

PDX 2045 Planning Advisory Committee

Meeting 6

March 17, 2025

Agenda

Time	Topic
5:30 PM	Welcome, Meeting Goals, and PAC 5 Recap
5:35 PM	International Air Service at PDX
5:55 PM	Public Comment
6:05 PM	What's New at PDX
6:10 PM	PDX's International Arrivals Facility
6:40 PM	Break
6:50 PM	Terminal Expansion Considerations
7:20 PM	Development Decisions
7:50 PM	PAC Next Steps
8:00 PM	Adjourn

Meeting goals

- Learn about international air service at PDX
- Understand the relationships between different areas of the terminal
- Explore benefits, risks, and trade-offs of development decisions

PAC 5 Recap

Another productive planning exercise!



Planning Exercise Findings

Wayfinding

Easy from start to finish

- Clear signage
- Direct paths
- “You are here” maps

Accessibility

Improved mobility resources

- Ample seating
- Shorter paths
- Moving walkways
- Motorized scooters
- Elevators
- VIP staff volunteers you can book for assistance
- More dedicated handicap parking near elevators

Amenities

More!

- Charging outlets
- Water fountains/bottle refill stations
- Luggage carts in more locations
- Private workspaces
- More recomposure area
- Baggage claim concessions
- Large group areas

International Experience

PDX-ify the process

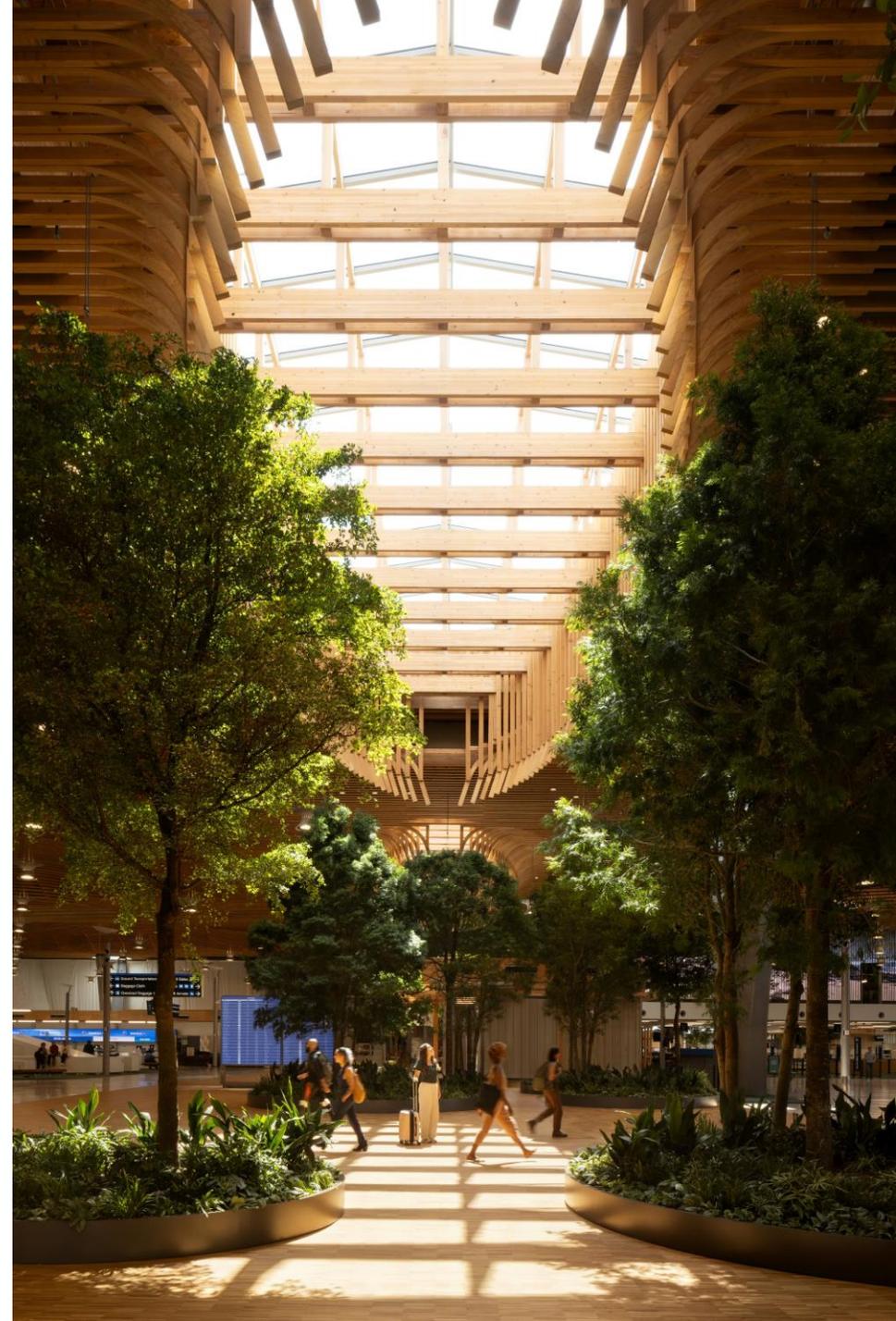
- Newer international facilities
- No bus
- Additional restrooms
- Fewer language barriers

