



PDX COMMUNITY ADVISORY COMMITTEE MEETING #23

Wednesday, June 21, 2017

Notes

Name	Interest Represented	Attendance
VOTING MEMBERS		
Erwin Bergman	Central Northeast Neighbors	Present
Tina Burke	Airport Employee	Present
Tony DeFalco	Environmental Justice	Absent
Vacant	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)	Present
Maryhelen Kincaid	Citywide Land Use Committee	Absent
Vacant	Passenger Airline	
Micah Meskel	Environment/Wildlife/Natural Resources	Present
Jeff Owen	Multi-modal transportation representative	Present
Col. Chris Lantagne (Replacing Col. Jenifer Pardy)	Military	Present
Juan Morena	General Aviation	Present
Ahmed Abed-Rabuh	Air Cargo	Absent
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 Alternate: Mark Clark	PDX Citizen Noise Advisory Committee	Absent (Mark is here)
Adam Lyons	Northeast Coalition of Neighborhoods	Absent
Corrina Chase	Columbia Slough Watershed Council	Present
NON-VOTING MEMBERS		
Nick Atwell	PDX Wildlife Committee staff	Present
Dan Johnson Alternate: Barbara Cartmill	Clackamas County	Present



Chris Deffenbach	Washington County	Present
Chad Eiken	Vancouver Community Development Director (or designee)	Present
Vacant: Available as resource when needed	Federal Aviation Administration	
Vince Granato	Chief Operating Officer (or designee)	Present
Dan Moeller	Metro	Present
Tom Armstrong	Portland Bureau of Planning and Sustainability Director (or designee)	Present
Gordy Euler	Clark County	Absent
John Wasiutynski	Multnomah County	Absent

Port Staff and Consultants Present: Curtis Robinhold, Sean Loughran, Chris White, Dionna Hickox, Kimberly Mitchell-Phillips, Mike Coleman, Devin Howington, and Sam Imperati

Public and Invited Guests Present: Jeremy Simer, Gary Kunz

Introductory Comments / Member information and updates

Mr. Sam Imperati welcomed everyone to the 23rd meeting and provided info on parking validation.

Mr. Imperati welcomed the Port’s new executive director, Mr. Curtis Robinhold, who will take office July 1.

Mr. Curtis Robinhold said hello and welcome. He said he has been with the Port as deputy director for about three and a half years and he looks forward to conversations with this group. He expressed appreciation for the service of this committee to the Port and of the engagement and persistence of the individuals in the group. Mr. Robinhold said he grew up in Eugene, but left to work overseas for BP in renewable energy. He came back in 2010 and worked for Governor John Kitzhaber as chief of staff before joining the Port. He said he looks forward to hearing the meeting and talking with everyone. Mr. Imperati welcomed Mr. Robinhold.

Mr. Imperati noted to the committee that Joe Smith was absent but had sent an alternative, Mark Clark, the Chair for the Citizen Noise Advisory Committee (CNAC). Mr. Imperati invited Mr. Clark to introduce himself. Mr. Mark Clark introduced himself and noted he was part of the Airport Futures group for 6 years. He explained that he visited a CNAC meeting and liked what they were doing and felt that would be a good place to serve. He is in his second term as Chair of CNAC. He shared that he is



also a city councilor in his home of Wood Village. He expressed appreciation of Mr. Imperati’s work, both with this committee and with the City Council of Wood Village.

Mr. Imperati announced the news that Col. Jen Parady is leaving the CAC for a job in Salem as a result of a promotion. He introduced her replacement, Col. Chris Lantagne (rhymes with champagne), and invited him to introduce himself. He shared that he lives in Washington and works in Oregon, but that he is originally from New Hampshire. He shared that he has been in the Air Force for 27 years. He expressed appreciation for the committee and said he is happy to be part of the conversation and finding solutions.

Mr. Imperati noted the remaining member absences:

- Maryhelen Kincaid was unable to attend, as she was at a Levee Ready Columbia steering committee meeting.
- Gordy Euler was unable to attend. He was on vacation in Peru.
- John Wasiutynski was also on vacation and unable to attend.
- Katie Larsell was also on vacation and unable to attend.
- Tony DeFalco had a conflict and was unable to attend.

Meeting Agenda Review

Mr. Imperati reviewed the meeting agenda and explained the documents in the packet of materials. He also noted that there was an opportunity for public comment after the meeting overview and that there would be opportunity for questions after each presentation as usual.

Handouts in packet:

- Today’s Meeting Agenda
- Draft Meeting Notes from April 19th
- PDX Business Update
- PowerPoint presentation on Planning Activity Levels/Forecast
- PowerPoint presentation on Small Business Development Program
- PowerPoint presentation on PDX Landside Access
- Fact sheet from the Noise Dept. on Military Landing Procedures at PDX
- Fact sheet from the Columbia Slough Watershed Council on natural resource projects (“Main Channel Benches”)



- PowerPoint slides to supplement the Small Business Development presentation (these are not the slides from the presentation). These hold some additional 2016 statistical information that you might find valuable.

Public Comment

Mr. Imperati opened the floor for public comment.

Mr. Jeremy Simer from local SEIU 49 made comments pertaining to service workers at PDX and a current situation regarding new contracts for wheelchair services.

