



# PDX COMMUNITY ADVISORY COMMITTEE

## CHARTING A COURSE FOR PDX

### **PDX COMMUNITY ADVISORY COMMITTEE MEETING AGENDA** **(In-Person with Remote Option for Meeting Only)**

Wednesday May 6, 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\\_-lBkjCEISd2mD4MtC\\_BUTA](https://us06web.zoom.us/webinar/register/WN_-lBkjCEISd2mD4MtC_BUTA)

12:30 pm-12:40 pm	<b><u>Welcome + Introductory Comments</u></b> <ul style="list-style-type: none"><li>• Meeting Overview and Agenda Review</li><li>• Meeting Notes Approval (February 2026)</li><li>• Introduce new CAC member</li><li>• 2024 Annual Report</li></ul>	<b>10 min</b>	Thuy Tu, Facilitator
12:40 pm-12:45 pm	<b><u>Public Comment</u></b>	<b>5 min</b>	
12:45 pm-1:05 pm	<b><u>PDX Updates</u></b> <ul style="list-style-type: none"><li>• Business Report</li><li>• Questions</li></ul>	<b>20 min</b> (15 min) (5 min)	Dan Pippenger, Port  PDX CAC Members
1:05 pm-1:15 pm	<b><u>PDX Next Program Conclusion</u></b> <ul style="list-style-type: none"><li>• Presentation</li><li>• Discussion/Questions</li></ul>	<b>10 min</b> (5 min) (5 min)	Dan Pippenger, Port Sean Loughran, Port PDX CAC Members
1:15 pm-1:25 pm	<b><u>PDX Noise Program</u></b> <ul style="list-style-type: none"><li>• Presentation</li><li>• Discussion/Questions</li></ul>	<b>10 min</b> (5 min) (5 min)	Garrin Black, Port  PDX CAC Members
1:25 pm-2:00 pm	<b><u>PDX 2045 Recommended Development Strategy</u></b> <ul style="list-style-type: none"><li>• Presentation</li><li>• Discussion/Questions</li></ul>	<b>35 min</b> (25 min) (10 min)	Aaron Ray, Port  PDX CAC Members
2:00 pm-2:10 pm	<b><u>Break</u></b>	<b>10 min</b>	

2:10 pm-2:40 pm	<p><b><u>Finalize CAC Transition Recommendation</u></b></p> <ul style="list-style-type: none"> <li>• Presentation</li> <li>• Discussion/Questions</li> <li>• CAC action</li> </ul>	<p><b>30 min</b></p> <p>(15 min)</p> <p>(10 min)</p> <p>(5 min)</p>	<p>Jeff Broderick, Port Hector Marquez, CAC PDX CAC Members PDX CAC Members</p>
2:40 pm-2:55 pm	<p><b><u>Roundtable</u></b></p> <ul style="list-style-type: none"> <li>• Discussion/Report-Outs</li> </ul>	<p><b>15 min</b></p> <p>(15 min)</p>	<p>PDX CAC Members</p>
2:55 pm-3:00 pm	<p><b><u>Meeting Wrap-Up</u></b></p> <ul style="list-style-type: none"> <li>• Meeting Evaluation</li> <li>• Conclude Public Meeting</li> </ul>	<p><b>5 min</b></p>	<p>Thuy Tu, Facilitator</p>

**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.

**PDX Community Advisory Committee Meeting #56**  
**Feb. 4<sup>th</sup>, 2026**  
**12:30-3:00pm**

Advisory Members (20)	Interest Represented	Present
Kylen Hjort	TSA Airport Employee	X
Annette Stanhope	East Portland Community Office	X
Erwin Bergman	Central Northeast Neighbors	
Heather King	Columbia Slough Watershed Council	
Jeff Owen	Multi-Modal Transportation Representative	X
Joe Smith	Airport Noise Interest	X
Martin Slapikas	North Portland Neighborhood Services	
Micah Meskel	Environment/Wildlife/Natural Resources	X
Nickole Cheron (Chair)	PDX Access	X
Jamie Stasny	Washington County	X
Margi Bradway	Multnomah County	X
Mike Sloan	Vancouver Neighborhood	X
Tom Armstrong (Vice Chair)	Portland Bureau of Planning & Sustainability Director	X
Chad Eiken ((Vice Chair)	Vancouver Community Development Director	X
Nick Atwell	Senior Natural Resources & Wildlife Manager	X

