

# PDX 2045 Planning Advisory Committee

Meeting 9

September 16, 2025

# Agenda

| Time    | Topic                                                              |
|---------|--------------------------------------------------------------------|
| 5:30 PM | Welcome, Meeting Goals, and PAC 8 Recap                            |
| 5:35 PM | What's New at PDX                                                  |
| 5:45 PM | Public Comment                                                     |
| 5:50 PM | Cargo, General Aviation, and Support Facilities                    |
| 6:35 PM | Break                                                              |
| 6:45 PM | Interactive Exercise: PAC Feedback on Functional Area Alternatives |
| 7:45 PM | Evaluation Approach                                                |
| 7:55 PM | PAC Next Steps                                                     |
| 8:00 PM | Adjourn                                                            |

# Meeting goals

1. Review needs and potential locations for cargo, general aviation, and support facilities
2. Confirm and update PAC feedback on functional area alternatives
3. Review alternative evaluation approach
4. Preview next PAC meeting

# PAC 8 Meeting Recap

# PAC 8 recap

## **Landside alternatives (parking and curbside)**

- Reviewed key characteristics of each concept
- Solicited feedback through a two-part survey

## **Alternatives evaluation**

- Presented draft evaluation framework
- Described evaluation approach





# What's new at PDX?

**Aaron Ray**

Senior Manager  
Aviation Long-Range Planning

PROJECT UPDATES

# Open House 2

**Date:** Tuesday, October 14th  
**Time:** 5-8 p.m.  
**Location:** University of Oregon  
Portland Campus  
[Library and Learning Center](#)

- Notification (web, newsletters, network sharing) is underway
- The team will host a webinar, smaller meetings at community locations, and event tabling to round out engagement on alternatives
- Meeting content will cover project background and functional alternatives



# Public comment

Public comment is available for those in person and on Zoom

- Comment is limited to **3 minutes per person**, within the agenda time
- Additional comments may be sent to **info@pdx2045.org**
- The team may respond to comments in the meeting summary

**In-person attendees:** Please sign-up to comment at the welcome table

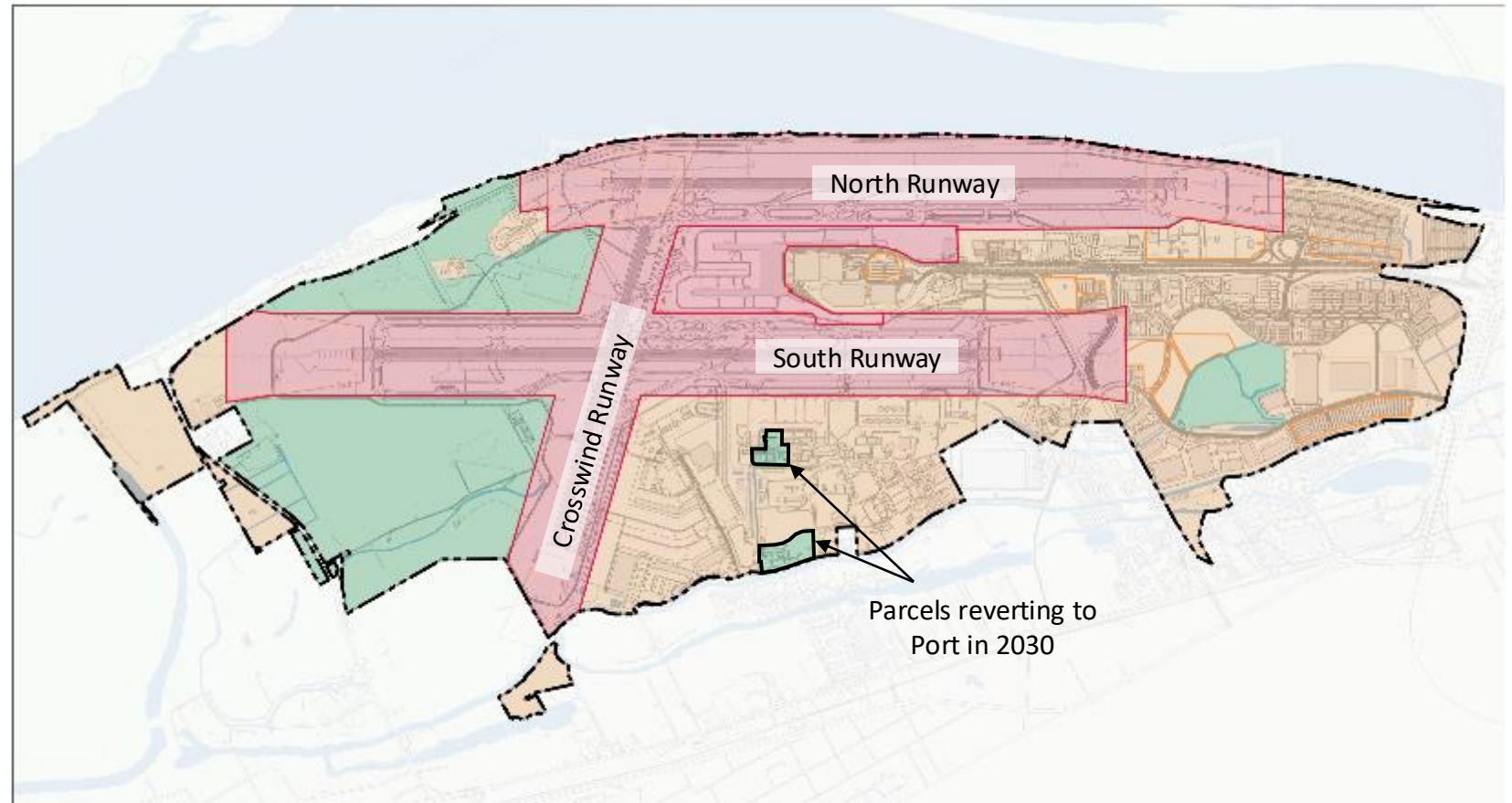
**Zoom attendees:**

- Add your **full name** to the Q&A box if you want to comment
- The facilitator will call your name when it is your turn to speak
- When your name is called, there will be a brief pause as Zoom temporarily assigns you as a “Panelist”
- Please **unmute your audio** and **start video** before speaking

# Cargo, General Aviation, and Support Facilities

# Site opportunities and constraints

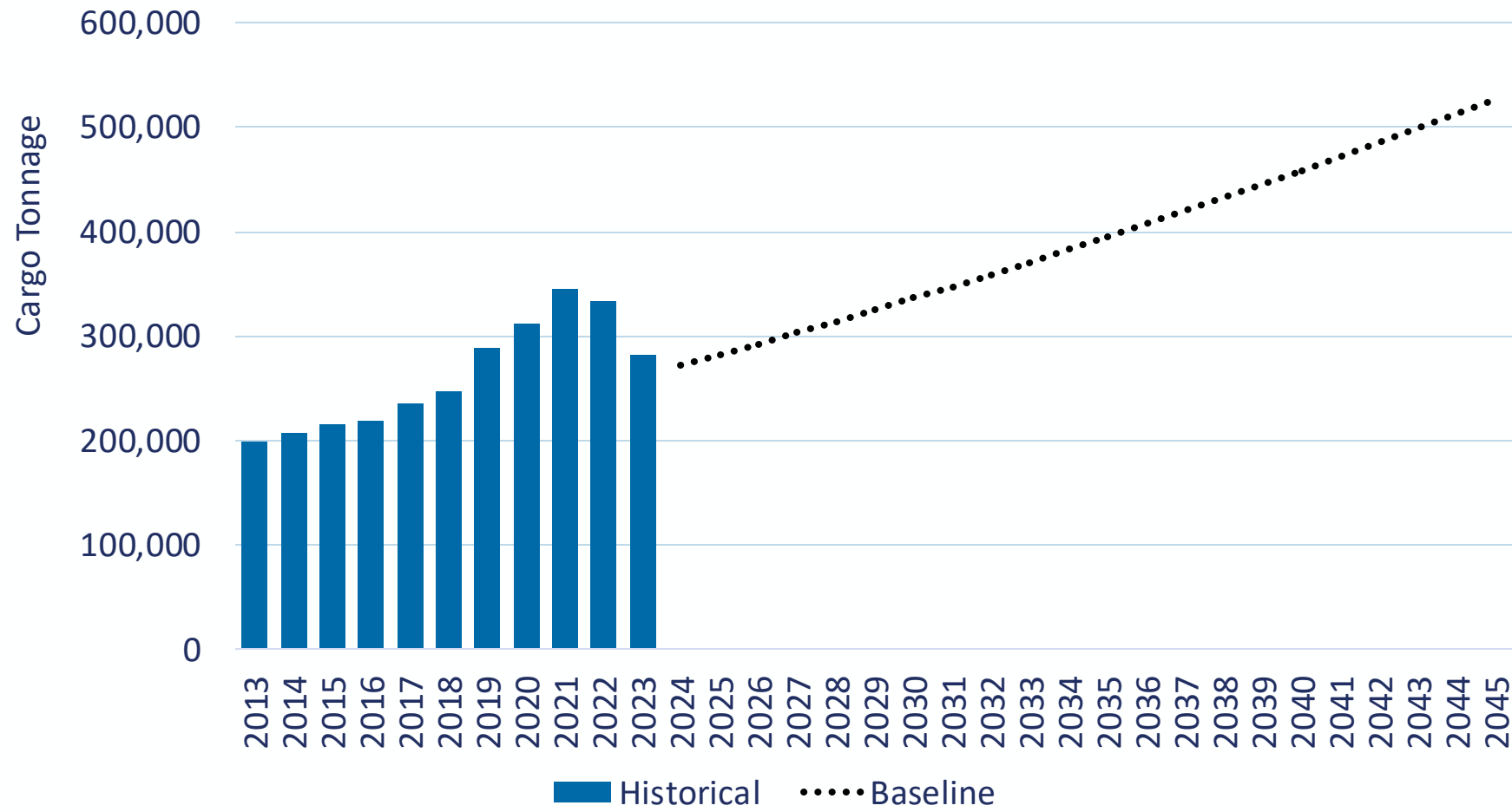
-  **Reserved for high-priority uses** (existing and proposed airfield and terminal)
-  **Competing land uses** (existing and proposed facilities)
-  **Available for development**



# Preliminary Cargo Alternatives

# Cargo facility needs

- Cargo activity will nearly double by 2045
- The area dedicated to cargo will increase from 60 acres today to 100 acres by 2045