- He mentioned the union covers over 400 workers at PDX. Mr. Simer explained that Huntleigh USA has been with the airport for 20 years and has been the sole provider of wheelchair service for about seven years. He provided an update on a worker who had previously spoken in the CAC as having been integral to a recent increase in the state minimum wage, though she still makes minimum wage after many years of service.
- Mr. Simer stated the good news is that workers recently signed their first union contract with Huntleigh USA, which they are proud of as a positive move for workers. The new contract allows for workers to give input about equipment issues without fear of retaliation. He pointed out that wages still remain low and even though the minimum wage is increasing in July, workers still remain at the poverty level and work still needs to be done increasing wages.
- Mr. Simer shared that during the bargaining of the contract, Huntleigh workers reached out to Alaska Airlines for a public commitment to supporting wages above minimum wage. He said that one week after that request, Alaska Airlines announced that it was putting the Huntleigh USA contract out for bid, and all other airlines have followed that lead.
- He stated that he believes there are four companies still vying for the contract: Huntleigh USA, Aviation Safeguards, G2 Secure Staff, and Prospect Airport Services. Mr. Simer stated that the union believes the first three are responsible companies. He mentioned that the airlines have an opportunity to choose a company that has demonstrated commitment to fair wages, worker retention, and access to grievance procedures.
- He raised concerns about Prospect Airport Services and their track record on workplace safety around the country and issues with paying wages on time at Portland, which he mentioned was brought up by a worker in a previous CAC meeting. He also pointed out that these issues were directly related to OSHA violations and indicated serious problems for workers, and included fatalities. Mr. Simer said it is the opinion of the SEIU that Prospect Airport Services did not do right by workers and SEIU 49.



- He said there are two important things that should happen now:
 - The airline consortium should choose a responsible contractor, and
 - If the consortium chooses a contractor that is not the current contractor (Huntleigh USA), then SEIU is looking for the Port to ensure a smooth workforce transition. He pointed out that the PDX Workplace Initiative, which was approved by the Port Commission in 2015, requires hiring at least 80% of the airline service workers that worked for the previous provider. He said this is the Port's opportunity to enforce these rules and to make sure that all the workers are informed of their rights.
- He called on the CAC to act as watchdogs to make sure the right thing is happening in this situation and to continue to ask tough questions of the Port during this transition. Mr. Simer stated that previous workers who have spoken to the committee have deeply appreciated the opportunity to be heard and the thoughtful questions and comments from the committee and the resolutions passed dealing with pay. Mr. Simer thanked the committee for their time.

Mr. Imperati asked if there are any questions for Mr. Simer, and there were none.

Mr. Imperati asked if there were any other people who wanted to make public comments, and Mr. Gary Kunz stood up to make comments about the continuous descent overhead approach (CDOA).

- Mr. Gary Kunz, the Chair of the East Columbia Neighborhood Association, stated they are finding the testing of the CDOA intolerable. The price that the neighborhood and adjacent neighborhood are experiencing is very high. He shared that the noise level is quite noticeable even in his well-insulated home.
- The testing of the procedure began in early May. Mr. Kunz described the planes using the CDOA as breaking into the silence of his home suddenly and likened the event to being at an airshow, which he mentions is inappropriate for a residential area. He said that the residents need to be able to relax and enjoy life at their homes, and this CDOA disturbs that and adds stress to their lives. Mr. Kunz mentioned that the planes wake up sleeping babies, disturb people working from home, and wake up people that may be sleeping during the day because of their night shifts.
- Mr. Kunz said he has written letters to Phil Stenstrom in the noise management office and to Bill Wyatt. He also said he circulated petitions, and in under two weeks, those petitions had over two hundred signatures. Most of the petitioners cited supporting and appreciating the military, but commented on how the noise was at an inappropriate level for residents.
- Mr. Kunz said the aircraft arriving at a higher altitude and doing a spiral at a reduced power setting, and that the throttling and airflow from this method is very noisy. He also spoke about



the flight patterns with multiple airplanes, and mentioned that he did not think the aircraft were following the pattern as depicted.

- Mr. Kunz expressed concern over the methodology of the test. He mentioned that the FAA no longer provides any tracking data for plane locations. He stated that the noise measurements cannot be correlated to overhead flights due to lack of tracking of the plane locations. He expressed concern that the comparison between 2008 noise levels and noise levels from this test were not comparable because this isn't a high noise level event, but rather a disruptive event. He shared that he did not believe the tests are able to draw the conclusions they say they will.
- Mr. Kunz said the neighborhood is taking steps to express their displeasure with the CDOA, including speaking to the leadership at the Port and their state representatives.

Discussion/Comments

Mr. Kunz asked if there were any questions, and Dr. Steven Sachs suggested that psychological studies show the lack of forewarning for a stressful event will add to the stress of the event. Dr. Sachs wondered if Mr. Kunz or the Air National Guard could work together to get some warning about when the event will occur to reduce the adverse impacts that a surprising event can have.

Mr. Kunz thanked Dr. Sachs for his suggestion, and replied that the window for the test has been expanded to seven days per week, sunrise to sundown. Dr. Sachs suggested that maybe that could be curtailed or a conversation could be had between him and the Air National Guard about curtailing the testing window. Mr. Kunz replied that he was glad to talk about it, but there are a lot of things involved in when they are able to run the tests, and said that he was unsure there will be an easy solution.

Mr. Sam Imperati asked if there were any other public comments, and there were none.

Mr. Imperati stated that the next item was the Roundtable updates and discussion, which is in direct response to the committee's desire to increase the amount of conversation. He asked that people direct comments to items that have direct relation to PDX.

