



PDX COMMUNITY ADVISORY COMMITTEE

CHARTING A COURSE FOR PDX

PDX COMMUNITY ADVISORY COMMITTEE MEETING AGENDA

(In-Person with Remote Option for Meeting Only)

Wednesday February 4, 2026 | 12:30 pm-3:00 pm

In-Person: Channel Room, Port Headquarters Building, 7200 NE Airport Way, Portland

Zoom (Public Link): https://us06web.zoom.us/webinar/register/WN_osMqgPTeRuWUy-MzABOIQ

12:30 pm-12:40 pm	<u>Welcome + Introductory Comments</u> <ul style="list-style-type: none">• Meeting Overview and Agenda Review• Introduce new CAC members• Meeting Notes Approval (November 2025)• 2024 Annual Report	10 min	Thuy Tu, Facilitator
12:40 pm-12:55 pm	<u>PDX Updates</u> <ul style="list-style-type: none">• Business Report• Questions	15 min (10 min) (5 min)	Dan Pippenger, Port PDX CAC Members
12:55 pm-1:00 pm	<u>Public Comment</u>	5 min	
1:00 pm-1:25 pm	<u>Air Service Development</u> <ul style="list-style-type: none">• Presentation• Discussion/Questions	25 min (20 min) (5 min)	David Zielke, Port PDX CAC Members
1:25 pm-1:35 pm	<u>Break</u>	10 min	
1:35 pm-1:50 pm	<u>PDX 2045 Master Plan Update</u> <ul style="list-style-type: none">• Presentation• Discussion/Questions	15 min (10 min) (5 min)	Jeff Broderick, Port PDX CAC Members
1:50 pm-2:25 pm	<u>CAC Transition Subcommittee Report</u> <ul style="list-style-type: none">• Presentation• Discussion/Questions	35 min (20 min) (15 min)	June Reyes, Port and Hector Marquez, CAC Member PDX CAC Members
2:25 pm-2:40 pm	<u>PDX Capital Improvement Program Update</u> <ul style="list-style-type: none">• Presentation• Discussion/Questions	15 min (10 min) (5 min)	Terri Burk, Port PDX CAC Members
2:40 pm-2:55 pm	<u>Roundtable</u> <ul style="list-style-type: none">• Discussion/Report-Outs	15 min (15 min)	PDX CAC Members

2:55 pm-3:00 pm

Meeting Wrap-Up

5 min

Thuy Tu, Facilitator

- Meeting Evaluation
- Conclude Public Meeting

PDX CAC charge: Support meaningful public dialogue related to PDX planning and development; provide an opportunity for the public to inform decision-making related to PDX; and increase public awareness about PDX and affected communities.

DRAFT PDX Community Advisory Committee Meeting
 November 5, 2025
 12:30-2:15pm (meeting)
 2:15pm-3:30pm (tour)

Advisory Members (20)	Interest Represented	Present
Naomi Eckstine	TSA Airport Employee	
Annette Stanhope	East Portland Community Office	
Erwin Bergman	Central Northeast Neighbors	
Heather King	Columbia Slough Watershed Council	
Jeff Owen	Multi-Modal Transportation Representative	
Joe Smith	Airport Noise Interest	X
Martin Slapikas	North Portland Neighborhood Services	
Micah Meskel	Environment/Wildlife/Natural Resources	X
Nickole Cheron (Vice Chair)	PDX Access	
MaryHelen Kincaid	Community Member	X
Hector Marquez	Northeast Coalition of Neighborhoods	
Mike Sloan	Vancouver Neighborhood	X
Tom Armstrong	Portland Bureau of Planning & Sustainability Director	
Chad Eiken	Vancouver Community Development Director	X
Betsy Emery	Metro	X
Nick Atwell	Senior Natural Resources & Wildlife Manager	X
Steve Kelly	Washington County	

Port Staff & Consultants

- Dan Pippenger, *Port of Portland Chief Operating Officer*
- Sean Loughran, *Port of Portland Planning & Development Director*
- Aaron Ray, *Senior Manager, Aviation Long-Range Planner*
- Jeff Broderick, *Senior Long Range- Aviation Planner*
- Thuy Tu, Thuy Tu Consulting, *Facilitator*
- Maureen Minister, *Port of Portland Environmental Conservation Manager*
- Arainnia Armendariz, *Planning and Development Administrative Coordinator*
- June Reyes, *Community Impact Program Manager*
- Savanah Partridge, *Planning and Development Intern*
- Irene Ng, *Senior Manager, Site and Facility Design (tour portion of*

Thuy Tu welcomed committee members and opened the meeting at 12:30pm reviewed the following materials:

- Meeting Agenda
- Digital Packet
- Meeting Presentations and Public Meeting for Airline Hangar Development

She asked for a motion from to approve the minutes from the August 5, 2025 meeting. Joe Smith motioned to approve the minutes and Micah Meskel seconded the motion and the August 5, 2025 CAC Meeting minutes were approved.