International Air Service at PDX

International Airlines at PDX

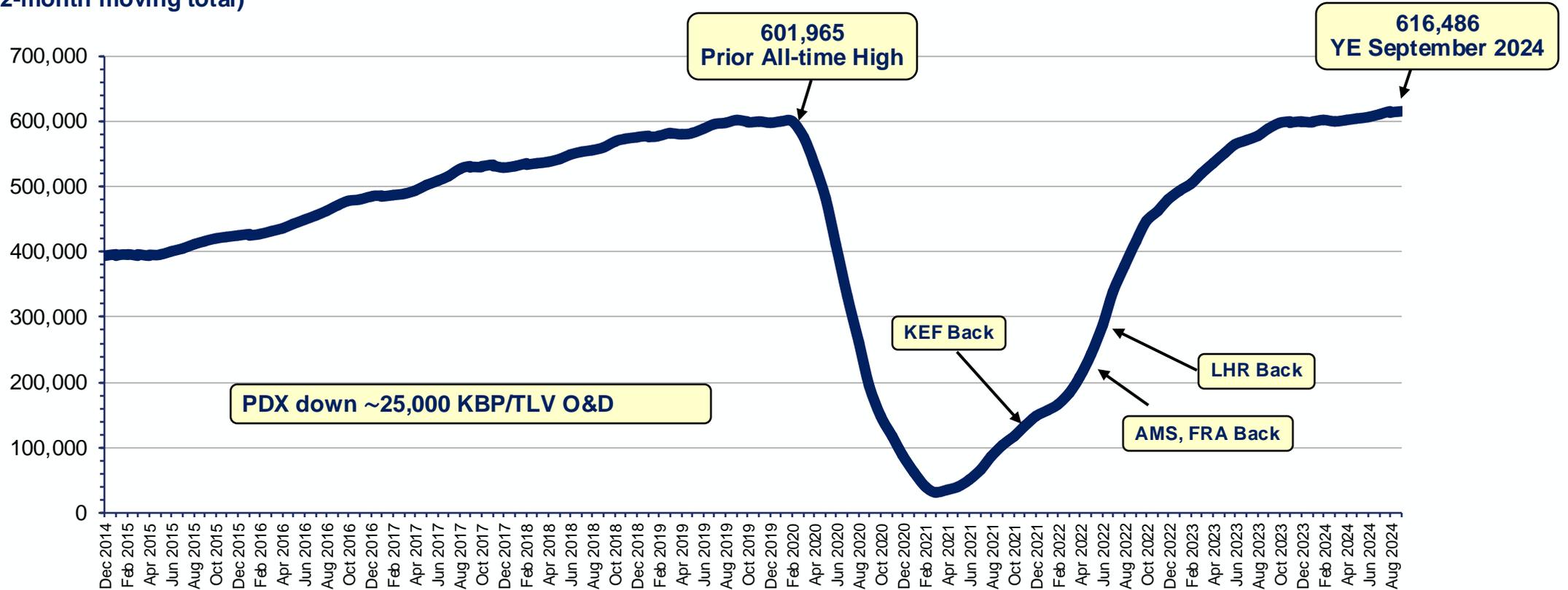


FLY PDX



The PDX – Transatlantic Market Is At All-Time High

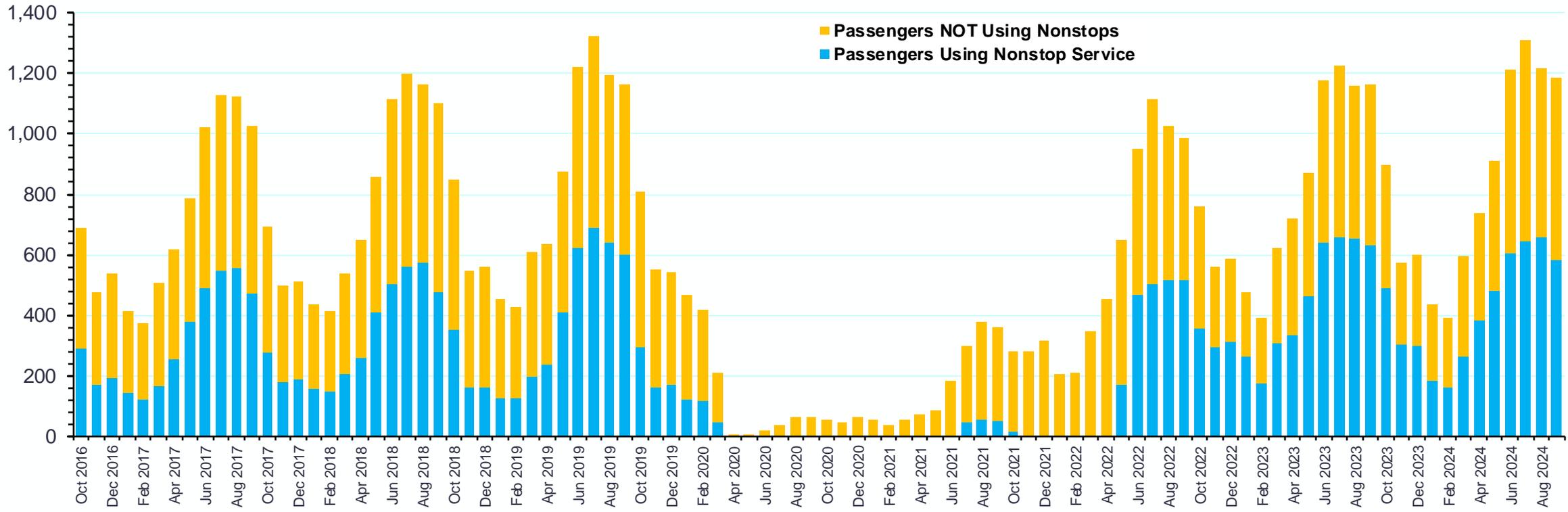
**PDX – Transatlantic Passengers
(12-month moving total)**



Note: Includes India.
Source: FMTraffic

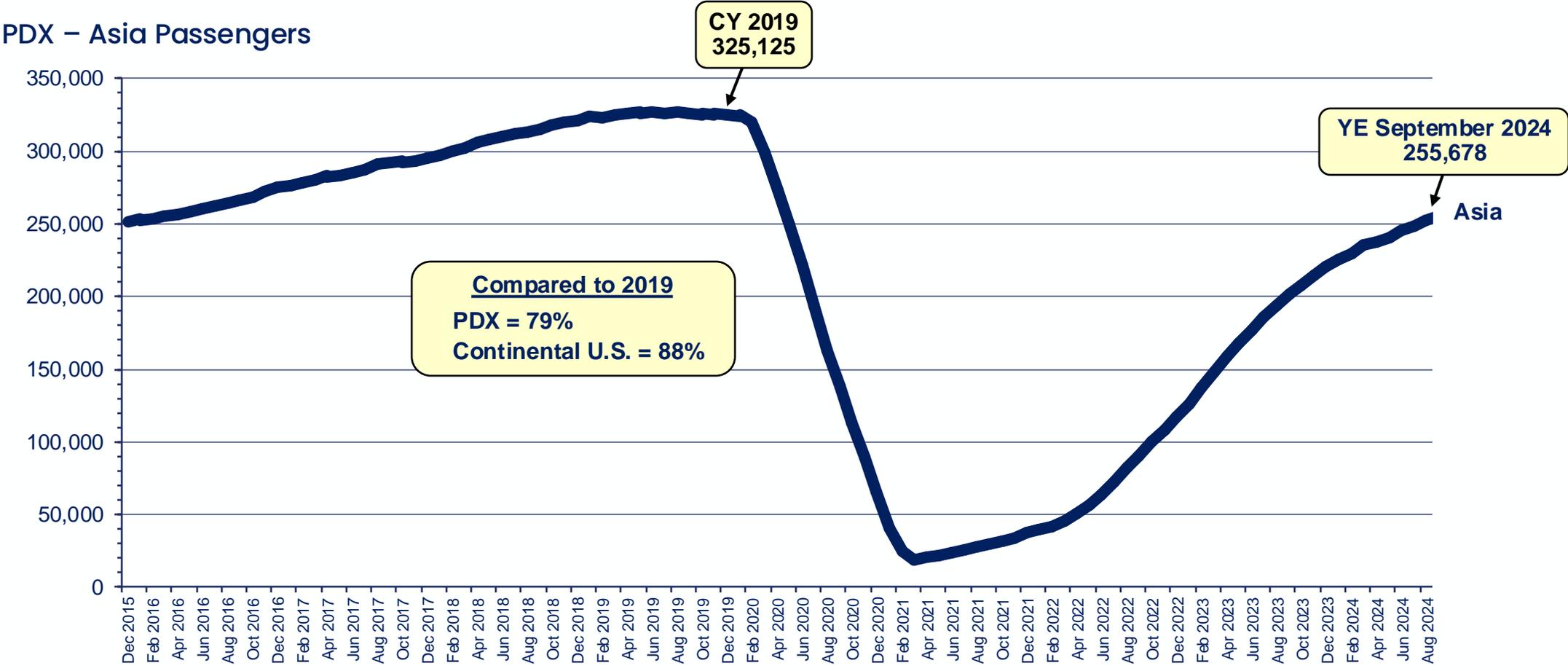
The PDX – Transatlantic Market Is Highly Seasonal

**PDX – Transatlantic O&D Passengers
Per Day Each Way**



Note: Includes India.
Source: FMTraffic

PDX – Asia Is 21% Below 2019 But Climbing

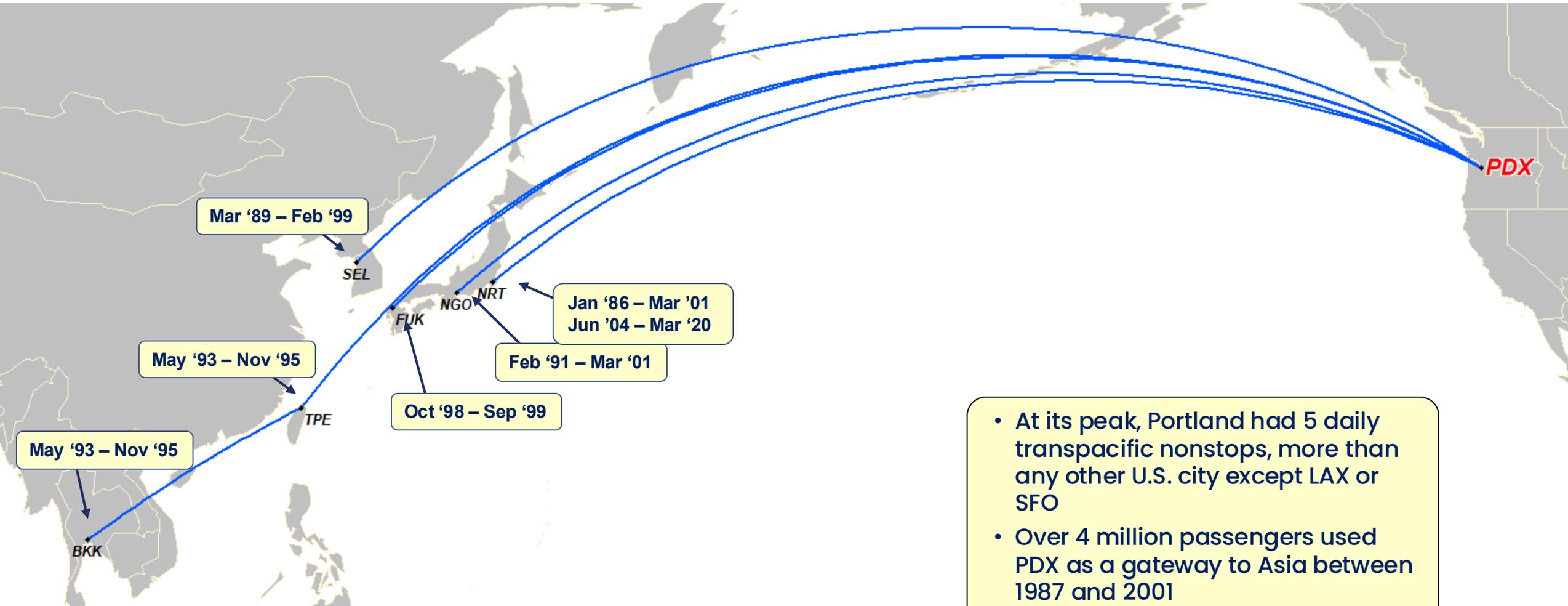


Compared to 2019
PDX = 79%
Continental U.S. = 88%

12-Month Moving Total

Note: Includes India.
 Source: FMTraffic.

