

# Port of Portland 2021-22 Public Hearing Minutes

Wednesday June 9, 2021

11:00 a.m.

Portland International Airport,  
Building HQP-2 Chinook Board  
Room 7200 NE Airport Way  
Portland, Oregon  
Via Microsoft Teams Meeting

**Present:**

TSCC:

Chair David Barringer, Vice-Chair James Ofsink, Commissioner Mark Wubbold, Commissioner Margo Norton, Commissioner Harmony Quiroz, Executive Director Craig Gibons, and Budget Analyst Tunie Betschart

**Absent:** None

Commissioners: Sean O'Hallaren, Pat McDonald, Stuart Strader

Port of Portland Staff:

Executive Director Curtis Robinhold, Chief Finance Officer Antoinette Chandler, PDXNext Chief Projects Officer Vince Granato, Chief Trade & Equitable Development Officer, Chief Public Affairs Officer Kristen Leonard, Chief Administration and Equity Officer Bobbi Stedman, Director of Budget and Finance Analysis Suzanne Kenny, Finance Manager Fran Breeding, and Director of PDX Terminal Business & Properties Chris Czarnecki

(Chair Barringer had problems connecting to the hearing)

Vice-Chair James Ofsink opened the public hearing to consider the Port of Portland's 2021-22 Approved Budget and asked the Commissioners and staff to introduce themselves. He then asked if any of the Commissioners have business relationships with the Port of Portland that could be perceived as a conflict of interest. There were none.

(Chair Barringer returned to the hearing at this point) Chair Barringer asked the Port commissioners, and staff introduced themselves.

Following introductions, Chair Barringer commended the Port for their contribution to the metro area Covid vaccination efforts, saying it was great to see the Port's parking lots used for these events. He thanked them for making this happen.

He asked the district to give some brief introductory remarks about the budget. Then the commissioners would ask a few questions. Following the questions, testimony from the public would be taken.

He then turned the floor over to Executive Director Curtis Robinhold, who welcomed the commissioners, thanking the TSCC commissioners for their review of the budget and the budget process and said they appreciate the opportunity to answer the questions.

Mr. Robinhold introduced their Chief Financial Officer, Antoinette Chandler, who joined the Port in July 2020. Before coming to the Port, Antoinette has worked in both the public and private sector, most recently as the Assistant Treasurer for the County of Los Angeles. She has over 20 years working in the private sector of financial services. He said following his opening remarks, Antoinette will provide some additional comments and then move into our budget discussion.

This past year has been unlike anything anyone has ever experienced. The Port and the region have faced one of the most challenging times in recent history. Between the pandemic, the wildfires last fall, the economic recession, and the movements for racial justice, the Port had to address issues not previously contemplated.

The pandemic and economic recession that followed has further highlighted the stark economic and health disparities that exist in the region for low-income workers and Black, Indigenous, and People of Color communities.

The district has chosen to lean into these moments and examine how to accelerate what they do to advance a regional economy that generates and shares wealth and economic opportunity more equitably.

In the next fiscal year, they aim to find ways to use the airports, marine terminals, and development tools to create quality jobs for workers and businesses who have been left out of the region's economic growth for decades.

This commitment to sharing prosperity isn't a new mission. It's about thinking differently about diversity and inclusion and drawing the connections to the daily work. The FY22 budget aligns with the Port's core values of leadership, inclusion, and service. It reflects both the Port's economic realities and the commitment to use the Port's resources to lift everyone in the region.

To further advance this goal, the Port is launching a Trade and Equitable Development department to evaluate how the Port's properties and partnerships create quality jobs and business growth for Black, Indigenous, and People of Color communities, low-income communities, and people with disabilities.

They plan to assess the property and assets owned by the district to determine how they can best leverage those assets to contribute to shared prosperity in the region. They recognize this won't be easy, but it's the right thing to do, and they are committed to utilizing the Port's assets and resources to advance shared prosperity within the region.

At PDX, the pandemic challenges continue as staff works through a recovery that has been slower than anticipated a year ago. The FY21 budget anticipated that the number of passengers utilizing the airport would be down about 50% compared to the pre-Covid level. The projections for the year now are that the Port will be down about 63% compared to pre-Covid level.

On a brighter note, with the increased vaccine distribution this spring, passenger traffic has increased primarily driven by the leisure market leading the recovery. The FY 22 budget is based on passenger traffic being down between 35% - 40% compared to the pre-Covid levels.