Community Noise Advisory Committee (CNAC) Update-Aaron Ray

Aaron Ray reminded the CAC about the invitation to the CNAC event on November 13. This event will commemorate the end of CNAC. The functions of CNAC will be folded into the CAC for at least the next year and he talked about how Michelle Hollis, Senior Manager, Environmental Planning, will join future CAC roundtables for noise updates. This structure will last through 2026 or until the CAC is restructured at the conclusion of the PDX 2045 Master Plan process.

PDX Updates- Dan Pippenger

- **Federal Government Shutdown:** The TSA, Customs and Border Protection (CBP) and FAA are affected by this. CBP employees are being paid as they are considered law enforcement agents. However, FAA and TSA staff are not being paid during the shutdown. The Port has set up donation bins, a food pantry for affected employees and breakfast and lunch is being provided to federal employees on duty at the airport. Some vendors and airlines are assisting with this. Unlike some other airports, PDX has not seen a reduction in services or employees showing up for work by Federal employees.
- **Air Service Updates:** Air service to Asia remains a priority. Recently, a delegation including Oregon Governor Tina Kotek and Port Executive Director Curtis Robinhold traveled to South Korea and Japan. During that trip they had direct talks with Korean Air about the potential of starting service between PDX and Seoul-Incheon.
- **TCORE Phase 2:** The work continues, and the south node is expected to open in mid-January and the north node is expected to open in early March with additional work done through April. Once Phase 2 is complete, additional finishing work needs to be done and new exterior doors and a new ceiling in the baggage claim area will be installed.
- **Biofuel and Delta Airlines:** For years the Port has participated with Delta Airlines in the development of sustainable aviation fuel (SAF), a blend of aviation fuel and biofuel to reduce overall emissions. It is a nascent industry. While there is not a steady supply, Delta did receive a 400,000 gallon shipment in August via the PDX

fuel consortium. The Port continues to work toward having a steady supply of this in the future.

- **Q: Micah Meskel:** Does the Port purchase fuel directly from Zenith and does the fuel need to be segregated or is it distributed to all airlines? How did the SAF trial go and does the Port have a vote on supplying SAF via the consortium?
A: No, the Port does not purchase this. The consortium would purchase this. At PDX, all airlines draw from the same system, so SAF fuel would have to be delivered to an airline separately, likely via truck. The Port does not manage the fuel consortium.
- **Q: Joe Smith:** Does the Port know what crop was used to manufacture SAF and expressed concern about environmental concerns about growing Food crops for use as fuel?
A: The Port does not know what crops comprised the fuel used for the SAF test.
- **eGSE:** There is a project to install electric charging stations on the ramp to assist with the conversion of ground service equipment from diesel to electric. By early 2026, there will be a total of 140 charging units, each with two charging heads.
- **Other Questions:**
 - **Q: Betsy Emery:** Have noise complaints increased as a result of federal activity related to the Immigration and Customs Enforcement (ICE) downtown. How are these complaints handled?
 - **A:** The complaints related to ICE are not related to PDX, but we do keep a record of these noise complaints and forwarded on to the FAA office in Seattle. The Port can take action on things we can control, but the Port does not control airspace.

Public Notice-Airline Hangar Development-Steve Winkle, Senior Manager, Airside Real Estate

The public notice and opportunity for public comments related to the proposed Alaska Airlines maintenance hangar development commenced at 12:56pm.

Before Aaron Ray introduced Steve Winkle, he went over how the public notice works and how public comments are handled.

Steve Winkle then presented a slideshow of what Alaska Airlines proposed to construct on a currently undeveloped parcel on the south side of PDX adjacent to the existing Horizon Airlines hangar. The construction cost is expected to be approximately \$150 million and should be complete in the last half of 2027. The site is approximately 10.7 acres and the proposed structure includes about 125,000 square feet of hangar space with an additional 60,000 of office and support space. The new ramp area is expected to be about 225,000 square feet and have sufficient space to park three aircraft, including widebody aircraft. Access for vehicles is from

the existing NE AirTrans Way and existing Taxiway J will be used for aircraft to access the airfield.

Sustainability aspects of this project is expected to be LEED certified per the Green Building Council. This includes EV charging stations, water conservation, energy efficiency is prioritized and sustainable building materials.

