



**PDX COMMUNITY ADVISORY COMMITTEE**

CHARTING A COURSE FOR PDX

**Annual Report  
2014**





## Background

The 30-member Portland International Airport Community Advisory Committee (PDX CAC) was created as a result of the 2008-2011 PDX Airport Futures planning process. The committee includes 20 voting members and 10 ex officio members representing diverse, bi-state, regional interests. The committee meets quarterly. Members serve two- or three-year terms.

A list of PDX CAC members is listed at the end of this report and their bios are found at:

<http://www2.portofportland.com/Inside/CommunityAdvisoryCommittee/CommitteeMembers>



The PDX CAC Chair and Vice Chair meet with committee sponsors and staff to plan each PDX CAC meeting agenda.

## PDX CAC Mission

The PDX CAC mission is to:

- Support meaningful and collaborative public dialogue and engagement on airport related planning and development;
- Provide an opportunity for the community to inform the decision-making of jurisdictions/organizations related to the airport; and
- Raise public knowledge about the airport and impacted communities.

A key focus of the committee is to work toward assuring that PDX and the Airport Plan District become the most sustainable in the world in recognition of the long-term, critical interconnection between economic development, environmental stewardship, and social responsibility.

## PDX CAC Charge

The PDX CAC focuses on five functional areas related to PDX and its impacts on surrounding communities:

1. Review and comment on airport related **planning and development** projects, studies, and design of future master planning processes.
2. Monitor **sustainability** goals, strategies, initiatives and projects and policies related to PDX and recommend refinements to programs.
3. Monitor implementation of **Airport Futures City-Port agreements** on sustainability, transportation mitigation, natural resource mitigation, noise issues, the PDX CAC, and other community issues.
4. Promote two-way **communication and information sharing** related to the airport between all stakeholders and play an active role in PDX public involvement activities.
5. Provide **policy recommendations** on aviation and land use issues, an annual evaluation of PDX CAC accomplishments, and a report to PDX CAC sponsors and other jurisdictions/organizations appointing members to the PDX CAC.

## 2014 Year in Review

The PDX CAC hosted four meetings at the Port of Portland Headquarters at Portland International Airport in 2014. Each meeting had a special topic of focus. All meetings included PDX business overviews, sustainability updates, member roundtable, and public comment opportunities. Committee members were engaged in discussions on social equity, PDX Workplace Initiative, PDX growth as compared to the forecast, the annual PDX Capital Program, the PDX Natural Resource Program and other topics. The PDX CAC also provided an opportunity for required public notice on and review of certain proposed projects: the proposed Ameriflight relocation and the proposed PDX Light Industrial Development on NE 33rd Drive

The PDX CAC Social Equity Opportunities Ad Hoc Committee, convened to advise the PDX CAC and Port staff on airport-related equity issues, met four times during 2014. A member of PDX CAC was nominated to participate in the PDX Concessions selection process. Oregon Air National Guard offered PDX CAC members a tour of its military base at PDX. The PDX CAC chair and vice chair presented an annual summary of the committee's work to the City of Portland Planning and Sustainability Commission, the Vancouver City Council and the Port of Portland Commission.

### 2014 Meeting #1: January 15, 2014

#### Meeting Topics:

- Report out from three CAC Ad Hoc Committees;
- PDX Capital Program;
- Proposed Ameriflight Relocation; and
- PDX Wildlife Hazard Management Program.

This meeting reviewed the work of the PDX CAC Ad Hoc Committees in 2013, which were used to give input on the Port Stormwater Master Plan and the Port Environmental Objectives and Targets, as well as the ongoing work regarding PDX social equity opportunities. The PDX Social Equity Opportunities Ad Hoc committee suggested that the Port move forward on three goals regarding social equity: 1) create an organization-wide equity strategy, 2) develop ways in which social equity can be integrated into the organization and 3) report out annually on social equity progress.



PDX Wildlife staff use a variety of methods to manage wildlife hazards.

