



PDX COMMUNITY ADVISORY COMMITTEE

CHARTING A COURSE FOR PDX

Annual Report 2015





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.

New members Micah Meskel, Dick Goldie, Melissa DeLyser, Damon Isiah Turner and Dan Moeller joined the committee in 2015. Thank you to departing members Bob Sallinger, Randy Jones, Andrew Singelakis and Stacey Triplett (Vice Chair).

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

http://www.portofportland.com/PDX_Cmnty_Advsry_Cmt_Mbrs.aspx



PDX CAC membership represents a diverse section of the community.

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.

2015 Year in Review

The committee hosted four meetings at the Port of Portland Headquarters at Portland International Airport in 2015. Each meeting had a special topic of focus. All meetings included PDX business overviews, sustainability updates, member roundtable, and public comment opportunities. Committee leadership recommended that public notice items be first on each agenda, followed by roundtable to increase dialogue opportunities. The Port engaged committee members in the selection process for new concessions at PDX and in social equity topics this year. The PDX Social Equity Opportunities Ad Hoc Committee met twice in 2015. The Natural Resources Ad Hoc committee met three times, including one site visit, in 2015.

2015 Meeting #13: January 15, 2015

Meeting Topics:

- City of Portland Comprehensive Plan
- PDX Travel Center (public notice)
- PDXNext: E Concourse Extension (public notice)
- PDX Capital Improvement program
- PDX Natural Resources Update (Government Island, Urban Tree Canopy and Columbia Slough Enhancement projects status)
- PDX Workplace Initiative and Social Equity Update

This meeting focused on public notice for a prospective project, the PDX Travel Center and a project to increase capacity efficiently in the PDX footprint, PDXNext: E Concourse Extension. The committee also discussed the PDX Capital Improvement program, as they do at each January meeting, and the status of the PDX Natural Resources program. With information from the Port and from labor organizations SEIU and Unite Here, the committee gave input on the PDX Workplace Initiative.

Steve Kountz from the city of Portland presented some information about how the Airport Futures plan will fit into the new city of Portland Comprehensive Plan. Airport Futures provisions will still be included as an important part of the plan, but the language has been updated and generalized.



Two PDX CAC members have participated directly in the concession redevelopment program, which features local businesses like Capers' Farm to Table market.

The Port presented on the PDX Travel Center, which had been presented before but it now being considered at a different location. The new location for this conceptual project, which would contain a fuel station and convenience store, is closer to Airport Way and PDX, and easier for vehicles to access. Port staff also presented on the PDXNext: Concourse E extension. This project involves two airlines (Alaska and United) switching locations to better serve capacity needs, and adding an extra 210 feet to the east side of the terminal. It also includes design and location changes of services inside PDX. The committee had a good deal of clarifying discussion around how both projects would operate.

The committee discussed the rapid 5.9% growth of the airport, compared to last year and the Capital Improvement Plan. The committee also reviewed and discussed the Government Island mitigation work. There is a longer report available on this work if the public has interest. This is advance mitigation for future development, and is a good example of adaptive management of 300 acres. The site is currently being prepared for planting, which has presented some problems due to eradicating invasive grass and getting access to soil. Only native seed stock, ordered locally, will be used. The Columbia Slough enhancement project covers two years and this is the second year of the turtle enhancement project work, creating a basking structure for turtles and improving the uplands area. In terms of the Canopy Enhancement project, the Port is working with Friends of Trees on a three year project, focusing on equity, doing plantings on multifamily housing. Also, the Port presented information on tree removal and planting being done in the west economy lot near PDX on Airport Way.

The committee discussed social equity and also discussed the PDX Workplace Initiative. The Port is working towards an organization-wide social equity policy. They have worked with the Social Equity Opportunities Ad Hoc committee, hired a consultant to create an assessment and hope to hire dedicated staff to create a discrete program with metrics. The PDX Workplace Initiative was created by the Port, in discussions with labor organizations and PDX employers, to ensure that PDX remains a great place to work. The initiative strives to provide a PDX work environment that reflects excellence in safety, security, benefits, job pathways, whistleblower protection, retention and recruitment opportunities that benefit employees and employers. The initiative applies to non-Port of Portland employees who work as Airline Service Providers and Airport Concessionaires.