Economic benefits include creating more than 100 well-paying jobs, the generation of \$8.7 million in tax revenue during construction and annual tax revenue of \$1.9 million.

CAC members had an opportunity to comment on the proposed development and after that, members of the public were able to provide comments.

CAC Member Comments

- **Q: Micah Meskel:** Asked about rooftop solar as part of the project and expressed interest in the developer prioritizing solar generation capacity.
A: There is a model for that in the design and is part of design analysis.

Public Comments

- **Q: Susan Nelson (Cully Neighborhood),** : Will there be additional engine revving as part of this development?
- **A:** Much of the maintenance planned to happen at the new facility already happens on the ramp at the PDX terminal and will transition to the new facility. There is an existing ground run-up enclosure where aircraft can perform engine run-up tests near the proposed hangar development which was designed and built to suppress sound.

Facilitator Thuy Tu asked for any other comments from people attending the meeting in person or online and no further comments or questions about the proposed airline hangar maintenance facility were received. The public notice agenda item and public comment period concluded at 1:15pm.

Public Comment

Elena Byrgazova, a resident from Southwest Portland, commented about aircraft flying over her house and expressed hope that with CNAC transitioning to being part of the CAC, noise concerns will continue to be addressed.

CAC Transition Subcommittee Update: June Reyes, Manager, Community Affairs Programs and Maryhelen Kincaid, CAC Member

June Reyes, the Community Impact Program Manager, updated the CAC about work the CAC Transition Subcommittee has done since the August CAC meeting.

June went over the goals of the CAC and why the CAC is important. Maryhelen Kincaid discussed how she became involved with CNAC and the CAC and how becoming involved how community members can understand how they can become involved with issues related to the airport.

The CAC learned about preliminary subcommittee recommendations about the need to refine charter details, inclusion of residents who have experience with environmental burdens, define sustainability through measurable goals, the need to appoint members with diverse cultural backgrounds and raising public awareness of airport-related issues. Maryhelen reported that the subcommittee will recommend a neutral facilitator be retained to avoid having the CAC chair not using their position to influence others.

June went over the proposed scope of the revised CAC including how the Port and CNAC will provide the committee with noise updates for at least the next year, how the CAC might guide selection of topics that are in member's communities' interest, addressing community concerns and clarify how recommendations are reviewed by CAC sponsors. She also went over recommendations to the membership structure to include adding representatives for emergency preparedness and resiliency, update membership seats to reflect the new structure of Portland city council districts, removing the Portland Planning Commission seat as that position is less relevant for the committee now compared to when the CAC was created and define membership seats clearly to support recruitment efforts. Maryhelen talked about increasing the number of representatives from East Multnomah County to reflect the number of communities in that area because right now, there is only one position representing five cities.

Micah Meskel commented how he liked that the CAC will continue to have a representative from the Urban Flood Safety and Water Quality District and expressed interest in also having the East Multnomah Soil and Water Conservation District as an ex-officio member. If the Planning Commission seat is removed, he recommends a new seat be created for the newly formed City of Portland Sustainability and Climate Commission.

CAC member Joe Smith requested that anyone appointed to the CAC be vetted to ensure they will attend CAC meetings in order to have more participation.

June concluded with comments with a request that CAC members complete a survey about the CAC by November 21.

Natural Resource Program Grant

Environmental Conservation Manager Maureen Minister started the presentation by mentioning this was the 15th environmental grant awarded as part of Airport Futures, the PDX master plan that was adopted in 2010. Over the last 15 years, \$855,000 has been awarded to support slough and tree canopy environmental efforts in the vicinity of PDX. For the 2026 grant, there is a total of \$75,628.

CAC member Micah Meskel talked about a consortium of the Bird Alliance of Oregon (BAO), Verde, Friends of Trees, the Columbia Slough Watershed Council and Portland Parks and Recreation who work together to restore and improve natural features in areas adjacent to PDX. The 2026 grant is proposed to be awarded to this consortium so they can continue their work.

Mr. Meskel provided a review of accomplishments and engagement events of this consortium in the last year and provided what the consortium plans to do in the next year. Highlights of future work include the BAO conducting weekly nature walks from April to October at the Wilkes Creek headwaters, Verde will install three new naturescapes in the Argay, Parkrose and Russell neighborhoods as well as planting events where the public has the opportunity to plant bushes, trees, shrubs and grasses to restore natural features.

The proposed breakdown of funding is: \$18,907 each to the Bird Alliance of Oregon, Friends of Trees, Columbia Slough Watershed Council and Verde. Between the participating organizations, these grant funds will allow an additional \$67,859 in matching funds from other organizations.