Port Staff & Consultants

- Dan Pippenger, *Port of Portland, Aviation Chief Officer*
- Sean Loughran, *Port of Portland, Planning & Development Director*
- Thuy Tu, Thuy Tu Consulting, *Facilitator*
- Jeff Broderick, *Port of Portland, Senior Aviation Planner*
- David Zielke, *Port of Portland, Director of Air Service Development*
- Terri Burk, *Port of Portland, Planning and Development Manager*
- Nikoyia Phillips, *Port of Portland, Director of Community Impact*
- June Reyes, *Port of Portland, Program Manager of Community Impact*
- Mina Mora-Gonzalez, *Port of Portland, Community Engagement Program Coordinator*
- Arainnia Armendariz, *Port of Portland, Administration Coordinator II*

**Welcome:** Thuy Tu from Thuy Tu Consulting welcomed Port Staff and CAC members, reviewed the meeting agenda with the group, and motioned last meeting minutes for approval. Joe Smith mentioned one edit on page four. Port staff agreed to update the meeting minutes. Meeting Minutes were approved afterwards. Additionally, Thuy Tu introduced Margi Bradway from Multnomah County, Jamie Stansy from Washington County, and Kylene Hjort from TSA as the new CAC members.

### **PDX Updates-Dan Pippenger**

- **2<sup>nd</sup> Phase of TCORE:** This spring there will no longer be a bypass between Concourse C and D. There will be a center exit lane which will reduce the walk time significantly to baggage claim.
- **Expansions of Concessions:** New concessions are coming in soon on the South side. Columbia Sportswear opened last Friday and Powell's bookstore had a soft opening as well. The remaining concessions are still in the works. Since construction is occurring certain walkways will be impacted. We thank you for your patience as we continue to make improvements at PDX.
- **PDX NEXT:** Project anticipated to be completed by the end of June. Project completion will include the following: bathroom buildouts, additional ticket lobbies, and baggage claim updates.
- **Departure of Concession Stands:** Missionary Chocolates and Orox Leather Co. will depart PDX pre-security since their 1 year contract is coming ending. Mikiko Mochi Donuts and Ecovibe will be the replacement. Mikiko Mochi donuts specialize in dairy free/gluten free Japanese style donuts while Ecovibe sells house plants and home goods. Both businesses are locally owned.
- **Green Plate Program:** The Green Plate Program returned! In 2017 the Green Plate Program started in Concourse C where travelers could request real plates and silverware compared to paper plates and plastic silverware. Afterwards, PDX employees would clean up the plates along with silverware and place it back in circulation. In summary, an eco-friendly approach for PDX restaurants. However, in 2020 due to the COVID pandemic, a decrease of travelers', and layovers the Green Plate Program ceased. With passenger levels and PDX's job market steadily increasing again we are pleased to re-introduce the Green Plate Program in Concourse C. If the program remains successful, we plan to expand it to the other concourses.

After providing updates, Dan Pippenger opened the room for any questions or comments from CAC members.

**Public Comment:** None.

### **PDX Air Service Development Updates-David Zielke**

David Zielke, the Director of Air Service Development provided a brief introduction and provided a recap of his team and what exactly his program does at that Port of Portland. In summary, Air Service Development builds relationships with air service carriers and studies the transatlantic market by watching trends, monitoring sales, along with networking. Currently, the PDX Air Service Development Program are focused on the following priorities.

- Expanding air carriers to Europe in the summer
- Expanding air services to Mexico City
- Networking with Incheon air services
- Following trends and learning information regarding incremental capacities domestically.

Additionally, CAC members had the opportunity to learn about PDX's international carriers which include:

- KLM
- British Airways
- Condor
- Icelandair
- Volaris
- Air Canada
- WestJet

Lastly, David Zielke shared the transatlantic market levels before the pandemic and the current levels. In summary, PDX's transatlantic market prior to the pandemic was at an all-time high, 601,324 passengers to be exact. However, the transatlantic market significantly decreased in 2020 due to the COVID pandemic. Currently the market is steadily increasing with flights to London, Amsterdam, Frankfurt, and Reykyavik and service to several cities in Mexico and Canada, with some international service being seasonal.

**Break:** CAC Members and Port Staff had a 10 minute break.

### **PDX 2045 Master Plan Update-Jeff Broderick**

Jeff Broderick, an Aviation Long Range Planner at the Port of Portland provided updates from the PDX 2045 Master Plan. Currently, the project is wrapping up the alternative study and entering the financial and implementation analysis. As for engagement, there was a Port employee Lunch & Learn in early December, a public survey was released in November for community members, and the survey information was available for PDX travelers in the terminal space. So far, 166 individuals have responded to the survey. Listed below are some results.

- 96% of respondents use PDX to travel
- 34% of the respondents live near PDX
- 20% of the respondents work at PDX and/or Cascade Station
- 8% of the respondents are Port employees
- 8% of the respondents are consultants

- 2% of the respondents are committee members.

Additionally, Jeff shared how advisory committees helped cultivate the 2045 Master Plan. The CAC and PAC assisted with the Master Plan Scope of Work while the following subcommittees outlined the remaining factors in detail.

