



PDX COMMUNITY ADVISORY COMMITTEE

CHARTING A COURSE FOR PDX

ANNUAL REPORT 2019





BACKGROUND

The 30-member Portland International Airport Community Advisory Committee was created as a result of the 2008-2011 PDX Airport Futures planning process. The committee includes 20 voting members and 10 ex officio members representing diverse, bi-state, regional interests. The committee meets quarterly. Members serve three-year terms.

New members Cathy Kellon, Nickole Cheron, Sam Brooks and Angel Effett joined the committee in 2019. Thank you to departing members Tina Burke and Corrina Chase.

A list of PDX CAC members is provided at the end of this report and their bios are found under the “Committee Members” tab at: <https://www.portofportland.com/Committees/CAC>



PDX CAC MISSION

The PDX CAC mission is to:

- Support meaningful and collaborative public dialogue and engagement on airport related planning and development;
- Provide an opportunity for the community to inform the decision-making of jurisdictions/organizations related to the airport; and
- Raise public knowledge about the airport and impacted communities.

A key focus of the committee is to work toward assuring that PDX and the Airport Plan District become the most sustainable in the world in recognition of the long-term, critical interconnection between economic development, environmental stewardship and social responsibility.

PDX CAC CHARGE

The PDX CAC focuses on five functional areas related to PDX and its impacts on surrounding communities:

1. Review and comment on airport related planning and development projects, studies and design of future master planning processes.
2. Monitor sustainability goals, strategies, initiatives and projects and policies related to PDX and recommend refinements to programs.
3. Monitor implementation of Airport Futures City-Port agreements on sustainability, transportation mitigation, natural resources mitigation, noise issues, the PDX CAC and other community issues.
4. Promote two-way communication and information sharing related to the airport between all stakeholders and play an active role in PDX public involvement activities.
5. Provide policy recommendations on aviation and land use issues, an annual evaluation of PDX CAC accomplishments and a report to PDX CAC sponsors and other jurisdictions/organizations appointing members to the PDX CAC.

2019 YEAR IN REVIEW

The PDX Community Advisory Committee (CAC) held four meetings in 2019 at Port of Portland Headquarters located at Portland International Airport. Each meeting had a special focus, and included airport business and project development overviews, sustainability updates, member roundtables and public comment opportunities. The final meeting of 2019 included a construction tour of the extension of Concourse E. New members were welcomed to the PDX CAC at the April and June meetings.

Key topics discussed over the course of the year included the PDX Next program (and in particular, the Terminal Core Project), transportation projects impacting access to and around the airport, equity issues in a variety of contexts, updates and changes to the PDX Small Business Development Program, environmental and sustainability initiatives, and how the Port is addressing seismic resiliency. The PDX CAC also awarded funding to community sustainability and environmental projects as part of our ongoing Natural Resource Program.

2019 Meeting #1: January 23, 2019

Meeting Topics:

- PDX Capital Program Update
- PDX Next Concourse B Renovation (Public Notice)
- PDX Business Update

The January meeting focused on the PDX Next program and other planned capital projects at PDX. Financing and capital planning are critical in the overall development and operations of any airport, and particularly at PDX as we prepare for large construction projects over the next few years. Terri Burk, Senior Manager of the Port's Aviation Capital Planning Group, discussed the capital program, when capital planning is necessary, and planning for upcoming capital projects at PDX.

Terri discussed enlarging areas for aircraft to remain overnight on the north side of the airport east of Concourse E, energy conservation projects, and rehabilitation of the southeast ramp to improve stormwater quality. Beyond the PDX Next

Terminal Core Redevelopment project, other terminal capital projects include the replacement of up to 16 passenger boarding bridges that have reached the end of their useful lives.

The CAC also discussed future improvements to the Airport Way and NE 82nd Avenue interchange as that intersection continues to see increased traffic and congestion. CAC members asked questions about tolling options and how the intersection might change.

Sean Loughran, Senior Long-Range Planning Manager for the Port, presented on the Concourse B project – part of the PDX Next program that prepares the airport for growth over the next 20 years. This material was presented as part of a formal public notice required for development projects that exceed \$540,000.

The presentation included details on various components of the project, including the temporary relocation of Horizon Airlines from Concourse A to Concourse C, which will allow



Artist rendering of the future Concourse B interior, slated to open 2021. The PDX Next development program is a focus of CAC input.