The Port will remain vigilant regarding health and safety protocols for all employees, customers, business partners, and construction workers at PDX.

He concluded by saying while the region is still emerging from one of the most devastating years in modern history, the district will enter the next fiscal year with optimism and a commitment to doing everything possible to help this region rebuild, recover and prosper.

At this point, he turned it over to Antoinette to provide some additional budget highlights.

Ms. Antoinette Chandler said this pandemic has truly been unprecedented times. As someone new to the organization and new to the industry, the past year has presented some incredible challenges.

The Port is seeing some bright spots in the Aviation recovery. However, the district is not out of the woods yet. The leisure traveler is leading the recovery. PDX needs the return of the business traveler and the international markets to reopen for a solid recovery. The timing of both of these is still uncertain. However, there are more encouraging signs every day with the European Union's recent announcement that they'll allow fully vaccinated US passengers to travel to Europe without a quarantine requirement.

In response to the economic disruption resulting from the prolonged pandemic, additional cost reductions were made this past year, including implementing early retirement and voluntary separation programs. As a result, the FY22 budget reflects a decrease of 34 positions, which reduced operating expenses by approximately \$5 million. These measures were needed to preserve liquidity and maintain adequate cash flow to pay operating and debt service expenses as the Port manages through a protracted recovery.

Further, the federal stimulus funding has been critical in supporting and preserving liquidity and maintaining adequate cash flow. The Port has fully drawn the \$72.5 million in CARES funding allocated to PDX. It is drawing the \$18.9 million in the second federal stimulus package, known as CRRSA, or the Coronavirus Response and Relief Supplemental Appropriations Act.

The airport award allocation of the third round of federal stimulus support, known as the American Rescue Plan, has not been announced by the FAA yet. As such, staff has not budgeted that federal resource in the FY22 budget. Once the award allocation is announced, they will complete the evaluation, timing, and utilization of these funds. It is likely that the Port will spread the grant draws out over two fiscal years – FY22 and FY23. Once the evaluation is complete, they will process a supplemental budget to account for the portion they intend to draw in FY22.

She explained that they are fortunate the General Fund operations continue to do well despite numerous pandemic challenges. They are encouraged by the success of the weekly container service provided by the South Korea-based carrier SM Line and the BNSF container intermodal rail service to the Puget Sound region. Thanks to these services and the incredible effort, productivity, and commitment to safety by the longshore workers at Terminal 6, the district can provide critical global market access to the region.

Work continues to address the Portland Harbor Superfund obligations. In FY22, the Port expects to achieve a landmark milestone with 100% of the clean-up sites in the remedial design phase.

Capital construction continues, particularly at PDX. This work is aligned with the strategic objective of building an airport for the future and continues because the region will continue to grow in the years ahead. With that growth comes added air travel demand. Continuing the capital construction ensures that PDX is positioned to serve the region through the economic recovery

and beyond.

Several projects will be completed later this fall, including the additional public parking structure and consolidated rental car facility, the rental car customer service center, and the newly renovated concourse B. Work also continues on the central part of the terminal to ensure adequate security capacity, more efficient passenger processing, and added seismic resiliency.

She concluded by saying they are excited about the return of the air traveling public. They have a renewed sense of optimism and hope as markets begin to reopen and the region, nation, and world recover from the pandemic. They recognize there is still uncertainty in the recovery but are seeing the light at the end of the tunnel. Based on conservative fiscal policies for many years, the Port is weathering these difficult times and will emerge financially resilient. They are looking forward to the work ahead in helping the region rebuild, recover and advance shared prosperity.

With that, Chair Barringer thanked Port staff for the presentation and said the Commissioners would now ask a few questions.

**TSCC questions:**

**Chair Barringer asked the following question:**

You answered a portion of this question during the introduction about what federal funds the Port has received. But can you give us more information on how the Port has used the federal stimulus support it has received?

Ms. Chandler responded that the Port's Aviation side has been fortunate to receive federal stimulus grant funds under the CARES and CRRSA programs. Total funds received under these programs are about \$91.4 million.

This funding has been used primarily to help mitigate a portion of the financial impacts of the pandemic in fiscal years 2020 and 2021. These funds have been critical in supporting and preserving liquidity and maintaining adequate cash flow due to the pandemic's impact on air travel and the associated significant revenue loss.