Mr. Erwin Bergman suggested first taking a look at the meeting notes from the previous meeting, and Mr. Imperati agreed that was a good idea.



April Meeting Notes Approval

Mr. Imperati asked if there were any comments on the meeting minutes, and Mr. Erwin Bergman wanted to comment on a portion of the notes from the last meeting.

Mr. Erwin Bergman expressed concern about what was said at the meeting by Ms. Maryhelen Kincaid, located on page 14, paragraph 5, final sentence: “She pointed out that it was more of an issue with anti-military community members or people who do not want the airport in its location, rather than noise.” Mr. Bergman expressed offense at the suggestion that the people who were voicing concerns over noise were anti-military. Mr. Bergman stated he was in the military, he loves the military, goes to every open house, and he resents the implication of her comments. He also stated that he prefers the quieter BMW motorcycles to the loud Harley Davidson motorcycles.

Mr. Imperati said that the new meeting notes would reflect Mr. Bergman’s statements, but that there didn’t appear to be any changes required for the notes. The meeting notes were approved.

Roundtable Updates & Discussion

Mr. Imperati suggested that each person would be allowed one minute for comment to share what’s going on in their community or anything PDX related.

Mr. Nick Atwell shared that for the calendar year to date there have been 29 wildlife-aircraft collisions, and only one caused minor damage to the aircraft. He also shared that the PDX Raptor site has been upgraded to version 3.0. and suggested that everyone check it out (<https://www.pdxraptors.com/>). He indicated that the site has been doing its intended purpose by engaging the community. Mr. Atwell said that Audubon International has reached out to them see if they would help create a similar site.

Mr. Micah Meskel mentioned the PDX Raptor site was a great resource for the public in knowing what to do when they see raptors with these ID tags.

Dr. Steve Sachs announced that the Camas-Washougal Aviation Association has a new social director that is setting up many events, including airplane rides for some small compensation. Dr. Sachs is hoping to make those events available to the committee so that the members may take advantage of these fun events.

Col. Chris Lantagne said that the 142 Fighting Wing has been on the road, but now they are home into the summer months. He also announced that the night flying is ceasing for the summer months and will likely return in September. He also announced we have some guests in town, including the F18 Navy Jets that we heard earlier in the meeting.



Mr. Ron Glanville said that Col. Lantagne was mentioning giving tours earlier, and he recommended offering those tours sometime this summer or fall. He stated he would love to have a tour and that conversations with the community would be helpful.

Mr. Martin Slapikas stated that the North Portland Neighborhood Services still has an issue with DEQ concerning toxic air. He stated that there are two particular producers of that toxic air: Oil Re-Refining Company (ORRICO) and American Petroleum Environmental Services (APES). He said that in their process, APES takes oil from cars burns it and is emitting toxic air into the environment, which is smelled by many residents of Hayden Island and North Portland. Mr. Slapikas stated that Oregon DEQ is hosting a meeting tonight (June 21) at 6pm at the Hayden Island Red Lion for the renewal of their air quality permit and for solid waste disposal. He also revealed that Oregon DEQ is asking for comments on revamping air quality rules and regulations and that's ongoing.

Ms. Corinna Chase stated that she was glad that everyone got a copy of the project updates for the Columbia Slough Watershed Council. She mentioned they were hosting the Explorando el Columbia Slough event on Saturday, June 24th, which is a bilingual nature festival. She said there will be canoe rides, scavenger hunts, and critters to gawk at. It is from 11-4 at Colwood Golf Course and everyone is invited to come. She also revealed that the council is launching some business outreach to businesses that are adjacent to the Columbia Slough. They are looking for restoration opportunities and to increase awareness of what the council does. She mentioned that the council offers partnerships like team building, restoration work parties and canoe trips. She stated that if anyone had any needs for those services that she hopes you all think of the watershed council.

Ms. Chris Deffenbach shared that Washington County is joining together with other cities and jurisdictions in support of a state transportation package, and it's a critical time for that project, which would have implications on airport access.

Mr. Erwin Bergman shared that his neighborhood association is very concerned about toxic air pollution, especially that from diesel trucks and glass fabrication. He mentions that there is a high asthma rate in the neighborhood. He added this pollution is an additional stressor on top of the noise pollution from the CDOA and creates a bad situation.

Ms. Tina Burke reported that the airport is busy so come early, enroll in pre-check, and be patient.

Mr. Dan Moller reported that this month the Metro Council adopted the Division Transit Project into the region's comprehensive transportation plan. He said the intent of the project is to bring faster more reliable bus service between Portland and Gresham. Mr. Moller shared that the program is eligible to apply for 100 million dollars from the Federal Transit Administration. If you are interested in following the project, you can visit this link: www.oregonmetro.gov/public-projects/powell-division-transit-and-development-project



Mr. Jeff Owen shared that there's an open house on June 29th for that transit project that Dan mentioned and he can provide more details if anyone wanted.

Mr. Imperati praised the efficiency of roundtable discussion. He also announced that he had a new note taker, Dr. Devin Howington. He welcomed Devin and shared that she has a PhD in social psychology.

PDX Business Updates

Mr. Sam Imperati introduced Vince Granato to give updates on PDX business planning and sustainability. He mentioned that the handout provides great detail, and that he'll go over those points.

