



PDX COMMUNITY ADVISORY COMMITTEE MEETING #13

Thursday, January 15, 2015
1:10 - 5:00 pm

DRAFT NOTES

Name	Interest Represented	Attendance
VOTING MEMBERS		
Erwin Bergman	Central Northeast Neighbors	Present
Tina Burke	Airport Employee	Present
Tony DeFalco	Environmental Justice	Excused
Walt Evans	Business Organization	Present
Karen Gray	Portland Planning and Sustainability Commission	Present
Alan Hargrave	Clark County neighborhood representative (Camas/Washougal)	Absent
Randy Jones	East Multnomah County Neighborhood (City of Fairview, Gresham, Maywood Park, Troutdale, and Wood Village)	Present
Maryhelen Kincaid	Citywide Land Use Committee	Present
Brendan Korsgren	Passenger Airline	Present
Jeff Owen	Multi-modal transportation representative	Present
Lt. Col. Jenifer Pardy	Military	Absent
Robert Pinedo	General Aviation	Present
Ahmad Abed-Rabuh	Air Cargo	Present
Alesia Reese	East Portland Neighborhood Office	Present
Bob Sallinger <i>Alternate: Micah Meskel</i>	Environment/Wildlife/Natural Resources	- 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 Neighbors	Present
Jane Van Dyke	Columbia Slough Watershed Council	Present
NON-VOTING MEMBERS		
Nick Atwell	PDX Wildlife Committee staff	Present
Barbara Cartmill	Clackamas County	Present
Chad Eiken <i>Alternate: Willy Williamson</i>	Vancouver Community Development Director (or designee)	- Present
Bruce Fisher	Federal Aviation Administration	Absent



Vince Granato	Chief Operating Officer (or designee)	Present
Karen Schilling	Multnomah County	Excused
Andrew Singelakis <i>Alternate: Stephen Roberts</i>	Washington County	- Present
Deborah Stein	Portland Bureau of Planning and Sustainability Director (or designee)	Excused
Jeff Swanson	Clark County	Present
Stacey Triplett	Metro staff	Present

Port Staff and Consultants Present: Sam Imperati, Institute *for* Conflict Management; Chris White; Sean Loughran

Public and Invited Guests Present: Jeremy Simer, SEIU Local 49; Laura Willams, UNITE HERE, Steve Kountz, City of Portland, Susan van Staveren, City of Portland

Group Photo

From 1:25 – 1:35 pm all members of CAC who were present assembled outside the meeting room to take a group picture.

WELCOME AND INTRODUCTORY COMMENTS

Sam Imperati, Institute *for* Conflict Management, welcomed everyone to the meeting at 1:36 p.m.

PDX CAC Members Information

- Chad Eiken, City of Vancouver is unable to attend due to an all-day meeting. Willy Williamson is here in his place.
- Tony DeFalco, Environmental Justice is unable to attend, as he is on his honeymoon in Vietnam.
- Deborah Stein, City of Portland is unable to attend.
- Karen Schilling, Multnomah County, is unable to attend.
- Alan Hargrave, Clark County neighborhood representative is unable to attend due to a meeting.
- Welcome Damon Isiah Turner from Northeast Coalition of Neighborhoods to the committee.

Sam Imperati asks Damon Turner to introduce himself to the group. Damon Turner says he has been on the board for Northeast Coalition of Neighborhoods for five years.

Sam Imperati then introduces the new note-taker, Meghan Doherty.

Sam Imperati asks the group to join him in congratulating Jane Van Dyke for winning the seat of Clark Public Utilities Commissioner, District 3. Group applauds.

October Meeting Notes Approval

Sam Imperati directs the group’s attention to their packet of handouts for the meeting. He asks if there are any changes needed to the previous meeting’s notes other than the known misspelling of Randy’s last name. No one has any changes. Sam Imperati states that those minutes are approved.

Meeting Agenda Review



Sam Imperati reads through the agenda and asks if there are any questions.

Erwin Bergman suggests adding a few more minutes to the roundtable discussion, as he personally has a number of issues he would like to share and wants to make sure everyone else has time as well.

Sam Imperati explains that there are two formal public comment and public notice items on the agenda. The first is regarding the plans for a travel center, which the group has heard about before but is now going to be in a different location. There will also be a roundtable discussion. Vince Granato's update will happen as usual, and the natural resources update will occur as it was on the last meeting's agenda, but did not occur due to time constraints. The last hour of the meeting will be for the PDX Workplace Initiative. Then the meeting will close and the group will be asked to complete an evaluation.

Sam Imperati then reads through the following list regarding the handouts in the packets:

Handouts:

- Today's meeting agenda
- Meeting notes from October 22nd
- Letter from City of Portland on Portland's 2035 Comprehensive Plan
- PowerPoint on PDX Travel Center Relocation
- PowerPoint on PDX Next Terminal Balancing – Concourse E Extension
- Concourse E Extension conceptual layout diagram
- PDX Business Update handout
- PDX Capital Project List
- PowerPoint on Natural Resource Program Progress Report
- Sustainability Diagram
- PDX Workplace Initiative draft
- Draft Outreach plan for PDX Workplace Initiative
- Updated Table of Contents
- Updated PDX CAC Member List

Draft 2014 PDX CAC Annual Report

Sam Imperati reminds the group that Chris White will be sending the electronic version of the PDX CAC Annual Report 2014 in a few weeks. He requests that members review it and send in any edits. We will bring two copies of the report for each member to the April 1 CAC meeting. One copy is for their personal use and one is for their appointing jurisdiction or interest group.

