



PDX COMMUNITY ADVISORY COMMITTEE MEETING #17

Wednesday, January 20, 2016

1:30 – 4:30 pm

Final Notes

Name	Interest Represented	Attendance
VOTING MEMBERS		
Erwin Bergman	Central Northeast Neighbors	Present
Tina Burke	Airport Employee	Present
Tony DeFalco	Environmental Justice	Absent
Walt Evans	Business Organization	Present
TBD	Portland Planning and Sustainability Commission	Absent
Dr. Steven Sachs	Clark County neighborhood representative (Camas/Washougal)	Present
Dick Goldie	East Multnomah County Neighborhood (City of Fairview, Gresham, Maywood Park, Troutdale, and Wood Village)	Absent
Maryhelen Kincaid	Citywide Land Use Committee	Present
Brendan Korsgren	Passenger Airline	Present
Micah Meskel <i>Alternate: Bob Sallinger</i>	Environment/Wildlife/Natural Resources	Present
Jeff Owen	Multi-modal transportation representative	Present
Lt. Col. Jenifer Pardy	Military	Present
Robert Pinedo <i>Alternate: Joe Quitugua</i>	General Aviation	Present
Ahmed Abed-Rabuh	Air Cargo	Present
Alesia Reese	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	PDX Citizen Noise Advisory Committee	Present
Damon Isiah Turner	Northeast Coalition of Neighborhoods	Present
Jane Van Dyke	Columbia Slough Watershed Council	Present





NON-VOTING MEMBERS		
Nick Atwell	PDX Wildlife Committee staff	Present
Barbara Cartmill	Clackamas County	Present
Melissa De Lyser	Washington County	Present
Chad Eiken <i>Alternate: Willy Williamson</i>	Vancouver Community Development Director (or designee)	Present
TBD	Federal Aviation Administration	Absent
Vince Granato	Chief Operating Officer (or designee)	Present
Dan Moeller	Metro	Present
Deborah Stein	Portland Bureau of Planning and Sustainability Director (or designee)	Present
Jeff Swanson	Clark County	Present
John Wasiutynski	Multnomah County	Present

Port Staff and Consultants Present: Sam Imperati and Nellie Papsdorf, Institute for Conflict Management; Shane Andreasen, Terri Burk, Matt Hoffman, Sean Loughran, and Chris White, Port of Portland.

Public and Invited Guests Present: Michael Hall, Unite Here; Gladys Hernandez, airport employee; Jeremy Simer, SEIU Local 49; Major Luke Smith, Oregon Air National Guard.

Introductory Comments

Mr. Sam Imperati called the 17th meeting of the PDX Community Advisory Committee to order at 1:36 p.m. and welcomed everyone to the meeting.

PDX CAC Member Information and Updates

- Mr. Imperati informed the committee that members Mr. Tony DeFalco, Mr. Dick Goldie, and Mr. Robert Pinedo were unable to attend the meeting due to conflicts. He noted that Mr. Joey Quitugua, Mr. Pinedo’s alternate, would be attending in his place.
- Mr. Imperati stated that following her retirement from the Columbia Slough Watershed Council, Ms. Jane Van Dyke was attending her last PDX CAC meeting. He thanked Ms. Van Dyke for her service on the committee.

New PDX CAC Member

Mr. Sam Imperati welcomed the following new members to the committee:

- Mr. Ron Glanville, East Portland Neighborhood Association





- Mr. John Wasiutynski, Multnomah County
- Dr. Steven Sachs, Clark County neighborhoods

Mr. Imperati explained that Mr. Glanville would be replacing Ms. Alesia Reese on the committee. He thanked Ms. Reese for all of her hard work as a committee member, noting her important insights during the Airport Futures process.

New PDX CAC Vice-Chair

Mr. Imperati congratulated Mr. Jeff Owen on his appointment as the new PDX CAC vice chair. Mr. Imperati noted that Mr. Owen's transportation expertise would be helpful as the committee considers improved transit options for airport employees.

October Meeting Notes Approval

Mr. Joe Smith clarified that his name should read Joe Smith, as opposed to Joseph Smith, on page 3 of the meeting notes. He also noted that on page 7 of the meeting notes, it incorrectly stated that there had not been a Port of Portland commissioner appointed since the creation of the CAC.

Ms. Alesia Reese noted that her last name was spelled incorrectly on page 11 of the meeting notes.

Subject to the clarifications requested by Mr. Smith and Ms. Reese, the October 21, 2015 meeting notes were approved.

Meeting Agenda Review

Mr. Imperati reviewed the Meeting Agenda and the contents of the committee members' packets.

He informed the committee of the three remaining 2016 PDX CAC meeting dates, listed at the end of the agenda: April 6, June 22, and October 19. He also encouraged committee members to attend a series of upcoming volunteer events hosted by the Port of Portland and Friends with Trees, noting that a flyer was available with dates and event information.

2015 Annual Report

Mr. Imperati informed the committee that the draft PDX CAC 2015 Annual Report had been sent electronically and was also in the meeting packet. He explained that the Annual Report was not only a report shared with the Port commissioners, but also a reference document that described the committee's work each year. He stated that it was a helpful document to share with the represented groups as it contributed to positive information sharing between the committee and the groups it represents.

Mr. Imperati asked if anyone had any comments, edits, or suggestions.





Mr. Smith noted that he had a few comments to share with staff after the meeting.

Public Comment Discussion

Mr. Imperati explained that the PDX CAC Coordinating Committee had recently discussed the structure of the public comment period at CAC meetings. He reminded the committee that the Coordinating Committee was comprised of the two committee chairs, Port staff, Ms. Deborah Stein, Mr. Chad Eiken, and himself. He noted that the Coordinating Committee met twice in between each CAC meeting to debrief the previous meeting and prepare for the upcoming meeting.

Mr. Imperati informed the committee that the Coordinating Committee had recently discussed how to best use the public comment period of the CAC meetings. He explained that in addition to the formal public comment period, the Coordinating Committee was interested in providing additional opportunities for public comment. He noted that allowing related public comments immediately following presentations could potentially improve committee discussion. He clarified that the formal public comment period would remain as an opportunity to discuss items not on the agenda, but the extra time for public comments after presentations could better serve questions specific to certain presentations.

Mr. Imperati asked the committee if they had any thoughts on the suggestion.

Ms. Alesia Reese suggested that depending on timing limitations and the number of interested speakers, comments should be taken as close to the presentation as possible in order to provide the committee with a broader perspective on the issues.

Ms. Jane VanDyke echoed Ms. Reese's comments, noting that it seemed beneficial to hear related comments following the presentation.

Mr. Erwin Bergman also supported the idea. He explained that he felt it would improve the continuity of committee discussions and keep the meetings on track.

Mr. Walt Evans noted that changing the format of public comments could affect the reliability of when the comment period takes place. He explained that it could make it more difficult for people to understand when they have an opportunity to speak. He recommended having the facilitator manage the public comment period in order to ensure that meetings proceed smoothly and times remain reliable. He stated that if a large amount of people requested to speak to an item, the facilitator could ask them to choose two to three spokespeople to keep the meetings timely.

