

Welcome, Meeting Goals, Project Updates

PDX 2045 Planning Advisory Committee

Meeting 10

November 12, 2025

Meeting goals

- Learn about and provide feedback on alternatives integration
- Learn about and provide input on the Port's ongoing engagement
- Discuss next steps for the PAC and the upcoming meeting schedule

Agenda

Time	Topic
5:30 PM	Welcome, Meeting Goals, Project Updates
5:35 PM	What's New at PDX
5:45 PM	Public Comment
5:50 PM	What We're Hearing
6:10 PM	Alternatives Integration and Individual Exercise
6:25 PM	Break
6:35 PM	Alternatives Integration Group Exercise
7:05 PM	Ongoing Engagement
7:50 PM	PAC Next Steps
8:00 PM	Adjourn

WELCOME, MEETING GOALS, PROJECT UPDATES

PAC 9 recap

Cargo, General Aviation, and Support Facilities

- Presented needs and alternative locations
- Discussed competing needs

Alternative and Input Review Interactive Exercise

- Reviewed and confirmed previous input
- Provided additional considerations



WELCOME, MEETING GOALS, PROJECT UPDATES

Plane viewing event



WELCOME, MEETING GOALS, PROJECT UPDATES

Open House 2 events

In-person and online engagement events:

- Portland In-person Open House:
Oct. 14, University of Oregon
Portland Campus
- Webinar:
Nov. 3, Zoom
- Vancouver In-person Open House:
Nov. 6, Vancouver Community Library
- Online Open House:
pdx2045.org, **extended through Dec. 1**



What's New at PDX?

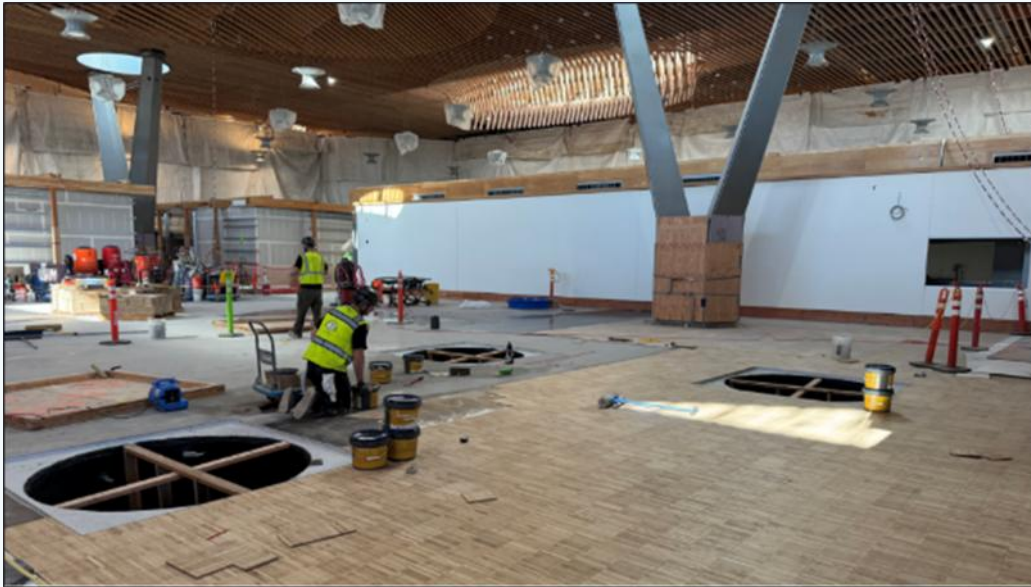
WHAT'S NEW AT PDX?

New Main Terminal phase 2



WHAT'S NEW AT PDX?

