



# PDX COMMUNITY ADVISORY COMMITTEE

## CHARTING A COURSE FOR PDX

### DIGITAL PACKET FOR MEETING #38

Wednesday, Apr. 21, 2021

PACKET CONTENTS	CAC ACTION REQUESTED
1. Instructions for Meeting	Review
2. Meeting Agenda	Review
3. Building a Resilient Runway at PDX	Review
4. Funding Support Letter for Resilient Runway	<b>Provide Input</b>
5. Business Report	Review
6. CAC Interview Themes	<b>Provide Input</b>
7. Shared Prosperity	<b>Provide Input</b>





# PDX COMMUNITY ADVISORY COMMITTEE

## CHARTING A COURSE FOR PDX

### BEFORE THE MEETING

**Install Zoom:** To ensure appropriate functionality during the meeting, we highly recommend you download and install the Zoom software to your personal or work computer. To download, please visit: <https://zoom.us/support/download>. If you encounter difficulty, please reach out; we cannot guarantee your experience if you use a web browser rather than the official software.

**Save your unique link:** Committee members and Port staff will be added to the meeting as “Panelists,” which affords more functionality than “Attendees.” You should have received a special link sent through Zoom to your email address with the subject line: *Panelist for PDX Community Advisory Committee Meeting*. This will include a unique link that only you will use to log in to our meeting that reads “Click Here to Join”; please make a record of this link. For your convenience, you can also click the “Add to Calendar” function directly from that email.

**Review the agenda and draft meeting notes:** See agenda below; view abbreviated [draft meeting notes here](#).

**Join meeting with your full name:** When entering the committee meeting on Wednesday, be sure to display your actual name. Those who do not use their unique panelist link and instead use the public registration link (listed on the agenda) will be added as an attendee to the meeting rather than a panelist. We will only be able to promote you to panelist if your full name is displayed.





# PDX COMMUNITY ADVISORY COMMITTEE

## CHARTING A COURSE FOR PDX

### PDX COMMUNITY ADVISORY COMMITTEE MEETING #38

Wednesday, Apr. 21, 2021 | 12:30-3:30 p.m.

Virtual Zoom Meeting

Public Attendee Link: [https://us06web.zoom.us/webinar/register/WN\\_FK03M9m5S2CvtUft6Ga51w](https://us06web.zoom.us/webinar/register/WN_FK03M9m5S2CvtUft6Ga51w)

#### AGENDA

12:30-12:45 pm	<b><u>Introductory Comments and New Facilitator</u></b> <ul style="list-style-type: none"> <li>Introducing Anita Yap, MultiCultural Collaborative</li> <li>Meeting Agenda Review</li> <li><a href="#">[View]</a> Meeting Notes Approval (Jan. 2021)</li> <li>Chair Report</li> </ul>	<b>15 min</b>	Anita Yap, Facilitator  Jeff Owen, Chair
12:45-1:15 pm	<b><u>PDX Updates</u></b> <ul style="list-style-type: none"> <li>Business Report</li> <li>Q&amp;A</li> </ul>	<b>30 min</b> 15 min 15 min	Dan Pippenger, Port
1:15-1:25 pm	<b><u>Break</u></b>	<b>10 min</b>	All
1:25-2:10 pm	<b><u>Report on CAC Interview Outcomes</u></b>	<b>45 min</b>	Elizabeth Kennedy-Wong Port
2:10-2:55 pm	<b><u>Shared Prosperity</u></b>	<b>45 min</b>	Emerald Bogue, Port
2:55-3:05 pm	<b><u>Public Comment</u></b>	<b>10 min</b>	
3:05-3:10 pm	<b><u>Break</u></b>	<b>5 min</b>	All
3:10-3:25 pm	<b><u>Roundtable Updates and Discussion</u></b>	<b>15 min</b>	PDX CAC members
3:25-3:30 pm	<b><u>Meeting Wrap Up</u></b> <ul style="list-style-type: none"> <li>Meeting Evaluation</li> <li>Closing Comments</li> </ul>	<b>5 min</b>	Anita Yap, Facilitator

*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; and increase public awareness about PDX and affected communities.*



## **Building a Resilient Runway at PDX – A Transformative Opportunity for Oregon’s Earthquake Response**

The Port of Portland is deeply committed to supporting state and community needs during a crisis. The Port’s long-term resilience plan includes significant investments in seismic safety. The most transformational investment the Port is advancing is the development of a seismically resilient runway at PDX.