Erwin Bergman asks a question regarding future meeting notification. He states that he received notification just five days before, but would prefer a reminder 2-3 weeks in advance and another 4-5 days ahead of time. Sam Imperati said he believed there were a few meeting reminders, but that is a good point to take into consideration.

Sam Imperati says that there is an upcoming coordinating meeting and that can be added to the agenda.

Sam Imperati introduced Steve Kountz, Sr. Economic Planner at the City of Portland Bureau of Planning and Sustainability.

City of Portland Comprehensive Plan

Steve Kountz announces Deborah Stein could not attend but he will discuss how Airport Futures fits in the comprehensive plan. He says that all dated language has been removed. Deborah Stein sent a letter, which is in the packet and has all the details of the recommended policy changes to be added to the plan.



Joe Smith asks if everything related to aircraft noise still exists.

Steve Kountz affirms this and states implementation measures are all in place and regulatory mechanisms are in place. He states that the comprehensive plan's direction is the same; it is just being updated, generalized, and slimmed down.

Sam Imperati asks if the group has questions or comments.

Karen Gray announces some important dates. She says public comment has been open since 7/21/14 and there have been over 2500 comments received. There is a map application that can put a flag on the location the comment mentions. Currently, most comments are regarding SE Portland, then N/NE Portland. There are forums coming up, the first of which is on 1/27/15 for central corridors. The next is on 2/24/15 for transportation system plan. The one on 3/10/15 is related to housing and the last is on 3/14/15. They are hoping more people will come to the meetings.

Before the next agenda item, Sean Loughran explains the public notice requirement. He states that projects on the airline side do not usually trigger the public notice requirement. Projects regarding land use would if it is development as opposed to alteration. At the last meeting, CAC members heard about a concession redevelopment program, which would not have the requirement. But at this meeting, Mark Witsoe is present to discuss building a travel center, which does fit the bill for this requirement.

PDX Travel Center (Public Notice)

Sam Imperati reminds the group members that they have seen this before but the location has changed, so it is back for further review.

Mark Witsoe reiterates that this is the same project presented a year ago but at a different location. He felt the previous comments/concerns made in the forum were accurate. After looking at many locations around PDX for an area that could have a gas station to meet fuel needs and offer a quick meal they decided on location #4 (Mark Witsoe refers to the power point). The previous location would have been difficult for trucks to get to the site due to building layout, a concern that was brought up in previous comments. Mark Witsoe reminds the group about the process for finding the developer/operator and that it starts by seeking requests for interest and qualifications. During the review, a petroleum marketing group joint venture was found qualified and direct negotiations were started resulting in a letter of intent. The new location is close to PDX, reduces the complexity/challenges from the previous location, is near Airport Way, is visible for those returning a rental car and is rectangular thereby allowing for an efficient use of the property. There will be easier way finding, with blue signs leading them to the fuel location. He refers to the power point to show examples of their work. He highlights the common seating, well-lit canopy, and various sustainability measures. He stresses that all development and operation will be compliant with the wildlife management plan, so as not to attract birds. This project will feature 24-hour fuel service and a convenience store. It will offer loyalty programs for regulars and have national brands people know and trust. The current cell phone lot located across the street will be moved into this development. Posted flight arrivals will be another amenity. As part of the focus on sustainability, they are currently looking at using alternative fuels (propane, CNG, electric charging stations, etc.). They are also looking at investments to ensure higher performance, reduce consumption, reduce waste, and lessen landfill material. The cell phone lot will be cleaner, have good lighting, and will hopefully have Wi-Fi also. Their next steps are to continue working to attract fast food vendors and finalize an agreement with operators. Mark Witsoe thanks the groups and states that he will wait for questions until after the next presentation.

Sam Imperati asks if any member of public would like to offer public comment. Hearing none, he introduces Devin Webster as the next presenter.

PDXNext: Concourse E Extension (Public Notice)

Devin Webster presents on the Concourse E Extension, a PDXNext project. Devin Webster lists other PDXNext projects and states that these remain consistent with Airport Futures and will have a strong commitment to sustainability. Referring to his power point,



he shows where the new ground operation facility will be. The project will address the imbalance in number of passengers and level of service. There is a \$98 million budget for this project. The project should be completed by late 2017 and address service needs through 2025. Referring to his power point, he states that two airlines will swap locations and the location of baggage areas and kiosks will also change. As passengers approach PDX, the new facility will form a gateway to the airport. There are also plans to make improvements to the bike and pedestrian paths. He refers to the conceptual layout (Sam Imperati directs group members to the copy they have in their packet). Devon Webster walks through the graphic and explains details of project. Expected benefits of the project include enhanced level of service for customers, terminal efficiency, shared facilities, and a better “front door” (gateway experience). They are still in the design phase now and will be through Fall 2015. They expect the building phase to take place in Summer 2017. The airline swap will take place overnight in the fall or winter of that year. Devon Webster thanks the group and asks if there are questions.

Karen Gray asks what the plans are regarding Concourse A.

Devon Webster states they are still trying to figure out what to do with A.

Sean Loughran states that utilization of Concourse B and A are connected, and they are working on plans now. There is not a lot of utility in that space as it was originally built as a temporary facility.

Karen Gray states she does not understand rendering of gateway picture.

Devon Webster refers to the slide show and explains the extension plan.

Jane Van Dyke comments that she is surprised ground loading will still occur.