Betsy Emery asked if this is the only applicant for this grant and is there a succession plan for other organizations to be considered for grants in the future as this grant has been awarded to this consortium in the future.

Maureen Minister said this was the only applicant for the grant. The subcommittee and the Port have funded different organizations in the past, but the Port is open to receiving other ideas for potential grant applicants. Micah Meskel talked about how the consortium in turn has sub-grantees that have other projects they work on and they bring more folks into the process. In the case of the Wilkes project, this is something all consortium members are part of. Staff member Aaron Ray stated at the next CAC meeting, there will be an item about when interested groups will need to be contacted about eligible projects and the Port will create a one-pager about this.

CAC member Joe Smith asked about if grantees have community involvement with their projects. Micah Meskel responded that each group has large volunteer networks who help do the work. Staff member Sean Loughran added that part of the grant criteria is applicants need to demonstrate to what extent can they leverage additional resources as a result of Port-funded grants.

The CAC was asked if they support the grant recommendation and all CAC members present voted to award the environmental grant as proposed.

Next Steps

Evaluation Forms will be emailed today along and the next CAC meeting will be held in early 2026.

At the conclusion of the meeting at 2:15pm, CAC members had the opportunity to tour the construction site of Phase 2 of the terminal construction project and led by Irene Ng, Senior Manager, Site and Facility Design.

PDX Business Report

Dan Pippenger, Chief Aviation Officer

PORTLAND INTERNATIONAL AIRPORT UPDATE

TO: PDX Community Advisory Committee

FROM: Dan Pippenger, Chief Aviation Officer

DATE: February 4, 2025

BUSINESS & OPERATIONS UPDATE

Air Service-International

Spring will bring additional international service for the busy summer months with some seasonal service starting earlier than in previous years:

Amsterdam (KLM): KLM has reduced service to PDX for the winter season, and in April plans to fly to Amsterdam daily, up from five times during the summer last year. They expect to fly the 787-10 during the summer.

London-Heathrow (British Airways): This route is currently served four times weekly with daily summer schedule service expected to start in April. This flight is also planned to be flown with the 787-10 during this time.

Reykjavik (Icelandair): Icelandair will restart seasonal service to Reykjavik in March, earlier than in previous years, with planned service six times weekly.



Icelandair plans to resume seasonal service to PDX in March 2026, earlier than previous years. This Icelandair Boeing 757 was seen at PDX in September 2025 and is painted with a special Aurora Borealis livery. (Photo: Jeff Broderick)

Frankfurt (Condor): Condor plans to resume flying to Frankfurt three times per week starting in spring 2026. Condor flies from Frankfurt to PDX seasonally during the summer.

Vancouver, BC (Air Canada and Alaska): Both Air Canada and Alaska Airlines have announced plans to operate to Vancouver, BC, next year. Alaska flies seasonally to Vancouver while Air Canada offers year-round service.

Calgary, AB (WestJet): WestJet will offer seasonal service again between PDX and Calgary starting in the spring.