CAC members expressed support of the Concourse B project, which will upgrade services and enable double-tracking of TriMet's Red Line to PDX.

for the demolition of Concourse A and the rebuilding of Concourse B. The goal of the Concourse B project is to upgrade the level of service in the airport's ground loading facilities on Concourse A and accommodate changes to aircraft types used for regional service. The renovation also enables TriMet's Red Line MAX project to double-track light rail all the way to the main terminal, making more frequent MAX service possible and providing space for a bike and pedestrian roadway south of Airport Way. Sean showed future renderings of Concourse B and answered questions from the CAC.

CAC members posed a variety of questions, including how rental car demand may shift as autonomous vehicles begin to be used (and the resulting demand for garage space), the length of time that Horizon will be in temporary facilities, and whether existing concourses will be renamed. Sean responded that market projections show healthy rental car demand for the next several years with continued growth, and that the Port is preparing to reuse excess space near the terminal for rideshare companies such as Uber, Lyft, and Wingz. Horizon will be in temporary facilities for approximately 16-24 months, relocating to Concourse B when the project is completed. There are no plans to re-letter concourses to account for the removal of Concourse A. There were no questions from the public.

During the meeting roundtable, environmental and noise issues were discussed, including bird mitigation and bird strike issues, planned changes to watercourses in the Washougal area and an update about noise complaints from Joe Smith from the Port's Citizen Noise Advisory Committee (CNAC).

Colonel Chris Lantagne from the Oregon Air National Guard (ORANG) gave an update about the issue of FAA-required fire-fighting foam used at airports. He said there are environmental concerns about these chemicals but no clear guidance or regulations about disposal. CAC members were given contact information for ORANG's environmental manager to distribute to their constituencies.

There were other discussion items, including a CAC member expressing appreciation for including private jet interests during PDX construction, Columbia-Lombard corridor study

funding and an invitation for CAC member Ana Muñoz to join the concession RFP selection committee. No public comments were received.

Vince Granato, the Port's Chief Operations Officer, presented his business update. Airport operations have remained normal during the government shutdown. Vince also talked about off-airport drones and the complexities around ensuring safe operations as there are limited tools for airport sponsors to address the issue. Nearly 20 million passengers passed through PDX last year, services grew four percent in the last year, and rental car companies recently signed 20-year leases.

The discussion then turned to projects underway, including relocating the toll plaza, a project expected to open late in 2019 to facilitate construction of the Parking Additions and Consolidated Rental Car (PACR) project, and placement of the last beam for the Concourse E expansion. Solicitations for new concession space on Concourses D and E gates were issued, including evaluation of pay and benefit practices. A Workforce Partnership Agreement for contractors working at the Port was implemented, as was a social equity policy with Commission support.

Future Real ID requirements were also discussed. Current licenses issued by the Oregon DMV will not be valid for airline travel beginning October 2020, although the DMV will start issuing compliant licenses in July 2020. Many will not know about this requirement and may be unable to travel. The Port has started working with the DMV and TSA on a communications strategy for these new requirements.

Actions Taken:

- PDX CAC asked questions and learned about capital projects including the PDX Next program and the 82nd Avenue/Airport Way interchange improvement proposal.
- PDX CAC received public notice about Concourse B renovations.
- PDX CAC members expressed support of the multi-modal nature of PDX Next project to ensure transit and bike/pedestrian access to the terminal.
- PDX CAC asked questions about environmental mitigation for hazardous materials related to fire suppression and CAC members discussed how to get this information to their constituencies.
- PDX CAC member Ana Muñoz joined the selection committee for concession RFP's.



Construction workers install the final beam for the Concourse E expansion, the first major endeavor of the PDX Next Terminal Balancing project. The PDX CAC provided input on this project, which maximizes existing facilities, creates future flexibility and enhances the passenger experience.

2019 Meeting #2: April 18, 2019

Meeting Topics:

- Roundtable Updates and Discussion
- PDX Business Update
- Earthquake and Climate Change Resiliency
- Cargo Activity at PDX

The CAC welcomed two new members: Cathy Kellon, executive director of the Columbia Slough Watershed Council and Nickole Cheron with the City of Portland's Office of Equity and Human Rights.