# Alternative 1



-  Taxilane
-  Cargo
-  Roadway infrastructure



# Alternative 2



-  Taxilane
-  Cargo
-  Roadway infrastructure



# Alternative 3



-  Taxilane
-  Cargo
-  Roadway infrastructure



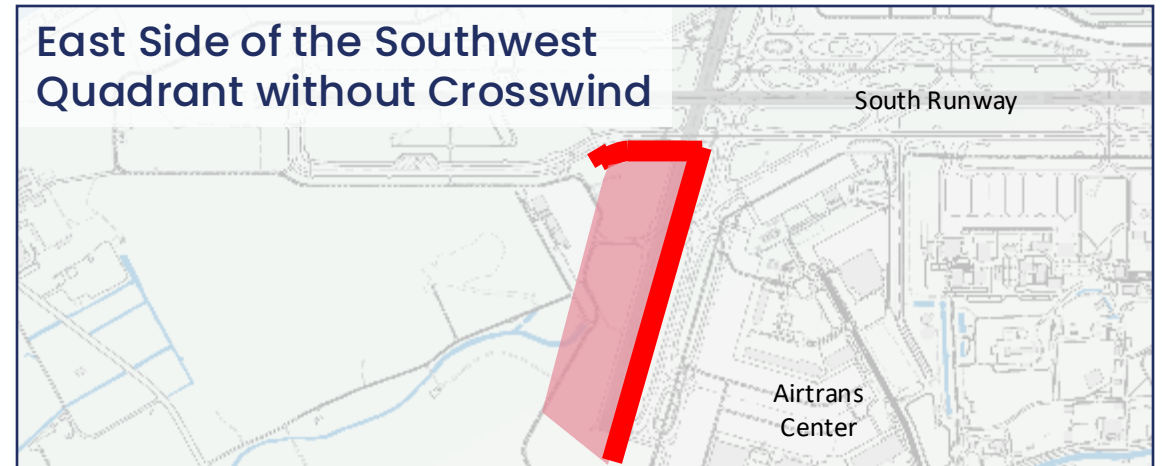
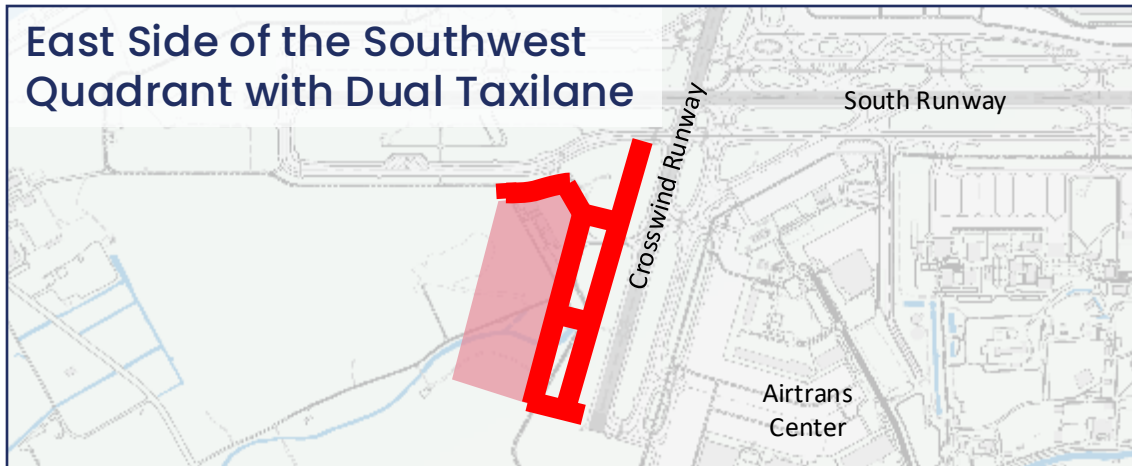
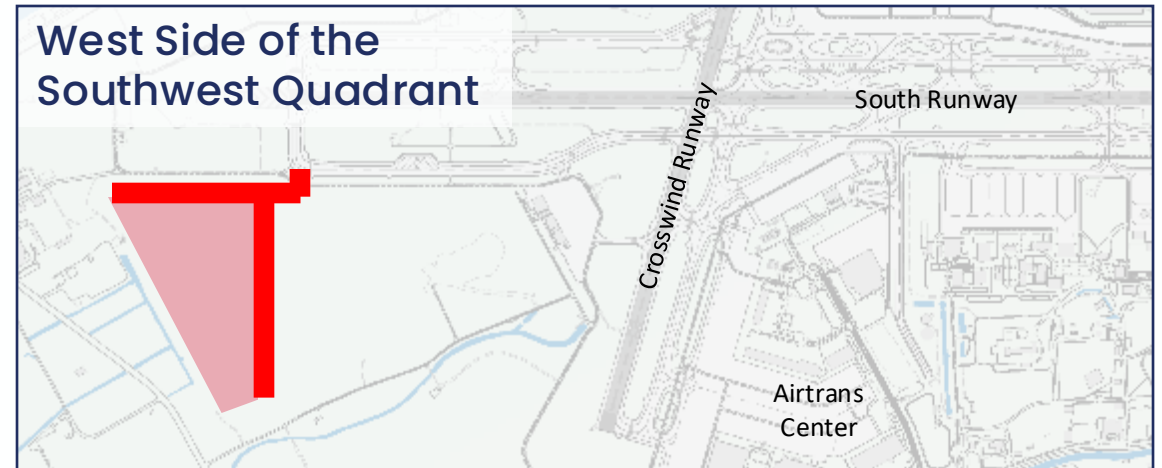
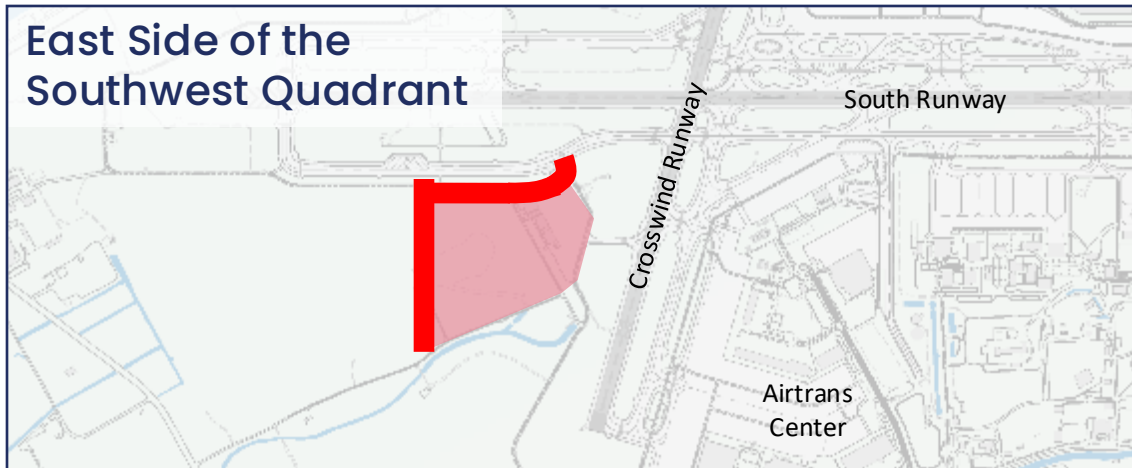
# Alternative 4



-  Taxilane
-  Cargo
-  Roadway infrastructure



# Cargo alternatives summary



# Preliminary General Aviation Alternatives

# General aviation recommendations

- The area currently dedicated to general aviation encompasses 32 acres
- An additional 10 acres of apron space could be needed by 2045
- Per FAA grant assurances, the Port is also required to preserve the ability to accommodate additional general aviation providers

# Alternative 1

- Keep the general aviation facilities in the existing location



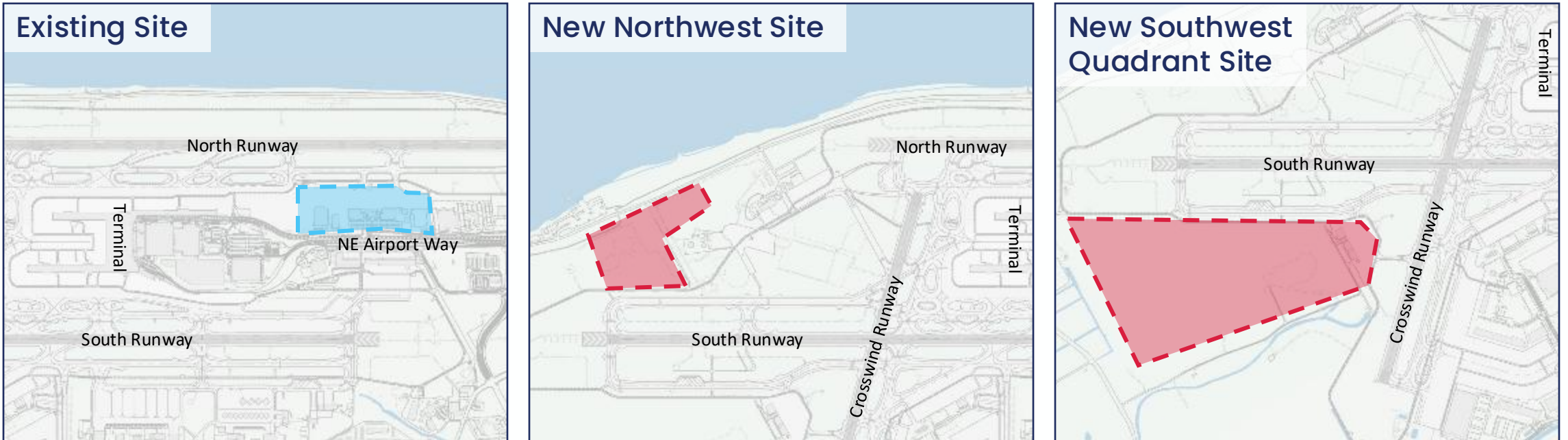
# Alternatives 2 and 3

- Relocate all the general aviation facilities to a new site
- Both sites could also be suitable as land reserve for additional general aviation providers

- 2 Northwest site
- 3 Southwest Quadrant

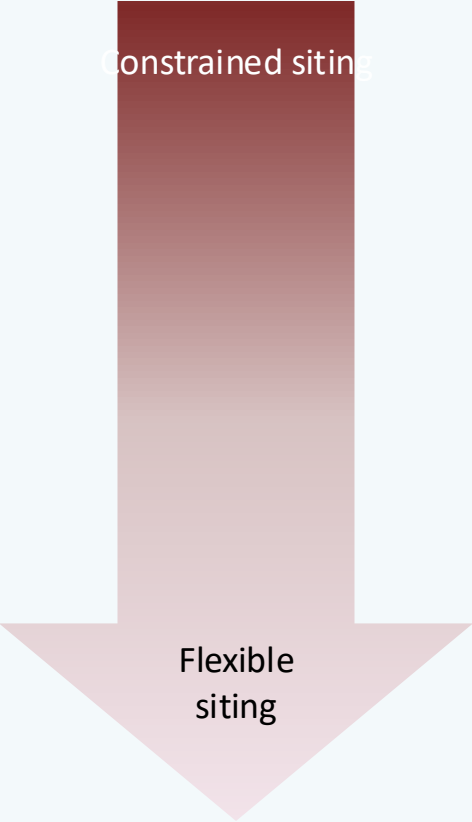


# General aviation alternatives summary



# Preliminary Support Facilities Alternatives

# Support facilities



Constrained siting

Flexible  
siting

- Fuel farm
- Airport maintenance
- Public safety
- Aircraft maintenance, repair and overhaul
- Consolidated receiving and distribution center
- Flight kitchen
- Wildlife management