Following an earthquake of significant magnitude, the ground beneath the current runways at PDX is likely to settle and spread, cracking and breaking the runway pavement surface and rendering it unusable for aircraft. Without a usable runway, the airport will not be functional, and it may take up to one year or longer to rebuild a runway that meets federal standards for large flight operations. A resilient runway at PDX—one that can withstand the effects of liquefaction—could be an essential lifeline for many Oregonians.

### **A resilient runway at PDX will make it possible to:**

- **Save more lives** by completing more medical evacuations from Oregon’s most populous region as well as bringing in emergency responders, equipment and supplies to support medical operations and disaster relief efforts.
- **Help people get back into their homes and businesses** by flying in certified building safety inspectors to determine which damaged buildings are safe to re-enter and re-occupy.
- **Speed up the delivery of needed rebuilding supplies and aid** and fly in construction workers to support the work.
- **Reduce the duration of state-wide business interruption** and facilitate economic recovery.

### **Port of Portland efforts to-date:**

- 2017: Inspired by the seismic resilient runway at Sendai Airport in Japan, the Port began work on a seismic runway design.
- 2018: **The Port partnered with Oregon State University** to study the effects of liquefaction settlement that could occur post-earthquake. The results of this study helped complete a 30% design for rebuilding 6000-feet of PDX’s south runway.
- 2019: The Port worked with the National Institute of Building Sciences (NIBS) to complete a cost-benefit analysis of constructing the resilient runway. Results from the NIBS cost-benefit analysis **indicate that a resilient runway would help Oregon avoid \$7.4 billion in losses**, an estimated 50:1 cost-benefit ratio.
- 2021: **The Port is partnering with Portland State University to complete an equity study** that will highlight which workers and communities will be impacted by an airport shutdown.

### **Need for state and federal investment:**

- To-date, the Port of Portland has invested over \$850,000 in study and design; the total cost of a seismic resilient runway will be \$140-\$200 million and will require significant federal and state support.
- **The Port is seeking \$4 million in state and federal funds to support the next phase of design and development to further the planning work to a 90% design of the south runway.**



# PDX COMMUNITY ADVISORY COMMITTEE

## CHARTING A COURSE FOR PDX

April 21, 2021

To whom it may concern:

Re: Port of Portland request for Community Project Funding for FY22

We are writing in support of the Port of Portland (Port) request for funding for a seismically resilient runway at Portland International Airport (PDX), the largest commercial service airport serving Oregon and SW Washington. The Port of Portland seeks community project grant funding in Fiscal Year 2022 from the Federal Emergency Management Agency (FEMA) Pre-Disaster Mitigation program, Building Resilient Infrastructure and Communities (BRIC).

The PDX Community Advisory Committee (CAC) is a 30-member advisory committee that was a product of Airport Futures—a three-year planning process which created a long-range plan for PDX. The committee is charged with providing meaningful input on airport-related planning and development, and overseeing implementation of the Airport Futures plan. The committee is sponsored by three entities: City of Portland, Port of Portland and City of Vancouver.

Seismic resilience has been a topic of interest to the CAC and the subject of ongoing information and discussion. The Port has identified critical actions at PDX and its other facilities to strengthen community resilience in response to a Cascadia Subduction Zone (CSZ) earthquake. One of the projects is the construction of a seismically resilient runway at PDX. A resilient runway would be designed to survive a significant CSZ earthquake and support Oregon's relief operations.

To date, the Port has studied the effects of liquefaction settlement that could occur post-earthquake and completed an initial design for rebuilding part of PDX's south runway. The Port has also recently completed a cost-benefit analysis of constructing the resilient runway. This analysis showed that a resilient runway at PDX would help Oregon avoid \$7.4 billion in losses, with an estimated 50:1 cost-benefit ratio.

The Port seeks funding for the next phase of the runway project, to finalize its engineering design. This would result in a complete set of engineering and construction drawings that would provide the necessary technical information to begin construction of a seismically resilient runway.