- Plan Advisory Committee
- Technical Advisory Committee
- Share Prosperity Working Group (SPWG)
- Interagency Advisory Committee
- Community Advisory Committee

The subcommittees provided details of why concourse expansions, reducing noise exposure for travelers, using AI, and reducing walking distances can be beneficial in the long run.

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### **Upcoming PDX 2045 Events**

- March 19<sup>th</sup> PAC Meeting held at University of Oregon Northeast Portland Campus
- April 11<sup>th</sup> Vancouver Open House
- April 12<sup>th</sup> Portland Albina Library Open House
- April 20<sup>th</sup> Virtual Open House

For more information regarding PDX 2045 public events please visit <https://pdx2045.org/>

### **PDX CAC Transition Subcommittee Report-June Reyes and Hector Marquez**

June Reyes, the Port's Community Impact Program Manager and Hector Marquez, CAC's East Portland Neighborhood Representative, provided updates on the CAC transition. Both explained the importance of restructuring the CAC and why the restructure will help with the Master Plan success. In summary the transition of the CAC will bring a new diverse perspective by including additional members, will strengthen community engagement, and will improve the rapport between staff, government partners, and community members through in-depth discussions. Currently, the subcommittee is finalizing the transition draft and preparing it for adoption.

### **PDX Capital Program Update-Terri Burk**

Terri Burk, a Planning and Development Manager, presented about the Capital Program as it stands today. A capital project is any effort over \$10,000.00 that creates an asset. Majority of Capital Projects are funded with FAA grants. In summary, the Port collaborates with the FAA annually for capital improvements. Some upcoming capital improvement projects include the following:

- New doors for the baggage claim and skybridge area.

- New doors in ticketing area
- North Runway upgrades
- Expansion of aircraft ramps in Cargo Center.
- Replacements of HVAC systems
- Replacements of electrical systems.
- upgraded escalator in baggage claim
- Sign replacements near baggage claim

Please keep in mind when the upgrades/replacements occur some areas in the terminal space will close. Airport operations will remain ongoing but there might be reroutes to concourses.

- **Roundtable Discussion:** CAC members had the opportunity to discuss any updates if any and ask any last minute questions.
- **Next Steps:** Evaluation forms will be sent via email and the next quarterly CAC meeting will be held on May 6<sup>th</sup>

# PDX Business Report

Dan Pippenger, Chief Aviation Officer

## PORTLAND INTERNATIONAL AIRPORT UPDATE

TO: PDX Community Advisory Committee  
FROM: Dan Pippenger, Chief Aviation Officer  
DATE: May 6, 2026

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### BUSINESS & OPERATIONS UPDATE

#### **Air Service-International**

Air carriers are reporting that premium and corporate demand remains strong and airlines anticipate a busy transatlantic summer. Both British Airways and KLM plan to utilize 787-10 aircraft, the biggest model of 787, on most days. Icelandair has re-started six day per week summer seasonal service and started service earlier than in previous years. Most days, Icelandair's newest aircraft, the Airbus 321, is utilized. Condor plans to re-start summer service to Frankfurt in May. The Condor flight will be flown three times per week.



*Icelandair resumed seasonal service to PDX in March. (Photo: Jeff Broderick)*

#### **Air Service-Domestic**

Southwest Airlines announced they plan to start flying from PDX to Long Beach, CA starting in August.

Alaska Airlines previously announced new routes from PDX starting in May 2026 as part of their PDX hub development. Some of these routes are seasonal, while other destinations are to be flown year-round. In addition to new service, Alaska Airlines also plans to extend some winter seasonal service into the summer.