Devon Webster states that some jet bridges can't accommodate any way other than a ground load operation.

Jane Van Dyke asks if the ground loading experience will be improved, perhaps with more covered walkways.

Devon Webster answers that the interior experience should be better. The distance passengers will have to walk will be less than it is today.

Jane Van Dyke asks where people will wait.

Devon Webster refers to graphic on the power point and shows a waiting area on level one that will allow for intuitive way finding.

Jane Van Dyke asks if passengers will be able to wait upstairs.

Devon Webster affirms and shows the escalators to accommodate that.

Jane Van Dyke asks how much bigger the space will be, as Concourse A is crowded at times and does not always have a place for passengers to sit.

Devon Webster answers that it will be roughly double the size with the expansion.

Jeff Owen asks about the project's funding.

Devon Webster says the process was that of a typical terminal project and it went to Airline Affairs Committee for approval.

Vince Granato says a project costing over a certain amount requires submission for a vote by the airlines. Airlines approved this project.



Joe Smith asks if anything changes for passengers and if TSA will be in the same place.

Devon Webster says it will stay the same.

Joe Smith asks if the expansion will have any effect on motorcycle parking.

Devon Webster answers that is not anticipated.

Joe Smith asks if the project is primarily cosmetic.

Devon Webster affirms that there are cosmetic and operational considerations.

Alesia Reese states that she has a different vision when she hears “gateway” and this project looks more like a tunnel. She asks if this expansion will feel like a new experience for passengers walking through or a continuation of the experience already present at PDX.

Devon Webster answers that they do not plan to do a lot with Concourse E besides accommodating the new tenant (Alaska Airlines) along with some transitional treatment to make the architecture work. In general, it will keep with the current PDX experience but will have some modernization elements.

Ahmad Abed-Rabuh asks if there is a long term lease involved.

Vince Granato answers that both airlines have signed a ten-year lease. Other big carriers (Southwest, Delta, etc.) have until June to sign.

Robert Pinedo comments that he likes the plans, thinks it is a great idea and looks forward to seeing it.

Maryhelen Kincaid asks if the bikeway improvement will include a dedicated bike lane. She also asks if there will be escalators and an elevator in the project area.

Devon Webster answers the bike path will just be improved. They are not yet into those details of the project design.

Vince Granato states that the overall design will create more openness, flexibility, and accessibility.

Devon Webster reiterates that the current bike lane will remain but improvements to the landscaping and lighting will be made.

Jane Van Dyke states that the bike path is currently separate.

Mike Sloan asks how many gates Alaska Airlines currently has in Concourse C and how many they will have after the expansion.

Devon Webster answers that they currently have four with access to common use gates as needed. After the swap, they will have the same amount in Concourse E, with common use in D for overflow as needed.

Stacey Triplett asks when the bid for the project will be.

Vince Granato answers that they will award in April or May. The Port has a policy to work with local unions to see if a Project Labor Agreement is needed for projects over \$25 million. They are in this process now. One element of this is around social equity. The Port will take the findings to the March commission.



Willy Williamson asks if you will be able to see the runway from the north side of the building.

Devon Webster answers yes.

Willy Williamson asks if it was considered during the planning that passengers often like to sit near the window.

Devon Webster states that there will be ample window seating with a view of Mount Hood.

Vince Granato comments that they oriented the design so that if you are at the end of Concourse E and looking east you can see Mount Hood.

Sam Imperati asks if any member of the public would like to make a comment. Hearing none, he opens it up to CAC group members for comments and questions for both projects presented.

Alesia Reese asks Mark Witsoe if food waste standards apply for the PDX Travel Center project.

Mark Witsoe responds that they do not, that there are set locations for waste at a street side location. They will be looking for voluntary pick up to be included on an existing route.

Alesia Reese clarifies that the project will be asking for the service provider to go to a new location.

Mark Witsoe affirms this.

Alesia Reese asks if that model exists elsewhere and states that is an example of a public community service model that the public knows nothing about.

Ahmad Abed-Rabuh asks if storm water discharge will be the tenants' responsibility or the Port's responsibility.

Mark Witsoe answers that the previous location was connected to the city system but the new location is on the Port system and therefore they will have to go through that infrastructure.

Ahmad Abed-Rabuh asks if they will have to handle emergencies alone or go through the Port.

Mark Witsoe explains they should have their own best practices for cleanup, but the Port will work with them.

Jeff Owen asks Mark Witsoe to please consider walkers and bikers in the PDX Travel Center project as well.

Mark Witsoe thanks him for the comment.

Erwin Bergman asks about cost of fuel, specifically what operators will be providing the fuel and if the price will be varied from elsewhere in the city.

Mark Witsoe answers that there is a lot of discussion around how to price fuel but as it is a street side location they are required to keep a street side price. They are not the price setters here, the distributor will be. The brand associated (Shell, Mobile, etc.) will set the price.

Randy Jones asks if it is Site Two or Site Four.

Mark Witsoe answers that the new location is Site Two, the old was four.



Randy Jones asks about the presentation of flight info at the project area.

Mark Witsoe states they intend to draw people parked in the cell phone lot to the convenience store. They will have an LCD panel to pick up the airport feed, similar to what is present on the website or in the terminal building. He adds that we are currently pushing to have a Wi-Fi signal so that anyone with a smartphone can go to the PDX website and find flight information easily.

Walt Evans states he hopes Burgerville has expressed interest as they have sustainability standards that make them ahead of the pack.

