Port of Portland
2026-27 Hearing Minutes

Wednesday, June 10, 2026

10:30 A.M.

Portland International Airport, Chinook Board Room

7200 NE Airport Way

Portland, Oregon

Present:

TSCC:

Chair Matt Donahue,
Vice Chair Dr. Rita Moore,
Commissioner Tod Burton,
Commissioner Dr. Will Terry,
Commissioner Erik Kvarsten,
Executive Director Allegra Willhite,
Budget Analyst Brittanie Abayare
Absent: None

Port of Portland Staff:
Alissa Mahar, Chief Financial Officer
Curtis Robinhold, Executive Director
Dave Robertson, Chief Public Affairs Officer
Dan Pippenger, Chief Aviation Officer
Kristina Kelchner, Chief Development Services
Krishna Walker, Chief Shared Prosperity and Legal Officer
Kimberly Branam, Chief Trade and Economic Development Officer
Vince Granato, Chief Projects Officer

Opening Remarks and Introductions

Chair Matt Donahue called the Port of Portland FY 2026-27 Budget Hearing to order. He stated that the TSCC is a community oversight commission established by the Oregon Legislature over 100 years ago that oversees member taxing district budgets, conducts thorough budget reviews, and holds public hearings to engage district leadership and provides an opportunity for public comment prior to budget adoption. TSCC Commissioners and Staff introduced themselves.

Executive Director Curtis Robinhold welcomed the commissioners and requested that the executive team members introduce themselves individually.

Chief Financial Officer Alissa Mahar introduced herself, noting she was in her eighth week with the Port. She expressed appreciation for the TSCC's role and acknowledged the Port finance team sitting behind her for their work in preparing the review documents.

Executive Director Curtis Robinhold provided opening remarks, describing it as a major, exciting year for the Port. He highlighted key developments, including navigating trade uncertainties at Terminal 2, entering an Enterprise Resource Planning (ERP) vendor selection process, and wrapping up construction work on the PDX Terminal Core. He emphasized the Port's overarching mission of shared prosperity, financial and environmental responsibility, and public safety across all operations. He noted a recent executive team restructuring, welcoming two new executive members who had been with the Port for under two months and recognizing Chief Projects Officer Vince Granato, who was departing at the end of the month after 39 years of service.

Public Comment

No members of the public had signed up for testimony.

Commissioner Questions and District Responses

Question 1: Asked by Commissioner Tod Burton: “We’d like to welcome Alissa Mahar as the new CFO at the Port. You are now in your first months here at the Port, what goals do you have in your first year? What are your plans for the future?”

- **Chief Financial Officer Alissa Mahar** answered that people have advised her that "you have two ears and one mouth," so she is spending her initial time doing a lot of listening and building trust and team cohesion across finance, technology, and analytics. She is meeting across the organization to understand business line needs and strategic priorities to ensure finance alignment as FY 2027 work plans are finalized. Longer term, her goal is to provide clarity on how support and service roles directly connect to the Port's mission and strategic priorities, so employees see themselves in the work. She is prioritizing a culture of innovation and continuous improvement under budget pressures, with formal long-term goal setting occurring over the next 3 to 10 years after collaborative input. She stressed the importance of building a high-functioning team that maintains a sense of humor and knows how to have fun along the way.

Commissioner Tod Burton asked a follow-up question requesting a brief overview of her professional background.

  - **Chief Financial Officer Alissa Mahar** answered that she has a number of years of municipal experience at the City of Portland working in Fire, Development Services, Transportation, and Housing. She then spent 9 to 10 years in higher education leadership at Clackamas Community College, University of Washington, and Seattle Pacific University. She noted this blend of public sector disciplines and private work provides a nice foundation to put her skills to work for Oregon's economic development.

Question 2: Asked by Commissioner Dr. Will Terry: “Last year you indicated that Phase Two of the PDX Terminal Core renovation would be completed in spring 2026. We understand that most staffing and maintenance increases had already been built into the budget following Phase One. Now that Phase Two is complete or nearing completion, can you walk us through the actual operational and financial impacts you have experienced, including changes in staffing levels, maintenance costs, utilities, and overall operating expenditures?"