New Main Terminal phase 2



Public Comment

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

What We're Hearing

SPWG feedback summary

Airfield



Fresh start in an area where there have been circulation challenges



Removing crosswind would increase traffic on the north and south runways



Removing crosswind would reduce noise in NE Portland

Terminal



Consider accessibility and walking distance



Consider space needs for foot, equipment, and cart travel between gates



PDX culture - one entry to the airport is special to the community



Consider how communities will be impacted by increased international travel



More capacity = more jobs

SPWG feedback summary

Curb



Decrease walk times where possible



Prioritize locations that are easy to navigate



Address idling with Rideshare App drop-off opportunities to decrease emissions



Rideshare App drop-off provides a better experience for customers and drivers



Use AI and other tools to measure current utilization, but also be mindful of AI perception with the public

Cargo, GA, and Support



Consider sufficient parking for employees and changes to commute/on-site travel times

Parking



Mix of close-in parking options and economy spots with shuttles



Busing is less desirable because of unknown wait times



Consider travel distance for employees in the terminal and avoid long (unpaid) commute times



Reduce idling and indefinite looping



New parking requires air quality permitting; utilize spaces that already exist

Open House 2 survey results

Airfield

- There is a range of feedback on closing the Crosswind Runway. Commenters note its limited use and its limitation on terminal expansion opportunities. They also noted its current usage by smaller aircraft.

Terminal

- Terminal alternatives ranked from most preferred (1) to least preferred (4):

Rank	Alternative
1	Concourse C and D Expansion
2	Concourse D and E Expansion
3	Concourse E Expansion with IAF
4	Concourse E Expansion

- Approximately 62% of respondents indicated concern when concourse extensions required 3,500 feet of total walking distance

113

Total
respondents
so far

Open House 2 survey results

Curb

- Curb alternatives ranked from most preferred (1) to least preferred (7):

Rank	Alternative
1	Relocate Valet Parking Service
2	Time-Limited Parking in the P1 Short-Term Garage
3	Transportation Plaza Rideshare App Drop-Off
4	Pick-Up and Drop-Off in P1 Short-Term Garage
5	Pick-Up and Drop-Off at Rental Car Center
6	Pick-Up and Drop-Off East of the Terminal
7	Remote Pick-Up and Drop-Off

Parking

- Parking alternatives ranked from most preferred (1) to least preferred (3):

Rank	Alternative
1	Parking garage within walking distance of the terminal
2	Parking facilities with shuttle access
3	Remote parking at regional locations

- Approximately 71% of the respondents would not be worried about the walking distance to the terminal from a new parking garage adjacent to the existing short- and long-term garages.
- Approximately 52% of respondents indicated they would not use a regional parking location, with 26% indicating they would use a remote parking facility.

Open House 2 survey results

Comment themes in favor

- Seems "balanced"
- Avoids a second terminal entrance
- Better than a mid-field concourse
- Shorter walking distances compared to Concourse expansion
- Allows for gates on both sides of the concourses

Comment themes not in favor

- Could result in aircraft congestion between C and D
- Requires removal of the Crosswind Runway

Other comments suggested:

- Avoid busing
- Include passenger amenities in expanded concourses
- Consider connecting concourses C and D at the western end



Open House 2 survey results

Comment themes in favor

- Updates the IAF
- Walk is not as long as other options
- Concourse C expansion would provide room for Alaska Air growth in the same concourse
- Enables gates on both sides of the D Concourse

Comment themes not in favor

- Requires removal of the Crosswind Runway
- Requires additional walking distance
- Doesn't include additional curb space

Other comments suggested:

- Avoid busing
- Movable walkways
- Tunnel connecting C and D concourses
- Satellite terminal
- Additional amenities, like a lounge



