

Annotated Meeting Agenda

PDX 2045 Interagency Advisory Committee (IAC) Meeting 3

Date: August 20, 2025
Time: 2:30pm-4:00pm
Location: Hybrid: Port of Portland Headquarters Sturgeon Conference Room (8th Floor) and via Teams

Meeting Goals

- Recap landside facility planning approaches
- Review preliminary landside facility requirements and alternatives
- Discuss upcoming community outreach

Agenda

2:30pm Welcome and Introductions

- Meeting slides will be posted on the project website and a link will be emailed to all participants.

2:40pm Landside facility planning approaches recap

- Reviewed alternatives presented at recent PAC meetings
- Discussed planned bike/ped facilities and public testimony advocating for bicycle connections to PDX at most recent PAC meeting
- Reviewed TriMet data (2004 – 2025) for MAX ridership at PDX

Q. Grant O’Connell, TriMet asked about whether the 2023 TriMet ridership numbers at PDX may have been lower than 2022 and 2024 due to the disruptions caused by construction of the Better Red project, which required passengers to take a bus to PDX instead.

A. That was a challenging time for transit accessing PDX and construction likely contributed to lower passenger numbers during that time.

2:50pm Preliminary landside facility requirements and alternatives

- Parking demand is different at airports compared to other uses.
- The Port will not build parking facilities speculatively, but must plan to have space allocated for parking to meet estimated demand in 20 years.
- Alternatives for additional on-airport and regional parking sites were presented.

Jeff Owen, Clackamas County, commented how remote parking facilities may appeal to a subset of airport users and the Clackamas Transit Center parking garage historically has had excess parking that could be allocated to airport users.

Taylor Eidt, C-Tran commented that C-Tran may have some excess transit center parking that could work for remote parking with shuttles to PDX.

- The presentation continued with information and alternatives provided about how curbside space is managed in the terminal area and how accommodate future demand for limited curb space. Staff also mentioned that curb space is unlikely to expand significantly given the configuration of the terminal and any expansions would conflict with airfield requirements.

Q. Grant O'Connell, TriMet, asked if we could stack an additional level of terminal roadway to match the existing pedestrian bridge from the fourth level of the parking garage to the terminal.

A. The Port has considered making the upper terminal roadway wider, but this is very expensive. Going further up to the pedestrian bridge level is not feasible and the rise over run to get to that level would be great and an engineering marvel.

Jeff Owen, Clackamas County, commented that some entities show preference in how to get to PDX and how the master plan could be an expression of the Port's preferred method and keeping people arriving at PDX shy of getting to the terminal area is good. Staff added that communication with people arriving at the airport would be part of any new infrastructure to help users understand their best option to pick up or drop off passengers.

Q. Taylor Eidt, C-Tran, asked about the Port determining their modal hierarchy and would that affect preferred alternatives.

A. Staff responded that the Port might set targets, but we can't rely on these as the Port does not want to allocate space or pay for new facilities that might not be used. If the Port made an incorrect guess, how would demand be accommodated? There could still be capacity constraints as there are multiple peaks in demand that are difficult to smooth out. Staff added that passengers generally interact with the airport and terminal area infrequently, so they may rely on familiar

transportation modes. There are different hierarchies for different airport users like airport workers versus infrequent travelers. Airport workers may be more likely to use alternate modes as they travel to the airport regularly. The Port sees this with rental scooters as they show up in areas where passengers do not frequent but are in areas where there are jobs. The employment shuttle that runs along Cornfoot Road has been successful and that service caters to airport workers not using the terminal area. Airport trips are different than regular traffic demand in other areas of the region.

- Staff provided an overview of how the Port is evaluating alternatives and are considering each alternative on its own. The next stage is looking at alternatives holistically-how do they interact with each other?

3:35pm Upcoming Open House and community outreach events

- Staff asked attendees for ideas about what would be good events and venues for master plan outreach.

3:45pm Next Steps, Q&A, and Open Discussion

4:00pm Adjourn

Agency Attendees

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

Clackamas County: Jeff Owen

C-TRAN: Taylor Eidt and Francisco Ibarra

City of Vancouver: Chad Eiken

State of Oregon, Department of Transportation: Neelam Dorman

TriMet: Grant O'Connell

Oregon Air National Guard (ORANG): Maj. Josh Dill

Other agencies invited: City of Portland, Permitting & Development; City of Portland Bureau of Environmental Services; City of Portland Bureau of Transportation; City of Portland Parks and Recreation; Clark County; Metro; Multnomah County; Oregon Department of Aviation (ODAV); Oregon Department of Environmental Quality; Oregon Department of Transportation; Urban Flood Safety & Water Quality District (UFSWQD); Washington County

Project Team Attendees

Port of Portland: Jeff Broderick, Mike Coleman, Sean Loughran, Savannah Partridge,
Jennifer Rabby, Aaron Ray,

Ricondo & Associates: Cameron Modjeski