The initiative goals are:

- Enhance PDX workplace experience and working conditions
- Provide a safe and secure working environment
- Maintain PDX as a highly desirable workplace
- Support small and local business
- Maintain a great PDX brand
- Ensure business continuity

The labor organizations SEIU and Unite Here both presented their perspectives to the committee, as did the Social Equity Ad Hoc Committee. The Ad Hoc Committee stressed the three main goals they have for the Port: Have an organization-wide equity policy, continue ongoing reporting and support for the minority and small business program and create a project checklist that will identify possible voluntary equity activities. The Port should continue to look at ways to address project impacts.

Each member of the committee spoke about their thoughts regarding the PDX Workplace Initiative. Committee discussion focused on employee retention, full community engagement, how airports benefit the surrounding community, the value of whistleblower protection, job turnover, the possibility of airlines hiring directly rather than through third parties, having more definition and a timeline for the initiative, the question of how the Port can control a third party contractor, the positive value of being unionized like Southwest Airlines, the high cost of retraining employees and the value of retention, the role of the Port, whether the same companies pay differently at different locations, how to set high standards and remain competitive. Many members of the committee felt that this was a valuable discussion for the Port and labor organizations and felt the PDX Workplace Initiative was a good start.

ACTIONS TAKEN:

- Public notice and discussion for PDX Travel Center project and PDXNext: E Concourse Extension.
- CAC provided input on PDX Workplace Initiative

2015 Meeting #14: April 1, 2015

Meeting topics:

- Atlantic Aviation Relocation (public notice)
- Rental Car Service Facility including Ground Transportation : Hold Lot & Employee Parking Lot Relocation (public notice)
- PDX Updates: Port Strategic Plan, Terminal Core Refurbishment, Social Equity Update, Workforce Partnership Agreement
- Port Small Business Development Program
- TSA Security Program and Training

The committee heard a presentation on and discussed the relocation of Atlantic Aviation. This is part of the Northside Redevelopment Strategy, which was a concept developed in the Airport Futures planning process. Atlantic Aviation will be relocating and expanding their facility as part of a strategy to make the most efficient and effective use of the northside area. PDX currently has less hangar space than the market requires. The goal of the project is to replace smaller hangars with new facilities that meet current demand for air general aviation uses. The committee had a robust discussion of access, parking, wildlife management hazards, operations at the facility such as maintenance and engine testing, fuel offerings, noise impacts, and what contractors and small businesses will be used.

A presentation on the plan to replace the current rental car service area (Quick Turnaround Area) with a newer, larger and more sustainable facility was also on the agenda. The QTA will be relocated to the area that is currently employee parking and the taxi hold lot. The taxis will be moved to 82nd Ave and Airport Way. The new QTA will be two levels, provide increased worker safety and OSHA compliance and be designed to be more aesthetically pleasing. The committee asked questions about funding of the project, appearance, operating with transportation network providers, increase in vehicle trips, water savings and sustainability. The Port is hoping to use non-potable water in the wash process. The equipment in the facility will be more energy efficient and the rental cars will not have to be driven to a storage area, which decreases miles on the road.

PDX Updates: Deborah Stein, City of Portland, reported on her work with the Age-Friendly Portland Advisory Council, and complimented the Port for the consideration of the needs of older adults in PDX design and improvements in

the terminal. Vince Granato, the Ports Chief Operating Officer, reported on the PDX Workplace Initiative and social equity. Elements of the initiative will be considered at the next Port Commission meeting on April 8. Remaining pieces of the initiative continue to be developed. Greg Sparks, a senior engineer at the Port, presented information on the Workforce Partnership Agreement (WPA) that will provide access to construction jobs for labor unions as well as interested non-union minority, women and emerging small business contractors, as related to the Terminal Balancing Project. The Social Equity Opportunities Ad Hoc committee has decided to meet one more time, to review the consultant work and assessment, and to then return conversation on this topic to the larger PDX CAC.