Open House 2 survey results

Comment themes in favor

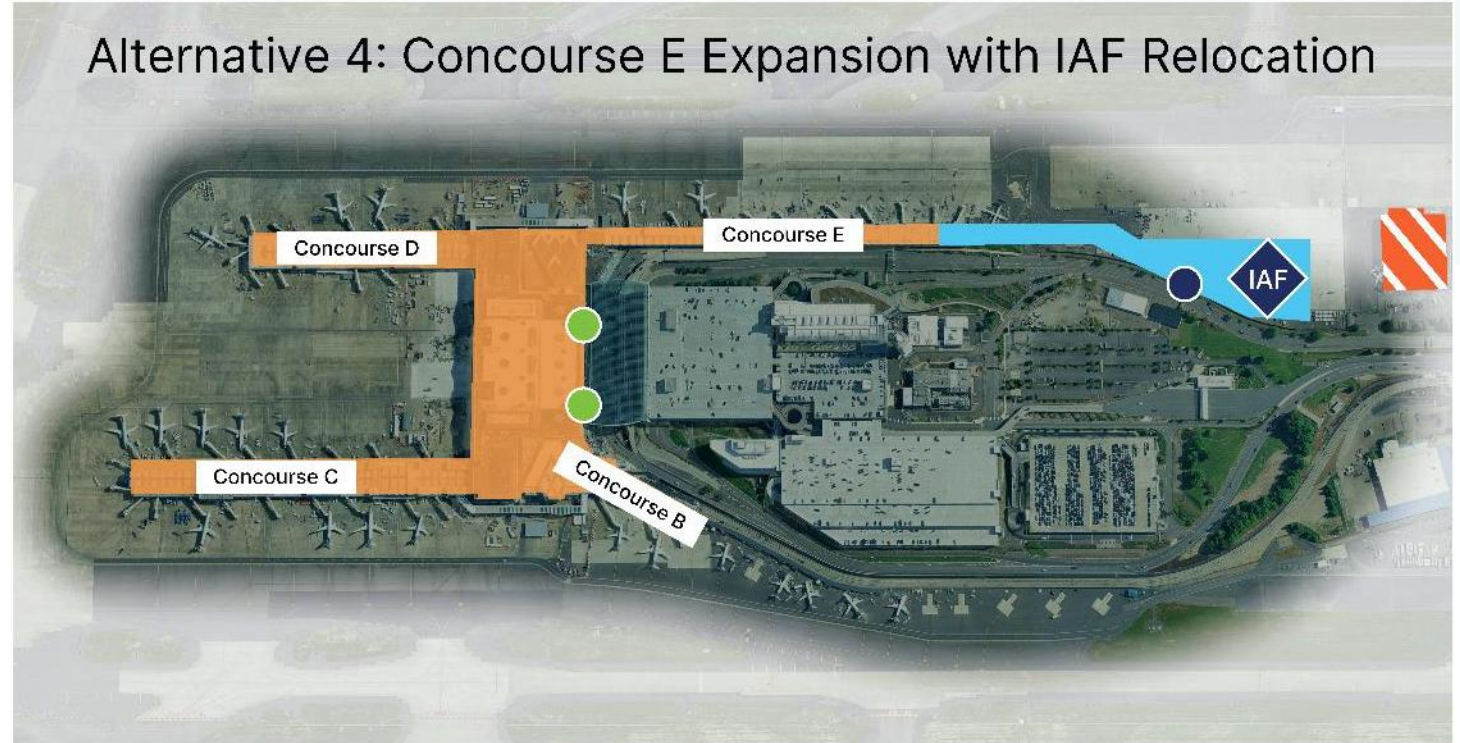
- IAF access to curbs and parking
- Can retain Crosswind Runway
- Provides for more curb space
- Provides for more gates
- Opportunity to modernize IAF

Comment themes not in favor

- Additional walking distance to MAX and connecting flights
- Confusing to have two terminal entrances
- Requires removal of GA hangar
- Requires additional screening area
- Seems expensive
- International volumes may not support
- Far from south runway

Other comments suggested:

- Avoiding busing
- Including a people mover



Open House 2 survey results

Comment themes in favor

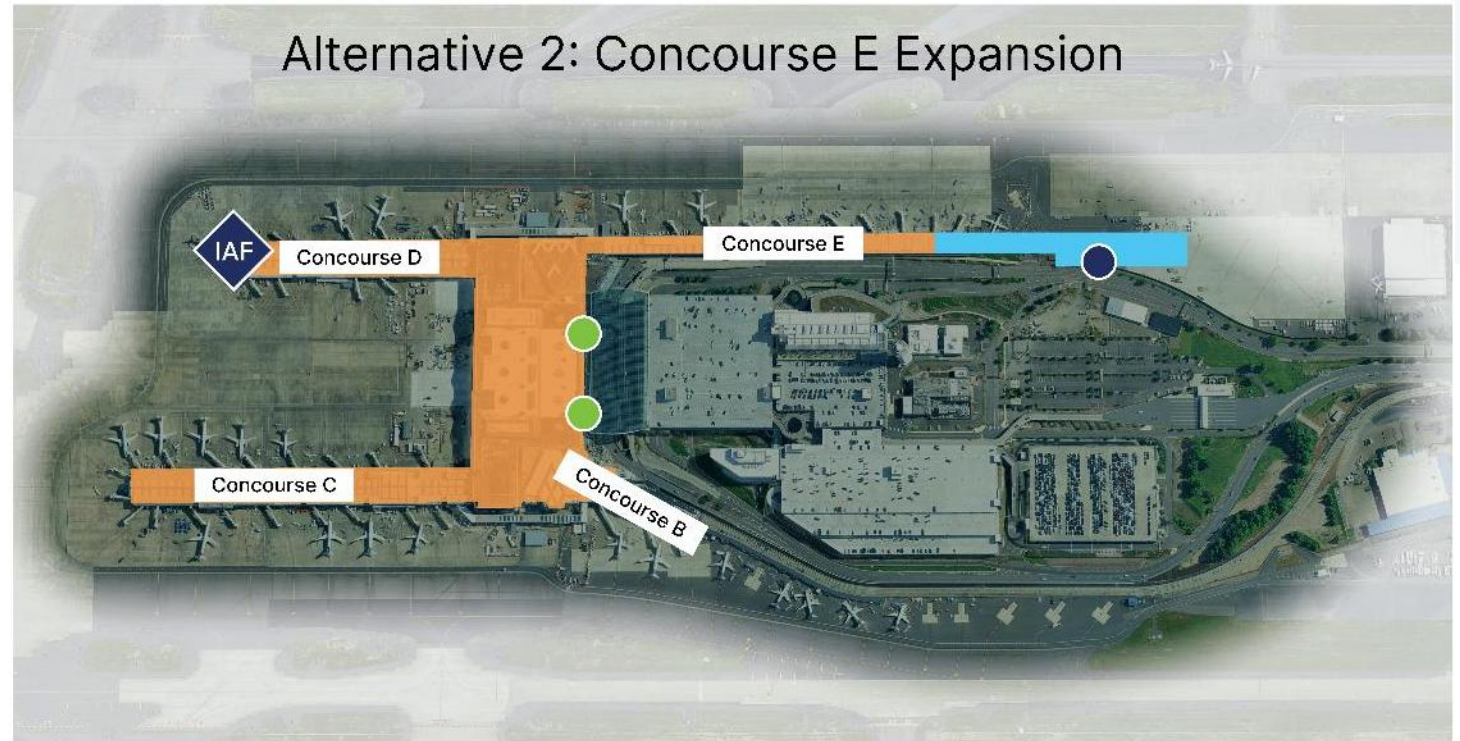
- Provides another entrance/exit
- Provides a second security checkpoint
- Could retain the Crosswind Runway
- Consolidates additional walking distance to one concourse
- Easy to access

Comment themes not in favor

- Would not allow for expanding international flights
- Less easy to navigate
- Long walking distance to MAX
- Inefficient to have gates on just one side of the concourse
- Potential visual impacts

Other comments suggested:

- Avoid bussing
- Would need moving walkways or a people mover
- Add a MAX station



Alternatives Integration and Individual Exercise

Concourse E with curb decision

When comparing Concourse E (CCE) domestic vs Concourse E with IAF, we can conclude:

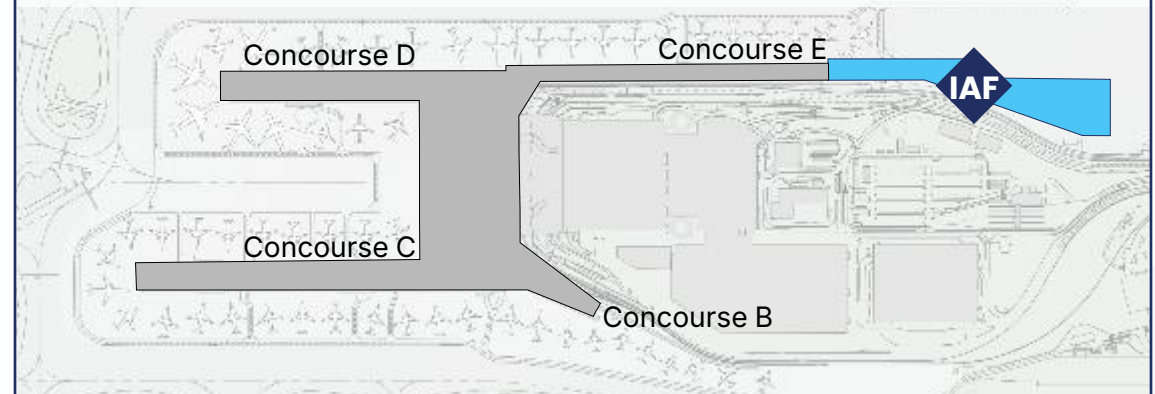
- CCE expansion with the IAF offers four advantages:
 - Optimizes CCE curb utilization
 - Optimizes P4 Parking (demand base includes both international and domestic passengers)
 - Includes an integrated, easier-to-phase IAF solution
 - Potentially provides additional apron depth for international Group V aircraft
- Other evaluation categories are virtually identical between the two alternatives

Concourse E Expansion (with curb)

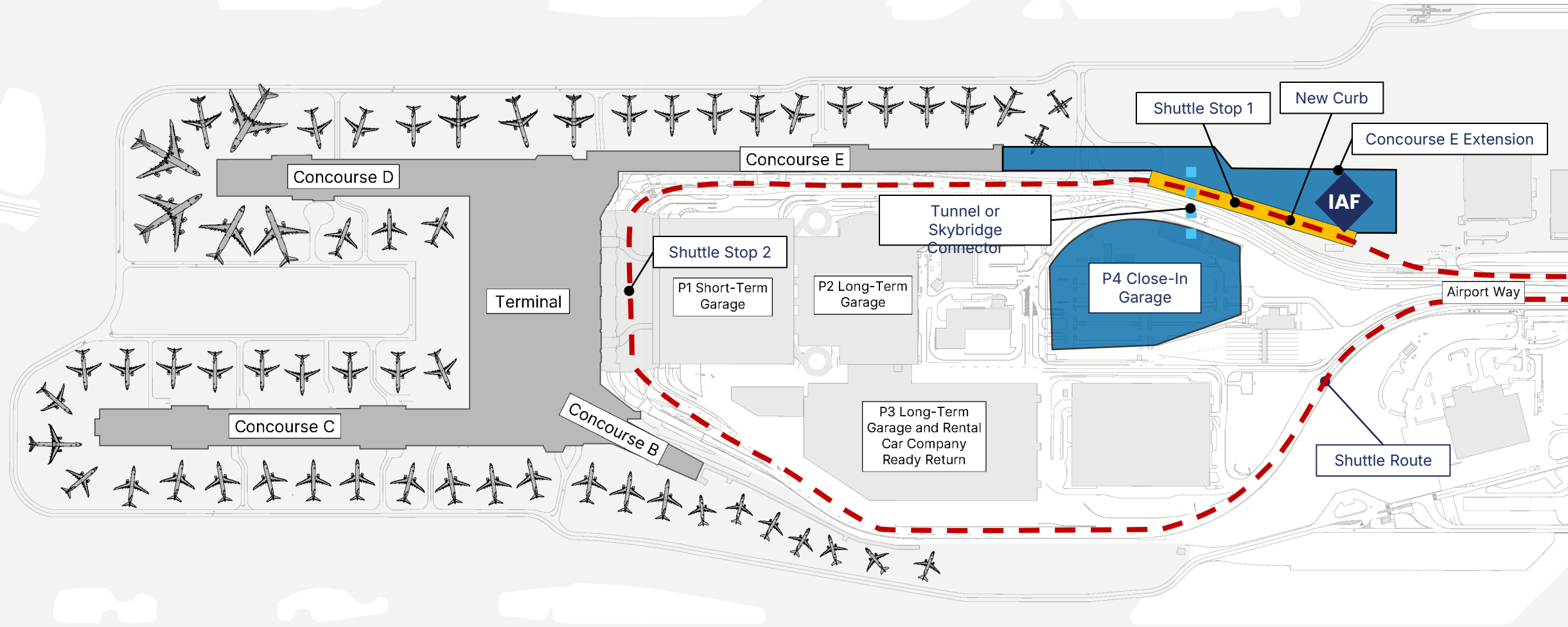
Therefore, the planning team recommends removing the Domestic Concourse E w/ curb alternative from further consideration within the PDX 2045 planning horizon