This federal stimulus has allowed the Port to replace some of the lost parking, airline, and concessions revenues and maintain compliance with debt covenants on the Customer Facility Charge bonds. The district was also able to share some of this relief with airport tenants and customers in the form of rent deferrals and abatements.

PDX will receive an allocation under the American Rescue Plan which will likely be similar to the amount received under the CARES program ~\$69M. The Port anticipates utilizing those funds over fiscal years 2022 and 2023.

Though federal stimulus does not erase the financial impacts of the pandemic, it has been a very significant source of relief for both the airport and many of our airport business partners. The Port is grateful to the representatives in Washington DC for recognizing the need at airports and working quickly to help mitigate those impacts.

**Commissioner Quiroz asked the following questions:**

While the federal stimulus helps mitigate some of this loss, you've actively reduced operating expenses, including eliminating positions, to maintain cash flow and pay operating expenses. At any point this past year, what were the risks of not being able to make any of those payments? As federal funds diminish, are there risks associated with not being able to pay operating expenses moving forward?

Ms. Chandler fielded this question saying the Port came into the pandemic in a solid financial position, and these fundamentals will help persevere the Port through this crisis. The district was never at risk of not being able to fund operations or make its debt payments. Leadership acted quickly with several measures to mitigate the impacts of Covid-19 and bolster the operational and financial resiliency, including:

- Reduced over \$21M in operating expenses – foregoing annual merit (~\$2M savings), furlough program (~\$5M savings), reduced hiring (~\$10M savings), and an early retirement & voluntary separation program (~\$5M savings over 18 months)
- Reexamined the capital program on a project-by-project basis and deferred approximately \$200M in capital projects
- Strategically applied federal stimulus funding to preserve liquidity and provide relief to business partners.

She stated that as they continue to go forward, being very prudent in applying the forthcoming ARP dollars, they will allocate it over FY22 and FY23. These precautions will help supplement if business travel does not come back as anticipated.

She concluded by stating she does not anticipate any problems meeting the debt obligations and meeting the operational commitments.

**Commissioner Ofsink asked these follow-up question:**

In the last part, you mentioned the importance of business travel; society is changing. Is the Port picturing business travel to look the way it did pre-pandemic?

Ms. Chandler said business travel was down about 89%. Once vaccinations started across the country and people were more confident about air travel, that trajectory started changing. The business travel is down now 71%. Even though some businesses will operate in a hybrid environment, there will still be a need for the business traveler.

She concluded by saying it is still to be determined how much it comes back. Still, she is optimistic, based on the trajectory and the trends seen, activity, and research she has done, that the business traveler will return.

Mr. Keith Leavitt said he did not have a lot to add to what Ms. Chandler said. However, he would say they do keep track of the statistics and work with industry consultants nationally. More importantly, they are staying in close communication with local businesses since the Port is an Origin & Destination (O&D) market, such as Nike, Intel, Adidas, Columbia Sportswear, and other global business companies. These companies all report that they expect to get back to business travel. But most are still working remotely. Once a typical office environment happens, business travel will pick back up. These industry experts and airlines believe that business travel will return, but it will lag the leisure traveler.

The critical question is, will businesses travel to meet with their staff? Business travel is likely to return to meet with customers and clients, but how much travel will take place to meet with

their employees that might be located in another city or state? This will be a consideration when determining the business travel recovery.

**Commissioner Norton asked this follow-up question:**

We have talked with Metro and the City of Portland about damaged reputations. Do you have any concerns at the Port about the interest, business or leisure, in returning to Portland under the current cloud?

Mr. Robinhold fielded this question, saying they have some concerns, and the Port is participating with Mayor Wheeler to address the City's reputation. The Port has a fair amount of confidence that the city will come back. Some of the first hurdles are around health and well-being and is it safe to travel. He said they are now getting into the next level of conversation about the attractiveness of the market. They are seeing significant growth in the last few weeks. People are getting on planes again. Now the region needs to work together to get downtown cleaned up and the business reopened. The Port plans to return to their offices after Labor Day with a hybrid model – three days in the office, two days flex.

He concluded by stating they believe there will be lots of leisure travel to the area. Still, the business push and the return are incumbent on the local region to help address safety concerns and the culture downtown. But they are pretty bullish on the travel return.