- Mr. Vince Granato welcomed everyone and acknowledged the vendors who provided the food for the meeting, Bambuza. He stated they are a great success story of a small business that worked hard to submit their proposal, started small, and have since been one of the strongest partners they have at the airport. He reported they are opening a new store in the Pearl district. Mr. Granato also shared that the owners do a lot for the community and give back in many ways and he appreciates working with them.
- Mr. Granato acknowledged Ms. Tina Burke's comment about how busy the airport is and reported that the airport will have over 2 million passengers in August, and that they will grow about 5.5% over the summer. He mentioned that many of those are international flights and reported several new international flights from IcelandAir and Delta, among others.
- He reported that so far this year they have 11 new flights, including the two new international flights.
- Mr. Granato shared that the airport is in their 5th straight year of record passenger traffic.
- New international flights, including new flights to Mexico City from AeroMexico, are putting strain on staffing levels for Customs and Border Protections staff. He reiterated getting to the airport early.
- As for the cargo side, Mr. Granato reported that Cathay Pacific has increased cargo flights to help with the large number of perishables going overseas.
- Mr. Granato acknowledged the PDX concessions staff and introduced Chris Czarnecki as the director for terminal business and properties. Mr. Granato expressed pride in Chris and the entire concessions team for recently receiving two important national awards as the best overall concessions program. Mr. Granato stated he fully agrees with that award and cites Bambuza and Tender Loving Empire as examples of great local concessions. He mentioned PDX also won an award for best green concessions for their work in donating food to the local food bank.



- Mr. Granato reported they are working on the third and final phase of concessions redevelopment. They are turning over about three-quarters of concessions. He reported they should be making decisions about those new selections in the next 30-60 days. He also reported the rest of the vendors in phase two are almost all up and running.
- Mr. Granato stated they are working on a health clinic with Providence. Employees would be a big user, but the clinic would also be available for passengers. The health center would be similar to something like a Walgreens center where there would be one person on staff and then perhaps access to physicians via video calls.
- Mr. Granato provided an update on construction for terminal balancing. He mentioned the work for the QTA is coming along nicely. The QTA project is about a \$67 million cost. He also updated the committee on the terminal balancing project, which is a \$215 million project. He indicated they are adding six gates to Concourse E, and demolition has begun on that, but the project will not be completed until late 2019 or early 2020.
- Mr. Granato reports that the PDX Travel Center on Airport Way is coming together. That area will be the new cell phone waiting area and will have a 7-Eleven, gas station, and other amenities.
- Mr. Granato mentioned that there is more hangar development next to the new Atlantic hangar; they are constructing three new large corporate hangars.
- Mr. Granato stated the Port has been focused on planning the Terminal Core Redevelopment Project. This would be redevelopment of the main part of the terminal to increase capacity, flexibility, add space for additional security, and also add some seismic resilience. They have approval from the airlines for 10% design. They are trying to gain approval for the project sometime in the fall or winter. He reminded the committee that any project over one million dollars must be approved by the airlines, and this project is over one billion dollars. This project will have substantial impact on the customers, but this project wouldn't be started until after the completion of the terminal balancing.
- Mr. Granato reported that Alaska Airlines is interested in redevelopment of concourse A and B. He reported that Concourse A will be demolished and they are also in the early planning stages as to what to do with Concourse B to meet their needs.
- Mr. Granato also spoke about the Parking and Car Rental Facility Project (PACR), which will consolidate uses into a new facility with additional parking, and the old garages will be turned into additional parking as well. Mr. Granato added that they are committed to keeping the rental cars close to the terminal.
- Mr. Granato reported that the Port has provided administrative support to a Business Oregon grant to Cully Park for development of the park, and that project is coming along as construction begins this summer. The Port served as the pass-through entity and administrative sponsor of the grant.
- Mr. Granato also mentioned that they are thrilled to have Mr. Curtis Robinhold as the new executive director.



- Mr. Granato wanted to acknowledge the success of the Vanport Mosaic Festival. The Port was a sponsor of the event. He indicated Ms. Maryhelen Kincaid was a great advocate for that event and that it was a great history lesson for what happened there. He encouraged everyone to visit the other upcoming events.
- Mr. Granato also wanted to touch on the continuous descent procedure and mentioned the handout provided for that. He said that the monitoring plan was a test to collect data. He also said that the Port received the petitions from the neighborhoods, and said they are reaching out to them and providing information about the test and about how to reach the Port. He acknowledged the military as a great partner with the Port, and also acknowledged that there are differential impacts to people depending on where they live. Mr. Granato stated they are trying to sort out the pros and the cons of this procedure. He also acknowledged the earlier suggestion about notice, but stated that is a complicated and weather dependent procedure that may not allow for enough notice. He shared that he appreciates everything CNAC has done as well, and that they are evaluating this procedure with these tests and public discourse.

Discussion/Comments

Mr. Imperati asked if there were any questions from the advisory committee, and mentioned that Mr. Erwin Bergman had previously asked to discuss this procedure.