In the first 11 months of 2013, PDX served 13.69 million passengers, and exceeded the passenger numbers for 2012. Updates were provided on carrier service, concessions, parking garage lighting upgrades and the Airport Way and 82nd Avenue interchange. Other updates included: parking guidance system installation in the long-term garage, additional studies identified in Airport Futures, the rental car quick turnaround area, PDX wetland enhancements in Portland International Center, a new customer facility charge to be paid by rental car customers, the Port's sustainable procurement policy, replacement of carpet in the PDX terminal, legal challenges to advertisements in the PDX Terminal, and the Port's new deputy executive director and strategic plan.

PDX won a Green Concessions Award from Airport Councils International (North America) and America's Best Airport Award from Travel + Leisure magazine. PDX CAC members suggested the committee send a letter expressing support for the vendors participating in the food donation program and a letter thanking the Port and vendor recipients of the Travel + Leisure magazine award for their work in managing an award-winning facility. The PDX CAC reviewed the 2014 PDX Capital Program (projects being developed by the Port at PDX).

Ameriflight, a cargo feeder business at PDX, is planning to move to another location in Airtrans Center, closer to United Parcel Service, with a smaller footprint. The committee discussed aircraft noise related to this move, how the move might benefit operations and how it might affect wildlife. The focus of the Port's air cargo and maintenance strategy is infill and redevelopment. Formal public notice and discussion was provided on this agenda item.

The PDX Wildlife Hazard Management Program was discussed, including how national data is used to guide the program, the methods used to separate wildlife from aircraft and adaptive management strategies. The committee roundtable update and discussion touched on the City of Portland's comprehensive plan, community events at the Columbia Slough Watershed Council and Cully Park, and a tour at the Oregon Air National Guard (ORANG) base.

**Actions Taken:** The Social Equity Opportunities Ad Hoc Committee proposed three social equity goals. The PDX CAC recommended the Port send letters of appreciation to vendors participating in the food donation program and to recipients of the America's Best Airport Award for their work in managing an award-winning facility. Input on the proposed move of Ameriflight was provided and additional review was directed to the PDX CAC.

## 2014 Meeting #2: April 2, 2014

Meeting topics:

- Citizen Noise Advisory Committee Report Out on Ameriflight Relocation;
- Proposed PDX Light Industrial Development on NE 33rd Drive;
- Rental Car Quick Turn Around project; and
- Northside Redevelopment Strategy.

The PDX CAC discussed the presentation the chair and vice chair gave recently at the Port of Portland Commission, and their positive conversation with commissioners. There was a discussion about the possible move of Ameriflight and a question on associated aircraft noise impacts on the surrounding community. The Citizen Noise Advisory Committee representative on the PDX CAC reported that the issue was discussed at the prior Citizen Noise Advisory Committee meeting and that it was their consensus that noise would be decreased as a result of the relocation.