**Commissioner Ofsink asked the following questions:**

With the increased distribution of the vaccine, air travel is beginning to increase. When do you anticipate returning to pre-pandemic levels? Do you anticipate any significant changes in future air travel as a result of the pandemic?

Mr. Leavitt answered, saying a year ago there was a lot of uncertainty. The Port anticipated a U shaped recovery. However, the bottom portion of the trough was longer than expected. They expect the velocity of air travel is definitely going to pick up. They have seen a significant uptick in both April and May. In April, passengers were down 44% compared to pre-pandemic levels. In May, they were down only 38%. These numbers are a significant improvement over July-March, where we were down between 65–75%. They think there's going to be a travel bubble that pushes out through this summer and the following year, driven by leisure travel.

The question around fundamental changes is how much businesses choose to do activities/meetings using Zoom, Teams, or other media. This is an unanswered question. Others in the industry are bullish about air travel return to pre-pandemic levels, both business and leisure.

In another vein, you have been talking to us in the last couple of years about improvements in environmental sustainability across all your lines of business. Has the pandemic put any of this on hold?

Mr. Robinhold said on the operational side, they have continued with planned improvements, including the shift to LED light replacement and electrical airline equipment. They feel good about the progress and don't feel that the pandemic has adversely impacted progress in those areas.

Mr. Vince Granato added that they are continuing on the sustainability opportunities they have. One of the big terminal core projects includes putting in a ground source heat pump – continuing to move forward with that and reduce energy requirements by 50% per square foot. He went on to say there were smaller components that would move forward as well. They will continue down that path.

**Commissioner Wubbold asked the following question:**

Last year you told us that the pandemic's silver lining was that the decreased airport traffic would allow you to accelerate the capital improvement program. Would you tell us about those programs you were able to accelerate?

Mr. Granato fielded this question saying last year they had to decide on whether to continue with all of the projects and went through the evaluation on a project by project basis. They decided to continue as it would have been too costly to discontinue or even delay them. The core project is designed to accommodate passenger projections out through 2025. It is still the right thing to do. On the terminal core project, there were fewer people in the building. So the construction plan was modified, some taking the closing off areas sooner than anticipated. They took out a few gates allowing the Concourse B project to move faster. This would not have been possible with the high level of passengers in FY 19. It does not change the overall date of the end project. These actions just de-risked the project by addressing some of the components of the project earlier.

The capital construction has continued because they know the region will continue to grow in the years ahead. With that growth comes added air travel demand. So, continuing the capital construction ensures that PDX is positioned to serve the region through the economic recovery and beyond.

This past year has allowed the Port to accelerate some portions of the capital plan, particularly the opening of Concourse E last year. Several other projects will be completed this fall, including the additional public parking structure and consolidated rental car facility, and the rental car customer service center. With fewer passengers around the terminal, these projects have progressed more efficiently.

**Commissioner Norton asked the following questions: (5)**

You have told us about the impacts on the airport, but what about your other operations? How has it affected shipping, air freight in and out of the Port, containers, and agricultural shipping? What have been the immediate impacts and what lessons have you learned?

Mr. Leavitt answered, saying that side of their business is the unsung hero. It is a remarkable story. The Air Cargo business has grown 20% above pre-Covid levels. FedEx UPS, Prime Air business was fed and fueled by the public staying home and ordering online. The Marine business is the most remarkable. The SM Line container service started in January 2020 with about 450 moves per week/per vessel. It is now hovering around 1,000 containers per week. The container business has seen a significant boost over the last six months as the imports from Asia have increased. The increase is due to the consumer goods being imported.

There is a beautiful balance of trade in the Portland market, allowing the exporter, largely the farmers and agriculture shippers from all over Oregon, to access those containers and get



them back to the Asian markets where they sell the products. There is an excellent balance of trade going on in the Portland area. The SM Line has taken full advantage of that.

He commended the longshore workforce and the safety provisions and protocols that were adhered to in their seaport. Had it not been for this, they would not be celebrating the success of that operation.

He said they are fortunate that many of the lease agreements with the marine customers, for example, the bulk and grain tenants, are land leases or involve minimum annual guarantees. The auto exports were down but not to the recession degree. They have had a pretty good year overall. These lease structures help mitigate potential financial impacts to the bottom line.

He concluded by stating the secret to their success on the Marine side of the business is diversification. They are a port that is involved in four different lines of marine business. Some are risky, like containers, and some are guarantee lease revenue streams that help fund the overall portfolio. Because of that mix, the Port can withstand jolts in the market places and the ups and downs.