Eight new automated passport control kiosks will be added to the Federal Inspection Station, which will speed up processing for international arrivals. The Port will be selecting the general contractor for the Terminal Balancing project in the next couple of days and that construction is scheduled to be complete in 2017. The Terminal Core Redevelopment project is still in the preliminary phase. A redesign of the terminal core will increase room for post-security concessions and improve opportunities for pre-security vendors. Fire Chief Craig Callicotte and Police Chief Phil Klahn are both retiring. Committee members



Kimberly Mitchell-Phillips describes the Port's Small Business Development Program.

suggested writing a letter to thank them for their service. The Port received 32 proposals from vendors interested in obtaining and re-distributing the iconic PDX carpet; four vendors have been selected.

Jim Howell from AORTA provided public comment on the associations request for overnight transit between downtown Portland and PDX. The committee discussed his comments and letter. The TSA representative noted that 500 TSA employees work at PDX and approximately 200 of them take transit to and from work. More employees might use transit if overnight service were provided. The committee felt the Port and other agencies should explore methods of increasing off-peak transit options.

SEIU representatives also provided comments, saying the PDX Workplace Initiative discussion has been helpful, and they will continue to advocate for worker concerns.

Port staff presented a summary of the Ports Small Business Program. The presentation highlighted achievements in Minority Women Emerging Small Business Development, Disadvantaged Business Enterprise, FAA Concession Programs, and the Port's Mentor-Protégée Program. The Port is actively reaching out to local vendors about Airport Concessions DBE certification in an attempt to enlarge the pool of eligible vendors.

Mike Irwin, TSA Federal Security Director of Oregon and Regional Director of Region 5, and Sharon Gordon, Senior Manager of Aviation Security at the Port of Portland, provided an update on Airport Security. Mr. Irwin reported on some of the aviation security concerns that TSA trains staff to address. Ms. Gordon reported that her team's work to make the airport more secure includes meeting with airport employees, utilizing more canines, and increased training opportunities.

ACTION TAKEN:

- Public notice and discussion of Atlantic Aviation Relocation
- Public notice and discussion of Rental Car Service Facility including Ground Transportation : Hold Lot & Employee Parking Lot Relocation
- Social Equity Opportunities Ad Hoc Committee will meet one final time to review final report
- CAC recommended sending letters of appreciation to the retiring Port police and fire chiefs, thanking them for their service.
- CAC members received copies of 2015 Annual Report and asked to share these with their appointing organizations

2015 Meeting #15: June 24, 2015

Meeting topics:

- Annual PDX Forecast Review
- PDX Concessions Request for Proposal 2016
- City of Portland Planning and Development Update- Colwood and Thomas Cully Park
- 82nd Ave. and Airport Way Intersection Improvement Planning
- Levee Improvement Project

The meeting started out with a roundtable discussion from members, which is included in every meeting. This meeting focused on concessions Request For Proposal, a City of Portland update, 82nd Ave and Airport Way planning and an update on the long-term, multi-agency Levee Improvement project. The committee also discussed members' terms and the annual PDX forecast.

The PDX Business Update discussed upcoming aircraft service additions at PDX, including Pen Air. The Federal Inspection Station at PDX is being remodeled and the Terminal Balancing project is moving forward, with construction slated to begin in early 2016. The Terminal Core project will begin in fall 2015. The Port Commission adopted principles as part of the PDX Workplace Initiative in May, and will be conducting focus groups with PDX employees to explore workplace improvements. The Port is also meeting with Tri-Met to discuss transit options. The jobs@PDX website launched on the Port website; this is a tool that connects PDX employers with interested applicants. Staff demonstrated the tool for the committee. The Port has been using llamas and goats to remove invasive plants on Port property. The transportation network companies, such as Uber and Lyft, began operating at PDX in April and have a dedicated lane for their use.

The aviation demand forecast was presented by staff and discussed by the committee. PDX activity is currently right on schedule with the forecast and will most likely grow as the economy improves. Operations at PDX have decreased as plane capacity has increased. General aviation business activity has increased. The creation of new PDX facilities is based on actual airport activity, and for each level of activity, the Port knows the incremental facility requirements associated with the activity. The committee discussed how the forecasts were done, how operations are measured, how the Port monitors use, cargo facilities, how air cargo affects trucking and how activity might affect funding.