Joe Smith comments that those who rented a car will need gas the most and asks if it is legal to require rental car agencies to provide instructions for directions to the project site as a convenient fueling option.

Mark Witsoe answers that has not been a conversation yet, but attests there is a tradeoff between making it visible and protecting the beautiful view of the airport. He states there will be appropriate way finding signs present (iconic blue signs) including the fuel symbol.

Joe Smith clarifies that he was referring to instructions on the materials given by rental car agencies, not airport signage.

Mark Witsoe answers that most people usually use their smartphone for something like this.

Joe Smith replies that some people do not have a smart phone or a cell phone and he restates his suggestion.

Sam Imperati notifies the group that they are behind on time and asks members to move the session along.

Jane Van Dyke notes that this property is still owned by PDX and asks if any sustainability measures beyond requirements will be considered.

Mark Witsoe answers in addition to city code, the project will be looking at constructed materials, energy efficiency improvements, and other strategies to minimize consumption.

Jane Van Dyke asks why they are only encouraging Wi-Fi and can the Port require them to do it.

Mark Witsoe answers that it is a business transaction and they are still trying to attract them for the project. The Port should not force them to do anything but instead encourage them to see the value in it.

Jane Van Dyke comments that she agrees Wi-Fi would help them be successful.

Maryhelen Kincaid asks if there will be an outside area for people to sit and offers the suggestion to think about security (good lighting at night). She comments that the cell phone lot is not currently well lit.

Mark Witsoe states they have considered this and the area will have a full staff, good lighting, restrooms, coffee, etc.

Stacey Triplett asks how the alternative fuel analysis is going if the operator is not required to do anything.

Mark Witsoe answers that it is difficult to be precise about the market for fuel. They are lacking good information regarding how many vehicles, fleet sizes, etc. use alternative fuel, but the Port is very supportive of this. At minimum, they will provide two double-headed vehicle chargers for electric vehicles.

Sam Imperati asks if any member of public would like to offer public comment. Hearing none, he announces the meeting is 20 or so minutes over and they will take a five-minute break instead of the previously allotted ten.



Break

At 3:03 pm, Sam Imperati calls the meeting back to order. He announces that he purposefully skipped the Roundtable Update and Discussion agenda item and suggests moving it to the end of the meeting to accommodate the schedules of other presenters. No one objects and he gives the floor to Vince Granato for the PDX Update.

PDX Updates

Vince Granato states it is busy at PDX. There were 15.92 million passengers this year, which is a 5.9% growth from the previous year. PDX is one of the fastest growing airports in the nation. He directs group members to their copy of the updates in the handouts. He highlights several updates from the handout (concessions outreach, construction updates/new carpeting project, event recognizing the 75th anniversary of PDX, etc.). He discusses the new technology plan, which centers on passenger processing, self-boarding, etc. Vince Granato tells the group that PDX is now home to the largest cuckoo clock in North America and it is displayed in Concourse C.

Maryhelen Kincaid asks where it is from.

Vince Granato answers it is by a local artist and it has local elements included in the design (Sasquatch, Powell's, etc.)

Maryhelen Kincaid asks if there is a picture.

Vince Granato says they can send a link.

Sam Imperati asks the group if they have questions.

Jeff Swanson asks if it is possible to get information on air cargo tons and a heat map seeing origins of outbound cargo.

Vince Granato clarifies that he is asking for information about where the cargo comes from before it gets to airport.

Sean Loughran states that Port staff may have that information.

Martin Slapikas asks for an update on the food carts present in the lobby. He adds that New Taste of India is interested.

Vince Granato says that Chris Czarnecki, who manages the concessions program, is present.

Chris Czarnecki introduces himself to the group and states he has been in his position for four months. He says the food cart program is going well, and that they are learning as they go. He tells the group to direct those interested in being involved to the website to register.

Karen Gray asks if there is a plan to continue the work with the social equity ad hoc group.

Vince Granato replies that is absolutely the intention and that this is a small piece of the much broader social equity program. They are trying to find a Port-wide program that works.

Karen Gray asks if the Port will get to point where it has a racial equity policy.

Vince Granato replies he has not heard of that specifically and clarifies if it is meant to relate to the hiring process.

Karen Gray states it is an overarching vision and would affect hiring.

Vince Granato says that is part of the work they are doing.



Karen Gray states that would be a wonderful declaration from organization this size that acts as a representation of the community.

Vince Granato asks Karen Gray if she could send examples.

Karen Gray affirms.

Sam Imperati asks if there are any more questions. Hearing none, he introduces Sean Loughran and directs group members to the relevant materials in their handouts.

Sean Loughran starts by giving credit to Terri Burk who manages the Capital Improvement Program. He directs the group's attention to a worksheet that gives a sense of current programs for PDX. He states this should help in understanding what sort of projects would trigger the requirement for public notice. The worksheet categorizes projects as well as identifies how projects are funded. He states the intention is to circulate this on an annual basis.

Alesia Reese states that she attended a land use meeting the previous night that presented similar content but on a map. She suggests there could be a map of the terminal with the project number located on the part of the terminal it would affect.

Terri Burk states it is a good idea for some of the major infrastructure and roadway projects.

Maryhelen Kincaid states that being a neighborhood representative, it would help to be able to easily see how it would affect her area.

Sean Loughran states this is just a snapshot. The worksheet is just taking pieces of the programs that make most sense for this group.

Maryhelen Kincaid suggests adding a column addressing neighborhood impact (changes in noise patterns, for example).

