

**PDX COMMUNITY ADVISORY COMMITTEE MEETING #14**

April 1, 2015  
1:30 – 4:30pm

**Notes**

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



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

**Port Staff and Consultants Present:** Sam Imperati and Megan Leatherman, Institute for Conflict Management; Chris White; Sean Loughran; Dionna Hickox.

**Public and Invited Guests Present:** Jeremy Simer, SEIU Local 49; Jim Howell, Association of Oregon Rail and Transit Advocates (AORTA)

**Introductory Comments**

Sam Imperati called the 14<sup>th</sup> meeting of the PDX Community Advisory Committee to order at 1:36 pm.

**PDX CAC Member information and updates:**

- Barbara Cartmill, Clackamas County, was unable to attend.
- Maryhelen Kincaid may arrive late, around 3 pm.
- Chad Eiken and his substitute, Willy Williamson, were unable to attend.
- Martin Slapikas was unable to attend.

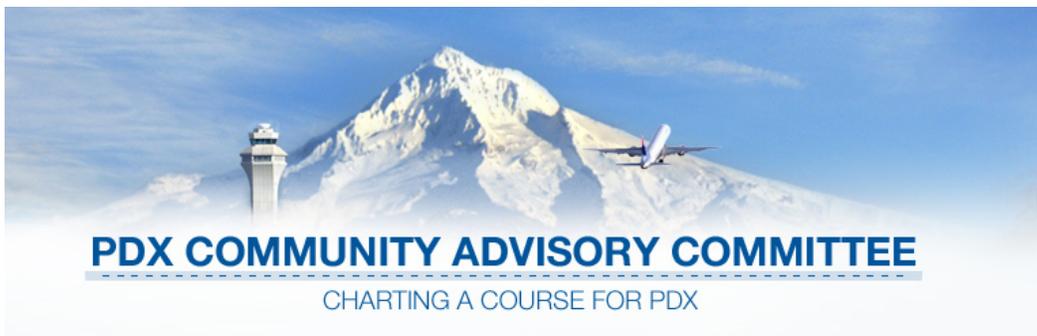
Mr. Imperati introduced Megan Leatherman, who will be the new notetaker for the group.

Mr. Imperati reminded the group that the Port of Portland’s annual business meeting, Gateway to the Globe, is scheduled for April 15, 11:30 am - 1:30 pm at the downtown Hilton. Committee members were advised to speak with Port staff if they had not received an invitation yet.

**January Meeting Notes Approval**

Mr. Imperati asked the committee if the meeting notes from the January 15<sup>th</sup> meeting needed additions or changes.

Joe Smith said that in paragraph 4 on page 11, he is quoted as saying “problem is with obstructing a view...” Mr. Smith’s impression was that the problem was with approaching, not departing (*in finalizing these notes, the reviewer looked for this wording and could not find it*). Mr. Smith also noted that in the 3<sup>rd</sup> paragraph on page 14, the meeting notes say that he was dissenting from the decisions made thus far by the Social Equity Opportunities ad hoc committee. Mr. Smith said that he was not dissenting from the committee’s actions, he was dissenting from the idea of wrapping the social equity work back into the larger committee and advocating that the ad hoc committee continues its work in a separate forum. Mr. Smith also clarified that in paragraph 9 on page 15, he wanted to be sure that all of the “TBDs” in the PDX Workplace Initiative draft would be held to a deadline by which they became definitive dates. Mr. Imperati said the notes would be amended to reflect Mr. Smith’s corrections.



Subject to the clarifications requested by Mr. Smith, the January 15<sup>th</sup> meeting notes were approved.

#### Meeting Agenda Review

Mr. Imperati reviewed the Meeting Agenda and asked committee members if they had questions or concerns.

Karen Gray asked if Mr. Imperati and Port staff would move the update on the PDX Workplace Initiative to 2:40pm because she could only stay at the meeting until 3:00pm. Mr. Imperati agreed to accommodate Karen's request provided Greg Sparks, who would be presenting on that topic, was amenable to doing so earlier than was previously noted on the agenda.

