



PDX COMMUNITY ADVISORY COMMITTEE MEETING #6
Thursday, April 11, 2013 2:30 pm - 5:30 pm

Port of Portland Headquarters, 8th Floor Chinook Conference Room
 7200 NE Airport Way, Portland, OR

NOTES

Name	Interest Represented	Attendance
VOTING MEMBERS		
Erwin Bergman	Central Northeast Neighbors	Absent
Beverly Bruender	Citywide Land Use Committee	Present
Tina Burke	Airport Employee	Present
Steven Cole <i>Alternate: Patrick Metzger</i>	Northeast Coalition of Neighbors	Absent
Tony DeFalco	Environmental Justice	Absent
Walt Evans	Business Organization	Present
Col Paul Fitzgerald	Military	Present
Karen Gray	Portland Planning and Sustainability Commission	Absent
Alan Hargrave	Clark County neighborhood representative (Camas/Washougal)	Present
Craig Johnson	Air Cargo	Present
Randy Jones	East Multnomah County Neighborhood (City of Fairview, Gresham, Maywood Park, Troutdale, and Wood Village)	Present
Alan Lehto <i>Alternate: Jeff Owen</i>	Multi-modal transportation representative	Present - Owen
Robert Pinedo <i>Alternate: Kathleen Larsen</i>	General Aviation	Present - Larsen
Alesia Reese	East Portland Neighborhood Office	Absent
Bob Sallinger	Environment/Wildlife/Natural Resources	Present
Don Davies	Passenger Airline	Present
Martin Slapikas	North Portland Neighborhood Services	Present
Mike Sloan	Vancouver neighborhood	Absent
Joe Smith	PDX Citizen Noise Advisory Committee	Present



Jane VanDyke	Columbia Slough Watershed Council	Present
NON-VOTING MEMBERS		
Nick Atwell	PDX Wildlife Committee staff	Present
Chad Eiken <i>Alternate: Willy Williamson</i>	Vancouver Community Development Director (or designee)	Present
Larry C. Ellis	Multnomah County	Absent
Bruce Fisher	Federal Aviation Administration	Absent
Cam Gilmour	Clackamas County	Present
Vince Granato	Port Aviation Director (or designee)	Present
Kelly Sills	Clark County	Present
Andrew Singelakis <i>Alternate: Stephen Roberts</i>	Washington County	Absent
Deborah Stein	Portland Bureau of Planning and Sustainability Director (or designee)	Present
Stacey Triplett	Metro staff	Present

Port Staff and Consultants Present: Melissa Egan, Institute for Conflict Management; Sam Imperati, Institute for Conflict Management; Sean Loughran; Scott King; Jason Gately; Melissa Gall

Staff and Invited Guests: Scott Drumm, Port of Portland; Angela Watkins, Port of Portland

Public Present: Richard Manning, Green Building Services

WELCOME AND INTRODUCTORY COMMENTS

Sam Imperati, Institute for Conflict Management, welcomed everyone to the meeting.

PDX CAC Members Information

Norma Seely is moving to a new position within Alaska Air Group. Don Davies, also with Alaska Air Group, will be her replacement on the committee.

Don Davies Bio

Don Davies is the General Manager for Alaska Airlines at PDX. He began his career with Alaska Airlines in 1999 working on the ticket counter at the Seattle station and moving to Portland in 2004 as the Alaska Operations Manager. He came to Alaska Airlines from a middle school teaching background and enjoyed teaching history and math.

Don is involved in the various community efforts supported by Alaska Airlines throughout the Northwest. His interests include the study of ethics, listening to Jazz music and attempting to learn watercolor painting.

January 2013 Meeting #5 Notes Approval

Sam asked the group if there were any corrections, and noted that some follow up emails sent by Chris after the last meeting have been included.

Joe Smith provided several suggested edits:

- page 2, bottom of page; "we" is supposed to be "he"
- page 5, should indicate when the new ORANG contract runs to; add "a 50 year lease"
- page 9, in reference to the number of acres of park, he wonders if "40" is correct? or should it be 400? (*Note: 40 acres is correct.*)

Martin Slapikas asked if he can he appoint an alternate. Sean Loughran, Port of Portland, responded that there are no alternates except for businesses and agencies; the committee needs to have consistent participation.

Meeting Agenda Review

In keeping with our focus on sustainability (Triple Bottom Line: Social responsibility, Economic development and Environmental stewardship), today's special focus topics are:

- the Regional Economic Impact of PDX
- the Port's Small Business Development program

Additional handouts in packet

- Summary of Vince Granato's Business Update and a set of Aviation Demand Forecast slides
- PDX CAC Annual Report – two copies. One is for CAC member use and one is to send to the appointing organization
- Sample template letter members may want to use to send the annual report to the appointing organization or jurisdiction. This is just meant as an example, so feel free to add comments.
- Two PowerPoint presentation handouts
- List of commonly used Acronyms and Definitions to guide us through the Small Business Development Program presentation

Sam explained that the Port has taken sustainable measures with printing meeting documents.