Thank you for your consideration of the Port's funding request.

Sincerely,

PDX Community Advisory Committee



# PDX Business Report

Dan Pippenger, COO

## PORTLAND INTERNATIONAL AIRPORT UPDATE

TO: PDX Community Advisory Committee  
FROM: Dan Pippenger, Chief Operating Officer  
DATE: April 21, 2021

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### BUSINESS UPDATE

#### COVID-19 Impacts, Response, and Recovery

##### Passenger Volumes and Revenues

Although aviation demand is beginning to recover, passenger volumes at PDX remain down approximately 41% from pre-pandemic (2019) levels. We are beginning to see some increases in passenger traffic however – March 2021 traffic was up 10% compared to March 2020.

Revenue impacts from lower passenger volumes continue to be significant, although we are seeing some signs of recovery. We continue to see revenue declines of 51-72% compared to pre-pandemic levels across many airport business measurables, including parking transactions, rental car operations, and concessions.

##### Port Financial Stability

The Port continues to focus on aggressive cost containment strategies including limited staff furloughs and hiring freezes, elimination of business travel, most overtime, and limits on discretionary contracts. We have successfully completed a voluntary retirement and separation program that reduced administrative expenses without implementing a more significant reduction in force. We continue to examine our maintenance and capital spending to identify alternatives that could reduce financial stress.

##### Air Service Impacts

Airlines continue to make changes to their flight schedules as they adjust to the dynamic conditions of the pandemic recovery. Flight volumes and air service continue to be impacted, but we are seeing some improvement, particularly with domestic service to outdoor-oriented leisure destinations.

Allegiant, a new carrier at PDX, initiated services at PDX on April 15 and plans to serve seven cities from PDX by the end of the summer, including a number of new destinations from Portland: Billings, Des Moines, Grand Rapids, Idaho Falls, Monterey (California), Missoula, and Santa Maria. Sun Country also resumed service at PDX on April 15 to Minneapolis.



International travel remains significantly reduced, although some service to Mexico has been restored. Air Canada plans to restore service June 1. Icelandair has announced that service to Reykjavík will resume on July 1. Transoceanic services to Europe and Asia on Delta are suspended through summer 2021.

Air cargo operations remain strong, with transoceanic service on Cathay Pacific continuing three times per week. E-commerce and medical supply distribution continue to drive air cargo demand.

### Terminal Impacts

PDX continues to require face coverings for everyone in the terminal other than children under the age of two and people with medical conditions that preclude wearing a mask. Effective January 21, federal law began requiring face covering in these areas and on all domestic flights. Access to the terminal continues to be restricted to ticketed passengers only, except for those needing assistance. Meeter-greeter areas outside the concourse exits remain closed.

Concessions in the terminal are adhering to Oregon Health Authority guidance for counties in the high-risk category, which is the current risk level in Multnomah County. PDX restaurants are emphasizing to-go service with limited dine-in capacity. Retail shops are also capacity-limited. Seating in the food courts and public concourse areas have been revised to promote physical distancing. Delta has resumed limited operation of its lounge on Concourse D. The Alaska Lounge on Concourse C remains open.

The PDX volunteer program has launched a virtual information booth in South Baggage Claim, where travelers can speak with a PDX volunteer virtually via video link. DoveLewis has resumed its therapy dog program in the Terminal on a limited basis. The Travel Oregon Welcome Center in Baggage Claim has reopened.

### Vaccine Point of Distribution at PDX

The Port is partnering with OHSU and the American Red Cross to host a drive-through COVID vaccination clinic in the closed Economy Red Lot at PDX. OHSU is the lead agency, with the Port providing logistical support and the Red Cross providing volunteer support. Appointments are required through OHSU. The Port is eager to participate in this effort as we believe that vaccination is the best economic recovery tool.

Since beginning weekend operations on January 21, the PDX Red Lot operation has delivered more than 118,000 shots in arms. Starting in April, the Red Lot operation has expanded to four days per week. Operating days and hours vary dependent on OHSU's vaccine allocations.

Port, OHSU, and Red Cross staff are collaborating with FEMA and other vaccine sites in the region to share best practices and lessons learned. We're hopeful our Red Economy Parking Lot near PDX can help vaccinate thousands more in the weeks to come and are grateful for the work of OHSU staff and Red Cross volunteers who are making it happen.