#### Mr. Imperati reviewed the contents of Committee Members' packets:

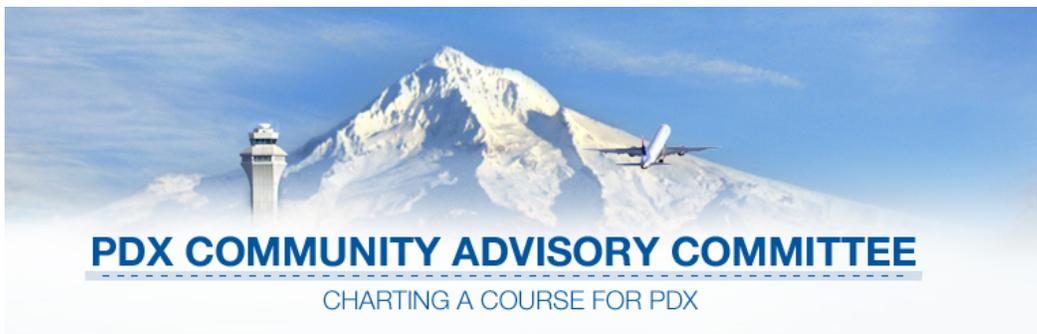
- Photo release form
- Today's Meeting Agenda
- Draft Meeting Notes from January 15th
- Powerpoint on Atlantic Aviation Relocation (Public Notice)
- Powerpoint on Rental Car Service Facility including Ground Transportation Hold Lot and Employee Parking Lot Relocation (Public Notice)
- PDX Business Update Handout
- Port of Portland Strategic Plan
- Workplace Partnership Agreement: (advertisement for the hearing, findings, and Port Commission item)
- Letter from Association of Oregon Rail and Transit Advocates
- SEIU Comments to the PDX Community Advisory Committee
- Powerpoint on Port Small Business Development Program
- Powerpoint on TSA Security Program and Training
- Two copies of PDX CAC Annual Report

#### Atlantic Aviation Relocation (Public Notice)

Isaac Barrow, Real Estate Manager with the Port of Portland, presented on the Atlantic Aviation Relocation project, which is part of the Northside Redevelopment Strategy, a byproduct of Airport Futures. Mr. Barrow informed the committee that the research done to inform the Northside Redevelopment Strategy started with a look at the amount of land needed for air carrier use expansion in the future, which is listed as zone 1 on slide 3. Non-air carrier users currently in zone 1 will be relocated in order to make space for air carrier needs. Mr. Barrow stated that the study then explored the need for ancillary services such as rental cars and corporate aviation. Mr. Barrow's team concluded that with near-term optimization, zone 5 would be sufficient for those services. The study concluded that there are redevelopment opportunities in zones 2 and 4, and that relocation of the hotels near the airport was unlikely.

Mr. Barrow stated that implementation of the Northside Redevelopment Strategy to date has included a fence relocation, separation between the terminal and the current GA ramp, and the creation of 2-3 overnight spots for aircraft. Another part of the implementation will take place in the summer of 2015 and consist of the removal of 2 rows of T hangars and 2 smaller box hangars. Mr. Barrow said that the area where those hangars are will become a ramp to act as a bridge between the current ramp and the Northeast ramp in front of the Northeast cargo building.

Mr. Barrow stated that Hanger A and the business aviation terminal will be relocated out of zone 1 and into zone 2 in order to support the need for air carrier use in zone 1. The new business aviation terminal will be flanked on either side



by approximately 30,000 square feet of hangar space and will be placed over the north cargo building's current location. Mr. Barrow said that Atlantic Aviation would enter into a ramp management agreement for use of the ramp to the north of the proposed new site. Mr. Barrow displayed concept renderings for the new business aviation terminal and pointed out that the design of the building pays homage to both PDX and the Pacific Northwest. Mr. Barrow concluded by stating that the Port of Portland's project to make space in zone 1 is scheduled to begin this summer and that Atlantic Aviation would begin construction of the business aviation terminal in the fall of 2015. The hangar space on either side of the business aviation terminal would be added in 2016, and that the project is scheduled to be complete by the first quarter of 2017.

