equity make a bigger impact on decisions. He said they are hoping to make decisions filtering through all three of those lenses to hit the triple bottom line. Dr. Nakana said the Port has done great work dismantling a lot of barriers for good small businesses to get contracts, and cited Bambuza as an example. He said the equity program is designed to figure out if there is anything over and above the small business program that will allow all people to be successful at the Port.

Ms. Corrina Chase said she wanted to voice strong support for this program and thanked Dr. Nakana for the work that he spoke about today. Ms. Chase asked how they will deal with accountability to the community once the policy gets put into place.

Dr. Nakana said he will help each department work out their accountability measures, and this policy is one thing that needs to be put into place to hold them accountable and indicated that the Port is serious about this issue. Dr. Nakana discussed program metrics and how they will track progress, and said writing this policy itself is a big step



given that he has not seen any other Port with a policy like this. Dr. Nakana said having this policy accepted would be one measure of program success, and then reiterated how he would work with each department to figure out appropriate metrics.

Ms. Chris White said they will probably come back to the CAC, too, to discuss this issue further.

Ms. Corrina Chase asked what challenges they expect in the presentation of the policy and if Dr. Nakana had any thoughts on addressing those challenges.

Dr. Nakana said one challenge was that many separate external groups want to see their groups represented in the policy. He said another challenge was helping internal departments operationalize this policy and what this policy means for their everyday work. This is also an opportunity.

Ms. Corrina Chase said those issues are not the current issues that he might face in the February 14 Commission meeting, but might be issues down the line. Ms. Chase asked what issues might be faced in this upcoming meeting.

Dr. Nakana said the challenge right now is explaining the implementation process of the work and explaining this in an organization that does capital work. Dr. Nakana said so far, the challenge really is how do you constantly take a conceptual thing and operationalize that into a reality.

Mr. Micah Meskel said this is great work and he is especially excited about the next steps and how this works its way through the entire organization. He hopes this policy might trickle down into tenants and airlines, as well.

Dr. Nakana said this is the organizational philosophy and they are trying to change the way the Port makes decisions, including some of the business deals they might enter into by looking at who benefits and who is impacted, as well as evaluating decisions with the triple bottom line in mind.

Mr. Joe Smith asked that everyone look around the room and note the lack of diversity. Mr. Smith confessed he has a bias in favor of affirmative action and suggested that this body could be more diverse. He suggested bringing in groups such as the Urban League, OAME, and other similar groups.

Mr. Imperati said the Hispanic Chamber of Commerce is a newly invited member and will be represented in future meetings. Mr. Smith said he is delighted that the Chamber is now a member.

Dr. Steven Sachs said this work rests on certain assumptions like a lack of equity of treatment and respect, which he said was appropriate in the 1960s, 70s, and part of the 80s. Dr. Sachs said if those assumptions are no longer supportable then Dr. Nakana's role would no longer be necessary. Dr. Sachs asked if Dr. Nakana's organization has



some way to prove that there really is still a lack of social equity. Dr. Sachs requested those materials and stated that obviously a lack of equity existed decades ago, but he does not see it right now.

Dr. Nakana gave an example of a new report on disparities in school outcomes that just came out and shows how a lack of access to get into a school has produced inequitable graduation rates. Dr. Nakana also pointed out good data on health access that shows the lack of access to health care for people with low incomes and people of color is related to the high rates of diabetes in those groups.

Dr. Sachs said he wants to have a conversation outside of this meeting and to receive whatever materials Dr. Nakana would care to send him to lead him to the same conclusion that what he is doing is really important.

Dr. Nakana asked what Dr. Sachs' understanding of social equity was, and Dr. Sachs said his understanding was that each person was treated the same regardless of background, religion, and quoted Dr. Martin Luther King, Jr. that a person should be accepted based on their character rather than their skin color. Dr. Sachs says he doesn't see the lack of equity now but is willing to examine evidence.

Mr. Imperati told Dr. Sachs the Port is collaboratively doing a disparity study for contractors in the area to see what extent there is a disparity. Mr. Imperati asked when that report will be available. Dr. Nakana said in May or June perhaps and Kimberly Mitchell-Philips will share that work with us.

Mr. Imperati also pointed out that on page two of the proposed policy there is a goal that speaks to Dr. Sachs's comments. Mr. Imperati read that definition of racial equity: "The condition that would be achieved if one's racial identity no longer predicted, in a statistical sense, one's access to opportunity." and asked if Dr. Sachs was asking for the predicate information, and he replied, yes. Dr. Sachs said it was a wonderful proposed policy, but it may not be necessary.

Mr. Martin Slapikas said he sees a lot about race in the policy and is curious about age, religion, etc.

Dr. Nakana said when he is talking about equity he is looking at all ways the Port is making decisions and considering all those things as well.

Mr. Imperati pointed out policy Item 3, fourth bullet states: "Because addressing the barriers experienced by people of color, we will effectively also identify solutions and remove barriers for other disadvantaged groups;" and invited Dr. Nakana to comment on that.

