



# PDX 2045 Interagency Advisory Committee

Meeting #4

December 3, 2025

# Meeting goals

- Recap functional area alternatives
- Discuss community engagement and input received
- Review refined international arrivals, parking, and landside options
- Explore preliminary integrated alternatives
- Discuss upcoming project work in the first quarter of 2026

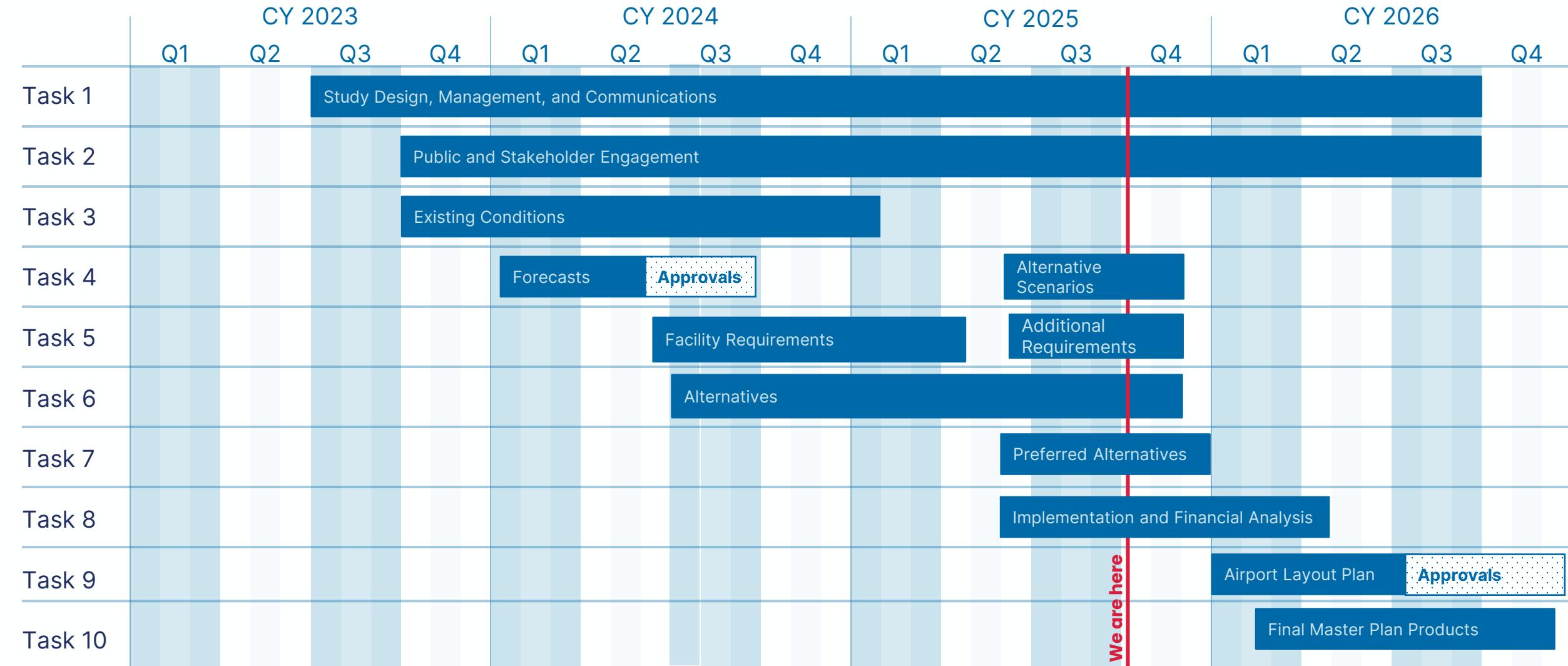
# Agenda

Time	Topic
10:30 AM	Welcome and Introductions
10:40 AM	Functional Area Alternatives and What We've Heard
11:10 AM	International Arrivals and Parking Considerations
11:25 AM	Preliminary Integrated Alternatives
11:45 AM	Next Steps and Q&A
12:00 PM	Adjourn

# PDX 2045 IAC Invited Participant Agencies

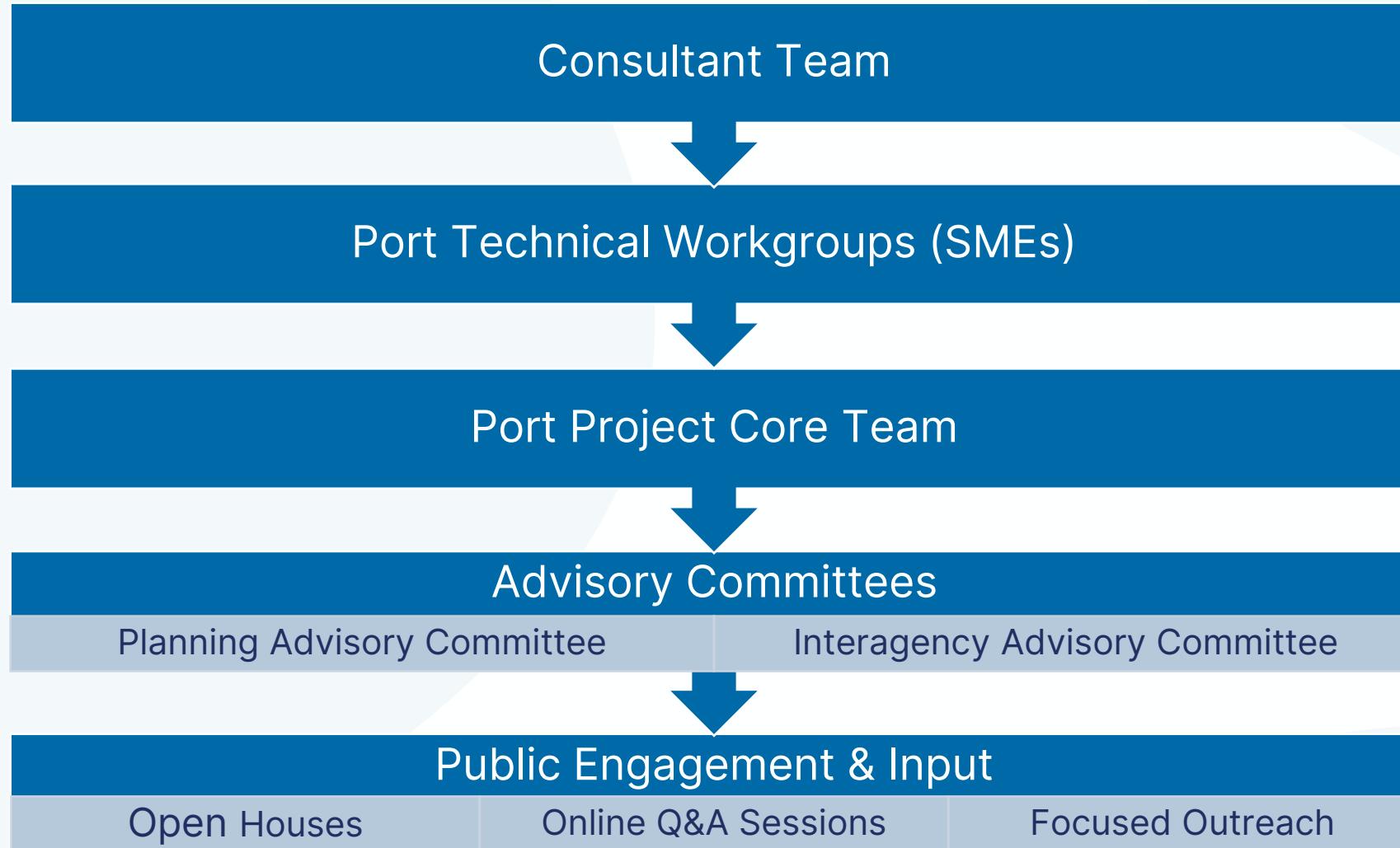
- City of Portland
  - Bureau of Environmental Services
  - Bureau of Planning & Sustainability
  - Bureau of Transportation
  - Parks & Recreation
  - Permitting & Development
- City of Vancouver
- Clackamas County
- Clark County
- C-TRAN
- Metro
- Multnomah County
- Oregon Air National Guard
- State of Oregon
  - Department of Aviation
  - Department of Environmental Quality
  - Department of Transportation
- TriMet
- Urban Flood Safety & Water Quality District
- Washington County

# Overall project timeline



# Functional Area Alternatives and What We've Heard

# Alternatives Development & Review



# Planning Advisory Committee



# Community Open Houses



Open House - Port of Portland <https://pdx2045.org/open-house-2/>

Overview Planning Advisory Committee Interagency Advisory Committee Open House Document Library

Browse the open house information boards:

### Passenger Terminal Alternatives

Alternative 1: Concourses C and D Expansion



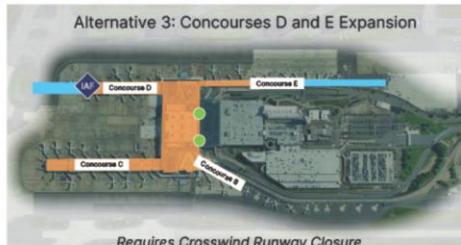
Requires Crosswind Runway Closure

Alternative 2: Concourse E Expansion



Requires Crosswind Runway Closure

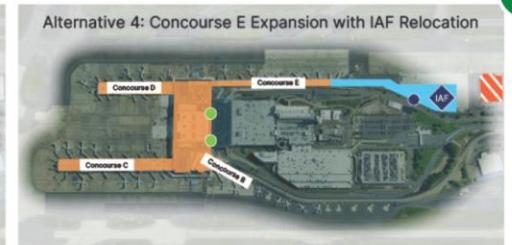
Alternative 3: Concourses D and E Expansion



Requires Crosswind Runway Closure

Each alternative would provide the required 8-10 additional gates.

Alternative 4: Concourse E Expansion with IAF Relocation



KEY: Existing passenger entry/exit, Potential concourse expansion, International Arrivals Facility, Building removed.

## PROJECT UPDATES

# Additional engagement

### Port Employee Lunch and Learn

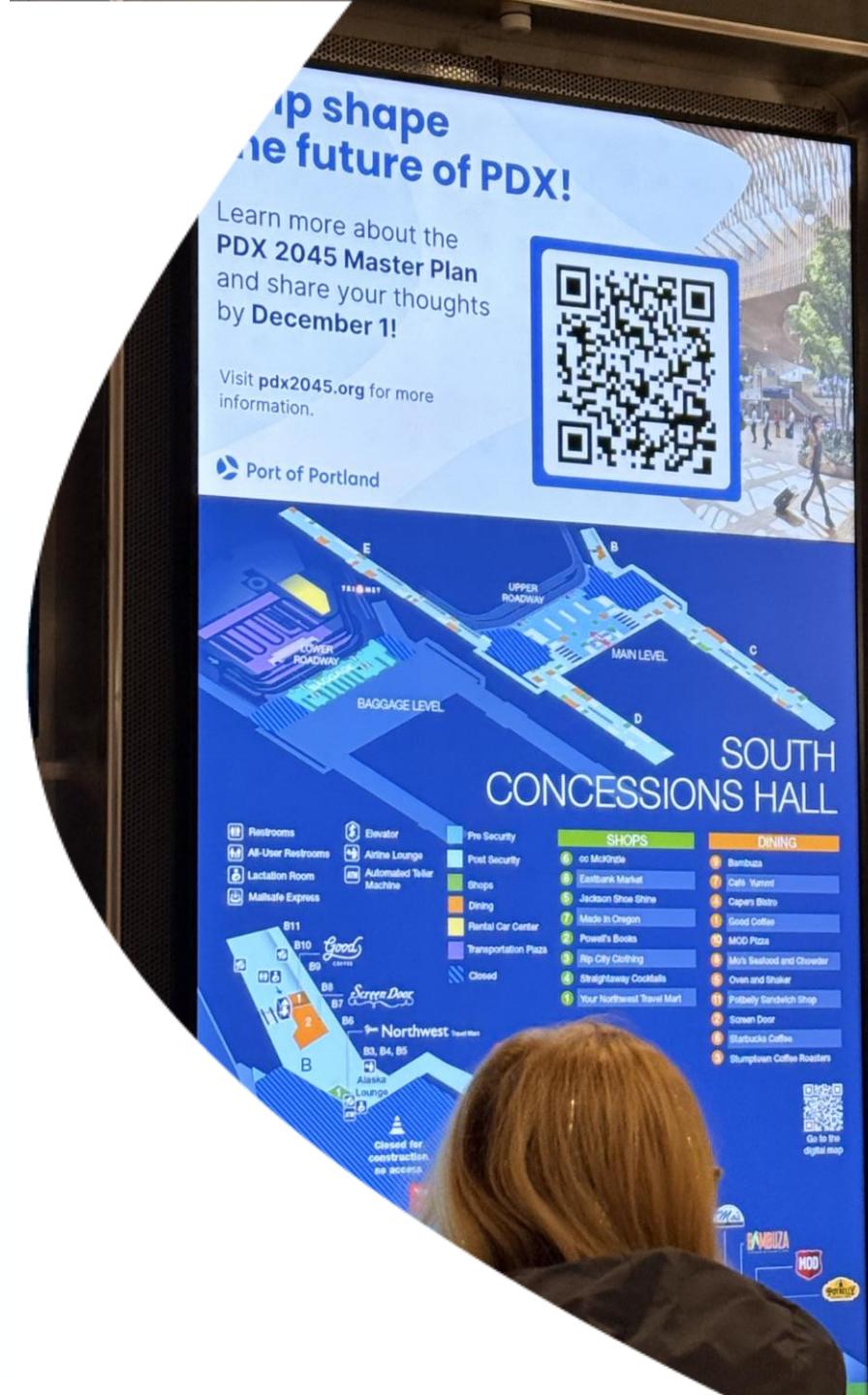
- December 3, 11:45AM – 1:15PM  
Columbia Gorge Conference Room

### PDX People Outreach and Survey

- PDX People Weekly Update Nov. 17 & 24
- PDX Community Room

### PDX Terminal Traveler Outreach

- Survey info on Terminal VIDS



# Open House 2 Survey Summary

- Survey open from mid-October through December 1.
- 113 responses received
  - 35% live near PDX
  - 20% work near/at PDX
- Presented with functional area alternatives and similar context to content at our interactive Open House events.