Jane VanDyke asked how the new Atlantic Aviation terminal would be accessed. Isaac Barrow said that the access will be off of Airport Way, where Frontage Road ends. It can also be accessed by a right turn prior to 82<sup>nd</sup> Avenue. Ms. VanDyke asked how this project related to the Terminal Balancing project, and Mr. Barrow said that the new terminal will be further west than the new Atlantic Aviation site. Ms. VanDyke asked if the new Atlantic Aviation terminal will include appropriate plants to discourage birds in the area. Mr. Barrow confirmed that the plantings at the new building will match the wildlife hazard management plan.

Jeff Owen asked Mr. Barrow to clarify any impact this project will have on sidewalks and access by foot. Mr. Barrow stated that the sidewalk on Frontage Road would be preserved, and that the only changes would be curb cuts and landscape design around the new building.

Erwin Bergman asked if the new facility would increase General Aviation use at the Port of Portland. Mr. Barrow said that PDX currently has less hangar space than the market demands, and the primary goal of this project is to replace smaller hangars with newer facilities in order to meet current demand for air carrier uses. Mr. Bergman asked if any aircraft maintenance would be done at the new business aviation terminal, including aircraft run-ups. Robert Pinedo, of Atlantic Aviation, said that no maintenance would be added beyond what is currently being offered at the business aviation terminal.

Mr. Bergman asked if there will be provisions to shield noise from neighborhoods to the south of the new business aviation terminal, particular for those living in the Cully neighborhood. Mr. Pinedo said that there would be no change in noise levels as a result of Atlantic's relocation to zone 2. Mr. Bergman asked if there will be fuel dispensing facilities at the new business aviation terminal, and if so, asked that they have non-leaded aviation fuel available for purchase in addition to standard aviation fuel. Mr. Barrow said that the vast majority of fuel sold at PDX is unleaded jet fuel, and that is the only type of fuel offering that would be increased.

Stacey Triplett asked if the Port of Portland has been able to help Robert Pinedo's team prioritize social equity when selecting contractors for this project. Mr. Pinedo said that the Port was helpful and that he is very happy with the local contractor that they will be using for this project.

Sam Imperati asked if any member of public would like to offer public comment. Hearing none, he asked if any CAC members had questions before moving on to the next agenda item.

Joe Smith asked Mr. Pinedo if he would consider installing a gate for business aviation users who are picking up or dropping off clients who currently have to pay to walk through the terminal but who are not using any amenities. Mr. Pinedo responded and asked Mr. Smith to come speak with him, as his situation is very unique. Mr. Pinedo said that many people arrive and are consuming amenities that are a cost to Atlantic Aviation, which is why they charge an



entrance fee. Mr. Smith responded and said that having to speak to Atlantic Aviation about unique circumstances like his puts a burden on the pilot, and that it should be something the facility manages. Isaac Barrow said that the new model will be under a more traditional ramp agreement, not one that is revenue sharing, and that Mr. Smith's concerns are ones that he and his team are currently looking into as part of Atlantic Aviation's relocation.

**Rental Car Service Facility including Ground Transportation Hold Lot & Employee Parking Lot Relocation (Public Notice)**

Mike Coleman, Senior Aviation Planner with the Port of Portland, updated the committee on the project to replace the current rental car service Quick Turnaround Area (QTA) with a newer, larger, and more sustainable facility. Mr. Coleman described the limits of the current QTA and the need for a new one as well as the plan to relocate the QTA to the area currently designated for employee parking and the taxi hold lot. Mr. Coleman stated that the taxi hold lot will be relocated to the corner of 82<sup>nd</sup> Avenue and Airport Way. Mr. Coleman stated that the old QTA will be decommissioned and available for use in another capacity once the QTA relocation is complete. Mr. Coleman noted that the concept drawing of the new QTA on slide 10 is two levels, and that the top level would be used as car storage while shielding the first level wash bays from the elements.

Stacey Triplett noted that Mr. Coleman said during his presentation that the new QTA would provide increased workplace safety and OSHA compliance. Ms. Triplett asked if there was a workplace problem at the current QTA that is being addressed in the new plan. Mr. Coleman stated that there was no issue he was aware of, just that the new QTA will be fully compliant with OSHA standards.

Joe Smith asked for clarification on where all of the rental car storage space will be in the new QTA. Mr. Coleman stated that the entire 2<sup>nd</sup> level of the new QTA would be available for storage.