- **Chief Aviation Officer Dan Pippenger** answered that operational expenditures for the terminal are up by approximately $4.2 million this year, coming in very close to original budget estimates. He broke down the operational impacts across key areas:

  1. **Maintenance Costs:** Increased primarily due to direct support for completing Phase Two construction, system commissioning, and ongoing warranty work, which will transition into standard maintenance categories in upcoming years.
  2. **Utilities & Energy:** Energy consumption rose temporarily due to weatherproofing temporary structures, plastic containment walls, and active construction equipment. Energy use is expected to drop significantly as the building envelope seals and construction activity winds down.
  3. **Staffing:** The Port added 2 full-time equivalent (FTE) positions to support the TSA's Checked Baggage Resolution Area (SBRA), specifically maintaining automated robotic mobile inspection tables that eliminate manual bag lifting and allow remote bag positioning.
  4. **Terminal Care & Security:** Increased costs stem from specialized janitorial needs for unique architectural finishes—such as dusting high wooden roof beams, maintaining live indoor plants/trees, and caring for terrazzo and white oak flooring. Additionally, starting in January 2027, the Port will launch full 24/7 screening for all airport and concession employees entering secure areas, utilizing newly constructed screening checkpoints built into the terminal core project.

Commissioner Dr. Will Terry asked a follow-up question: "What feedback have you received from the public on the Terminal Core project so far? / Is there anything you would have us know where the cost was appreciably more than you forecasted? Any real surprises?"

- **Chief Aviation Officer Dan Pippenger** answered that there were no major unexpected misses but noted that live plant and tree care inside the terminal was more expensive than anticipated. The Port is refining management and automated wagering systems to preserve the live plant aesthetic efficiently.

Commissioner Tod Burton asked a follow-up question regarding what the Port does with stray helium balloons floating in the terminal rafters.

- **Chief Aviation Officer Dan Pippenger** answered that another airport taught them a trick where maintenance staff at 2:00 a.m. attach a helium balloon with double-sided tape to a fishing pole to float up and capture stray balloons. He noted they previously struggled for weeks to retrieve a novelty shark balloon dubbed "Free Willy" by operations. He noted that popping balloons with a BB gun was ruled out because hitting a sprinkler head would cause catastrophic water damage.

  Chair Matt Donahue joked whether he didn't trust Curtis's shot, to which **Dan Pippenger** replied "no comment".

Vice Chair Dr. Rita Moore asked a follow-up question regarding the mix of renewable and nonrenewable energy used at the terminal.

- **Chief Aviation Officer Dan Pippenger** answered that despite expanding terminal floor area by 50%, energy use intensity per square foot was cut in half (-50%) through natural sky lighting, curtain walls, and reflectivity. A massive, fully electrified open-loop ground-source heating system utilizing 4 injection wells and 2 extraction wells into an aquifer half a mile away handles the vast majority of heating and cooling, leaving gas boilers only for 5% peak climate extremes.
- When **Vice Chair Dr. Rita Moore** asked if it was geothermal, **Executive Director Curtis Robinhold** clarified that technically it is not geothermal, it is heat circulation operating like a large heat pump circulating aquifer water to diminish peak thresholds rather than sub-surface geothermal heat.

Question 3: Asked by Chair Matt Donahue: “Congratulations on securing a long-term lease at T-6 with Harbor Industrial. We are hopeful this will add stability and economic opportunities for Oregonians across the state. The Port has effectively moved into a landlord role instead of active management at T-6. Would you explain how your new role differs from your previous role? Will operations at T-6 be different as a result of this change?”

- **Chief Trade and Economic Development Officer Kimberly Brannon** answered that as a landlord, the Port retains responsibility for long-term facility maintenance, terminal security, structural infrastructure health, capital planning, and grant acquisition. In contrast, Harbor Industrial (operating as Oregon Container Terminal) assumes full responsibility for day-to-day terminal operations, including labor management, equipment operation, carrier relationships, customer service, marketing, and operational decision-making. Because Harbor previously served as the terminal's stevedore, the transition on December 31st was seamless, and Harbor has already enhanced service by expanding gate operations from four days to five days per week.

  Chair Matt Donahue asked a follow-up question: “Marine operating revenues and expenditures decrease in this budget, reflecting the new role of the Port. We imagine that management of operations at T-6 required a significant amount of time in the past. What activities will the Marine division transition to in lieu of T-6 management? / Is the terminal in the black and operating without subsidy at this point?”