## Key Themes (Preliminary Look)

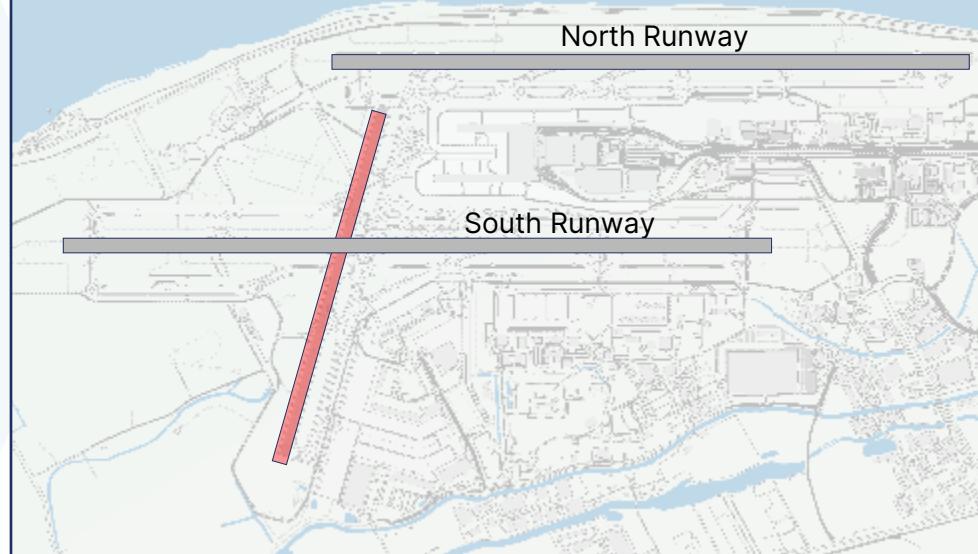
- Support for closing Crosswind Runway.
- Frustration with the current International Arrivals passenger experience.
- Concern about walking distances on concourses.
- Clear support for walkable parking options.
- Support for strategies to address curbside congestion.

# Airfield alternatives

Keep the Crosswind Runway



Remove the Crosswind Runway



## Survey Feedback:

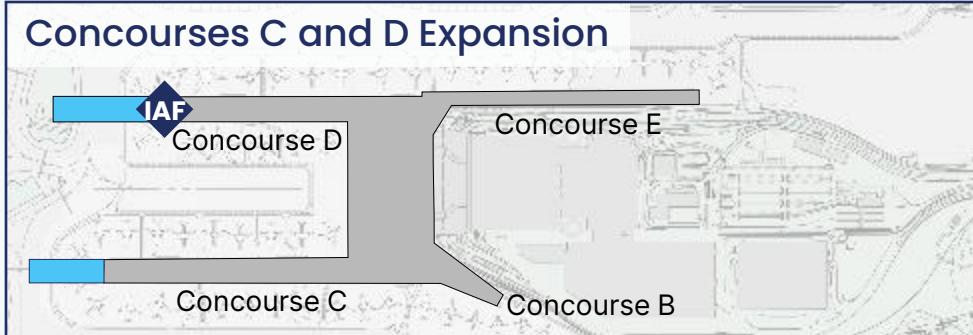
- Majority support closing crosswind runway due to low utilization and future maintenance costs.
- Concerns include losing a backup option in the event of emergencies or future climate/wind shifts.

# Terminal alternatives

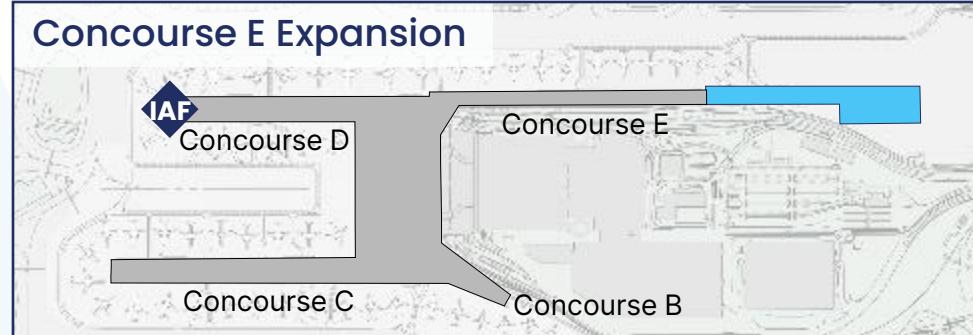


IAF = International Arrivals Facility

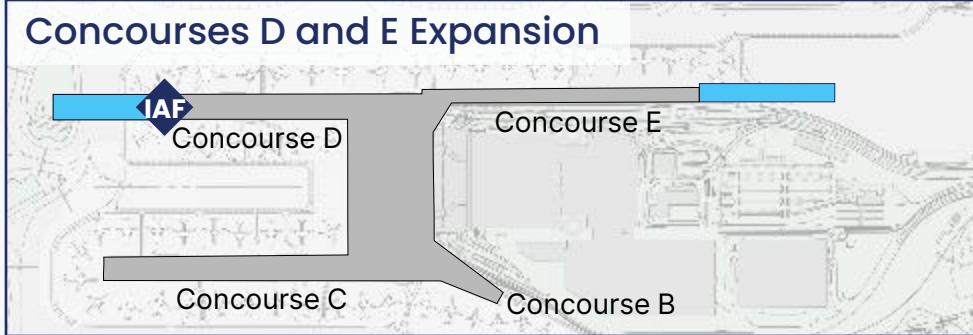
Concourses C and D Expansion



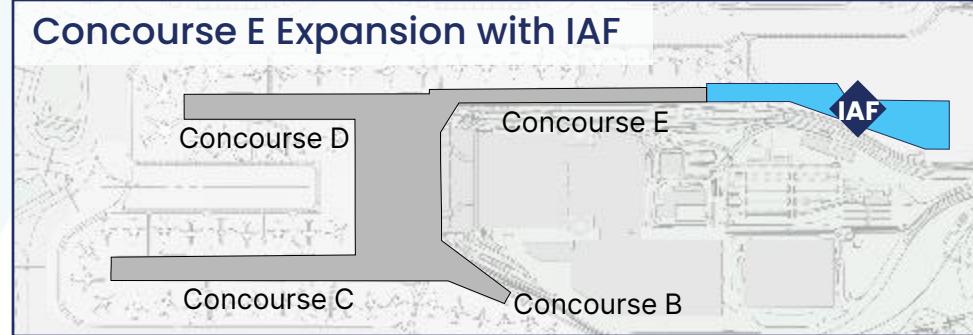
Concourse E Expansion



Concourses D and E Expansion



Concourse E Expansion with IAF



## Survey Feedback:

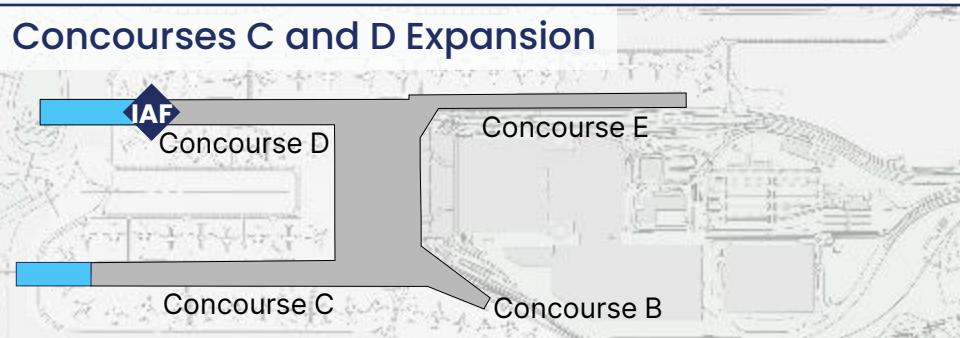
- Concourse C & D Expansion most preferred; seen as the most balanced and efficient option.
- Mixed support for Concourse E expansion due to walking distances and potential imbalance.
- Overwhelming consensus that any IAF solution must eliminate bus transfer and create a more welcoming and accessible experience.

# Terminal alternatives

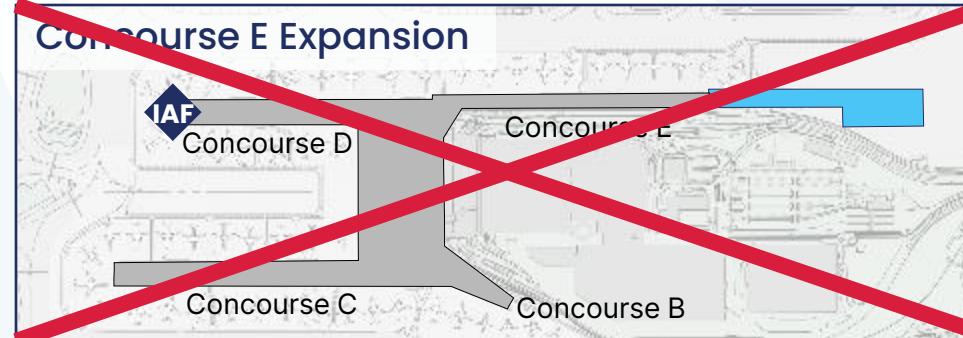


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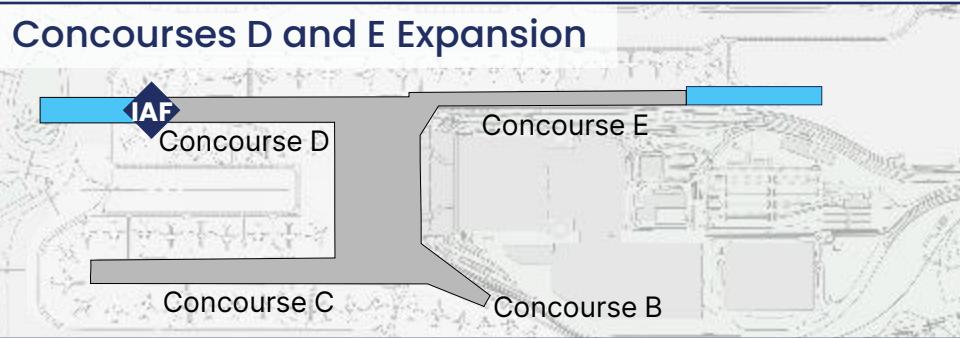
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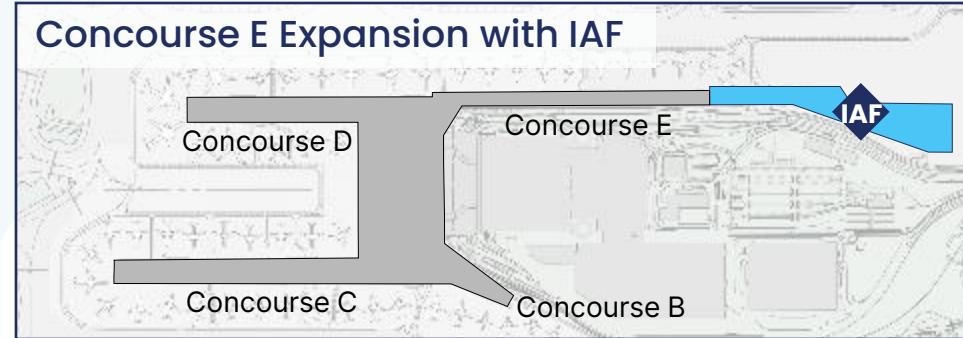
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Concourses D and E Expansion