- **Sugarmade paper** - This paper is made with rapidly renewable bamboo and sugarcane fibers instead of trees. It uses agricultural residuals of sugarcane production – a resource that would otherwise be burned or discarded. There are zero trees in this paper.
- **Printers** use solid ink technology (wax) in lieu of a traditional toner cartridge. The Xerox ColorQube printers that the Port uses result in 90% less waste (primarily from less packaging and toner casing) over the lifecycle of the printer (4 years). 8,150 lbs. vs. 880 lbs.

The Port's **Gateway to the Globe luncheon** was on Tuesday, April 9th. All CAC members were invited. Topic was sustainability and it was an interesting description of the Port's work in this area. For those who missed the three minute video – *Port of Portland 2012 Business Results* – it can be found on YouTube.

Port Commission Meeting Debrief

PDX CAC Chair Cam Gilmour and Vice Chair Mike Sloan made a few remarks to the Port Commission on March 13 regarding the progress of the committee in its first year. The Commission also received copies of the annual report. Cam said the primary feedback was appreciation and gratitude for the input and commitment of the CAC members, many of whom volunteer their own time. This contributes to the overall excellence of the committee and the Port Commission appreciates it. They encouraged us to continue.

Walt Evans: feels this committee should send a letter to Delta and Alaska for their support of PDX; Alaska won an award at the Port luncheon and Delta contributed free round trips a prizes to attendees. We should thank them for their partnership. The Port deserves some credit but it is a two-way street and he thinks we should acknowledge them.

Everyone agreed that was a fine idea. The Chairs and Sam will draft and send a letter.

PDX UPDATES

Vince provided an update on airport activity, air service developments, planned construction and planning activities. A summary of those remarks is below.

BUSINESS UPDATE

Airport Activity:

PDX started calendar year 2013 with 1,025,192 passengers, a 5.2% increase compared to January 2012. This January posted a record load factor of 78.2; ten years ago the January load factor was 59.4. This demonstrates how the airlines are more carefully balancing their seat capacity to match passenger demand. February passenger volumes increased 3.7% compared to February 2012. Seat capacity decreased 0.7% while the load factor increased 3.5 points to 81.8%.

This March, Delta's Amsterdam flight celebrates its fifth year of operations at PDX. The flight started on March 29, 2008. Delta will be up-gauging the aircraft used on this flight to an A330-300 in April. Last June they brought in this larger aircraft for the busy summer season. This will give PDX 23% more seat capacity or 55 more daily departing seats to Amsterdam in both April and May.

US Airways brought back their seasonal flight to Charlotte, NC this month; this is a month earlier than last year when the flight returned in mid-April. The flight will operate four days a week returning to daily service in May. Alaska Airlines will add a nonstop, daily flight between Portland International Airport and Fairbanks, Alaska, running June 9 through Sept. 2, 2013.

United Airlines will operate daily nonstop flights connecting Portland International Airport and Cleveland, Ohio from June 6-Aug. 26. Cleveland serves as a United hub, providing summer travelers with more options for visiting the Rock & Roll Hall of Fame, East Coast and Midwest.

Air Canada suspended service to Toronto but is adding additional service to Calgary.

Airport Concessions/Properties:

A fifth Starbucks opened its doors Jan. 28 on Concourse C at PDX. Operated by HMSHost, the new store was designed using sustainable features— reclaimed Douglas Fir resembling shipping containers surround the chilled case; the back bar tile is made from a local manufacturer 20 miles from PDX; and a reclaimed aluminum panel is mounted on the wall to resemble the wing of a 1950s vintage airplane.

The Port recently completed a process seeking interested and qualified firms to consider the development of a Travel Center at the corner of NE 82nd Ave and NE Alderwood Road. The Travel Center concept brings together automobile fueling with food, sundries, and other amenities to serve passengers, employees, and the community in proximity to the PDX Passenger Terminal. Although many interested parties participated in the public process, we received a single response which is being reviewed. If deemed qualified, the Port will enter into direct negotiations toward a commercial lease and development agreement. With conceptual design complete, development input could be received by the Port from the CAC in late Fall 2013.

CONSTRUCTION UPDATE

2013 PDX Airfield Projects

PDX Summer Construction

We plan to reconstruct Taxiway C and repair the south runway from Spring 2013 to Fall 2013.

