

Meeting Agenda (Revised)

PDX 2045 Interagency Advisory Committee (IAC) Meeting 4

Date: December 3, 2025

Time: 10:30am-12:00pm

Location: Microsoft Teams

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

10:30am Welcome and Introductions

- An annotated agenda from this meeting will be posted to the project website along with the slides

10:40am Functional Area Alternatives and What We've Heard

- A recap of the functional area alternatives was shared. For each functional area, a summary of input received through the public outreach process was provided.

Q: Jeff Owen, Clackamas County: Have you looked at the policy side of using a site like Clackamas Town Center for airport parking, which would have a longer duration than typical use today? Have you acknowledged that this is something that would need to be addressed for regional parking sites?

A: We have identified the need to address policies and procedures. We do not know logistics of how a regional parking site would work, but we recognize that there would be details to work through, such as O&M agreements. We would look at other airports that have similar systems, such as LAX and BOS; SEA is using light rail as a one-stop bridge to the airport with additional airport parking at the Angle Lake stop and could also provide insights. Before working through logistics, we wanted to share this idea with the community see if it was attractive to constituents.

Comment: Grant O'Connell, TriMet: TriMet would welcome the conversation with the Port as they want to be part of regional transportation solutions. MSP is another example of light rail between two terminals.

Q: Kevin Bond, City of Portland: Would removal of the Crosswind Runway trigger the need for a new noise analysis?

A: We will be preparing new noise contours for the recommended development plan regardless of whether the Crosswind Runway is removed, as this is a normal step in the master plan process. We expect that contours will change somewhat due to the type and number of aircraft projected.

Q: Kevin Bond, City of Portland: Does the noise analysis consider the military aircraft or are those exempt?

A: We will need to check and get back on that question. Most contours represent trends, versus noise maximums, so if there were a lot of military aircraft using an airport regularly that would change the contours more than just a few that use it regularly.

Q: Neelam Dorman, Oregon Department of Transportation (ODOT): Has planning for freight/cargo expansion considered access to the transportation system?

A: This is something we are still looking at. Roadway/landside access for expanded cargo areas will be affected by whether or not the crosswind runway is decommissioned. If it is decommissioned, expanded cargo areas could use Cornfoot to 47th Avenue, as well as 33rd Avenue; if it is not decommissioned, cargo traffic would primarily use 33rd Avenue.

11:10am International Arrivals and Parking Considerations

- An overview of options for international arrival facility locations was shared.
- If a new international arrivals facility is constructed on an extension of Concourse E, this will necessitate additional curbside improvements, construction of an additional parking garage, and roadway improvements.
- Data on anticipated parking needs was presented, with both a high and low forecast through 2045.
- A timeline of when additional parking facilities may be needed was shown.

Q: Jeff Owen, Clackamas County: He noted that he likes the way the parking needs are laid out, but the Port needs to further expand on the different ways people access PDX, the approach to multi-modal transportation, and the current and projected mode split. Building additional parking generates new revenue for PDX, but it also creates externalities that affect the transportation system connecting to PDX.

A: We appreciate the input. TriMet shared data earlier this year on MAX ridership to PDX. We are currently working on understanding how trends in facility usage (including light rail) correlates with changes in enplanements; this is a larger effort that will likely extend beyond the Master Plan. For this planning exercise, we are

identifying options for parking if the Port makes the policy decision to accommodate demand by providing additional parking; however, from a policy perspective, the Port also wants to reduce single occupancy vehicle trips to protect capacity on Airport Way. We're developing a high and low forecast to project a range of parking needs. It should also be noted that growth in TNCs has different impacts that also need to be accounted for in planning.

Comment (via Teams chat): Francesca Jones, PBOT: Thank you for digging into that max data in a detailed way so we can learn so much more to inform decision-making in the long run.

11:25am Preliminary Integrated Alternatives

- A series of three different integrated alternatives were shared; these alternatives combine improvements from the different functional areas and illustrate the approximate phasing for construction of the alternatives' components.

Comment (via Teams chat) Colin Rowan, Urban Flood Safety & Water District (UFSWQD): Thanks for the great update on this work and for soliciting feedback on the progress. I have a conflicting meeting that I need to join. Thanks all!

11:45am Next Steps and Q&A

- Next public open houses will likely occur in late February – early March
- Next IAC meeting will likely be the second week in February - watch for a doodle poll; that meeting will focus on the evaluation of the integrated alternatives, transportation impacts of integrated alternatives, and potentially a preview of the recommended development plan to be shared for input
- Likely 1-2 IAC additional meetings after February
- Recommend development plan is on schedule to go to Port Commission for adoption in May
- If your team has questions or would like a more in-depth conversation, reach out to Aaron Ray or Jennifer Rabby

12:00pm Adjourn

Agency Attendees

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

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

Clackamas County: Jeff Owen

C-TRAN: Taylor Eidt

City of Vancouver: Chad Eiken

State of Oregon, Department of Transportation: Neelam Dorman

TriMet: Grant O'Connell

Urban Flood Safety & Water Quality District (UFSWQD): Colin Rowan

Other agencies invited: City of Portland, Permitting & Development; City of Portland Bureau of Environmental Services; City of Portland Parks and Recreation; Clark County; Metro; Multnomah County; Oregon Air National Guard; Oregon Department of Aviation; Oregon Department of Environmental Quality; Oregon Department of Transportation; Washington County

Project Team Attendees

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