# Fuel farm

- **Existing:** three above ground storage tanks for a total storage capacity of 3.4 million gallons of fuel
- **Planned:** four replacement seismically-resilient above ground storage tanks for a total storage capacity of 7.8 million gallons of fuel
- Will meet needs through 2045



# Maintenance campus

- Recommend redeveloping the existing site
- Relocating the flight kitchen and FAA would allow for a larger campus



# Public safety facilities

- **Aircraft rescue and firefighting needs**
  - Existing station meets FAA standards for response times to emergency situations
  - Station is undersized for staffing needs
  - A secondary station would provide additional space, and could be positioned to provide better access to the passenger terminal
- **Police needs**
  - Additional space with easy access to the travel center/NE Airport Way
- **Other public safety needs**
  - Friends and Relatives Center
  - Airport Emergency Operations Center (back-up)

# Public safety facilities

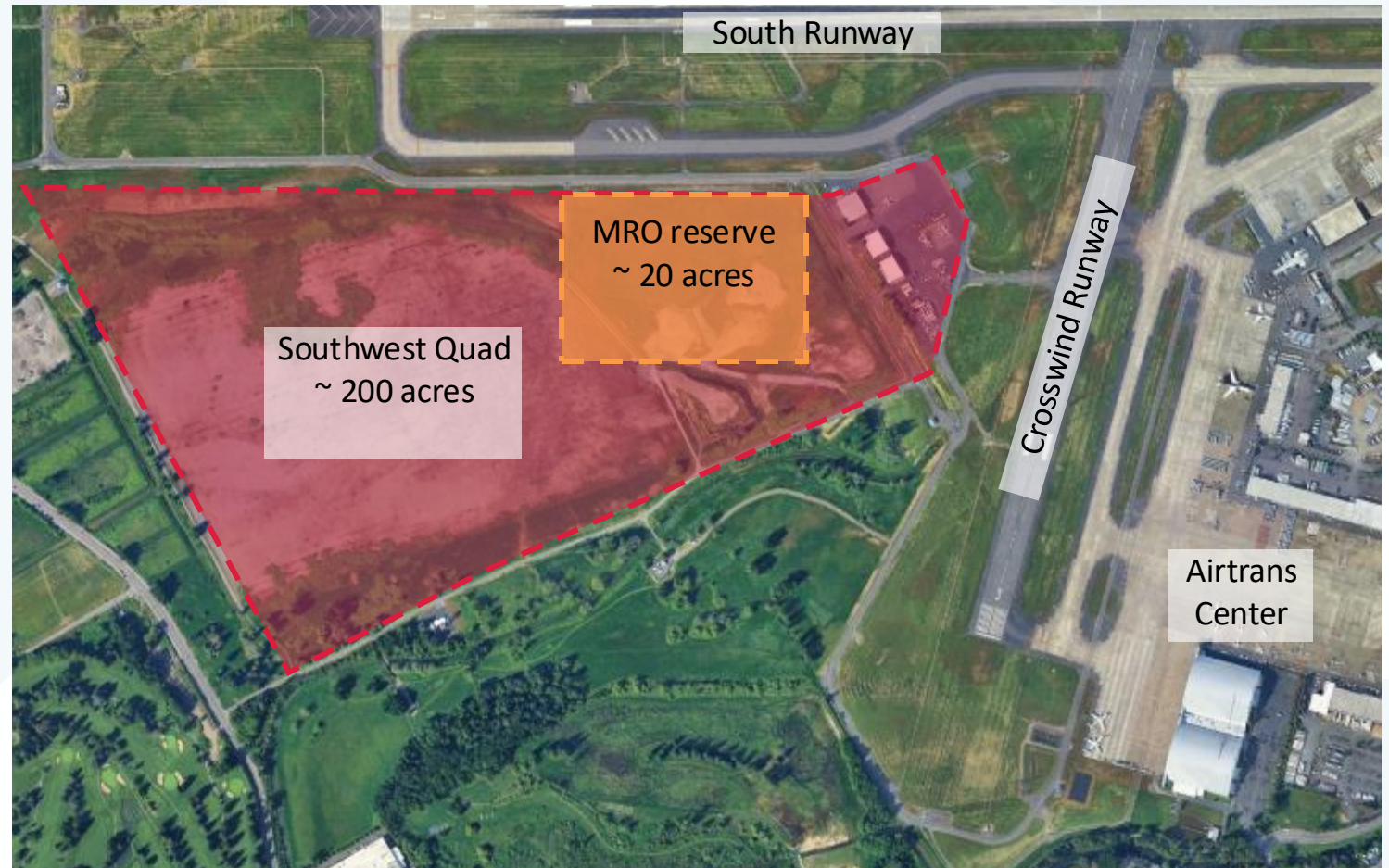


- 1 Building 7640
- 2 Maintenance campus



# Aircraft Maintenance, Repair, and Overhaul

- Recommend reserving a total of 20 acres:
  - A 5-acre parcel for a smaller maintenance facility or an airline overnight maintenance operation
  - A 15-acre parcel for a large maintenance facility
- Preferred alternative is to reserve space for potential MROs in the Southwest Quad



# Aircraft maintenance



- Parcel 38 is scheduled for reversion in 2030
- Would be suitable for smaller maintenance facility



# Consolidated Receiving and Distribution Center

- Bradley Logistics operates out of Building 8975
- Allowance for future growth was included in the initial planning
- Will be adequate through 2045



# Flight kitchen



- LSG Sky Chefs utilizes:
  - A 40,000-square-foot facility on a 3-acre site
  - An offsite 24,000 square-foot facility
  - A secondary parking lot
- Building is operating at capacity and at the end of its useful life



# Flight kitchen preliminary alternative

Build a new facility on a 5-acre parcel



# Wildlife management facilities



- Wildlife Management currently operates out of Concourse C and Building 8855



# Wildlife management needs

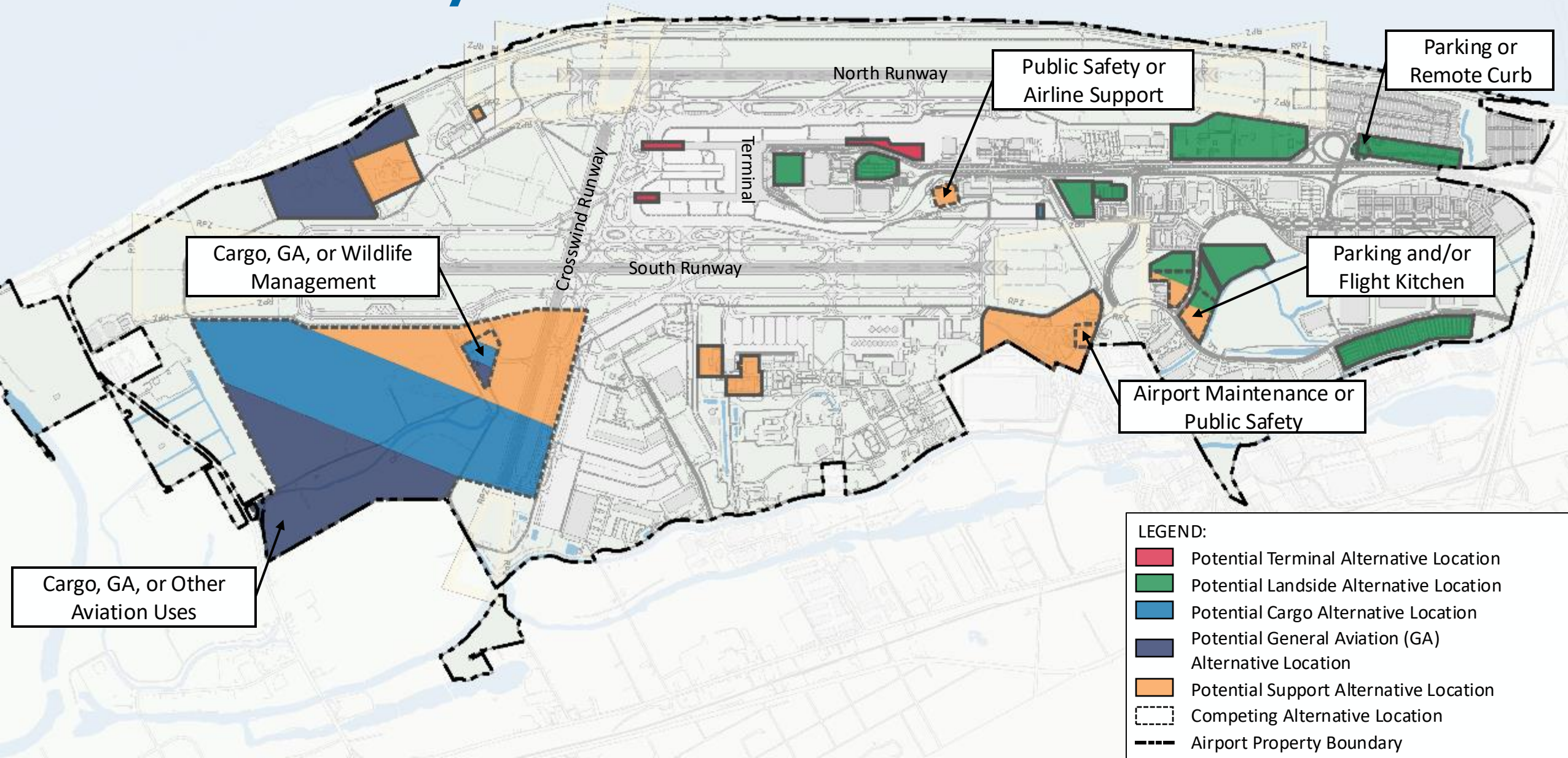
- **Facility siting:**
  - Needs to have landside and airside access and be connected to a vehicle service road
  - Does not need to be co-located with other facilities
- **Facility sizing:** requires 10,000 square feet of space for offices, storage space for wildlife control material, and enclosed secure parking for the team's vehicles and equipment

