

## Meeting Summary

### PDX 2045 Planning Advisory Committee Meeting 4

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October 21, 2024

6:00 PM – 8:00 PM

Port of Portland HQ, Chinook Room (8<sup>th</sup> floor) and Zoom

Attendees:

#### **PAC Members**

- ☒ Aidan Simpson
- ☒ Allyssa Bromley
- ☒ Angela DeHaven
- ☒ Anne Sweet
- ☒ Brian Kuzera
- ☒ Caleb Powell
- ☒ David Duncan
- ☐ David Van't Hof
- ☐ Heather King
- ☒ Jennie Heidrick
- ☒ Kathy Bareno
- ☐ Keith Miller
- ☒ Laura Young
- ☒ Mark Luna
- ☐ Maryhelen Kincaid
- ☐ Matthew Hodson
- ☐ Mychal Hornbeck
- ☐ Pete DeVasto
- ☒ Philip Rowe
- ☒ Phuong Truong
- ☐ Roger Gonzalez
- ☒ Stephanie Barnes
- ☒ Steven Lowe
- ☒ Tsering Sherpa
- ☐ Xavier Phanthongphay

#### **Port of Portland**

Aaron Ray  
Arainnia Armendariz  
Evan Howington  
Jeff Broderick  
Jennifer Rabby  
Mina Mora-Gonzalez  
Sean Loughran  
Symeon Walker

#### **Consultant Team**

Bridger Wineman, EnviroIssues  
Cadence Purdy, EnviroIssues  
Cameron Modjeski, Ricondo  
Chad Townsend, Ricondo  
Jenna Johnstone, Ricondo  
Julie Gueho, JMG Consulting  
Suzanne Donaldson, Donaldson  
Consulting

## Welcome and introduction

- Suzanne Donaldson welcomed Planning Advisory Committee (PAC) members to their fourth meeting. Suzanne led introductions of meeting attendees.
- Bridger then introduced the meeting goals and agenda.

## Airfield tour recap

- Bridger Wineman provided a recap of last month's airfield tour.
- During the tour, the PAC visited various sites around PDX including Airport Way and 82nd Avenue, Maintenance facilities (including snow equipment), the Ground Run-up Enclosure, cargo facilities, the Boeing painting hangar, Airport Rescue & Firefighting (ARFF), general aviation facilities, and more.
- PAC members received a handout summarizing questions asked during the tour and answers to those questions (also available at [pdx2045.org](http://pdx2045.org)). Discussions during the tour generally fell into the following categories – physical layout, airfield, terminal, airlines and tenants, Airport Rescue and Firefighting.
- Bridger went over a few of the questions so everyone could hear them even if they were on a different bus during the tour, or if they were absent.
- PAC members shared reflections from the tour, including:
  - It was cool to see the original terminal.
  - It was interesting to see things behind the scenes and how large the airfield is.
  - It was fascinating to learn how much effort it takes to manage birds.
- A question was asked about Government Island; the island was acquired by the Port from ODFW and is managed by Oregon Department of Parks and Recreation as a state park with the interior prioritized for mitigation.
- Thank you to Jeff and Evan for organizing the tour!

## Airfield capacity findings

- Cameron Modjeski shared airfield capacity findings with the PAC, including projected runway demand vs. capacity, Annual Service Volume (ASV) estimates, and how PDX is faring capacity-wise.
- Projecting runway demand vs. capacity involves measuring how efficiently aircraft move through the airport in a simulated bad weather day vs. good weather day.
- PDX can meet projected 2045 demand for good weather days. There may be small amounts of delay during peak hours on bad weather days.
- Daily capacity and forecasted demand are then calculated for the year, giving an ASV. When projected annual operations start to exceed 60% of ASV, airport planners begin planning for additional capacity. At 80% of ASV, airports start to add additional capacity.
- PDX is well positioned regarding capacity. The analysis shows that the crosswind runway (Runway 3-21) is not needed for capacity in the next 20 years. At this time, a third parallel runway is not needed in the next 20 years, but may be needed further in the future.
- Next steps for the airport could be finding taxiway capacity enhancements, considering opportunities to shorten or remove the crosswind runway, and revisiting the location currently reserved for the third parallel runway.