Dr. Nakana said this work is not exclusionary but is inclusionary. He said we know that race is the elephant in the room and they address that. Dr. Nakana explained the Port is trying to create an environment to dismantle barriers so that all people can access the Port and be able to be successful.



Mr. Imperati asked Ms. Chris White how someone who wanted to make any specific comments might do that.

Ms. Chris White said to send her an email in the next week. She also noted the Commission meeting on this policy is on February 14 at 9:30 am and is open to the public. Ms. White said the agenda for that meeting will be posted online soon.

After the Social Equity discussion ended, Mr. Vince Granato said he wanted to add to his earlier report. Mr. Granato said last Saturday was the one-year anniversary of the Women's March, and this Saturday was the one-year anniversary of the travel ban.

Mr. Granato said there was a march last year at the airport, and it was very tense. Mr. Granato said they are scheduled to have another march this Saturday and they are working to make sure they don't have the same kind of event as last year. Mr. Granato said they are working to make sure people will have their free speech rights and that the travelers get where they need to go. To that end, they will be closing the upper outer roadway and will create a free speech area outside of the building, and locate the march in that area.

Mr. Granato said it is challenging, especially with a large number of people, but they have a lot of great partners in the City, Multnomah County, Gresham, and other local law enforcement. Mr. Granato said they are hopeful that this event will happen peacefully and folks will get where they want to go. Mr. Granato pointed out this is one of the challenges of being a public area.

Aqueous Film-Forming Foam at PDX

Mr. Imperati introduced Mr. Phil Ralston, Environmental Operations and Policy Director, to give a presentation on the use of Aqueous Film Forming Foam- used for fire-fighting training- at PDX. Mr. Imperati reminded the committee that Phil did a brief update on this at our October meeting, and told the committee that his presentation and a Portland Tribune article about this topic are in the packet.

Mr. Imperati said this was an informational presentation to keep the committee up to date on environmental issues at PDX. Mr. Imperati said The Oregon Air National Guard also has a presentation on this, which we hope to get to after Phil's presentation. Chris Lantagne, our ORANG rep on the CAC, will be the presenter. That PowerPoint is also in the packet.

Mr. Phil Ralston said it was good to see everyone again and given the time constraint he will skip the PowerPoint and get a sense of how they are coordinating with the ORANG. Mr. Ralston briefly went over the update he gave in October about the PFOS-PFOA chemicals in the fire-fighting foam, and reminded everyone that they have removed these toxic agents from the foam but there are still some similar chemicals in the foam.



Mr. Ralston said the problem is that they have become legacy contaminants, and so their goals are focused on protecting drinking water and protecting the environment. Mr. Ralston said the EPA has come out with a health advisory on how much can be found in drinking water and what is considered safe (70 parts per trillion) but there is no regulation that drives the local source to do anything even if they do find them. Mr. Ralston said there is recognition that there is an issue so even in the absence of regulation the airports are trying to understand the nature and the extent of these contaminants. Mr. Ralston said for that reason they have entered in to the agreement with DEQ as has ORANG to look for these chemicals.

Mr. Ralston presented the findings to date and provided a map of the sampling locations and results in his presentation:

- Sampled former fire training pit locations and the shallow ground water:
 - Found the chemicals present in these locations as indicated on the map:
 - shallow ground water
 - soil
 - deep ground water (100-200ft below the fire pits)

Mr. Ralston explained there is a boundary to this plume. The contaminant plume is not a threat to the drinking water 3 miles from here. Mr. Ralston said we have sampled there in 2014-15 and they had no detectable levels then either, which is great news.

Mr. Ralston explained the storm water and runoff from the area does migrate over to an open ditch near the fire training pits at relatively high concentrations, which goes into the storm water system and that goes eventually into the Columbia Slough. Mr. Ralston said they have found very low levels of those chemicals at that Slough point where the storm water comes in.

Mr. Ralston said there is no guidance on what levels are considered risky and what to do about the levels that they are seeing, so that's what they are working on next.

Mr. Ralston said in the meantime they are looking for the engineering work to see what kind of engineering actions they might take to stop that flow. Mr. Ralston said as a result of the Tribune article, they got a call from the US Geological Survey to do research on how these chemicals affect the environment, so are looking at partnering with that research group to move forward to examine these chemicals in the environment.

Ms. Corrina Chase asked what the levels were at the Slough, and Mr. Ralston said they saw around 400 parts per trillion down by the MCD pump station. Mr. Ralston said to put that into context, Michigan has a standard that is about a million parts per trillion for aquatic risk-based levels, and they are at 400 parts per trillion so three or four orders of magnitude below what Michigan would consider a threat.

Dr. Steve Sachs had a clarifying question about the 70 parts per trillion, and Mr. Ralston clarified that 70 parts per trillion was the threshold for drinking water, but was not regulated.

Mr. Erwin Bergman asked what is known about the breakdown mechanics of the chemicals. Mr. Ralston said this class of chemicals break down to smaller molecules that breaks down to smaller chemicals that could still be



harmful (but they don't know) and the degradation pathway is a concern and is being researched. Mr. Ralston said the half-life is about 40-50 years.