# Wildlife management alternatives

- 1 Building 5240
- 2 New building in Southwest Quad
- 3 Building 7755



# Preliminary alternative locations



# Break

# Interactive Exercise

# Alternatives and input review

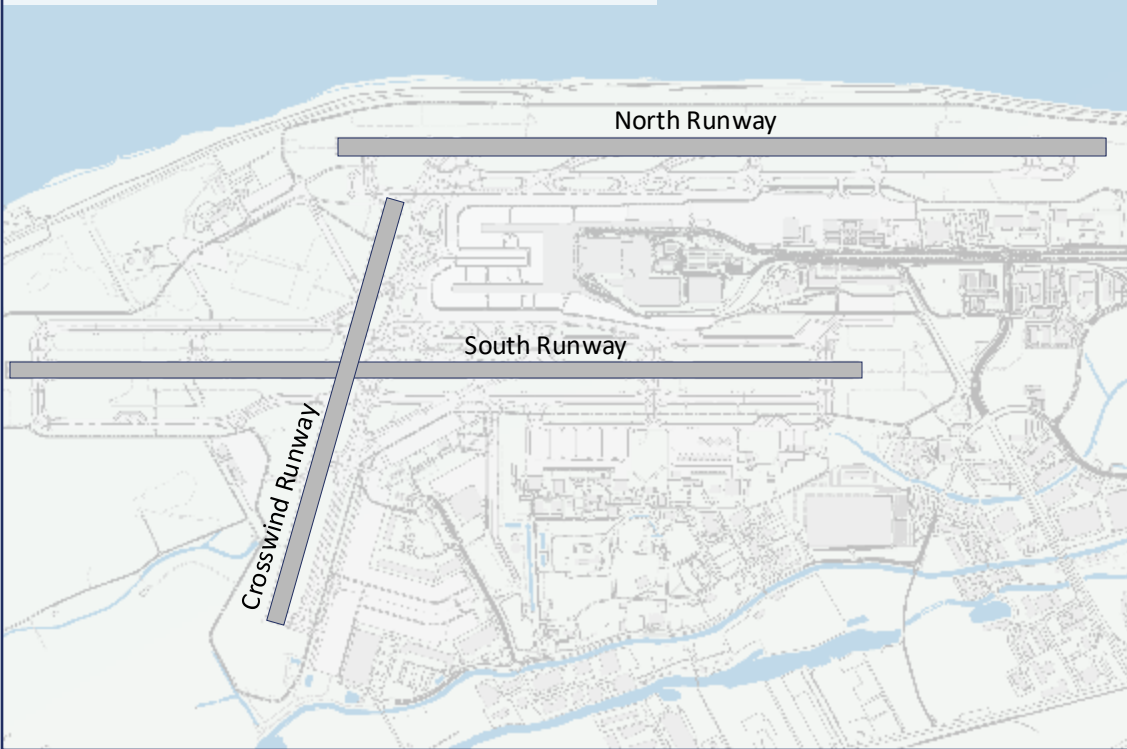
We will walk through the alternatives for each functional area.

## Instructions:

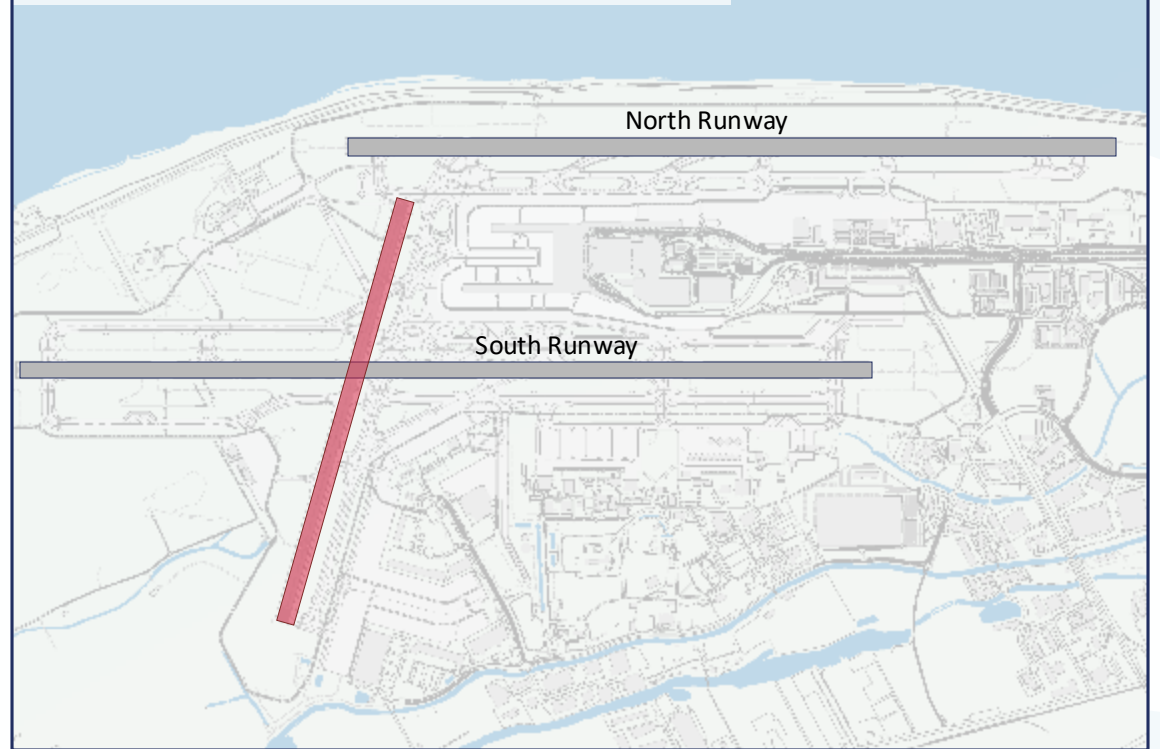
1. Individually, write down what's important to you when comparing the alternatives.
2. We will share themes we previously heard from the PAC.
3. Group discussion:
  - Did we get your input right?
  - What else should we consider?
  - Are there any alternatives you recommend we drop?
4. Group report-outs