- *Q: How do you forecast the number of annual operations up until 2045? Doubling demand by 2045 seems like a lot compared to slow growth in the region.*
  - A: The demand increase is over a long time; small increases in growth add up. We look at variables such as population and income to prepare the forecast. This is an unconstrained forecast (not limited by existing airport facilities) based on what is known now. Sometimes things change in terms of income, population growth, etc., that could reduce demand. There is a summary of the forecast and how these metrics were achieved at [pdx2045.org](http://pdx2045.org).
- *Q: Do you have a forecast for expected number of people traveling in to and out of PDX? That would be good to know in terms of road management.*
  - Vehicle travel demand is a derivative forecast product based on the ASV forecast. We take into account the population coming into and out of the airport and look at how they get to the airport to understand future transportation capacity needs estimates for PDX.
- *Q: There have been a lot of comments on Facebook from people surprised at how long the walk is due to the construction detours at the airport. For people who have limited mobility that do not fit in a wheelchair, what are their options for reaching Concourses B and E?*
  - A: During the 1.5-year detour, the Port is aware the experience with the bypass is not where we want to be long term. With the new main terminal, wheelchairs are staged in a more convenient location than where they used to be. For those unable to use a wheelchair, we can see if an alternate type of wheelchair is available to accommodate. The Port is interested in hearing comments on this need. Aaron invited people to reach out to him directly. The wheelchair dispatch number is (503) 460-4300. White courtesy phones are available in the elevator cores and airport operators are available from 6 a.m. to 11:30 p.m. Walking distance is something that we will consider as we work on the master plan update.
- *Q: To clarify: airfield capacity is the capacity allowing for planes to take off and land, and does not include air stairs, aircraft parking, etc., correct?*
  - A: Correct, airfield capacity is a simplified assessment of arrivals and departures that includes considering airspace, runways, and major taxi infrastructure. It does not include gates, airstairs, roadways, etc.