- Mr. Bergman thanked Mr. Imperati and said that he had two main issues to discuss about the procedure. The first is the health effects, which are a principle reason for concern, and the second is the history of the procedure. Mr. Bergman said that in researching sleep disturbance, he found some information on the “sudden disturbance of daily life” from the World Health Organization. He said that annoyance could be considered to have adverse effects on health, and the noise is a concern in that regard, on top of the other stressors of air pollution in that neighborhood. He stated that this was the main concern for the neighborhood.
- Mr. Bergman also provided a brief background on the testing, and said that previous testing found the overhead procedure increased noise levels on the arrival portion of the overhead maneuvers when compared to a straight arrival. He said that the neighborhood received little or no noise pollution under the straight arrival. Mr. Bergman stated that this procedure added to the overall noise in the neighborhood. He referred to an August 12, 2002 letter by Steve Schreiber, in which Mr. Schreiber “concluded that the ORANG not be allowed to fly the CDOA because it increases noise” and that additional testing was suggested in a CNAC meeting, but that “it is our [Steve Schreiber’s] opinion that any new test or modifications would not significantly reduce the noise levels in the neighborhoods adjacent to the airport.” He mentioned that CNAC approved the testing of the procedure while he was on vacation, and then they made objections, but nothing happened to stop the procedure. Mr. Bergman asked how many complaints are too many, and indicated that



many neighbors were not seeing value in actually raising their concerns, and thus, were not making calls to complain about noise.

- Mr. Imperati thanked Mr. Bergman for his comments and asked if anyone has any questions or comments about this issue. Mr. Imperati also reminded everyone that the CAC had a robust conversation about this three months ago, and directed everyone's attention to the handouts on the issue. Mr. Imperati stated that he wanted to allow other members to comment, but reminded everyone that CNAC is the main body that deals with noise and is the appropriate forum for this discussion. He suggested that people on this committee who are interested in the noise issue are encouraged to attend CNAC meetings. He also mentioned that Chris Blair from the noise department was at the meeting to answer questions about noise during the break, and the new member from the military was also there for questions.
- Mr. Erwin Bergman stated that the reasons he brought it up at CAC is to share with this group who may not be familiar with the overhead procedure and that some of them are having real problems.

Mr. Imperati said this was appropriate to bring up, but further detailed back-and-forth discussion on this topic is not for this committee.

Mr. Imperati asked if any other members had any comments or questions.

Col. Lantagne said that the ORANG has been part of this community since just around WWII, have been good neighbors and stewards of the community, and they recognize it is a sensitive subject. They've shifted the pattern and the noise for several reasons (efficiency, cost), and have also heard the complaints and are sensitive to that. Col. Lantagne stated they want to be good community members and that the military would continue the testing as per their agreement with the Port and continue to collect the data and have the conversation.

Mr. Mark Clark said this testing only runs through the fall, and so the winter will allow them six months to go over the data. He mentioned he had asked a pilot a year ago for a landing procedure that would make things quieter for the neighborhood, and this was the plan that person brought to him. Mr. Clark stated at the appropriate time, they will decide to cancel the procedure or keep it going. As of this date, he was not aware they were receiving any calls on this as a noise complaint.

Mr. Sam Imperati said that the data will be gathered and suggested we see what the data brings in the future.

Dr. Steve Sachs asked about the purpose of the test; was the purpose for practice for the pilots or was it to reduce the noise imprint or was it something else? Col. Lantagne replied he was not in the position to answer that question. Mr. Clark said there were several purposes of the procedure. One is that the



military are to be able to get in and out of here quicker, and the other is that they save a bunch of money by doing this procedure at home rather than elsewhere, because they have to do it.

Mr. Bergman added that the FAA has said that you do your best to keep the noise out of the residential areas, and there are industrial and commercial areas east of the airport that are affected by the standard approach, whereas residential neighborhoods are affected by the CDOA, which he states is just plain wrong. He said you should go the other way, from residential to commercial.

Mr. Ron Glanville expressed surprise at Erwin's comments. He rebutted Erwin's comments that east of the airport is mostly commercial. Ron indicated that the area was largely residential. Mr. Glanville also asked if they could table this motion until CNAC can come back maybe in January with a report and some actual data.

Mr. Sam Imperati replied that was appropriate and they will shift this over to CNAC for discussion.

Mr. Imperati asked if there were any other questions or comments for Mr. Granato based on his reports, and there were none.

Planning Activity Levels/Forecast

Mr. Imperati introduced Mr. Sean Loughran to give the annual forecast update.

- Mr. Sean Loughran stated that from Vince's remarks we hear about 4 years of growth, and PDX continues to add service, but the aviation demand forecast takes a long-term view. He stated they always must go back and review the forecasts, which is what he's talking about today.
- Mr. Loughran shared that the last time the Port did the master plan 2010, they adopted these probabilistic forecasts based on 2007 data, but they are continuing to reassess the forecasts. They look at the range of possible outcomes, try to understand the risk associated with the different potential outcomes, and then select what they believe has the best basis for their planning decisions.
- He reported that in 2016, they went back and did a forecast refresh, and they found they were within 1% of forecast activity, which is remarkable and indicates they are either very good or very lucky.
- He also reported many projects are driven by the passenger forecast, which is the key indicator for what's going on with the airport. He provided the forecast ranges for passenger activity, and showed the actual activity measured is right in line, and very recently, just above the median



(most likely) forecast line. They have 18.4 million passengers for last year and are projecting about the same numbers for next year.