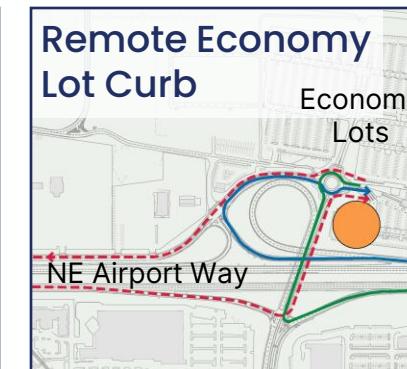
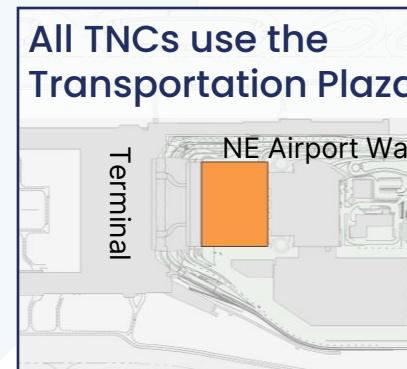
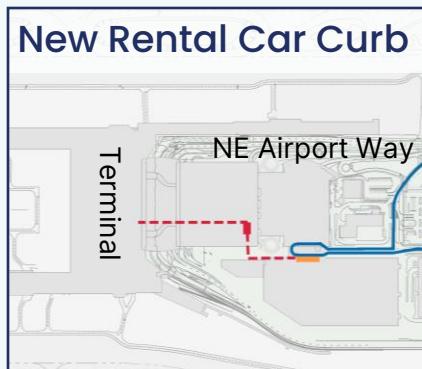
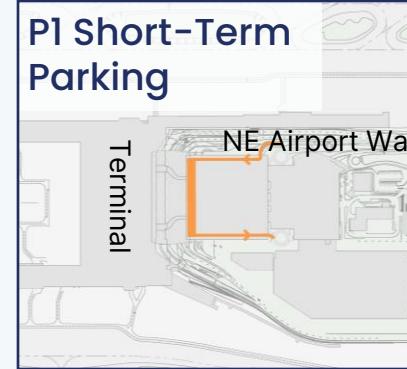
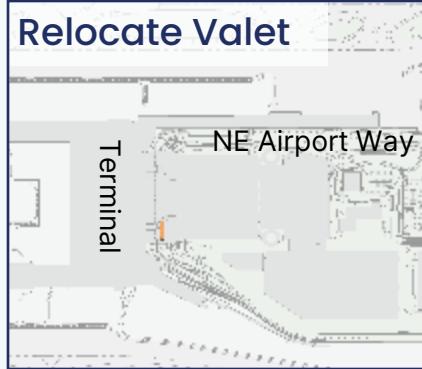
Concourse E Expansion with IAF



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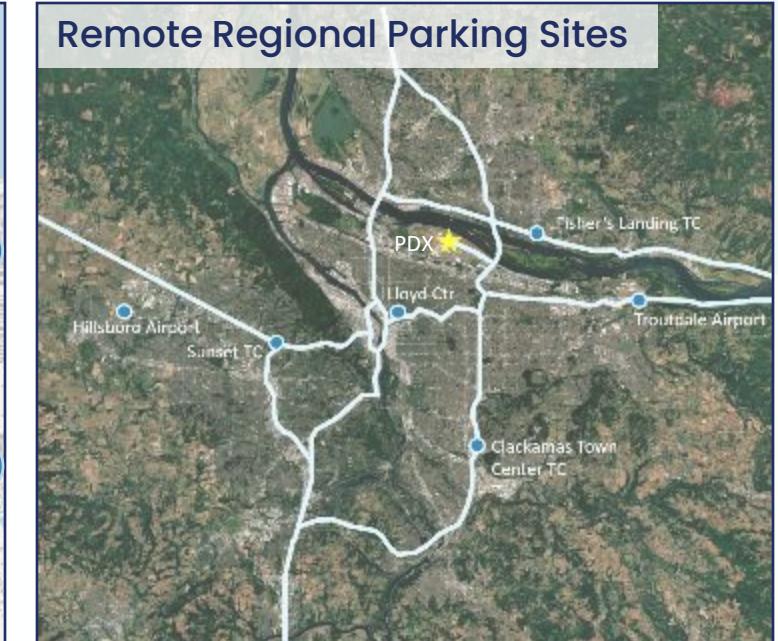
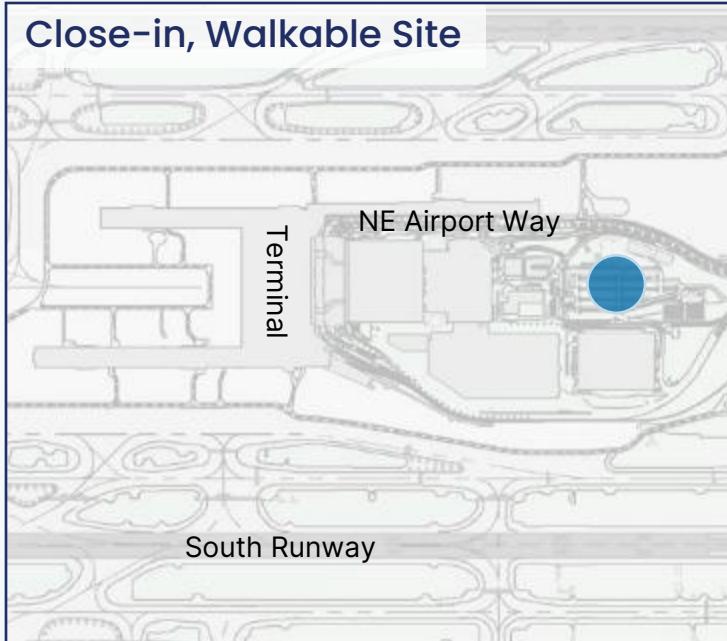
# Curbside strategies



## Survey Feedback:

- Most preferred options were relocating valet and requiring Uber/Lyft drop-off in the Transportation Plaza.
- Time-limited parking in the P1 Short-Term Garage was also popular.
- Remote pick-up/drop-off and the Rental Car or East Curbs were least preferred.

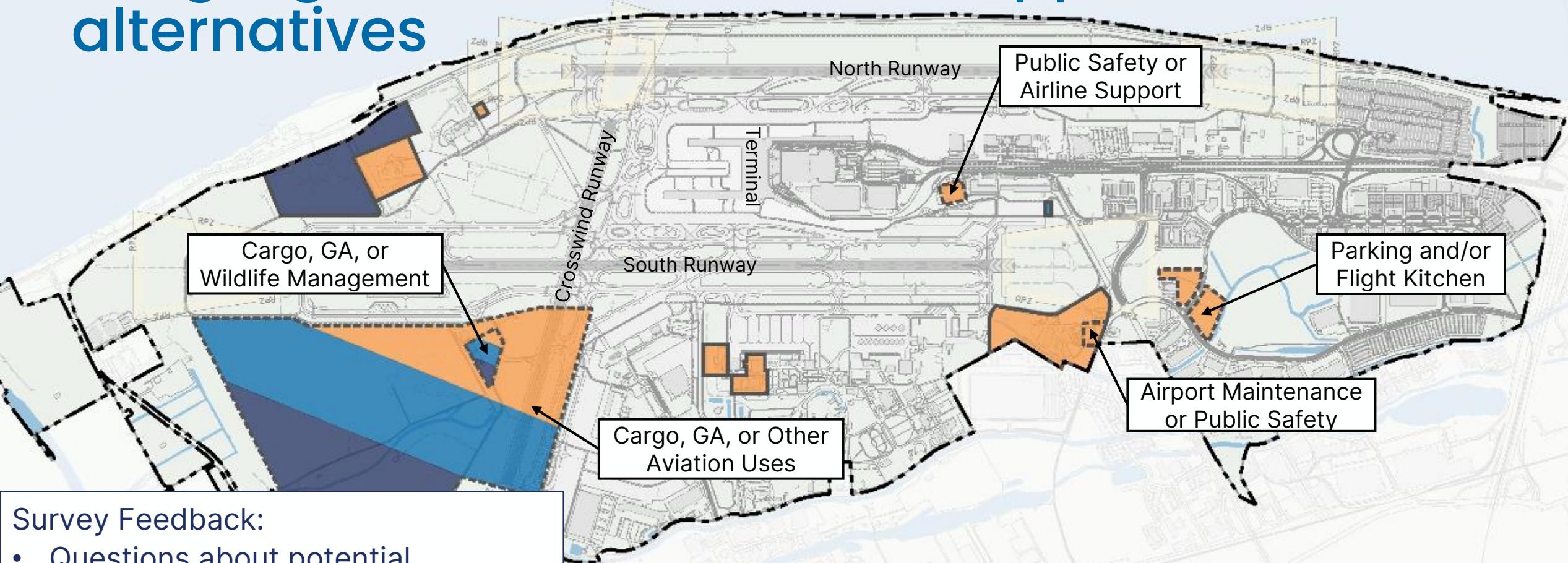
# Parking alternatives



## Survey Feedback:

- Most preferred option was a new close-in, walkable garage (although concerns about distance remain).
- On-Airport Sites with Shuttles were acceptable, provided that shuttle service is frequent, reliable, and safe.
- Remote and Regional Parking support was mixed. Concerns about travel time, security, and inconvenience... but better support with clearer connections to MAX or dedicated express buses.

# Cargo, general aviation, and support facilities alternatives



## Survey Feedback:

- Questions about potential environmental impacts (especially greenfield sites) and traffic impacts.
- Concern that general aviation facilities remain easily accessible.

## LEGEND:

- Potential Cargo Alternative Location
- Potential General Aviation (GA)
- Alternative Location
- Potential Support Alternative Location
- Competing Alternative Location
- Airport Property Boundary

# Evaluation framework

The EONS framework was developed by Airports Council International-North America as a tool to embed a standardized triple-bottom-line lens into planning evaluation. It has been widely employed by ACRP and airports across the country in master plan processes.

**E**

= **Economic Viability**

Examples: Construction/Capital Costs, Operations and Maintenance Costs, Utilization of Existing Facilities...

**O**

= **Operational Efficiency**

Examples: Congestion and Delay, Construction Impacts, Scalability, Flexibility and Adaptability...

**N**

= **Natural Resources**

Examples: Noise, Air Quality, Habitat, Wetlands/Floodplains/Groundwater Rivers, Energy Consumption...

**S**

= **Social Responsibility**

Examples: Community Impacts, Historical and Cultural Impacts, Alignment with Port Quality Standards...

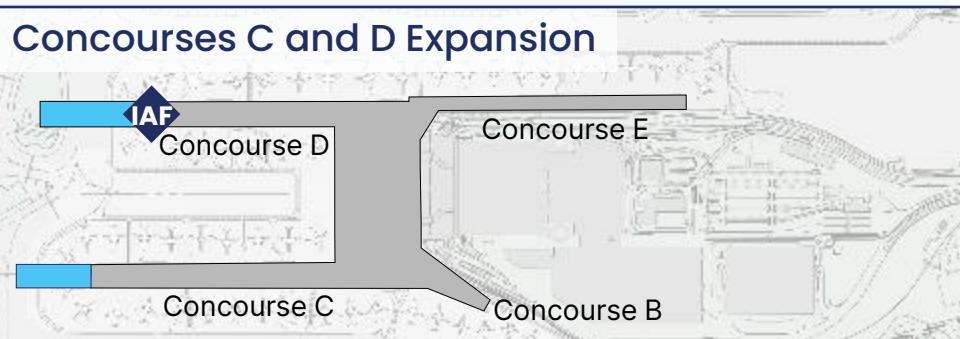
# International Arrivals & Parking Considerations

# Terminal alternatives

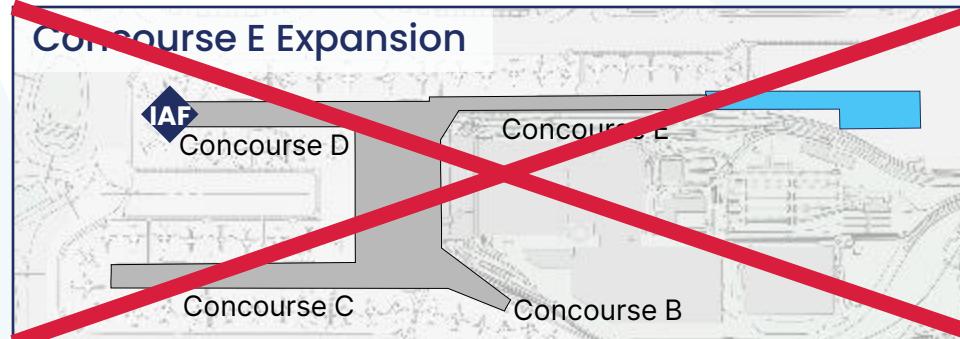


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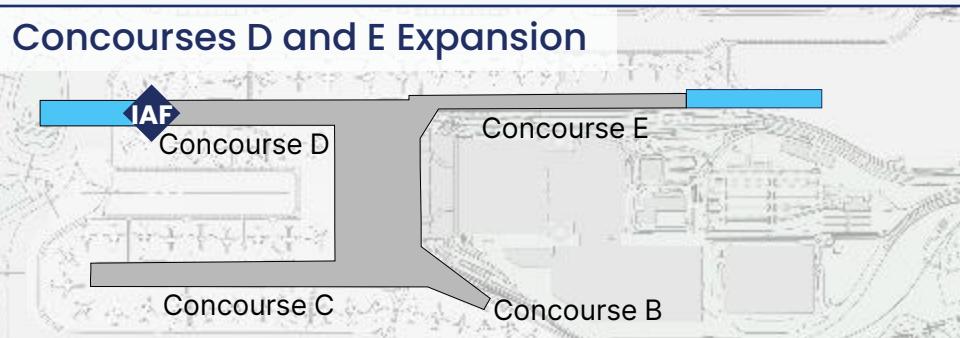
Concourses C and D Expansion



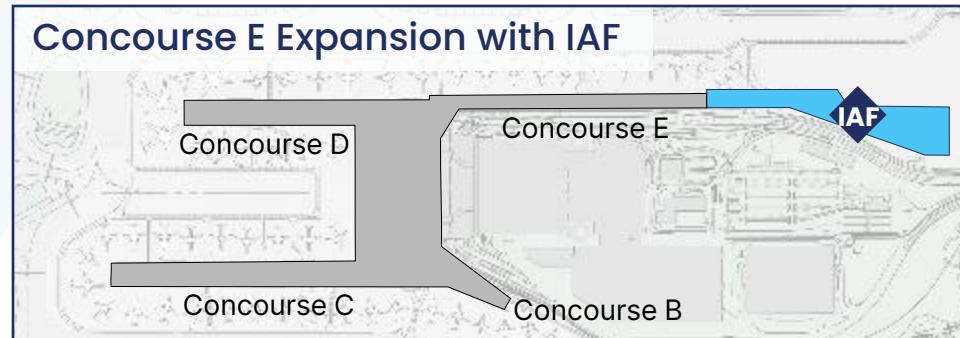
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Concourse E Expansion with IAF