## New and Expanded Service on Alaska Airlines

### March 18

Bellingham, Year-round

### May 13

St. Louis, Summer seasonal

Baltimore, Summer seasonal

Philadelphia, Summer seasonal

Idaho Falls, Year-round

### June 10

Everett (Paine Field), Year-round

Jackson Hole, Summer seasonal

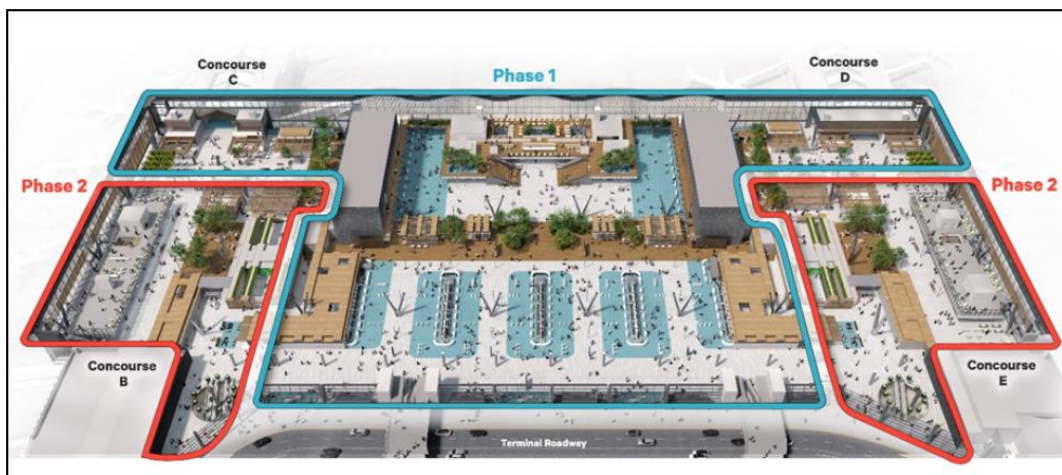
Pasco, Year-round

### Expanded Seasonal Service

Lihue (Kauai)

Tucson, AZ

## PDX NEXT

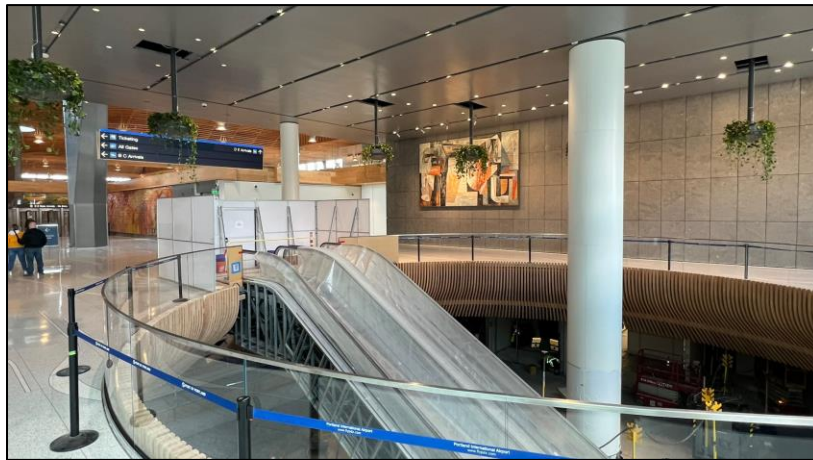


*The remaining 30% of the PDX airport remodel (Phase 2), has opened in stages in the first half of 2026 with the final stages to open by early summer. (Port of Portland)*

### New Main Terminal Phase 2 Openings

Phase 2 of the New Main Terminal project has been opening in stages since mid-January and will continue into late spring. The construction bypasses that led to Concourses B and E have been removed over the winter allowing more direct and shorter travel path to access gates on B and E. Direct access to Concourse B opened in mid-January (south node) and improved access opened for Concourse E early in March (north node). Since the more direct connections were opened, the Port has received positive comments about the shorter walk distances.

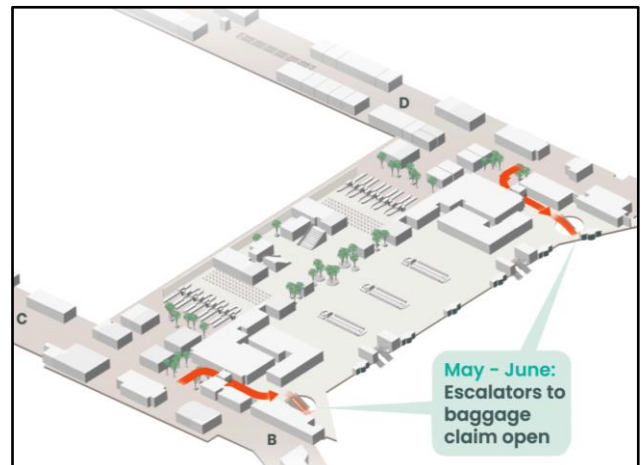
New north and south exit lanes opened in April. There are now more direct exit pathways and improved access to baggage claim. New escalators directly to baggage claim are expected to open in May (south node) and June (north node).



*Expected to open in spring, new escalators will allow arriving passengers direct access to the baggage claim area. (Photo: Jeff Broderick)*



*Passengers using the new exit lanes soon after the lanes opened. (Port of Portland)*



*Diagram of the Main Terminal depicting the opening of north and south exit lanes (left) and future opening of escalators to baggage claim area (right). (Port of Portland)*

Over the next several months, there will be improvements to the look of the baggage claim area. Much of the ceiling was removed to allow for utility access during terminal construction. This project will improve both the appearance of the facility and the passenger experience when claiming checked baggage. The baggage claim area refresh should be complete by mid-summer 2026 with additional improvements to the entry doors into 2027. We are also refreshing the window wall at the front of the terminal.



