

Annotated Meeting Agenda

PDX 2045 Interagency Advisory Committee (IAC) Meeting 2

Date: May 22, 2025
Time: 10:30am-12:00pm
Location: Hybrid: Port of Portland Headquarters Cascade Conference Room (9th Floor) and via Teams

Meeting Goals

- Discuss recent community outreach and open houses.
- Review and discuss preliminary terminal gate expansion alternatives.
- Discuss preliminary landside facility needs and planning approaches.

Agenda and Notes

10:30am Welcome and Introductions

- Meeting slides will be posted online, and a link will be emailed to participants.

10:40am Open House & Community Outreach Updates

- Reviewed the PDX 2045 open house held at McDaniel High School on March 19 and the Zoom webinar held on April 16, reaching approximately 70 people in total; also described asynchronous online open house.
- Survey responses are being compiled with many responses mentioning the need for improvements to the international arrivals facility and the importance of multi-modal access and universally accessible design features in future development.
- Additional outreach activities since March include presentations to the PDX Community Advisory Committee, the PDX 2045 Planning Advisory Committee, and the Freight Advisory Committee.

Q. Francesca Jones, City of Portland, stated that closing the gap in the bicycle trail network between NE 33rd Avenue and NE 47th Avenue is a priority for the City. She asked if this topic had been raised in public comments.

A. The Port is aware of this need. The Runway Protection Zone (RPZ) for the Crosswind Runway (Runway 3-21) is currently in the way; multi-use paths are not an allowed use in an RPZ per the FAA. We can revisit this topic once we have an idea what the preferred alternative for the airfield includes (likely in the fall); some of the alternatives would remove this runway and thus remove one of the barriers to trail development.

- Q. Grant O’Connell, TriMet,** noted that TriMet’s long range plan is going out for comment soon. TriMet is looking at new service on Alderwood Road and Cornfoot Road. This is a good time for the Port and other agencies to provide input.
- A.** The Port is happy to provide input on TriMet’s plans.

10:50am Preliminary Terminal Gate Expansion Alternatives

- Multiple gate expansion alternatives were presented to the IAC.
- Approximately 10 additional gates are needed between now and 2045 to accommodate forecasted increases in passengers and flights.
- Concepts that were initially considered and discarded were also described.
- Next steps on alternatives are to dig into the feasibility and implementation of each of the alternatives, as well as how they impact airfield movements, then refine these alternatives and look at how they relate to landside development.

- Q. Grant O’Connell, TriMet,** asked about costs and emissions generated by the shuttle bus from the international arrivals area on Concourse D and the terminal being evaluated as part of PDX 2045 and whether these are the reasons to look at eliminating the shuttle bus.
- A.** We have heard from passengers and through stakeholder input that the shuttle bus detracts from the experience of passengers arriving internationally at PDX. The master plan will look at alternatives for international passengers to get from the international arrivals area to the terminal without requiring busing.
- Q. Grant O’Connell, TriMet,** asked about additional curb space allocation in the terminal arrivals and departures levels for all modes of transportation. He noted that when Minneapolis added a connector with an additional curbside, people were confused about when it provided the best access and still primarily used the main terminal.
- A.** How curb space is allocated is something that is part of the master plan process. This is an important topic as there are limited opportunities to create more curb space. We have heard concerns about the potential for confusion with an additional curb. PDX has a design focus on intuitive wayfinding that would need to be implemented.
- Q. Colin Rowan, UFSWQD,** asked about the potential closure of the crosswind runway, how that might relate to wetland mitigation at Catkin Marsh or Broadmoor Golf Course, and if that runway closure would improve wetlands or wildlife habitat restoration sites. He also encouraged the Port to look at elevating airport infrastructure (such as HVAC systems) above ground as future improvements are made to reduce the impact of potential future flooding.
- A.** Closing the crosswind runway likely would not affect restoration sites. The Port will look at measures for flood resiliency, including elevating infrastructure, as we work towards making PDX more resilient.

- Q. Francesca Jones, City of Portland,** requested clarification on runway safety areas and potential runway removal that could improve feasibility for construction of the Columbia Slough Trail between NE 33rd and NE 47th Avenues. She noted that the City will be tracking the alternatives and that this trail is shown in the City’s Comprehensive Plan as well as in the Port’s plans for bike and pedestrian infrastructure.
- A.** The only runway that might be identified for removal through the Master Plan process is the crosswind runway (Runway 3-21). Two preliminary alternatives shown in this meeting would close that runway to accommodate gate expansions to the west. The safety area around that runway is a barrier to trail construction, so closure of the runway would remove that barrier. However, there may be other issues to resolve. The two parallel runways (Runway 10R-28L and Runway 10L-28R) at PDX would remain under all alternatives. After completion of the master plan, the Port will identify whether updates are needed to system plans, such as the PDX Bicycle/Pedestrian Master Plan.