Mr. Smith asked if the Port was aware of what would happen with regard to shared ride services such as Uber and the impact on the taxi waiting lot area. Sean Loughran stated that while the Port is unable to anticipate exactly what changes will occur with shared ride services, they are building flexibility into their plans to account for the possibility of Uber and other services becoming available to PDX users. Vince Granato stated that his team does have a plan in place for transportation network companies (TNCs) like Uber, Sidecar, and Lyft. Mr. Granato said that if these TNCs are approved by the City of Portland on April 9<sup>th</sup>, the Port of Portland will have them operate on commercial roadways with taxis and shuttles. Mr. Granato said that there would be a designated area on the lower level where the TNCs will be directed and tracked through the use of a geo-fence, which is necessary since TNC cars will not have a unique vehicle identifier like other taxis do. Mr. Granato said that there will be a designated waiting area near the former Delta cargo building on Frontage Road.

Jeff Owen asked for information on the potential increase in vehicle trips that a new QTA might encourage or accommodate.

Mike Coleman stated that his team used rental car company data from 2013 as their foundation and projected off of that. In 2017, they project a 37% increase, and in 2035, they anticipate a 78% increase over 2013 activity.

Randy Jones asked if Mr. Coleman's team is taking aesthetics into account and planning to disguise or improve the look of the new QTA. Mr. Coleman stated that his team has spent time looking at ways of hiding or disguising the new QTA so that it is not as visible to people leaving PDX.



Karen Gray asked about the taxi lot at 82<sup>nd</sup> Avenue and Airport Way and where the new service area would go in relation to that. Vince Granato stated that the taxi lot will be next to the new QTA. Karen Gray noted that the corner of 82<sup>nd</sup> Avenue and Airport Way was a desirable location and an interesting choice for a taxi lot. Mr. Coleman said that the taxi lot will be visible, but only accessible via a new cul de sac off of Air Cargo road.

Karen Gray asked about the return on investment (ROI) of this project and how the new QTA would be financed. Vince Granato said that the funding mechanism for this project is a customer facility charge (\$6 per day up to 4 days) on rental car transactions that was instituted in January 2014. Mr. Granato stated that the rental car industry was very supportive of instituting this fee in 2014.

Jane VanDyke asked if the customer facility charge would cover all costs and operations of the new QTA. Mr. Granato said that it would cover all costs and operations.

Karen Gray asked if the customer facility charge would cover ongoing operations as well. Mr. Granato said that it would cover part of the ongoing cost, but that the rental car companies cover their own operational costs. Ms. Gray expressed how valuable it is to make renting a car at PDX easy and efficient.

Stacey Triplett asked about the water savings and sustainability elements of the new QTA. Mike Coleman stated that they have looked into how best to collect and manage stormwater on-site. Mr. Coleman said that his team looked at Providence Hospital's method of incorporating aesthetics into their stormwater management. Mr. Coleman stated that his team is hoping to be able to use non-potable water on site for the car washes. Mr. Coleman also cited newer, more energy efficient equipment and a decrease in rental cars on the road – as a result of not having to drive them from the QTA to car storage – as sustainable elements of the project.

Jane VanDyke said that she hopes Mr. Coleman's team will use water on-site at the new QTA. Ms. VanDyke stated that the Port of Portland has a wonderful LEED building, but that the benefits of the building may be lost if the PDX campus is built out unsustainably. Ms. VanDyke asked how the Port of Portland will persuade the rental car companies currently located on cheaper land away from the airport to relocate to the new QTA. Sean Loughran stated that all of the rental car companies want to be closer to the terminal and that they will be very interested in moving into the new space.

Alesia Reese asked for a breakdown of the project budget. Vince Granato agreed to provide that to her.

Mike Sloan asked if there would be any loss of jobs as a result of the QTA's relocation. Mike Coleman said that since the amount of business and space will not be changing, the only possibility is that companies may increase efficiency through lowered drive times to and from the rental car storage area. Sean Loughran emphasized that the rental car companies would really just be moving from one facility to another facility with better amenities for employees.

Sam Imperati asked if any member of public would like to offer public comment. Hearing none, he proceeded to the next agenda item.

#### **Roundtable Updates & Discussion**

Mr. Imperati asked CAC members if they had updates from their constituencies that related to the committee's work at PDX.



