

**MINUTES
REGULAR COMMISSION MEETING
THE PORT OF PORTLAND
June 11, 2014**

Following due notice to the public, the regular meeting of the Board of Commissioners of the Port of Portland was held at 9:30 a.m. in the Chinook conference room of the Port's administrative offices located at 7200 NE Airport Way.

An audio recording was made of these proceedings. The recording, and the full Commission agenda, is available by contacting the Port of Portland administrative offices, 7200 N.E. Airport Way, Portland, Oregon 97218. The following written minutes constitute a summary of the proceedings.

QUORUM

Commissioners present were Peter Bragdon, Vice President, presiding; Tom Chamberlain; Bruce Holte; Bob Levy; Linda Pearce; and Tom Tsuruta. Also present were Curtis Robinhold, Deputy Executive Director, participating staff members and members of the public.

Commissioner Bragdon noted that Commission President Carter had appointed him as Vice President to preside over the Commission meeting.

LEAVE OF ABSENCE

Commissioner Bragdon called for a motion to grant a leave of absence to Commissioners Carter, Daggett and Rosenbaum, who were out of town. Commissioner Tsuruta moved to grant the leave of absence. Commissioner Holte seconded the motion, which was put to a voice vote. Commissioners Bragdon, Chamberlain, Holte, Levy, Pearce and Tsuruta voted in favor of the motion.

MINUTES

Commissioner Bragdon called for a motion to approve the minutes of the Commission Retreat of May 13, 2014 and the Regular Commission Meeting of May 14, 2014. Commissioner Holte moved to approve the minutes. Commissioner Tsuruta seconded the motion, which was put to a voice vote. Commissioners Bragdon, Chamberlain, Holte, Levy, Pearce and Tsuruta voted in favor of the motion.

EXECUTIVE DIRECTOR'S REPORT

Curtis Robinhold addressed the Commission and audience. He said the formal Executive Director's report is attached to the Commission packet that is mailed in advance of the meeting; his comments highlight the activities from the past month.

Mr. Robinhold's comments covered the following general topics:

- Staff appointments to the State Aviation Board and the Board of Maritime Pilots;
- Port of Portland ranking as one of the top *100 Best Green Places to Work in Oregon* by Oregon Business Magazine;

- Delta Air Lines anniversary event in Tokyo;
- Summer travel at PDX;
- Roadway construction on Airport Way;
- National Labor Relations Board ruling regarding slowdowns at Terminal 6; and
- Marine business line update, including fiscal year product volumes.

Commissioner Bragdon called for a motion to approve the Executive Director’s Report. Commissioner Chamberlain moved to approve the Executive Director’s Report. Commissioner Rosenbaum seconded the motion, which was put to a voice vote. Commissioners Bragdon, Chamberlain, Holte, Levy, Pearce and Tsuruta voted in favor of the motion.

ACTION ITEMS

Agenda Item No. 1

PUBLIC IMPROVEMENT CONTRACT – CONCOURSES C AND D SKYLIGHT REHABILITATION – PORTLAND INTERNATIONAL AIRPORT

This agenda item requested approval to award a public improvement contract to Angelus Waterproofing & Restoration, Inc., for the Concourses C and D Skylight Rehabilitation project at Portland International Airport for a contract value of \$555,551.

Jim McGinnis presented the Executive Director’s recommendations as follows:

BE IT RESOLVED, That approval is given to award a public improvement contract for the Concourses C and D Skylight Rehabilitation project at Portland International Airport to Angelus Waterproofing & Restoration, Inc., in accordance with its bid; and

BE IT FURTHER RESOLVED, That the Executive Director or his designee is authorized to execute the necessary documents on behalf of the Port of Portland Commission in a form approved by counsel.

Commissioner Bragdon called for a motion to approve the Executive Director’s recommendations. Commissioner Holte moved that the Executive Director’s recommendations be approved. Commissioner Levy seconded the motion, which was put to a roll call vote. Commissioners Bragdon, Chamberlain, Holte, Levy, Pearce and Tsuruta voted in favor of the motion.

Agenda Item No. 2

PUBLIC IMPROVEMENT CONTRACT – RUNWAY 13L/31R – HILLSBORO AIRPORT

This agenda item requested approval to award a public improvement contract to Wildish Standard Paving Company for the construction of Runway 13L/31R and associated infrastructure at Hillsboro Airport for a contract value of \$3,526,205.60.