*Rendering of refreshed baggage claim area. (Port of Portland)*

A new project benefiting passengers is the construction of additional moving walkways in the south tunnel. Right now, the walking distance to the furthest area of the long-term (P3) parking garage can be long. The new moving walkways are expected to be in service in fall 2027.



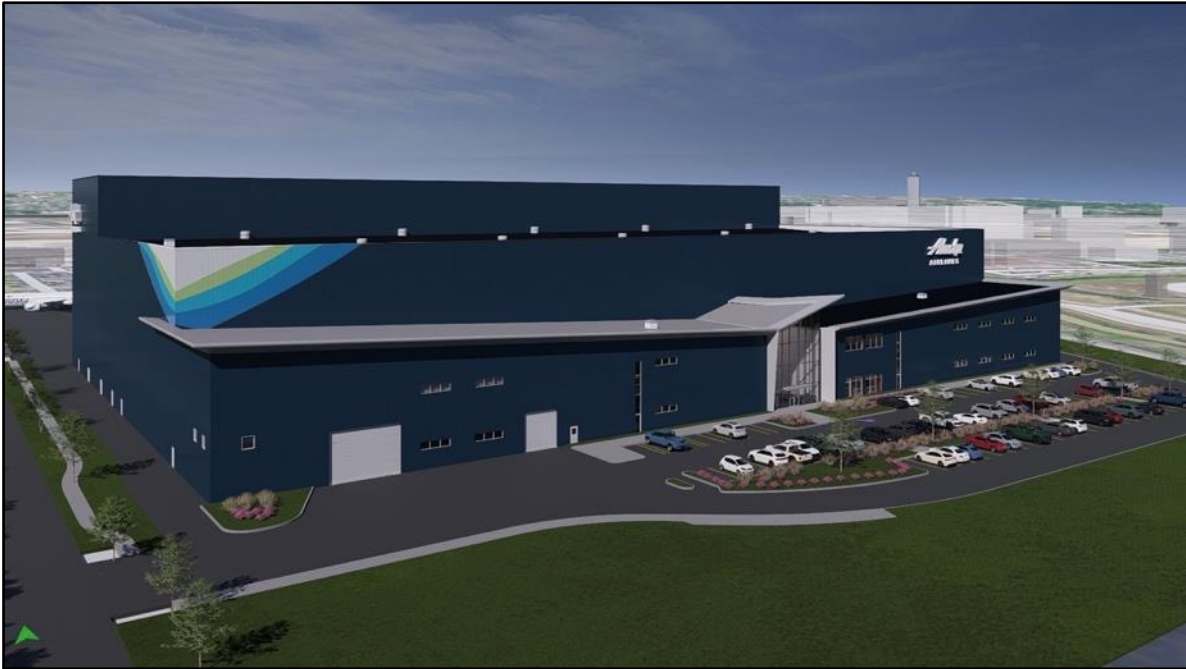
*Survey markings in south tunnel in preparation for installation of new moving walkways.*

### **Port approves lease for major Alaska Airlines maintenance hangar at PDX**

At the November 2025 CAC meeting, there was a public notice item on the agenda for a proposed hangar to be developed for Alaska Airlines. The Port of Portland Commission reviewed and approved the ground lease for the new maintenance operations hangar at their April meeting.

This landmark \$135 million investment is slated to create more than 100 living-wage jobs for local maintenance workers, engineers, and service professionals, with operations generating nearly \$2 million in state and local taxes annually. More than 200 construction workers will be needed during construction, with construction spending creating an estimated \$8.7 million in additional state and local taxes over the course of the nearly two-year project.

Once complete, this facility will be able to perform work on all types of aircraft Alaska operates and will be the only Alaska Airlines widebody-capable maintenance facility in the continental US.