Ms. Maryhelen Kincaid suggested that the meetings should remain flexible. She agreed that it would be helpful to hear public comments following the related presentations.





Dr. Steven Sachs asked when and how the public was notified of upcoming meeting topics. Ms. Chris White explained that meeting information was sent out a week before each meeting and posted on the website. She added that the Port also used social media, news releases, and an email notification list with about 1,000 participants to keep the public informed.

Dr. Steven Sachs asked if the public understood it had an opportunity to provide input at the PDX CAC meetings. Mr. Imperati responded that a public comment period was included in every meeting and added that the committee's stakeholders and partners worked diligently to watch for relevant issues and keep their peers informed.

Annual Meeting Sequence

Mr. Imperati provided an overview of the meeting evaluation form. He informed the committee that staff was considering some alterations to the PDX CAC meeting time, frequency, and composition, and noted that they would appreciate the committee's feedback on these suggestions. He explained that staff had noticed a slight drop in attendance at meetings and was interested in responding to concerns about traffic conditions at the typical release time. He noted that the Coordinating Committee was also interested in other meeting structure options, such as possibly holding another educational alternative site meeting. He stated that the Coordinating Committee used the evaluation form to suggest a few ways to possibly address these issues. Mr. Imperati asked members to make sure that they returned their forms and noted that the results would be compiled in the meeting notes.

Northside Redevelopment General Aviation Hangar Development Phase II (Public Notice)

Mr. Sam Imperati introduced the item, noting that it was a public notice item related to the Northside Redevelopment plan. He noted that future general aviation development on the north side of the airport was consistent with the larger PDX plan and with Airport Futures. He explained that at the suggestion of the Coordinating Committee, public notice items were put first on the agenda, to make it easier for members of the public to share feedback. He added that a formal public notice had been distributed concerning the project and encouraged public comments following the presentation.

Mr. Sean Loughran briefly described the nature of public notice items. He explained that if a project fell on the "landside" (not an area associated with the movement of aircraft but on airport property), was larger than 10,000 sq. ft., and/or the value of the project was estimated at more than \$540,000, the Port of Portland was required to notify the neighborhood associations nearest the airport, as specified by the City of Portland's Bureau of Development Services. Mr. Loughran noted that the notice needed to be provided in accordance with certified requirements and was done in addition to the other public notifications Ms. White previously mentioned.

Dr. Steven Sachs asked if the Camas/Washougal neighborhoods were situated close enough to be notified. Mr. Loughran replied that because the land was managed by the City of Portland's Bureau of Development





Services, permitting was done through their offices, pertaining to codes they developed for the land owned by the Port. He explained that notifying nearby neighborhood associations was one of these coding requirements and related to designated Portland neighborhoods.

Mr. Matt Hoffman, Senior Manager of Aviation Real Estate, then provided an overview of the project. He explained that Airport Futures had identified general aviation as priority for the airport, recognizing that the Port needed to find the right balance between airline activity and other business. He noted that as part of this work, the Port conducted a study that resulted in the Northside Redevelopment Strategy, presented to the PDX CAC for review in 2013 with Phase I implementation beginning in 2014. He noted that the focus of his presentation was on Phase II, pertaining to hangar development in the adjacent area to the east of the Atlantic Aviation development.

Mr. Hoffman shared a Northside Vicinity Map that illustrated the current location of the Atlantic Aviation property as well as the new locations for Atlantic Aviation and the new hangar development. He explained that as aviation activity increased, general aviation activity was being shifted east. Mr. Hoffman provided a map of the four zones created as part of the Northside Redevelopment Strategy and highlighted Zone 2, established for aviation redevelopment.

Mr. Hoffman explained that the new development would provide room for large aircraft such as jets and include three hangars totaling roughly 90,000 sq. ft. of space. He showed conceptual renderings of the new hangars as well as the Atlantic Aviation development, noting that they were designed in a similar fashion to complement each other as one overall unit.

Mr. Hoffman reviewed the timeline for the project. He explained that Port Commission approval followed by demolition would occur in 2016, with the project hopefully constructed by the second or third quarter of 2017.

Mr. Hoffman concluded by sharing the following sustainability goals of the project:

- Long-term preservation of commercial air carrier facilities and assets.
- Through financial principles of cost control, prudent capital investment, and as appropriate, alternative development, sustain and grow airport revenue.
- Contribute to regional economic development, provide short term construction jobs, and through growth of business aviation, long term business aviation-related jobs.
- Ensure the airport meets aviation obligations, development is compatible with the Master Plan, and land resources are used efficiently.

He then asked if there were any questions.





Dr. Sachs asked if the new hangars would be Atlantic Aviation property or Port property. Mr. Hoffman replied that they would be owned by the developer as part of a ground lease. He explained that the developers would front the cost of development of the hangars and their tenants would sublease the property from them.

Ms. Maryhelen Kincaid requested that when demolition was done for the project, reusable items were salvaged as much as possible. Mr. Hoffman responded that it was a good idea and stated that he would speak to the developer about how reusable items would be preserved. Ms. Kincaid added that the City of Portland's Explore Deconstruction program helped identify ways to demolish buildings more sustainably by salvaging quality materials.

Ms. Barbara Cartmill asked how long the hangar would be able to accommodate demand into the future. Mr. Hoffman explained that the plan was developed for a 30 year horizon.

Ms. Alesia Reese stated that it would be very helpful to the committee if an end report was provided on what goals were met at what level pertaining to sustainability and MWESB (Minority, Women, and Emerging Small Business) goals, as well as feedback from those who lease the property. She explained that it could be beneficial to the process to hear back after the project was completed from clients using the property.

Mr. Chad Eiken asked how long the crane would be up and asked if there were any concerns about interferences with aviation. Mr. Hoffman replied that the process was vetted through the Port's Operations Department and coordinated with the Federal Aviation Administration to ensure that all measures were in place to avoid any interaction with aircraft.

Roundtable Updates & Discussion

Mr. Imperati introduced the roundtable discussion and asked the committee to share any community updates related to PDX.

Mr. Chad Eiken expressed interest in having another PDX CAC meeting in the City of Vancouver and noted that the city would be happy to host another off-site meeting there.

Col. Jenifer Pardy reported that the Oregon Air National Guard (ORANG) had returned safely from its visit to Romania over the summer. She added that she would be providing an overview of the ORANG project mission at the end of the meeting.

Mr. Nick Atwell informed the committee that during the last calendar year there were 92 bird-aircraft collisions and noted that only two caused damage. He stated that the Raptor Trapping and Relocation project was also very successful last year; he informed the committee that staff had trapped 356 raptors and almost 200 of them were red-tailed hawks.