PDX Has Strong Historic Links To Asia

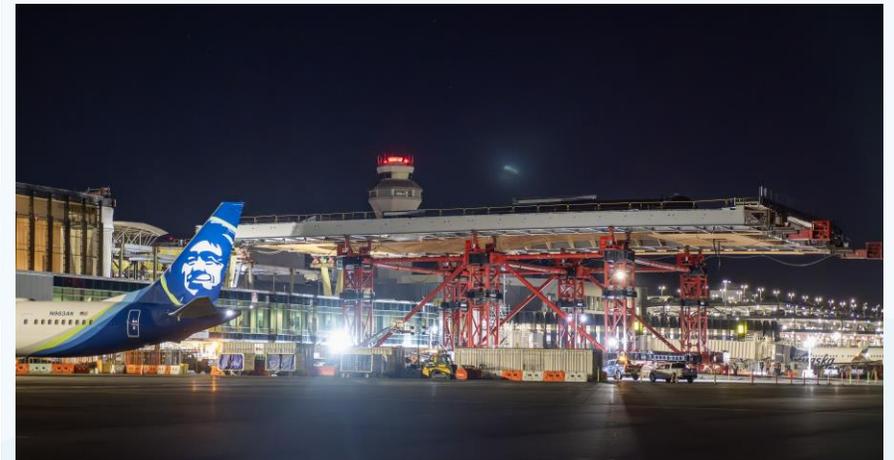


- At its peak, Portland had 5 daily transpacific nonstops, more than any other U.S. city except LAX or SFO
- Over 4 million passengers used PDX as a gateway to Asia between 1987 and 2001
- Another 1.9 million passengers used PDX from 2004 to 2020

Public Comment and Break

PDX and Industry Updates

What's New at PDX?



PDX's International Arrivals Facility

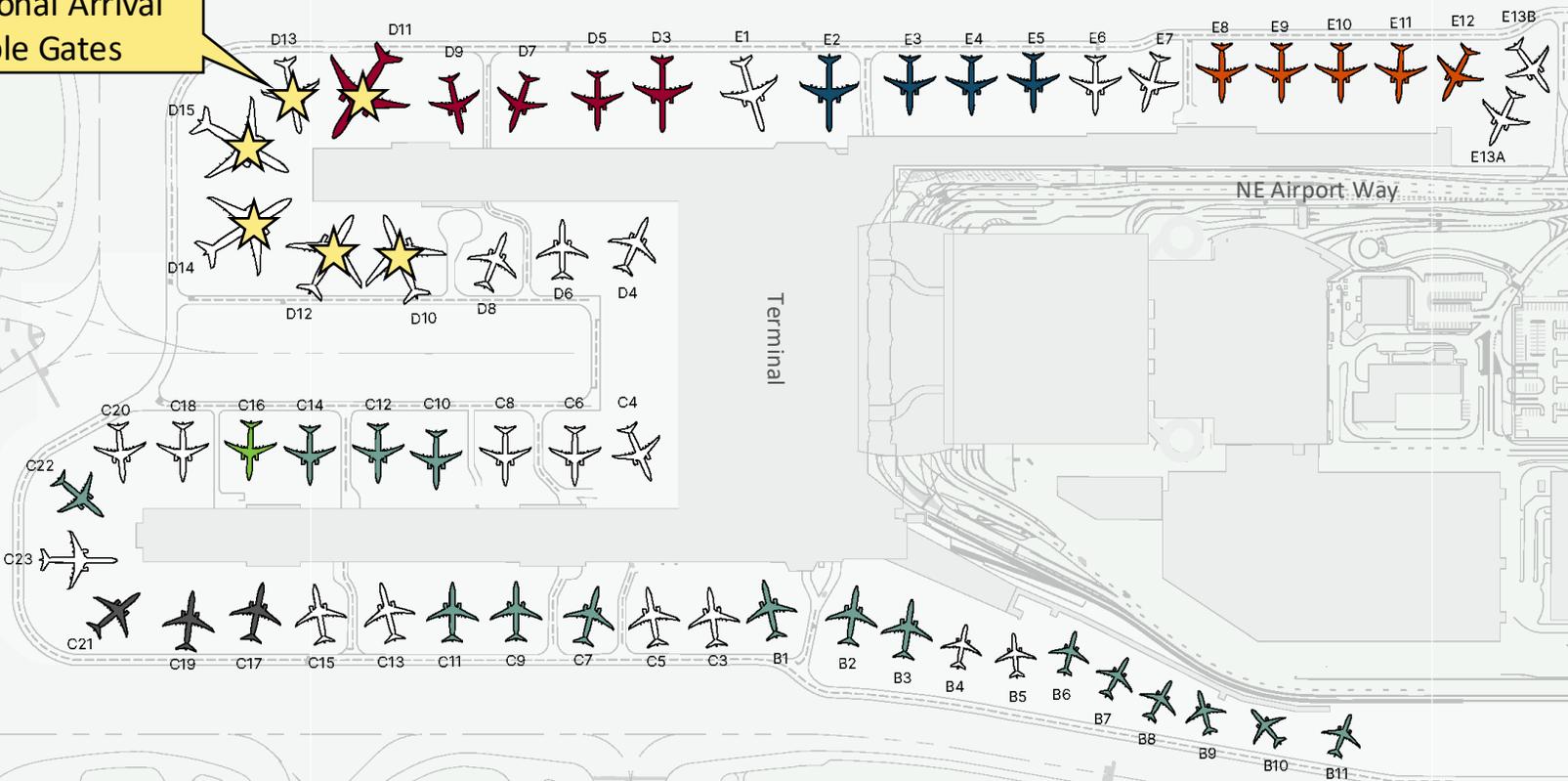
What do we need
to accommodate
international
activity at PDX?



INTERNATIONAL ARRIVALS FACILITY

We need gates connected to an IAF...