# Airfield alternatives

Keep the Crosswind Runway

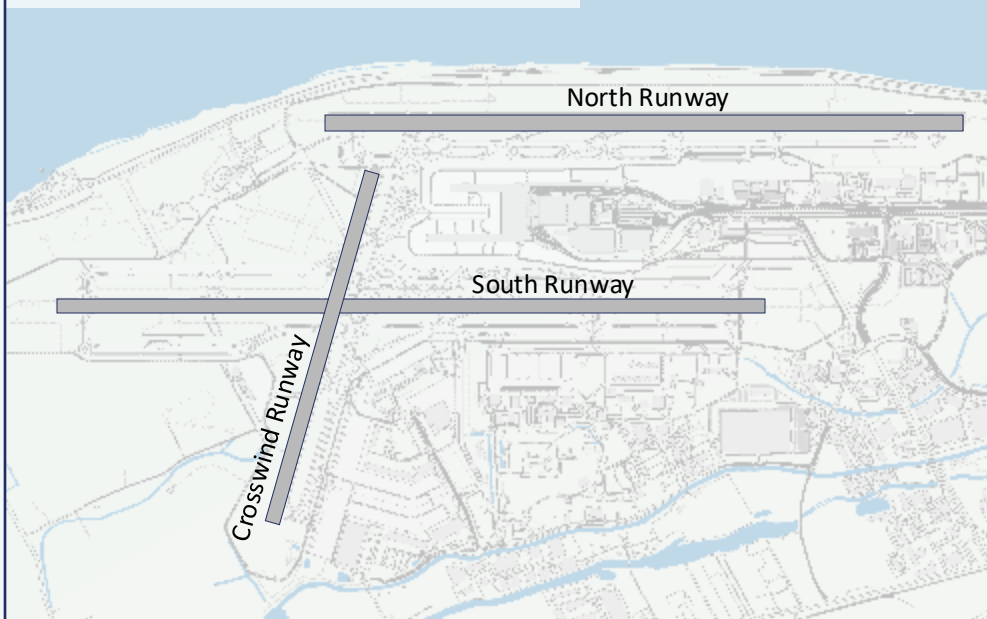


Remove the Crosswind Runway

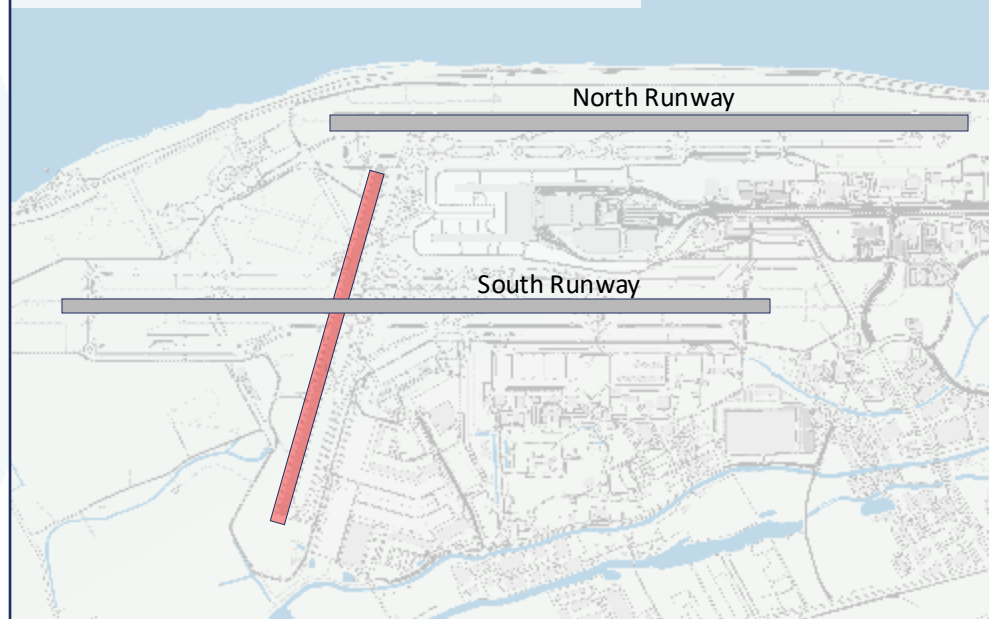


# Airfield alternatives

Keep the Crosswind Runway



Remove the Crosswind Runway

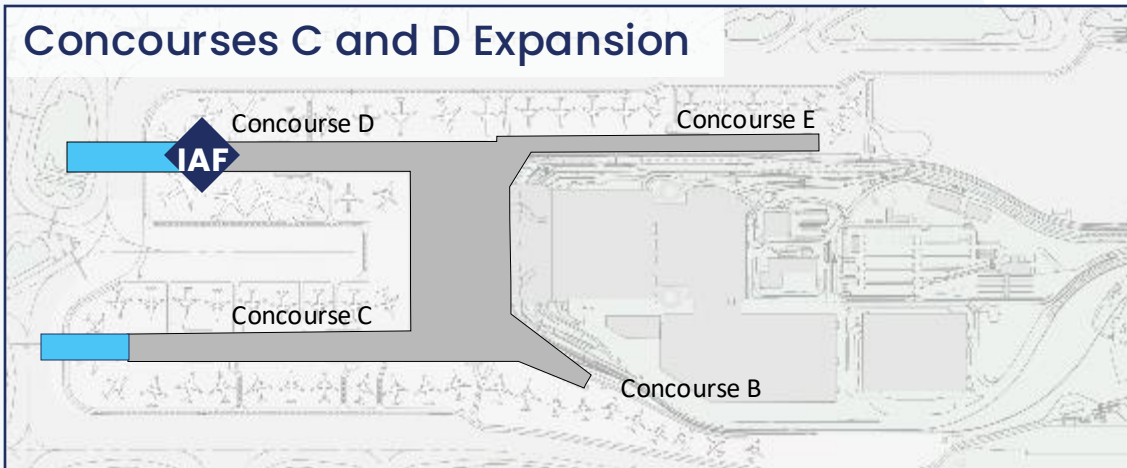


## PAC Feedback:

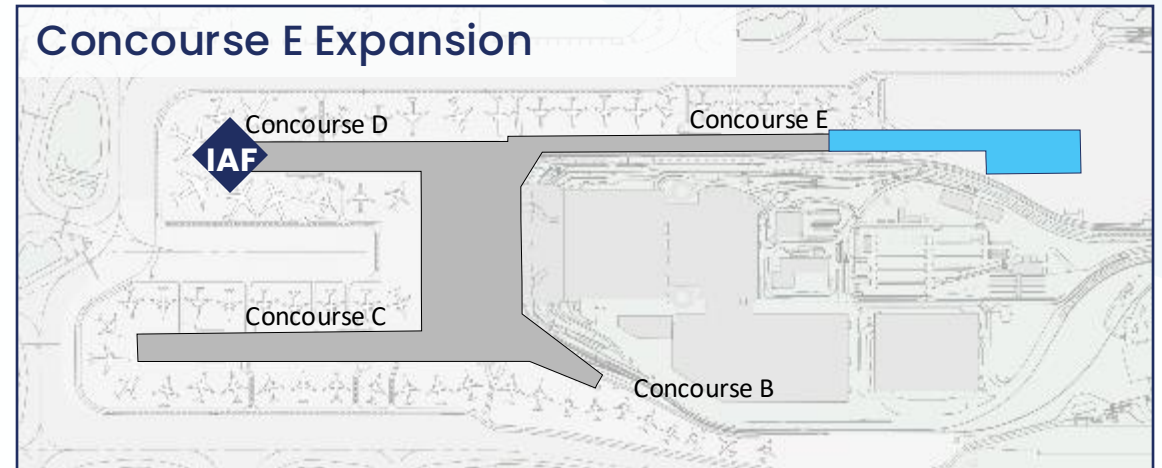
- Prioritize highest and best use
- Consider neighborhood noise impacts

# Terminal alternatives

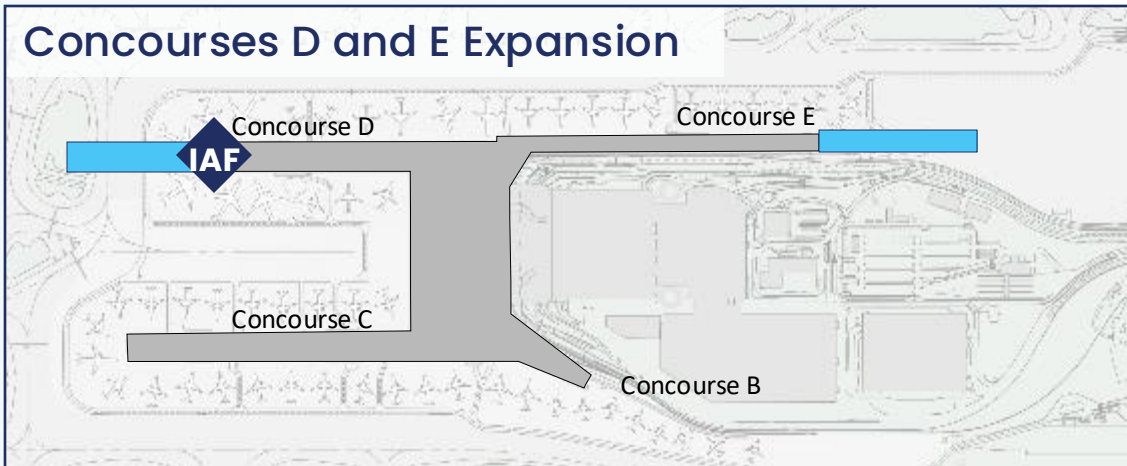
Concourses C and D Expansion



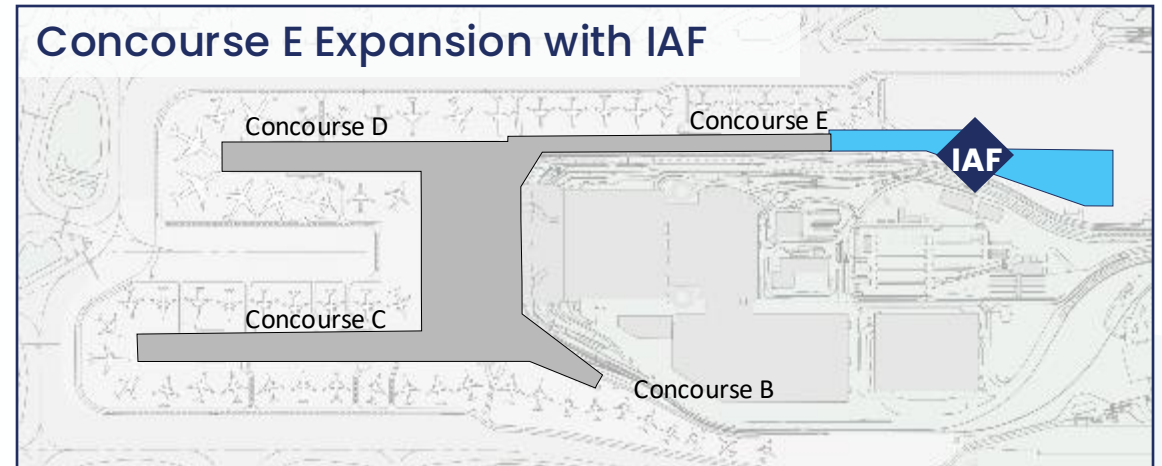
Concourse E Expansion



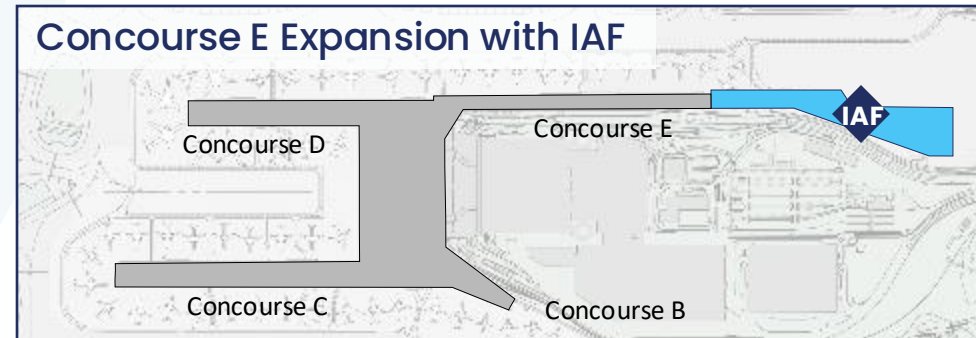
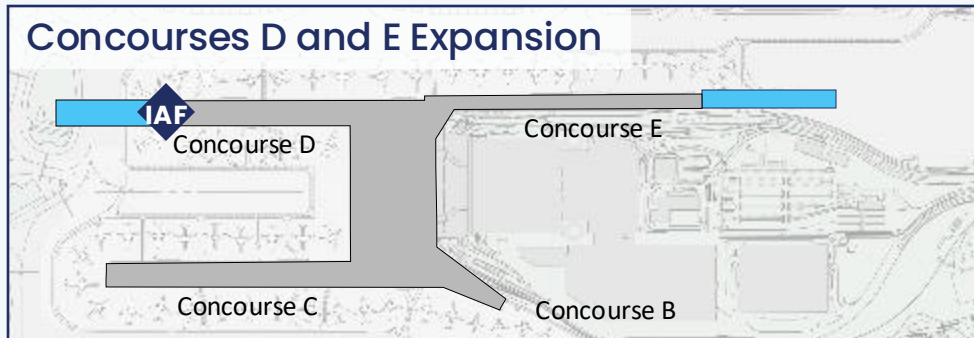
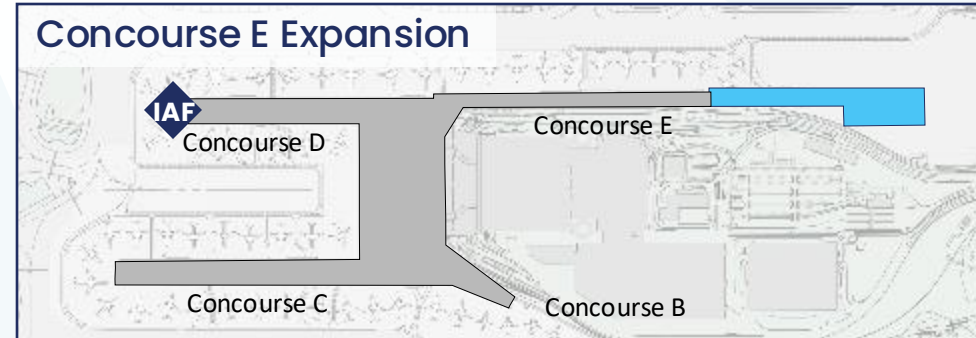
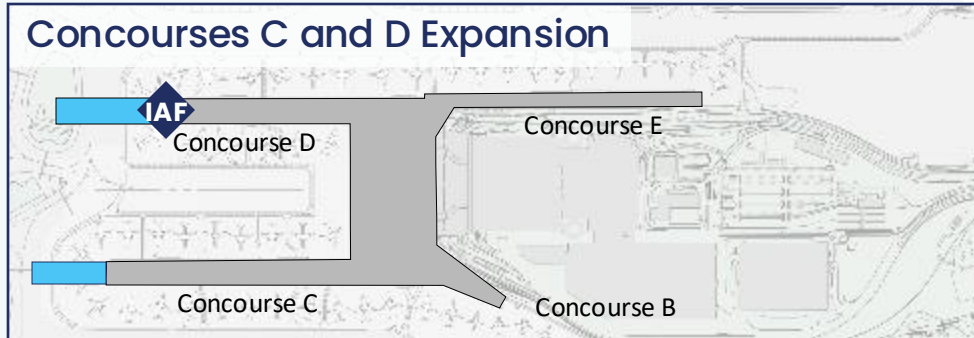
Concourses D and E Expansion