We plan to complete a full reconstruction of the eastern portion of Taxiway C, which provides aircraft access to and from the south runway. The south runway repair will replace concrete that was damaged after a military jet's tire failed, causing its landing gear to scrape the runway. Temporary repairs are already in place.

Taxiway C reconstruction work will run from April through mid-October. Repairs are planned for the south runway from approximately April 15 to May 31, and again from August 16 to September 29. The runway will be open between June 1 and August 15 to help accommodate peak summer traffic.

While no major flight schedule delays are expected, airport neighbors should expect increased flights over some neighborhoods during the south runway closure. That's because many aircraft that would normally use the south runway will temporarily use the north or crosswind runways.

In particular, the use of the crosswind runway will increase the number of flights over neighborhoods south of the airport. The crosswind runway use is necessary, because the north runway alone cannot accommodate all PDX flights when the south runway closes. Furthermore, the location of some airline operations on the south

side of the airport will mean that the crosswind runway will see use by larger-than-usual passenger propeller aircraft.

In addition to the runway and taxiway work, the Port will be conducting additional phases of two major ramp rehabilitation projects. Beginning around mid-April, work will begin in Air Trans Center and around July 1, the second phase of the North Apron rehabilitation will begin.

Parking Guidance System for Long-term Parking Garage

Installation of a parking guidance system, similar to that installed in the short-term parking garage, is underway. The project is proceeding in phases with temporary closures of sections of the long term garage.

Airport Way Interchange

ODOT began work on the I-205 northbound on-ramp at Airport Way in February 2013 and is scheduled to complete the project in the fall of 2014.

PLANNING UPDATE

PDX Bicycle and Pedestrian Plan

The Port has begun the process of reviewing and updating the 2003 master plan, the first airport bicycle and pedestrian plan in the nation. While no major additional new capital projects are envisioned in the plan update, the update will consider a range of facility and policy alternatives with a focus on practical ways to improve the bicycle and pedestrian experience at PDX.

The Port is conducting outreach to gather feedback on the master plan update. Several audiences were identified for outreach, including airport terminal employees. The Port hosted an open house for airport employees on March 19th at PDX.

On April 30th, the Port will also host a meeting and tour of airport bike and pedestrian facilities with key external stakeholders. This will include representatives from the City of Portland, Tri-Met, ODOT, Metro, OHSU and Portland State University.

Westside Freight Access and Logistics Study

In support of the Greater Portland Export Initiative, the Port of Portland is partnering with ODOT, Metro, City of Hillsboro, Washington County, Intel, Portland Business Alliance and others to study transportation issues associated with getting high-tech manufacturing products from the west side "Silicon Forest" to PDX. The effort will look at projects, policies, and programs in an effort to provide greater travel time reliability to get products to the airport in time to meet national air cargo flight schedules. This study is scheduled to be complete by July of this year.

PDX Storm Water Master Plan

The Port has started a two year planning process that will address design and retrofitting of storm water facilities owned by the Port within the City of Portland to insure regulatory compliance, address future development or redevelopment and support asset management planning for storm system infrastructure. Our Project Manager, Susan Aha, will join us in June to provide more background on this major planning study.

Check-in/Ticket Lobby Concept Plan

The Port has started a 12 month planning process to develop a comprehensive strategy and plan to incrementally reconfigure the terminal to achieve efficient passenger processing and a quality passenger experience. Sustainability will be a key theme in the study as we work to create a space that is flexible and can be reprogrammed over time to respond to changing requirements.

SUSTAINABILITY UPDATE

PDX Food Donation Program

The Port of Portland has facilitated partnerships between St. Vincent de Paul, a local charitable organization, and PDX concessionaires to collect and distribute unsold, ready-to-eat food products at PDX.

The food waste diversion program provides sandwiches, salads, parfaits, baked goods, and uncut produce sold by airport concessionaires to hungry residents served by St. Vincent de Paul in Southeast Portland.

St. Vincent's had picked up 999 food items by the end of February. By the end of the first pickup day on Feb 5, Port and St. Vincent's staff had collected so much food from airport concessionaires that they needed to round up a second storage refrigerator. HMSHost donated a first refrigerator; Concessions International contributed the second.

The airport's food waste diversion program is already decreasing the amount of waste sent to the landfill at PDX (in 2012, PDX contributed a record of 201 tons of food waste to compost). Port staff expects to donate approximately 50 to 100 pounds three times a week to St. Vincent's—diverting 5 to 10 percent of high quality food from the compost pile to hungry communities.

Friends of Trees Cully Neighborhood Tree Planting

For the 5th year, the Port has worked with Friends of Trees to sponsor tree plantings in neighborhoods near Port facilities. This year's planting was on March 30th in the Cully neighborhood.