  - **Chief Trade and Economic Development Officer Kimberly Brannon** answered that the lease is structured to continue a public investment/subsidy averaging $5 million per year over the life of the lease, which is a sustainable level for the General Fund. To incentivize carriers to return from Seattle and Tacoma, Harbor pays no minimum annual guarantee (rent) for the first two years, with minimum rent beginning in year three. Harbor took on both operational costs and revenues. Staffing adjustments included repurposing 1 FTE previously dedicated to T6 container operations into maritime business development, and eliminating 5 FTE electrician positions dedicated to crane maintenance in the FY 2027 budget after Harbor purchased the cranes and assumed maintenance obligations.

Commissioner Tod Burton asked a follow-up question regarding the impact of federal tariffs and trade shifts on Terminal 6 container volumes.

- **Chief Trade and Economic Development Officer Kimberly Brannon** answered that trade impacts have been profound across the Pacific Northwest, with the Northwest Seaport Alliance down 25–30%. Key factors include decoupling from China shifting production to Southeast Asia (Vietnam), federal USTR 301 policy threats disincentivizing Chinese-made vessels (causing carrier MSC to pull out of T6), and geopolitical conflicts forcing vessel redeployments.

Question 4: Asked by Vice Chair Dr. Rita Moore: “Last year you outlined a plan for phased development at Terminal 2, the former marine shipping facility being transformed into the Mass Timber and Housing Innovation Campus. What progress has occurred since then in terms of site readiness and development, and what is planned in this upcoming budget?”

- **Chief Trade and Economic Development Officer Kimberly Brannon** answered that major progress has occurred on horizontal site preparation and vertical construction. Anchor tenant Zaugg Timber Solutions is finalizing the buildout of an interim manufacturing facility in a renovated warehouse to begin manufacturing prefabricated housing components by the end of calendar year 2026, while permitting with the City of Portland for their permanent facility (targeted for 2028) is underway. Anchor tenant University of Oregon has begun construction on its Acoustic Research Laboratory and Engineering Studies & Building Laboratory, which remains on schedule to open in 2027. Major site improvements include deep soil mixing for seismic liquefaction mitigation completing in fall 2026, utility improvements completing in fall 2027, and frontage improvements completing in summer 2029.

  Vice Chair Moore asked a follow-up question confirming whether the Port's role at Terminal 2 is strictly as a landlord.

  - **Chief Trade and Economic Development Officer Kimberly Brannon** answered that the Port acts as a landlord providing long-term ground leases and horizontal site development, while also curating industry partnerships, networking, and pursuing an EDA grant for an on-site innovation center.

  Vice Chair Dr. Rita Moore asked follow-up questions inquiring about U of O's lab testing functions, degree program connections, and the commercial market demand for mass timber.

  - **Chief Trade and Economic Development Officer Kimberly Brannon** answered that U of O will conduct sound and acoustic testing for commercial mass timber housing, replacing the need to ship materials to the East Coast. The Energy Studies Laboratory involves classes and students, while acoustic testing operates as an applied research hybrid through the TallWood Institute. Commercial demand is experiencing growth, highlighted by the annual International Mass Timber Conference in Portland and major corporations like Amazon evaluating mass timber and modular construction for data centers.

Question 5: Asked by Commissioner Erik Kvarsten: “Are you hearing of any impacts to airlines from the cost of fuel increases? And how do rising fuel costs impact the Port's budget?"

- **Chief Aviation Officer Dan Pippenger** answered that fuel price increases have a minimal direct impact on the Port's operational budget because vehicle fuel represents a small expense category. However, airline impacts are severe: jet fuel costs have roughly doubled, while airlines are only able to recoup an estimated one-quarter to one-third of the increase through fares. Ultra-low-cost carriers have been hit hardest (contributing to Spirit Airlines' bankruptcy filing). While high passenger demand (with summer travel up 6% year-over-year) is temporarily insulating revenue, sustained high fuel costs present a long-term vulnerability to the airport's business model.

  Commissioner Erik Kvarsten asked a follow-up question: "Continuing the topic of airline changes and impacts - Alaska Air has made schedule changes in the past year. What impacts have these changes had on the airport?"