### Airfield Impacts

There are no significant COVID-related impacts to the airfield at this time. In the early days of the pandemic, PDX offered emergency parking for aircraft on various portions of the airfield, including Crossfield Runway 3-21. Although some aircraft remain parked at PDX, they are in areas designated for aircraft storage and are not impacting airfield operations.

## **AIRPORT CONCESSIONS/PROPERTIES**

### COVID-19 Impacts

More than one year in to the COVID-19 pandemic, signs of recovery are beginning to increase at PDX. This year's spring break travel volumes were comparatively strong, and the concessions program achieved a 566% overall increase in sales over the same three weeks last year. We do expect this increase to level off somewhat following the spring break boost in travel, but it indicates a very encouraging potential trend for recovery through the upcoming summer travel season and beyond.

The Port's concessions team continues to apply flexibility in required operating hours, but as flights are added back into service and enplanement volumes increase, more concessions are voluntarily reopening and increasing their hours of business to meet the passenger demand. As recovery continues to accelerate, the concessions team will resume its expectations for broad operating hours.

The Port continues to evaluate the most appropriate methods for distribution of two rounds of Federal relief to concessionaires and rental car companies. Each relief package passed by congress includes its own stipulations for distribution, and the Port is analyzing ways to meet these requirements while achieving the most equitable sharing of these funds, which add up to more than \$10 Million.

### Concourse E Extension Concessions

Construction of new Concourse E concessions remains slower than expected due to COVID-19, but progress continues. Two new locations are planned to open in May – the Tender Loving Empire retail gift shop and the Evergreens counter service salad restaurant. Bambuza and Starbucks will be the next two to open early this summer, and two more locations - Stumptown Coffee and the Juliett restaurant - remain delayed.

### Terminal Core

Terminal Core project impacts to the concessions program have become very significant this year, most notably with the permanent closure of the pre-security Oregon Market/Clocktower Plaza in early April. The Port did relocate two of these concessionaires into three new temporary spaces in order to retain an adequate level of service pre-security for the duration of construction, including two Elephants Deli locations and one Travel Mart newsstand. Portland Coffee Roasters, Peet's Coffee, and Starbucks remain in place, although the latter two remain temporarily closed. These six locations now represent the entirety of the pre-security concessions program until new construction opens in 2023. 13 other locations were closed permanently, including some long-term partnerships dating back to the 1970s and 80s such as Nike, Made in Oregon and the Real Mother Goose, among others.



The concessions team hopes to reengage several of these partnerships with new locations in the Terminal Core project, and those conversations are already underway. There will be additional concessions closures and relocations in support of TCORE throughout the summer, to be included in the next CAC Business Report.

## PLANNING AND CONSTRUCTION UPDATE

### PDX Next Program

PDX Next is the Port of Portland's program to deliver a convenient, comfortable, uniquely PDX experience for travelers and employees now and into the future.