Port staff presented information on the PDX Concessions Request for Proposal 2016. The goal for this process is to increase diversity of businesses and merchandise found at PDX. Staff thanked Mike Sloan for his participation in the previous process and announced that Jeff Swanson from the CAC would assist with the current selection process. This RFP process will be primarily coffee vendors. The Port will also implement a new concept called a gourmet market at PDX. Staff has visited over 1000 companies in the northwest and 105 local business owners attended the outreach event in March, which was designed to prepare potential proposers. The Port believes this RFP will result in 114% increase in new positions in the PDX terminal. 25% of the total score for vendor applications will be related to quality of the workplace, as described by the employer.

Public comment included a letter from Marion Rice from the Breastfeeding Coalition of Oregon, requesting that PDX staff better support breastfeeding mothers and children. Port staff will be meeting with Ms. Rice later in the month. Jeremy Simer with SEIU Local 39 also provided public comment, saying he was cautiously optimistic about the PDX Workplace Initiative, but continues to have concerns about the high turnover rate at PDX and about accountability.

The PDX CAC is sponsored jointly by the Port, City of Portland and City of Vancouver. The City of Portland presented information on the Colwood Golf Course and Thomas Cully Park. Colwood Golf Course, in a plan approved by Portland City Council, will be split into two parts. One part will be preserved for open space and habitat restoration and the other zoned for industrial development. The golf course is now a par 3 course with nine holes and a driving range. The golf course is a 5-10 year interim use, which will eventually be master planned. The operation of the golf course will cover redevelopment costs. No timeline has been set for the master plan or site conversion process. The industrial land is being prepared by a developer for future industrial uses. Committee members had questions about past and future involvement by the city in the planning process and recommended the city engage the community around the golf center in future planning and check with the golf center to see if they have a goose management plan, to manage wildlife hazards.

Thomas Cully Park was master planned in 2006. In 2010, Verde received a grant to start building capacity for the community to develop a park. Verde has raised \$5.2 million for park development so far, and has implemented an inclusive process to involve the community.



Thomas Cully Park was one of the first projects selected for funding by the PDX CAC. (Photo Credit: Tony DeFalco)

Port staff also reported on the improvements planned for the 82nd Ave and Airport Way intersection. The current design proposes raising the eastbound traffic above the intersection so that only the two left turn lanes would be signalized. This would create an easier crossing opportunity for pedestrians and bicyclists, and can be done with a relatively small footprint. The preliminary engineering would not be done until 2018.

The Levee Improvement project was also presented to the committee. This is a recertification project for the Columbia River Levee. The levees must be recertified by the US Army Corps of Engineers every 10 years and FEMA must accredit them so landowners can obtain insurance. The levee certification expired in some parts of the levee system in 2013 and the other two districts will expire in 2017. Oregon Solutions, which is part of the National Policy Consensus Center, is guiding the complex public process. The immediate goal is to secure \$4.5 million to pay for the necessary engineering studies, although the project will ultimately be more costly.

Actions Taken:

- PDX CAC member Jeff Swanson will be assisting with 2016 PDX Concessions selection panel.
- PDX CAC members provided input to City of Portland on future involvement of community in Colwood Golf Course development.

2015 Meeting #16: October 21, 2015

Meeting topics:

- PDX Bicycle and Pedestrian Master Plan Update
- City of Portland- Transportation and Area Development Projects
- PDX Natural Resource Program Update

This meeting began with the selection of a new vice chair. Jeff Owen from Tri-Met was elected by the committee to serve in this position. The committee welcomed the following new members:

- Dan Moeller, Metro
- John Wasiutynski, Multnomah County
- Dick Goldie, East Multnomah County
- Melissa De Lyser, Washington County
- Micah Meskel will be the official representative from Audubon for the environment/wildlife seat

On September 10, Sam Imperati, Chris White and Sean Loughran presented at the International Association for Public Participation (IAP2) North American Conference held in Portland. Sam Imperati explained that the group hosted a panel discussing the PDX Community Advisory Committee process and its origin, philosophy, and management.

The PDX Business Update noted that on October 13, 2015, PDX celebrated 75 years of service to Oregon and Southwest Washington. The airport continued to be extremely busy and posted an 8.5% growth rate for passengers. The first phase of PDXNext concessions redevelopment has finished.