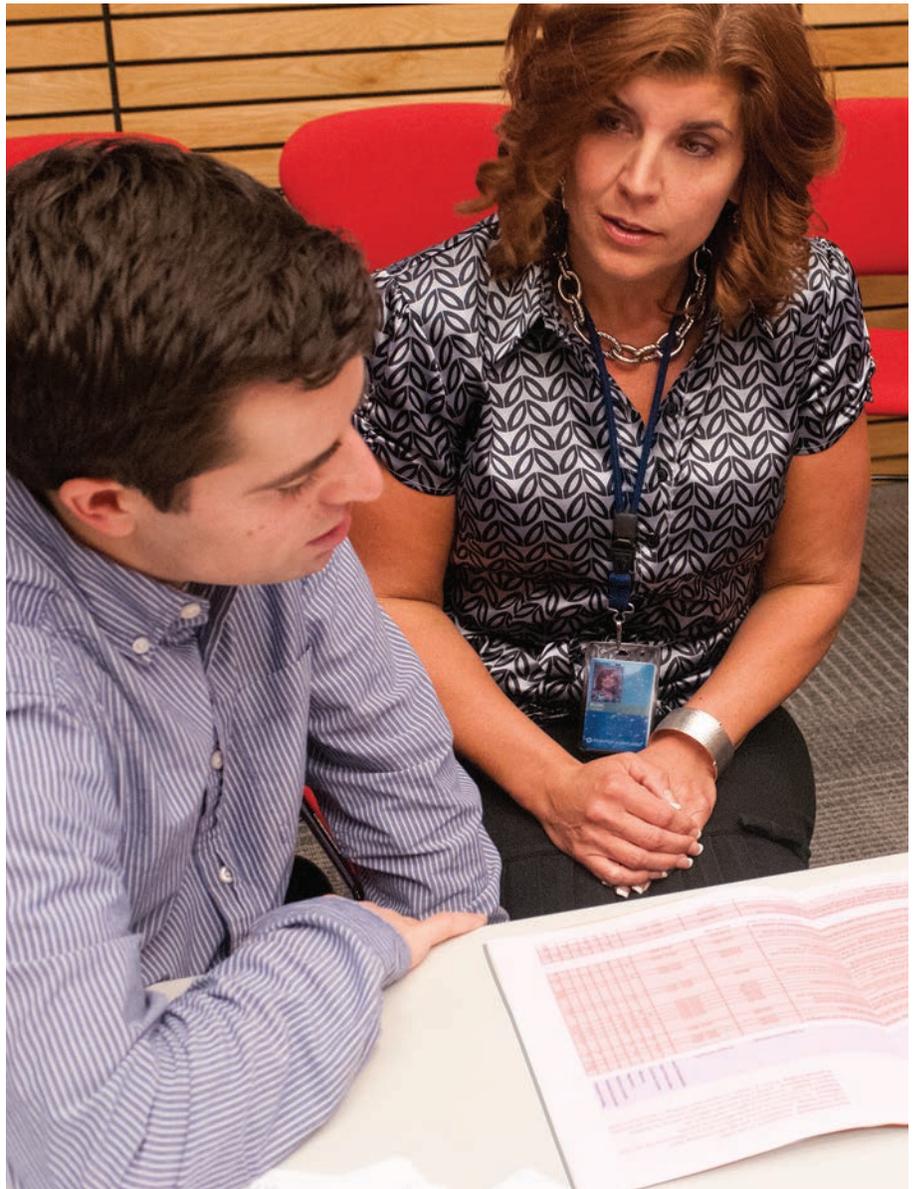
The Port has gone through a formal public selection process for a security firm, and plans to retain the current firm. PDX will have almost ¾ of the terminal concessions turning over in the next few years as leases expire. This will mean new opportunities for local firms. The Port will also be exploring a terminal balancing project, which would ultimately distribute passengers and bags more evenly in the terminal. This will mean expanding the east side of Concourse E by approximately 200 feet. The Port is working with the airlines at PDX to amend the current master agreement under its current terms and continue it for 10 years. The PDX aviation demand forecast was reviewed. The Port is tracking the forecast well, after a dip in 2008 and is currently at about 15 million passengers annually. Staff tracks oil prices and other key issues and trends to gauge demand. PDX CAC members voted to start the next meeting at 1:30 p.m. to better accommodate those who need to manage traffic to and from CAC meetings.

The committee discussed the proposed PDX Light Industrial Development on 33rd Avenue. This would be developed, marketed and leased by a third party. The future tenant is not yet known; the entire project is conceptual at this point. As required in Airport Futures, the Port is bringing this concept to the public and the PDX CAC as part of the required public notice, with the intent of listening to public comment early in the process. The committee discussed site constraints, development phases, possible traffic impacts, mitigation for grassland impacts and streaked horned lark habitat. They also discussed new jobs that might be associated with the development, including

social equity goals and additional outreach as the project becomes more defined. A representative from the East Columbia Neighborhood Association provided public comments, expressing concerns about traffic and the desire that the Port look at sustainability as the site is developed.

The committee heard a presentation on a proposal for an improved Rental Car Quick Turn Around (QTA) area. This is where rental cars are returned, fueled, cleaned and returned to staging lots. The Port will be proceeding with a request for a proposal related to design and development of this project. The committee also heard a presentation on the Northside Redevelopment Strategy, which is a long term study that looks at the best way to redevelop the 120 acres on the northeast side of PDX. This area contains under-utilized facilities and properties with leases that will soon expire. The desired redevelopment plan for this area would encompass five development zones, with an emphasis on flexibility. These zones include air carrier use and support, business aviation, rental car storage, Remain Over Night space for aircraft parking, hotel use and aesthetic improvements to the airport entry area. These projects reflect the implementation of the 2010 PDX Master Plan. The Committee discussed the need to recognize the Port of Portland brand in the work.