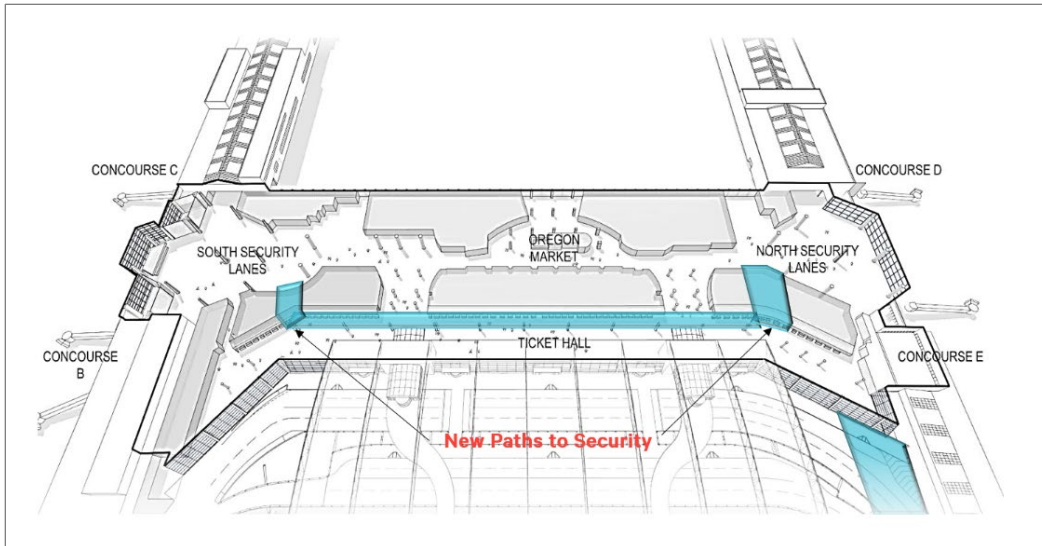
### New Main Terminal

It's been an exciting year for main terminal construction. Since our last report, we met three big milestones. In March, construction teams upcycled the Concourse Connector to create new pathways for passengers around the main terminal construction this Fall. To make room for the new main terminal footprint, we also closed Clocktower Plaza, moved the pathways from the ticket lobby to security and reconfigured both the north and south security checkpoints at PDX.



What did it take to [move each 1.7M pound segment of the Concourse Connector](#) overnight? 50 people on the project planning team, five Self-Propelled Modular Transporters synchronized to a single remote control and one operator who walked alongside the connector with support from spotters all around it.





*We moved the pathways from the ticket lobby to the security checkpoints by about 100 feet. This creates space for the new main terminal footprint.*

To bring the new main terminal design to life, construction crews will start soft demolition on Clocktower Plaza this month. If you haven't heard of soft demolition before, it's the technical term for deconstructing a building without removing any major structural components.

That means it's going to be loud in the ticket lobby and in the security lines at PDX for the rest of 2021. We know it isn't going to be easy to work or travel in this environment. Our communication team is preparing travelers for these changes through PDX digital channels, and our customer service teams is working on ways to support PDX employees and travelers with ear plugs and sensory kits.

### Concourse B Remodel

Structural steel is nearly complete on the bigger and brighter new home Alaska Airlines at PDX, with framing of the facades and interior spaces ongoing. In addition to welcoming Screen Door and Good Coffee to this new space when it opens in November, the new Concourse B marks the opening of the second permanent art installation at PDX. [Artist RYAN! Feddersen](#) is working with project team members to fabricate the components of her art installation, titled *Inhabitation*.



*When you step into the [bigger and brighter Concourse B](#), set to open in November 2021, Feddersen's new artwork will probably catch a glimpse of you before you realize it's gazing back. The optical illusion — technically known as a lenticular portrait — makes you not only pause to look at the art, but physically move around the space and change your vantage to see every dimension of it.*

### New Rental Car Center and Parking Additions

The new rental car center at PDX is the future home of our emergency communications center, which houses the 911 operators for the airport, Port Police, TSA, and other support services. With the seismic floor installation in the new rental car center now complete, this space can withstand a magnitude 9.0 earthquake and ensure emergency operations are back up and running at PDX within moments after a seismic event. This is a first for PDX.

Another first? The opening of all user restrooms in Port of Portland offices. In May, a group of 15 change ambassadors representing Port Police, TSA and emergency communications teams will welcome guest speaker and accessibility consultant Chuck Bernsohn to answer questions and talk about creating more welcoming and inclusive spaces for all at the Port and PDX.



### MAX Light Rail Service Interruption

Train service to the Terminal was restored in February 2021 following an interruption to facilitate demolition of Concourse A and remodeling of Concourse B. Further service interruptions are not anticipated. TriMet continues work on its Better Red project, which will extend Red Line service to Hillsboro Airport and improve reliability of service between PDX and Gateway Transit Center.



## **SUSTAINABILITY**

### **Nike and Delta Partner to Expand Use of Sustainable Aviation Fuels**

Nike has recently signed an agreement with Delta to purchase Sustainable Aviation Fuel (SAF) facilitated by Delta. Nike was the first company globally to reach an agreement with Delta. SAF is an alternative to fossil fuel and can reduce emissions by up to 80 percent during its full lifecycle. Examples include biofuels and synthetic fuels.