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# IAF Implementation Analysis

Temporary Facility: 1,000 peak hour passengers

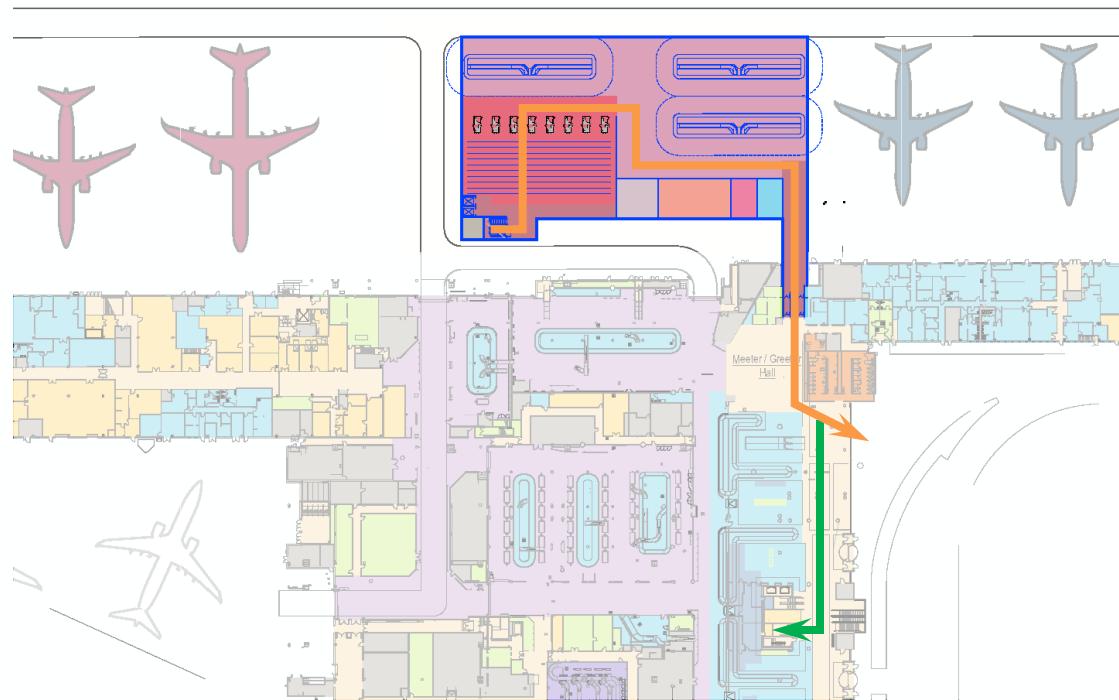
## LEGEND:

Airlines	Airport Operations
CBP Primary	Circulation
CBP Secondary	Sterile Circulation
CBP Support	Vehicle Circulation
International Bag Claim	Baggage Handling and Screening
Public Restrooms	Building Systems

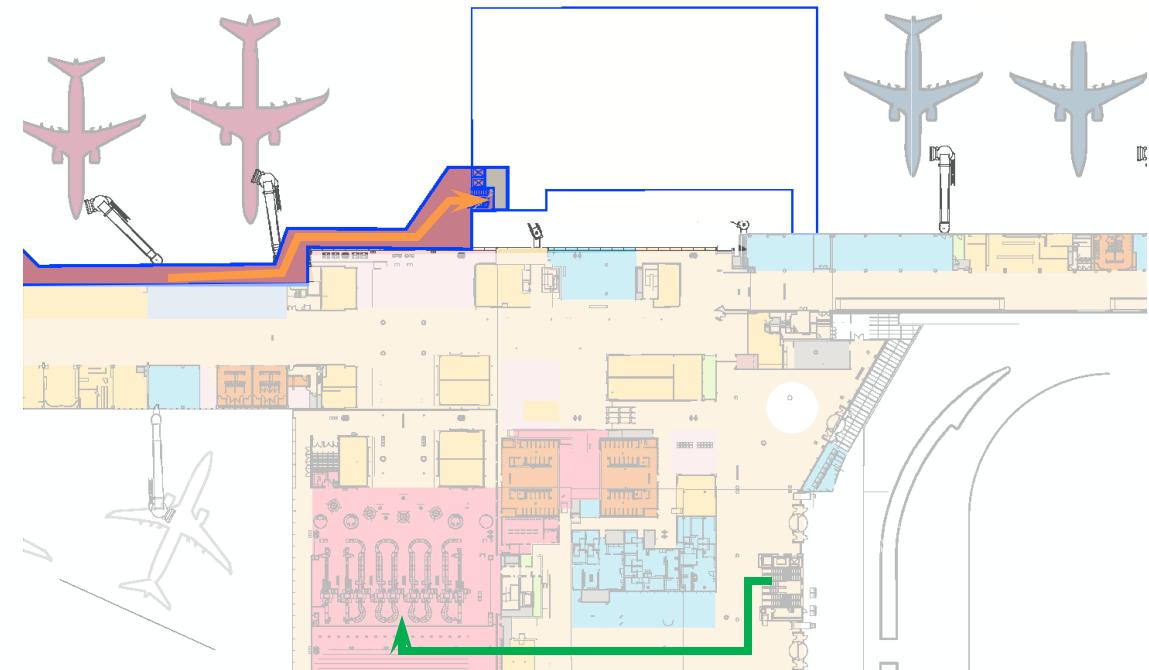
International Arrival Passenger Flows

Secure Transfer Passenger Flows

Non-secure Passenger Flows

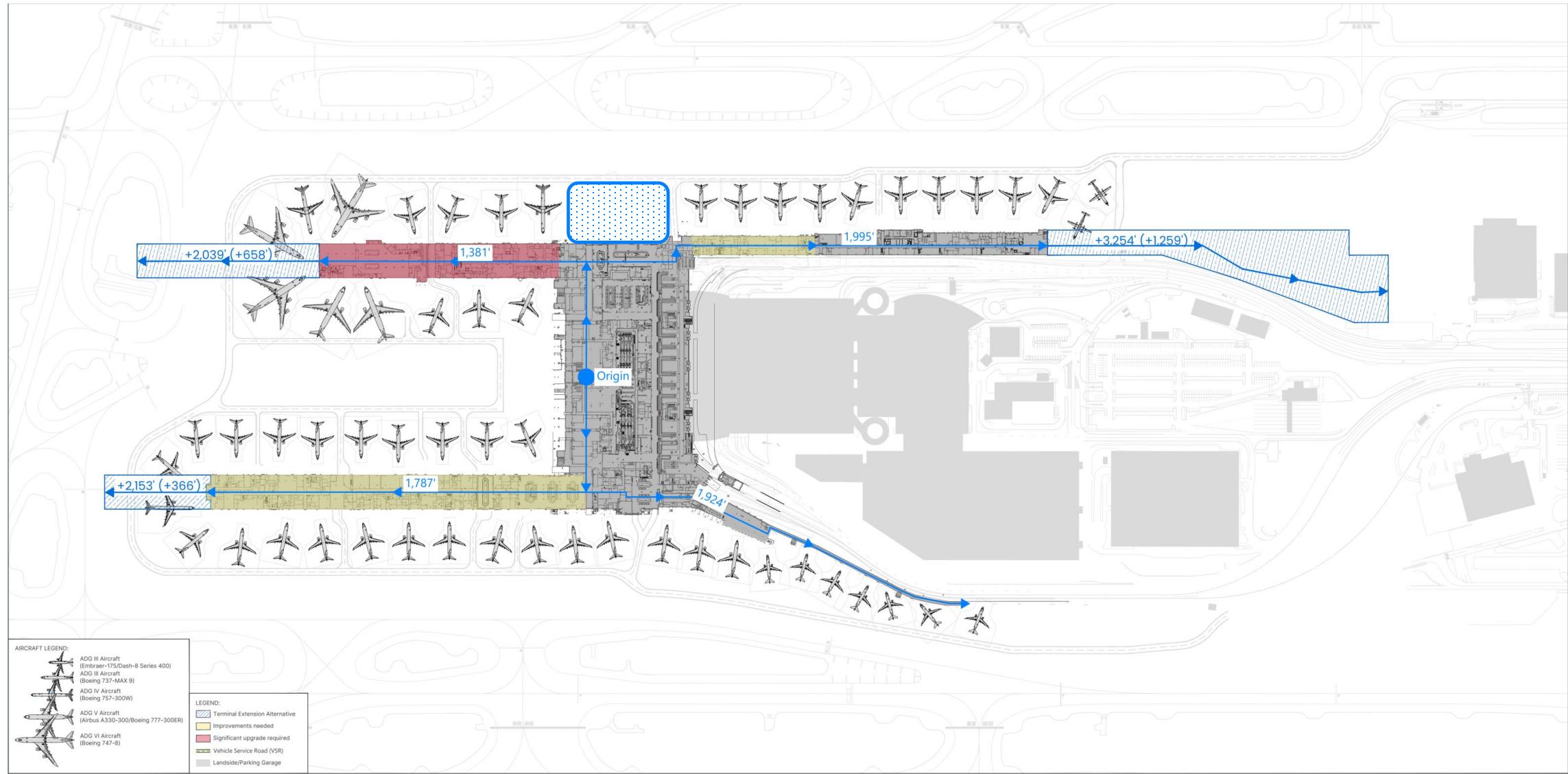


ARRIVALS LEVEL - 01

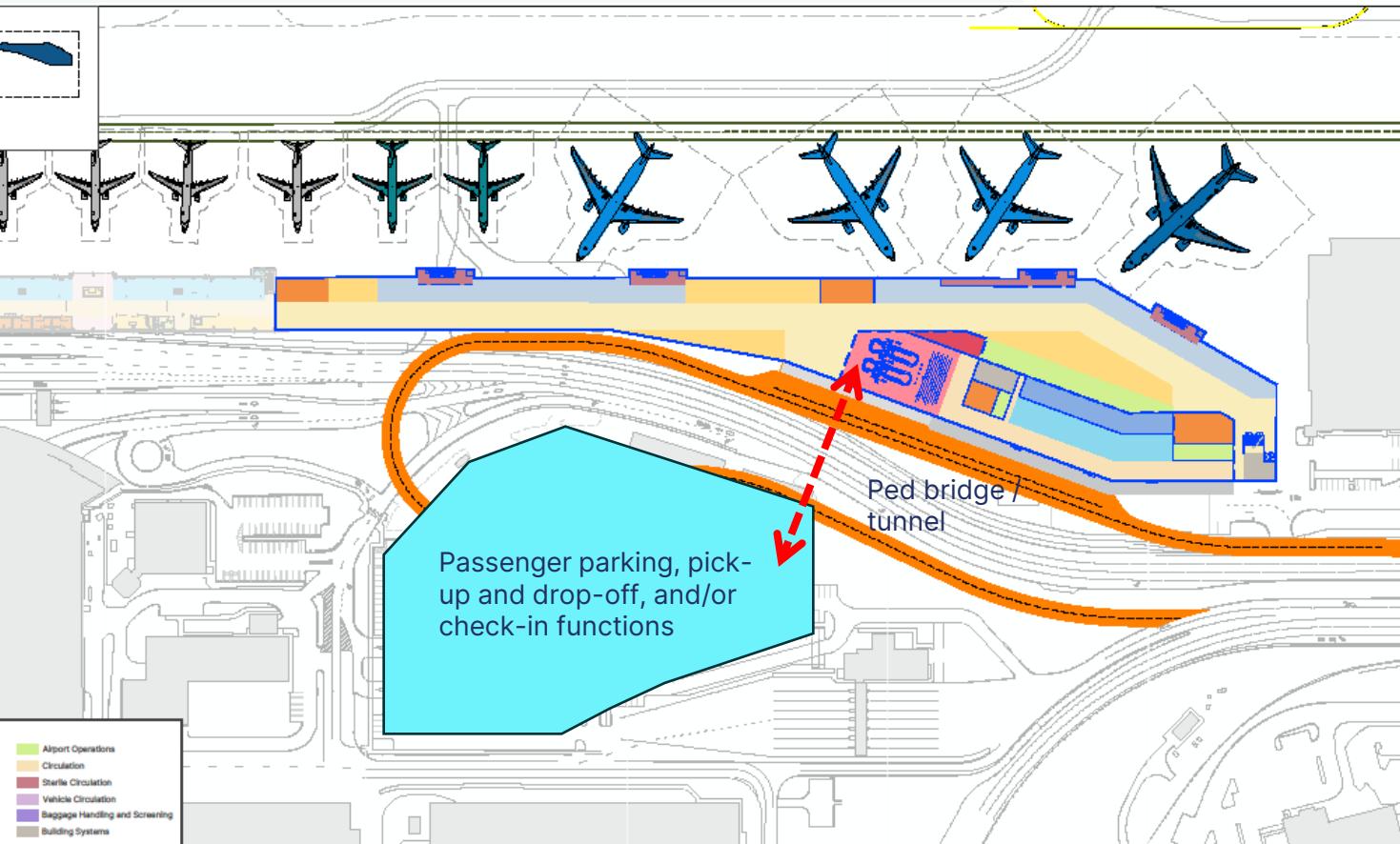


DEPARTURES LEVEL - 02

# Opportunities for Facility Expansion



# Concourse E considerations



If passenger processing is provided in Concourse E...