International Arrival Capable Gates

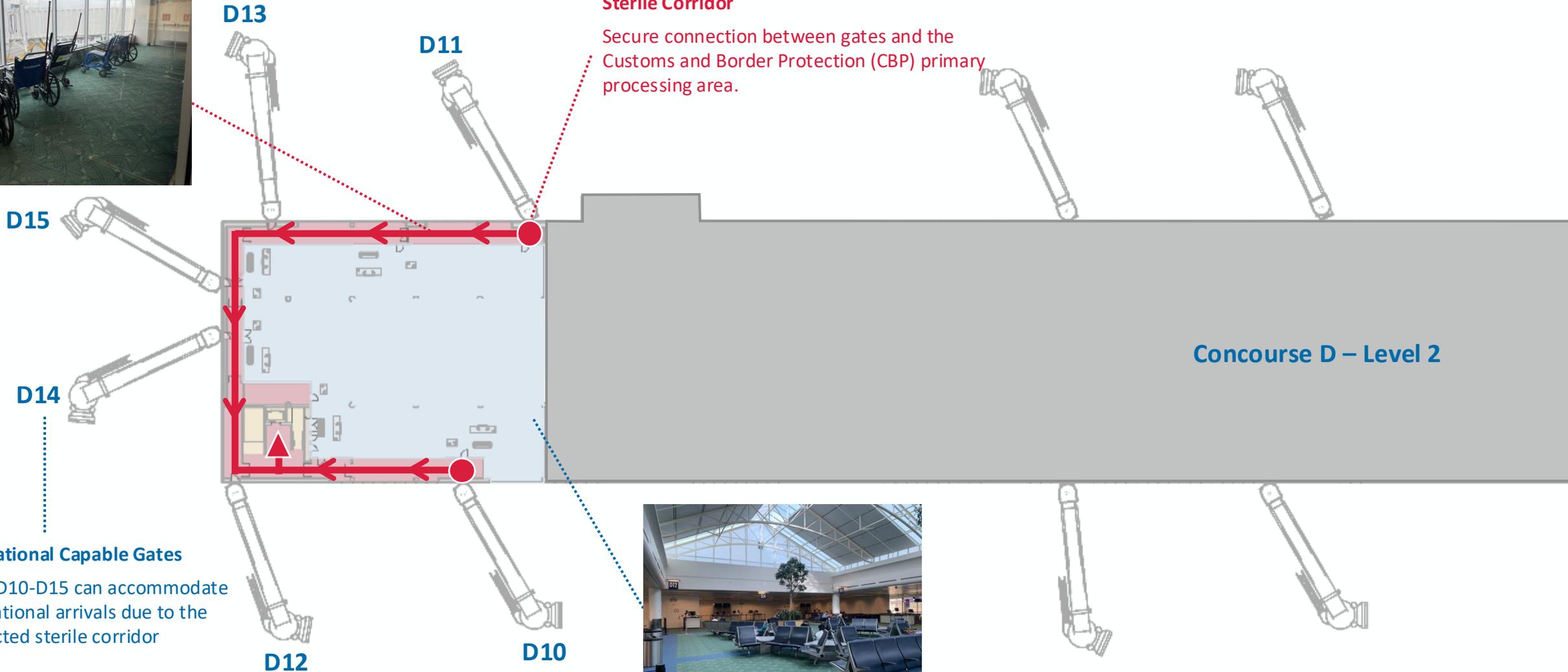


...the connection must be secure..



Sterile Corridor

Secure connection between gates and the Customs and Border Protection (CBP) primary processing area.



International Capable Gates

Gates D10-D15 can accommodate international arrivals due to the connected sterile corridor

...and CBP needs space for inspections...

Primary Inspection

Queueing space for arriving passengers to wait for the next available CBP Officer

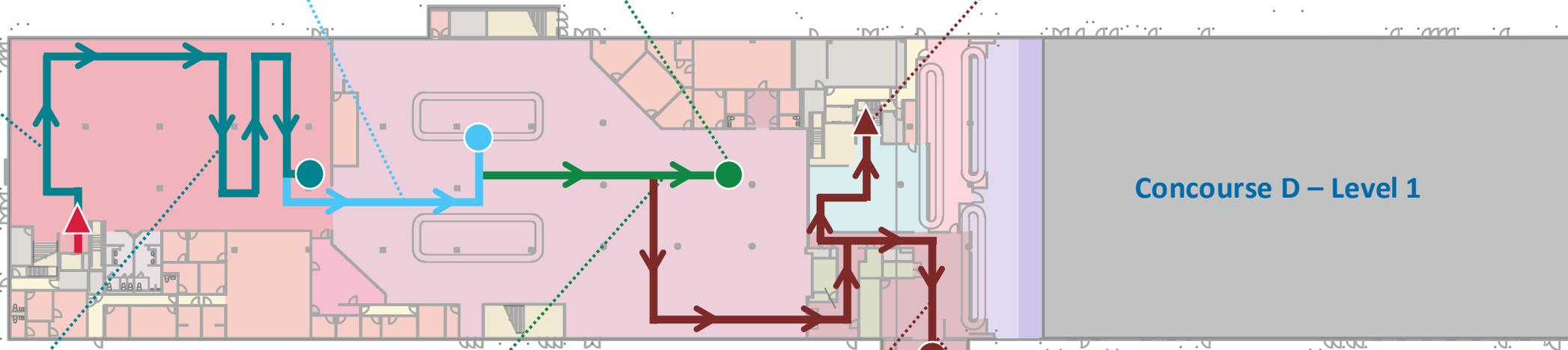


Secondary Inspection

Passengers collect any checked bags and proceed to secondary inspection if directed to do so for additional screening

Connection to Level 2 Security Checkpoint

Passengers can re-check bags here and then head up to the security checkpoint if connecting to another flight.



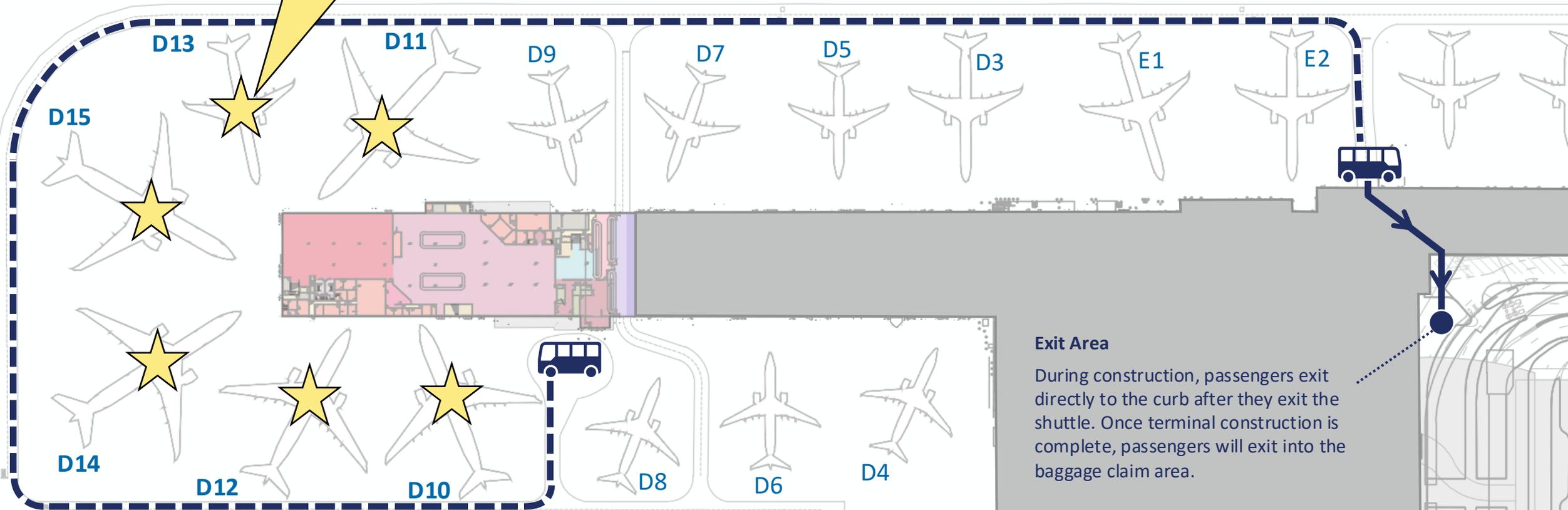
Shuttle Waiting Area

Space for passengers to wait for the next shuttle to take them to the terminal.



...and finally, there is a bus ride.