Port leadership, including our environmental team, helped spark the partnership by facilitating meetings beginning in late 2019. This agreement highlights Delta's commitment to biofuels, with a stated long-term goal of carbon neutrality. It also demonstrates the strong relationship between Delta and both PDX and the region's business community.

### **Regional Emergency Transportation Routes Update**

The Regional Disaster Preparedness Organization (RDPO) is preparing an update to designated Regional Emergency Transportation Routes (RETR) across the five-county region. The RETR system is intended to provide connectivity and access to critical assets needed for emergency response during a seismic event, with built-in route resiliency while ensuring reliable access especially to vulnerable and isolated communities. As shown on the [draft RETR map](#), many transportation links on and around PDX are in the RETR network, including Airport Way, Airtrans Way, portions of Cornfoot Road, Alderwood Road, Marine Drive, NE 33<sup>rd</sup> Avenue, NE 42<sup>nd</sup> Avenue, NE 82<sup>nd</sup> Avenue, and Columbia Boulevard. I-205 is a designated state seismic lifeline route.

The RDPO was formed in 2012 to coordinate regional preparedness efforts across the Portland Metropolitan area. The RDPO engages local governments including the Port and many local cities and counties, service provider districts, federal and state partners, and local large businesses.

## **OTHER**

### **Alderwood-Cornfoot-Columbia Job Connector Shuttle**

The new Alderwood-Cornfoot-Columbia Job Connector Shuttle will connect the Cully Neighborhood and TriMet bus routes to the businesses south of Columbia Blvd. and in Portland International Center.

The County and City continue to reach out to businesses who would benefit from the new shuttle service. The goal being to develop a service schedule that effectively meets their employees' needs. To-date, 21 businesses have responded and expressed their particular needs. The County and City are also preparing a survey for folks in the neighborhoods south of Columbia Blvd to learn how the shuttle can benefit them. That survey should be available in May.

The goal is to have the shuttle service up and running in time to support the seasonal spike in hiring during November and December.



### **Port Commission Welcomes New Members**

On March 4, the Oregon Senate approved Gov. Kate Brown's appointments of Ketan Sampat and Stuart Strader to the Port of Portland Commission. Their terms began on March 15, 2021. Sampat replaces Commissioner Tom Tsuruta and represents Washington County, while Strader replaces Linda Pearce as the Port's Clackamas County representative.

Ketan Sampat is co-founder and chief technology & product officer at The Provenance Chain Network, a company that works to bring transparency to commerce. He also serves as executive partner at Elevate Capital, Oregon's first institutional venture capital fund that specifically targets investments in underserved entrepreneurs. Building off his experience in business and technology, Sampat is adjunct professor at the School of Business Administration at Portland State University.

Stuart Strader has worked in the marine transportation industry for the last 16 years as a longshore worker and union leader. He has been a union officer for ILWU local for the past eight years, working directly with the Port and its partners to make Terminal 6 productive. Strader was a key partner in working to bring container service and other operations back to the terminal. He also spent seven years in various capacities as an administrator and instructor at Clackamas Community College and was a commercial real estate manager for six years.

### **Port Employees Working Remotely**

In response to the Governor's Stay Home order, most Port employees continue to work remotely and most meetings, including Port Commission meetings, are being held virtually. The Port follows the Multnomah County reopening timeline, and is identifying options to enable critical employees to return to work safely once that phase of reopening has been reached. That said, many Port staff will continue to work partially or fully remotely once reopening begins. The Port has not announced a date where return to work will begin.



# CAC Interview Themes

Port of Portland  
PDX Community Advisory Committee  
2021 Interview Summary Draft

## **PDX Community Advisory Committee's Mission**

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

## **Purpose and Process**

Port is positioned to embark on a significant initiative designed to address historic inequities resulting from how we have traditionally approached our work. The Shared Prosperity Initiative is intended to:

- Maximize how the benefits of our work accrue to Black, Indigenous and Persons of Color
- Create new opportunities for engagement with the community
- Result in long-term financial sustainability for the Port

Achieving success in these efforts will require us to look openly and honestly at how we have traditionally approached our relationship to the community. In order to successfully redress systemic racism, those historically impacted must be engaged in designing the solution. This is a different approach to community engagement and requires us to look at our existing practices, systems and relationships and be open to the possibility that new information and perspectives can add value to and change how we approach our work.