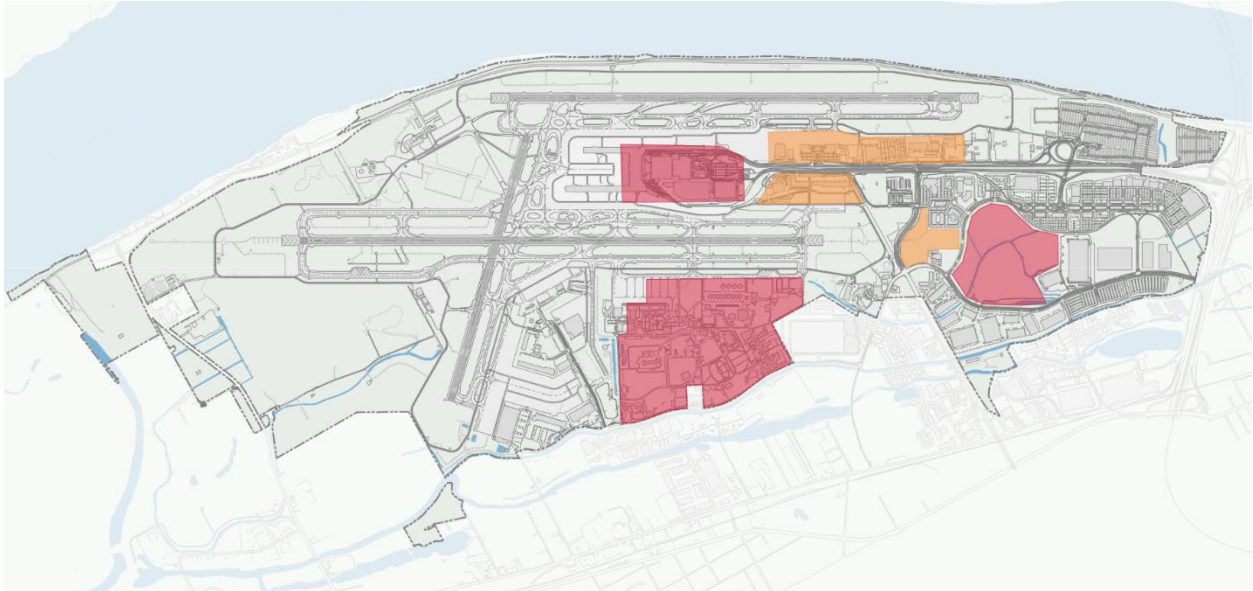
## Public comment

- No public comments were made.

## Interactive planning exercise

- Cameron Modjeski and Julie Gueho introduced an airport planning exercise to the PAC in which groups of PAC members were asked to identify the potential location(s) for up to 20 new gates and 70 acres of cargo capacity on a basemap of the airfield. The PAC broke into four groups, three groups in the conference room and one group online. Each group was given shapes to represent runways (orange shapes with the runway safety area around them), gates (blue shapes), and cargo (green shapes) to place on the basemap. The basemap included key facilities at the airport, including features shaded out in red and orange. The red areas

represented areas that are not off-limits to develop on but would require a high level of justification because they are already planned for specific activities and/or their existing uses would be very difficult to relocate; red areas included the PDX terminal, the Oregon Air National Guard base, and the area designated for future rental car storage. Orange areas represented areas that would be challenging to develop or repurpose and would require tradeoffs; orange areas included uses along the north side of NE Airport Way (general aviation and other hangars), the PDX Cargo Center, and the area on the east side of NE 82<sup>nd</sup> Avenue that is in the runway protection zone.