- Will require passenger drop-off and pickup facilities
- Should provide parking facilities for pickup/drop-off and long-duration parking
- Concourse E gates would need approximately 2,000 close-in parking spaces for a similar level of service to the main terminal
- P4 can provide up to 700 spaces per level
- The overall parking capacity of a structured facility on the site is approximately 4,200 – 4,900 spaces, depending on extent of an over-height level

# Public parking requirements

	2024	High forecast		Low forecast	
		2030	2045	2030	2045
Requirements (5% circulation allowance)	13,500	18,650	26,100	17,200	19,100
Holiday (peak day of year)	Incl. in above				
<b>Total</b>	<b>13,500</b>	<b>18,650</b>	<b>26,100</b>	<b>17,200</b>	<b>19,100</b>
Current on-Airport capacity**	16,749	16,749	16,749	16,749	16,749
Future design day deficits		(1,901)	(9,351)	(451)	(2,351)
Off-Airport capacity*	1,750	1,750	1,750	1,750	1,750

\*Assumes no off-airport expansion; all off-airport growth must be served by Airport facilities.

\*\*Assumes 600 spaces in close-in facilities are reserved for employees.

# Employee parking requirements

	2024	2030	2045
Requirements (10% circulation allowance)	2,750	3,850	5,050
Current capacity	2,986*	2,986*	2,986*
Future design day deficits		(864)	(2,064)

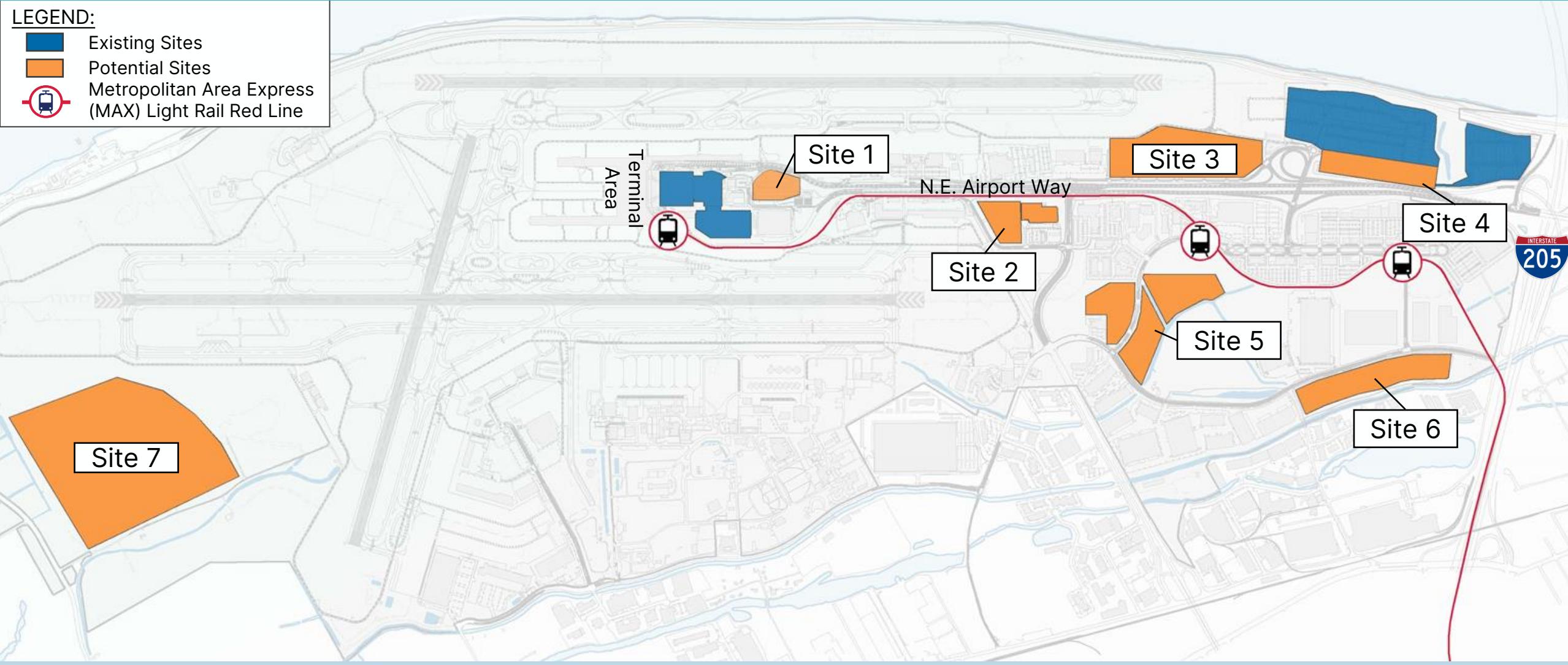
\*Includes 600 spaces in close-in facilities.

## Total parking surplus/(deficit)

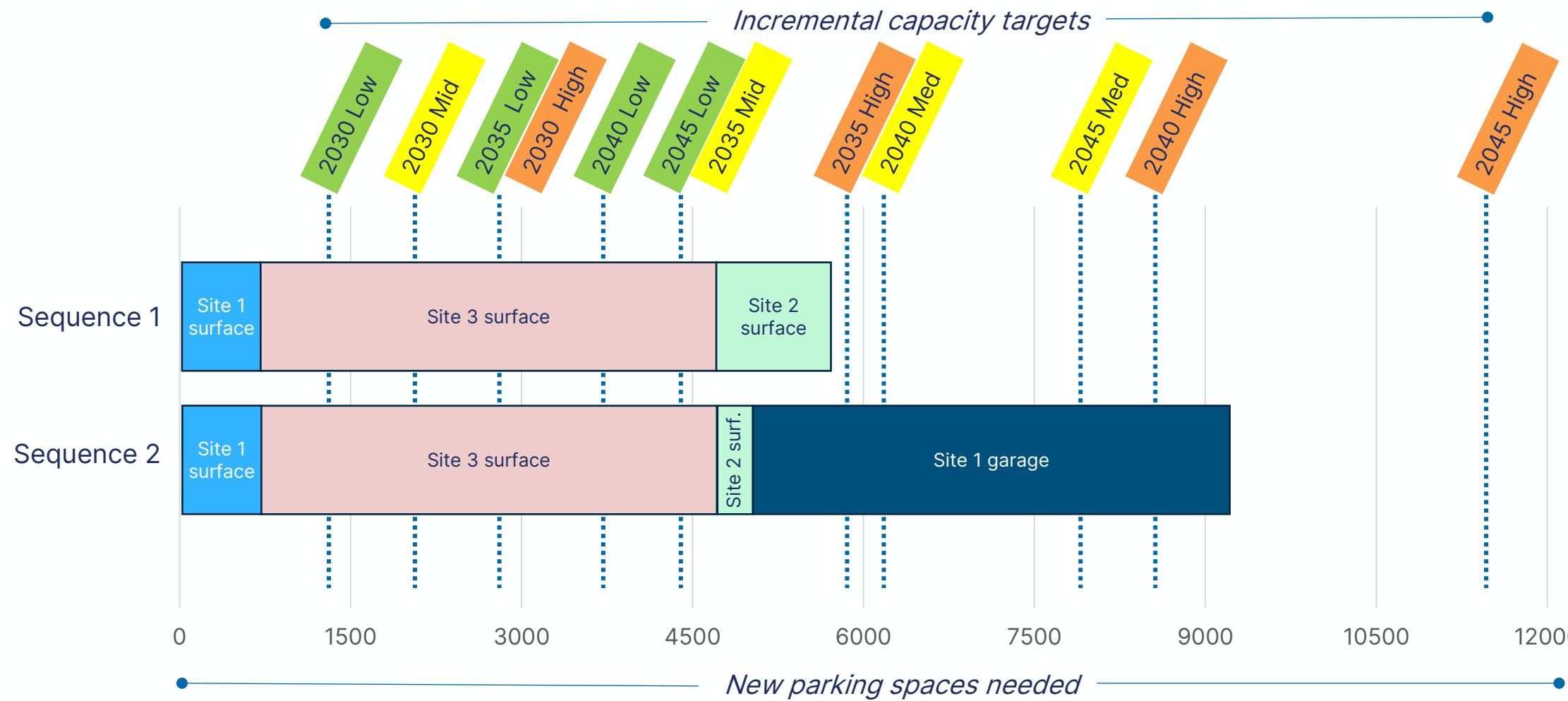
	2024	2030	2045
Public	3,249	(451) to (1,901)	(2,351) to (9,351)
Employee	236	(864)	(2,064)
<b>Total space deficit</b>		<b>(1,315) to (2,765)</b>	<b>(4,415) to (11,415)</b>