Airport Futures Natural Resource Program

On Saturday, February 9th, Friends of Trees hosted a tree planting that involved numerous volunteers and resulted in the planting of 60 larger street trees. The following week City of Portland's Re-Veg Crew installed all the native plants to complete the Elrod Slough Project that was a partnership among Multnomah County Drainage District, Friends of Trees and Columbia Slough Watershed Council (CSWC). The project was presented at CSWC's Slough 101 workshop on Saturday, March 9th.

PIC Wetland Enhancement: The Airport Futures Natural Resources IGA included a project to enhance a wetland located in Portland International Center (PIC) just south of IKEA. At the end of February the Port received a 'Development Permit' from the City. On March 7th, the contractor was on site with 14 different species of native shrubs totaling 960 plants. These plants were used to plant the northwest half of the conversion site. The northeast half of the site will be planted next winter. The reasoning for the staggered planting is to see how the selected species mix does on the site this year and adjust the planting next year, if necessary. All 960 plants are installed, marked, and mulched.

OTHER

Travelers enrolled in Global Entry, a U.S. Customs and Border Protection (CBP) program that allows expedited clearance for pre-approved, low-risk travelers upon arrival in the United States, can now use the U.S. Customs and Border Protection program at PDX.

The voluntary program allows expedited clearance for preapproved, low-risk international travelers. PDX passengers proceed to Global Entry kiosks, present their machine-readable passport or U.S. permanent resident card, place their fingertips on the scanner for fingerprint verification, and make a customs declaration. The kiosk issues the traveler a transaction receipt and directs the traveler to baggage claim and the exit. Pre-approval is required to participate in Global Entry. All applicants undergo a rigorous background check and interview before enrollment. A PDX enrollment center is currently under development. While Global Entry's goal is to speed travelers through the international arrivals process, members still may be selected for further examination when entering the U.S.

In addition to covering the above topics, Vince also noted that Burgerville has just announced they will be opening a location at the airport. Everyone is very excited, and they are a great fit regarding the Port's focus on sustainability.

Also, to clarify, the south runway closure is broken up into two chunks, April 15 to May 31, and again from August 16 to September 29, to accommodate Asiana cargo. They will have to truck their cargo up to Seattle during the closures.

Vince noted that the Port is looking at potential impacts from the federal budget sequester. They have been in discussions with the Troutdale Tower. It is scheduled for closure, and PDX has contested that decision. The airspace overlaps with PDX and the FAA needs to do a full safety evaluation. If they did do one, PDX would like to see it. PDX simply needs to be sure operations will be safe.

Joe Smith: for those of you who feel you have influence with our elected officials, now would be a good time to ask them for support. He explained how the air traffic flow goes, and described how "unidentified" aircraft would occur, and the possible impacts. He feels it was painfully clear that the FAA did not do a safety assessment, and based their decision only on numbers of landings (150,000 or below was the cut off). Our congressional delegation needs to hear about this!

Tina Burke: from the TSA perspective, there will be no impact on operations but they have to watch their spending and restrict work travel. She feels the top level service we are used to at PDX will be delivered and foresees no impacts to Oregon airports.

Nick Atwell: commented about a situation with a red tail hawk. With the help of SEA-TAC and Audubon, and they were able to relocate a red tail hawk.

PDX Bicycle and Pedestrian Master Plan

The Bicycle and Pedestrian Master Plan is being reviewed and updated. PDX was the first airport to have such a Master Plan. They are doing strategic outreach to agencies that do this kind of work, for example, Jeff Owen from Tri-Met. They will come back to the CAC in the future. Please see Jason Gately with comments or questions.

PDX Long Range Forecast Review

Before his presentation, Sean Loughran, Port of Portland, announced that the Elrod Slough tree planting has been done. It was a great event with Friends of Trees and the City of Portland Re-veg Program.

Also, the wetland conversion project recently planted additional 960 plants.

Sean provided an update on the forecast, in relation to the Master Plan done through the Airport Futures process. He described the how the PDX Futures process developed the Aviation Demand Forecasts used to develop the Master Plans. He discussed the following topics and the innovative approaches used.

- Public Involvement
- Peer Review
- Key Issues and Trends
- Probabilistic
- Sensitivity Analysis
- Forecast Review

There was a huge focus on public involvement, unlike any that any other airports have undertaken. We created a Forecast Advisory committee and the full Policy Advisory Group dedicated 4-5 meetings to discussing the forecast. The process also used a peer review expert, Jeff Gosling from Berkeley.

In the Airport Futures process, we ended up with over 30 key issues, casting a very broad net and allowing for debate and discussion on the issues.

Sean reviewed slides showing the forecast and the actual demand and utilization for PDX Enplaned Passengers, Passenger Airline Aircraft Operations, and Total Air Cargo. The basic overall trends for each are that there were steep declines during the recession and are now recovering.