Ms. Jane VanDyke reported that Port of Portland Natural Resources funds were being used to cage trees and protect them from local beavers. She explained that the Columbia Slough Watershed Council had recently hired an intern to help manage inventory of the slough. She added that the Slough Celebration Gala would take place on February 5 and encouraged everyone to attend.

Mr. Damon Isiah Turner informed the committee that he had received a lot of interest about the Port's new Social Equity Manager position and expected that the Port would see a good number of applications.

Ms. Alesia Reese thanked Port of Portland staff and the committee for the wonderful experience.

Mr. Brendan Korsgren shared that airport workers had just finished a very busy and successful holiday season.

Mr. John Wasiutynski thanked the committee for having him and expressed excitement about joining the CAC. He noted that if anyone had any questions about Multnomah County and its work, he would be happy to talk with them.

Ms. Melissa De Lyser reported that Washington County would soon be launching an online open house for its Transportations Future Study, focused on traffic patterns in Washington County and how they connect to the region. She added that she would email committee members with an update as soon as the open house was online.

Mr. Jeff Swanson provided an overview of recent structural changes in Clark County. He noted that two new councilors were recently elected, expanding the Board of Clark County Councilors from three members to five. He added that Clark County was also in the process of updating its Comprehensive Growth Management Plan, due June 30. He stated that the new Council had elected to reexamine the previously approved plan and would be hosting a public hearing on February 16 at the Public Service Center in downtown Vancouver.

Ms. Maryhelen Kincaid reminded the committee that she was involved with the Vanport Mosaic Festival, scheduled for Memorial Day weekend. She explained that the festival was beginning to come together with the help of a number of different organizations, including Concordia University, which would be hosting a full-day conference focused on the history of Vanport as part of the festivities. She stated that the festival aimed to raise awareness of the history of Vanport, destroyed by flooding in 1948, and would include music, dance, theater, and film among other activities. Ms. Kincaid also encouraged committee members to attend the Port of Portland/Friends of Trees event at Columbia Children's Arboretum on January 30, noting that it would be a great event.

Ms. Tina Burke echoed Mr. Korsgren's comments, noting that Transportation Security Administration workers at PDX had enjoyed a busy but successful holiday season.





Dr. Steven Sachs explained that he was a member of an organization called InfraGard, a partnership between the FBI and the private sector dedicated to sharing information in order to protect people and infrastructure. He encouraged members to apply online at www.infragard.org and stated that it was a great way to stay engaged and informed.

Mr. Walt Evans noted that he was still interested in developing additional transportation measures across the Columbia River and between Clark County and Multnomah County.

Mr. Dan Moeller provided three Metro-related updates. First he informed the committee that Metro was in the final stages of developing a System Plan for its system of parks and greenspaces. He noted that the draft System Plan was available online for review at www.oregonmetro.gov/nature. Next he explained that Metro had been working with the community over the past several years to develop a plan to achieve equity in Metro's services and programs. He noted that the Diversity, Equity, and Inclusion (DEI) Plan was nearly finished and encouraged committee members to share feedback online. He stated that those interested could find more information about the plan at www.oregonmetro.gov/equity. Mr. Moeller concluded by explaining that Metro was also asking residents to provide guidance regarding transportation, housing, and equity in the region at-large. He noted that the results of the short poll (online at www.bit.ly/tellmetro) would help guide the Metro Council in its discussions about the use of Regional Flexible Funds Allocation, transportation plans, DEI plans, and more, and would be available through February 16.

Mr. Joe Smith informed the committee that on March 12, the Port of Portland Citizen Noise Advisory Committee (CNAC) would be holding its annual planning session. He urged committee members to contact him with any information, comments, or questions they may have and noted that he would make sure to bring it up at the meeting or include it on the agenda.

Mr. Erwin Bergman noted that he would greatly appreciate it if the Oregon Air National Guard evening exercises could be wrapped up earlier than 9:30-10:00PM if possible.

Mr. Martin Slapikas explained that North Portland neighborhoods had recently been informed of an odor exposure in certain areas, primarily Hayden Island and Jantzen Beach. He stated that there were concerns about the release of toxic odors into the air, noting that American Petroleum Environmental Services had been identified as one of the sources. He explained that American Petroleum was a firm focused on helping the environment by recycling used oil, but noted that there were concerns that the oil was not being burned in accordance with requirements. He added that a letter from an attorney representing North Portland residents had been sent to the Environmental Protection Agency (EPA) requesting that they send representatives to begin an EPA investigation, and offered to share a copy of the letter with anyone that was interested. He noted that a representative from the Port of Portland was also at the meeting and said that he would be in contact with PDX to see how it was affected.





Mr. Bergman asked if the odors were the result of the combustion or burning of used oil. Mr. Slapikas explained that he wasn't sure, but noted that he believed one issue was that the firm that was contracted to burn and re-refine used oils was not burning the oil at a high enough temperature to eliminate toxic substances.

Mr. John Wasiutynski noted that there would be a hearing on the topic at Multnomah County with County Commissioner Loretta Smith. He explained that ORRCO and American Petroleum burn some oil at their facilities but their main business is re-refining oil for further use. He stated that they had recently received a shipment of oil that may have been contaminated with polychlorinated biphenyls (PCBs), a toxic environmental carcinogen. He explained that there had been concerns about whether or not the contaminants had been properly burned and/or disposed of.

Mr. Slapikas also reported that litigation concerning Jantzen Beach's Lottery Row was ongoing. He noted that active citizenry in the Hayden Island area were concerned about increases in local crime and focused on reducing the concentration of video lottery establishments, not closing them down completely.

Ms. Deborah Stein explained that the Portland City Council had concluded its review of the recommended draft of its Comprehensive Plan. She stated that after holding five public hearings, council members were now reviewing public testimony and would soon present a package of amendments. She added that council members would discuss the amendments at the City Council work session scheduled for February 23.

PDX Updates

Mr. Vince Granato, Port of Portland Chief Operating Officer, shared his PDX Business Update with the committee and highlighted the following:

Mr. Granato announced that according to a survey by research firm J.D. Power, Portland International Airport ranked first among large airports for overall customer satisfaction.

Mr. Granato reminded the committee that the airport was celebrating its 75th anniversary in 2016. Mr. Granato explained that as part of the celebration of the 75th anniversary, as well as of the Port of Portland's 125th anniversary, the Port was providing the opportunity to run on the PDX north runway during the PDX Runway Run on September 24. He noted that the Port was partnering with the Hood to Coast Race Series to host the run and encouraged interested participants to register online.

Mr. Granato reported that 2015 represented the airport's third year of record passenger growth, with almost 17 million passengers flying through PDX. He explained that almost every airline was adding new services and stated that the Port was excited about the new options.





Mr. Granato notified the committee that the Port of Portland Commission awarded leases for the second phase of the concessions redevelopment program on January 13. He highlighted some of the new additions, including more varied and expansive coffee options, minority-owned businesses, a Timberline Lodge gift shop, and a Hollywood Theater display as part of the airport's art program.