Concourse E Expansion with IAF



# Terminal alternatives



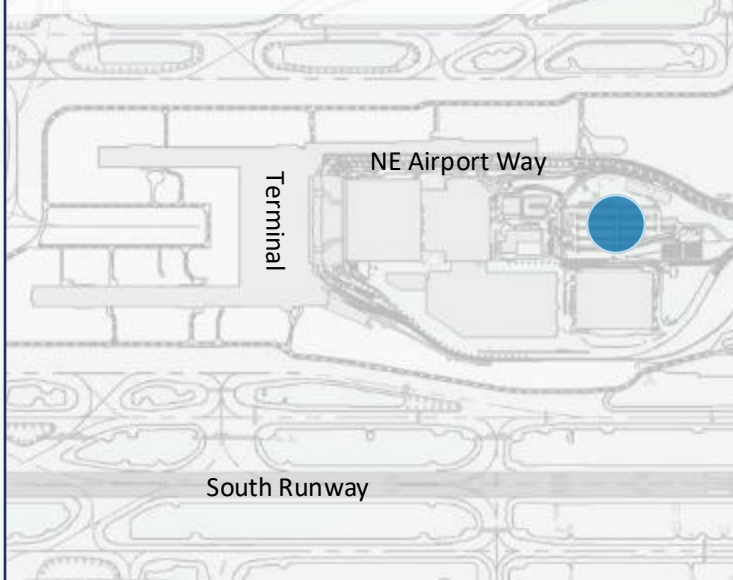
 = International Arrivals Facility

## PAC Feedback:

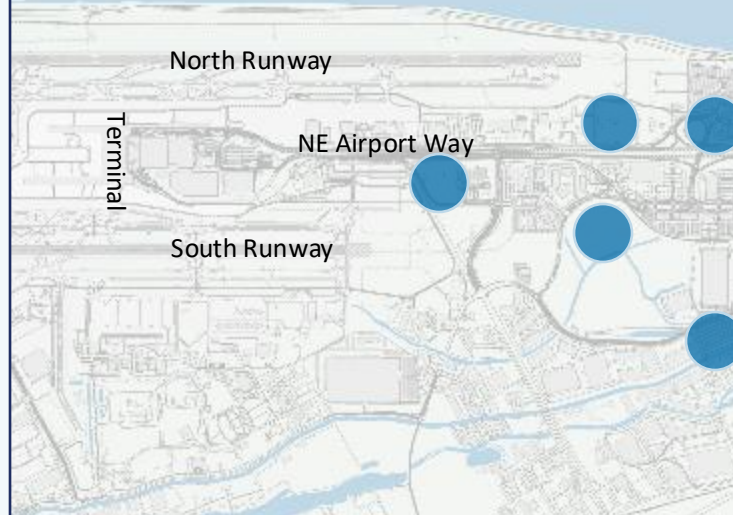
- Prioritize updating older facilities first
- Maximize efficiency of aircraft gates
- Consider various accessibility needs
- Avoid required busing operations

# Parking alternatives

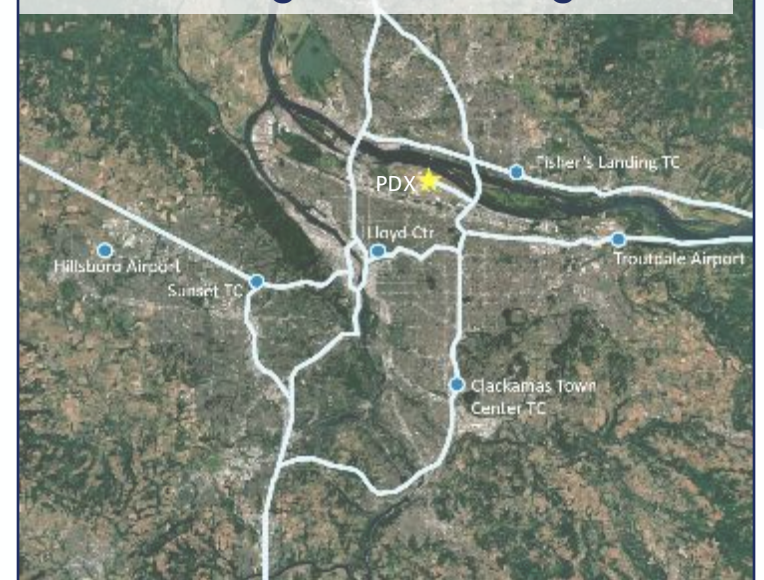
Close-in, Walkable Site



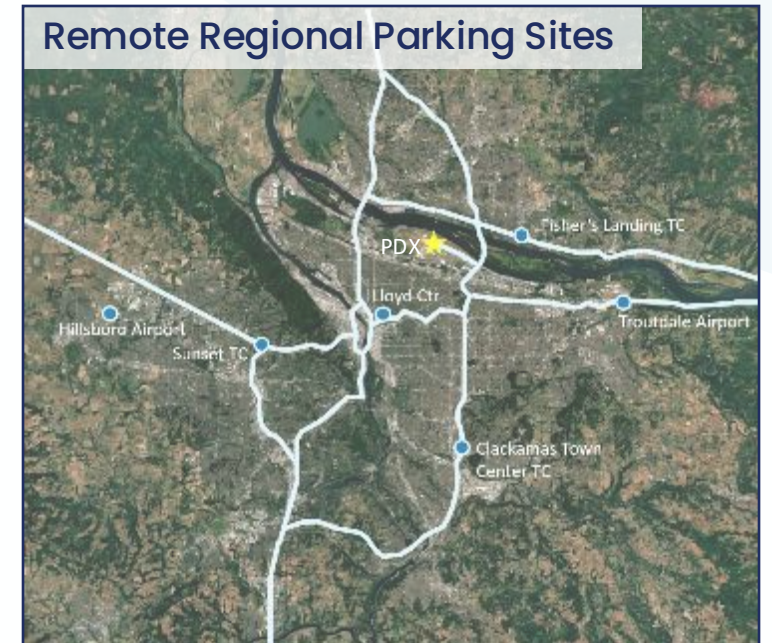
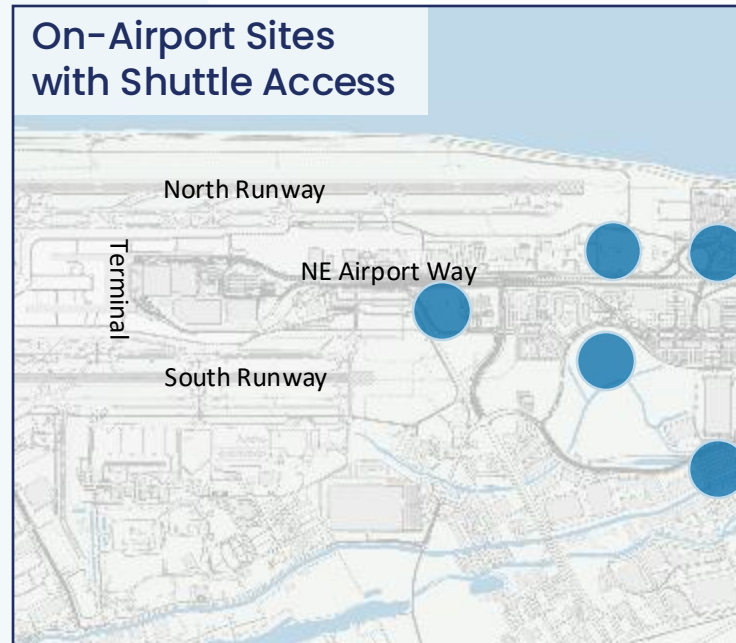
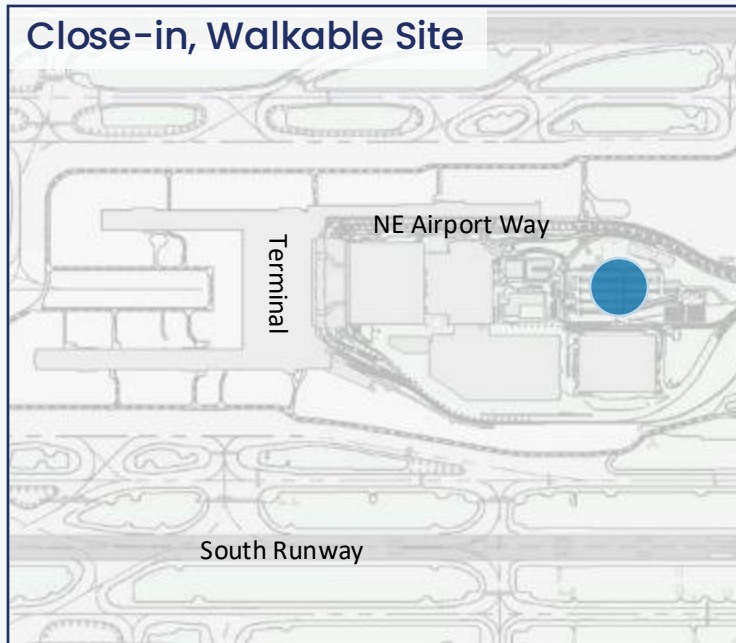
On-Airport Sites with Shuttle Access