The committee roundtable discussed an upcoming Transportation Security Administration recruiting forum, an invitation for a tour of the ORANG base, the Colwood Golf Course purchase and redevelopment, and upcoming PDX CAC annual report presentations.



Micah Meskel, Audubon Society of Portland, discusses the PDX Capital Program with Terri Burk, PDX Planning and Development.

**Actions Taken:** Committee members were given copies of the 2013 PDX CAC Annual Report and asked to share this report with their appointing organizations. Report by PDX CNAC member regarding aircraft noise related to possible Ameriflight move. PDX CAC members voted to move starting time of meeting to 1:30 p.m. Required public notice, PDX CAC discussion and public comment on proposed PDX Light Industrial Development on 33rd Avenue. Report out on Northside Redevelopment Study as recommended by Airport Futures plan.

## 2014 Meeting #3: June 25, 2014

### Meeting topics:

- Report on City of Portland Planning and Sustainability Commission presentation and Oregon Air National Guard Tour;
- Report on Noise 101 workshop and Port of Portland annual business meeting;
- Report from Social Equity Opportunities Ad Hoc Committee;
- Streaked Horn Lark Implications for PDX;
- PDXNext Program; and
- 82nd and Airport Way Interchange Options.

The PDX CAC vice chair reported on the update of the work of the committee to the City of Portland Planning and Sustainability Commission (PSC) on May 13, 2014. The PSC commended the committee for their follow through and asked questions about social equity. Committee members reported on the tour of the ORANG base on May 15, 2014, the Port's annual Gateway to the Globe business event on April 21, 2014 and the work of the Social Equity Opportunities Ad Hoc Committee. The Social Equity Ad Hoc Committee met in March and April, and has

encouraged staff to seek expertise on an organization-wide equity strategy. Staff has released a request for proposal (RFP) for this expertise and has received nine proposals. The Noise 101 workshop covered the principles of acoustics and how they apply to aviation. The Port's new deputy executive director Curtis Robinhold was introduced and made a few remarks to the committee.

PDX is very busy and is expected to set a record this year at 15.5 million passengers. The Port took a completed airline agreement to the Port Commission in May for approval. This is a 10 year extension of the existing agreement. Burgerville opened on Concourse C and the United Service Organization (USO) center is returning to PDX. The Port has an RFP out for 14 new concessions spots, as 75% of the post-security concessions leases at PDX will expire over the next three years. The committee discussed the finances of the airline agreement and the concessions selection process. The Oregon Department of Transportation's work on the I-205 interchange is nearing completion. The developer Trammel Crowe's planned industrial development of a portion of the former Colwood Golf Course is moving forward. The remainder of the golf course was purchased by the City of Portland as public open space. The Port is helping publicize the Major League Soccer All Star game at PDX. PDX has once again been chosen by Travel + Leisure Magazine as America's best airport. Port staff reviewed the types of items that the Port needs to publicly notice and bring to the PDX CAC for discussion.



The PDX CAC participated in the Concessions Program redevelopment, which includes news offerings such as food carts at Portland International Airport.

The committee received a presentation and discussed the implications of an endangered species listing for the streaked horned lark on PDX property. The committee also received a presentation on PDXNext, a suite of airport improvement projects over the next few years. The committee discussed funding of the program, choice and sequencing of projects. The Transportation Planning program manager for HDR, a transportation planning consultant, presented options being considered for improvements to the NE 82nd and Airport Way intersection. The committee discussed the three concepts, and provided input. Committee roundtable topics included positive comments about a PDX noise briefing to a neighborhood association, the 20th annual Columbia Slough Watershed Council regatta and announcements about an East Portland Parks Coalition meeting and a town hall at Cleveland High School on the parks bond measure.

**Actions Taken:** Committee officers reported on the progress of the PDX CAC to City of Portland Planning and Sustainability Commission. Some members of the PDX CAC toured the ORANG base, attended the Port's annual business event and the Noise 101 workshop. The Social Equity Opportunities Ad Hoc Committee met twice and encouraged the Port to solicit expertise on social equity. The Port issued an RFP to hire a consultant to help produce a report to guide the organization on social equity topics. The committee gave input on the three options being considered for improvements to the NE 82nd and Airport Way intersection.