Mr. Granato announced that there was a lot of construction happening at the airport. He reported that the Colwood Stormwater Pipe, one of the main drainage conveyances on the south side of the airport, would soon be replaced. He informed the committee that the existing pipe was installed in 1936 and showed signs of impending failure. Mr. Granato reported that construction was scheduled for 2017 and would require a 45-day closure of Cornfoot Road. He assured the committee that the Port was working closely with its partners and neighbors to make the process as smooth as possible.

Ms. Jane VanDyke commented that there was also a large renovation of 47th Avenue scheduled to happen around the same time and asked if staff had been in contact with the Portland Bureau of Transportation (PBOT). Ms. Terri Burk responded that project staff had been in contact with PBOT.

Mr. Granato explained that the Terminal Balancing project, a part of PDXNext, would break ground in February. He noted that construction would begin with the closure of Concourse C and build out from that direction. He reported that the project would take approximately two years with completion in early 2018.

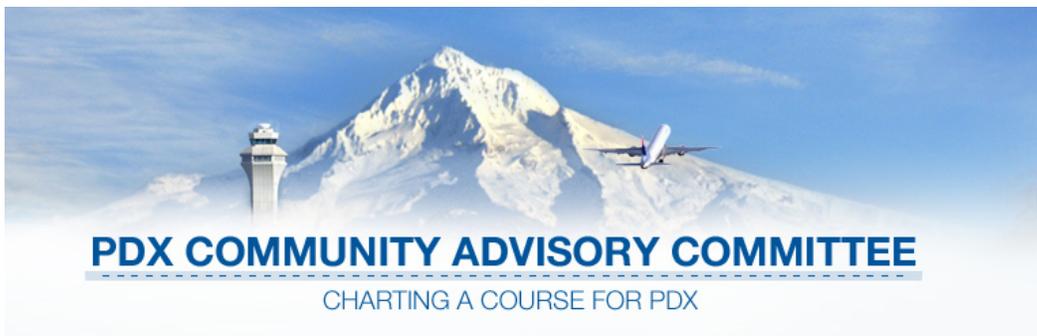
Mr. Granato reminded the committee that at its June 25, 2014 meeting, the Port had presented the PDXNext program, a series of strategic investments intended to position the PDX terminal to meet the needs of the future and enhance the overall terminal experience for passengers and tenants. Mr. Granato explained that project development continued. He informed the committee that Port staff would continue to provide information to the PDX CAC related to major program elements as they evolved, including an upcoming presentation on Terminal Core Redevelopment.

Mr. Granato reported that there were a number of volunteer events coming up in partnership with Friends of Trees. He explained that the events were part of the PDX CAC Natural Resources Program recommendations and encouraged members to review the event flyer and sign up if they were interested.

Mr. Granato announced that the Port had recently created a senior level Social Equity Manager position that was posted in late December and would close on January 25. He stated that the Port was very excited about the position and would continue to have discussions focused on diversity, equity, and inclusion at its facilities.

Mr. Granato explained that the U.S. Post Office campus was potentially moving to the Troutdale Reynolds Industrial Park. He noted that there were some concerns about the move, since because the federal agencies do not pay property taxes, it could mark the loss of an economic opportunity for the City of Troutdale. Mr. Micah Meskel asked if zoning codes would allow for the move. Mr. Granato responded positively.





Mr. Joe Smith asked about potential traffic implications. Mr. Sean Loughran responded that traffic implications were reviewed when the land was rezoned. He explained that from the perspective of PDX, a benefit of the Post Office was that its peak traffic times were different than those of the airport. He added that the Oregon Air National Guard had a different traffic pattern as well which also helped.

Mr. Wasiutynski asked if an evaluation of air quality impacts would be done. He noted that at the Post Office facility in downtown Portland, diesel trucks were a common occurrence. He suggested considering mitigating the environmental impacts by using techniques such as anti-idling regulations.

Mr. Granato notified the committee that they would soon be receiving invitations to the Port's Gateway to the Globe annual business event on February 18 at the Oregon Convention Center. He noted that the Port would recognize its Compass Award winner at the event and explained that the annual award recognizes individuals who serve as civic and/or corporate role models in the community, and who have demonstrated exceptional engagement with and/or support for the Port of Portland. He added that he was excited for the announcement of the winner.

Mr. Granato encouraged the committee to see his business report memo in the packet for more details on any of these topics.

Ms. Terri Burk, Senior Manager of Aviation Planning and Development, then provided an update on the PDX Capital Improvement Program. She explained that the Port made an effort to share a capital program update each January, following its approval.

Ms. Burk shared a spreadsheet covering the capital project list. She explained that the years indicated when the project became active, the pink indicated active projects, the yellow indicated projects of interest to the PDX CAC, and the orange indicated items that have come before the committee or that are anticipated to come before the committee. She added that on the far right hand of the sheet, staff indicated the particular drivers for the project as well as proposed funding sources.

Ms. Burk informed the committee that a fair amount of the projects related to asset management and preservation, but added that there was less of a focus on such projects due to the airport's significant passenger growth. She explained that because of this, the Port was committed to getting more out of its current facilities as well as evaluating the need for new facilities.

Ms. Burk highlighted PDXNext as the airport's biggest program, noting that PDXNext projects were indicated on the spreadsheet with the PDX nomenclature in front of them (e.g. PDX Energy Conservation). She explained that the common goal of PDXNext projects was to set up the airport to meet future needs.





Ms. Burk explained that the Terminal Core projects were included on the spreadsheet as three separate phased projects, but noted that this may or may not be how they are ultimately executed. She encouraged members to review the list and share any questions they may have about the projects.

Ms. Maryhelen Kincaid asked how funding was determined. Ms. Burk explained that the \$1 billion in Port funding for capital projects over the next five years did not necessarily include projects already improved, or cover projects that were on the timeline but would not be finished within five years. She stated that in terms of funding sources, the Port used agreements with its airlines that outline the types of projects the airlines fund versus the types the Port funds. She added that the airlines need to approve any project they are required to pay for that surpasses \$1 million.

Concessions Program Update

Mr. Imperati then introduced Mr. Shane Andreasen, the Port's Senior Manager of Concessions and Development, to present on Phase II of the PDX Concessions program. He noted that the committee had heard an informational presentation about Phase I of the program the year before.