PRELIMINARY LANDSIDE ALTERNATIVES

# On-airport potential parking sites



# Example development sequences



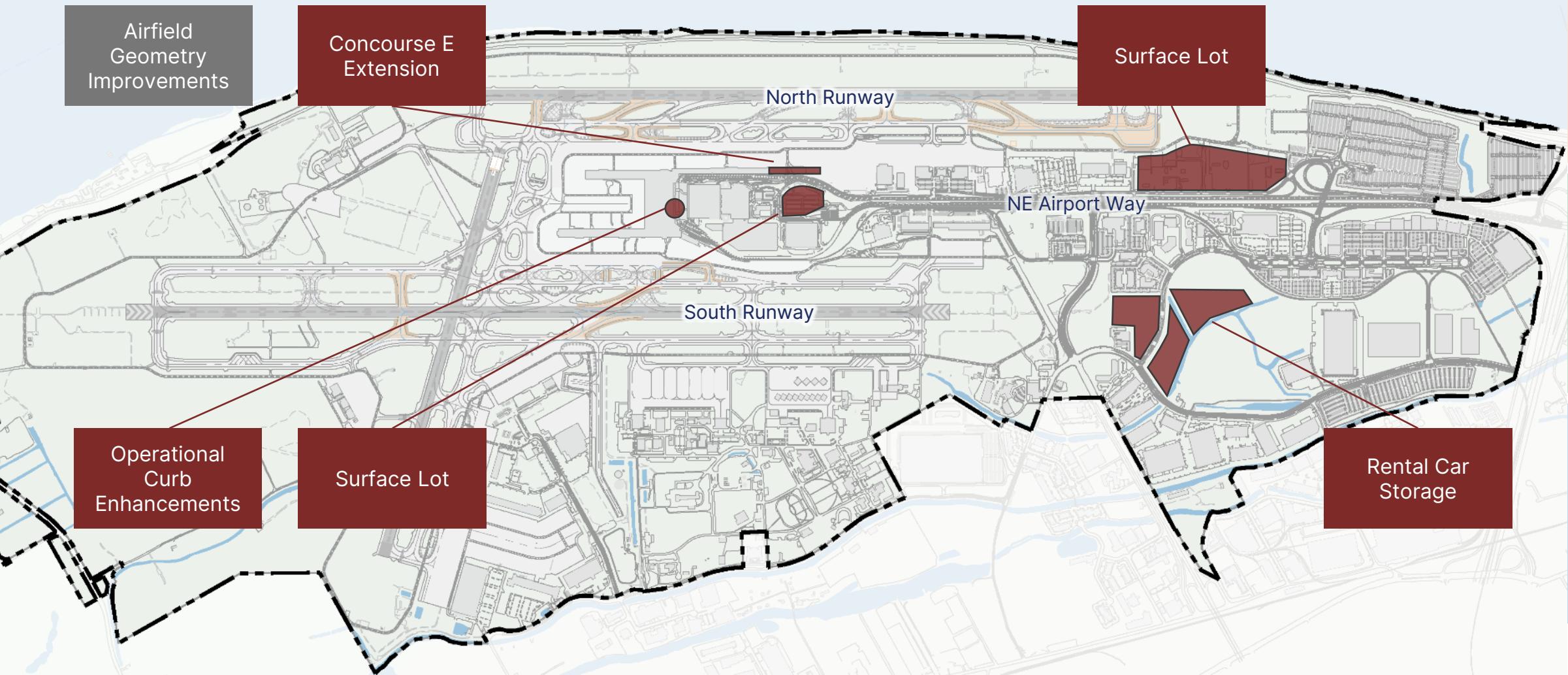
# Preliminary Integrated Alternatives

# Integrated Alternatives Notes

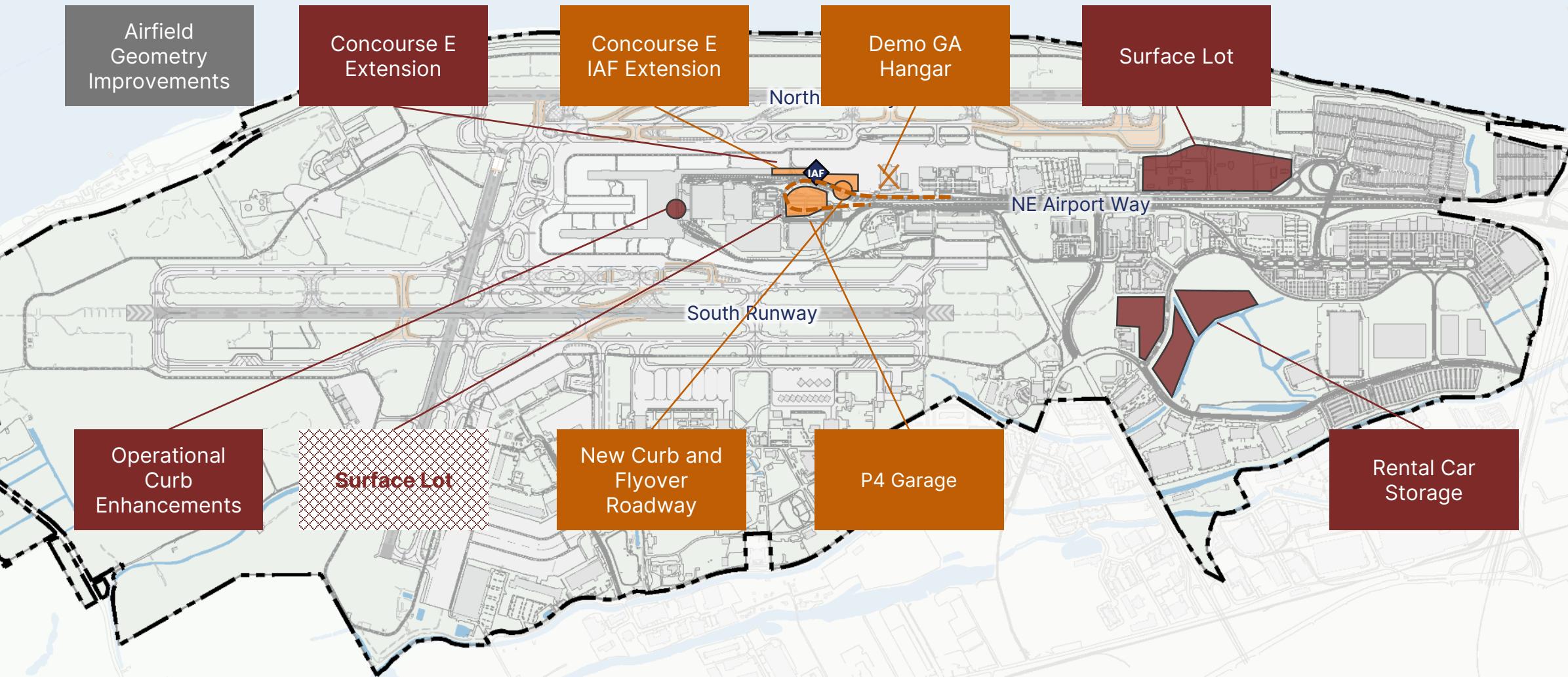
- Airfield geometry and capacity improvements
  - Are not demand-driven
  - Implementation often timed with adjacent capital projects
- Decommissioning the Crosswind Runway
  - Can be done with any Integrated Alternative
  - Can be done as early as the Port desires
  - Must be done if Concourse C or D is expanded
- Phasing sequences on the following slides are indicative and will continue to be refined as more information becomes available

# Integrated Alternative 1

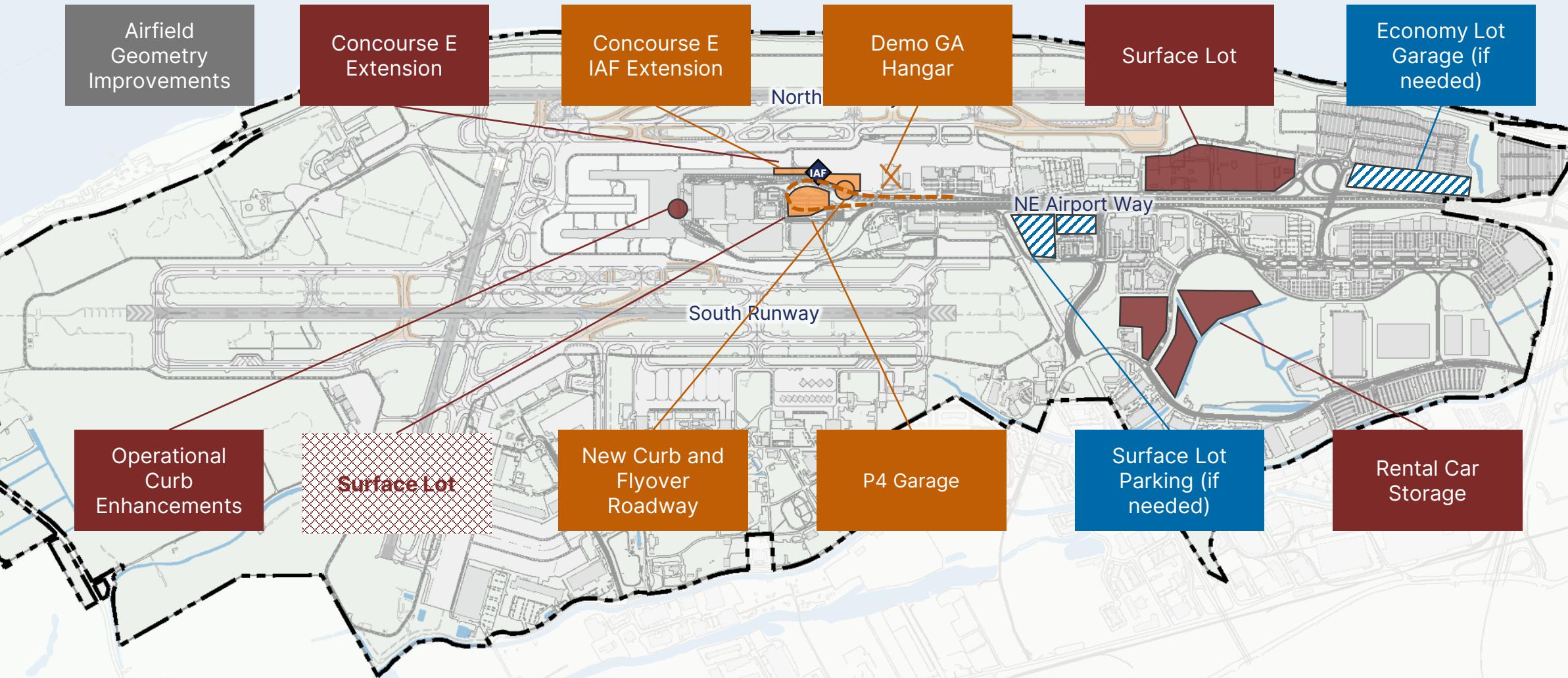
# Integrated Alternative 1



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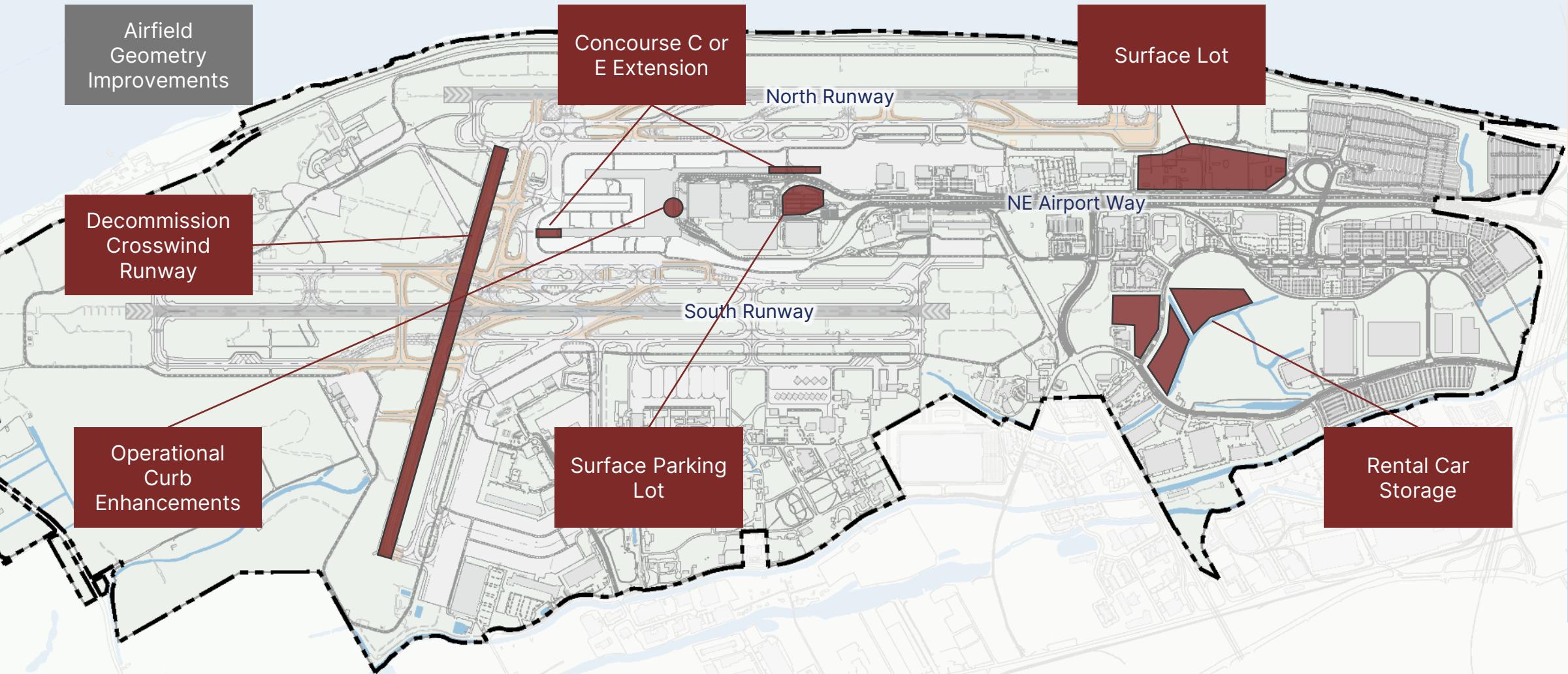


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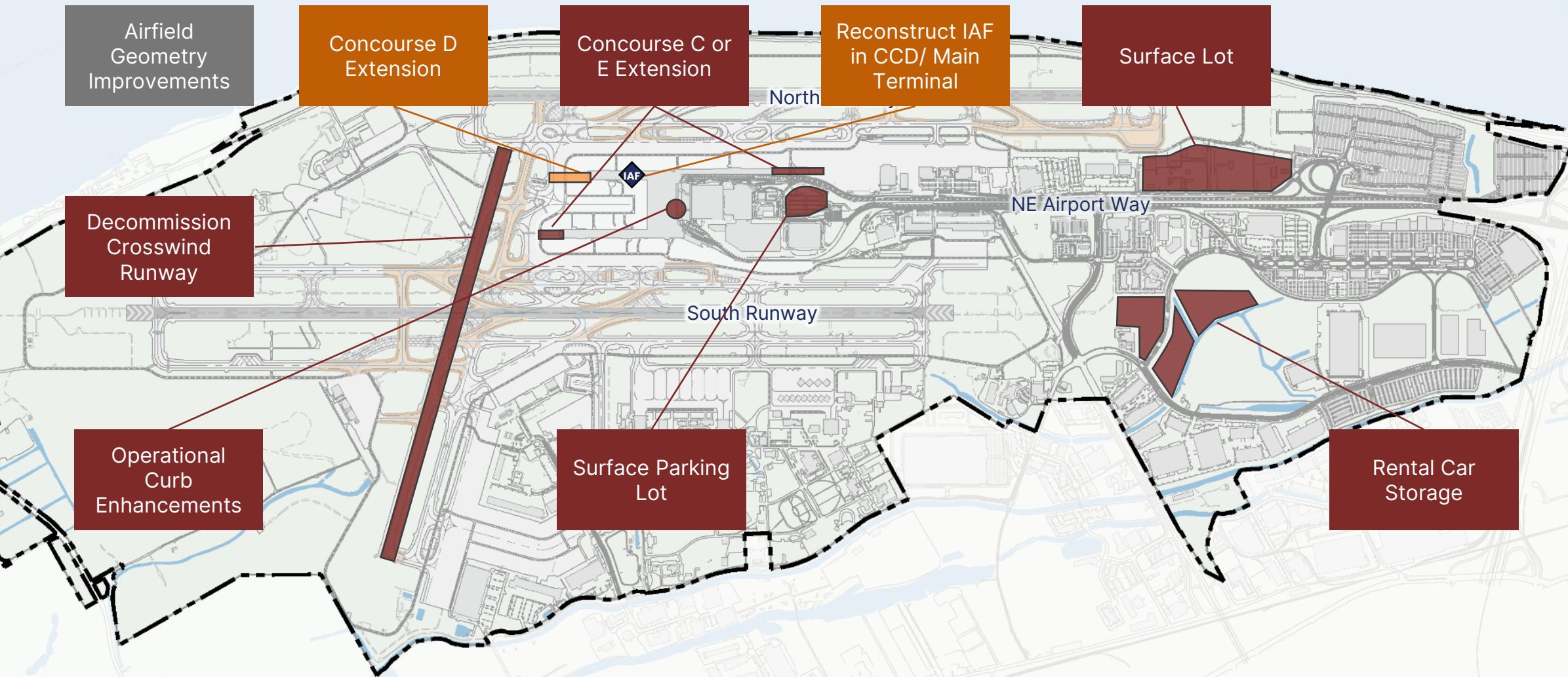