Did you see the Port of Portland benefit from some of the slowdowns in other West Coast ports because they could not get unloaded? You mentioned auto imports. Do you see any decline in the number of imports because of supply issues?

Mr. Leavitt explained by saying the marine Port is a lot like PDX in that they are an O&D port as opposed to a hub style port. So they are not feeding Chicago. Those containers stay in the Pacific Northwest-based market. Because the terminal is not full, they did not see Port related congestion like what is seen along the West Coast. Yes, the green team is entertaining many phone calls from various carriers wanting to come to Portland to dump off and pick up containers, even if they are empty. So Portland is a relief valve. However, they have not taken in new carriers yet, but are open to that possibility.

In answer to the auto supply portion of the question, he said they did see a significant impact a year ago on the auto industry production. Covid had a very adverse effect on the factories in Asia. But by last summer and fall, demand for automobiles started to pick back up. Volumes have been a bit patchy. They go up and down on both export and import side. But overall, it looks good.

**Commissioner Ofsink asked the following questions: (6)**

The Port has developed a new guiding philosophy called Shared Prosperity. The budget message references leaning into diversity, equity, and inclusion and focusing on advancing a regional economy that generates and shares wealth more equitably. What tangible Shared Prosperity actions are in the budget?

Mr. Leavitt said tangibly you see a lot in the budget. There has been a lot of planning and restructuring to provide dedicated resources to support this initiative. He said his new title is Chief Trade & Equitable Development Officer, and a year ago, he was the Chief Commercial Officer. They have intentionally reformatted the commercial division focused on business development activity, revenue generation, and economic development broadly in the region. They have taken the skillsets and asked how to direct them more intentionally towards the communities that have been left behind.



The opportunity for the Port to drive meaningful impact is huge. They are a tremendous economic player in the region, one of only a handful of port authorities in the country, where you have a seaport, an airport, a lot of land, and very big in land development. What the Port has not done yet is to really focus on those communities. With this budget, about eight new positions are supporting this initiative. They will join the land development side. This is the Port's bread and butter. But now, in the future, the focus will be how does the Port make sure the end-users generate uplift for job quality within BIPOC communities, disabled communities, economically underserved communities. And how do they result in generational wealth opportunities through small business, the scaling of small business, small business ability to access global markets, which the Port plays a significant role in as a leader in the states?

He concluded by stating they are very excited about the work. They have to engage in these efforts in a financially sustainable manner. These efforts must be economically sustainable.

Are there other Ports or Organizations that you can look to and work with that are doing this type of thing and are doing it well and can provide a model?

Mr. Leavitt responded, saying they just joined a National Think Tank Organization of Economic Development organizations. They are the only Port right now, but they are made up of foundations, local government and are very focused on sharing and benchmarking together to drive equitable economic development.

He said he will be excited to report back a year from now on the progress in learning from others in this space from others around the country.

Mr. Robinhold added that the budget includes positions not just in Economic Development doing this work, including a position in DEI dealing with workforce issues and partnering with the trades to build pipelines. It includes a position around the metro program to build firms that can serve the Port and the community more broadly. He said they are getting inquiries from other ports about how they are doing this work.

**Commissioner Wubbold asked these follow-up questions:**

Do you produce an annual Minority Women Emerging Small Business (MWESB) contract allotment sheet? If you do, how is it trending?

Mr. Robinhold said they track it and publish the numbers because they believe in transparency on this topic. The commission has been very supportive of this work. He said they track three big buckets, two federal programs around the airport, and the state MWESB. The Port is doing well with airport concessions and has done well on the others with incremental improvements. At the Commission's direction, the Port includes in each of their project proposals what portion of the project will be a small business enterprise or MWESB.

Ms. Bobbi Stedman added that they are meeting their goals and, in some cases exceeding them, overall for all three categories.

**Commissioner Quiroz asked the following questions: (7)**

An article in the Oregonian earlier this year about Shared Prosperity referenced the Port of

Portland looking at alternative uses or the sale of significant assets to further the initiative. Can you tell us more about the Port's goals and the plans to advance these initiatives? Do these plans include selling or repurposing any assets next year?