Remote Regional Parking Sites



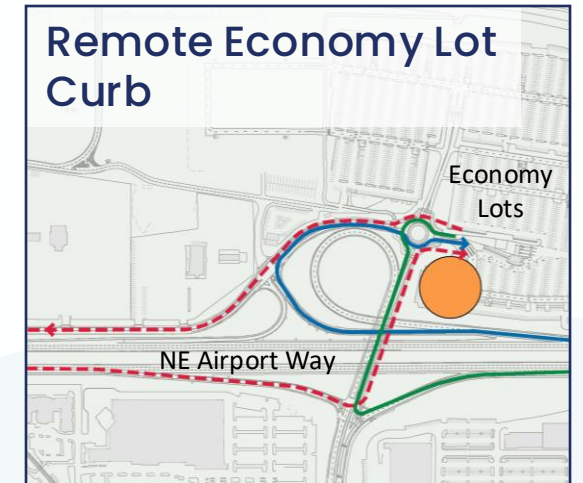
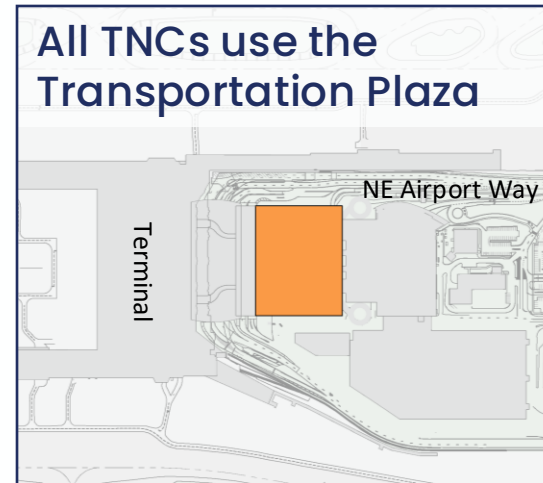
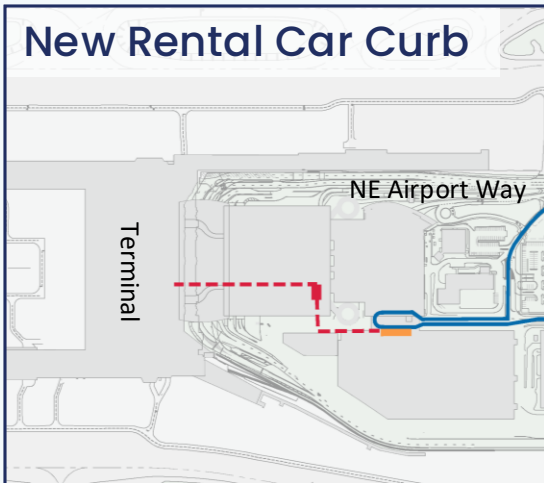
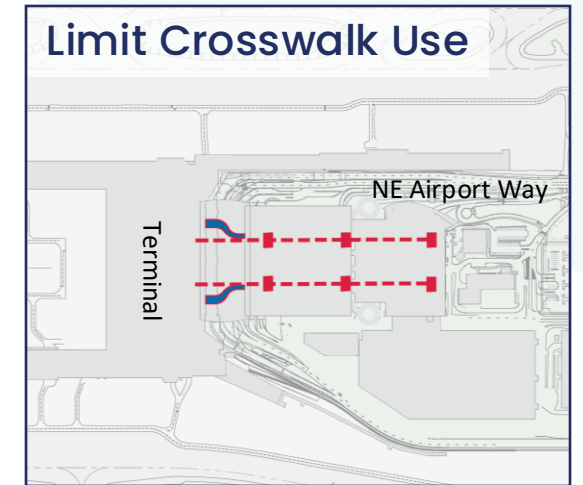
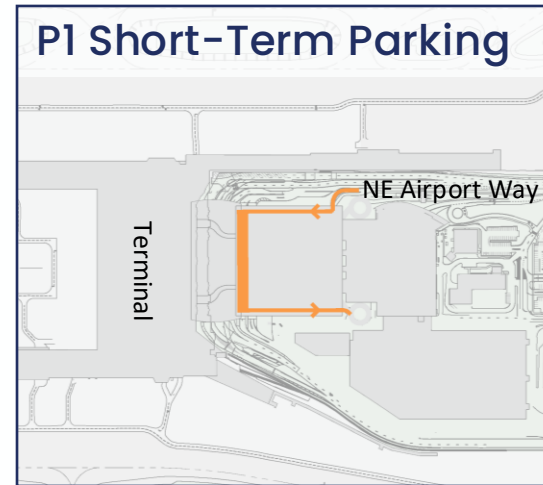
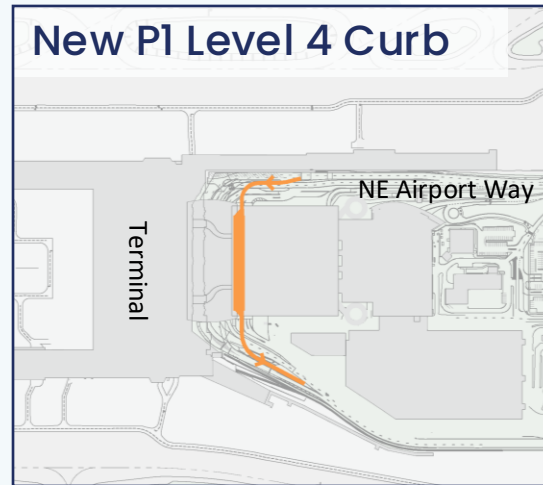
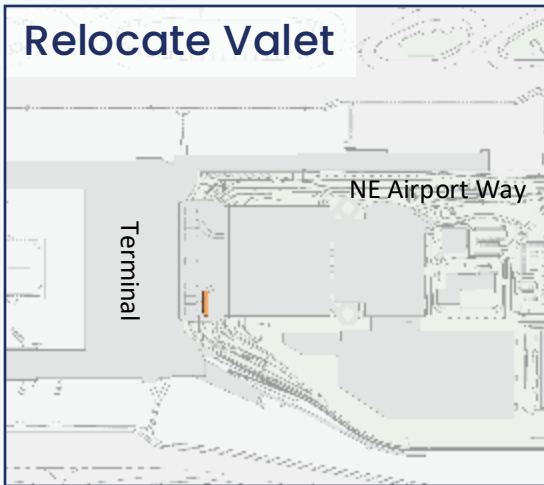
# Parking alternatives



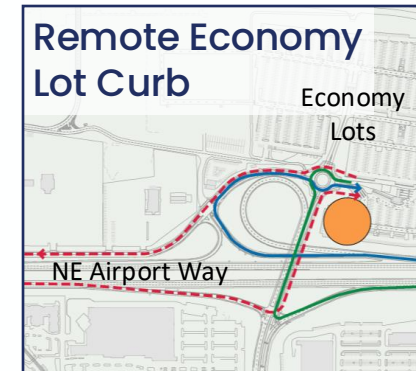
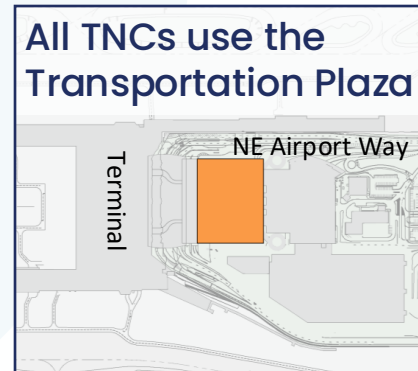
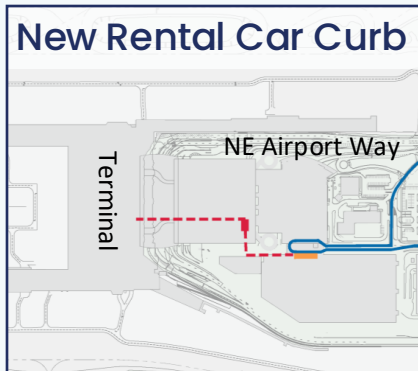
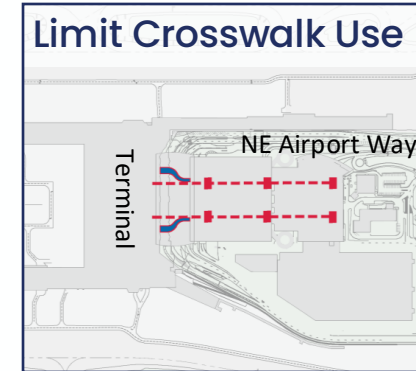
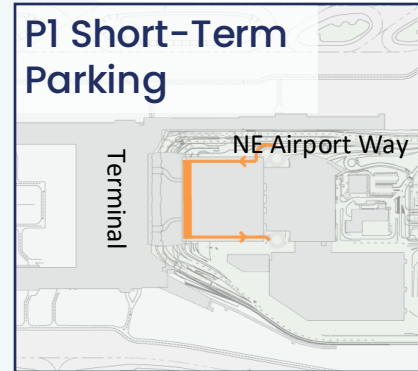
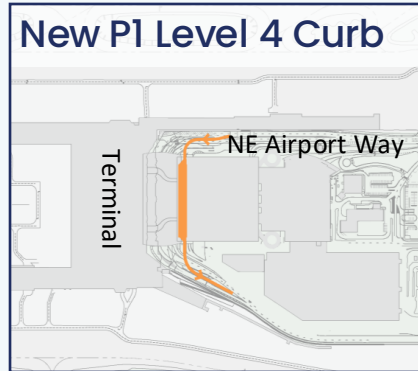
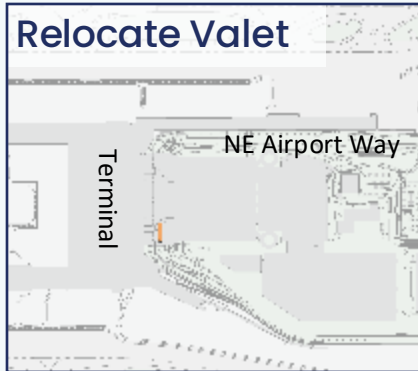
## PAC Feedback:

- Avoid increasing traffic around PDX
- Avoid greenfield sites or new impervious surfaces
- Consider various accessibility needs
- Utilize existing light rail and bus services
- Consider visual impacts to local neighborhoods and communities