Roundtable discussions included an update from ORANG's Colonel Chris Lantagne regarding a new community group to move forward on addressing fire suppressing foam (PFAS) issues, including CAC members Erwin Bergman and Cathy Kellon. Nickole Cheron expressed concerns about information given to people who are mobility impaired by airport volunteers, Jeff Owen was asked about the site for a new TriMet bus facility on Columbia Boulevard and Erwin Bergman expressed concerns about TriMet's decision to eliminate paper tickets, which negatively impacts some riders.

Dan Pippenger, Director of Planning and Development at the Port, talked about range of topics during the airport business report. He started with recent successes, including the Excellence and Service Awards Reception, which honored more than 160 airport frontline and service employees, and the success of the volunteer musician program that started after the events of 9/11. The musician program has been more successful than anticipated. Passenger volume in the first part of 2019 was up 2.4 percent, a bit more than expected, and air cargo volume is up 17.3 percent over last year, a trend that the Port is encouraged by.

Dan answered several questions from CAC members regarding cargo volumes, confusing arrows painted on Airport Way near the terminal, runway resiliency after a large earthquake, the pet policy at PDX versus other airports, and potential tolling in the region, including the area around the airport.

Dan went into greater detail about PDX preparedness and resiliency for a large earthquake. In general, the Port is planning more for earthquake resiliency than climate change as a large earthquake will affect Port facilities more directly than higher temperatures or different weather patterns. PDX

is seen as an important resource for getting supplies into the region after a large earthquake.

The Port is integrating its resiliency planning with the Oregon Resilience Plan to ensure that plans are aligned with other agencies statewide. As part of preparedness planning, the Port assesses how resilient different parts of its infrastructure needs to be. Some structures can be built or retrofitted to allow people to survive an earthquake event, with the building requiring extensive repair following the event. Other structures can be designed and built to sustain minor damage but remain functional post-event.

The functions of different structures and projected post-event needs play a large part in determining the appropriate level of resiliency investments. Improving the seismic resiliency of a structure can add significant cost to construction projects, and the Port is trying to be as strategic as possible about where to make these investments. In the PDX Next program, for example, the new main terminal will have seismic upgrades which enable it to protect those inside during an earthquake event, yet Concourse E and the new Rental Car Center will receive additional upgrades that ensure some level of post-event functionality.

Runway resiliency is seen as a critical investment to ensure the ability to handle aircraft activity for response and recovery after an earthquake. The Port is investigating options for improving resiliency of a runway at PDX, including studying how soils under each of the runways might behave during an earthquake.

Ron Glanville asked about levees in the airport area. Dan said that current projections indicate that the levees will likely withstand an earthquake, and that the US Army Corps of Engineers could likely adjust water levels from upriver dams on the Columbia River following an event to prevent water intrusion. Other CAC questions were about fuel pipelines owned by private entities, resiliency of the Hillsboro Airport, uses of alternative fuels to mitigate climate change and adaption versus mitigation when preparing for catastrophic events.

Derek Jaeger, Senior Research Analyst with the Port, shared that air cargo is a growing part of the Port business. Derek talked about cargo demand dipping after the 2008 recession, but some service has returned and is recently increasing. Unlike Seattle, PDX's cargo mix is more varied, with year-round demand for many commonly shipped items. Cargo is carried on dedicated cargo airlines and in the belly of passenger flights. He said cargo volumes increased five percent over last year and 10 percent over the last 10 years. PDX is well-suited geographically to serve air cargo customers in Asia.

Sean Loughran continued the cargo discussion. Cargo volumes have been on the lower end of 2010 Master Plan estimates but are increasing. Some of this growth is



Soil liquefaction testing at PDX, as part of the Port's resiliency planning. Resiliency has been a continued focus of the CAC.

Actions Taken:

- The CAC welcomed new members Cathy Kellon, from the Columbia Slough Watershed Council, and Nickole Cheron, representing the PDX Access working group.
- Oregon Air National Guard is engaging with community members and PDX CAC on PFAS issues.
- PDX CAC discussed the Port's approach to resilience planning and investments, and the role of the airport in regional response and recovery.
- PDX CAC discussed recent cargo growth trends and the results of a study examining how that demand could be accommodated at the Airport.