  - **Chief Aviation Officer Dan Pippenger** answered that Alaska Airlines' hubbing expansion at PDX has produced major positive growth alongside operational adjustments across three main areas:

    1. **Airfield Operations:** Concentrated flight arrival/departure "banks" create peak airfield congestion, requiring heightened safety coordination with the FAA.
    2. **Passenger Processing:** High volumes of connecting passengers arriving simultaneously generate sharp surge peaks at roadway curbsides, parking structures, and security checkpoints.
    3. **Concessions:** Connecting passengers with short 45-minute layovers rely heavily on quick grab-and-go food items rather than sit-down dining, prompting concessionaires to adapt their offerings.

  - Overall, the hubbing operation has been a major success, expanding Alaska's PDX destination markets by 20% (adding 10 new non-stop cities) and increasing total seat capacity out of PDX by 40% over two years.

  Chair Matt Donahue asked a follow-up question inquiring why PDX avoided the 4-hour TSA checkpoint delays experienced by other major US airports during federal disruptions.

  - **Chief Aviation Officer Dan Pippenger** answered that PDX completely avoided the multi-hour TSA line delays experienced by other major airports nationwide. He attributed this success to exceptional coordination with the local Federal Security Director and a supportive culture that treats federal TSA workers as core members of the PDX employee community, including setting up food pantries and gift card donations during federal government shutdowns.

  Vice Chair Dr. Rita Moore noted her family cleared TSA in 10 minutes during that period but encountered miles of traffic on Airport Way.

  - **Chief Aviation Officer Dan Pippenger** noted a major capital project is planned in 1–2 years to reconstruct the 82nd Avenue and Airport Way intersection.

Commissioner Tod Burton asked a follow-up question requesting an update on Federal Air Traffic Control (ATC) tower staffing and airspace technology upgrades.

- **Chief Aviation Officer Dan Pippenger** answered that PDX is one of the few fully staffed ATC control centers in the nation and experienced zero staffing delays during federal budget freezes.

Question 6: Asked by Commissioner Tod Burton: "We understand that you expect to see a pending draft allocation on the Port's share of the Portland Harbor Superfund site. What is the Port's timeline for finalizing cost estimates for the cost-share, and how will this be funded when the allocation is formally finalized?"

- **Chief Trade and Economic Development Officer Kimberly Brannon** answered that final cost estimates depend on lodging a formal Consent Decree between the federal government and 150+ Potentially Responsible Parties (PRPs), expected in FY 2026-27 or FY 2027-28. Total Portland Harbor cleanup costs are estimated between $2 billion and $4 billion. Superfund liabilities must be funded through the Port's General Fund (property taxes of $15–$17 million/year, land leases, wharfage, and asset sales), as aviation revenues are legally prohibited from being used for Superfund cleanup..

  Commissioner Tod Burton asked a follow-up question: "We've seen news about a potential plan to use sediment from the superfund site to fill in the Ross Island Lagoon - is this a possibility? Has the Port been involved in any discussion about this?"

  - **Chief Trade and Economic Development Officer Kimberly Brannon** answered that the Port has no official role in the Ross Island Lagoon proposal but strongly supports exploring safe options. Barging cleaner dredged sediment to Ross Island would eliminate thousands of diesel truck trips over a 10-year period, lower public sector cleanup costs, and aid Willamette River habitat restoration. Regulatory oversight involves the Department of Environmental Quality (DEQ), Oregon Department of State Lands (DSL), and the Environmental Protection Agency (EPA).

  Chair Matt Donahue asked a follow-up question about estimated cost.

  - **Chief Trade and Economic Development Officer Kimberly Brannon** answered that the estimated total cost for the entire Superfund cleanup is between two and four billion dollars. The Port's likely portion of the cost represents a sizable financial investment for the Port. The Port does not currently have a dedicated reserve account set aside to manage this potential liability, meaning primary funding will need to be drawn from the General Fund. If expenses end up exceeding what the General Fund can accommodate, the Port would have to consider operational changes, asset sales, or seeking voter approval for a local option levy.

Question 7: Asked by Commissioner Dr. Will Terry: "In January 2026 Governor Kotek formed the Governor's Prosperity Council dedicated to the advancement of Oregon's economic prosperity and growth. What has been the Port's role so far with this group?"