## 2014 Meeting #4: October 22, 2014

Meeting topics:

- Public comments and discussion regarding PDX workplace issues;
- PDXNext Concessions Selection Program Overview; and
- PDX Waste Management.

This meeting began with a roundtable discussion. In evaluations, committee members recommended that meetings start with the roundtable discussion to increase interactivity. Topics included the Columbia Slough Watershed Council's 20th anniversary celebration, TSA productivity, demolition and noise issues in the city in general, a successful year for Atlantic Aviation, Clark County political and land use processes, the City of Portland Comprehensive Plan process, work of the Age-Friendly Portland Advisory Council, air cargo business issues, Gateway Green as a biking destination, Multnomah County comprehensive plan update, the new Parkrose middle school, TriMet's planning processes for future transit growth and upcoming bike plan, the NextGen flight changes and policy making, Metro work on recycling, and climate smart communities, and Cully neighborhood's work to purchase the Sugar Shack.

Committee members gave an update on the recent presentation of the PDX CAC's annual report to Vancouver City Council. The presentation was well received. Annual updates to the committee sponsors were one of the recommendations of the Airport Futures planning process. Port staff gave an update on their extensive work preparing for the Streaked Horned Lark listing as an endangered species, as well as their ongoing dialogue with federal, state and local natural resources agencies about habitat management.

PDX has three new direct international flights to Guadalajara, Frankfurt and Iceland. The airport will soon have 11 new shops and restaurants over the next six months. The food cart program has two new vendors, and many others on a list who are interested in operating at PDX. The food cart program will help new vendors experience the airport and possibly consider bidding on opening a restaurant in the future.

The Port's Strategic Plan has been refined, and strategic areas of focus have been identified. Input from PDX CAC members during the expert panels was helpful. The PDXNext and Terminal Balancing projects are awaiting airline approval. The Rental Car Quick Turnaround facility will be moved east to an old surface lot, and will be a more environmentally friendly facility. The Port is also

updating the PDX Bike and Pedestrian Plan. The Port has purchased six new CNG busses for parking operations, and will be going through ISO 14001 certification for the Port's Environmental Management System. The Port has joined four other airports to bring an internally recognized carbon accreditation program to North America.

The Port recognizes that equity issues are broad and complex at PDX, and include topics that are political, economic and labor-related. The Port is working on a proposal to address some of these topics. With concessions turning over at PDX, the Port is working to connect existing employees to new employers. There will be 127% more positions than currently exists.

During public comment for this meeting, the Service Employees International Union (SEIU) labor union provided comments on the need for minimum standards at PDX, and two airport workers shared their stories. PDX CAC members asked workers, Port staff and SEIU organizers about various aspects of their remarks and had a robust discussion.

The PDX Concession Selection Program involved committee chair Mike Sloan in the multi-day selection process. After an extensive outreach program, over 400 businesses had interest in proposing. It is expected that

many new operators will hire existing employees, as they are already badged and trained. The PDX Waste Minimization Program was also reviewed. The Port has a contract with Portland State University's Community Environmental Services to provide education and assistance to Port staff and tenants regarding waste minimization. In return, students receive tuition assistance, paid by the Port. Study and testing goes into all aspects of the program, including the look of waste collection receptacles, designing for behavior of passengers and the rewards program. The food donation program has a goal of zero waste in five years. The PDX food donation program is an award-winning model for other airports.

**Actions Taken:** PDX CAC chair and vice chair presented the PDX CAC annual report to Vancouver City Council on October 13, 2014. PDX chair participated in PDX Concession Selection process. The Social Equity Opportunities Ad Hoc Committee will continue to meet in 2015. PDX CAC members heard comments from SEIU and airport workers and discussed workplace conditions at PDX.



The PDX Workplace Initiative is being considered as a way to improve the workplace experience for service providers at Portland International Airport.



Staff from the cities of Portland and Vancouver, WA work with other CAC members and Port staff to review upcoming meeting presentations.