Cargo loaded onto a Cathy Pacific Cargo plane. Air Cargo trends at PDX remain an area of interest for the CAC.

attributed to consolidation among cargo companies, consolidation of shipments through fewer ports, improved economic conditions and the increase in shipments from e-commerce.

Sean also discussed a development study focused on the south side of PDX and the ability to accommodate future cargo services. The study found that there are opportunities to handle additional cargo demand in the Air Trans Center for the next 20 to 25 years, particularly as some ORANG facilities

transition back to Port control and new areas for remain overnight parking are developed on the north side of the airport.

Although the last Master Plan identified a conceptual location for a third parallel runway in a portion of the area currently used for cargo, the need to develop this runway is at least 25 years away, if not longer, as carriers transition to larger aircraft which actually reduces the number of operations on the airfield.

CAC questions and comments concluded the meeting. The CAC and Port staff discussed building heights, ensuring land is reserved for a potential third runway, the recapture clause in the Port's lease contracts with tenants, the viability of using Troutdale or Hillsboro Airports as cargo reliever airports and the potential of using drones for cargo delivery. Sean talked about how the Port is watching the Seattle market. Seattle-Tacoma International Airport is more space-constrained than PDX, restricting their ability to accommodate additional cargo activity. PDX could see growth as a result. Cargo growth at Troutdale and Hillsboro is not expected.

Finally, CAC chair Jeff Owen discussed the CAC's annual report to Port Commissioners and mentioned that the Coordinating Committee takes into consideration CAC feedback when planning upcoming topics

2019 Meeting #3, June 27, 2019

Meeting Topics

- Roundtable Updates and Discussion
- Updates on Sustainability, Business, Construction and Long-Range Planning
- Annual Forecast Updates
- Small Business Development
- Landside Access Strategy

Two new CAC members were welcomed: Sam Brooks, filling the Business Organization position, and Angel Effett from the Transportation Security Administration (TSA), filling the Airport Employee seat.

The roundtable session started with Nick Atwell, the Port's Natural Resources Senior Manager, reporting that there were 25 bird strikes at PDX last year. Mark Clark, Citizen Noise Advisory Committee (CNAC) chair, mentioned there will be a smartphone app soon to make it easier to report noise violations. ORANG's Overhead Continuous Descent Approach trials are complete, and Mark said the Guard has often considered CNAC's advice in efforts to reduce noise. Nickole Cheron reported potential issues with visually-impaired people receiving additional TSA screening and expressed concern about HB 3023 and impacts to regulations on private for-hire transportation. Maryhelen Kincaid reported that with the unanimous passage of Senate

Bill 431, levee oversight will now be overseen by one special district rather than four separate districts, and there was a survey the public could complete about this issue.

CAC facilitator Sam Imperati asked committee members Jeff Owen and Ron Glanville to provide a brief overview of their presentation to the Port commission on May 8. Both Jeff and Ron said the commission was engaged in the presentation and asked questions about the CAC annual report.

The CAC discussed the proposed mural in the north tunnel of PDX, to be implemented later in 2019. The Port selected two artists from the Portland Street Art Alliance as the artists for the new mural. CAC members were invited to participate in discussions on potential themes and are welcome to provide input or suggestions to the artists.

Dan Pippenger provided an update on PDX, reporting on current airport developments including summer passenger numbers, a 14.5 percent increase in cargo volumes primarily driven by e-commerce, and upcoming changes to Delta's Tokyo-Narita flights as the company moves to Tokyo-Haneda in 2020 – an airport located much closer to central Tokyo. Sun Country expanded service and Southwest marked their 25th anniversary serving PDX. Southwest directly employs 241 people at PDX. The concession selections for Concourses B and E are to be revealed at the Commission meeting next month with seven concessions added in total.



Kimberly Sutton (middle), the Port's Small Business Development Manager, with graduates of the Port's nationally recognized Mentor-Protégé program, which brings together emerging businesses with established companies. The Port's small business strategy is reviewed annually by the PDX CAC.

The Airport Concessions Disadvantaged Business Enterprise (ACDBE) participation rates are projected to be 34 percent at PDX with the new announcements, a level well above FAA goals. Dan said the Port worked to lower barriers of entry leading to a higher and more diverse number of applicants. Nickole Cheron's question about ADA compliance and vendors was addressed by Dan.