Sam explained how at the beginning of PDX Futures, the key issues were should there be a 3rd parallel runway and an additional de-centralized terminal. By the end of the process, with real-time changes reflecting the increasingly bad recession, the key issues shifted. He described probabilistic forecasting and the Monte Carlo method.

Bob Sallinger: reiterated his request from last meeting for an air quality and natural resources subcommittee and we need to go above and beyond basic requirements. There has been a lot of public relations on Government Island, and Audubon was very publically supportive. Now Audubon is very concerned. He feels they are doing the wrong treatment and wrong surveys, and that the substance is not matching the PR. We need the subcommittee to address what went wrong in first year and figure out how to fix the situation. Also, it would be a good idea to distribute the report to this committee.

Sean Loughran: is the project manager for Government Island, and he does take it seriously. They are working on it and revising the draft with the City's remarks. Since we started work on Government Island, they have worked with State Parks to identify 500 acres. Then the policy framework went through a committee process, which included Bob. The plan was uniformly endorsed and now it is time to implement it. He is not saying everything has gone according to plan, and for example, the dry weather is a part of this. They have had to make adjustments in the site planning. Without question, the Port is committed to meeting obligations of Government Island mitigation. As time goes on, he will share successes and failures with this committee and the City.

Sam Imperati: is the report ready for this committee?

Sean Loughran: yes. He hopes to share it soon. They have to figure out what approach the City wants to take as well. They will be happy to do a presentation. This is a long-term effort.

Bob Sallinger: Audubon is looking for something that is more collaborative. We need to have a substantive exchange. It feels too much like a dog and pony show. Audubon put itself out very publicly supporting this, and need the reciprocity.

Deborah Stein: Nancy Hendrickson, BES, is the point person.

Sean Loughran: feels there has been substantial collaboration, and we are glad meet more if necessary. We'll do more going forward.

Bob Sallinger: Audubon was written into the IGA for this reason.

Sam said that Deb, Bob, he and Sean will talk at the break to work out next steps and possible meeting scheduling.

REGIONAL ECONOMIC IMPACT OF PDX

Scott Drumm, Manager of the Port's Research Department, provided a presentation on the regional economic impact of PDX. He explained that as part of their look at the Port's business planning process, some CAC members requested a presentation on the regional economic benefits that PDX brings to the region. At the end of the presentation, the Port is interested in feedback on the following question: **What other kinds of benefits/value does the airport create that aren't captured by the economic impact model? How can we capture those?**

Slide 2: Introduction

- Project / Consultant Background
 - Covers all areas of Port activity/operations
 - Collaborated with Port of Vancouver over last five years to coordinate impact assessments
 - Selected Martin Associates via public bidding process; methodology a key factor
- Last Update of Port's Models: 2006

Slide 3: Study Purposes

Measure the baseline economic impacts of the Port of Portland:

- Maritime Activity
 - Public (Port of Portland)
 - Harbor-Wide Port of Portland terminals and private terminals
 - Port of Vancouver, WA maritime activity
- Airport Activity
 - PDX
 - Troutdale
 - Hillsboro
- Real Estate Tenants of the Port's Industrial and Business Parks

Slide 4: Impacts Created

- Jobs
 - Direct
 - Induced
 - Indirect
- Wages and salaries
 - Direct
 - Re-spending
 - Indirect
- Business revenue
- Taxes

Slide 8: 2011 Impacts of PDX

IMPACTS	AIRPORT GENERATED	VISITOR INDUSTRY	TOTAL IMPACT
JOBS			
DIRECT	10,077	23,202	33,279
INDUCED	4,505	7,664	12,169
INDIRECT	<u>1,726</u>	<u>5,097</u>	<u>6,823</u>
TOTAL	16,308	35,963	52,271
PERSONAL INCOME (MILLIONS)			
DIRECT	\$400.7	\$450.2	\$850.9
INDUCED	\$427.9	\$0.0	\$427.9
INDIRECT	<u>\$93.4</u>	<u>\$133.3</u>	<u>\$226.7</u>
TOTAL	\$922.0	\$583.4	\$1,505.4
BUSINESS REVENUE (MILLIONS)	\$3,725.0	\$1,752.7	\$5,477.7
LOCAL PURCHASES (MILLIONS)	\$194.9	\$217.0	\$411.9
STATE AND LOCAL TAXES (MILLIONS)	\$85.9	\$82.7	\$168.6
FEDERAL GOVERNMENT AVIATION - SPECIFIC TAXES (MILLIONS)	\$246.2	NA	\$246.2