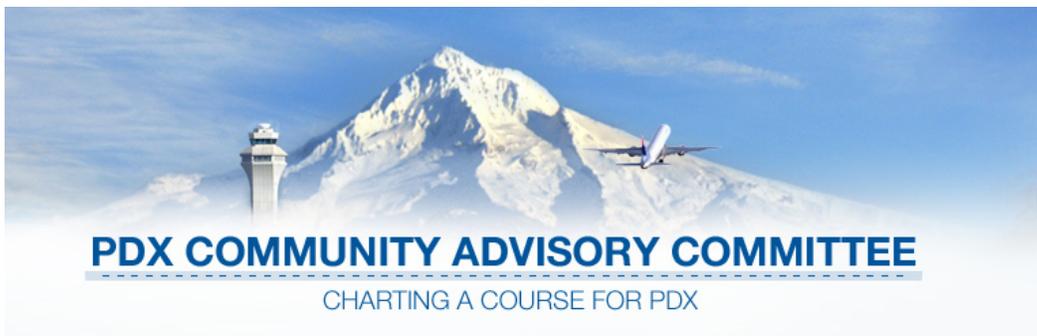
Mr. Shane Andreasen explained that concessions at the airport were going through some major changes and stated that it was an apt time for an update. He noted that Portland International Airport enjoyed an award-winning concessions program and shared a list of recent awards from Travel & Leisure, Conde Nast Traveler, Airport Revenue News and more.

Mr. Andreasen informed the committee that the PDX Concessions program was committed to meeting customers' wants and contributing to a relaxed atmosphere at the airport. He explained that concessions also allowed the airport to keep airline costs competitive as every dollar of rent from concessions went to offsetting airline costs. He noted that concessions also provide employment and business opportunities for the community.

Mr. Andreasen explained that the PDX Concessions model was also unique in several aspects. He reported that the direct leasing model used by the airport allowed businesses to negotiate directly with the concessions program, making it easier for small local businesses to compete for leases. He noted that the PDX Concessions program also stayed true to street pricing, keeping costs low. Mr. Andreasen stated that the airport's many partnerships with local brands also kept it unique, as the brands brought great value to the airport and were embraced by the city and its visitors.

Mr. Andreasen shared a graph that demonstrated the performance of the concessions program according to a model of sales per enplaned passenger. (He explained that deplaned passengers, those arriving at the airport, rarely spend money at concessions as they are eager to be on their way.) He informed the committee that PDX typically fell in the top ten in the county according to this model, due to its street pricing, brands, and lack of sales tax. He noted that sales per enplaned passenger were up 113% from 2000 (\$5.80 to \$12.37.)





Mr. Andreasen provided a brief overview of recent changes to the program. He reported that in 2013, Port staff reviewed the program and realized that 75% of its leases were expiring. He explained that this provided the Port with an opportunity to think carefully about how to best serve customers' interests. He stated that the program was separated into three phases: Phase I in 2014, that brought in a number of local iconic brands, Phase II, completed in January 2016 with the awarding of 11 new leases, and Phase III that will occur in 2017/2018 and focus on the rest of the lease expirations, most of which are scheduled for late 2017.

Mr. Andreasen noted that the project required a lot of work but marked a very exciting period for the PDX Concessions program. He stated that the program would help the airport meet the needs of record passenger volume and adjust options to changing tastes. He explained that the program would also allow the airport to enhance the diversity of its options and highlight the Portland metropolitan area and the Pacific Northwest.

Mr. Andreasen reported that a major part of Phase II was offering a more diverse array of specialty coffee options. He noted that coffee locations were expanded from 10 locations to 12, and four brands instead of two. He added that the sites were packaged so that all four brands have a presence on both the north and south sides of the airport. He explained that expanding the presence of regional and local brands was a large motivator for these changes.

Mr. Andreasen then shared a list of the leases expiring in June 2016. He noted that all operators were welcome to participate in the airport's request-for-proposal (RFP) process. He explained that every application needed to go through the same process as incoming concessionaires in order to ensure equal opportunity. Mr. Andreasen stated that this process marked the largest RFP the Port had ever executed in respect to its concessions program.

Mr. Andreasen explained that the solicitation process was very similar to the process used during Phase I of the project. He noted that outreach was done to inform community members about concessions opportunities and a request-for-qualifications (RFQ) was issued after an informational meeting held in March. He explained that the request resulted in 55 RFQs, 49 of which were qualified. He reported that proposals were received in July 2015 and reviewed with the selection committee before being presented to the Port of Portland Commission for approval.

Mr. Andreasen reviewed the RFP results. He explained that the Port received 37 proposals representing a mix of local, regional, and national businesses and new and existing concessionaires. He explained that some locations in the RFP would not be awarded in Phase II but would probably be awarded as part of the 2017 package.

Mr. Andreasen noted that the selection committee was made up of seven members representing Port employees as well as external business partners. He explained that the committee focused on developing the best program for the airport and shared the list of criteria used to evaluate the proposals.





Mr. Andreasen explained that a PDX Quality Employer Plan was required for each proposal and amounted to the largest criteria weight at 25%. Mr. Andreasen informed the committee that the plans were an attempt by the Port to attract quality employers and part of the PDX Workplace Initiative Principles, adopted by the Port Commission in April 2015. He explained that the plan focused on employee relations and covered aspects such as pay and benefits, training, advancement, and safety.

Mr. Andreasen then shared a diagram of the selection committee's recommendations, awarded the previous week. He added that in addition to Starbucks and Peet's Coffee, the airport would also be offering Stumptown Coffee Roasters and Portland Roasting Coffee.

Mr. Andreasen identified the overall employee impact of the concessions program as an estimated 49% increase in employees at the airport. He explained that the PDX Jobs Pathways program, another part of the PDX Workplace Initiative, grew out of several focus groups held in 2015 and focused on making it easier for employers and prospective employees to see what is available at PDX. He noted that the new PDX Jobs Board had been a very effective tool so far and a PDX Job Fair was scheduled for May 2016. He added that a PDX Jobs Office had been created in the airport's Conference Center to provide computer access to those interested in applying for jobs directly from the airport.

Mr. Andreasen concluded by reviewing the project's next steps. He explained that design review and permitting were currently being completed in order to begin construction on July 1. He stated that a transition meeting would be held in April to help the transition run smoothly and noted that all existing concessions would close on June 30. Mr. Andreasen informed the committee that the new locations would open on July 1, the redeveloped locations would open on October 1, and the Concourse E Extension Coffee Locations would open in January 2018.

Mr. Andreasen then asked if there were any questions.

Ms. Barbara Cartmill asked how the airport's food carts were doing and what had happened to the Pok Pok food cart. Mr. Andreasen explained that the airport had avoided creating any long-term leases outside of security, knowing that the space could be lost to redevelopment in the next few years. He stated that the food cart program was a good alternative as it required minimal investment from staff and allowed for short-term rotations to give small businesses the experience of operating at the airport. He added that Pok Pok and Koi Fusion were the first two food carts and noted that the airport would ideally have six-month food cart rotations.

Mr. Vince Granato added that the food carts could potentially act as an incubator for a small business looking to eventually place a bid for a concessions lease.





Ms. Maryhelen Kincaid asked how the Port was sharing PDX Jobs Office opportunities with people who do not have access to computers. She recommended sharing the opportunity with job placement services and posting information in parks, mobile home parks, and other public areas. Mr. Andreasen replied that staff had advertised the program in the Oregonian and the Portland Business Journal and would consider additional outreach opportunities. He added that such nontraditional methods would be helpful.