Deborah Stein stated that at the CAC meeting in January 2015, her colleague Steve Koontz submitted proposed amendments to the draft City Comprehensive Plan to address how Airport Futures would be integrated into the Comprehensive Plan. Ms. Stein reported that the City Planning and Sustainability Commission reviewed those amendments and approved them, thereby elevating and highlighting the role of Airport Futures. Ms. Stein also reported that she is a member of the Age-Friendly Portland Advisory Council, which is a group with an interest in making sure that the City of Portland and Multnomah County completes work that makes built and social environments better for older adults. Ms. Stein reported that the Council was able to meet with Port of Portland staff to discuss PDX improvements that would benefit older adults and that it was a very beneficial meeting. Ms. Stein stated that the Council was impressed by the PDX design team's consideration of the needs of older adults, and stated that the Council will remain available to consult with the PDX team in the future.

Nick Atwell reported that the emergency landing of a cargo plane due to a bird strike that occurred on January 7<sup>th</sup>, 2015 cost \$5.7 million. Mr. Atwell reported that adding dogs to the hazing program has been very effective.

Jeff Owen asked Nick Atwell for a breakdown of the \$5.7 million loss he reported. Mr. Atwell reported that \$5 million was for repair costs to the plane, and that \$700,000 was for soft costs associated with the damage.

Jane VanDyke announced that the annual Columbia Slough Watershed Council's bilingual Explorando festival will take place on Saturday, June 13<sup>th</sup> at the Whitaker Ponds Nature Park. Ms. VanDyke reported that there will be canoe rides, face painting, live music, and more.

Erwin Bergman reported that an Air National Guard member, Captain Waltz, attended a Cully neighborhood meeting and was received very well. Mr. Bergman reported that Capt. Waltz offered to work with the Cully neighborhood and get involved in neighborhood activities. Mr. Bergman extended an invitation to CAC member Lt. Col. Jenifer Pardy to attend the annual Cully neighborhood clean-up event on April 18<sup>th</sup>. Mr. Bergman expressed his appreciation for the efforts of the Air National Guard.

### **PDX Updates**

Vince Granato reported on Social Equity and the PDX Workplace Initiative. Mr. Granato reported that elements of the PDX Workplace Initiative will be voted on by the Port Commission at their meeting on April 8<sup>th</sup>, 2015, and that the remaining pieces of the initiative will continue to be worked on. Mr. Granato reported that during the PDX Workplace Initiative process, his team heard from major stakeholders such as SEIU, UNITE HERE, Airlines for America, Oregon Restaurant Lobby Association, and a number of PDX concessions tenants. Mr. Granato reported that the PDX Workplace Initiative focuses on a number of topics related to workers, such as retention, safety, and whistleblower protection. Mr. Granato reported that his team will take the labor harmony conversation and worker retention program elements of the PDX Workplace Initiative to the Commission on April 8<sup>th</sup>.

Mr. Granato also reported that Greg Sparks, a senior Project Manager with the Port of Portland, would present on the Workforce Partnership Agreement (WPA) later during the meeting. Mr. Granato stated that the Port of Portland's policy requires an analysis of any capital project over \$25 million to determine whether a Project Labor Agreement (PLA) may be needed. Mr. Granato explained that a PLA is negotiated between the general contractor and the labor unions prior to the start of a project over \$25 million. Mr. Granato stated that his team determined through their analysis that a comprehensive PLA was not required for the Terminal Balancing and QTA replacement projects. Mr. Granato reported that instead of using a traditional PLA, his team has developed a WPA, which Greg Sparks would go over later during the meeting.



Karen Gray asked for an update on the Social Equity ad hoc committee's work. Chris White reported that at the most recent committee meeting, the group decided that it would reconvene only one more time, to review the Good Company consultant report, which would integrate survey data from the five community groups listed on page 6 of the Portland International Airport Update. The ad hoc committee also decided to bring this work to the larger CAC in the future. Ms. Gray asked if there was a deadline by which community groups have to return the survey data. Ms. White reported that she has reminded the groups to turn their data in, but that she expects it to take 2-3 more months. Sean Loughran added that Kimberly Mitchell-Phillips would be reporting on the Small Business Program later in the meeting at the request of the Social Equity ad hoc committee.