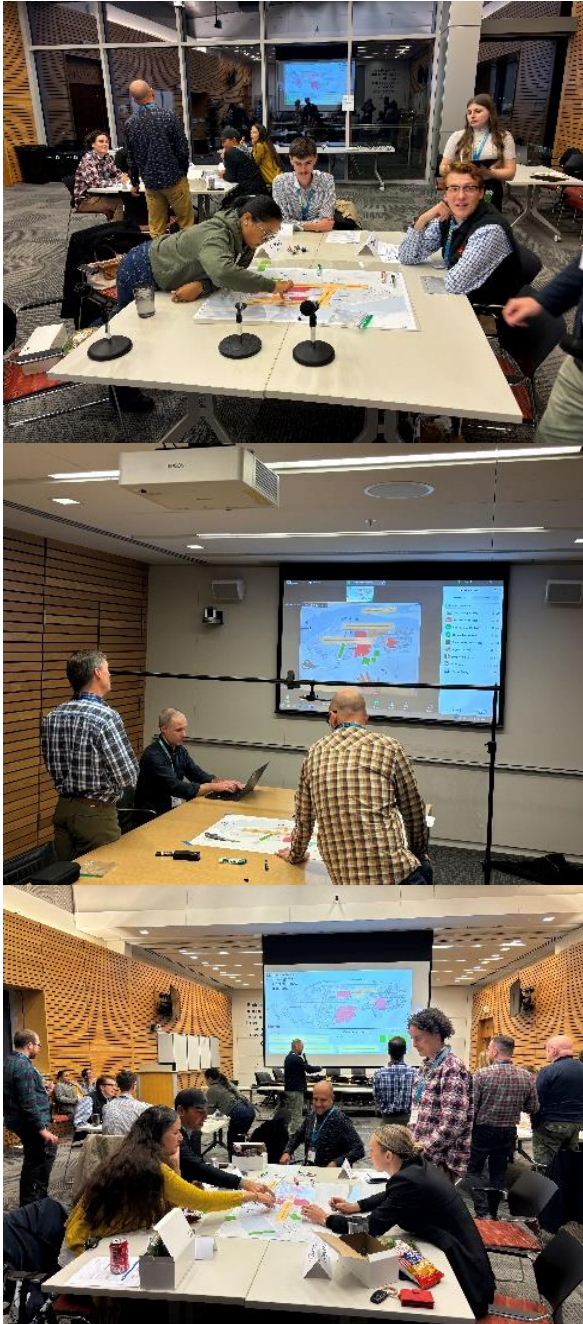


*Basemap of the airfield*

- While the group members discussed where they would place their shapes, they considered what the rationale was for their placements, tradeoffs for placement, and what kinds of questions they would have if they were airport planners trying to decide where to place future facilities.
- The PAC members were instructed to keep in mind that runways and terminals are big ticket items in a master plan, and everything else gets planned around those key features. Cargo is a major need to consider for commercial service airports, and PDX may need an additional 70 acres of cargo capacity for 2025.
- Planning for future growth involves examining the weakest links in facilities and operations capacity, and cost of different decisions.
- This exercise helped the PAC learn what kind of information is needed to drive decision making.

*Below are some photos of PAC mapping-in-action:*



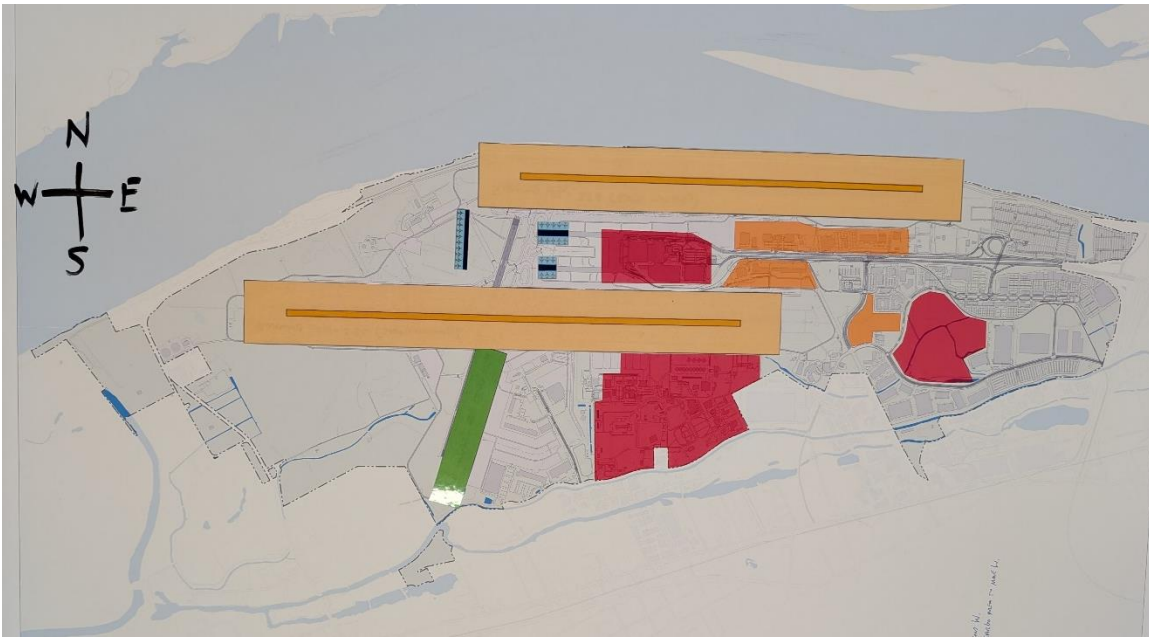


The PAC then reconvened and each group was asked to present their recommended future layout and the considerations that were discussed during their deliberations.

**Table 1 (virtual):**

- Accessibility was a big priority and consideration. Extending the concourse means you need to consider additional walking length.
- Removed the crosswind runway because it opens opportunities for future development.