Dan provided updates on PDX Next projects under way, including the upcoming temporary relocation of Horizon Air flights to the end of Concourse C to allow for closure and demolition of Concourse A, and renovation of Concourse B. This transition will take place in November. Ticket lobby changes are also under way as United moves to the north lobby in November. Concourse B design is at 100 percent, and early enabling work has started for column construction for the Terminal Core Redevelopment project. The relocated toll plaza should be operational in November.

Sean Loughran provided the Annual Forecast Updates. Before beginning, he noted that Gina Tyan with Portland's Bureau of Development Services was in attendance. Ms. Tyan handles many of the public notice requirements for the

City. Sean talked about how the forecast is developed to project demand through 2035, and sometimes out to 2045. For 2019, passenger numbers are expected to be about 21 million, a 2.3 percent increase over 2018. The number of aircraft movements are currently on the low end of forecast as fleet mix changes increase the number of people on a flight and reduce the number of operations overall.

Members of the CAC expressed appreciation for the accuracy of previous forecasts. CAC members asked questions about airline trends at PDX compared to the rest of the world and the possibility of travel trends changing travel patterns to combat climate change.

Kimberly Sutton, the Port's Small Business Development Program Manager, presented on small business development and programs at PDX. She discussed the Port's small business program, including the Port's goal of awarding 20 percent of contract revenue to certified small businesses. Kimberly discussed recent successes with the program, including some small businesses that started with smaller contracts that are now bidding for larger contracts. PDX is considered the best airport in the nation for small business

development for the last seven years. The CAC learned from Kimberly that when it comes to equity in contracting, different programs have different assessment methods. The Port facilitates small businesses through mentorship programs, open houses and tradeshow. The Port awarded contracts to 54 small businesses in the last year and the Port is considering unbundling some contracts to provide more opportunities for small business engagement.

Mike Coleman, the Port's Senior Planner of Aviation Long-Range Planning, and David Aulwes from TriMet presented on a variety of landside access and transportation developments. Mike explained how modes of arrival have changed including the rapid increase of on-demand services from Transportation Network Companies (TNC's) such as Uber and Lyft. Taxi usage is down 50 percent, fewer private vehicles drop-off and pick-up passengers despite increasing passenger volumes, and MAX boardings have declined slightly. These changes are attributed to increased use of TNC's.

The Airport Way and NE 82nd Avenue intersection is increasingly congested, and the Port is studying ways make improvements. Mike mentioned this could be the busiest street in Portland with movement of more than 60,000 cars per day. He showed the current traffic pattern and proposed changes to the intersection, including an overpass for traffic turning left from NE 82nd to Airport Way, something that will eliminate three out of four traffic light conflicts. Ron Glanville inquired about additional traffic projects surrounding PDX and Mike talked about additional changes, including new traffic signals at NE 122nd and Marine Drive which will improve safety.

David Aulwes talked about double-tracking MAX all the way to the terminal once Concourse A is demolished in 2020. Between this project and improvements around the Gateway Transit Center, MAX Red Line reliability will improve, allowing for possible future service increases regionally.

Sam Imperati asked about the future of the cell phone lot. This may get moved in the future but will remain in place for now.

Actions Taken:

- PDX CAC welcomed new members Sam Brooks in the Business Organization seat and Angel Effett in the Airport Employee seat.
- PDX CAC discussed updates to PDX increases in passenger and cargo traffic and PDX projects including accessibility issues.
- PDX CAC learned about and asked questions about forecasting future airline passenger numbers, how these are derived and how closely they adhere to expectations.
- Initiatives to increase small business vendor participation and methods to ensure diversity of vendors were discussed.



Artist rendering of proposed changes to the intersection of 82nd Ave and Airport Way, improving traffic flow and reducing congestion. Looking north on 82nd, airport traffic would travel under eastbound traffic, and crossings for pedestrians and bikes would be simplified and safer. CAC members discussed ways to improve access to the terminal for travelers and employees, including this reconfigured intersection to accommodate future growth.