International Arrival Capable Gates

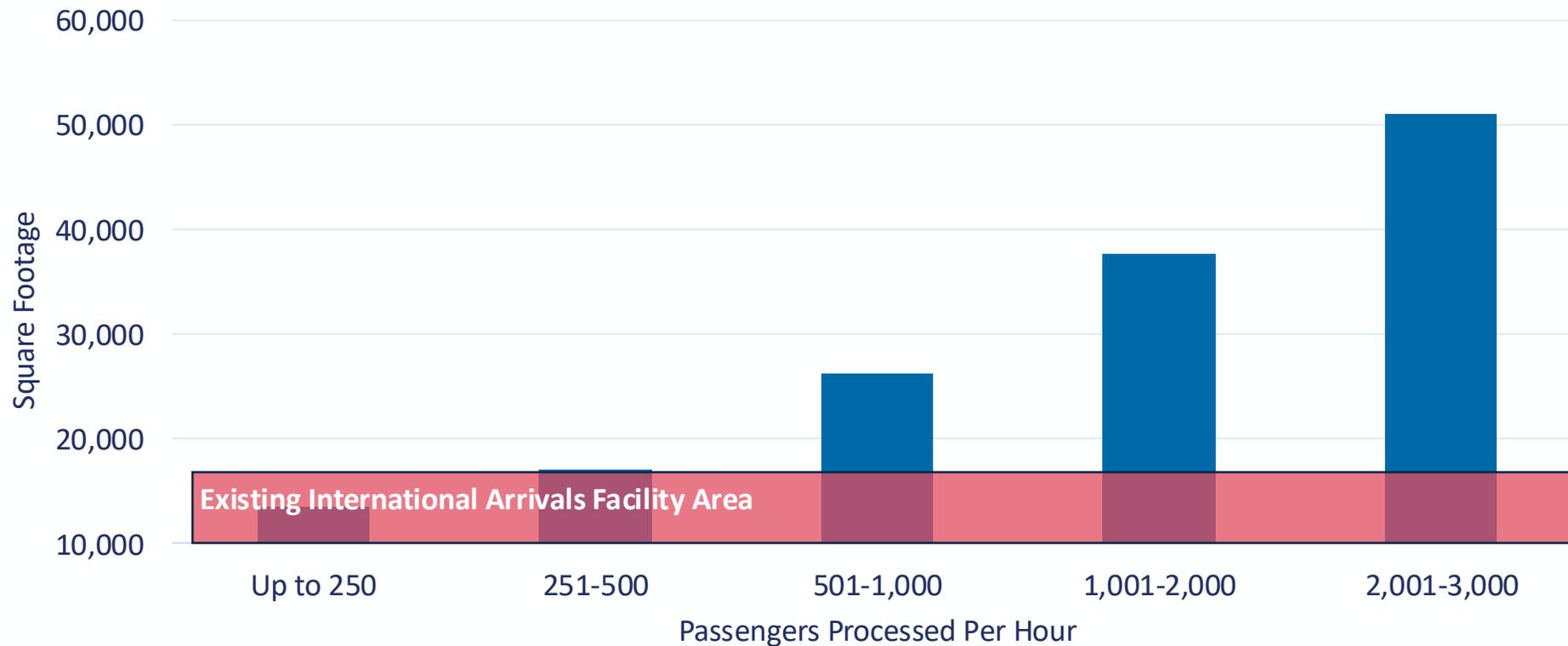


Exit Area

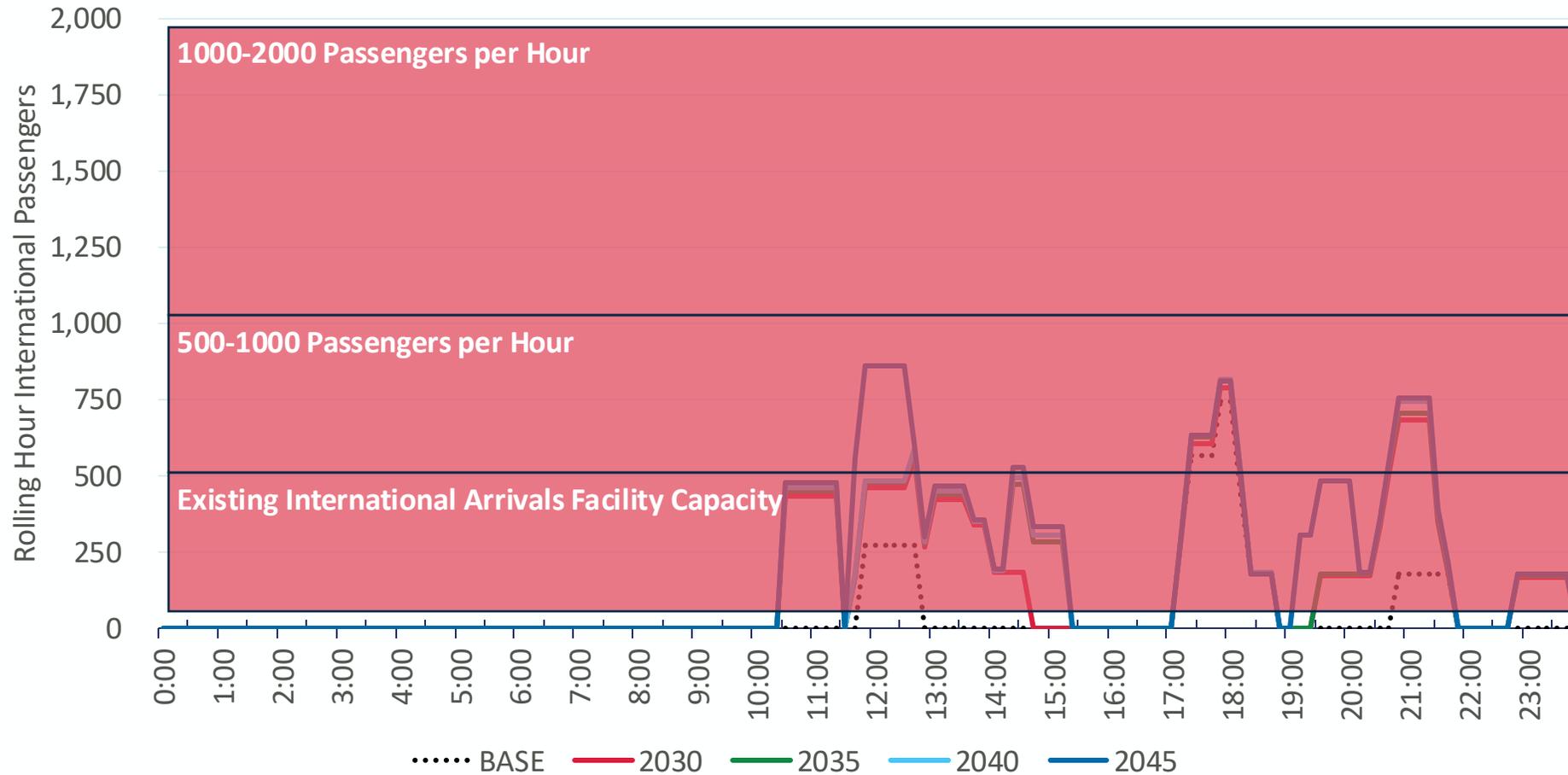
During construction, passengers exit directly to the curb after they exit the shuttle. Once terminal construction is complete, passengers will exit into the baggage claim area.

How much space?

Approximate International Arrivals Facility Square Footage Requirements by Peak Hour Passengers

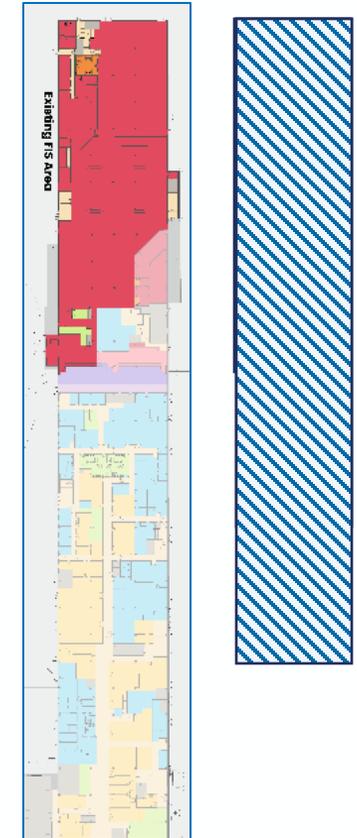
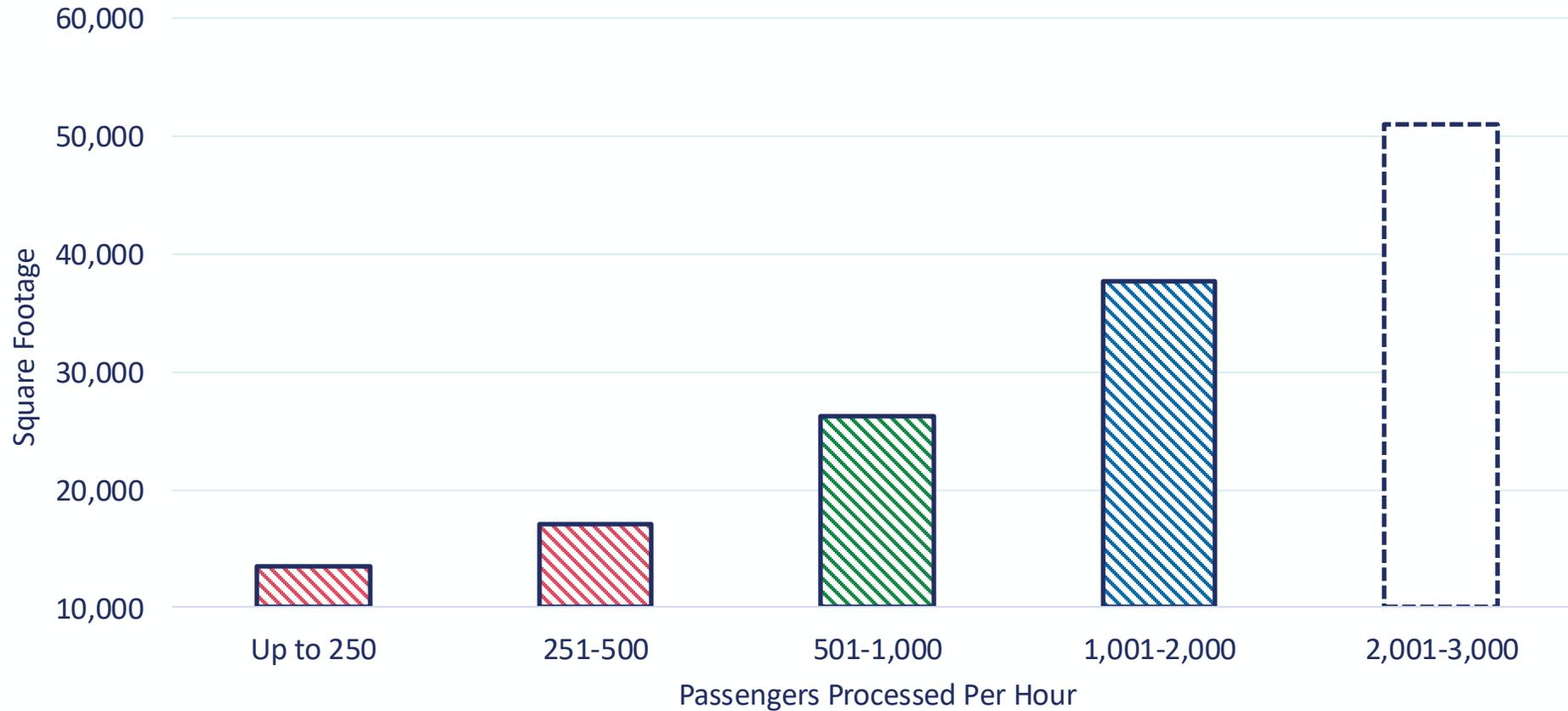