- **Executive Director Curtis Robinhold** answered that Governor Kotek appointed him as Co-

Chair of the Prosperity Council in December 2025, with the remaining council members appointed in January 2026. Governor Kotek charged the council with examining economic development across the state after recognizing that Oregon's economic growth was failing to meet expectations, pointing to concerning economic indicators such as job data from April to April showing Oregon as one of only four states/jurisdictions in the nation experiencing job contraction or stagnation (the other three being DC-area markets directly impacted by federal Department of Government Efficiency / DOGE workforce reductions).

- The Governor initially charged the council with evaluating three core areas: workforce, state economic development toolkits, and the overall business climate. The 15-member council—comprising primarily private sector business leaders from across the state, regional representatives, two organized labor representatives, and small and large business owners, with Robinhold serving as the sole public sector member—met four times, with the final meeting scheduled for June 25, 2026, to deliver recommendations directly to Governor Kotek. Port Commissioner Michelle Luther (Executive Vice President at Columbia Sportswear) was also appointed to serve on the council.
- Because the state provided no dedicated funding or staffing for the council, the Port of Portland provided extensive operational and analytical support, deploying staff from its Public Affairs and Trade & Economic Development teams for six months to manage logistics, research, and stakeholder engagement statewide.
- Through statewide listening sessions and regional travels, the council organized its findings into five distinct focus areas:
    - **Economic Development Toolkit (Business Oregon):** Evaluating whether state tools are structured effectively to achieve state-level economic development goals, noting that Business Oregon does some things well but lacks the organizational "oomph" of economic development agencies in competing states.
    - **Regulatory Environment:** Examining state and local regulatory hurdles, citing examples such as a small coffee shop owner in Central Oregon struggling with bureaucratic fees and permits just to display an outdoor welcome tent, and coastal small businesses overwhelmed by reporting requirements for Oregon's Corporate Activity Tax (CAT), which impacts any business with over $1 million in revenue.
    - **Tax Competitiveness:** Assessing whether Oregon's tax structure generates desired economic outcomes and remains competitive with other states.
    - **Workforce Alignment:** Investigating systemic disconnects, noting that millions in annual federal workforce funding fail to align with community college and higher education outcomes, and pointing out that community college credits frequently fail to transfer even within Oregon's own community college system.
    - **Land Availability & Infrastructure:** Addressing industrial land readiness and infrastructure constraints across urban and rural communities.
- The 15-member council achieved unanimous agreement across four of the five focus areas.

The single area of non-unanimity involved short-term tax recommendations, where 2 of the 15 members expressed a formal dissent. Overall, the council agreed that Oregon requires a comprehensive, non-partisan re-examination of its tax structure.

Commissioner Dr. Will Terry asked a follow-up question: “What struck me there was your instinct that perhaps you weren't the right group for an analytical deep dive. Is there a strong push or coherent push to establish such a body for further analysis?”

- **Executive Director Curtis Robinhold** answered that while final recommendations remain in draft form ahead of the June 25th presentation, both the Governor and state legislators have expressed strong interest in addressing the council's tax findings.
- To illustrate the council's approach, Robinhold used a political spectrum analogy comparing policy options to pH levels:
    1. "Alkaline" options: Mild, politically safe, low-impact measures (such as simply renaming Business Oregon) that generate polite consensus but fail to move the economic dial.
    2. "Acidic" options: Bold, controversial, high-impact structural changes (such as reforming Oregon's kicker tax refund to fund K-12 education) that would significantly move the dial but face severe political hurdles.
- Robinhold explained that the council deliberately positioned its recommendations in the "breathable, swimmable middle space" to offer pragmatic, actionable policy proposals that genuinely stimulate economic growth. Across urban, rural, large, and small business stakeholders, tax policy emerged as the single most frequent concern. Recognizing that a 15-member advisory council was not equipped to rewrite state tax code, the council recommended that state leadership establish a dedicated, non-partisan, depoliticized body of experts to conduct a holistic review of Oregon's tax system.
- Robinhold noted that during a meeting with Governor Kotek in Eugene, she acknowledged the urgency of these tax questions. He also disclosed that an early, unrefined draft of the council's brainstormed ideas was prematurely leaked, requiring staff to clarify that initial preliminary lists did not represent final council recommendations.