Sean Loughran says they could do that, and that during the portfolio management process they do look at neighborhood impact. If the specific project includes the requirement, they capture it and include that information.

Sam Imperati asks if there are any more questions. Hearing none, he transitions to the next agenda item.

PDX Natural Resources Update

Sean Loughran gives a program background and goes through a roadmap of his presentation. He directs the group's attention to materials in handouts and says he will focus on three projects, Government Island Mitigation Plan, Tree Canopy Enhancement, and the Columbia Slough Enhancement. The largest is the Government Island project. More information on this from the annual report is available in the back of the room. Sean Loughran states they have really embraced adaptive management. 269 acres were identified as upland grassland and they took a different approach. They wanted to look long term and start before development. They have identified 300 acres over six different sites. The Port owns most of the area, but 240 acres on the east end is owned by Metro. A report of accomplishments was made in 2013 and was accepted by the City of Portland in July. Referring to the power point, Sean Loughran highlights key items for 2015. He states that an additional year of site prep is needed as they found it more difficult to manage invasive grass than previously thought. In order to seed the site, they need good contact with soil, which is a big expense. They can spray now, but once native seed stock goes in, the management will need to be done by hand. Only native seed stock, special ordered from local sources, will be used. They are currently working on finding a place to store it. They hope to be seeding in September 2015.

Sean Loughran then turns to the Columbia Slough Watershed project. He refers to the power point as he explains they have expanded the project into 2014-2015. They have combined it with the turtle enhancement project. Oregon Water Enhancement Board and Oregon Department of Environmental Quality also have funds involved. Buffalo Slough site will have a basking structure



for turtles. They are planning to improve upland area and need to remove some plants. There is a lot of permitting required, more than previously anticipated. The Columbia Slough Watershed Council will be planting soon. Sean Loughran states that Jane Van Dyke is involved in this.

As for the Tree Canopy Enhancement program, Sean Loughran says the Friends of Trees project is funded for three years, through 2016. It emphasizes social equity, which is a new criterion. This focuses on plantings that consider multifamily housing.

Sean Loughran discusses the Colombia Children's Arboretum. He directs the group to Vince Granato's handout, which shows projects for 2015. He asks if anybody wants to volunteer, and states it is always great to have funders involved.

Sean Loughran turns to an Airport Futures project regarding tree removal in the west economy lot at 1205 N Airport Way. He states that the main driver for this effort is that the trees are approaching dangerous height for obstructing the view of pilots departing from the east end of the north runway. It is not effective to cut them and they have decided to take out the cottonwoods. They plan to keep as much vegetation on site as possible, however. They plan to go back and plant over 23,000 native shrubs and trees on site. The site is currently clear and they have removed stumps.

Sean Loughran asks the group if they have any questions.

Erwin Bergman states that cottonwoods can grow quite tall and asks about the height limitations at that site. He adds that by removing these trees it also removes possible CO2 storage. He suggests replanting something that does not grow as high; perhaps the Oregon Ash that tops out at 40 feet or the Big Leaf Maple that grows to 60 feet.

Sean Loughran says he does not remember the exact height but they are looking for trees that do not grow as high. They are considering Ash, but multiple objectives need to be met so they are trying to balance all of those.

Nick Atwell states they are considering Ash and Willow species. Another concern is that it is a wetland area and they need to avoid attracting waterfowl.

Erwin Bergman reiterates that if you cut down large trees, you need thousands of small ones to make up loss of CO2 storage.

Karen Gray asks about how the Port fits into the Climate Action Plan.

Sean Loughran answers the plan was recently updated and that Airport Futures includes guiding sustainability policies. It is on their list to coordinate with the Climate Action Plan.

Karen Gray says people from areas CAC members represent are often unaware of the sustainability work the Port carries out.

Karen Gray refers back to Alesia Reese's comment and suggests finding a way to present information to more audiences.

Sean Loughran agrees this is a great chance for the Port to talk about some of these accomplishments and says he will discuss this with Deborah Stein.

Joe Smith asks if the monetary figures given for the Slough and Canopy projects include an inflation escalator.

Sean Loughran says yes and it is 3 percent per year.

Martin Slapikas asks if the city's tree removal fee will impact this.

Nick Atwell answers they will look at trees that are dead, dying, or dangerous.



Alesia Reese says there are conflicting policies on this issue. There is a fee, but it is nominal. There is current work being done on Title 11 to consolidate city code and make it understandable. There is a competing view between preservationists and developers. She states Title 11 is important for her area.

Martin Slapikas clarifies what area that is.

Alesia Reese responds that she is referring to Woodland Park.

Martin Slapikas says his neighborhood is also worried about this issue.

Ahmad Abed-Rabuh asks if the Port will work on the part of the island land that belongs to Metro.

Sean Loughran answers they are focusing just on the Port's portion. They will work with Oregon State Parks to manage the recreation aspect.

Ahmad Abed-Rabuh asks if that is a part of the same project.

Sean Loughran answers it is a different project with a different budget.

Ahmad Abed-Rabuh asks what the estimated budget is.

Sean Loughran says he cannot recall at the moment but he can get back to Ahmad Abed-Rabuh on that.

Terri Burk says that information is on the worksheet under the budget section.