2019 Meeting #4: October 16, 2019

Meeting Topics:

- PDX Business Update
- Natural Resources Program Update
- Concourse E Presentation and Tour

At the request of CAC members, chair Jeff Owen will provide a report at each meeting to discuss upcoming topics of interest. In his first report, Jeff previewed a public notice item to be discussed at the January 2020 meeting, and future meeting topics that could include an overview of the Port's climate action strategy, efforts to improve accessibility, and regular updates on the PDX Next program as construction begins in earnest. Jeff encouraged people to provide additional ideas.

Vince Granato provided the PDX business update. The Port received final airline approvals for the Terminal Core Redevelopment Project, voting to approve \$1.65 billion to complete the project. Concourse A will close in November and those flights will move to the end of Concourse C. A ceremony or event is expected to mark the closing of Concourse A. Additionally, the new toll plaza is expected to open in mid-November. There are concerns about Real ID requirements for air travelers effective October 2020. Oregon DMV does not plan to start issuing compliant licenses and ID cards until summer 2020 and is publicizing alternatives for travelers. Vince fielded questions from CAC members on this topic.

CAC members asked questions about viability of airport concessionaires that have recently closed their in-town operations. Concessionaires that had closed in town plan to



New PDX parking exit plaza, opened fall 2019. The exit plaza relocation was an early component of the PACR project discussed by the CAC.

keep their airport restaurants open, except for Stanford's, which was to close anyway as part of the Terminal Core Redevelopment Project.

Jenn Bies, the Port's Environmental Operations Director, gave a briefing about the Port's work to investigate impacts from per- and polyfluoroalkyl substances (PFAS) historically found in aircraft firefighting foam. The Port entered into an agreement with DEQ for some cleanup. Responding to questions from the CAC, Jenn said groundwater issues at PDX likely will not be a significant problem considering the distance to wells. Colonel Chris Lantagne from ORANG discussed how they are working with the Port on this issue, as well as studying how PFAS has moved across their portion of airport property. Other questions addressed effects on wildlife, testing of materials used within the airport, and the possibility of adding contract and bid language about mitigating the use or new introduction of PFAS-containing materials used by vendors. No public comments were received during this portion of the meeting.

Sean Loughran provided a brief update on the natural resource program, including improvements to the Columbia Slough watershed. Sean reviewed the criteria for selecting groups for funding recommendations, and the recommendations from the CAC subcommittee for funding.

Matt Lee from the Columbia Slough Watershed Council (CSWC) and Tony DeFalco from Verde were introduced, with both seeking funding. CSWC requested funding for an engineered wetland at Whitaker Ponds, and Verde requested funding for savannah oak restoration. The engineered wetland will address water quality and temperature issues and savannah restoration would revive a grass field and remove invasive species by planting native species. Sean then discussed the Tree Canopy Enhancement Program and recommended funding. Because taller trees are not always compatible with aviation operations, tree-related projects are likely to be in other parts of the region away from the airport.

Before taking a vote, members of the CAC asked questions

Actions Taken:

- PDX CAC agreed to have CAC chair provide forecasts for topics at future meetings
- PDX CAC discussed concessionaire viability for those businesses that have closed locations outside the airport but maintain operations at PDX
- PDX CAC discussed issues related to PFAS at PDX and ORANG
- PDX CAC voted to approve grants to three environmental organizations
- PDX CAC went on a tour of the Concourse E extension construction area and viewed the progress of the new mural in the north tunnel



CAC member Ana Muñoz (right) poses with PDX mural artist Alex Chiu. In partnership with the Portland Street Art Alliance and the Port, Alex and co-creator Jeremy Nichols (not pictured) designed the mural in the north tunnel at PDX to celebrate the people, history and natural wonders of the Pacific Northwest.

and discussed how this positively affects adjacent communities, how these projects mitigate impacts of airport operations, the use of herbicides, and how herbicides were used. There were also questions and discussion about how trees are watered when first planted to ensure survival. Sam Imperati then called a vote and the CAC unanimously voted to grant CSWC \$16,550, Verde \$20,823 and Friends of Trees \$25,335.

After the vote, Devon Webster, PDX Next Development Consultant, talked about the Concourse E extension, slated to open in summer 2020. Southwest will relocate their operations to the new gates, balancing the number of passengers between the north and south sides of the airport. The new gates will also provide capacity for anticipated growth. Other highlights of construction were a consideration to pursue LEED gold certification, building seismically resilient gates, enhanced accessibility, and exceeding goals for MWESB participation.