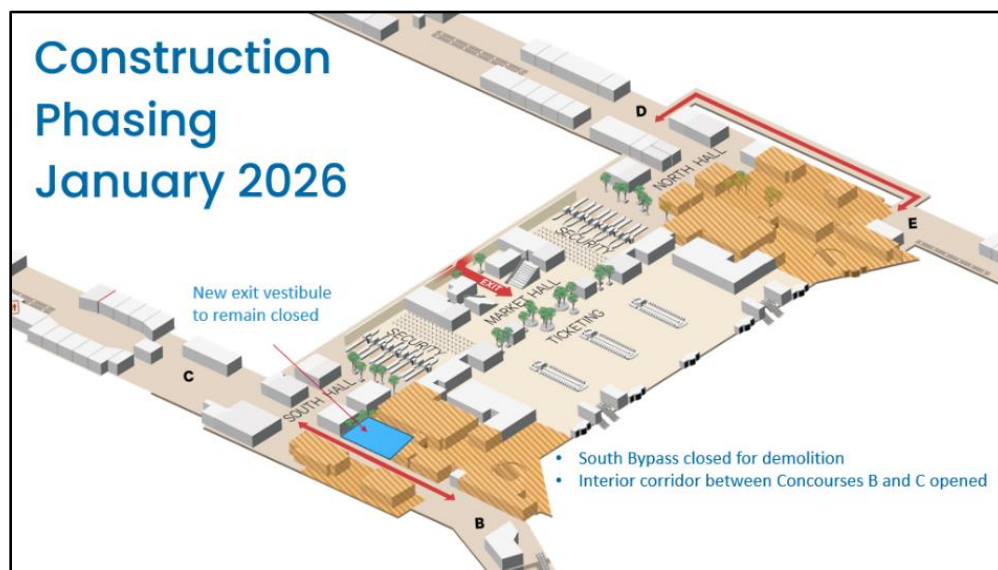
Air Service-Domestic

Alaska Airlines previously announced new routes from PDX starting in May 2026 offering seasonal non-stop flights to Philadelphia, Baltimore and St. Louis. A new non-stop to Idaho Falls, ID will operate daily with these flights being new non-stops for Alaska from PDX. More recently, Alaska announced new non-stop year-round service to Bellingham starting in March and Everett Paine Field and starting in June. They also plan to inaugurate non-stop service to Jackson Hole, WY in June with that flight expected to be seasonal for the summer.

PDX NEXT

New Main Terminal Phase 2 Openings

January marked a significant milestone in the PDX Next series of terminal improvement and expansion projects. Phase 2, the first portion PDX Next opened early in the morning of January 20. The bypass hallway from Concourse C to Concourse B was closed and there is now a direct and shorter path from the TSA checkpoint to Concourse B. In March, the same scenario will happen on the north side of the terminal and will permit shorter walks from the TSA checkpoint to Concourse E. Later in the spring and into the summer additional parts of the project will open.



This shows the first area of Phase 2 that opened on January 20 with more areas to open between January and June 2026. (Port of Portland)

Phase 2 comprises several steps and will include new, more direct exit pathways for arriving passengers opening in April and more direct access to baggage claim with new escalators that are expected to open in May. Columbia Sportswear, the first concession to open as part

of Phase 2 opened the week of January 26 with more retail and food and beverage businesses to open throughout late winter and into the spring.



Images of the first area of Phase 2 on opening day with new wayfinding signage and a more direct walk to Concourse B. More concessions, restrooms and a new Alaska Airlines lounge will open in this area later in spring 2026. (Photos: Jennifer Rabby)



The remaining 30% of the PDX airport remodel (Phase 2), is scheduled to open in stages in the first half of 2026. (Port of Portland)

In addition to Phase 2 wrapping up later in 2026, there are two other terminal projects happening concurrently. One project is rehabilitating the glass curtain wall at the terminal entrance and replacing aging revolving doors on the arrivals and departures level. The windows that make up the curtain wall across from the ticketing area and revolving doors date from ticket area expansion in the early 2000s and are in need of rehabilitation and replacement.

The other project is replacing the ceiling in the baggage claim area. Much of the ceiling was removed to allow for utility access during PDX Next projects over the last few years. This project will improve the appearance of the facility and the passenger experience when claiming checked baggage.



Window curtain wall and revolving door on departures level. These will be replaced on both the arrivals and departures levels in 2026. (Photo: Jeff Broderick)

AIRPORT CONCESSIONS/PROPERTIES UPDATE

Concessions Program Performance

Through the fall and holiday seasons of 2025, total PDX concessions sales lagged behind 2024 by 1%. The pre-security program experienced a more significant 16% decrease from the previous year. This is part of a trend we are beginning to see for pre-security business – not limited to concessions. As Alaska implements its shift to a banked schedule, we are observing changes in sales data, with the convenience retail locations and national brands enjoying sales gains while local shops and restaurants and concessions that require more time are down from last year. We are continuing to observe the performance of the current concessions program in light of these changes and may evaluate adjustments in the future.



Columbia Sportswear located in the newly opened south node of the terminal as the store was being stocked in preparation for opening. (Photo: Savannah Partridge)

Terminal Core Concessions

The next two quarters will be very eventful with the opening of the second half of the Terminal Core concessions. The first to open will be Columbia Sportswear and Powell's Books in the South Hall, in February. As iconic local brands, both of these shops are twice the size of an average PDX retail location and will anchor the South Hall. In March, April, and May, four new concessions will open on Concourse B near the new Alaska Lounge, including The Skanner convenience retail shop, Straightaway Cocktails bar, the fresh and healthy counter service restaurant Lola's, and a Kure smoothie counter.

Once the north portion of the expanded terminal opens in March and April, Portland Coffee Roasters, Portland Gear, Smith Teamaker, and a Freeland Spirits tasting room will open. A full-service bar and restaurant, Bar Pilot, is planned to open in the North Hall later this summer. There will also be a new convenience retail market at both new exits opening in April.

Missionary Chocolates and Orox Leather will wrap up their stay at PDX in February, making way for two more small businesses to experience PDX through our low-barrier program. This program helps small businesses navigate their way through the challenges of opening and operating a small business at a major airport. In turn, this allows for a greater variety and diversity of concession offerings in the terminal.