- Added 70 acres of cargo on the south side near the existing cargo facilities at the Airtrans Center, expanded gates on Concourses C and D, and placed a satellite terminal in the western area for future gate expansion with the idea that this could potentially be connected by a tram.
- Accessibility information was needed to make a good decision, as well as better international arrival plans.
- The international arrivals experience at PDX is not up to “PDX standards” and that this could be improved with the concourse extension(s); a tunnel system could replace the FIS buses.
- Comments from other PAC members:
  - The SW quad area would still be available for future growth.



*Table 1 (virtual group) Map*

**Table 2:**

- Shortened the crosswind runway and moved it west to the end of the south runway.
- Placed cargo where the existing crosswind runway is near the existing cargo facilities at the Airtrans Center.
- Extended Concourses C, D, and E.
- Trying to optimizing operations by putting “like with like” (e.g. all cargo together, more gates near existing gates)
- Considered satellite terminals as well and chose to lengthen the existing ones; Concourse E would extend into the existing Remain Over Night (RON) area, so RON would west of the terminal.
- It was helpful to know that could remove the crosswind runway. For future decisions they would want to know more info about what’s needed to determine if existing facilities can be decommissioned, which ones are hard to move (e.g. fuel farm), etc.
- Comments from other PAC members:
  - Liked recognition of “like for like” approach.



*Table 2 Map*



**Table 3:**

- Eliminated the crosswind runway.
- Added a third parallel runway, located at Government Island.
- Extended C, D, and E concourses (this would be cost effective), and placed a new cargo area south of the south runway in SW quad.
- Accessibility was a big concern. For wayfinding, it would be good to add signage so travelers know how far they are traveling to get from one point to another, and where they can stop if they need help or rest. Adding redundancy in ways to get help (ex. Sunflower lanyards, a way to contact help outside of customer service hours).