Slide 10: Geographic Distribution of Direct Aviation Jobs

PORTLAND AREA JURISDICTION	PERCENT OF DIRECT JOBS	DIRECT JOBS
PORTLAND	30.57%	3,081
OTHER MULTNOMAH COUNTY	9.89%	996
WASHINGTON COUNTY	6.74%	679
CLACKAMAS COUNTY	9.15%	922
CLARK COUNTY	34.46%	3,473
SKAMANIA COUNTY	0.22%	22
OTHER OREGON	4.06%	409
OTHER WASHINGTON	3.11%	313
OTHER US	1.80%	182
TOTAL	100.00%	10,077

Slide 11: Direct Jobs by Type of Job

IMPACT CATEGORY	DIRECT JOBS
AIRLINE/AIRPORT SECTOR	
PASSENGER AIRLINES	3,076
CATERING (NON AIRLINE-OWNED)	110
FEDERAL GOVERNMENT	932
PDX AIRPORT ADMINISTRATION	548
RETAIL CONCESSIONS	687
FIXED BASE OPERATORS/GA	389
CLEANING SERVICES	109
AIR NATIONAL GUARD	781
SKYCAP/SECURITY	269
MISCELLANEOUS	328
PARKING	<u>183</u>
SUBTOTAL	7,411
FREIGHT TRANSPORTATION SECTOR	
FREIGHT AIRLINES & COURIERS	783
FREIGHT FORWARDERS	<u>164</u>
SUBTOTAL	947
GROUND TRANSPORTATION	
RENTAL CARS	513
TAXIS	266
LIMOS/BUS/VANS	<u>285</u>
SUBTOTAL	1,065
CONSTRUCTION AND CONSULTING	<u>654</u>
TOTAL	10,077

Questions for clarification

Joe Smith: how many surveys were conducted to arrive at this data, and what is the margin of error?

Scott Drumm: approximately 14000 surveys per year in the terminal.

Slide 14: Discussion Questions

- What other kinds of benefits/value does the airport create that aren't captured by the economic impact model?
- How can we capture those?

Stacey Triplett: thank you for this presentation and comment regarding type of direct jobs; she liked the comparison of size of employer (Fred Meyer, Schnitzer Steel); would like to see this in terms of *types* of jobs

Joe Smith: a recent trip to San Diego left him with a bad impression. This Port is incredibly good at creating a good first impression of a city.

Sam Imperati: it could be interesting to look at Condé Nast for a comparison of similar size but lower rated airports; there could be some data in there.

Vince Granato: noted Condé Nast does not do a survey anymore because Portland always won. So, the Port fully understands that they are the front door, but it is hard to measure. Condé Nast was great, it is always great to have a 3rd party source, but they are no longer doing it.

Deborah Stein: did you find any relationship between employment to MAP?

Scott Drumm: they did look at the 2006 results, we saw passenger levels rise, but employment did not. Seeing more people on the same plane, as travel volume varies, so for example, the number of TSA employees does not necessarily go up and down.

Sam Imperati: convention center hotels - any comments?

Sean Loughran: comment and question. We do a terminal user survey, always trying to understand user preferences. A report out on the survey would be good item for a future agenda. Portland is a destination and origin airport; so most traffic is local.

Kelly Sills: there is definitely a symbiotic relationship between airport and business. The big convention business will come here someday, and be more of a driver.

Don Davies: one of the intangibles he has come to look at over the past few years is our sense of community. It is partly because of the community spirit at the airport that helps them connect out into the larger communities.

Beverly Bruender: wonders how many people who work at PDX are making a living wage, and how many are on food stamps? She thinks they must be OK because they appear to be happy.

PORT SMALL BUSINESS DEVELOPMENT PROGRAM

The social benefit element of sustainability is an important value that works hand in hand with economic and environmental elements. Angela Watkins, who manages the Port's Small Business Development program, is here to describe this program, which addresses a number of social and equity issues. At the end of this presentation the discussion question is: **Are there other small business development activities that make sense for the Port to consider adding to their program?**

Slide 2: Purpose

- The purpose of the Port small business development program is to enhance the opportunity for small businesses to successfully compete for public and private business opportunities within the region.

Slide 3: History

- 1994 – Mentor Protégé Program established
- 2005 – Court ruling suspended DBE goals on federal projects
- 2007 – Port conducted a Disparity Study
 - Provided the Port data to support reestablishing goals on federally funded projects
 - Port set goals on non-federal projects
 - Port expanded its “ESB program” to include minority and women owned firms.
 - The Port was commended for its Mentor Protégé Program and its ACDBE program.

Slide 6: Mentor Protégé Program

Measurable program objectives

- High survival rate for protégé firms
- Improve financial strength and bonding status over the course of the program
- Consistently successful in achieving the protégé firms established business objectives
- High rate of graduating protégé firms

Slide 7: Port Small Business Program

Angela described the process for contracting with MWESB business.