Jim McGinnis presented the Executive Director’s recommendations as follows:

BE IT RESOLVED, That approval is given to award a public improvement contract for construction of Runway 13L/31R and associated infrastructure at Hillsboro Airport to Wildish Standard Paving Company, in accordance with its bid; and

BE IT FURTHER RESOLVED, That the Executive Director or his designee is authorized to execute the necessary documents on behalf of the Port of Portland Commission in a form approved by counsel.

Miki Barnes, a resident of Manning, Oregon, and a petitioner appealing the Finding of No Significant Impact ruling on the third runway, provided the attached testimony and documentation referenced in the links below in opposition to the agenda item.

- Barnes vs. the City of Hillsboro and Port of Portland LUBA decision No. 2010-011
<http://www.oregon.gov/LUBA/docs/opinions/2010/06-10/10011.pdf>.
- Oregon Court of Appeals 11/24/10 decision on Barnes vs. City of Hillsboro and Port of Portland Number 2010011 A146145.
<http://www.publications.ojd.state.or.us/docs/A146145.htm>.
- Article by Kevin Drum, *America's Real Criminal Element: Lead*.
<http://www.motherjones.com/environment/2013/01/lead-crime-link-gasoline>.
- Letter from the Port of Portland Chief Operating Officer, Vince Granato, included in the Hillsboro Airport Parallel Runway12L/30R Final Supplemental Environmental Assessment, Volume 2, Appendix H.
http://www.portofportland.com/Notices/PDX_HIO_Fnl_Splmntl_Env_Asmnt_BLT.htm.

Commissioner Bragdon said he has a lot of confidence that Port staff has taken great care in examining and weighing all the issues.

Commissioner Bragdon called for a motion to approve the Executive Director's recommendations. Commissioner Levy moved that the Executive Director's recommendations be approved. Commissioner Holte seconded the motion, which was put to a roll call vote. Commissioners Bragdon, Chamberlain, Holte, Levy, Pearce and Tsuruta voted in favor of the motion.

The meeting adjourned at 10:05 a.m.

Following adjournment of the Commission meeting, Scott Drumm presented a brief, informal update to the Commission on the progress on the Port's Strategic Plan, including the mission/vision/values and strategic questions.

President

Assistant Secretary

Date Signed

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Date: June 11, 2014

Miki Barnes, LCSW
PO Box 838
Banks, Oregon 97106
503-324-0291

To: Board of Port of Portland Commissioners

Topic: Opposition to Hillsboro Airport Third Runway

There were a number of inaccuracies included in the February 21, 2014 Finding of No Significant Impact (FONSI) issued by the Federal Aviation Administration (FAA). I am only addressing few of them in this testimony. In any case, I believe that due to the numerous adverse environmental and public health impacts posed by this airport, members of the public should have an opportunity in a court of law to address these concerns before an additional runway is constructed at the Hillsboro Airport.

For the record, I am submitting three documents. One is the Michelle Barnes vs. the City of Hillsboro and Port of Portland LUBA No. 2010-011 Final Opinion and Order on a city of Hillsboro ordinance applying the Airport Use (AU) zone to the Hillsboro Airport and the Airport Safety and Compatibility Overlay (ASCO) zone to surrounding properties. LUBA reversed this ordinance because it was found to be in violation of both the U.S. and State of Oregon constitutions.

Also, for the record, is a copy of the decision rendered by Oregon Court of Appeals filed on 11/24/10 in which this court upheld the LUBA determination discussed above.

The FONSI alludes to a letter submitted by Vince Granato, Port of Portland Chief Operating Officer to U.S. Department of Transportation Secretary, Anthony Foxx. This letter, which is included in Appendix H of the Supplemental Environmental Assessment on the third runway, states that the Airport Use zone "applies to the Airport property" and that the Airport Safety and Compatibility Overlay zone "applies to both the Airport and the surrounding properties." Granato further states, "Through this letter, the Port offers assurances that zoning and other controls put into place achieve the requisite protection desired by 47107(a)(10)." As noted above these zones were determined to be unconstitutional, thus it appears that Mr. Granato's certification letter is based on an unconstitutional zoning ordinance. Until this issue can be resolved all efforts to move forward, prior to legal review, should be halted immediately.