Sam Imperati asks if there are any questions. Hearing none, he moves to the next agenda item. He explains that they are looking for CAC members' input on the PDX Workplace Initiative Proposal. Vince Granato will present, then two labor groups, followed by the public and then they will open the discussion to CAC members. Sam Imperati says he will ask each member for two comments/impressions but they should feel free to pass if they do not want to speak at this time. There will be outreach beyond this meeting and they can give feedback later. They can also send their feedback to Chris White. Sam Imperati directs the group to the sustainability document in their handouts and shows where the initiative fits in. He then turns the discussion over to Vince Granato.

PDX Updates

Vince Granato states a lot of work has been done since last meeting. The Port is working towards an organization wide strategy around social equity. They are working to develop policy to address issues beyond the Port, but it is a complicated issue. This will be a focus for the next few years. They hired a consultant who said the Port is not too far behind. Metro and the City of Portland have done work on this already, and the Port is looking at similar issues. They hope to get broad engagement from all parties and stakeholders and will be recommending it to the commission in the spring. One issue now is the PDX Workplace Initiative. Vince Granato directs members to the packet and reads the elements the initiative addresses. He reiterates wanting CAC members input, but it does not have to be today. They have set up a process for feedback through the website. The goal is collect all feedback, take it to the commission, and get their concurrence on a recommended plan. The wage discussion is not present in the document and there is a lot of conversation around that. It may be better addressed at the state level than at PDX. The legislature is taking this up in the current session.

Sam Imperati asks if there are any members of the public who want to speak during the public comment period other than SEIU and UNITE HERE. Hearing none, he explains the agenda regarding this section. SEIU will present first, then UNITE HERE, then a representative from the CAC's ad hoc committee, and then the discussion will turn to CAC members' reflections. Sam Imperati turns the attention to Jeremy Simer of SEIU.

Jeremy Simer distributes statements from two workers, who will speak, as well as a worker survey and recommendations.

Jeremy Simer thanks the group for continuing this conversation. He explains that SEIU is a 10000-member union with over 100 janitors and cabin cleaners represented at PDX. He says that to make difference, the Port needs enforceable standards to dictate



airline behavior. He references the Airport Futures principle to provide quality job opportunities. He then introduces Kasil Kapriel and invites her to share her story.

Kasil Kapriel says she began working at PDX in 2006 as a passenger service agent. She started out making minimum wage. In the last three years, her rent has gone up and as a single mother she has struggled to support her family. She is still only making the minimum wage today. She said she works to survive.

Jeremy Simer tells the group that Kasil Kapriel has worked at PDX for eight years and has never gotten a raise from her company. Her wage has only increased as the state raises its minimum wage. He says that is the case for 35% of workers at PDX. National research corroborates Kapriel's experience. Most US airlines use outsourcing to drive down standards and raise profits. Jeremy Simer refers to chart from his power point. It shows airlines increasing their outsourcing while wages substantially drop. Airline profits have been skyrocketing, but few are passing along those gains to people working on front lines. Jeremy Simer shows survey results on the power point. He states that public assistance programs are ultimately subsidizing profits of airlines. The state is paying for workers' essential needs because their wages cannot cover it. The Port can help by making sure airlines meet minimum standards. Jeremy Simer says another issue is high turnover in airport jobs and then introduces James Davidson.

James Davidson states he is the lead ramp agent for Menzies Aviation at PDX. He explains that everything that happens to the airplane while at gate is his responsibility. It is his name on the form. Most people assume it is an easy job, but it is dangerous and takes a lot of experience. He references an accident from last winter where a tow driver lost control and slammed under an airplane. He said workers should learn from these mistakes but many do not because only half of them stay for five years. James Davidson attests people who have been on the job less than six months cause most injuries. He says the provided training is good, but workers take that experience and then leave because there is no future for them in their current position. He states the Port should adopt high minimum standards, thereby investing in employees. The Port should expect high standards from his employer, the same as they hold him to. He says the Port should work to ensure people working at PDX have a future there. He thanks the group and hopes he has their support.

Jeremy Simer says when he analyzed Port's security data, he was shocked to see how high the turnover really was. Of 13 companies who provide services for airlines at PDX, the average annual turnover rate is 60% over three years. He stresses the need to keep people around who understand this dangerous work. Some companies have a turnover rate of over 80%. Some turnover is natural, as it is sometimes due to seasonal work, but these numbers are higher than that. Turnover can lead to injuries, plane issues, security issues, worse experience for passengers, etc. He states the Port should ensure airline service providers work to lower turnover. San Francisco Airport is a quality service program trailblazer and sets strict requirements. A result from their effort was a reduction from 95% turnover to 19%. Employers said work performance improved, morale improved, and customer service improved. In addition, it saved employers money, as there are high costs in the hiring process. Jeremy Simer states the Workplace Initiative should include rules to raise and enforce standards, rather than simply informing. He thanks the group for their time.

Sam Imperati invites UNITE HERE representative to speak.

Laura Williams states she is filling in for Sheila Allen. She says she has talked to a lot of airport workers and agrees that retention is extremely important along with appropriate wage and health care. However, the start is retention. She says when workers get a job at PDX they are not always told it is a temporary position. She is hopeful about the Port's involvement. She closes by thanking the group.

Sam Imperati introduces Social Equity Opportunities ad hoc committee members Stacey Triplett, Joe Smith, Jane VanDyke, Tony DeFalco, and Karen Gray. He announces Karen Gray had to leave for another meeting and that Tony DeFalco is not present.