MWESB Program	DBE/ACDBE Concessions Program
<ul style="list-style-type: none"> • All purchases under \$100,000 (aspirational) <ul style="list-style-type: none"> ◦ <i>At least two of the quotes must be from an MWESB firm</i> • Construction opportunities under \$100,000 (aspirational) <ul style="list-style-type: none"> ◦ <i>At least two of the quotes must be from a MWESB firm</i> • Formal construction Projects between \$100k & \$500k (aspirational) <ul style="list-style-type: none"> ◦ <i>Call up (5 or 6 firms), attend prebid</i> • <i>Award based on lowest price</i> • Major Construction Projects \$500k and above (target) Advertised in DJC (Good Faith effort required) • Professional Services (Request for Proposal) Standard for weighting is between 10 % – 15% depending on project 	<ul style="list-style-type: none"> • Projects funded by Federal Aviation Administration (FAA) • Major Construction Projects \$250k and above (target) <ul style="list-style-type: none"> ◦ <i>Good Faith effort required</i> • Overall Port DBE goal is 8% • Airport Concession DBE FY 11/12 achieved 32% • Currently Airport Concessions – 9 ACDBE operators engaged in 25 concessions, FY 12/14 goal is 23%

Slide 8: Port Small Business Programs

- **Workforce Program** – Required on projects over \$500k; requires contract to provide on the job training opportunities to registered apprentices.
- **Good Faith Effort** – Required on all projects over \$500k. Contractor must provide documentation of Good Faith Effort if not in compliance with small business program.

For example:

- *The bidder negotiated in good faith with the small businesses submitting bids and did not without justifiable reason reject as unsatisfactory bids prepared by any small business*
- *The bidder used the services of minority community organizations, minority contractor groups, local, state, and federal minority business assistance offices, and other organizations identified by the State of Oregon’s Advocate for Minority, Women, and Emerging Small Business that provide assistance in the recruitment and placement of small business enterprises.*
- **Evaluation Criteria Points** – Required on all professional service contracts over \$100k. The Port assigns points to request for proposals to evaluate a proposer’s efforts to include small business on a particular project.
- **Sponsorships**

Slide 11: Contributing Success Factors

- Establish specific project goals
- Include evaluation credits for small business participation in request for proposal
- Increased focus on small business participation during pre-solicitation meetings
- Attend local community events i.e. National Association of Minority Contractors – Oregon, Oregon Association of Minority Entrepreneurs, Hispanic Chamber, et al
- Participate in local employment and contracting fairs
- Workforce Initiative 15%
- Collaboration – share of information and lessons learned
 - Legal Summit
 - Northwest Public Employees Committee

Slide 12: Future Enhancements

- Training program – (Implement in 2013)
- Subcontractor open houses
- Increased visibility
 - Airport Minority Advisory Council national membership
 - American Contractor Compliance Association national membership
- Strengthen MWESB requirement language
 - Professional Service Evaluation Criteria

Angela asked if CAC members have any ideas or know about programs. The Port is interested in their comments.

Stacey Triplett: question about the mentor protégé program - is this typical in other agencies?

Angela Watkins: she has heard of others, but those are project- based. There is a whole three year program.

Question: How do you roll up those experiences and evaluate the program and report to your Commission?

Angela Watkins: Her mission is to increase the program's visibility. We do report to the Port Commission.

Stacey Triplett: for the mentors, are they repeating their service to the program?

Angela Watkins: 85% have been with the program since it started. They have brought on new mentors, more of focus on bringing in mentors from professional service industries.

Vince Granato: and some protégé's have become mentors.

Jane VanDyke: how do people know to apply?

Angela Watkins: could do more to make sure people know about it. We advertise and attend local community events; and more work is coming.

Jane VanDyke: are you planning any Vancouver or Washington state outreach?

Angela Watkins: We accept firms that are certified in Oregon or Washington.

Deborah Stein: what are some examples?

Angela Watkins: engineer, architect, concrete, land surveyor, construction recycling, DBE consultants, outreach to public school and public organizations. When this program started, it was construction based and it has expanded.

Deborah Stein: not linked to any contracts?

Angela Watkins: correct.

Martin Slapikas: Would like clarification about what defines an Emerging Small Business.

Angela Watkins: certified by State of Oregon; it is race and gender neutral.

Announcement: Please remember to have your parking voucher validated during the break as this will be the last opportunity. You can see Melissa at the back table or take it to one of the receptionists near the elevators. Melissa also has TriMet passes at the back table if you used MAX to get here.

BREAK

PUBLIC COMMENT

None.