*Renderings of Alaska Maintenance Hangar, courtesy of MCG Explore Design.*

## **AIRPORT CONCESSIONS/PROPERTIES UPDATE**

### **Concessions Program Performance**

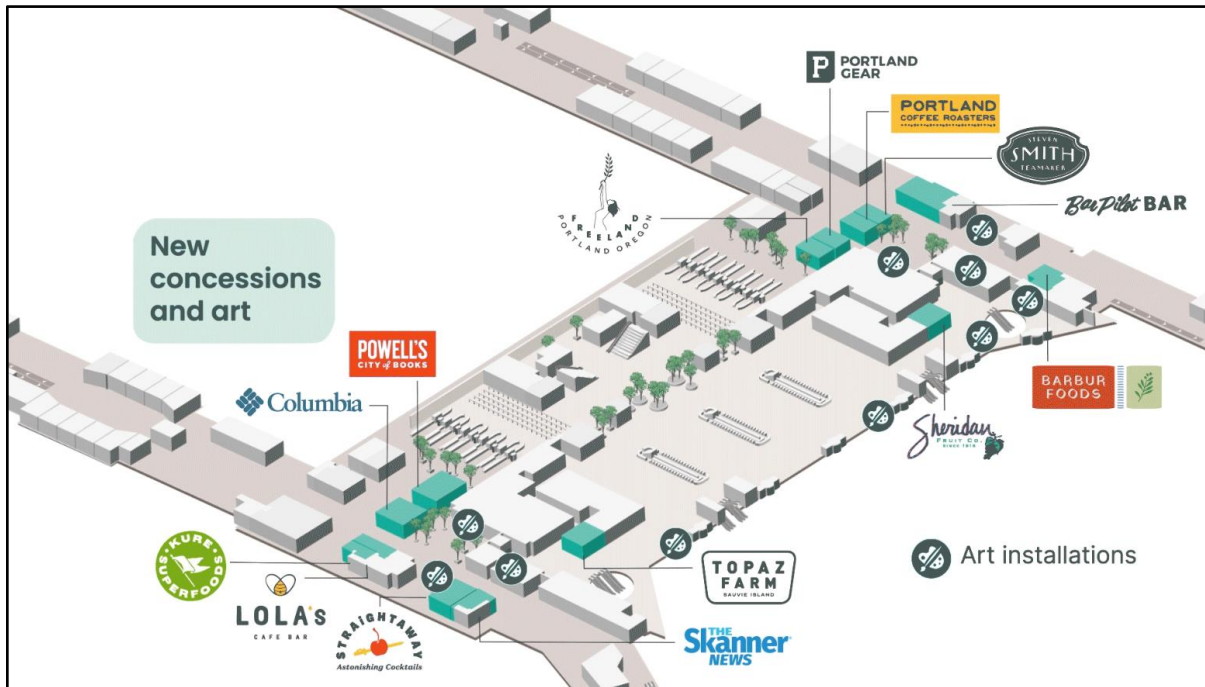
The first two months of the year are traditionally the slowest for business in airports, but nothing about this quarter has been traditional due to many changes related to phased openings of New Main Terminal Phase 2 projects. Overall sales performance was up 1% over the same quarter in 2025. Numerous shifting variables through the final phase of the New Main Terminal project included passenger egress rerouting, bypass removals, construction wall removals, new concessions opening, and more.

Each phase that opens results in significant shifts in how passengers move within the terminal, so this quarter's sales performance is not comparable to past or future sales environments and does not offer predictable trends or insight.

### **Terminal Core Concessions**

Over the past three months, nine new concessions have opened at PDX, with most being in areas opened to the public in the last three months. These include: Columbia Sportswear; Powell's Books; and The Skanner on the south side of the terminal. On the north side of the terminal, there is a new Portland Coffee Roasters location, a Portland Gear store, Smith Tea and Barbur Foods. In the pre-security area, we welcomed new convenience retail locations

from Sheridan Fruit and Topaz Farms. We look forward to the opening of the remaining four TCORE concessions throughout May and into June: Kure, Lola's Café, and Straightaway Cocktails in the South Hall, and Freeland Spirits in the North Hall. A full-service bar and restaurant, Bar Pilot, is planned to open later this summer.



*Map of concessions and art installations within newly opened routes within the Main Terminal. (Port of Portland)*

Now in its second year, PDX's Pop-Up Program welcomed two new businesses in March – ECOVIBE and Mikiko Mochi Donuts. ECOVIBE is a family-owned home goods store offering houseplants, pottery, textiles, kitchenware, gifts and more. Mikiko Mochi Donuts is a donut shop specializing in creating gluten-free, dairy-free, and nut-free donuts to meet diverse dietary needs without sacrificing delicious flavors. These two new shops will call PDX home for one year, through February 2027.

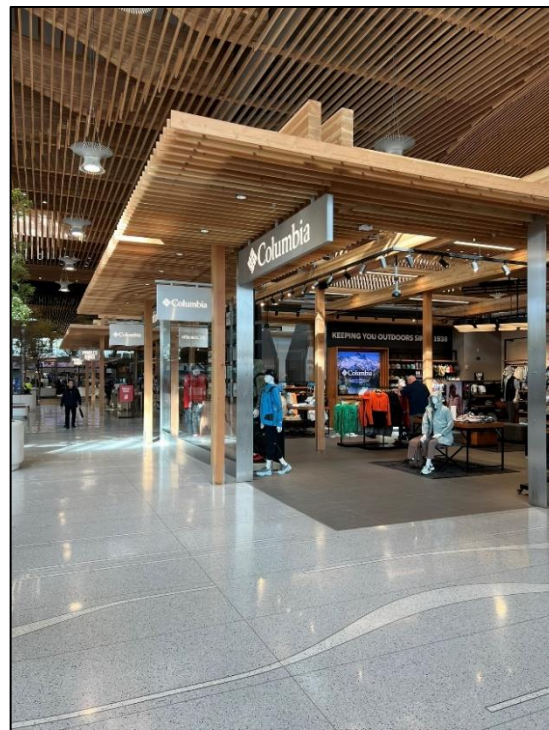


*ECOVIBE (left) and Mikiko Mochi Donuts (right) as part of PDX's Pop-Up retail program for local businesses (Photos: Savannah Partridge)*