Greg Sparks presented an update on the Workplace Partnership Agreement (WPA), and stated that the Port was interested in providing access to union labor as well as to interested non-union Minority, Women, and Emerging Small Business (MWESB) contractors. Mr. Sparks reported that he and his team used the Port's traditional agreement and created the WPA using that foundation in order to ensure that certain elements of the PLA remained while also providing access to non-union small businesses. Mr. Spark reported that this process has been ongoing for the past six months and has included a publication of initial findings, a public hearing, and the production of final findings that form the basis of the request that will be presented to the Port Commission on April 8<sup>th</sup>. Mr. Sparks reported that engagement with union, non-union, large and small contractors helped to inform their final findings.

Stacey Triplett asked Mr. Sparks if the request for WPA approval by the Port Commission would be for both the Terminal Balancing project and the QTA project, or just one of them. Mr. Sparks stated that the Commission would only be asked to approve the WPA for the Terminal Balancing project and that the QTA project will continue to be examined and presented to the Commission at another time.

Vince Granato returned to the Portland International Airport Update and began with the Business Update section. Mr. Granato reported that there will be 28 locations available to new concessions vendors in 2016, and that 5 out of the 11 new vendors in 2015 are certified small businesses.

Mr. Granato reported that eight new automated passport control kiosks will be added to the Federal Inspection Station, which will speed up processing for international arrivals. Mr. Granato reported that his team will be selecting the general contractor for the Terminal Balancing project in the next couple of days and that construction is scheduled to be complete in 2017. Mr. Granato stated that the Terminal Core Redevelopment project is still in the preliminary phase, but that it will likely be an expensive project due to the age of the building. Mr. Granato reported that by redesigning the terminal core, there will be increased room for post-security concessions and improved opportunities for pre-security vendors.

Mr. Granato highlighted the retirement of Fire Chief Craig Callicotte and Police Chief Phil Klahn and expressed his gratitude for their service at PDX. Mr. Granato noted that the Port received 32 proposals from vendors interested in obtaining and re-distributing the famed PDX carpet and that 4 vendors have been selected and are listed on page 8 of Mr. Granato's Update.

Lt. Col. Jenifer Pardy asked if all PDX operations staff would require new badges as part of the Security Update. Mr. Granato confirmed that any PDX employee with a badge currently will be required to obtain a new badge by January 2016.



Walt Evans asked that the two committee chairs write a letter thanking the retiring Fire and Police chiefs for their service on behalf of the PDX CAC. Mr. Evans asked if Condor Airlines, which will be providing nonstop service to Frankfurt starting in June 2015, was connected to a legacy carrier or if it is a start-up airline. Mr. Evans reported that his interest was heightened after the Germanwings accident in March 2015. Mr. Granato reported that Condor Airlines was founded by former Lufthansa employees and is a subsidiary of the Thomas Cook Group, a global travel company that has been in the travel industry for many years. Mr. Granato also stated that some of the security provisions in place in Europe are different than those in the United States, and that the Germanwings accident was not a function of the airline itself.

Tina Burke asked if Condor Airlines and Icelandair currently fly into the Seattle-Tacoma International Airport. Mr. Granato stated that Icelandair does, but that he could not confirm that Condor Airlines serves that airport.

Erwin Bergman stated that at the recent fire at a Bonneville Power Administration substation, the Port of Portland was the only agency equipped with enough foam to put out the fire. Mr. Granato confirmed that the Port responded to the fire and said that the Port also benefits from mutual aid in the region.

Stacey Triplett stated that on page 5 of the Port of Portland Strategic Plan (FY 2016 – FY 2020), there is a section on mitigation, and that Metro would like to participate in the knowledge-sharing hub that would be part of determining environmental mitigation.

#### **Break**

Sam Imperati called the meeting back to order at 3:38pm.

#### **Public Comment**

Jim Howell, Policy Director at AORTA, presented on the association's request for overnight transit between downtown Portland and PDX, which is outlined in the letter included in the CAC packet materials. Mr. Howell reported that there are approximately 20,000 riders on the red line each day, but that only 1800 of those are taking transit to or from PDX. Mr. Howell noted that TriMet could conduct overnight maintenance between hourly trains to PDX or via a bus bridge.