The two new shops, opening in mid-March, will include ECOVIBE, a 20-year old family-owned business with a location on NE Alberta. They will sell house plants and home goods., Mikiko Mochi Donuts is the other small businesses opening. They are an allergen-free, dairy-free Japanese style donut shop with two locations in the Portland metro area. These two new shops will call PDX home for one year, through February 2027.



Missionary Chocolates (left) and Orox Leather Co. (right) have been examples of businesses (Photos: Savannah Partridge)

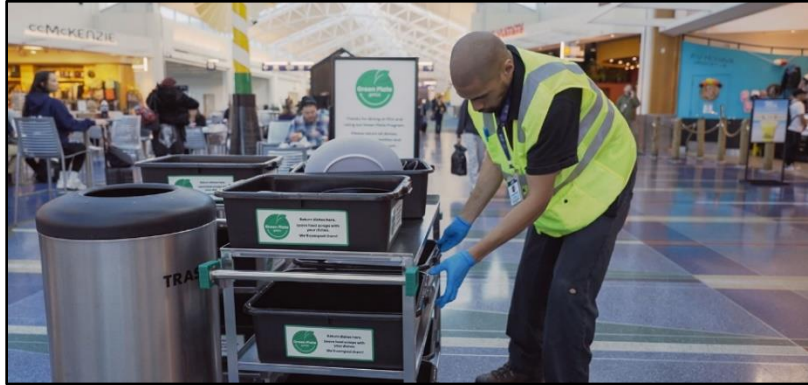
SUSTAINABILITY

The Green Plate program is back at PDX

The Green Plate program has been reintroduced at PDX as part of the Port's efforts to reduce single-use waste. Currently operating in Concourse C, the program allows travelers at participating restaurants (Bambuza, MOD Pizza, and Mo's Seafood & Chowder) to request reusable plates, bowls, and utensils for dine-in meals, which are collected, washed, and returned to service. The program was first piloted in 2017, when assessments showed that approximately 75% of customers ordered meals "for here" and that plastic containers and utensils accounted for roughly 1/3 of food court waste. During the initial three-month pilot, the

program reduced to-go packaging waste by 73% and composted 374 pounds of food scraps while washing more than 10,000 dishes.

The program is expected to expand airport-wide as additional dishwashing rooms become available following completion of the main terminal project. Once fully implemented, the Green Plate program is projected to reuse hundreds of thousands of dishes annually and divert thousands of pounds of single-use materials from landfills.



Employee collecting reusable dishware as part of the Green Plate program on Concourse C. (Port of Portland)

OTHER ITEMS

PDX Art Program: New Installations in Concourse E and Concourse Connector

The PDX Art Program installed a two-artist exhibition featuring ceramic sculptures by Iván Carmona and glass works by Dan Friday in the North display case within the Concourse Connector, which will be on view through September 2026. The exhibition is installed in a primary circulation area and brings together works that emphasize material contrast, vivid color, organic form, and unique artistic narratives. Located along a central pedestrian corridor, the display provides travelers with an opportunity to engage with contemporary sculpture while moving through the terminal.

Perennial Ascent is a large-scale mural by Washington-based artist Amirah Chatman spanning the overhead wall within the Concourse E Extension. The work spans more than 36 feet and is a reproduction of an original chalk pastel drawing featuring abstracted natural and celestial imagery. The mural provides visual continuity and a sense of movement along the length of the Concourse E walkway while allowing viewers to interpret the imagery through their unique experiences.



Amirah Chatman's 'Perennial Ascent' (Photo: Mario Gallucci) is displayed on Concourse E and Iván Carmona and Dan Friday's works are displayed in the Concourse Connector through September 2026.

Two Oregon Artists Chosen to Create Murals in New Main Terminal Phase 2

Oregon artists Lettie Jane Rennekamp and Mark Small have been selected to create murals for the north and south exit halls of the main terminal, with installation anticipated in spring 2026. The artists were chosen through a competitive regional selection process managed in collaboration with the RACC. Designed specifically for post-security exit areas, the murals will be experienced by passengers as they walk toward baggage claim and main terminal exits. Spanning 59 feet of wall space, Small and Rennekamp offer moments of recognition for returning residents while introducing visitors to Portland's cultural character and sense of place. The works will serve as the first cycle of two new rotating post-security exhibition locations, which are planned to be refreshed every two to three years.