- Mr. Loughran pointed out the dip on the passenger activity graph (see meeting materials) for actual activity occurred during the last recession, in which they saw double digit declines in passenger activity. Over the long term, the average annual growth rate is 2.3%, though it has been 6% more recently. He expects the growth rate to normalize over the long-term and the forecasts they have should still make sense.
- Mr. Loughran reported that despite the growth on passenger side, operations (takeoffs and landings) are at the very low end of the forecast. He mentioned several reasons for that, but mostly focused on the change to the aircraft fleets during the recession. Aircraft are now larger and fuller, and thus, more efficient, which creates a positive story for the airport. Mr. Loughran shared that because operations activity is on the low end of the forecasts, he believes that adding a third runway is still a long time away. He reported the airfield still has considerable available capacity.
- Mr. Loughran reported that they do have new cargo capacity, as Mr. Granato mentioned. He also mentioned there was restructuring of the cargo industry after oil prices jumped during the recession. He shared that the cargo going out of Portland is some of the highest-value cargo, including those that have a short shelf-life. He reported that they are well below forecasts on the cargo side as well, though they have access to key markets.

Discussion/Comments

Mr. Loughran asked if there were any questions. Dr. Steve Sachs asked if the FAA does its own independent forecasts, and if so, how does the Port coordinate with those forecasts? Mr. Loughran responded, yes, the FAA does do its own forecast called, the Terminal Area Forecast (TAF). The approaches are different in that the FAA does a top-down forecast annually, whereas the Port examines the local market in a bottom-up approach. He shared that the FAA requires you be within a certain percentage of their forecasts, and the TAF is a good indicator and useful as a benchmark.

Ms. Barbara Cartmill asked how often do you do forecasts and how long do you watch it before you start adjusting? Mr. Loughran replied they typically do a full forecast every 7-10 years, and they also do a forecast refresh every two years. This refresh looks at how peak months/days/hours might have changed, and if anything needs updating. Mr. Loughran also said they do not watch the projections very long before they start going back to look at the data. He said they are doing simulation modeling



and gate modeling to see what passenger flow is, and trying to apply that info to see the gate usage. They are able to compare that with gate capacity in addition to the forecasts, to help make sure they understand the risks for some of the big projects.

Mr. Ron Glanville asked about the relationship between air cargo and marine shipping cargo, and if marine shipping diminished the air shipping forecast. Mr. Loughran replied there is not a lot of relationship between the two given that the products are different and that higher value and perishable goods use aircraft shipping, so he does not believe there are a lot of parallels between the two.

Mr. Mark Clark asked about the NextGen system and if that had any effect on the forecast and on capacity. Mr. Loughran replied that the airfield capacity he just mentioned was a conservative estimate, and that they published a white paper on the additional capacity that NextGen could provide, which would be a considerable bump in available airfield capacity.

Mr. Sam Imperati asked if there were any more questions and there were none.

Mr. Imperati mentioned there is a group called the International Association of Public Participation (IAP2) and he talked about the development of the probabilistic forecast. He shared with them that the advisory committee were involved with choosing the assumptions that go into the models, which made the process more transparent. He stated that the Port did a really great job and is now becoming a model for other processes around the country.

Break

Informational Presentation: Small Business Development Program

After the break, Mr. Sam Imperati introduced the annual update on the Small Business Development Program, which is part of the overall equity program. He introduced Ms. Kimberly Mitchell-Phillips to present the update, and referred everyone to the handouts of her presentation in the meeting materials packet.

Ms. Mitchell-Phillips, the small business development program manager for the Port, said she would be reporting on the fiscal year 2016 (October 1- September 30).



- The Port small business development program is comprised of four unique programs designed to provide a gateway to Port business opportunities for small businesses. She described the four programs: the Minority, Women, Service Disabled Veteran and Emerging Small Business Program (MWVESB); the Airport Concession Disadvantaged Business Enterprise Program (ACDBE); the Disadvantaged Business Enterprise Program (DBE), and the Mentor-Protégé Program.
- The purpose of the Small Business development Program is to enhance opportunities for small businesses to successfully compete in the marketplace.
- Ms. Mitchell-Phillips went over each program in detail and reported on the performance of each program.

MWVESB Program

- Ms. Mitchell-Phillips expressed excitement that the program now supports veterans.
- This program is Port-funded and not a legal requirement, but rather something that the Port wanted to do to support small businesses in their non-federal contracts.
- They set percentage goals on the contract dollars and the number of total contracts, and she reported they have exceeded those goals every year except for FFY16. The shortfall was due to the hold put on the terminal balancing project, and they would have reached their goal of 16% of all dollars awarded to MWVESB firms had that project not been on hold.
- Minority- and women-owned business are getting a large part of the small business awards. Veteran-owned businesses are still small in number, but they are working on getting firms certified.
- Graph of the breakdown of awards by owner ethnicity (see materials) allows them to see who is getting the awards and if they are representative of the population, and what communities they might better engage.

DBE Program

- This is the federally-required program. DBE firms can be certified DBE in either Oregon or Washington because the federal government considers the Port to be dual territory.
- Goals are set by the government and are required to be updated whenever new FAA grants are awarded to the Port, which means that the goals can change over time.
- Additionally, the Port must adhere to strict requirements in the contracting process which can make it challenging to meet those goals. A DBE firm is 51% owned by a minority or woman with no more than 1.2 million dollars.
- Ms. Mitchell-Phillips reported that the Port did well in the last couple of years, trending around 2-3%, and last year, were able to hit 9% DBE participation in FFY16. Ms. Mitchell Phillips attributed this success to reaching out to small businesses and helping them get certified as DBE firms and one-on-one outreach.



