

**MINUTES  
REGULAR COMMISSION MEETING  
THE PORT OF PORTLAND  
May 14, 2025**

Following due notice to the public, the regular meeting of the Board of Commissioners of the Port of Portland was held at 9:30 a.m. in the Chinook conference room of the Port's administrative offices, located at 7200 NE Airport Way, and virtually for those Commissioners, members of the public, presenters and staff unable to attend in person. The meeting was streamed live on the Port's website and YouTube channel.

A recording was made of these proceedings. The recording, and the full Commission agenda, is available on the Port's website: [www.portofportland.com](http://www.portofportland.com). The following written minutes constitute a summary of the proceedings.

**QUORUM**

Commissioners present were: Katy Coba, President, presiding; Rukaiyah Adams; Mike DeVaughn; Sam Johnson; Katherine Lam; Richelle Luther; Meg Niemi; Ketan Sampat and Stuart Strader. Also present were Curtis Robinhold, Executive Director, and participating staff members.

**MINUTES**

Commissioner Coba called for a motion to approve the minutes of the Regular Commission Meeting of April 9, 2025 and the Special Commission Meeting of April 21, 2025. Commissioner Strader moved to approve the minutes. Commissioner DeVaughn seconded the motion, which was put to a voice vote. Commissioners Adams, Coba, DeVaughn, Johnson, Lam, Luther, Niemi, Sampat and Strader voted in favor of the motion.

**EXECUTIVE DIRECTOR'S REPORT**

Curtis Robinhold addressed the Commission and audience; his comments covered the following general topics:

- Welcomed the new Port employees in the audience;
- Acknowledged the Port's monthly safety champions and asked Dan Pippenger, Chief Aviation Officer, for this month's safety message;
- Noted PDX Next took home the Governor's Award, which reflects the industry's deep appreciation for work that has enhanced the Oregon visitor experience and elevated the travel and tourism industry. PDX was also the recipient of the 2024 Portland Award, which recognizes the greatest overall contribution to Portland's visitor industry;
- Said May 7 was the deadline to have your license or state-level ID be REAL ID compliant. He said the rollout was successful and the Transportation Security Administration saw a high compliance rate with less than 2% of travelers showing up without a compliant form of ID;
- Noted the Port is creating more opportunities for people to work with us or with other agencies like us. For the second year in a row, we teamed up with other public agencies for Public Werks! Career Fair to connect job seekers of all backgrounds and levels of experience with meaningful opportunities in the public sector. He noted attendees could get a free professional headshot, participate in resume reviews and mock interviews;

- Said on May 19 the Port will hold Pathways to Prosperity, the Port’s first day-long offering of workshops and information sessions targeted to local small business owners, entrepreneurs and craftworkers. Our goal is to make it easier for more people to do business with the Port. He thanked Commissioner Lam for giving the keynote address; and
- Noted as part of International Trade Week, the Port will be participating in the Oregon Consular Corps’ annual Celebrate Trade event. He said he was looking forward to honoring Oregon businesses that represent us in the global market and celebrating the next generation of leaders who will shape our region. He said it is especially important to connect and celebrate the value of trade at a time when international trade is being challenged.

Following Mr. Robinhold’s remarks, there were comments from the Commission.

Commissioner Coba called for a motion to approve the Executive Director’s Report. Commissioner Niemi moved to approve the Executive Director’s Report. Commissioner Lam seconded the motion, which was put to a voice vote. Commissioners Adams, Coba, DeV Vaughn, Johnson, Lam, Luther, Niemi, Sampat and Strader voted in favor of the motion.

**PUBLIC COMMENTS**

Blaine Ackley, a resident of Hillsboro, and Miki Barnes, a resident of Banks, addressed the Commission. Their written statements are attached to the minutes.

**GENERAL DISCUSSION**

Asian American, Native Hawaiian, and Pacific Islander Heritage Month

Emily Rice, IT Senior Manager, and David Hwang, Principal Financial Analyst, provided an overview of the history of Asian American, Native Hawaiian, and Pacific Islander Heritage Month and the Port activities planned to celebrate the month.

Following the presentation there were comments from the Commission.

Environmental Program Overview

Jenn Bies, Environmental Director, provided an overview of the Port’s Environmental Program, including the group’s core functions. She provided a high-level overview of the areas of focus: Water Quality and Conservation, Waste Minimization, Natural Resources, Aviation Noise, Energy and Air Quality.

Following the presentation there were questions and comments from the Commission.