Mr. Joe Smith noted that the presentation was focused on concessions that fall inside the secured area of the airport. He asked if any changes were being made to the area before security. Mr. Andreasen responded that pre-security was going to stay as it was currently for the most part. He noted that it was a significant investment for operators to build a location pre-security.

Mr. Smith asked if there was any way to assess the applications in terms of the business's turnover rate. Mr. Andreasen explained that such information was not included in this RFP but could be useful in the future.

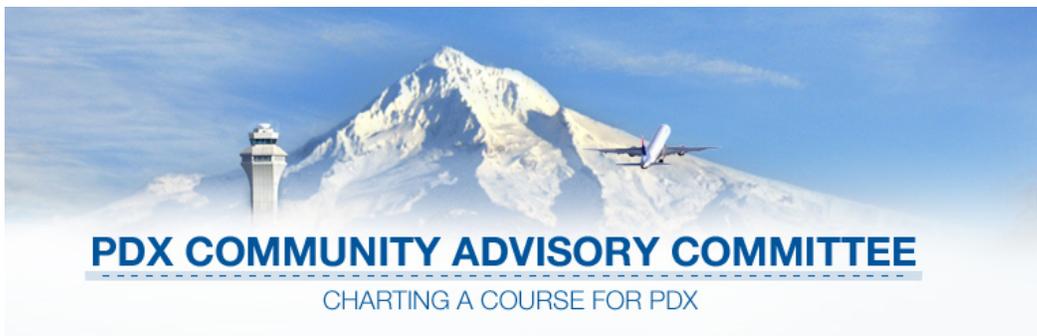
Mr. Ron Glanville expressed support for the food carts at PDX. He noted that smaller, mobile carts could be a helpful option, as they could be moved to busier gates. Mr. Andreasen noted that other airports were currently exploring how to utilize mobile food carts. He noted that mobile carts at PDX would require adherence to specific building codes.

Mr. Martin Slapikas asked if there were any concerns from hard site operators about the food carts. Mr. Andreasen explained that there had been no major problems. He stated that staff worked hard to ensure that concepts varied so that food cart sales would not cannibalize the sales of surrounding operators.

Mr. Michael Hall, representing Unite Here Local 8, the hospitality workers union for Oregon and Washington, expressed concerns about the 2016 RFP results. He explained that his group had an opportunity to look through all of the submitted proposals and was disappointed by the standards established by the Port. He explained that Unite Here also represented workers at the Seattle-Tacoma International Airport and noted that the standards established for Portland International, even including the union contract, were still the lowest of the three airports. He emphasized that with the new standards the jobs were still offering poverty wages.

Mr. Hall noted that the standards were also difficult to enforce. He stated that many of the proposals included vague promises such as "we do not offer insurance but we will look into it," or "we will pay above minimum wage." He asked how such ambiguities set better standards for the airport. Mr. Hall gave the example of working at the Made in Oregon store. He explained that to afford family medical at its rate of \$866 per month, an employee would have to work 72 hours at the very top of their pay range. Mr. Hall criticized such working conditions and stressed that they were similar across the concessions providers. He encouraged the Port of Portland to set a better standard in its jobs initiatives and work toward providing employees with a living wage.





Ms. Kincaid asked about market rate pricing and if workers at the airport Starbucks earned as much as workers at normal Starbucks locations. Mr. Hall noted that while all Starbucks workers are underpaid, the billion dollars of public investment going into the airport could be better used to support concessions employees.

Mr. John Wasiutynski asked if the Port of Portland had made any decisions on current wage-related legislative issues. Mr. Granato responded that the Port had issued some statements on the topic and was generally supportive of efforts to decrease wage disparities. He noted that regardless of what happened, the airport would like wage increases to be done across a broad range, as compared to just in relation to the airport.

Public Comment

Mr. Jeremy Simer, representing Service Employees International Union (SEIU) Local 49, explained that he was appearing at the meeting with Ms. Gladys Hernandez, an airport employee, to discuss working conditions at the airport.

Ms. Gladys Hernandez explained that she had worked at the airport as a baggage assistant for the last eight years making \$9.25 per hour, like almost every other employee in handling. She stated that because of her low wages, she was unable to pay for health insurance, adding that she had once gone six years without a mammogram because she was unable to afford them. She emphasized that working conditions at the airport should be better than they currently are.

Ms. Hernandez informed the committee that airport workers as part of SEIU Local 49 were requesting to be paid \$15 per hour so that workers and their families could better survive each week. She urged the airport and its airlines to recognize the union's work, adding that 75% of workers had signed union cards since the creation of the union on December 29. She noted that on Martin Luther King Jr. Day, airport workers had protested at the airport, calling on Port and airline leaders to support all workers at the airport. She stated that workers were particularly calling on Alaska Airlines as the largest airline operating out of PDX. She thanked the committee for their time and added that she hoped to have their support.

Mr. Jeremy Simer noted that it had been six months since SEIU Local 49 had provided the PDX CAC with an update on the position of aviation service workers at PDX. He underscored Ms. Hernandez's comments, explaining that workers had made important steps forward but still had a long way to go. He explained that many workers were now part of SEIU Local 49 and were happy to have institutional backing, but added that they still did not have a contract and continued to make minimum wage with no healthcare benefits. He informed the committee that because airline service providers make so little due to tight margins, the Port of Portland would need to step up to ensure that workers were paid fairly. He noted that the protest at the airport on MLK Jr. Day was part of a nationally-coordinated day-of-action that took place in airports across the country.





Mr. Simer explained that SEIU Local 49 was calling on Alaska Airlines, as the largest airline provider at PDX, to take the lead in improving conditions for airport workers. He emphasized that workers deserved \$15 per hour and noted that it was a change Alaska Airlines could afford. He informed the committee that on January 21, Alaska Airlines would be releasing its profits for 2015. He estimated that it would cost Alaska Airlines \$2 million to provide all of its subcontracted workers at PDX with \$15/hour, compared to the \$800 million of annual profits it was expected to announce. Mr. Simer noted that Alaska Airlines also continued to fight against Sea-Tac Proposition 1, effectively delaying fair wages, despite two rulings by the Washington State Supreme Court upholding the proposition in its entirety. Mr. Simer explained that conditions could be better and should be. He stated that last summer, American Airlines made a public commitment that they would not drop any contractor if its workers elected to join a union. He encouraged Alaska Airlines to do the same, noting that many workers, scared of losing their jobs, were afraid to join a union. Mr. Simer concluded the presentation by thanking the committee for their time.

Mr. Erwin Bergman strongly agreed with the two testimonials. He stated that he felt it was grossly unfair that not enough was being done to ensure that employees at the airport earn a living wage. He explained that he understood that it was the companies that dictated the wages, but felt that it was disappointing that the Port was not doing more to convince the companies to pay a living wage, especially without providing health insurance. He strongly encouraged Port of Portland staff to consider its options and asked the Port to make a more aggressive effort to help its most vulnerable employees.