Tina Burke stated that of the 500 TSA employees at PDX, approximately 200 take transit to and from work using transit benefits provided by the federal government, so overnight service to and from the airport would be a very attractive option to them. Ms. Burke asked if this was a feasible option, however, because she has been told by TriMet that the issue is complicated by the need to get riders to downtown initially via feeder lines.

Jeff Owen responded and stated that he would find out more information about the issue of feeder lines and the feasibility of overnight service to PDX. Jim Howell stated that there are 25 stops between the Beaverton Transit Center and PDX, and that the red line could extend an additional 14 stops west to serve the blue line. Mr. Howell said that while overnight services don't have high ridership, it would increase ridership throughout the day because travelers would be confident that they can use transit no matter what time they need to arrive to or leave PDX. Mr. Howell stated that TriMet could operate overnight service with one car so that the driver would be located in the car, thereby ensuring greater security.

Walt Evans asked about the cost per passenger and whether or not it might be cheaper to subsidize overnight taxi rides for transit users. Mr. Howell said that if a true cost analysis is to be done, it must look at total ridership, because overnight service may have low utilization, but it would increase ridership throughout the day. Erwin Bergman noted



that taxi rides would also create increased carbon emissions, while the train runs on electric power and is more environmentally friendly.

Mike Sloan asked Tina Burke what time TSA employees arrive to PDX in the morning. Ms. Burke said that their first shift begins at 3:00 am. Mr. Sloan asked Ms. Burke if more employees would use transit if overnight service was offered. Ms. Burke said that many employees would be interested because currently they park in an employee parking lot and take a bus into the terminal, which requires extra time. Ms. Burke said that if employees were able to take the train right to the terminal, it would save them time on their overnight commute. Ms. Burke added that some TSA employees end work at 11:30 pm and that those employees would also be interested in overnight transit service. Ms. Burke estimated that an additional 100 – 250 TSA employees would ride TriMet if it offered overnight service to and from PDX.

Mr. Sloan asked Vince Granato if overnight TriMet service would benefit the airport in general. Mr. Granato stated that they are currently looking into extending TriMet benefits as part of the PDX Workplace Initiative, and that all-night service would greatly benefit airport employees. Sam Imperati stated that approximately 9% of the Max's red line's passengers are airport-related. Mr. Imperati asked Mr. Howell what the ideal percentage would be and how he would suggest incentivizing ridership. Mr. Howell stated that it would be incentivized by offering riders more certainty because they would be able to take transit overnight.

Jeff Owen stated that TriMet is currently conducting a Service Enhancement Planning study in the North Central region, which is a good opportunity for the public to express interest in new service.

Tina Burke stated that approximately 20 – 25 airports in the United States offer transit service directly into the terminal. Ms. Burke asked if Mr. Howell knew how many of those airports provide all-night transit service directly into terminal. Mr. Howell stated that one must go outside of the United States for transit service of that quality.

Sam Imperati stated that the Coordinating Committee of the CAC has suggested a presentation to the CAC in its long-range plan to cover multimodal transportation systems, and that it may make sense to include the issue of overnight TriMet service in that session.

Jane VanDyke asked Jeff Owen if TriMet's North Central study was currently in process, or if it would be conducted later in 2015. Mr. Owen stated that the outreach schedule can be found at [www.trimet.org/future](http://www.trimet.org/future). Mr. Howell stated that typically, TriMet announces schedule changes in September, so the public outreach process is likely underway.

Jeremy Simer, of SEIU Local 49, reported that the dialogue related to the PDX Workplace Initiative has been beneficial. Mr. Simer reminded the Committee that there is a 60% annual turnover rate among aviation service workers, and reported that a strong worker retention policy will be an important part of the Workplace Initiative. Mr. Simer reported that SEIU remains hopeful that the Workplace Initiative will address worker concerns, but that they will continue their advocacy, especially for improvement to wages and benefits. Mr. Simer also addressed the issue of enforcement of the Workplace Initiative, which will require resources and commitment.

Clarissa Shields, of Prospect Airport Services, was unable to join Mr. Simer at the PDX CAC meeting, but Mr. Simer summarized the letter she submitted as part of the meeting materials. Mr. Simer reported that Clarissa and four other workers have filed an OSHA complaint because of safety concerns they felt were not addressed by their employers. Mr. Simer reported that OSHA has completed an inspection but has not yet released its findings. Mr. Simer called on the Port



of Portland to maintain its commitment to ensuring that airline service contractors provide a safe working environment for their employees.