Mr. Martin Slapikas asked if they needed to get a permit to use the fire retardant. Mr. Phil Ralston said they do not need a permit to acquire, buy or use the foam, but they do report the amount of foam and the storage of the foam to the fire marshal.

Mr. Ralston handed the presentation over to Col. Chris Lantagne.

Col. Chris Lantagne said they want to be very transparent about what the Guard is doing about this as well. Col. Lantagne said they are partnering with PDX on this testing and PDX reviews the work they do.

Col. Lantagne said they have leased land that is Federal property, which means they have their own due diligence that is dictated by the Air Force. Col. Lantagne said the Air Force's approach is to identify, then respond to what is needed, and then prevent future issues (see meeting materials for his slide presentation).

Col. Lantagne said they have identified the potential sites and they are still in the site investigation mode, so they are maybe a half-step behind what the Port has done because they are not quite as agile as the Port. Col. Lantagne reiterated this is an emerging issue because people don't have good guidelines on what the exact issues are and what constitutes a problem. Col. Lantagne said they have been checking on the Federal property and leaving the rest to the Port.

Col. Lantagne provided a link to the Air Force website on this issue:

<http://www.afcec.af.mil/WhatWeDo/Environment/Perfluorinated-Compounds/>

Col. Lantagne said this is a global issue for bases across the country and globe. He showed a map of the nine potential release sites on the base where they may have housed or used these chemicals. Col. Lantagne also provided a timeline for their work on this project, with fieldwork projected to conclude by May of this year.

Dr. Steve Sachs said that in the Tribune newspaper article it said that the airport decided to do one training exercise instead of four to reduce the amount of chemicals used. He wonders if that was accurate. Dr. Sachs said it seems to him that as an educator cutting back would be a bad idea. Mr. Phil Ralston said the reality is they train as many times as they feel like they need to, but they are using the foam as minimally as possible, so they definitely meet the necessary standards for training.

Mr. Micah Meskel asked if the storm water runoff had been blocked. Mr. Phil Ralston said no, and Mr. Micah Meskel asked if there were plans to block off the storm water. Mr. Phil Ralston replied not in the near term.

Mr. Micah Meskel asked if there had been any soil removed from there and disposed of elsewhere. Mr. Phil Ralston said there had not been any soil removed as fill for anywhere else or on a large cleanup scale.

Mr. Micah Meskel said he thinks it would be great to have a community forum for this and suggested that the Port and the DEQ should host that together.



Mr. Erwin Bergman asked if they were piggy-backing on the work that was done years ago looking for chlorinated hydrocarbons. Mr. Bergman mentioned that might be a good opportunity to use the wells and research sites there to follow up and see what you can do to get something out of the old work. Col. Lantagne said those sites on the base are not really the areas where they think these materials are. Mr. Phil Ralston said in their investigation they have been using many of the same monitoring wells from previous investigations.

Mr. Ron Glanville asked if they have replaced the old legacy chemicals with environmentally responsible chemicals and wanted to know if they have stopped using the PFOS-PFOA chemicals. Col. Chris Lantagne said they have stopped using it and that they have disposed of it through their environmental program manager's orders.

Lt. Col. Jason Lay clarified they do have the legacy foam in three hanger systems on base, and that some of those systems are turned off so they can't discharge, and the ones that are active have had the drains turned off in those areas so the foam will not go into drains. Lt. Col. Lay said that all other foam chemicals on base have been disposed of properly.

Mr. Phil Ralston said right now there is not a regulatory structure but he wanted to remind the committee of all the recommendations that groups like the CAC have made, and that has influenced how the Port makes decisions and made them want to be really transparent.

Mr. Imperati wrapped up the meeting and announced that the next meeting is on a Thursday which is unusual. The upcoming meeting dates are:

- **THURSDAY**, April 19, 2018 (Port of Portland Headquarters)
- **THURSDAY**, June 14, 2018 (Port of Portland Headquarters)
- Wednesday, October 17, 2018 (Port of Portland Headquarters)

Meeting evaluations were given to the group.

The meeting was adjourned.

January 24, 2018 Meeting Evaluations Summary (15 evaluations)

**Too
Slow**

**Just
Right**

**Too
Fast**



1. Pacing		2	9	1		Average: 2.92 (3 = "Just Right")
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	Poor	Fair	Good	Very Good	Excellent	No Answer	Average
2. Overall Mtg. Quality			2	10	1	2	3.92
3. Presentations			6	8	1		3.66
4. Documents			6	7	2		3.73
5. Discussion			9	3	2	1	3.50

6. Most Useful?

- DEI Presentation
- Granato Update
- PACR
- PFOS/PFOA Issue
- Social equity report and discussion

7. Least Useful

- CAC Update
- Social Equity

8. Comments, suggestions or questions:

- Enlarge the slides in the packet so that the content is legible.
- I know more about PFOS-PFOA than I ever dreamed! Thank you!
- Question about "materials:" "Was the full policy in our packet?"
- Questioning of social equity program was ill-informed and disrespectful to the speaker.
- Sam was on his game today.
- Still managed to plug through a full agenda on-time.
- Would like to have a presentation on actual tools utilized to achieve outcomes of Equity program