Commissioner Dr. Will Terry asked a follow-up question: “We’d like to hear your assessment of how things are going with this group - what’s getting done? What impacts should the community expect to see now or in the near term?”

- **Executive Director Curtis Robinhold** answered that the council functioned exceptionally well together, demonstrating strong optimism despite navigating complex policy terrain (with only one formal dissent from 2 of 15 members on short-term tax policy). He emphasized that the council shared a core thesis: Oregon must treat economic development as an urgent state priority rather than assuming growth will happen automatically. He highlighted a major structural vulnerability in Oregon's public finance model: Oregon's state general fund is approximately 93% dependent on personal and business income taxes (lacking a sales tax buffer). Consequently, when job growth flatlines or declines, state, county, tri-county, and municipal budgets face immediate, compounding fiscal distress. Fourteen council members plan to attend the formal report delivery on June 25th to present actionable short-, medium-, and long-term recommendations to the Governor

Vice Chair Dr. Rita Moore asked a follow-up question: “Can I probe a little bit on the workforce development side — did your group do any sort of future casting about what the workforce needs are going to be going forward?”

- **Executive Director Curtis Robinhold** answered that the council did not perform detailed forecasting on specific future job roles or technical skill categories. Instead, the council conducted a macro systems-level evaluation to determine whether state workforce entities are coordinated and effectively communicating. The findings revealed significant structural silos:
    - When Robinhold met with the presidents of all Oregon public universities, they expressed a strong desire to collaborate; however, when asked how frequently they meet with community college leadership or state workforce boards, they revealed they do not meet because no state entity regularly convenes them.
    - The workforce landscape is cluttered with redundant advisory councils and overlapping conversations that require consolidation to focus on core outcomes.
    - A member of the Higher Education Coordinating Commission (HECC) noted that establishing regular quarterly coordination directly with the Governor would dramatically improve execution and accountability across higher education and workforce programs.

Commissioner Erik Kvarsten asked a follow-up question**:** “Moving from the statewide to more local economic development efforts... coming up the elevator I was reminded of so many times coming up here and the wonderful partnership during my time at Gresham we had with the Port and how beneficial that was to the region and the community. How are those efforts with your local partners out this way going, and do you see things continuing on?”

- **Chief Public Affairs Officer Dave Robertson** answered that the Port maintains robust, active partnerships with local government jurisdiction staff and elected bodies across all its regional operating assets. He highlighted several ongoing local engagements:
    - Delivering a formal policy presentation to the Troutdale City Council the prior evening.
    - Maintaining continuous operations and development at Troutdale Airport, Hillsboro Airport, Portland International Airport (PDX), Gresham Vista Industrial Park, and Rivergate Industrial Park in North Portland.
    - Building strong day-to-day staff relationships ("where all the work gets done") alongside elected council engagements across East County and the broader

region.

    - Navigating city-specific political transitions, including establishing working relationships with the City of Portland under its new council structure and committee system.

Question 8: Asked by Chair Matt Donahue: “You have a goal to reach net zero emissions by 2050 - are you on track to meet this goal, and how do these efforts rank against other priorities?”

- **Chief Development Services Officer Kristina Kelchner** answered that the Port's net zero target aligns with international scientific standards across Scope 1, Scope 2, and Scope 3 emissions. Progress includes:
  - Transitioning the dredge Oregon to renewable diesel fuel.
  - Partnering on seven community solar projects supported by the Portland Clean Energy Fund and Bonneville Environmental Foundation to construct microgrids and provide backup power.
  - Installing airfield electric vehicle charging infrastructure for airline ground equipment.
  - Reducing terminal building energy intensity by 50% via the open-loop ground-source heat pump.
- Direct Port emissions (Scope 1 and 2) are currently 30% below 1990 levels. The primary hurdle remains Scope 3 aircraft fuel emissions; to address this, the Port has entered a three-airport decarbonization MOU with Seattle and Vancouver airports and is coordinating with the City of Portland's Clean Energy Infrastructure Hub to promote Sustainable Aviation Fuel (SAF) adoption.

  Commissioner Dr. Will Terry asked a follow-up question inquiring whether net zero goals depend heavily on PGE greening the electrical grid and addressing Scope 3 airline emissions.