Executive Leadership Changes and Appointments

In addition to Curtis Robinhold's position as Executive Director of the Port, Governor Tina Kotek appointed Mr. Robinhold to the State's newly formed Prosperity Council where he will serve as co-chair. This new council, comprised of 16 business and community leaders from around the state, is charged with guiding economic development priorities statewide with recommendations to identify short and long-term opportunities for business development.



At the end of the November 2025 CAC meeting, members had the opportunity to tour the south node of the Phase 2 PDX Next terminal construction project.

End of Document



PDX COMMUNITY ADVISORY COMMITTEE

CHARTING A COURSE FOR PDX

Date: **Draft as of January 16, 2026**

To: Executive Sponsors from Port of Portland, City of Portland, and City of Vancouver

From: PDX Community Advisory Committee

Subject: Recommendations for the future PDX CAC

Background

The PDX Community Advisory Committee (CAC) was created in fall 2011 by the Port of Portland, City of Portland, and City of Vancouver as part of a recommendation of the Airport Futures Plan District and PDX Master Plan adopted in April 2011. The 30-member group comprises of 20 voting members and 10 ex officio members and meets quarterly.

The mission of this ongoing advisory committee is to:

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

Scope

With the PDX 2045 Master Plan anticipated for adoption in Spring 2026 and an updated Intergovernmental Agreement to follow, the Port of Portland, City of Portland, and City of Vancouver plan to reset and revise the committee's structure so it is well-positioned to fulfill its mission in this next phase.

The future iteration of the PDX CAC will continue to have the primary function of supporting meaningful and collaborative public dialogue and engagement on PDX-related planning and development.

This document presents the committee's recommendations for the future PDX CAC, based on reflections from current members to support its success and strengthen the group's effectiveness.

Goals

The following goals should guide the next iteration of the PDX CAC:

- Remove barriers to participation both for committee members and the public to increase access especially for those most affected by airport operations.
 - This might include providing food, supporting transportation costs and parking, hybrid meetings, and/or stipends.
- Maintain influence on key community issues of concern: accessibility, the environment, sustainability, the economy, and the connection between the Port and the quality of life in our region.
- Create space for meaningful community learning, sharing information the public may want or need to know about airport operations or upcoming projects.
- Actively support surrounding neighborhoods by helping to mitigate the impacts of airport operations and contributing to the long-term economic and social vitality of these communities.
- Balance participation between community and government members so both can show up authentically.

Recommendations

Current CAC members recommend the Port incorporate the recommendations below into the future PDX CAC by reflecting these in the committee framework that will be an addendum to the master plan update.

Purpose and mission

In the statement of purpose and mission of the future PDX CAC:

- Sponsors should involve future committee members representing community perspectives in finalizing charter details especially on how the committee does its work.

- In addition to the committee representing bi-state and regional interests, the future committee should include representatives with lived experience of environmental burdens and diverse cultural backgrounds.
- Continue the mission of raising public awareness of airport-related issues.

Sponsorship roles and resources

Sponsors should support the success of the future PDX CAC through these actions:

- Cover the costs of an independent facilitator, which will help to foster trust and open dialogue on the committee.
- Strengthen efforts to broadly disseminate meeting notices to increase public awareness and participation.
- Explore new strategies to make meeting content more accessible to the broader community including informal sessions or forums where community members can engage directly with their CAC representative and/or committee members.
- Develop a clear feedback process for committee input that includes how decision makers consider the input and supports timely communication of responses back to the committee on decisions.
- Shift the responsibility for evaluating the committee's effectiveness from the committee, as outlined in the current PDX CAC charter, to executive sponsors and staff. Include the addition of noise reports and education to the future committee as part of the evaluation.

Scope / purview

The scope / purview of the future PDX CAC should include or address the following actions:

- With the sunset of the Citizen Noise Advisory Committee, the future committee should hear regular noise reports and receive education on noise issues including the noise hotline and noise complaint submission system.
- Committee members should be able to suggest and include related educational topics of community interest in the committee's schedule such as resiliency and emergency preparedness even if there is not an opportunity to provide feedback on the topics.
- Committee leaders should lead in the development of meeting agendas in collaboration with committee staff to help prioritize community concerns while also creating adequate space for the committee's core responsibilities such as reviewing PDX public notice items.

- As part of the CAC's focus on sustainability, include the review or briefing on work that relates to environmental, social, and economic indicators.