## Additional Activities

In addition to the four PDX CAC meetings, related activities included:

- Six Coordinating Committee meetings;
- Four meetings of the Social Equity Opportunities Ad Hoc Committee;
- Required public notice and discussion for two proposed projects: the proposed Ameriflight relocation and the proposed PDX Light Industrial Development on NE 33rd Drive.
- Annual summary of committee’s work presented to the City of Portland Planning and Sustainability Commission, the Port of Portland Commission and the Vancouver City Council;
- Meetings and Other Discussions with the PDX Natural Resources Subcommittee and Other External Stakeholders
- Tour of Oregon Air National Guard Base
- PDX CAC member participation in the Port’s Strategic Planning process

Port staff involved the PDX CAC chair in the PDX Concessions Selection process, a multi-day evaluation of prospective airport concession tenants. PDX CAC members were invited to Port-sponsored community tree planting events and the annual Gateway to the Globe business meeting.

## 2015 Meeting Dates and Topics

Meeting Dates and Topics for 2015 (subject to change)

- January 15, 2015 – City of Portland Comprehensive Plan, PDX Travel Center, PDXNext: E Concourse Extension, PDX Capital Improvement Program, Natural Resources Update, PDX Workplace Initiative Proposal and Social Equity Update
- April 1, 2015 – Atlantic Aviation Relocation, Ground Transportation Hold Lot and Employee Lot Relocation, Port Small Business Development Program, TSA Security Program and Training, PDXNext: Terminal Core Refurbishment
- June 24, 2015 – Planning Activity Levels and Aviation Forecast, 2016 Concessions Request For Proposal, City of Portland Planning and Development update, Getting to PDX, Multnomah County Drainage District Levee Recertification Process
- October 21, 2015 –, Natural Resource Program Update: Urban Tree Canopy and Slough Enhancement Recommendations

## Meeting Evaluations

Evaluating 2014 meetings, PDX CAC members suggested specific improvements, including: moving the meeting start time to 1:30 p.m., ensuring presentations contain all relevant information and moving the roundtable discussion earlier in the meeting with adequate time and more focus. The meeting sponsors have adjusted the meeting start time to 1:30 p.m., have moved the roundtable earlier in the meetings while emphasizing a PDX focus for comments and have included more information in certain presentations.

In written evaluations provided throughout the year, committee members had a number of positive comments about the meetings and associated public process. These included: overall appreciation of Port chief operating officer’s information regarding business activities at PDX, satisfaction with meeting pacing and documents, and positive comments on the quality of certain discussions. Committee members appreciated the full sharing and transparency of the labor discussion, the thorough preparation of staff and early notice of the development projects.

## Committee Membership

### Voting Members (20)

**Erwin Bergman**

Central Northeast Neighbors

**Jeff Owen**

Multi-modal Transportation

**Maryhelen Kincaid**

Portland Citywide Land Use Group

**Lt. Col. Jenifer Pardy**

Military

**Tina Burke**

Airport Employee

**Robert Pinedo**

General Aviation

**Steven Cole**

Northeast Coalition of Neighbors

**Alesia Reese**

East Portland Neighborhood Office

**Tony DeFalco**

Environmental Justice

**Bob Sallinger**

Environmental/Wildlife/Natural Resources

**Walt Evans**

Business Organization

**Brendan Korsgren**

Passenger Airline

**Karen Gray**

Portland Planning and Sustainability Commission

**Martin Slapikas**

North Portland Neighborhood Services

**Alan Hargrave**

Clark County Neighborhoods

**Mike Sloan (Chair)**

Vancouver Neighborhoods

**Ahmad Abed-Rabuh**

Cargo

**Joe Smith**

Airport Noise Interest  
(PDX Citizen Noise Advisory Committee)

**Randy Jones**

East Multnomah County Neighborhoods

**Jane VanDyke**

Columbia Slough Watershed Council

### Ex Officio Members (10)

**Nick Atwell**

PDX Wildlife Committee

**Vince Granato**

Port of Portland

**Chad Eiken**

City of Vancouver

**Jeff Swanson**

Clark County

**Karen Schilling**

Multnomah County

**Andrew Singelakis**

Washington County

**Bruce Fisher**

Federal Aviation Administration

**Deborah Stein**

City of Portland

**Barbara Cartmill**

Clackamas County

**Stacey Triplett (Vice Chair)**

Metro



PDX CAC members reviewed possible airport improvements such as this conceptual terminal development on the northeast side of Portland International Airport.

Sponsored by



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