### **Concourse Concessions**

The much-anticipated closure of construction bypasses in January and March for Concourses B and E have created a surge in sales for impacted concessions. With more direct access for customers, sales on Concourse E have been particularly noteworthy, jumping by 21%.

There have also been or soon will be changes to concessions located throughout Concourses C, D and E. Columbia Sportswear and Pendleton closed their Concourse C kiosks in January, having opened their new and expanded Central Terminal stores. The new Eastbank Market convenience retail location opened in Concourse C and has already become a top performer in the program. And the new Washington Park convenience retail location opened in Concourse D. An additional three convenience retail locations will be opening in June throughout Concourses C, D, and E, which will complete the redevelopment of all nine convenience retail shops.



*Powell's Books (left) and Mikiko Columbia Sportswear (right) now have full-size storefronts on the south side of the terminal. (Photos: Jeff Broderick)*

### **PDX Art Program**

#### **Two Artists Chosen to Create Large-Scale, 2D Public Artworks for the Main Terminal**

Oregon artists Lettie Dyani White Hawk and Kate Newby were selected to create large-scale, 2D public art works, made accessible to the public in conjunction with the opening of the two new exit routes. The artists were chosen through a competitive regional selection process managed in collaboration with the Regional Arts & Culture Council. The works can be found along the walls of the north and south exit routes. With each spanning over 50-feet in length, they offer natural wayfinding cues and an impactful welcome to both PDX locals and visitors alike.



*New pieces by Dyani White Hawk (left) and Kate Newby (right) can be found along the north and south exit routes, respectively. (Photos: Savanah Partridge)*

White Hawk's 55-foot-long symmetrical glass and natural stone mosaic draws on the materiality of beading and weaving traditions as well as her own abstract painting practice to realize an abstracted view of the majestic silhouette of Mt. Hood reflected and situated in day and night cycles. "The Sound of Trees," is a 76-foot-long mural that evokes Oregon's forested landscape through a richly textured surface of glazed ceramic tiles. The work will conjure up a distinct color palette drawn from the state's diverse vegetation with a focus on the season of fall.