Stacey Triplett says the group reiterated three points at their meeting:

- 1) Have an equity policy across Port
- 2) Continue ongoing reporting and support for minority-owned small businesses program
- 3) Create project management tools or checklists to continue looking at impacts of these projects



Stacey Triplett says the 2013 report showed the Port meeting their targets. She said overall the committee is interested in the equity policy project and wants to hear more. She believes CAC may be good place for this discussion. Stacey Triplett says the group reviewed the Workplace Initiative, and highlighted retention questions. Another issue is getting participation of the groups that are being talked about (worker inclusion, communities of color, etc.). She says the group needs to include these voices.

Jane Van Dyke agrees with Stacey Triplett and says the committee is interested in keeping the conversation moving with the large group.

Joe Smith says he is dissenting from the decision to wrap up the social equity work into the work of the larger CAC committee, but is willing to take another look. He favors having the ad hoc committee continue its work in a separate forum. He says he is here because he has a lot of respect for the Port. Joe Smith says he wants the word “compensation” added on page one after “worker benefits.” He suggests this allows it to be measured, and that will help with improvement. He believes employees working 40+ hours/week, who show up on time ought to have a living wage.

Stacey Triplett adds that a reordering of bullets was also suggested. They heard a recommendation from Good Company to have systemic tracking for social equity efforts. She stresses the need for full community engagement.

Sam Imperati asks if the group has anything more to add. Hearing none, he invites Laura Williams from UNITE HERE and Jeremy Simer from SEIU back up in case there are CAC questions.

Alesia Reese asks Jeremy Simer if the San Francisco Airport study he mentioned showed their initiatives affecting the surrounding communities.

Jeremy Simer says he believes the study spoke to that and that the Port has done its own research as well. Airport jobs are an important economic engine for the entire region, and there are ripple effects. He says the Port is well positioned to make this benefit Portland.

Alesia Reese asks if they are able to see a comparison of before and after.

Jeremy Simer says there is a good report from LAX that shows this.

Erwin Bergman says based on his own experience there needs to be whistle blower protection. He says when he was working in a previous job his career was stopped because of hideous behavior he witnessed. He believes workers should be able to speak up and have guaranteed protection. Erwin Bergman says when he worked years ago in a sawmill he witnessed many injuries and fatalities generally due to lack of experience. He says if you provide lousy workplace and poor wages, the result will be high turnover.

Sam Imperati asks if there are questions for the union representatives.

Andrew Singelakis asks James Davidson if workers who are forced to find other jobs go on to receive higher wages elsewhere.

James Davidson answers that many workers go to Southwest Airlines, some to Horizon Airlines, others go to TSA or to work for a Port authority. He shares a story of someone recently quitting to go to work in the Fred Meyer warehouse for better wages.

Andrew Singelakis comments that they moved on perhaps because working on the ramp is no longer a good career option. He asks if someone can get a job as ramper, then get better job later on, is that not considered a good career move. He also asks if there is any training provided.

James Davidson stresses the time needed to train new employees. He reiterates a previous point that those who put in a 40-hour week should make fair wages.



Sam Imperati asks if there are any more questions. Hearing none, he thanks the union representatives and asks the group to prepare their top two reflections. Either they can share here or they can email Chris White. Sam Imperati then goes around the table to each CAC member.

The reflections/comments given are as follows:

Stacey Triplett wants it to be clear which items are already in place versus what the Port takes leadership on.

Alesia Reese says trickle down does not work; these efforts have to start from the group up. She believes the draft is a good place to start.

Jeff Owen thanks the speakers and says he needs to learn more about these issues. He asks what the ideal timeframe is for those not in the ad hoc group to comment.

Sam Imperati asks Chris White if there is an end date.
Chris White answers comments should be made by early February.

Randy Jones says he started working for minimum wage at an entry-level job. He did that for a while and then moved on, but the ramp entry-level job seems more complex. He says he wonders if there is a way to structure it so that airlines at PDX have to hire people themselves rather than contract out for them. He has observed a similar discrepancy in federal jobs where some get full benefits and those who are contracted get nothing.

Micah Meskel understands the Port would like to allow the state to run through its process. But while that process is going, Micah Meskel believes the Port should continue and consider this topic independently.

Joe Smith says that in the draft at least five places say "TBD." He believes it would be useful to add finality when "TBD's" have been determined. He would like to be sure that all the TBD's in the PDX Workplace Initiative are held to a definitive deadline.

Robert Pinedo echoes what Jeff Owen said and believes he needs to learn more. He agrees minimum standards are a given and everyone should be adhering to them. He says he needs to read more and believes this is an important issue. He thanks the union presenters.

Brendan Korngren says he has a unique perspective, as he worked for ITS which is similar to Menzies. He says the goal was to get with a mainline airline in order to receive benefits and he is sad to see not much has changed. He says the group understands the need, but not necessarily how the Port can get control of these companies being contracted. He says it is a loophole.

Brendan Korngren says that Southwest Airlines does not have that loophole and they are heavily unionized. He believes there should be more discussion to find the way the Port can navigate this issue.

Jane Van Dyke thanks union representatives and says she wishes it were simpler. She believes this will take some creative thinking. She believes there is a lot of opportunity to do better and is glad the discussion is happening.

Walt Evans thanks presenters. He reminds the group of a previous presentation where there was a story of a boss withholding a paycheck. He says if that is the truth that is unacceptable in any setting. He says it is going to be a difficult path to figure out how to get our hands around this. He suggests we can provide reminders to companies of the high cost of retraining employees. He states companies have to see these are fungible parts.

Nick Atwell says this is a complex issue and he needs to learn more. He agrees retention is key for safety.