**ACTION ITEMS**

Agenda Item No. 1

**PORT OF PORTLAND FISCAL YEAR 2025-2026 BUDGET APPROVAL**

This agenda item requested that the Commission, acting as the Port of Portland’s (Port) Budget Committee, approve the Port’s Fiscal Year 2025-2026 Budget and authorize its submission to the Multnomah County Tax Supervising and Conservation Commission for the TSCC’s public hearing on June 11, 2025.

Fran Breeding presented the Executive Director's recommendations as follows:

BE IT RESOLVED, That the Port of Portland's Budget document for Fiscal Year 2025-2026 as presented to the Port of Portland Commission is approved; and

BE IT FURTHER RESOLVED, That the maximum tax levy for the Bond Construction Fund of the Port of Portland be set at a rate of \$0.0701 per thousand dollars of assessed value, such rate subject to the local government limitation; and

BE IT FURTHER RESOLVED, That the Budget Officer is directed to submit the Budget document to the Tax Supervising and Conservation Commission for a public hearing and for orders, recommendations or objections as provided by law.

Following the presentation there were questions from the Commission.

Commissioner Coba called for a motion to approve the recommendations. Commissioner Niemi moved to approve the recommendations. Commissioner DeVaughn seconded the motion, which was put to a voice vote. Commissioners Adams, Coba, DeVaughn, Johnson, Lam, Luther, Niemi, Sampat and Strader voted in favor of the motion.

#### Agenda Item No. 2

#### COLLECTIVE BARGAINING AGREEMENT – PARKING ENFORCEMENT AGENTS – PORTLAND INTERNATIONAL AIRPORT

This agenda item requested the approval of a four-year collective bargaining agreement between the Port of Portland and the American Federation of State, County and Municipal Employees, AFL-CIO, representing the 15 Parking Enforcement Agents, employees who monitor and manage traffic on the roadways fronting the terminal at Portland International Airport.

Blaise Lamphier presented the Executive Director's recommendations as follows:

BE IT RESOLVED, That approval is given to enter into a collective bargaining agreement with the American Federation of State, County and Municipal Employees, AFL-CIO (AFSCME) for a four-year extension, beginning July 1, 2024, setting forth wages, fringe benefits and working conditions for the Parking Enforcement Agents at Portland International Airport, consistent with the terms presented to the Port of Portland Commission; and,

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

Following the presentation there were questions from Commissioner Lam.

Commissioner Coba called for a motion to approve the recommendations. Commissioner Niemi moved to approve the recommendations. Commissioner Lam seconded the motion, which was put to a voice vote. Commissioners Adams, Coba, DeVaughn, Johnson, Lam, Luther, Niemi, Sampat and Strader voted in favor of the motion.

Agenda Item No. 3

PURCHASE AND SALE AGREEMENT – TRAMMELL CROW PORTLAND DEVELOPMENT, INC. – HILLSBORO AIRPORT

This agenda item requested approval of a Purchase and Sale Agreement conveying real property adjacent to the Hillsboro Airport from the Port of Portland to Trammell Crow Portland Development, Inc. for land assemblage in support of industrial development near HIO.

Stephen Winkle presented the Executive Director’s recommendations as follows:

BE IT RESOLVED, That approval is given to sign and execute the Purchase and Sale Agreement with Trammell Crow Portland Development, Inc., conveying real property adjacent to Hillsboro Airport, consistent with the terms presented to the Commission; and

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

Following the presentation there were questions from Commissioner Lam.

Commissioner Coba called for a motion to approve the recommendations. Commissioner Strader moved to approve the recommendations. Commissioner Lam seconded the motion, which was put to a voice vote. Commissioners Adams, Coba, DeVaughn, Johnson, Lam, Luther, Niemi, Sampat and Strader voted in favor of the motion.

Commissioner Coba recognized Dan Gilkison for his promotion to Director of Engineering.

The meeting adjourned at 11:09 a.m.

\_\_\_\_\_  
President

\_\_\_\_\_  
Assistant Secretary

\_\_\_\_\_  
Date Signed

May 14, 2025

Chair Coba and Commissioners:

I come before you today with two main issues on my mind and the juxtaposition of those issues with recent actions of the Port and the Commission. And the answer to those two issues brings a third issue that is even more distressing in my mind.