Membership structure

The following changes to the current membership structure are recommended for the future PDX CAC (see **Appendix 1** for comparison of current and recommended membership structure):

- Include both community members and government representatives from relevant jurisdictions including neighboring counties.
- Define membership seats clearly to support recruitment efforts.
- Add Urban Flood Safety and Water Quality District as an ex officio member (new local flood district).
- Add the following voting members:
 - Accessibility representative noting the person should have ADA compliance knowledge and community connections to the diverse representation of disability in Portland
 - Immigrant and refugee representative with knowledge / experience related to addressing language barriers
 - Increase the number of East Multnomah County neighborhood seats to two (currently at 1)
- Clarify that the four seats for the City of Portland should be community members that represent the diversity of experiences of people impacted by the airport with particular focus on those affected by noise and those living adjacent to the airport.
- Clarify that the City of Vancouver neighborhood representative should represent a community perspective directly impacted by airport operations.
- Remove Portland Planning Commission seat as it's no longer essential in the current context.
- Maintain flexibility in inviting subject matter experts such as Port staff or agency representatives like TriMet to participate in specific meetings and discussions that would serve both parties.

We, the undersigned CAC members, endorse these recommendations.

<CAC member names>

APPENDIX 1: MEMBERSHIP STRUCTURE COMPARISON (SIDE-BY-SIDE)

<p>Voting Members. Voting members will be the core of the PDX CAC. They will sit at the table and have full voting rights.</p>	
Current membership structure (20)	Proposed membership structure (20)
<ul style="list-style-type: none"> • 4 Portland neighborhood coalitions (East Portland Neighborhood Office, Central Northeast Neighbors, North Portland Neighborhood Services, and Northeast Coalition of Neighbors) • 1 Citywide Land Use Committee representative • 1 East Multnomah County neighborhood representative (City of Fairview, Gresham, Maywood Park, Troutdale, and Wood Village) • 1 Vancouver neighborhood representative • 1 Clark County neighborhood representative (Camas / Washougal area) • 1 Multi-modal transportation representative • 1 Airport Noise interest (PDX Citizen Noise Advisory Committee) • 1 Environment/Wildlife/Natural Resources representative • 1 Environmental Justice representative (Coalition of Communities of Color; e.g., communities of color, low income) • 1 Portland Planning Commission representative • 1 Columbia Slough Watershed Council representative 	<ul style="list-style-type: none"> • 4 City of Portland representatives that includes individuals with experience of being impacted by aircraft noise and living in neighborhoods adjacent to the airport • 2 East Multnomah County neighborhood representatives • 1 Vancouver neighborhood representative with experience of airport operation impacts • 1 Clark County neighborhood representative (Camas / Washougal area) • 1 Multi-modal transportation representative • 1 Emergency preparedness / resiliency representative • 1 Accessibility representative with ADA compliance knowledge and community connections to the diverse representation of disability in Portland • 1 Immigrant and refugee representative with knowledge / experience related to addressing language barriers • 1 Environmental Justice representative • 1 Columbia Slough Watershed Council representative • 1 Business organization (e.g., Columbia Corridor Association, Portland Business Alliance, Westside Economic Alliance,

<ul style="list-style-type: none"> • 1 Business organization (e.g., Columbia Corridor Association, Portland Business Alliance, Westside Economic Alliance, Travel Portland, large cargo or passenger business user) • 1 Passenger airline (Airline Committee) • 1 Cargo representative (Portland Air Cargo Association) • 1 General Aviation representative • 1 Military representative • 1 Airport employee (represented or unrepresented labor) 	<p>Travel Portland, large cargo or passenger business user</p> <ul style="list-style-type: none"> • 1 Passenger airline (Airline Committee) • 1 Cargo representative (Portland Air Cargo Association) • 1 General Aviation representative • 1 Military representative • 1 Airport employee (represented or unrepresented labor)
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Ex Officio Members. Ex officio members are non-voting members. They will sit at the table with voting members, participate fully in discussions, and share their experience and expertise, but not vote on issues.

Current membership structure (10)	Proposed membership structure (11)
<ul style="list-style-type: none"> • 1 Port Aviation Director (or designee) • 1 Portland Bureau of Planning and Sustainability Director (or designee) • 1 Vancouver Community Development Director (or designee) • 1 Metro staff member • 4 county representatives/staff from the Portland-Vancouver region (Clackamas, Multnomah, Washington in Oregon, and Clark in Washington) • 1 Federal Aviation Administration representative • 1 PDX Wildlife Committee staff member 	<ul style="list-style-type: none"> • 1 Port Aviation Director (or designee) • 1 Portland Bureau of Planning and Sustainability Director (or designee) • 1 Vancouver Community Development Director (or designee) • 1 Metro staff member • 4 county representatives/staff from the Portland-Vancouver region (Clackamas, Multnomah, Washington in Oregon, and Clark in Washington) • 1 Federal Aviation Administration representative • 1 PDX Wildlife staff member • 1 Urban Flood Safety and Water Quality District representative