Martin Slapikas says there is a dichotomy between what the Port is trying to do and what the union representatives want. The Port is talking about improving experiences for travelers. He said the Port had a session on computer and smart phones regarding scheduling improvements. He recently watched a program that showed an automated way to move all equipment. He says he would not be surprised if that is what happens in the future, but that does not solve the problem. Martin Slapikas says he is unsure what responsibility the airport has. He asks if the Port is paying them. He continues by saying they are appealing to us for some assistance, better wages, whether the Port can do that or not is the question. He suggests the Port take the lead in training, or getting into other areas around the airport.

Erwin Bergman says he was just exposed to this topic a few days ago and believes it is a noble goal. He would like to see it succeed. He thanks the people who came out and stresses they deserve to have the Port act on it. He said the Port should not let these people down and that they are the ones who keep PDX going. He asks if these big companies are providing the same working conditions here as in their other locations. He wonders if there is a difference in pay among locations.

Ahmad Abed-Rabuh says he works for several companies, one of which is a trucking company. In the transportation industry there is a class A driver shortage. Experienced drivers are retiring, and as it is redundant work not many people want to do it. FedEx and UPS both had a version of what was described by drivers as an “abuse period.” This is no longer the case because of the driver shortage. This job used to pay \$16/hour two years ago and now is exceeding \$65k/year. Ahmad Abed-Rabuh says he agrees with training and allowing for growth. It is important for people’s careers. He says he is 28 and has had ten jobs. The only way he was able to achieve and succeed was through more training and more education. When he previously ran a franchise for Burger King they had a similar low wage problem. The company ended up doing a cost analysis. He wonders if the Port would be able to enforce that in this situation. Ahmad Abed-Rabuh says if you make stricter standards, airlines may stop coming to PDX. He wonders how the Port accomplishes this but stays competitive. He also agrees with Erwin Bergman on whistleblower’s protection.

Damon Turner thanks Kasil Kapriel and James Davidson. He says James Davidson’s presentation really stuck out, about how people leave for other jobs. He is curious to hone in more on what jobs people tend to leave and where they tend to go. He says a strategy may come from that information.

Mike Sloan thanks the speakers. He states that in the media age we live in, symbolism is important. Even if the Port cannot enforce strict standards, they can make a statement and maybe push Salem to act.

Sam Imperati thanks everyone and announces it is 5:07 pm. He reminds everyone to please fill out meeting evaluations and to be as direct and concise as possible for the roundtable.

Roundtable Updates and Discussion

Sam Imperati facilitates the roundtable updates by going around the room and allowing each CAC member an opportunity to share.

Nick Atwell says there was recently a wildlife hazard cargo incident and the damaged equipment is not reparable. It is currently out of service. The cost is unknown but is estimated as over \$6 million.

Martin Slapikas says they are concerned by the lack of a plan regarding emergency evacuation disaster control on Hayden Island. He says they only have one access point on and off the island. The census documents 2700 residents, but shoppers come through too. There can be up to 12000 people on the island during holidays. He says this is a major concern on the island and in surrounding areas.

Erwin Bergman says at a previous meeting, there were concerns about mile long trains right by the Cully neighborhood with tracks only a couple hundred feet from homes. He says the trains are often parked for long periods of time. They are concerned about safety, specifically for when oil is transported. They are also concerned about accidents, derailments, and the possibility of people intending to cause damage. He tells a story of someone who reloads 50 caliber shells and has clientele all over the northwest. He says if someone put a bullet in a tanker that would cause real problems.



Micah Meskel asks where safety may fit in the sustainability diagram.

Meeting Wrap Up

Sam Imperati asks if there is anything else anyone would like to add. He thanks the group and says he will see them in a couple of months.

Dates: The following dates are for our meetings in 2015.

- April 1, 2015 (Port of Portland Headquarters)
- June 24, 2015 (Port of Portland Headquarters)
- October 21, 2015 (Port of Portland Headquarters)

Please read the April 2015 meeting notes for corrections to the January notes that were made during the April meeting.



PDX CAC Meeting Evaluation Summary

JANUARY 15, 2015

Evaluation Forms

	Poor	Fair	Good	Very Good	Excellent
1) OVERALL MTG QUALITY	0	0	1	4	3
2) PACING	Too Slow 0	Little Slow 2	Just right 7	Little Fast 1	Too Fast 0
3) PRESENTATIONS	0	1	1	6	2
4) DOCUMENTS	0	0	2	4	2
5) DISCUSSION	0	0	2	5	1

6. MOST USEFUL?

- Everything on the power point
- Future cost analysis/projects
- Sean’s update was great!
- Workplace Initiative
- Discussion!
- Variety of topics, PDX updates

7. LEAST USEFUL?

- 1:10 pm written start time, but 1:30 pm actual starting time
- SEIU? No opposition
- One port staffer read the text on his slides - not necessary. He was better when he dealt with material not on the slides.
- Need to perhaps do staff presentation more concisely, to allow for more discussion, Q&A

8. COMMENTS AND SUGGESTED TOPICS FOR FUTURE MEETINGS?

- Maybe 3 breaks instead of 2?
- More *hot* coffee
- Where is the airline handler rep?
- Thank you for starting the conversations with Workplace Initiative
- Good meeting overall



- Sound system needs tweaking

PDX CAC charge:

- *Support meaningful public dialogue related to PDX planning and development.*
- *Provide an opportunity for the public to inform decision-making related to PDX.*
- *Increase public awareness about PDX and affected communities.*