ACDBE Program

- This program is also a Federal requirement through the FAA. This program applies to concessions and car rental, though those businesses are tracked separately. Car rental businesses often fall short of the goals because there are not a lot of DBE car rental companies. A shortfall analysis revealed they are using some ACDBE firms that are in other states, but those won't count toward goals until they are certified in Oregon, which is something they are working on, in addition to looking for local vendors. Ms. Mitchell-Phillips shared their outreach strategies are working as they went from .6% to .9% last year.
- In the food and beverage area she reports they are doing remarkably well with almost 25% participation by DBE firms in concessions, which is much larger than the 12.9% federal goal. Ms. Mitchell-Phillips mentioned Tender Loving Empire, Capers, and Peet's Coffee as examples of great small businesses in this program.

Mentor Protégé Program

- This is a nationally recognized technical assistance training program for small businesses. This program pairs two mentors with each protégé firm for three years. The team works collaboratively in monthly meetings to develop the small business, and the Port provides support services for them. At the conclusion of the program, the small businesses have many materials necessary for success, in addition to the relationships established with their mentors. Ms. Mitchell-Phillips added that this can be the most important piece from the program, and often leads to continuing partnerships and sub-contracting opportunities down the road.
- Tomorrow, the class of 2017 is graduating and the program will have 15 new firms for the next three years. Ms. Mitchell-Phillips expressed pride and excitement for the class that's leaving now.

Ms. Mitchell Phillips also reported on three program initiatives for this year:

- The Port has initiated a disparity study, run by Collette Holt & Associates, which has already begun a disparity study for the Washington Department of Transportation, which cut down on the cost due to overlap in some work. A disparity study examines whether the Port is engaging the community on an equitable level and engaging all of the communities, and will identify gaps and will provide suggestions on how to better reach the community. This study is expected to be completed in the spring of 2018. She mentioned the firm will reach out to many people and may include people here. Results of the study will help inform whether the Port can set certain types of employment goals.
- The Terminal Balancing project had a Workforce Partnership Agreement, which has language about small business inclusion, among other things. They are launching that project and



administering this agreement, which is like a Project Labor Agreement (PLA), which is the first one that the Port has done.

- The small business program will have two open houses this year:
 - October 25th from 4-7pm at the Kennedy School. This event is held jointly with Prosper Portland and Portland Public Schools. Ms. Mitchell-Phillips reported the last open house was a huge success and they are still getting calls about how useful it was.
 - February 22 from 4-7pm at Port HQ.

Discussion/Comments

Mr. Jeff Owen asked about the meaning of the acronym on slide 9 that referred to a three-year, JOC contract. Ms. Mitchell-Phillips stated that was the Job Order Contracting, which is basically agreeing on the price and services ahead of time so that they are able to award that contract quickly when needed. She mentioned that even though the work needs to go out quickly, the Port does not want to let small businesses fall through the cracks, and this was how they were honoring that commitment.

Mr. Ron Glanville commented that it looks like she is doing great job and the Port was doing well with restaurants especially. He asked if she had any other anecdotes about success stories with small business. Ms. Mitchell-Phillips replied there are so many, but that Bambuza was her favorite recent success story and a true testament to a small business that really wanted to succeed. They went from a food cart to building out a space in the concourse, and are now bidding on new locations. She mentioned the Port is doing a really good job of supporting small businesses and said she is blessed to have a team that is taking good care of the small businesses.

Informational: PDX Landside Access

Mr. Imperati introduced Mr. Mike Coleman to give the informational presentation on landside access.

Mr. Coleman said hello and mentioned that several other people in this meeting had already mentioned how busy the airport is, and that on the airside of transport we seem to be winning the game. He reported that it's a little bit different on the landside.

Mr. Coleman said he wanted to let the committee know how things were changing on the landside in terms of different modes of transportation and how those are changing as well as how ridership affects those modes of transport.

- Mr. Coleman provided traffic numbers from April 2016 and April 2017 for comparison sake, and traffic has only increased 4%, while air passengers have increased 6.2%. He reported that with those passenger numbers, he would have expected traffic to increase more than 4%.



- He stated that parking has not grown much, which is essentially because the parking is at capacity already.
- He reported that rental car usage is static, and the reasons for that are unknown.
- He reported traditional ground transportation modes (taxis/shuttles/busses) have dropped 9.8% since last April and personal pickup/drop-off has not increased at all, and he attributes those numbers to the 100% increase in Uber/Lyft usage. He shared that a couple good things about that is that curbside activity is moved from personal drop-off location to the central islands, which is reallocating curb usage in a good way.
- Mr. Coleman updated the committee on some recently completed projects and provided pictures for those.
 - There are new exit lanes from the blue economy lot that have been improved. There are now four lanes and a new building with office space and bathrooms.
 - There's a new application on iTunes that lets you watch the busses that are serving the economy lot. This app shows riders the shelters and approximate pickup time at those locations, as well as an icon for the bus in real time. Link: <https://itunes.apple.com/us/app/pdx-parking-shuttle/id1204049442?mt=8>
 - He reported they have moved the ground transportation hold lot to the new lot at 82nd and Airport Way, and it has doubled in size. Mr. Coleman reported it is pretty full already because Uber/Lyft are using it as well as taxis and shuttles.
- Mr. Coleman provided photos of what's going on with Uber and Lyft as the cars and passengers try to cross traffic to get to one another and get their timing right. He stated this creates a new problem and they are trying to figure out how to accommodate this transaction without creating more congestion.
- Mr. Coleman reported on some summer projects.
 - They have closed the permanent, multi-use path due to the construction on Concourse E. They have created temporary lanes on the upper level and added new bike access and sheltered bike racks. This will be the situation for the duration of the project (a couple years).
 - They are repaving Airport Way from I-205 to 82nd Ave. this summer. This project should not create a lot of delay because it will be night work from July-mid-October.
 - They are replacing the parking garage guidance system to fix some issues with wiring and moisture. The new product should do the same thing or even collect more data.
 - July 11 will be opening day for the 7-Eleven at the new travel center. The amenities will include a gas station, store, and car wash, a Dutch Bros. Coffee, a Taco Bell, and a third restaurant, TBA.
- Mr. Coleman also reported on upcoming projects.
 - He showed a simple rendering of the Parking and Car Rental Project (PACR). They are moving the rental cars to the first three floors of the new garage and the remaining four floors will be new additional parking. There's an opportunity for new development of the old rental car space.