ROUNDTABLE UPDATES AND DISCUSSION

Sam asked each member to present information about their neighborhood or organization and he asked Joe Smith about the recent CNAC planning meeting- what is their focus for the coming year?

Joe Smith: CNAC has become very successful, even if it has no statutory power. However, Port staff involved in making decisions is always concerned about how CNAC will feel about those decisions.

Vince Granato: confirmed that CNAC and CAC are on the forefront of the minds of Port management.

Deborah Stein: comment regarding Colwood Golf Course; BES is waiting for more info on stormwater management and ROW approvals. Nothing further until the application is complete.

Walt Evans: returning to what Bob mentioned, he cautions us to take his position seriously. He would like a presentation, including a majority report and minority report. There are many who care about the issues and while he doesn't know enough about the substance, he understands it is very important. Secondly, every meeting, we hear how it trends for PDX. He is also concerned about how we compare to similar airports; it would be useful for us to hear this perspective.

Vince Granato: we can do this for some measures. Passenger growth, for example. You have to be careful when comparing airports. There's a saying that goes, "When you've seen one airport, you have seen one airport." Folks always want to know about Seattle, but they are much bigger. Currently, we are growing at a more rapid rate but they returned to their pre-recession levels faster. The FAA does an annual forecast, but they do it nationally not regionally.

Joe Smith: how good is the FAA at their forecasts?

Vince Granato: not sure, but he is sure that we at PDX have a more accurate view for our operations.

Sam Imperati: noted that in the past, he asked the FAA for data on the accuracy of their forecasts, and the FAA said they did not ever review their forecasts to see how they compared to actual data.

Martin Slapikas: Hayden Island developed a neighborhood sustainability plan using the same Triple Bottom Line model of Social responsibility, Economic development and Environmental stewardship. The CRC and Lottery Row are hugely impactful. Lottery Row submitted numerous bills, especially those impacting Portland Police. There is a work session next week, and about 12 licenses up for renewal at the OLCC.

Jane VanDyke: comment regarding the natural resources group and outreach for next year. There has been some discussion about criteria and she sees a renewed emphasis on natural resources (e.g., community gardens are all the rage), but she is not sure if a sufficiently strong connection between water quality and actual habitat. The criteria for projects are under review.

Stacey Triplett: question regarding the EMS system - what is the scope?

Vince Granato: Environmental Management System - compliance, planning, resource management - not sure how much will be in the next presentation. EMS is vast so interested in comments in how to target the presentation.

Stacey Triplett: comment on the clean water, clean air concerns that came up; would like to see some comparison data on that.

MEETING WRAP UP

Sam thanked everyone for their attendance and reminded folks to review the CAC Annual Report and send it to the folks who appointed members.

Next Meeting: Wednesday, June 5, Port HQ, 2:30-5:30 pm at the Port HQ

- PDX Environmental Management System
- Stormwater Master Plan

Meeting Notes respectfully submitted by the Institute for Conflict Management, Inc. facilitation team.

Follow up information: Sean Loughran passed on information from Erwin Bergman, which was conveyed to Col Paul Fitzgerald at the Oregon Air National Guard. Erwin Bergman was complimentary regarding ORANG's execution of the Continuous Decent Arrival Overhead Approach (CDAOH). Erwin observed a CDAOH operation at 12:30 pm on April 11, 2013 and noted that the pilot flew this procedure within the general intended boundaries, which had previously been defined with the help of public input.

**PDX CAC Meeting Evaluation Summary
APRIL 11, 2013**

13 Evaluation Forms

	Poor	Fair	Good	Very Good	Excellent
1) OVERALL MTG QUALITY				7	2
2) PACING		Little Slow 2	Just right 9	Little Fast 2	
3) CLARITY PRESENTATIONS				10	3
4) DOCUMENTS		1	2	4	6
5) DISCUSSION			2	7	3

6. MOST USEFUL?

- Economic impact presentation
- Economic impact of PDX
- Economic presentation (Scott's)
- PDX updates and regional impact of PDX
- PDX updates - long & short range projects
- Thanks for the good staff work on distributing the annual report
- Updates
- Vince - operation summary

7. LEAST USEFUL?

- All info was useful
- Break half way through, please.
- Discussion re: Government Island was a wee bit long - but I'm glad Bob felt free to raise it.
- Discussion question still aren't prompting *discussion*; just Q&A
- Drumm - I would have welcomed a presentation which also covered maritime economic impact, not just airport alone.
- Port small business development program - good info - might have been presented in a more engaging way. A bit dry.

8. COMMENTS AND SUGGESTED TOPICS FOR FUTURE MEETINGS?

- Break at 4:00 - the mind can only ingest what the bladder will permit :)
- Great agenda, thanks.
- Sub-committee request by Sallinger is serious - should be considered