First, we have the Port abandoning all of its DEI language in policy and programs at a special meeting. Without checking with other Port Authorities and without any legal challenge whatsoever, the Commission gives up their Constitutional Rights and the rights of the public and workers who use and serving the Port. I would remind you that if you don't stand up for your rights you will lose them and you chose to lose them because of the money that you might lose from the FAA if the government's position was held up in court.

Second, prior to this (in my view) catastrophic action DEI action from the Port Commission, and after years and months of delay, deflection, and obfuscation, I received an email message from the Port that sometime in the summer or next fall, the Port will have a Draft Plan about ending the sale of leaded avgas at the Hillsboro and Troutdale Airports.

In the first instance, we have the possibility that the Port could lose money from federal grants unless DEI language was eliminated. In the second instance where the health and well-being of the citizens in the vicinity of these airports is concerned, the Port is dragging its feet in doing anything meaningful. THIS IS A PUBLIC HEALTH CRISIS, and the tactic is to delay and deflect.

As a wise person once said, follow the money and that is exactly what you have done.

You already know that this is a morally reprehensible and you will have to live with that on your conscience for the rest of your lives. I suspect that many of you are not happy to be in this position. If that is true, then DO SOMETHING!

How will you explain this vote to your children and grandchildren?

In closing, I would like to ask you to stop the Port from allowing the Hillsboro Air Show to continue. With the airshow, you are slapping the residents in the face. Oh, you don't like the lead in the air, well let's give you an overload of lead emissions over three days. I will tell you that we must leave town because we are directly in the flight path and the noise is so loud that it physically shakes our house and of course allows the fine lead particles into our playgrounds, yards, vegetable gardens, and ecology. We don't need or want the airshow.

Blaine Ackley, Hillsboro

Date: May 14, 2025

Dear Chair Coba, Members of the Commission,

Thank you for this opportunity to provide testimony.

I would like to voice my opposition to the 4/21/2025 decision by the Board of Commissioners to revoke the Port's social equity policies in an effort to comply with the Trump Administration's all out assault on diversity and inclusion. The Port cited their narrowly defined mission, "to promote trade, travel, and economic development," as justification for their decision, an excuse that is all too often put forth to rationalize the negative impacts of Port activities on social justice, public health, the environment, ecological diversity and livability. Sadly, the Port has a long history of over-valuing the acquisition of money and financial gain at the expense of the many. In this case the possible loss of \$145 million in federal grants took precedence over the greater good.

As delineated in ORS 778, the Port has many of the powers of a municipality, including the ability to declare eminent domain, pass ordinances, issue bonds, acquire property and levy taxes. Yet the members of the commission are not elected; instead, they are appointed by the Governor. As such they represent narrowly defined economic values rather than the wholistic interests of the greater community.

Port statutes are desperately in need of an urgent legislative update, one that places equity, inclusion, democratic engagement, public health, environmental justice, ecological diversity, and climate impacts front and center.

According to 4/24/2025 Oregonian article by Jonathan Bach,

"Oregon Gov. Tina Kotek — who as governor has appointed three members of the Port of Portland commission and elevated Coba to serve as its president — on Monday said the Port 'didn't have a lot of choice' but to drop its equity policy because of the federal funding on the line."

To be clear, Port commissioners did have a choice just as Harvard exercised it's choice to oppose heavy-handed government policies. The Port could have assumed a leadership role on social equity policies but instead capitulated. This was a choice.

A 2/14/2021 Oregonian article by Jeff Manning, Port of Portland Looking at Alternative Uses or Sale of Major Assets to Further New 'Shared Prosperity' Initiative, stated that,

"The Port of Portland is considering a major overhaul...the restructuring is part of a sweeping philosophical shift away from facilitating trade for powerful business interests to a 'shared prosperity initiative' intended to spread the wealth to people of color, the poor and the marginalized. In some cases, that could mean selling off profitable operations in order to pursue these new, broader aims, which are taking root amid a resurgent civil rights movement..."

Unfortunately, this commitment to shared prosperity was short-lived.

I urge you reinstate Port social equity policies and to take a strong stance against the blatant racist and white privilege agenda as well as the environmental roll-backs promoted by the current administration.

Please include these comments in full in the minutes for this meeting.

Sincerely,

Miki Barnes

Sources:

Port of Portland Revokes Equity Policy Over Federal Funding Concerns by Ryan Haas. Oregon Public Broadcasting. (4/21/2025)

Port of Portland Shifts Stance on Equity Amid Federal Crackdown. KGW 8. (4/21/2025)

Port of Portland Revokes Social Equity Policy. KATU. (4/21/2025)