- Mr. Coleman reported on the ODOT I-205 paving and auxiliary lanes project, which will simplify traffic getting on N I-205 and off at Sandy and Killingsworth, and also for the I-84 lanes merging in to S I-205 for the Glisan/Washington/Division/Powell exits. These projects are under design and will likely start construction in spring 2018. See www.i205construction.org for details and updates.
- Mr. Coleman shared some projects that are even further out in the future, including a redesign of 82nd and Airport Way to reduce congestions at that intersection by having eastbound traffic heading toward I-205, up and over that intersection. This could also make more room for light rail in that area in addition to other benefits. He also shared TriMet was hoping to double-track the single-track portion of their rail system, which would help with reliability for the whole TriMet Red Line.

Discussion/Comments

Mr. Martin Slapikas said that he was unclear about how Uber/Lyft and taxis work in a waiting line. Do Uber and Lyft have to be called to get into that waiting line? Mr. Mike Coleman responded that both Uber and Lyft can drop off without restriction, but the pickup is managed more closely. Historically, the taxis are managed in real time for pickup with real staff, but they've been having the taxis wait at the hold lot, and then, the Port tells them when they can go and in what order. Uber/Lyft manage this themselves through their app, the high tech way. They are released when they get a passenger in the order that they arrived at the hold lot.

Ms. Chris Deffenbach asked if they forecast these trends, and asked if this is what they expected in terms of how people get here. Also, she asked Mr. Loughran if the growth in air passengers is because of population growth or rising income/people traveling more, and would like to know how hard it is to forecast these things.

Mr. Loughran answered that it is really hard. He mentioned they looked at over 30 different issues and trends then looked at forecast bias and forecast uncertainty, and Uber/Lyft are a good example of uncertainty given they were not a factor when the forecast was done. He mentioned many factors go into the forecast, including things like home values and incomes. Mr. Loughran said there are "no facts about the future" and that there is always uncertainty with any forecast.

Mr. Sam Imperati said there is a mechanism called a "sensitivity analysis" that they can use to plug in updated numbers and see if the forecast changes, and mentioned that the forecasts were still quite accurate.



Mr. Mike Coleman also added that for the landside forecasting, they assume traffic will grow with net growth, but then when something like Uber comes out of nowhere or something like driverless cars occurs, it will create uncertainty.

Col. Lantagne said he was curious about how the Port worked with the City of Portland and the City of Vancouver? Mr. Mike Coleman replied they have a really good working relationship with them and ODOT. He described a few projects they are working on including more bus services to the airport, and he has been sitting on several committees at Metro. He said they are not a big road authority, but they have a lot at stake in what's going on in the area because it is an essential spot.

Mr. Sam Imperati mentioned an article in OregonLive today about the legislature not being able to get out the transportation package this year, and asked Mr. Mike Coleman if any of the projects he mentioned would be affected if those funds weren't available. Mr. Mike Coleman responded that he is not as familiar with those topics, but he mentioned that the 82nd and Airport Way would be a good opportunity to collaborate on funds with other groups, but exactly what pots of money those come from, it's hard to say.

Meeting Wrap-up/Upcoming PDX CAC Dates:

- October 18, 2017 (To be held at the PDX Conference Center). This meeting may include a tour.



Meeting Evaluation

12 Forms received.

	Too Slow	-	Just Right	-	Too Fast	No Answer
1. Pacing		3	8			1
	Poor	Fair	Good	Very Good	Excellent	No Answer
2. Overall Mtg Quality				6	4	2
3. Presentations	1 (also marked very good)		2	6	4	
4. Documents			2	6	4	
5. Discussion			4	4	4	

6. Most Useful?

- Good spread of noise, land side access, small business, etc. Well-rounded agenda today.
- I always enjoy Vince's presentation
- Succinct, concise, informative presentations
- Annual forecast
- Very nice to witness CAC in action with Port Staff
- Landside
- Vince's updates + Sam's humor
- There was a lot to cover and Sam did a nice job of managing time but still allowed for public comment and discussions. It was also nice that the new executive director made time to introduce himself to the CAC. Food was great, as always.

7. Least Useful

- It is time to spend no more time on noise. Send to CNAC
- Nothing to report
- CDOA
- Continuous descent overhead approach (CDOA)
- small business dev. - great brief + least useful
- Small business program- too biased. (FAC. Note: Likely reason for Poor.)

8. Comments, suggestions or questions:

- Thank you for reigning in too much discussion on the military landing noise issue
- Thanks for trying to shift the National Guard Flights to other committee