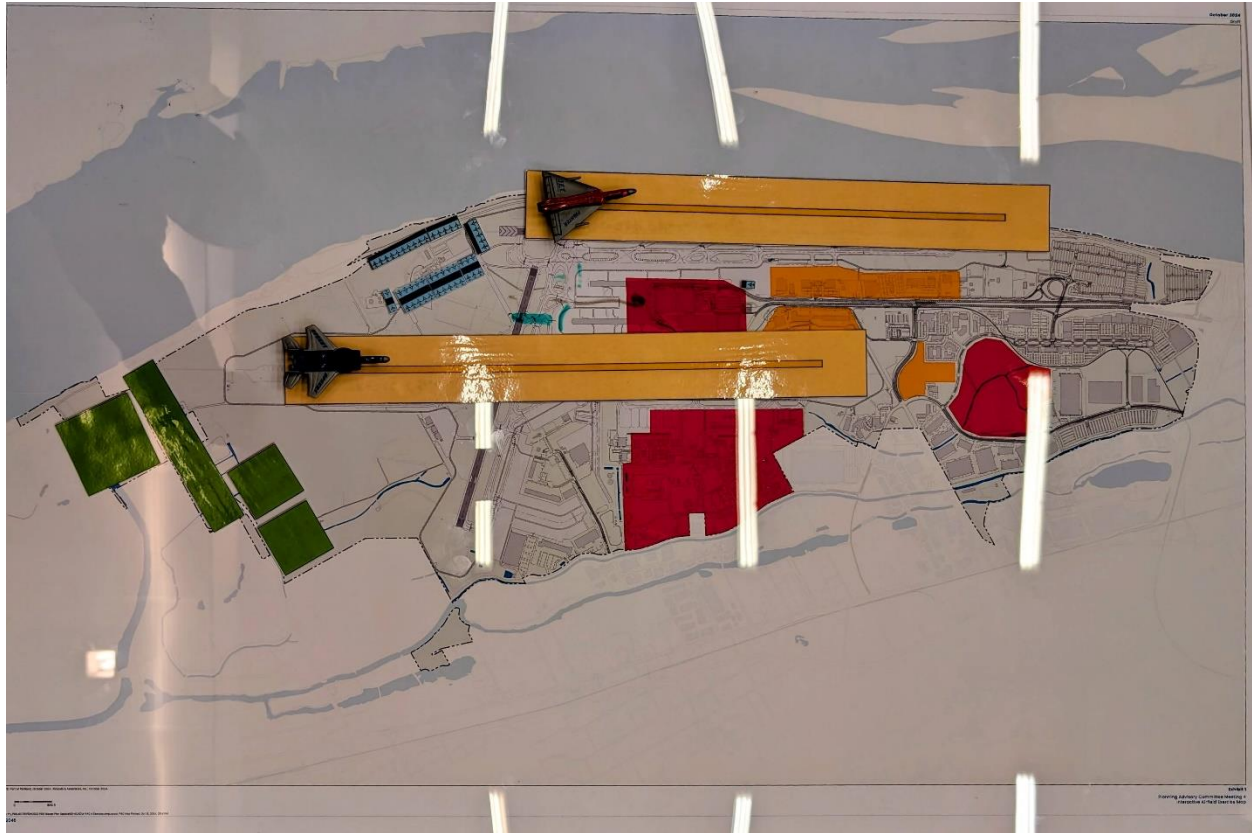


*Table 3 Map*



**Table 4:**

- Discussed adding a satellite terminal or extending Concourse D. How long can we make Concourses C and D with only one taxiway between them (potential bottleneck)?
  - Adding a satellite terminal potentially alleviates pressure on existing parking and roadways if there is a different access point.
  - Gave priority to ensuring new gates would not impede foot traffic between existing gates. Considering the roadway system for new gates as a reason to place gates elsewhere.
  - Another option was to place another terminal south of the south runway, allowing for more parking, and easing pressure from the main terminal if accessed from the south side.
  - Removed the crosswind runway.
  - Placed new cargo areas in the SW quad.
- Thought about the balance of capacities and try to identify the weak link as well as dependent effects.



*Table 4 Map*

Following the group report outs, Cameron invited PAC members to ask any questions that came up for them as a result of the exercise.

- *Q: Would there be any benefits to extending the south runway or existing runways?*
  - A: Both the north and south runways are long enough for any aircraft that would use them through 2045. The north runway was extended in 2009.
- *Q: Where would the third parallel runway go if we were to build it?*
  - A: The location of a future third parallel runway was previously identified south of the existing south runway.
- *Q: If we place a third runway, does it mean PDX is planning on having a new terminal, and if so, can it be linked to other terminals?*
  - A: By the time PDX would have enough demand to warrant construction of a third parallel runway, it would be considered a very large airport. It would require taxiing longer to terminals. At this time PDX has a centralized terminal design, but future master plans could include PDX growing toward a decentralized concept and utilizing trams.
- *Q: What are the logistics involved in decommissioning a runway?*
  - A: Decommissioning requires reporting to the FAA that the runway is closed and would be relatively easy. Then, the runway would have to be removed before the land could be developed on.
- *Q: Are there seismic concerns in the area we have the fire department?*
  - A: Yes, it is located in an area that is highly susceptible to liquefaction. The Port is looking at ways to increase resiliency across the airport; for example, the new fuel farm tanks will include measures to allow for fuel “sloshing” within the tanks (rather than spilling) in the event of an earthquake.

## **PAC Next Steps**

- Suzanne reviewed the PAC workplan and gave an overview of upcoming meetings.
- The next meeting is planned for Dec. 9 and will cover facility requirements and a continuation of the airfield and terminal alternatives discussion.
- There may be a slight change in the timeline, and another meeting might be added between December and March. The project team will be in touch with PAC members if there is an update to the meeting schedule.
- Suzanne thanked the PAC members for being part of a great meeting. She asked PAC members to please take the evaluation survey and adjourned the meeting.