# Curbside alternatives



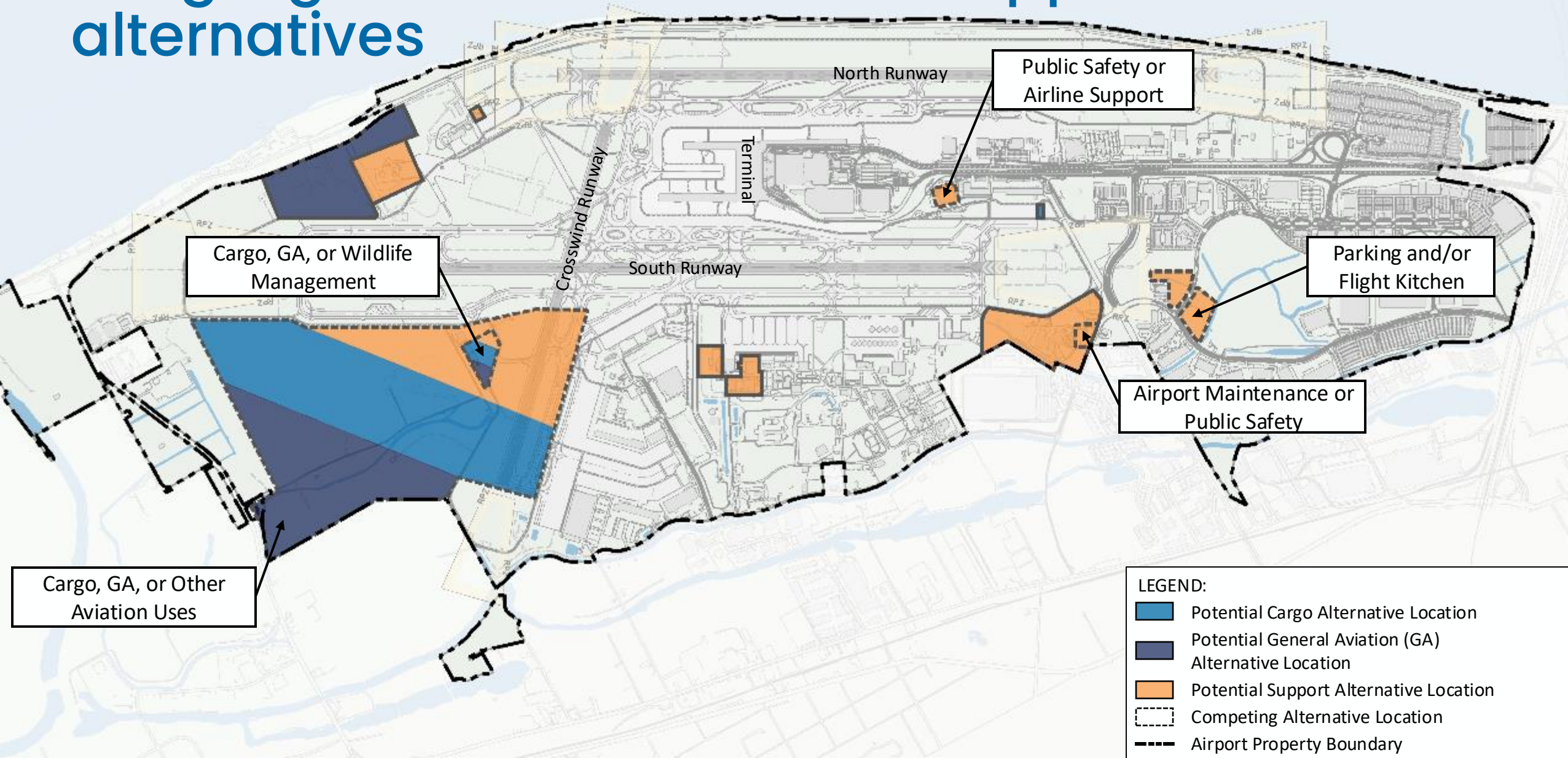
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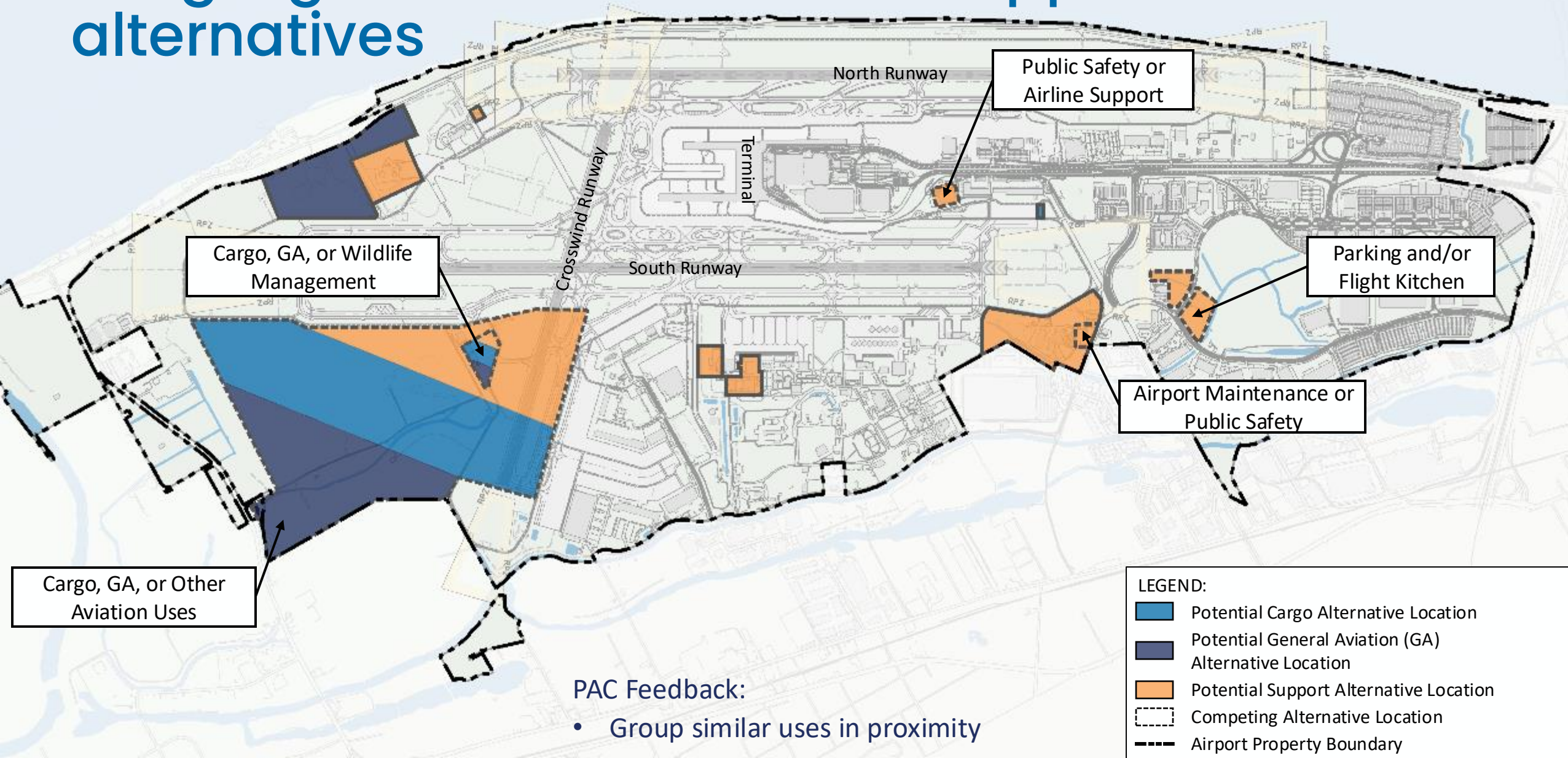
## PAC Feedback:

- Limit pedestrians' exposure to auto traffic
- Ensure easy wayfinding for pedestrians and drivers
- Consider various accessibility needs
- Maintain proximity to the terminal
- Have all Transportation Network Companies (TNCs) use the transportation plaza
- Reduce single-occupancy vehicle trips and vehicular emissions

# Cargo, general aviation, and support facilities alternatives



# Cargo, general aviation, and support facilities alternatives



PAC Feedback:

- Group similar uses in proximity

# Evaluation Approach

# Evaluation phases

1.

## Initial Screening



Does it meet the overall safety and capacity requirements? Any fatal flaws?

Mostly Qualitative

2.

## Functional Area Evaluation

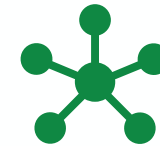


How does the individual functional area alternative perform relative to specific evaluation criteria?

Qualitative and Quantitative

3.

## Holistic Evaluation



How do the combined alternatives perform relative to specific evaluation criteria?

Mostly Quantitative

# Evaluation framework

**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...

# PAC feedback summary

## Airfield Alternatives

-  Prioritize highest and best use
-  Consider neighborhood noise impacts

O

S

## Terminal Alternatives

-  Prioritize updating older facilities first
-  Maximize efficiency of aircraft gates
-  Consider various accessibility needs
-  Avoid required busing operations

E

O

S

E

# PAC feedback summary

## Parking Alternatives

|                                                                                    |                                                                |   |
|------------------------------------------------------------------------------------|----------------------------------------------------------------|---|
|    | Avoid increasing traffic around PDX                            | O |
|    | Avoid greenfield sites or new impervious surfaces              | N |
|    | Consider various accessibility needs                           | S |
|    | Utilize existing light rail and bus services                   | E |
|  | Consider visual impacts to local neighborhoods and communities | S |

## Curbside Alternatives

|                                                                                       |                                                                               |   |
|---------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|---|
|    | Limit pedestrians' exposure to auto traffic                                   | S |
|    | Ensure easy wayfinding for pedestrians and drivers                            | O |
|    | Consider various accessibility needs                                          | S |
|    | Maintain proximity to the terminal                                            | O |
|  | Have all Transportation Network Companies (TNCs) use the transportation plaza | E |
|  | Reduce single-occupancy vehicle trips and vehicular emissions                 | N |

# Next Steps

## NEXT STEPS

# Work plan

| PAC meeting | Meeting topics                                                                 | Date          |
|-------------|--------------------------------------------------------------------------------|---------------|
| 1           | Welcome and background                                                         | May 20, 2024  |
| 2           | Baseline forecast & preliminary facilities requirements                        | July 16, 2024 |
| 3           | Facility tour                                                                  | Sept 19, 2024 |
| 4           | Functional area alternatives and requirements                                  | Oct 21, 2024  |
| 5           | Functional area alternatives and requirements                                  | Jan 15, 2025  |
| 6           | Functional area alternatives and requirements                                  | Mar 17, 2025  |
| 7           | Functional area alternatives and requirements                                  | May 19, 2025  |
| 8           | Landside requirements and consolidated alternatives                            | July 15, 2025 |
| 9           | Cargo, GA, support facility requirements and consolidated alternatives         | Sept 16, 2025 |
| 10 ➤        | Integrated alternatives, implementation considerations, and ongoing engagement | Nov 12, 2025  |
| 11          | Recommended development plan                                                   | ~ Jan 2026    |
| 12          | Ongoing engagement and wrap-up                                                 | ~ Feb 2026    |

Thank you for your  
participation!



Please take our  
meeting evaluation  
survey

[bit.ly/4mhzMpQ](https://bit.ly/4mhzMpQ)

# Feedback worksheet

1) What do you think are **the most important considerations and criteria** from a user perspective in each functional area?

- Airfield
- Terminal
- Parking
- Curbside
- Support facilities

2) **What else should we consider?**

Based on your knowledge, skills and experience? Are there additional cross-cutting considerations from a community perspective that apply generally?

# Open discussion

1. Do the alternatives address the feedback you've provided? If not, why not?
2. Are there any alternatives that you would no longer include? Why?
3. What else should we consider in evaluating these alternatives?