11:20am Preliminary Landside Facility Needs and Planning Approaches

- The order for assessment of future facility needs and requirements was described. Airfield and terminal needs are assessed first, then landside, and finally support facilities such as airport rescue and firefighting facilities because those needs are affected by future plans for the airfield and terminal.
- PDX 2045 will assess landside transportation facilities that the Port owns and make recommendations for future improvements.
- PDX 2045 will assess level of service for transportation facilities that other jurisdictions own but will not plan improvements for those facilities.
- A preliminary assessment of anticipated levels of service for existing landside facilities through 2045 was shared.
- Data was presented about how customers access PDX including transportation network company (e.g. Uber and Lyft) usage, parking, and transit, as well as data on anticipated mode share under different scenarios.

Q. Neelam Dorman, ODOT, asked about how forecasts are modeled and if they consider the Metro travel demand model.

A. Modeling for landside facilities is based off the forecast for future enplanements. Regional traffic consistent with the Metro model is assumed as “background,” with aviation demand layered on top of that. However, the Metro model may not always represent trips to and from the airport sufficiently.

Q. Michelle Dellinger, City of Portland, asked about safety and how that is being included in the master plan process.

A. Safety will be factored in as we look towards refinement and implementation of the preferred alternative. However, the Port also addresses safety on a daily basis and through many capital projects. For

example, the NE 82nd Avenue and Air Cargo Road intersection improvements currently under construction are being done primarily to improve bike and pedestrian safety at that location. Past safety audits have informed projects currently underway. The safety audit conducted last summer looked at facilities east to I-205 and south to Alderwood and included a review of crash histories at nearby intersections over the last 5-10 years. The safety audit will inform the master plan and implementation strategies.

- Q. Jeff Owen, Clackamas County**, asked about whether or not the Port tracks the share of all modes that use the terminal curbside space and whether the Port has raw numbers by mode.
- A.** The Port does track this data, as well as dwell times, and it will be used to inform the alternatives for how to allocate curb space to different transportation modes and how that might change over time. “Growing” curb space at PDX is a challenge due to the layout, so the Port tries to maximize use of the existing curbs through programming approaches. The Port is interested in promoting alternative modes that help get passengers and employees in and out of the terminal area that are not single occupancy vehicles (SOV). The Port’s approach in the master plan is conservative; while we want to encourage non-SOV modes, we do not want to count on that strategy to meet demand. We still want to have space to accommodate growth in SOV trips to PDX.
- Q. Jeff Owen, Clackamas County**, asked about cars that circle multiple times and how this might affect traffic levels. He noted that there are no fees for parking or TNCs that are collected for recirculating vehicles.
- A.** The Port looked at recirculation as part of the PDX 2045 data-gathering process. Although there are some vehicles circling through the terminal area more than once, the total numbers of vehicles doing this is very low and is not a significant portion of traffic volume.

11:45am Next Steps, Q&A, and Open Discussion

- The overall project schedule was shared. The project is in the middle of developing alternatives and is collecting data for the implementation phase. The Port anticipates identification of a preferred alternative by the end of the year.
- The Existing Conditions Report will be available on the project website very soon.

- Q. Jeff Owen, Clackamas County**, asked whether the Master Plan will acknowledge the possibility of adding MAX service between PDX and Clackamas Town Center on a new Teal Line.
- A. Grant O’Connell, TriMet**, noted that TriMet is considering a new line as part of their long-term planning process; however, they are still assessing the feasibility of the line. It would double the frequency of MAX service from Gateway to Clackamas Town Center.
- A.** Assessment of the Teal Line is not part of the PDX 2045 process.

12:00pm Adjourn

Agency Attendees

City of Portland, Bureau of Planning and Sustainability: Kevin Bond

City of Portland, Bureau of Transportation: Michelle Dellinger and Francesca Jones

City of Portland, Parks and Recreation: Marty Stockton

Clackamas County: Jeff Owen

C-TRAN: Francisco Ibarra

Oregon Air National Guard: Randy Harris

State of Oregon, Department of Aviation: Anthony Beach

State of Oregon, Department of Environmental Quality: Rachel Sakata

State of Oregon, Department of Transportation: Neelam Dorman

TriMet: Grant O'Connell

Urban Flood Safety and Water Quality District: Colin Rowan

Other agencies invited: City of Portland, Bureau of Environmental Services; City of Portland, Permitting and Development; City of Vancouver; Clark County; Metro; Multnomah County; Washington County

Project Team Attendees

Port of Portland: Jeff Broderick, Mike Coleman, Evan Howington, Sean Loughran, Aaron Ray, Jennifer Rabby

Portland State University: Autumn Cowell