International activity



How much space?

Estimated International Arrivals Facility Area Requirement



Terminal Expansion Considerations

Development considerations

Passenger Experience



Rates
and segments



Minimum
dimensions



Guiding principles



Limitations

Avoid busing and expensive passenger conveyance if practical (trams, trains, etc.).



Givens

Maximize value from investment in main terminal, walkable terminal, build ahead of demand, provide a generally high level of service.

Guiding principles

“International activity

International activity is a Port priority at PDX given its importance to the community. A better international experience will aid in marketing international service.



Guiding principles

“Change and risk

Explore a range of outcomes and pursue development alternatives that preserve flexibility without limiting future opportunities.



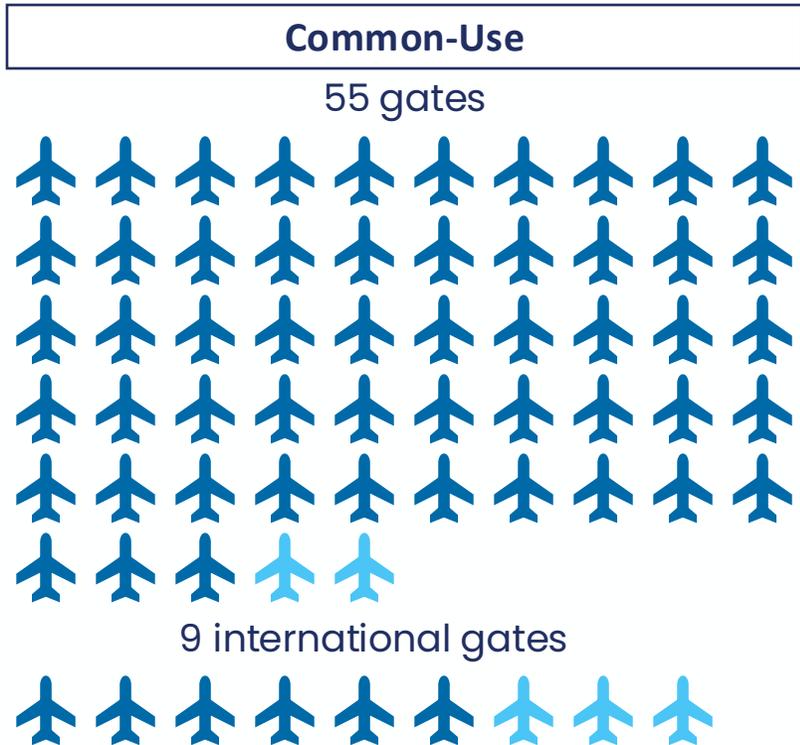
Guiding principles

“ Stakeholder Influence

The Port values feedback from its stakeholders. A primary goal in Port stakeholder outreach is transparency.