# Integrated Alternative 2

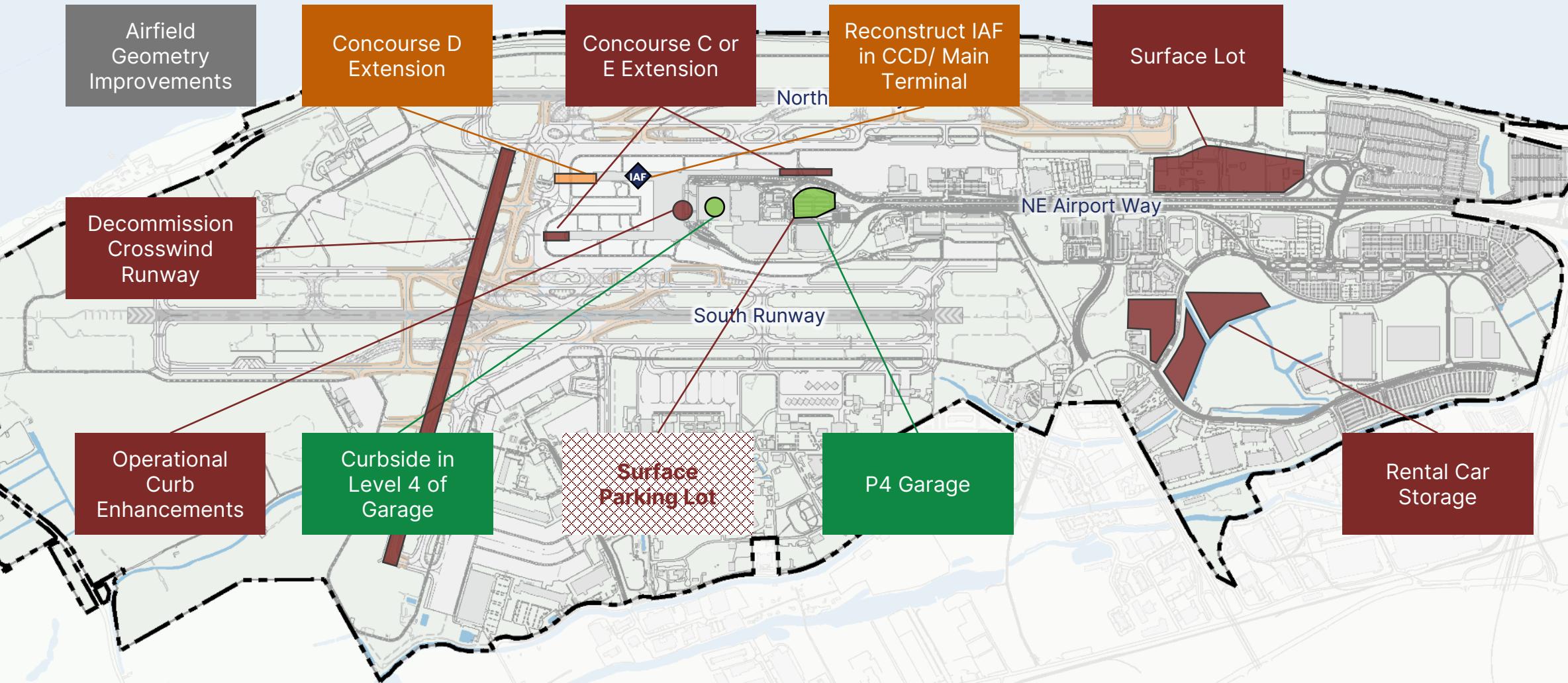
# Integrated Alternative 2



# Integrated Alternative 2

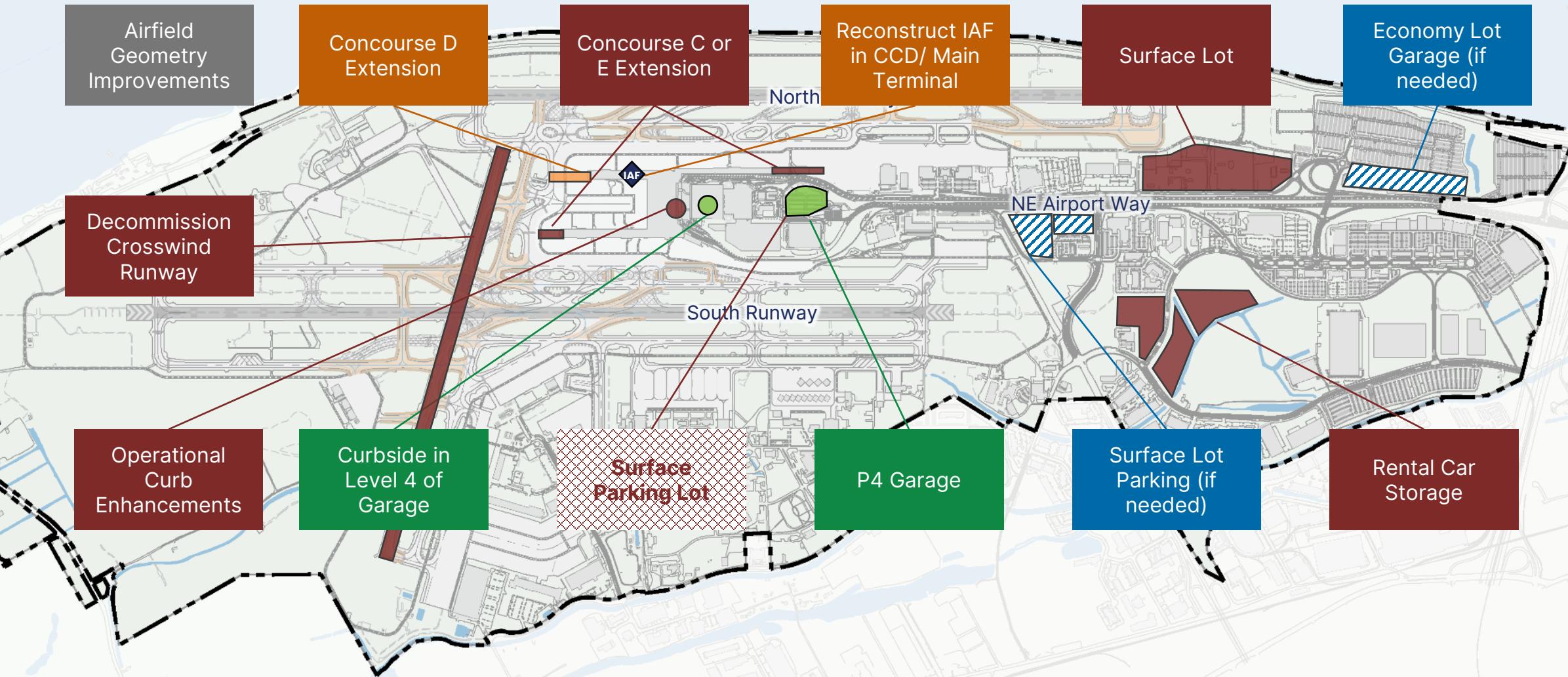


# Integrated Alternative 2



## INTEGRATED ALTERNATIVES

# Integrated Alternative 2



2030

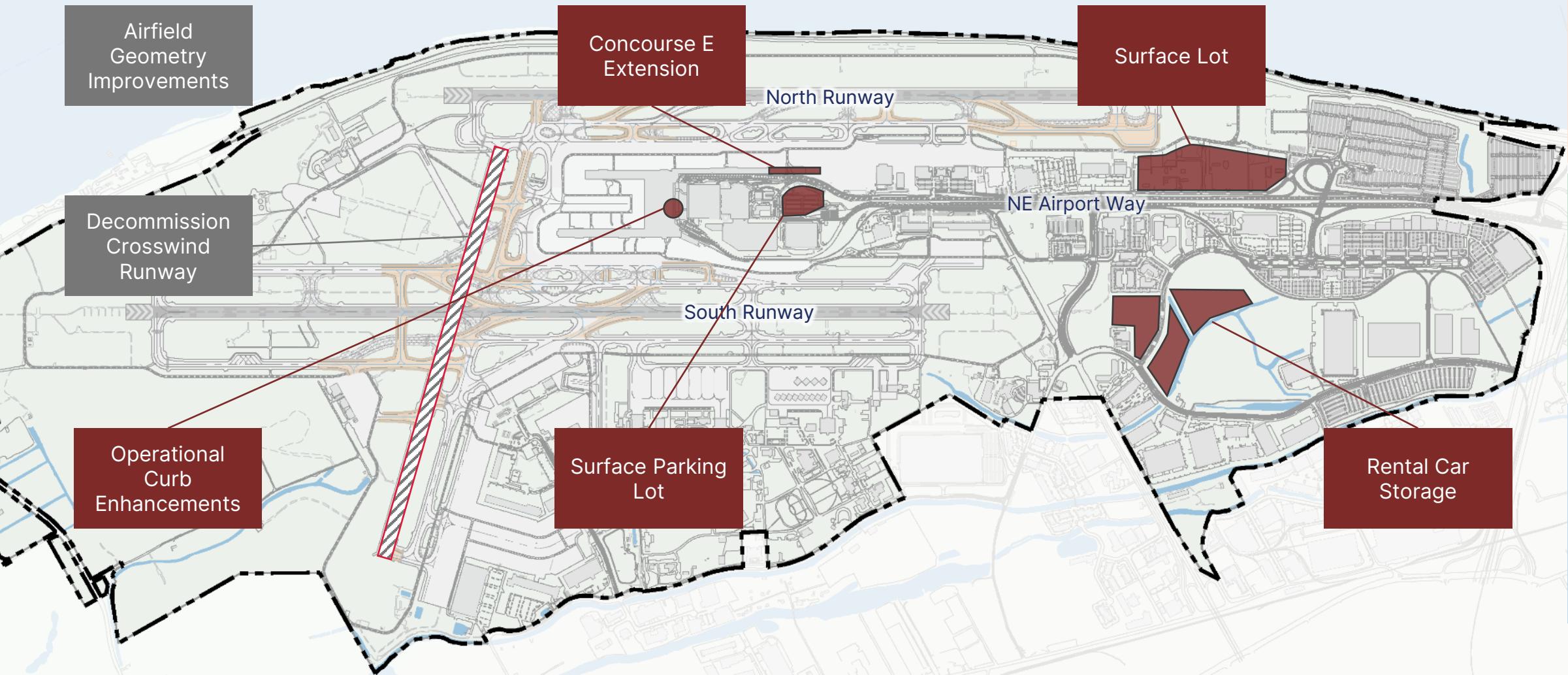
2035

2040

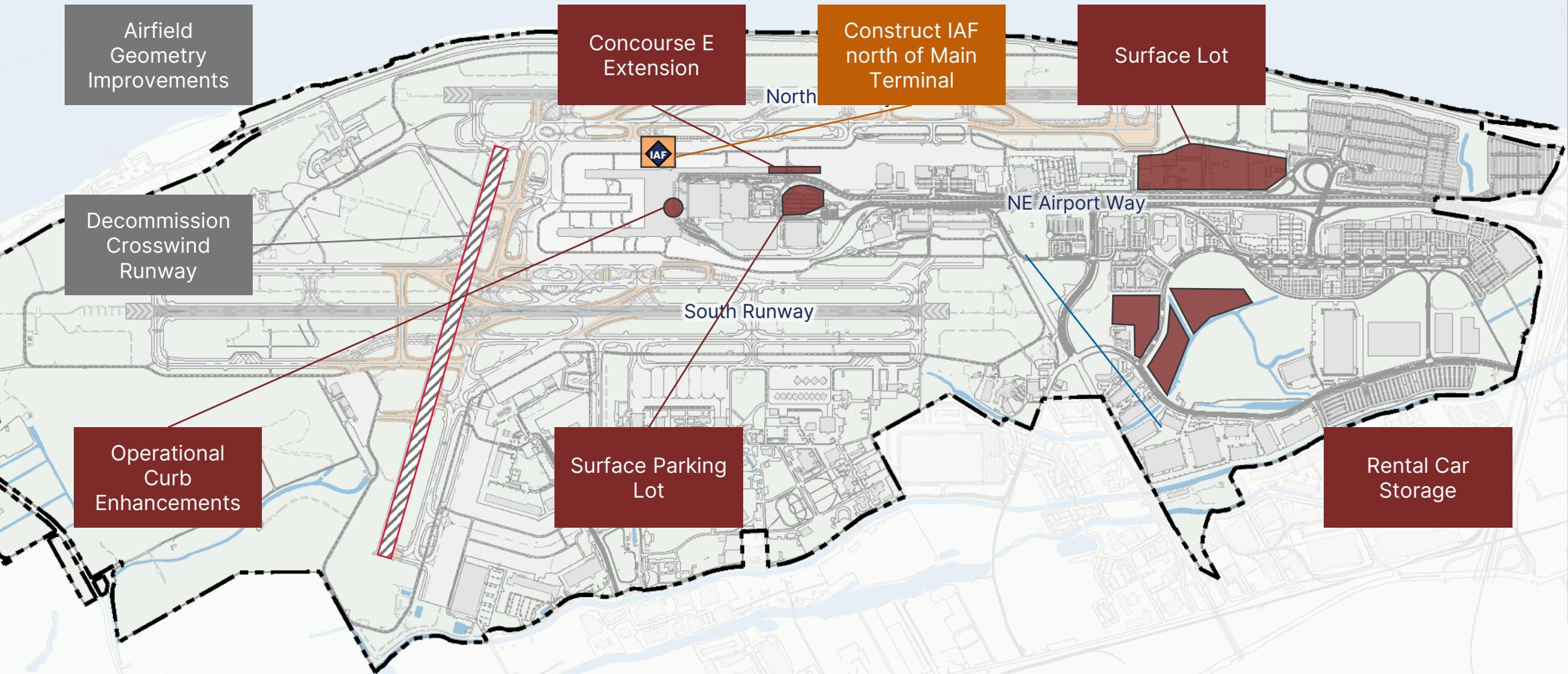
2045

# Integrated Alternative 3

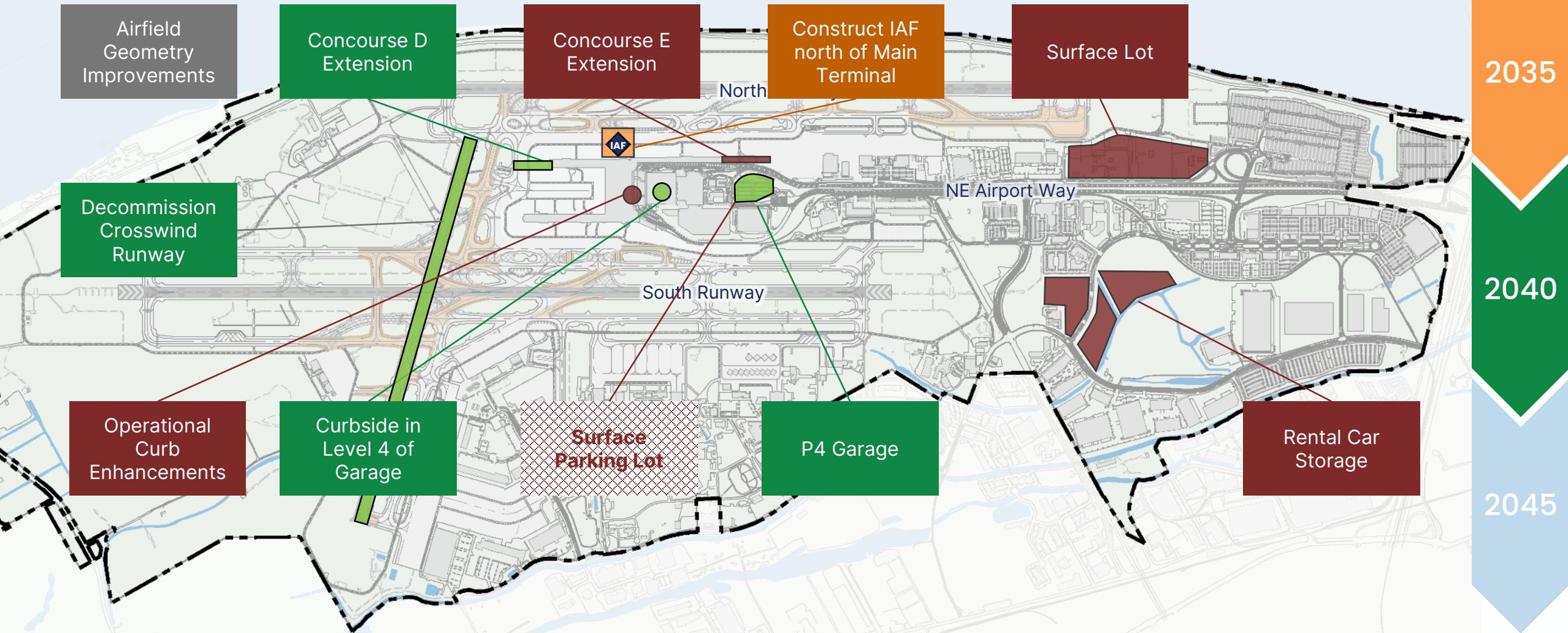
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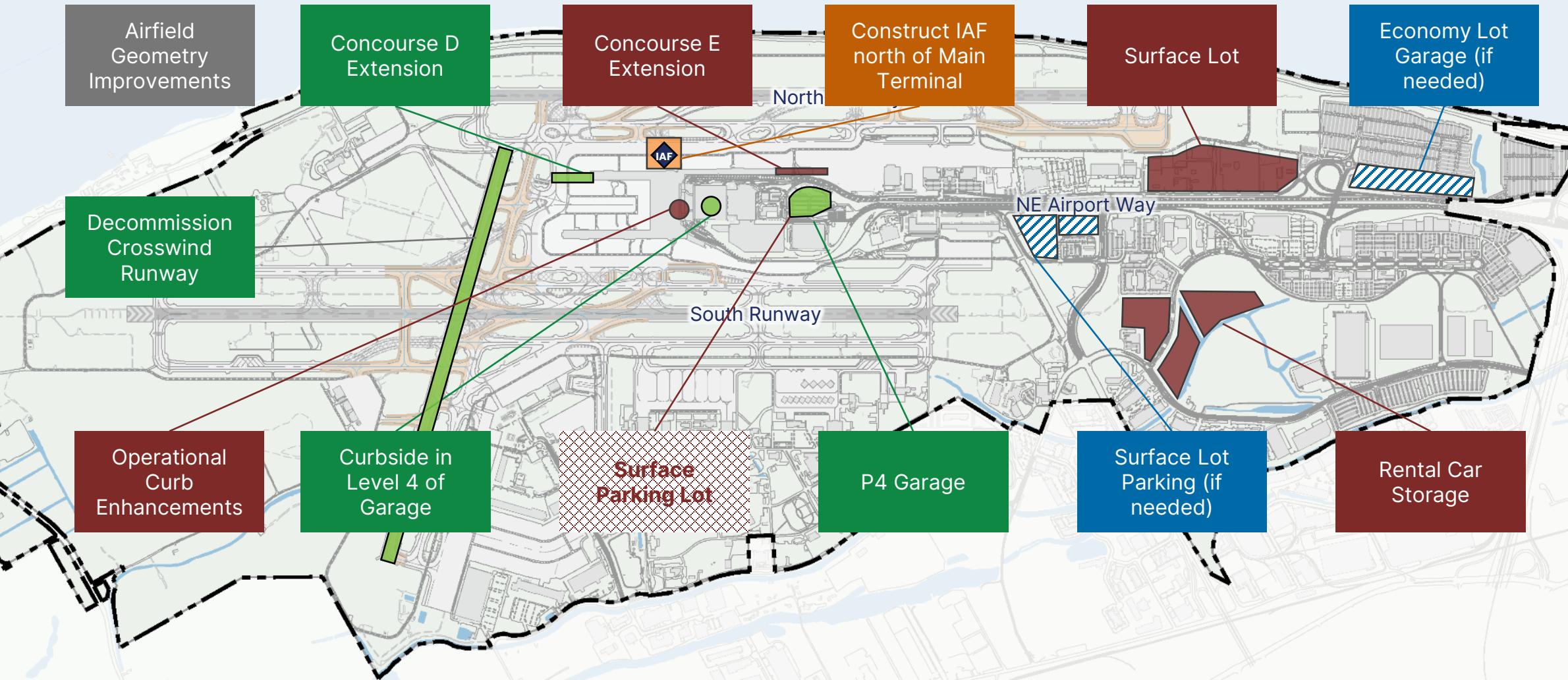
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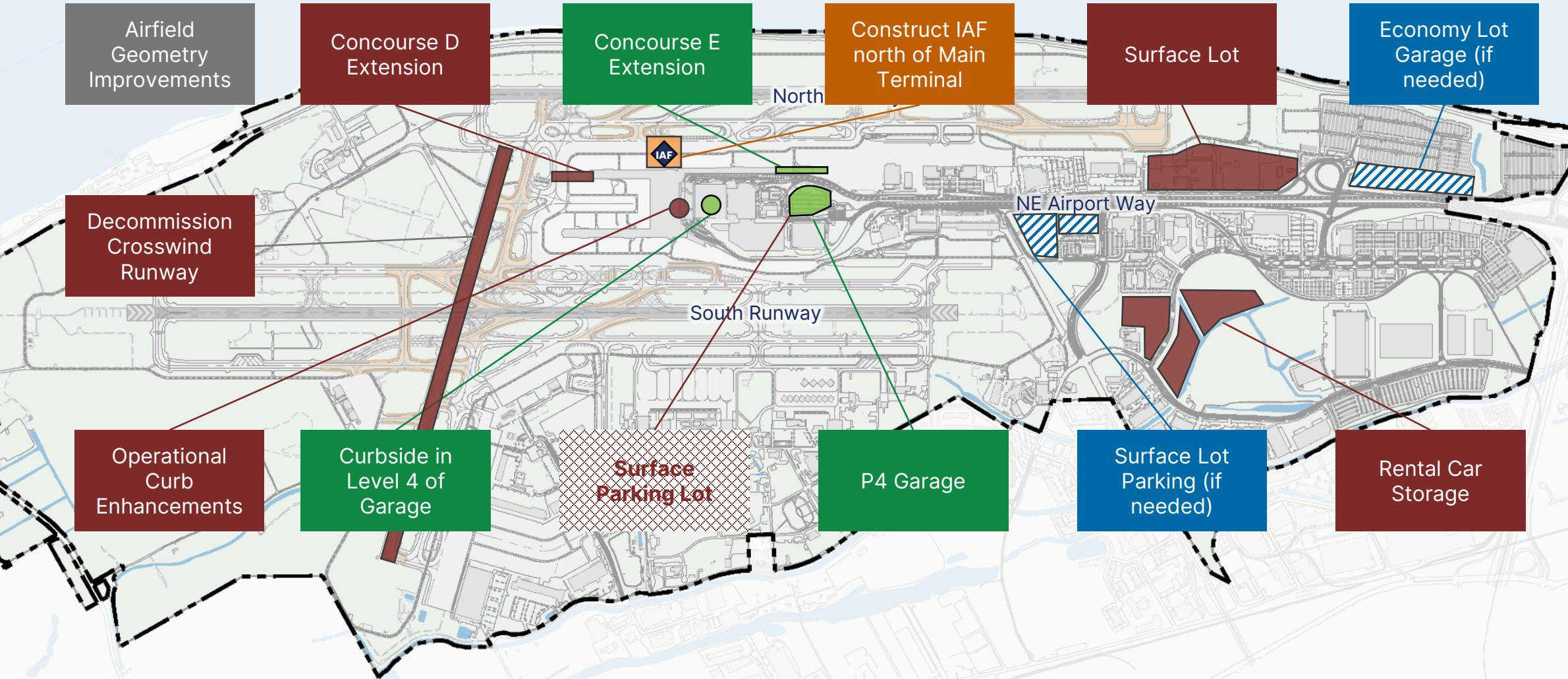