  - **Chief Development Services Officer Kristina Kelchner**, **Executive Director Curtis Robinhold**, and **Chief Public Affairs Officer Dave Robertson** provided detailed figures on emissions trajectories:
    - **Scope 1 and Scope 2 Emissions:** Direct Port operational emissions (Scope 1 and Scope 2) are currently 30% below 1990 levels.
    - **2040 Target Progress:** On-site initiatives like community solar and heat pump electrification represent approximately 35% of the remaining gap needed to achieve the Port's intermediate 2040 emissions target. The Port expresses strong confidence in achieving its Scope 1 and Scope 2 goals, as well as assisting on-site contractors.
    - **The Scope 3 Challenge:** The single largest obstacle to net zero is Scope 3 emissions—specifically aircraft jet fuel, which vastly outspans the Port's direct operational footprint.

- They explained that airline partners like Delta and Alaska Airlines are actively working to adopt Sustainable Aviation Fuel (SAF); however, the substantial pricing differential (cost premium) between traditional jet fuel and SAF remains a critical economic barrier. To overcome these market barriers, the Port is pursuing multi-jurisdictional partnerships:
    - **Cascadia Corridor Three-Airport MOU:** Teams led by Kristina Kelchner and Dan Pippenger entered into a formal tri-airport MOU with Seattle-Tacoma International Airport (SEA) and Vancouver International Airport (YVR) to align Scope 1, 2, and 3 decarbonization strategies across the Pacific Northwest Cascadia corridor.
    - **City of Portland Clean Energy Infrastructure Hub:** The Port is engaged in active policy discussions with the City of Portland regarding its Clean Energy Infrastructure Hub along the Willamette River. The Port is advocating to reserve dedicated waterfront infrastructure and fuel distribution capacity to support long-term SAF blending, storage, and aviation sector decarbonization.

Question 9: Asked by Vice Chair Dr. Rita Moore: "The Port manages natural areas to compensate for impacts to wetlands and other natural resources from your development and operational activities. Please tell us more about this program - do you partner with other organizations on this work, or is it all managed in-house? How do you select sites to manage, and what does mitigation look like?"

- **Chief Development Services Officer Kristina Kelchner** and **Chief Public Affairs Officer Dave Robertson** answered that the Port actively manages approximately 900 acres of natural mitigation lands. Most mitigation management is conducted directly in-house by an expert staff of Port scientists and biologists. Examples include managing stormwater runoff, restoring natural habitat, and maintaining dedicated grassland mitigation sites on Government Island. While environmental permitting requires extensive multi-agency negotiation with the Department of State Lands (DSL), DEQ, Oregon Department of Fish and Wildlife, and federal entities, the Port performs its mitigation work primarily on Port-owned and managed properties.

  Vice Chair Dr. Rita Moore asked a follow-up question regarding inter-agency coordination with entities like Urban Flood Safety, East/West Multnomah Soil & Water, and Metro.

    - **Chief Development Services Officer Kristina Kelchner** answered that permitting involves complex multi-agency negotiations with DEQ, EPA, Oregon Department of State Lands (DSL - which governs dredge removal and wetland fill), counties, and cities. Once permits are established, the Port manages its dedicated mitigation acreage independently.

Closing Remarks

Chair Matt Donahue expressed appreciation to Executive Director Curtis Robinhold, CFO Alissa Mahar, and the Port executive team for their open discussion and detailed information. Chair Matt Donahue formally closed the public budget hearing and opened the regular business meeting of the TSCC Commissioners.

Google Notebook LM was used to generate the transcript referenced above. The content was reviewed and edited before being published by Brittanie Abayare, on 7/29/2026.

Staff Recommendations & Certification

TSCC Executive Director Allegra Willhite publicly thanked the Port of Portland finance team for their professionalism and dedication throughout the budget development process. She reported that TSCC staff reviewed the budget estimates and found them to be reasonable for the purposes stated and in substantial compliance with Oregon Local Budget Law.

She stated that TSCC staff suggested no recommendations or objections regarding the Port of Portland Approved FY 2026-27 Budget.

Vote to Certify

- A motion was made by Chair Matt Donahue to authorize the commission to sign the certification letter as recommended by staff.
- Commissioner Tod Burton seconded the motion.
- All commissioners present voted "Aye".
- Port of Portland's 2026-27 approved budget was certified by the TSCC.

There being no other business, Chair Matt Donahue closed the meeting.

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