In terms of construction, the installation of the replacement carpet at the airport is nearly complete, the closure and rebuilding of airfield vehicle gates is underway, lactation rooms have been added to the scope of the project in response to a request from the Breastfeeding Coalition of Oregon, and a new rental car facility in the surface lot is moving forward quickly and will begin construction next year. The Terminal Core Redevelopment project design is nearly complete and construction is scheduled to begin in early 2016.

There have also been a number of sustainability improvements, including a significant expansion in the number of electric vehicle charging stations and energy efficient LED lighting upgrades in the PDX employee parking and economy parking lots.

Port staff gave an overview of the PDX Bike and Pedestrian Master Plan Update. Bike and pedestrian planning is an important component of the PDX focus on sustainability. The Port does bicycle and pedestrian planning for the following reasons: it increases transportation options; it's consistent with state, regional, and local priorities; it facilitates sustainability goals; and it provides an opportunity for engagement by providing more contact with stakeholders throughout the region. The Port has been doing bicycle and pedestrian planning for almost twenty years. One of the major goals of the update was to improve connections. There are potential future connections into the Cully neighborhood at Columbia Boulevard and Alderwood Road. A portion of Cornfoot Road could also be developed into a multi-use path pretty expediently, and improvements on the area near Cascade Station could complete a much needed north-south connection. Other areas for improvement are connections from Port headquarters to the bike/ped path and the 82nd and Airport Way intersection. The bicycle assembly station with all the necessary tools in the bicycle parking lot has also proved to be a popular amenity for travelers.

Michael Hall, Unite Here Local 8 and Jim Waltz, an airport concession worker, gave public comment as to the need for higher wages at PDX and the difficulty of organizing, and accessing transit.

The City of Portland presented information on a number of topics. The city has an important role in planning for the area around PDX, supporting transportation improvements, and creating economic development opportunities. The focus of the presentation was on transportation and development projects around PDX. Zef Wagner of the Portland Bureau of Transportation gave an overview of the Transportation System Plan (TSP) update that, as part of the Comprehensive Plan, guides transportation policies and investments. He also demonstrated the mapping application. Will Thier, Portland Development Commission (PDC), gave an overview of PDC transactions at Cascade Station. PDC is a bureau of the City of Portland that specializes in economic development within city limits. Because Cascade Station is within a plan district, there are some restrictions on what can be built in the area. With most of the retail-designated land already developed, the focus was now on developing office use buildings.

The committee heard an overview of the three major transactions at Cascade Station: the FBI building (completed), Holiday Inn (coming soon), and Cook Security Group office headquarters (proposed). PDC has created new policy requirements for transactions that require commitments to equity and sustainability.



Transportation, including bicycle and pedestrian connections to the airport, has been a key topic of PDX CAC discussion.

The committee heard a presentation on the PDX Natural Resource program. The Natural Resources Tree Canopy Enhancement program in partnership with the Friends of Trees has one additional year of funding, so that program is ongoing for a year. The Columbia Slough Enhancement project needs to be selected and funded.

The committee's Natural Resources Ad Hoc Committee includes representatives from a variety of organizations such as the City's Bureau of Environmental Services, the Columbia Slough Watershed Council, the Multnomah County Drainage District, and PDX CAC. The ad hoc group reviewed a long list of candidate projects for funding with a special focus on their ability to be implemented within a year or two. Selection criteria for the projects includes contribution to water quality and hydrologic improvement or habitat enhancement, positive community impact, alignment with social equity goals, consistency with other plans and regulatory requirements, and wildlife compatibility.

There are two recommended projects. Both projects have gone through a number of improvements, been supported unanimously by the ad hoc committee and are included as part of the Columbia Slough Watershed Council Action Plan. Both projects focus on habitat enhancement and are multi-year projects.

The first project, titled Better Beaver Behavior, aims to protect key riparian trees from beaver predation by caging the trees in order to contribute to habitat and water quality improvement. The project requires approximately \$20,000 in funding.

The second project, titled Slough Benches, focuses on improving wildlife habitat and water quality in the Columbia Slough by reducing bank erosion and increasing storm water retention and filtration. The US Army Corps of Engineers had brought dredge material into the Slough and created benches and islands within the channel some time ago, with the intent of habitat improvement. The Slough Benches project aims to rectify some of the wildlife impacts that had occurred as a result, and requires approximately \$27,000 in funding. The committee voted to fund both of the Natural Resource Program recommendations.