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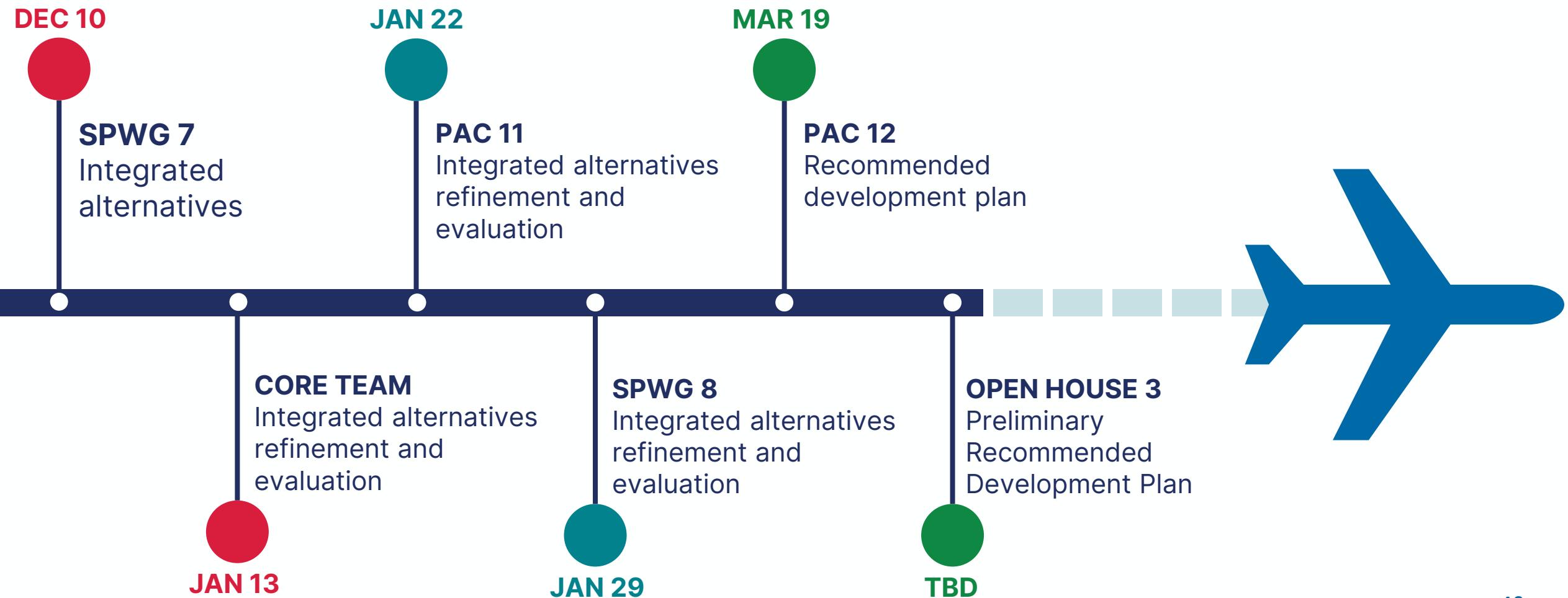
## INTEGRATED ALTERNATIVES

# Integrated Alternative 3 (CCD first)



# Next Steps

# Near-term milestones



# Q&A and Thank You!

For more information: [pdx2045.org](http://pdx2045.org)

## **Project Contacts:**

Aaron Ray, AICP  
Senior Manager, Aviation Long-Range Planning  
[aaron.ray@portofportland.com](mailto:aaron.ray@portofportland.com)  
503-415-6570

Jennifer Rabby, AICP  
Airfield Development Manager  
[jennifer.rabby@portofportland.com](mailto:jennifer.rabby@portofportland.com)  
503-415-6506