Mr. Robinhold said the short answer is the Port is a revenue-driven operation, with 96% of the revenue coming through business transactions. It is only 4% collected from property taxes. They are trying to balance that revenue-driven model to have broader impacts in the community. That led to an objective evaluation of strategy about how they are handling and exercising what leverage they do have with the existing assets. They have completed preliminary reviews, with more in-depth work coming over the next fiscal year in partnership with community stakeholders. Initial discussions will focus on identifying the best uses for Terminal 2 and West Hayden Island. He said they know these assets could and should do more for the community than they are today.

The FY22 budget does not contemplate the disposition of assets. However, it provides for the continued in-depth evaluation and repurposing assessment of some of the assets, and Terminal 2 is a good example.

There is still more work to be done, but the Port is committed to using its assets and resources to create jobs and build wealth for communities that were previously excluded from sharing in the region's prosperity.

**Commissioner Wubbold asked the following questions: (8)**

We noted the significant milestone achieved with the EPA finalizing the agreement to develop the detailed clean-up plans for the Swan Island portion of the Portland Harbor Superfund. We also noted that DEQ issued the final clean-up plan for Willamette Cove earlier this year. Where is the Port's section of the clean-up? When will the clean-up begin? What will be the Port's role?

Ms. Kristen Leonard tackled these questions by saying DEQ issued its final clean-up plan for the Willamette Cove Uplands Site in March 2021. This is the Upland clean-up; there is a distinction between the river clean-up work and the Willamette Cove Uplands Site.

This was a significant milestone in a project that started two decades ago. Metro is the current landowner of the site. The Port is a former owner of a portion of the site; owning the Central Parcel from 1903 to 1953.

Since 2000, the Port and Metro have been under an agreement with DEQ to investigate and clean up the site. This agreement jointly obligates both the Port and Metro to perform the required activities. The next two or three years will be spent designing the clean-up or doing the remedial design. Construction of the clean-up remedy will follow the completion of the remedial design and be done in conjunction with the construction of the in-water clean-up remedy. The Port's role in these constructions and the schedule for construction implementation is not yet known, but they know that they will be in the design phase for the next 2 – 3 years.

I envision a layered cake of sediments. It must be down quite a way to the Port's portion from 1903-1953. Is the Port responsible for its pollution layer?

Ms. Leonard said she would answer in reference to the ten-mile EPA Super Fund site. There is an entire process that is in the works. The Allocation Process is precisely what you described and involves a significant number of responsible parties and has involved a couple of decades of historical work in trying to determine who's responsible for what and at what level. She said they are still a couple of years from any allocation decisions. That process is what leads all of the potentially responsible parties to a deeper understanding of what their portion of the clean-up responsibility is.

**Chair Barringer asked the following question: (9)**

The Urban Flood Control and Water Quality District is up and running and moving forward this year. What role does the Port have in the workings of this new district?

Ms. Leonard responded by saying The Oregon legislature established the Urban Flood Safety and Water Quality District (UFSWQD) in 2019. The law created an initial 17-member Board of Directors. The Port of Portland is specified in the statute to hold one of the 17 seats, with a director appointed by the Port Commission (see 550.190(1)(h)). The position is currently held by Ann Gravatt, the Port's Federal Government Affairs and Policy manager.

The Port is deeply involved in the work of all the organizations of the Portland levee system – the Columbia Corridor Drainage Districts, Levee Ready Columbia, and UFSWQD. The Port recognizes the significant risks as the largest property owner behind the levees and the opportunities presented by reducing those risks. The Port is a very active participant.

Chair Barringer said that was the end of the formal questions. He asked Executive Director Gibons if anyone had signed up to give testimony. No one had.

Chair Barringer closed the public hearing and opened the meeting of the TSCC Commissioners to consider Port of Portland's 2021-22 Approved Budget. He asked Executive Director Gibons for comments on the budget. Mr. Gibons said staff recommends the commissioners certify the budget with one recommendation: the district institute policies to avoid the over-expenditures of appropriations as noted in the fiscal year 2020 budget. He said the Port's Budget Director is already developing those policies. The letter dated May 25<sup>th</sup> addressed to the Commission is adequate recognition of the Port's action plan.

Commissioner Ofsink moved to certify the Commissioners have one recommendation and no objections to the Port of Portland's 2021-22 Approved Budget as presented by staff. Commissioner Norton seconded the motion, which passed with a unanimous vote (5).

There being no other business, Chair Barringer closed the meeting.

**Minutes approved by Commission  
At June 17<sup>th</sup> Meeting.**