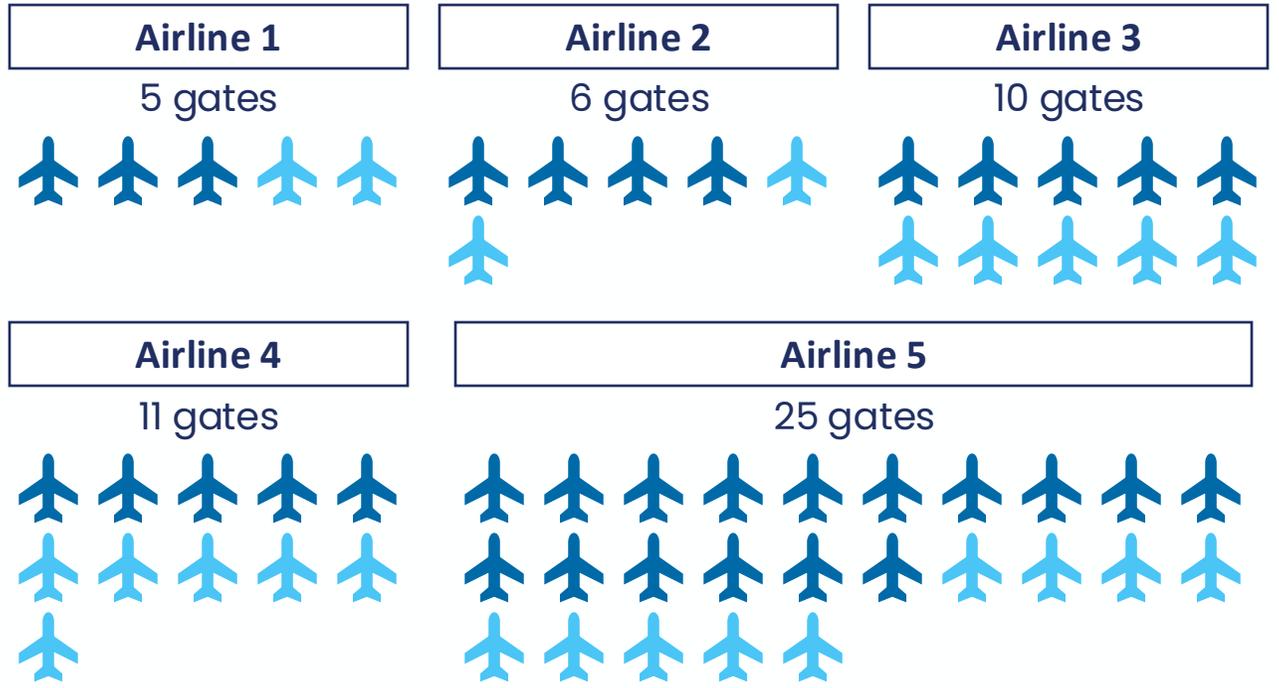


2045 gate requirements



5.8
average operations per gate

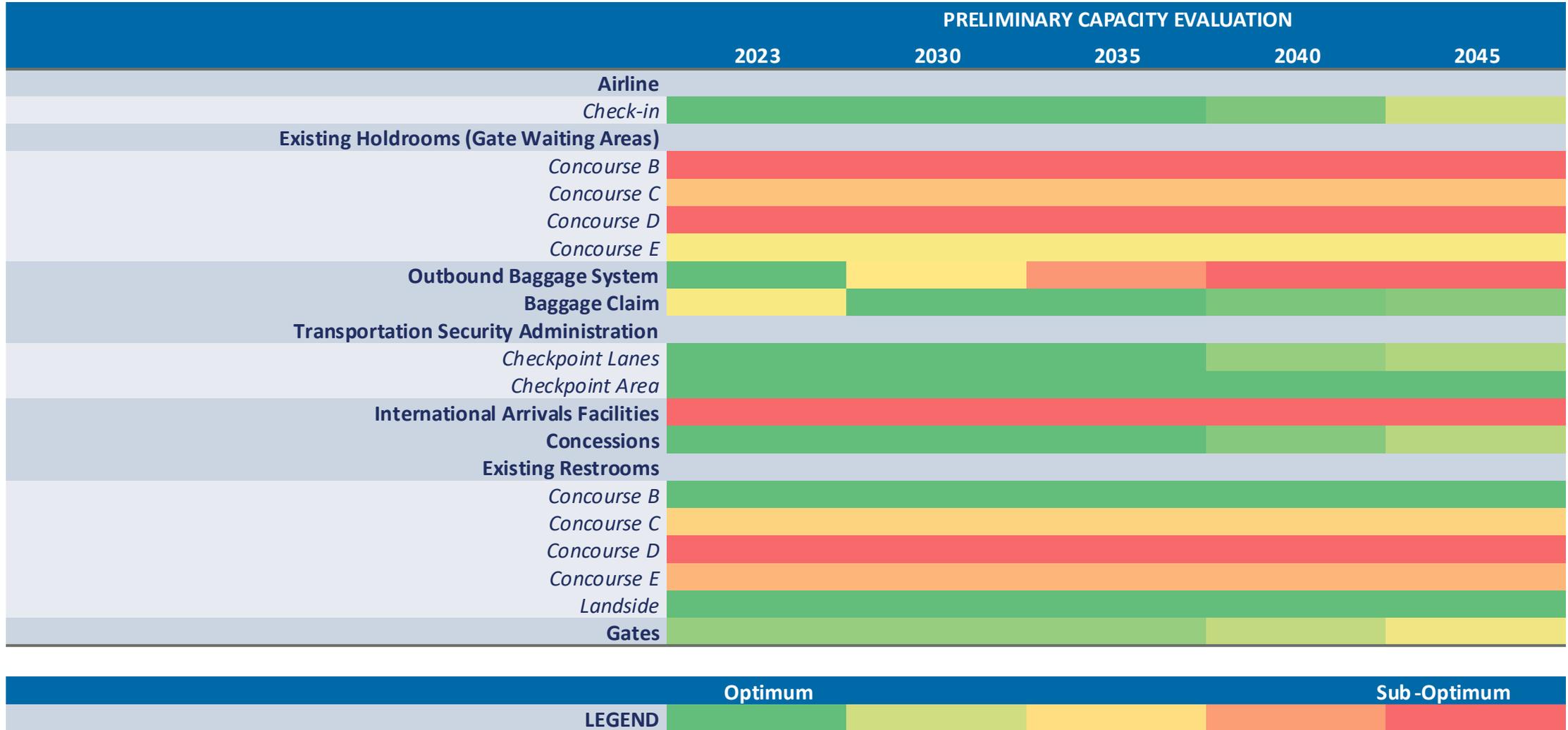
64
total gates required (+5 gates)



4.8
average operations per gate

75
total gates required (+16 gates)

Preliminary capacity evaluation



Preliminary capacity assessment

Level 2

LEGEND:

 Holdroom Area Needs

 Public Restroom Area Needs

 Airlines

 Transportation Security Administration

 Customs and Border Protection

 Concessions

 Public Restrooms

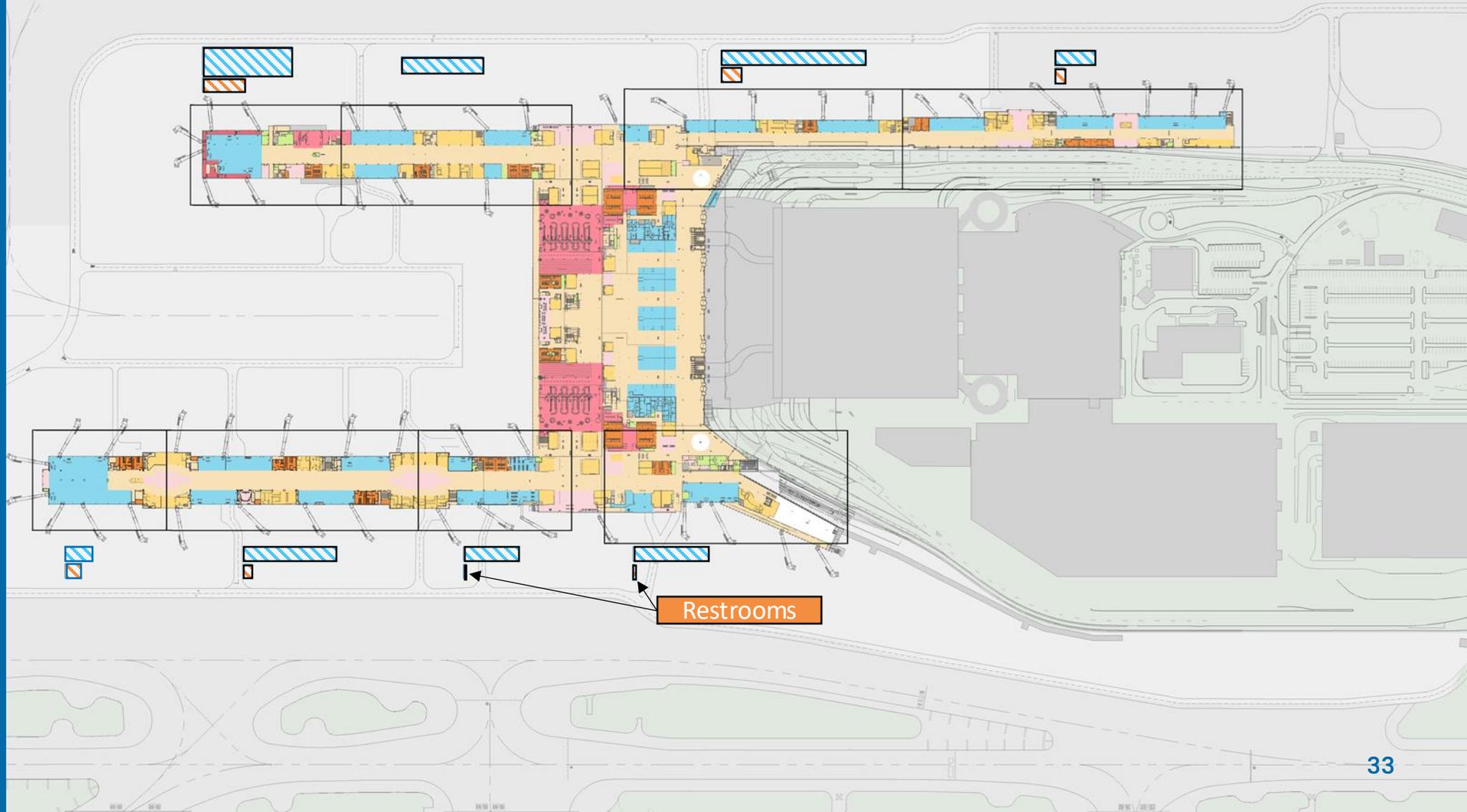
 Amenities

 Airport Operations

 Circulation

 Building Systems

 Open to Below



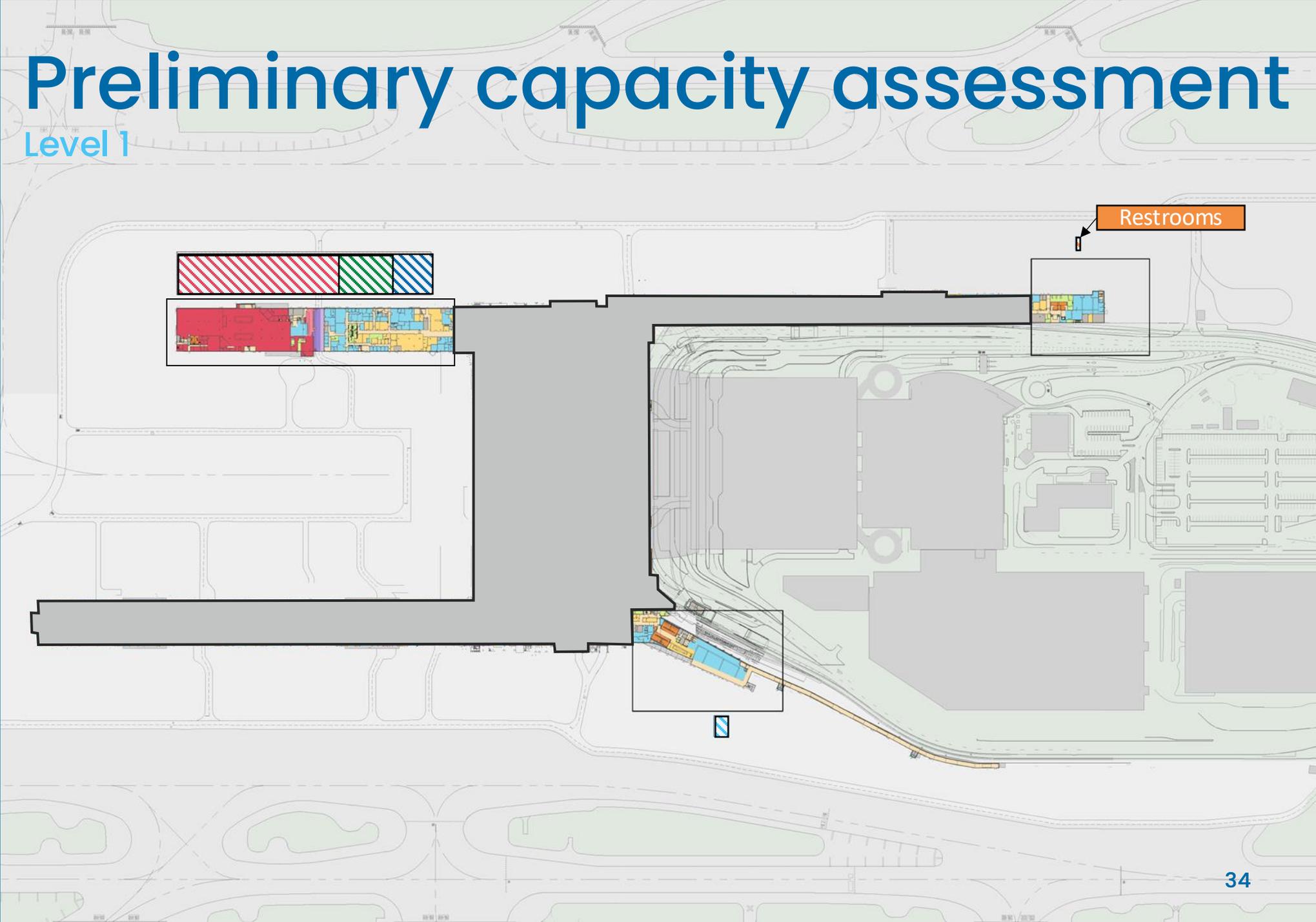
Preliminary capacity assessment

Level 1

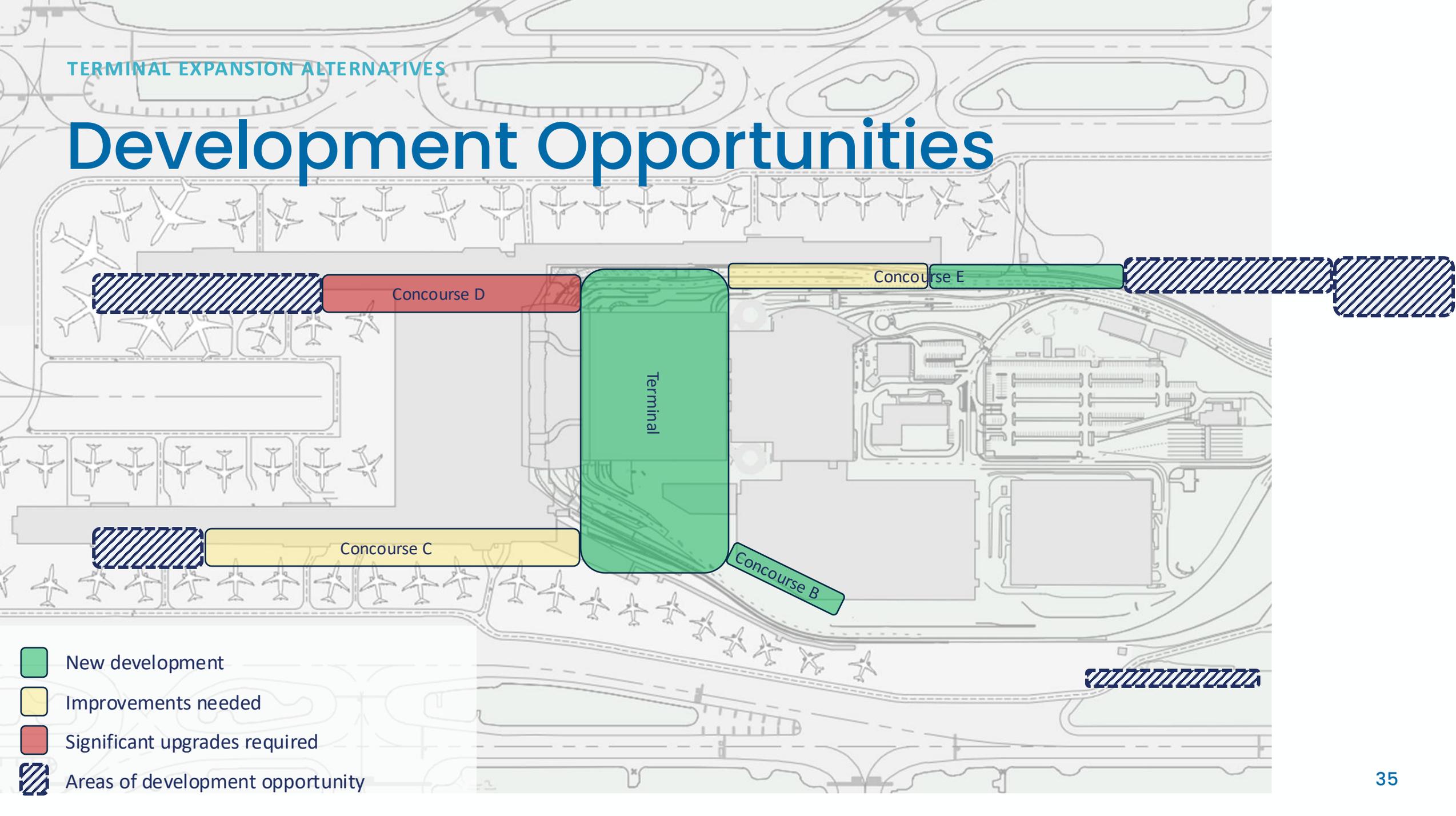
LEGEND:

- International Arrivals Facility Area Needs
- Holdroom Area Needs
- Public Restroom Area Needs

- Airlines
- Transportation Security Administration
- Customs and Border Protection
- Concessions
- Public Restrooms
- Amenities
- Airport Operations
- Circulation
- Vehicle Circulation
- Baggage System
- Building Systems



Development Opportunities



-  New development
-  Improvements needed
-  Significant upgrades required
-  Areas of development opportunity

Preliminary observations

- Location of international operations is a key driver of future alternatives
 - Airfield: Large aircraft gate and access requirements
 - Terminal: International inspection spaces, sterile circulation, holdroom, and amenities requirements
 - Landside: Non-secure access
- North terminal areas provide greater opportunity for accommodating growth
 - Most available area for growth
 - Most significant deficiencies of existing facilities
 - Least resilient / oldest infrastructure
- South terminal areas provide opportunity for enhancement of existing facilities

Open Discussion

- Transition to Mentimeter web browser



Next Steps

NEXT STEPS

Work plan

PAC meeting	Meeting topics	Date
1	Welcome and background	May 20, 2024
2	Baseline forecast & preliminary facilities requirements	July 16, 2024
3	Facility tour	Sept 19, 2024
4	Functional area alternatives and requirements	Oct 21, 2024
5	Functional area alternatives and requirements	Jan 15, 2025
6	Functional area alternatives and requirements	Mar 17, 2025
> 7	Functional area alternatives and requirements	~ May 2025
8	Consolidated alternatives	~ July 2025
9	Preferred alternative	~ Sept 2025
10	Implementation	~ Oct 2025
11	Ongoing engagement	~ Dec 2025

**Thank you for your
participation!**

Discussion questions

- Now that you understand how variable international activity is, if you were unconstrained by money, space, or time, what size IAF would you build?
 - Keep as is
 - 500-1000 pph
 - 1001-2000 pph
- If you chose to expand the FIS, would you:
 - Expand in the existing location
 - Develop a new facility near the end of Concourse E
 - Somewhere else
- There are several trade-off's related to this, specific, development decision.
 - Some IAF alternatives may not be compatible with a crosswind runway. Would you value optimizing the terminal expansion and IAF over preserving the crosswind?
 - There may be trade-offs between amenities, level of service (think space, time standing in line, etc.), and walking distances. In what order would you prioritize those trade-offs? Why?
- Some IAF alternatives may allow us to simultaneously improve other areas of the terminal for domestic operations. Others may not. Would you value an improved IAF over more space in the holdrooms? More restrooms?
- Now that you understand the constraints, what size IAF would you build?