Mr. Joe Smith commented that if the figures were correct, Alaska Airlines had an obligation to step up and better serve its employees. He noted that he would hope that the PDX CAC would go on record encouraging the Port of Portland Commission to support these changes.

Mr. Simer noted that Local SEIU 49 would greatly appreciate it if the PDX CAC would consider making a resolution in support of the change.

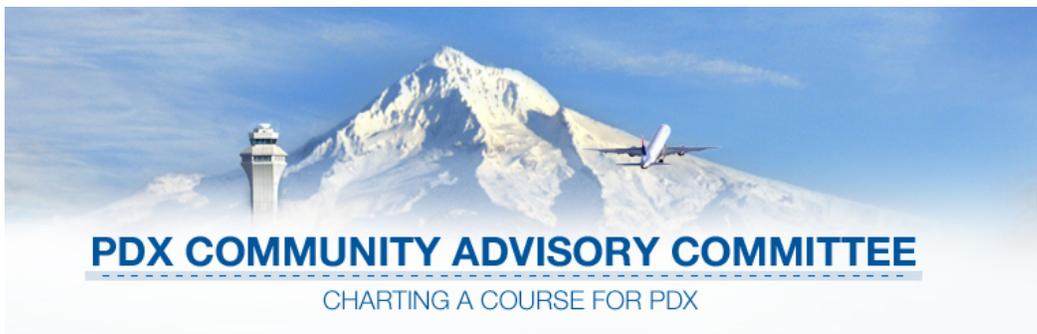
Dr. Steven Sachs asked if the \$800 million was what Alaska Airlines earned specifically from their flights out of PDX or nationwide. Mr. Simer responded that the figure represented nationwide profits.

Ms. Melissa De Lyser asked if the \$2 million needed to raise wages applied only to Alaska Airlines at PDX Airport, not nationwide. Mr. Simer replied that she was correct.

Dr. Sachs asked how \$15 was determined as the needed wage. Mr. Simer responded that \$15 Now was a national movement that developed the number based on what a living wage would be according to some estimates. He noted that the self-sufficiency index estimated a living wage in Multnomah County to be closer to \$22 per hour.

ORANG Presentation





Colonel Jenifer Parady provided an overview of the mission and role of the 142nd Fighter Wing, part of the Oregon Air National Guard. She explained that the mission of the 142nd Fight Wing was to provide unequalled, mission ready units to sustain combat aerospace superiority and peacetime taskings anytime, anyplace in service to the nation, state and community.

Col. Parady gave a brief history of the Oregon Air National Guard at the Port of Portland, noting that it had been based there since 1948. She presented on the structure of the Oregon Air National Guard (ORANG) and explained that it was comprised of two large bases: one in Klamath Falls, Oregon and one in the City of Portland. She noted that like PDX Airport, the ORANG was also celebrating its 75th anniversary and was currently planning a celebration, likely as part of the annual Oregon International Air Show in the City of Hillsboro.

Col. Parady stated that the ORANG's federal responsibilities were dependent on being prepared to deploy within 72 hours in order to support worldwide contingencies and provide assistance during national emergencies. She explained that the ORANG often augmented active duty Air Force work and shared examples of current and future deployments, including a recent deployment to Romania over the summer to provide trainings and support the nation's NATO partners.

Col. Parady then went over the ORANG's role in the Pacific Northwest, noting that the ORANG was uniquely geographically positioned in the Portland metropolitan area to protect the entire West Coast. She stated that as part of this work, the ORANG operates the North American Aerospace Defense Command (NORAD), a 24-hour alert system manned with pilots and two airplanes ready to deploy immediately if necessary. Col. Parady explained that the aerospace control alert focused on both local and external threats. She shared examples of recent high-profile intercepts performed by the ORANG including multiple instances of Long Range Russian bombers intercepted off the coast and a hijack threat prevented in January 2013.

Col. Parady explained that another key aspect of the ORANG's role was its commitment to the State of Oregon. She noted that while the ORANG is a federally-funded force, it reports to the governor of Oregon unless mobilized by the President or under federal control. She stated that as part of its responsibilities to the state, the Oregon Air National Guard provides defense support to civil authorities, protects life and property, and maintains peace and order to ensure public safety. Col. Parady then shared examples of recent ORANG operations in the state, including responding to forest fires, floods, and chemical dangers.

Col. Parady reported that the ORANG employs almost 1500 members comprised of 600 full-time and 850 part-time servicemen and women, and makes a financial impact of almost \$147 million per year. She explained that while active duty requires people to be very transient, members of the Oregon Air National Guard live and work in the community, many for a long period of time. She noted that another important role of ORANG was its focus on community outreach and shared some examples of recent community-based activities the ORANG





had participated in, including raising donations for KPAM's Operation Santa Claus, providing public tours, visiting hospitals, and marching in Veterans Day parades.

Col. Pardy then asked if anyone had any questions.

Major Luke Smith then provided an overview of the Portland Air National Guard Base gate re-design project, focused on rebuilding the entrance to the base on Cornfoot Road.

Maj. Smith listed the main project goals. He noted that the first goal is to consolidate the commercial search gate and main gates of the base. He explained that the commercial search gate was currently located on a parcel of land slated for turnover to the Port of Portland in 2030 and needed to be moved in order to prepare for the change. Maj. Smith stated that the project was also focused on meeting the latest construction standards in order to improve the commercial search area, provide better weather protection, and correct stand-off distances from nearby facilities. Maj. Smith explained that another goal was to improve traffic flow at the base entrance by increasing the queuing capacity on-base and reducing back-up onto Cornfoot Road. He noted that the flexible design of the project also allowed for future improved bicycle and pedestrian access along Cornfoot Road.

Maj. Smith reviewed the status of the project. He noted that the design was currently 65% complete and expected to be finished by Spring 2016. He explained that construction was programmed for the 2017 fiscal year, adding that if funding became available in the 2016 fiscal year, construction could begin next fall. Maj. Smith stated that the concept design had been developed in coordination with the Port of Portland and the City of Portland. He informed the committee that the new gate would adequately incorporate commercial searches, comply with the latest Department of Defense security standards, and improve traffic flow by increasing on-base queuing capacity by 350%.

Maj. Smith shared a design overview of the new gate as compared to the existing gate. He described that the new entrance would provide a more friendly view and would incorporate a statue of a jet to visually promote the base. He then asked if the committee had any questions.

Ms. Jane VanDyke asked if the ORANG was required to improve the quality of sidewalks around the area. Maj. Smith responded that in terms of construction regulations, the ORANG was only allowed to renovate construction within its lease area. He explained that because Cornfoot Road fell outside of the lease area, the ORANG was unable to renovate it as part of the entrance project.

Col. Pardy noted that the ORANG was very interested in improving the area for cyclists and pedestrians but could not spend federal dollars on sidewalks since they were outside of the leased property. Mr. Loughran added that these policies did not mean renovations to Cornfoot Road in the surrounding area would not happen, they would just have to happen as part of a different process due to different coding requirements.