Over the past several months, the Port has been gathering feedback from community and business leaders on how our relationships and our work are received from their perspective (Community Engagement Assessment, CEA).

In addition to the CEA, Port staff began to review its protocols regarding the structure and function of the PDX Community Advisory Committee. For more than 10 years, the Port has engaged the PDX CAC to support the work of Airport Futures. Now we are preparing an update to the PDX Master Plan and are using this opportunity to evaluate the future structure and function of the CAC. As part of that review, staff interviewed CAC members. This information will be used to inform changes to the committee as it moves forward. The feedback from the CAC interviews will be added to the CEA Report. These are important points of data that inform our starting place with the community.

## **Themes**

- There is a lack of understanding among members about their role
- The committee wants a better understanding of how PDX impacts their communities
- The committee feels like they are not authentically engaged in discussion and providing advice
- The committee does not reflect the communities most impacted by PDX
- The Port benefits from having a sounding board that fulfills the requirements in the Airport Futures IGA



## Recommendations from Committee Feedback

<b>Best Practices</b>
<b>Committee Structure</b>
<ul style="list-style-type: none"> <li>- Create committee job description</li> <li>- Transparent and open recruitment processes</li> <li>- Clarify decision making for appointments</li> <li>- Establish diverse recruitment and participation goals</li> <li>- Create transparent and inclusive process for determining committee leadership (Chair, Coordinating Committee)</li> </ul>
<b>Committee Function</b>
<ul style="list-style-type: none"> <li>- Commit to following up on committee requests in a timely manner, create a tracking system</li> <li>- Clarify consensus with committee, staff and facilitator</li> <li>- Develop/update committee orientation</li> </ul>
<b>Additional Recommendations</b>
<ul style="list-style-type: none"> <li>- Apply Best Practices in engagement and equity to structure and function of committee</li> <li>- Work with committee to review and update structure and mission</li> </ul>
<b>Changes in Approach</b>
<b>Committee Function</b>
<ul style="list-style-type: none"> <li>- Work with committee members in developing the agenda and designing meetings</li> <li>- Consider the creation of subcommittees (based on member interest)</li> <li>- Increase representation on committee to include CBOs, freight, front line staff and business</li> </ul>
<b>Additional Recommendations</b>
<ul style="list-style-type: none"> <li>- Review and update Airport Futures IGA to reflect current needs and practices</li> <li>- Work with internal Port team to determine purpose and need of the CAC</li> <li>- Develop multidivisional collaboration and agreements to manage and support the CAC</li> </ul>

## Timeline

### February/March/April

Discuss and conceptually plan around feedback internally

Core CAC planning team – discuss feedback and create options for structural changes going forward

Review “menu” of options with executive sponsors (Pippenger/Leonard)

Share feedback and vet options with broader groups of internal stakeholders

Public affairs

Equity, DEI Core team

Project Delivery and Safety, Airport Operations and Long-Range Planning

Align on recommendation for CAC role/structure going forward

Engage new facilitator

Begin updating materials and templates (*some currently exist*)

Job Description

Recruitment protocols

Meeting feedback form

Issues tracking form (tool to track requests for information, presentations, decisions and disposition of agenda items)



Committee Matrix – track knowledge, skills and experience of committee members – tool to identify gaps in representation

Share feedback with Advisory Committee  
PDX CAC Meeting – April 21

**June**

PDX CAC Meeting – June 16

**October**

PDX CAC Meeting – Oct. 20

## Questions and Committee Feedback

*Responses aggregated into common theme areas*

### 1. Why are you on the committee?

- Want to contribute to the community and the airport (most participants)
- Connect the airport to the community
- Act as a watchdog
- Provide technical feedback and support
- Personally interested

### 2. How long have you been on the committee?

- More than half of participants have been on committee for 7-10 years

### 3. What is the role of the committee?

*Majority of respondents indicated they did not really know their role*

Other responses included:

- Committee is a check box for the Port
- Provide guidance; a sounding board for the Port
- Connect to community members, but I don't really know what is expected or how to do it?
- Don't feel I have a voice