After Devon's presentation, the CAC was taken on a tour of the Concourse E construction site and CAC members



The Port awarded \$25,335 to Friends of Trees, as part of the Airport Futures Natural Resource Program. The CAC reviewed and selected this project for funding this year, along with Columbia Slough Watershed Council and Verde.

learned more about how the concourse was being built. In addition, members of the CAC were able to observe artists in progress as they painted the new mural in the north tunnel.



Additional Activities

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

- Eight meetings of the Coordinating Committee
- Public notice and discussion for the Concourse B renovation project
- Orientation of four new PDX CAC members
- PDX CAC presentation to Port of Portland Commission on May 8
- Tour of Concourse E expansion and north tunnel mural project as part of the October meeting
- CAC members involved in selection of images used for the PDX north tunnel mural project
- Two meetings of the Natural Resources Ad Hoc Committee and additional review of projects and recommendations for funding

Meeting Evaluations

In their evaluations of 2019 meetings, PDX CAC members suggested specific improvements. These included suggestions to explore the relationship between the Port and airlines, emergency management, anti-liquefaction studies, aviation's role in climate change, comparisons to peer airports on performance metrics, additional background on grants and more in-depth conversations about inclusion. Other suggestions include disability accommodations for presentations and a reduction of paper used for meetings.

In written evaluations throughout the year, committee members offered many positive comments about meetings, presentations and process. These included appreciations of: the Port's Chief Operating Officer's delivery of information about airport operations; presentations on PDX Next, seismic resiliency, air cargo, small business program, and an update on the natural resources program. The committee also expressed appreciation for former Port Community Affairs Director Chris White and her contribution to the success of PDX CAC.

2020 Meeting Dates (subject to change)

- January 22, 2020
- April 22, 2020
- June 24, 2020
- October 21, 2020

COMMITTEE MEMBERSHIP

| Voting Members (20) | |
|--|---|
| Erwin Bergman <i>Central Northeast Neighbors</i> | Jeff Owen, Chair <i>Multi-Modal Transportation Representative</i> |
| Angel Errett <i>TSA, Airport Employee</i> | Col. Chris Lantagne <i>Military</i> |
| Ana Muñoz <i>Environmental Justice</i> | Greg Miller <i>General Aviation</i> |
| Sam Brooks <i>OAME, Business Organization</i> | Nickole Cheron <i>PDX Access</i> |
| Ben Bortolazzo <i>Portland Planning and Sustainability Commission</i> | Ron Glanville, Vice Chair <i>East Portland Neighborhood Office</i> |
| Dr. Steven Sachs <i>Clark County Neighborhood Representative</i> | Martin Slapikas <i>North Portland Neighborhood Services</i> |
| Dick Goldie <i>East Multnomah County Neighborhood</i> | Mike Sloan <i>Vancouver Neighborhood</i> |
| Maryhelen Kincaid <i>Citywide Land Use Interests</i> | Joe Smith <i>PDX Citizen Noise Advisory Committee</i> |
| Gavin Graham <i>Passenger Airline</i> | Adam Lyons <i>Northeast Coalition of Neighborhoods</i> |
| Micah Meskel <i>Environmental/Wildlife/Natural Resources</i> | Cathy Kellon <i>Columbia Slough Watershed Council</i> |

| Ex Officio Members (10) | |
|---|--|
| Nick Atwell <i>PDX Wildlife Committee</i> | Dan Moeller <i>Metro</i> |
| Dan Johnson <i>Clackamas County</i> | Tom Armstrong <i>Portland Bureau of Planning and Sustainability</i> |
| Chris Deffebach <i>Washington County</i> | Matt Hermen <i>Clark County</i> |
| Chad Eiken <i>Vancouver Community Development Director</i> | John Wasitynski <i>Multnomah County</i> |
| Vince Granato <i>Port Chief Operating Officer</i> | Available as a Resource <i>Federal Aviation Administration</i> |

Facilitator: Sam Imperati, ICMresolutions

Coordinating Committee consists of the Chair, Vice Chair, Sponsors (cities of Portland, Vancouver and Port staff) and committee facilitator



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Visit the PDX CAC Website at
<https://portofportland.com/committees/cac>