Mr. Slapikas asked if the bases in Fresno, Cold Lake, and Buckley (noted in the presentation as the closest sites to Portland) were also on 24/7 alert. Col. Pardy replied that they were.

Mr. Slapikas asked about the Oregon Air National Guard's target area off the coast. Col. Pardy responded that the area generally covered about 200 miles off the coast.

Meeting Wrap Up

Mr. Imperati thanked the committee and each of the presenters. He asked committee members to fill out their meeting evaluation forms to help staff evaluate the meeting set-up and reminded them that the next PDX CAC meetings would be held on April 6, June 22, and October 19, 2016. He noted that the Coordinating Committee would meet soon to discuss the issues raised at the meeting and potential agenda items.

NOTE: These meeting notes will be updated and approved at the April 6, 2016 PDX CAC meeting. Please see the "Meeting Notes Approval" section in the April 6 notes for any additions, subtractions, or corrections to these notes.





PDX COMMUNITY ADVISORY COMMITTEE MEETING #17

01.20.16 15 Evaluation Forms

	Too Slow		Just Right		Too Fast	No Answer
1. PACING	2	4	6		1	2
	Poor	Fair	Good	Very Good	Excellent	No Answer
2. OVERALL MTG QUALITY			2	8	4	1
3. PRESENTATIONS			2	9	3	1
4. DOCUMENTS	1		3	6	6	1
5. DISCUSSION			4	5	3	2

6. MOST USEFUL?

- Vince’s update, as always.
- Airport updates (Vince).
- Hangar layout.
- All.
- Staff presentations.
- Public comment discussion.

7. LEAST USEFUL?

- Sam’s jokes, as always. Just kidding, Sam!
- None.
- Make printed meeting materials options, provide electronically.
- Regular updates on airport traffic and business are often too extensive.
- Nothing (it was all useful).

8. COMMENTS, SUGGESTIONS, QUESTIONS

- Wages for PDX workers – time to get into this issue.
- Role of PDX CAC in union negotiations for minimum wage at PDX.
- Thanks!
- (In regards to “too slow” pacing designation) not always, but was today.
- Operational Port policies.





- Air quality improvement efforts at the airport; levy readiness; impacts of natural gas power plant on aviation at the Troutdale Airport and PDX.
- Interested in learning more about Port of Portland Police and issues the agencies deals with that are specific to the Port of Portland (and what may differ from what the Portland Police Bureau and Multnomah County Sheriff’s Department may deal with)

	Fully Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Fully Agree	No Answer
1. Change our meetings from 1:30 – 4:30 to 12:00 – 3:30. Lunch buffet will be provided at 12:00.		1		4	9	1
2. Reduce the number of annual meetings from four to three per year.	4	2	6			3
3. Assuming we stay at 4 meetings per year, make one of them an education experience (field trip that relates to projects being reviewed) vs. a meeting.	2		2	2	8	1
4. Keep current number of meetings at current time.	3		5	2		5

5. OTHER?

- Preferred days: 1) Thursday, 2) Wednesday. Tuesdays never work, 50% of Mondays don’t work.
- Preferred days: 1) Tuesday, 2) Wednesday, 3) Thursday.
- Preferred different day: 1) Tuesday, 2) Monday, 3) Friday.
- Fine with Tuesday – Thursday. Whatever day works best for all.
- Preferred days: 1) Friday, 2) Wednesday, 3) Monday.
- I don’t care which day as long as the time is noon or later.
- Any day but Wednesday.
- Preferred days: 1) Friday (1:30-4:30), 2) Wednesday, 3) Thursday. Then go for airport hosted happy hour in Pre-TSA lobby.
- Preferred days: 1) Wednesday, 2) Friday, 3) Thursday.
- Preferred days: 1) Wednesday, 2) Tuesday, 3) Thursday.
- Preferred days: 1) Wednesday, 2) Thursday. Mondays and Fridays are not an option. Consider adding a fifth meeting to include a field trip.
- Preferred days: 1) Thursday.





	Poor	Fair	Good	Very Good	Excellent
The overall quality of the CAC process that you have experienced to date?			1	7	4

2. WHAT SPECIFIC THINGS ARE WORKING WELL?

- Structure and information sharing.
- Topics of discussion are relevant and presentations are done efficiently. Time management of the group is good (yay, Sam!).
- Documents provided – especially meeting notes.
- PDX updates; presentations by guest speakers.
- Overall flow of meeting works well.
- Having a designated, consistent facilitator with historical context.
- Timing – we move along!
- Committee and staff presentations.

3. WHAT SPECIFIC THINGS NEED IMPROVEMENT?

- Members need to be more concise with their comments.
- Time for members to ask questions not related to agenda topics – If possible.
- The labor meetings were difficult. Not having any real input makes us (me) feel like I should be doing something more constructive.
- Would help to have notes sent closer to the meeting reported, so our memories are fresher.
- Can't think of anything – meetings are run very well.
- Public comment not matched up with topic discussed makes it very hard to focus back when public comment opens.
- Allow the opportunity for organizations to share (already done), but only if they have something to share.
- Connection to Port Commission and larger strategic planning and direction.

4. HOW HAVE YOU CONVEYED INFORMATION ABOUT PDX CAC MEETINGS TO YOUR APPOINTING ORGANIZATION? DO YOU HAVE SUGGESTIONS ABOUT WAYS TO MAKE THIS INFORMATION EXCHANGE MORE VALUABLE?

- Info brief or email with relevant details following CAC meetings.
- If at all possible more notice for agenda items would help inform folks. Citywide Land Use Group (CWLUG) and neighborhood associations only meet once a month. Even a general overview would be good.
- Oral brief/share info with broader group based on broad interests.
- Not regularly, but when pertinent.
- Meeting notes sent earlier would help convey information to organizations.





- City Council workshops and emails.
- Mostly word of mouth, however I do share the documents introduced at times.
- At board meetings, committees, and through email.
- Email.
- Better connect communities' voice and opinion to Port Commissioners.

5. OVERALL COMMENTS AND SUGGESTIONS

- I truly enjoy and appreciate being a member.
- With the few minutes we have it would be good to have CAC provide input on future projects and add comments to possible implementation as opposed to commenting on what has already been done. There seems to be a good balance but for the sake of time those projects that have opportunities for CAC members to comment or suggest changes or advise on future direction. Those projects that are merely reporting what has been done should be afforded less time.
- Meeting is well staffed and facilitated.
- The main problem with my attendance is my that position pulls me in many directions and if an elected needs something I have to defer. If it would help the group I can assign someone else who has a more stable schedule. However, I thoroughly enjoy the committee when I can attend.
- Please get the minutes published much earlier than just a week before the meeting. Perhaps 2-3 weeks after each meeting. Thanks. This would help convey information about PDX CAC meetings to appointing organizations.
- I continue to be at least pleased and sometimes amazed, at the seriousness the Port gives the CAC.