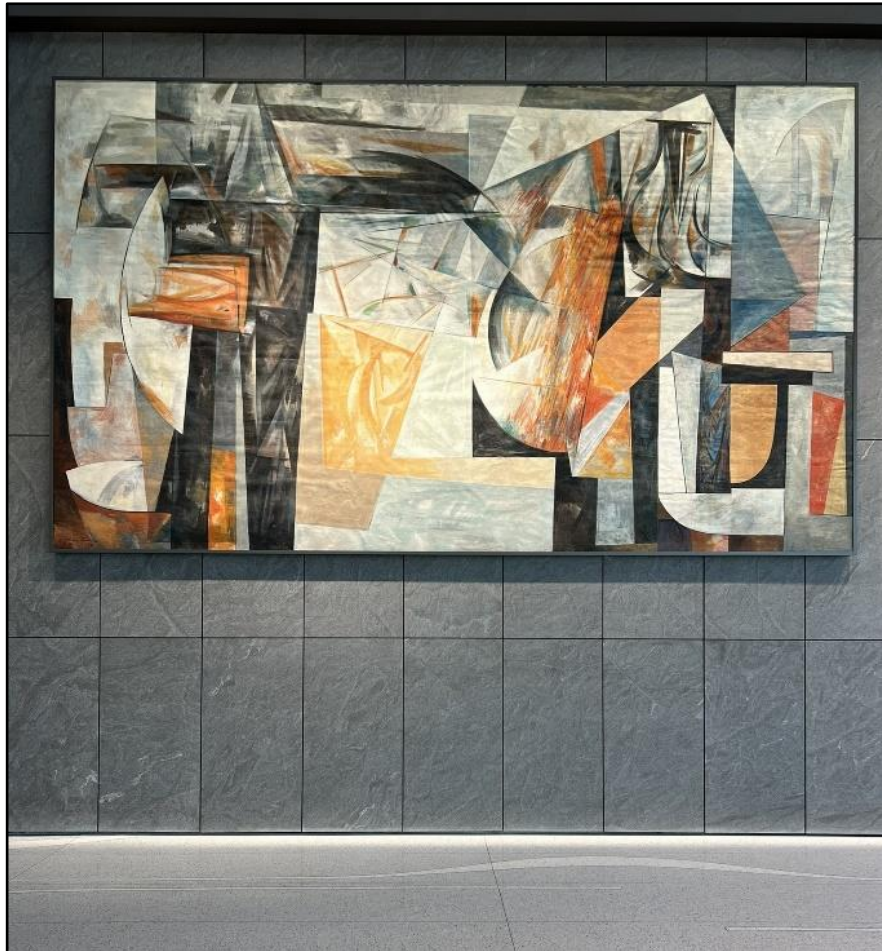


*Louis Bunce with as the mural was being painted (left, Oregon Historical Society) and a postcard of the mural hanging in the 1958 terminal.*

In addition to new art in the terminal, the Port has re-installed a historic piece by Louis Bunce underscoring a historic connection between the 1958 terminal and today and the Port's longstanding efforts at creating and maintaining a public art program.

The Port commissioned this modernist mural for the PDX terminal opened in 1958. As a child, Mr. Bunce moved from Wyoming to Portland. Once an adult, he became a noted artist and participated or assisted in the painting of Works Progress Administration murals such like the painting seen in the St. Johns Post Office. He also owned a gallery in Portland devoted to

experimental and avant-garde artists and taught at what is now the Pacific Northwest College of Art from 1946 to 1972. The mural was recently re-hung at the north end of the main terminal near where arriving passengers exit Concourses D and E.



*Louis Bunce painting as it is now displayed at the north end of the terminal. (Photo: Jeff Broderick)*

## **OTHER ITEMS**

### **Executive Leadership Changes and Appointments**

#### **Alissa Mahar Selected as New Chief Financial Officer**

The Port of Portland selected Alissa Mahar as the new Chief Financial Officer (CFO), and started work on April 14. Most recently, Mahar served as Chief Financial Officer and Vice President for Business & Finance at Seattle Pacific University. She has also held senior financial leadership positions with the University of Washington, Clackamas Community College, and the City of Portland- leading large-scale capital financing initiatives, including transportation infrastructure investments, fire station capital improvements, affordable housing financing strategies, and the development of new academic and administrative facilities.

#### **Krishna Walker Selected as New Chief Shared Prosperity and Legal Officer**

The Port of Portland selected Krishna Walker as the new Chief Shared Prosperity and Legal Officer (CSPLO). Her start date will be May 4. Her experience includes senior leadership at

Rabobank North America and well over a decade as outside general counsel for growing companies, including large nonprofit organizations. In her new role, she will oversee Human Resources, Legal and Records Management, Culture and Strategy, and Contracts and Procurement with the goal of driving strategy at the intersection of law, people, culture, and public stewardship.

**Michael Jordan Appointed to Port of Portland Commission**

On February 17, the Oregon Senate approved Governor Kotek's appointment of Michael Jordan to the Port of Portland Commission, filling a vacancy left by Sam Johnson. Jordan has dedicated more than 40 years of his career in service to the public in elected and executive appointments at city, county, regional and state governments. These include serving as the Interim City Administrator for the City of Portland, the Director of the Bureau of Environmental Services for the City of Portland, and the Chief Operating Officer for Metro and later working in the State of Oregon's executive branch. His work frequently focused on establishing and sustaining economic, environmental, and organizational infrastructure essential to the health of the region.

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# PDX COMMUNITY ADVISORY COMMITTEE

## CHARTING A COURSE FOR PDX

Date: May 6, 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

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### 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 seats to two (currently at 1)
- Clarify that the four seats for the City of Portland should be community members that have community connections and 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 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.
- As needed, CAC and staff leaders may add ex-officio members to bring in expertise or perspectives that are not otherwise represented on the committee.

We, the undersigned CAC members, endorse these recommendations.

<CAC member names>

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

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

<ul style="list-style-type: none"> <li>• 1 Business organization (e.g., Columbia Corridor Association, Portland Business Alliance, Westside Economic Alliance, Travel Portland, large cargo or passenger business user)</li> <li>• 1 Passenger airline (Airline Committee)</li> <li>• 1 Cargo representative (Portland Air Cargo Association)</li> <li>• 1 General Aviation representative</li> <li>• 1 Military representative</li> <li>• 1 Airport employee (represented or unrepresented labor)</li> </ul>	<p>Travel Portland, large cargo or passenger business user</p> <ul style="list-style-type: none"> <li>• 1 Passenger airline (Airline Committee)</li> <li>• 1 Cargo representative (Portland Air Cargo Association)</li> <li>• 1 General Aviation representative</li> <li>• 1 Military representative</li> <li>• 1 Airport employee (represented or unrepresented labor)</li> </ul>
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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.

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