### 4. What was your most important contribution?

- There was a disconnect between what I was told my role would be and what it is
- I don't feel I have contributed much (*several respondents shared this perspective*)
- Share information
- I have used my access to people in the room to support my community
- Encouraging the need for increased participation of communities of color in Port activities and economic development
- I have been unable to bring forward issues
- Speak to noise issues
- Participation on the Natural Resources Subcommittee
- Learn and provide feedback on PDX Next
- Mural

### 5. What does the committee do well?

- Lots of agency representatives in the room – good networking
- Clear agendas



- Bringing in different voices from the airport
- Good at providing information
- Facilitator kept things light, avoided conflict

**6. What can we improve?**

- Provide information that is relevant to the community
- Clarify the role of the committee
- What are we expected to do with all of the information?
- Don't avoid hard discussions
  - Use us for discussions
- Change committee format:
  - Increase number of meetings
  - Let committee influence the agenda (Verizon, noise, environmental)
- Increase focus on community impacts – change from updates on project time, scope and budget
- Educate committee and community about PDX – why should they care?
- How does the Port's equity efforts align with my community?
- Follow-up on discussions, recommendations and requests (several committee members indicated that this had not happened)
- Diversify participation
  - Age
  - Ethnicity
  - Move beyond neighborhoods
- Reduce the amount of time presenting
- Subcommittees

**7. Does the committee represent the voices of community members impacted by PDX operations?**

- No
- Neighborhoods are well represented
- Impacted communities need better representation
- Feel like tokenization is happening
- Business, Freight and Labor need to be represented

**8. What are ways that we can make this committee experience more enjoyable? What can we do to make your participation easier?**

- Better recruitment and application process
- Change meeting format
- More Tours
- Make information relevant to community
- Help committee understand what they are expected to do with all that information
- Would like to see connection between the CAC and the Port's broader DEI focus
- Use peoples time better
  - Why are we here?

**Committee Input Requested:** Did we accurately capture your feedback and experience? Do the recommendations reflect your suggestions and/or address your needs? Are there other recommendations you think should be added? Do you have any questions or concerns you'd like to share with us?



# Shared Prosperity

## Shared Prosperity at the Port of Portland

The Port makes a big economic impact in our region – estimated at \$6.5 billion a year. Shared prosperity is using our airports, marine terminals, and industrial development tools to create quality jobs for workers and businesses who have been left out of the economic growth of our region, specifically Black, Indigenous, people of color, low-income communities and people with disabilities.

This isn't a new mission – we've been advancing our diversity, equity, and inclusion (DEI) goals since 2018. It's now about accelerating our goals and driving bigger change by applying a Shared Prosperity lens to all our work.

Every decision and opportunity will be evaluated through the lens of shared prosperity. This means using our workforce, business programs and services to create opportunities and reduce barriers in our community.

## Non-negotiable Principles

This work will:

1. Maximize benefits to Black, Indigenous, people of color and low-income communities
2. Build on insight and engagement of our community to identify opportunities
3. Create a financially sustainable path for the Port

## What we're doing (in 2021):

- Creating an equitable development team to grow quality jobs and increase entrepreneurship, ownership, and wealth for Black, Indigenous, people of color, low-income communities and people with disabilities.
- Removing barriers to Port contracting: spending more of our money with small businesses owned by Black, Indigenous, people of color, and people with disabilities; holding companies we contract with to higher standards of equity; and growing our training and support for small businesses who want to build skills on Port projects.
- Assessing how our Port assets – marine terminals, industrial land and airports – can best contribute to shared prosperity.
- Continuing to diversify our Port workforce and make the Port an inclusive place to work.



## How we'll do it:

Listen to community partners about what's most effective and needed – and partner with other public agencies, businesses and non-profits to create even bigger impact. For the Port, every decision and opportunity will be evaluated through the lens of shared prosperity. This means using the employment, business and services we provide and influence to strive to mitigate or eliminate those disparities, thereby improving the well-being of those communities.

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## Committee Input Requested:

- What does shared prosperity mean to you?
- Given what you know about PDX, what are your thoughts about how we can maximize benefits to Black, Indigenous and people of color?
- What are your ideas about how to engage with the community on this initiative?
- How would you like to be engaged in this work?

End of Document

## 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.