A second letter by Mr. Granato claims that "the airport management board has voting representation from the communities in which the project would be located or that the sponsor has advised communities they have the right to petition the Secretary of Transportation about a proposed project..." as a precondition for grant funding approval. In fact, the Port of Portland Board of Commissioners are appointed, not elected and as such are not responsive to voter concerns. All decisions by this board regarding an airport that has significant adverse impacts on Washington County have been made in Portland without substantive community input. As to the right to petition the Secretary of Transportation regarding this expansion, Oregon Aviation Watch is appealing this proposal in the Ninth Circuit Court of Appeals, yet the Port is moving forward on this project without legal review of these very serious concerns.

The third submission is a 2013 Mother Jones article by Kevin Drum entitled America's Real Criminal Element: Lead in which the author explores the connection between violent crime and exposure to lead. Lead is a neuro-toxin and likely carcinogen known to have pernicious and possibly irreversible effects even at very low doses. According to the EPA close to 60 percent of airborne lead in the U.S. is emitted by piston engine aircraft. The EPA further notes that concentrations of lead increase in proximity to airports that utilize leaded fuel. The Port of Portland's owned and operated airports emit over a ton of lead

each year. Hillsboro Airport is the largest facility source of lead in the entire state. In Multnomah County, Troutdale Airport is the largest facility source of lead and PDX is the third largest source in this jurisdiction. Residents throughout the region are exposed on a daily basis to toxic emissions from Port of Portland airports.

Please note:

- Hillsboro Airport started out as a grassy airstrip in 1928; since that time it has grown into the largest general aviation airport in the state. The Port of Portland has owned this facility since 1966 yet has never completed an Environmental Impact Statement (EIS) taking a "hard look" at the environmental impact of HIO.
- Hillsboro Airport is in the top 1 percent, 21st in the nation, in lead emissions among approximately 20,000 airports nationwide. Lead is a neurotoxin that has potentially irreversible effects even at very low doses. Children and unborn fetuses are particularly impacted by the pernicious affects of this toxin.
- Hillsboro Airport is the largest facility source of lead in the state of Oregon.
- Hillsboro Airport is the largest facility source of acrolein, 1,3 butadiene, ethyl benzene, formaldehyde, acetaldehyde, organic carbon particulate matter 2.5, elemental carbon particulate matter 2.5, and carbon monoxide in Washington County.
- Hillsboro Airport is the second largest source of nitrous oxide, sulfur dioxide and particulate matter 2.5 emissions in Washington County, surpassed only by Stimson Lumber in Gaston, Oregon.
- Hillsboro Airport is the third largest source of volatile organic compounds in Washington County, surpassed only by Stimson Lumber in Gaston and DMH Inc. in Forest Grove.
- All of the above listed pollutants are known to have negative impacts on human health. Some are carcinogens.
- Hillsboro Airport is a major source of noise both near the airport and in designated flight training areas within 20 miles of the airport. As a result people who live 12 to 15 miles or more from the airport are plagued by noise from HIO.

The airspace throughout the region is already highly congested. According to pg. G3-26 in the Hillsboro Airport Third Runway Supplemental Environmental Assessment (SEA) prepared by the Port of Portland,

"A pilot flying North of the Hillsboro Airport would encounter either PDX arrival or departure traffic and wake turbulence depending on which runways are being used at PDX. Southbound pilots would encounter traffic using Newburg VOR and departures/arrivals from airports such as Stark's Twin Oaks, Chehalem, Sportsman, McMinnville, Aurora State, etc. Located generally Westward from Hillsboro Airport is the least dense airspace area where students and instructors can operate while avoiding most of the general PDX/HIO aviation activities."

The intensive aviation activity from the multiple airports listed above constitutes an undue noise and pollution burden primarily for the benefit of the flight training industry and general aviation hobbyists, while the negative impacts are borne by area residents who are routinely deprived of a voice in the process.

For the reasons stated above, I am strongly opposed to the Port of Portland's decision to move forward on constructing a third runway before allowing this case to be reviewed in a court of law.

Respectfully Submitted,

Miki Barnes, LCSW