PDX has achieved a major milestone in its Government Island Grassland Mitigation Process. The Port owns the majority of the 300 acres on Government Island and had begun grassland mitigation on the island with the first of six scheduled phases. The first 50 acres had been an ambitious effort with many obstacles, but last month seeds were finally planted on the site. This involved barging equipment to the island, doing some of the planting work by hand and carefully monitoring the site.

Actions Taken:

- CAC elected Jeff Owen as new CAC vice chair.
- CAC welcomed five new members.
- CAC voted to approve funding two Columbia Slough Enhancement projects: Better Beaver Behavior and Slough Benches
- Port staff reported on successes and best practices of PDX CAC at International Association of Public Participation national conference

Additional Activities

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

- Three meetings and other discussions with the Natural Resources Ad Hoc Committee and other external stakeholders
- Eight meetings of the Coordinating Committee
- Two meetings of the Social Equity Opportunities Ad Hoc Committee
- Requested public notice and discussion for four proposed projects
- Participation of PDX CAC member in Concessions Selection process
- Orientations of new PDX CAC members
- PDX CAC leadership presented the committee annual report to Port of Portland Commission, City of Portland Planning and Sustainability Commission and City of Vancouver City Council.
- Port staff and committee facilitator presented a session on the success and best practices of the PDX CAC at the International Association of Public Participation annual conference.

PDX CAC members were also sent information on the PDX Workplace Initiative and the City of Portland Comprehensive Plan public process, as well as invitations to the Ports annual business luncheon and Port-sponsored community tree planting events.



Port staff provide orientation to new members of the PDX CAC.

2016 Meeting Dates and Topics

Meeting Dates and Topics for 2016 (subject to change)

- January 20, 2016 – PDX CAC Annual Report Discussion, PDX Capital Program Update, PDX Concessions Program Update, Northside Redevelopment General Aviation Hangar Development (Phase II), Public Notice, Oregon Air National Guard: Mission Overview and Development Update
- April 6, 2016 - Seismic Resilience , Storm water Master Plan, PDX Activity Level Forecasts, Environmental Objectives and Targets
- June 22, 2016– PDX Passenger Experience and Small Business Program Update
- October 19, 2016 –Possible tour of facilities, Natural Resource Program update: Urban Tree Canopy and Slough Enhancement Recommendations

Meeting Evaluations

Evaluating 2015 meetings, PDX CAC members suggested specific improvements including: continuing to support and increase the amount of discussion at meetings and allowing enough space in agendas so topics can be discussed thoroughly.

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. There were a number of positive comments about the PDX Workplace Initiative discussion, both the opportunity to participate and the substantive discussion. Some suggestions for improvement are: improving certain logistics regarding the meeting (number of breaks, document print size, meeting starting time, coffee), coaching some presenters to discuss topics more informally as part of their presentation and seeking more CAC input.

Committee Membership

Voting Members (20)

Erwin Bergman
Central Northeast Neighbors

Jeff Owen
Multi-modal Transportation

Maryhelen Kincaid
Citywide Land Use Group

Lt. Col. Jenifer Pardy
Military

Tina Burke
Airport Employee

Robert Pinedo
General Aviation

Damon Turner
Northeast Coalition of Neighbors

Alesia Reese
East Portland Neighborhood Office

Tony DeFalco
Environmental Justice

Bob Sallinger/ Micah Meskel
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/Dick Goldie
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/Melissa DeLyser
Washington County

Bruce Fisher
Federal Aviation Administration

Deborah Stein
City of Portland

Barbara Cartmill
Clackamas County

Stacey Triplett (Vice Chair)/Dan Moeller
Metro



The Port reports out regularly on innovative natural resource management strategies, such as the use of goats to manage vegetation.

Sponsored by



Deborah Stein
deborah.stein@portland.or.gov



Chris White
christine.white@portofportland.com

Sean Loughran
sean.loughran@portofportland.com



Chad Eiken
chad.eiken@cityofvancouver.us

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