#### **Port of Portland Small Business Development Program**

Kimberly Mitchell-Phillips, Small Business Development Program Manager at the Port of Portland, presented on the Small Business Program. Ms. Mitchell-Phillips noted that the ACDBE program does not include Hillsboro and Troutdale airports because there are not concessions opportunities at either of those airports. Ms. Mitchell-Phillips reported that there is not a large pool of ACDBE-eligible businesses, so her team is actively reaching out to local vendors about ACDBE certification in an attempt to enlarge that pool.

Joe Smith asked if the Port's open house for subcontractors was truly "bi-annual", as it states on slide 10. Ms. Mitchell-Phillips said that the open house was hosted every 6 months and that she would change that to "semi-annual". Ms. Mitchell-Phillips noted that the next open house will be on April 22<sup>nd</sup> at the PDX Conference Center.

Mr. Smith asked Ms. Mitchell-Phillips how the program is publicized to local businesses. Ms. Mitchell-Phillips stated that her team conducts outreach to community and small business advocacy groups, firms that are registered with the Port of Portland, and the State of Oregon's database of certified firms.

#### **TSA Security Program and Training**

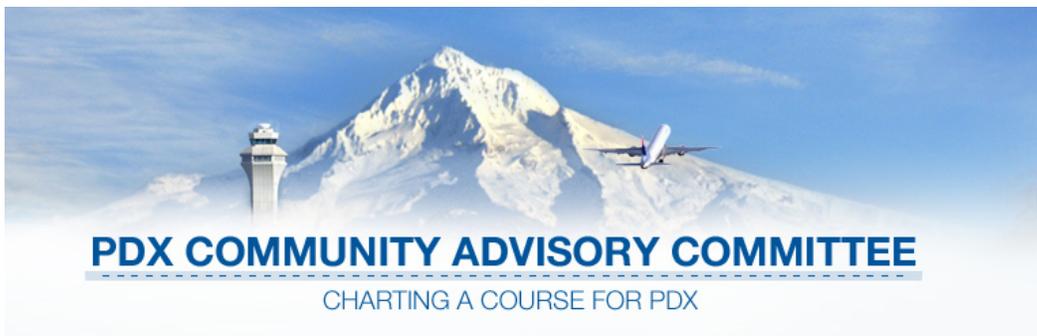
Mike Irwin, TSA Federal Security Director of Oregon and Regional Director of Region 5, and Sharon Gordon, Senior Manager of Aviation Security at the Port of Portland, provided an update on Airport Security. Mr. Irwin reported on some of the aviation security concerns that TSA is aware of. Ms. Gordon reported that her team's work to make the airport more secure includes meeting with airport employees, utilizing more canines, and increased training opportunities.

#### **Meeting Wrap Up & Evaluations**

Sam Imperati reminded committee members of the dates for the remaining meetings in 2015:

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

Mr. Imperati adjourned the meeting at 4:33 pm.



**4.1.15 8 Evaluation Forms**

	Too Slow	Just Right	Too Fast	No Answer		
<b>PACING</b>		7	1			
	Poor	Fair	Good	Very Good	Excellent	No Answer
<b>OVERALL MTG QUALITY</b>			1	5	2	
<b>PRESENTATIONS</b>		1	3	3	1	
<b>DOCUMENTS</b>			1	4	1	2
<b>DISCUSSION</b>			2	3	1	2

**6. MOST USEFUL?**

- PDX updates - lots of good information shared
- Discussion and Vince’s report
- Very full, many topics covered

**7. LEAST USEFUL?**

**8. COMMENTS AND SUGGESTED TOPICS FOR FUTURE MEETINGS?**

- Copy handouts with smaller slides to save paper
- Wrap up presentations and discussions with next steps
- Presentations improved from previews
- Best joke: Jeremy’s SEIU opener of “good enough” accepted
- Kimberly detracted from her useful presentation by reading nearly every word of her lengthy 3<sup>rd</sup> slide. She was good, outside of this powerpoint error (this person rated presentations “Fair”).