The diagram shows a plan view of the airport terminal with Concourse D, C, and B labeled. Concourse E is highlighted in blue, and a blue diamond with a white 'X' is placed over it, indicating its removal from consideration.

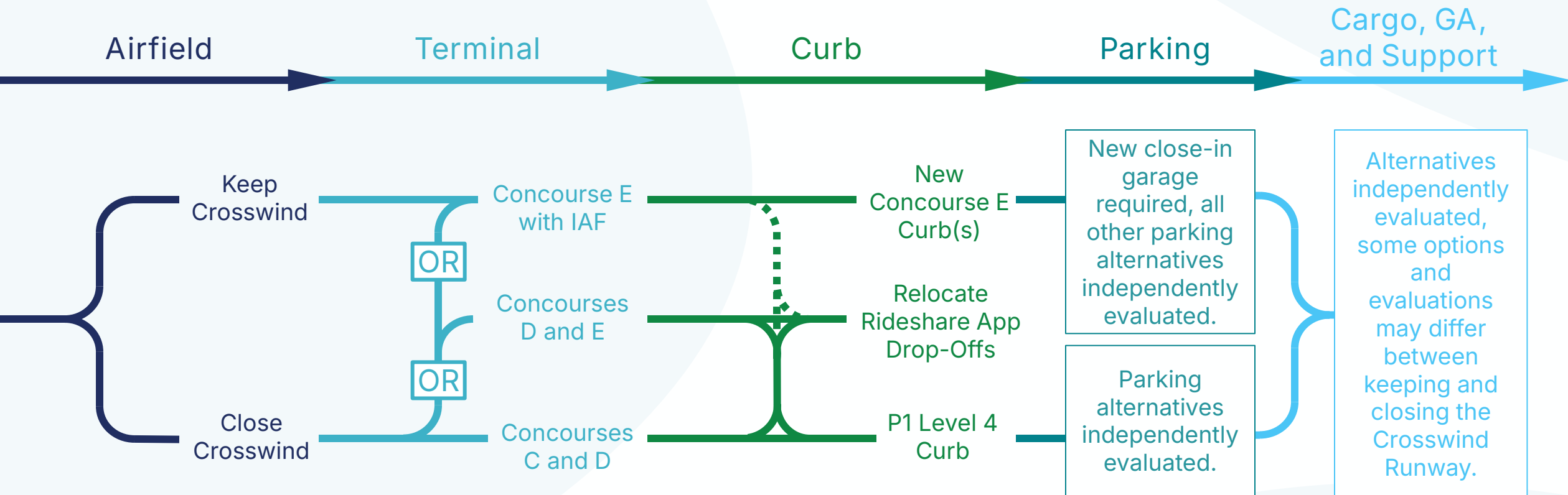
Concourse E Expansion with IAF and curb



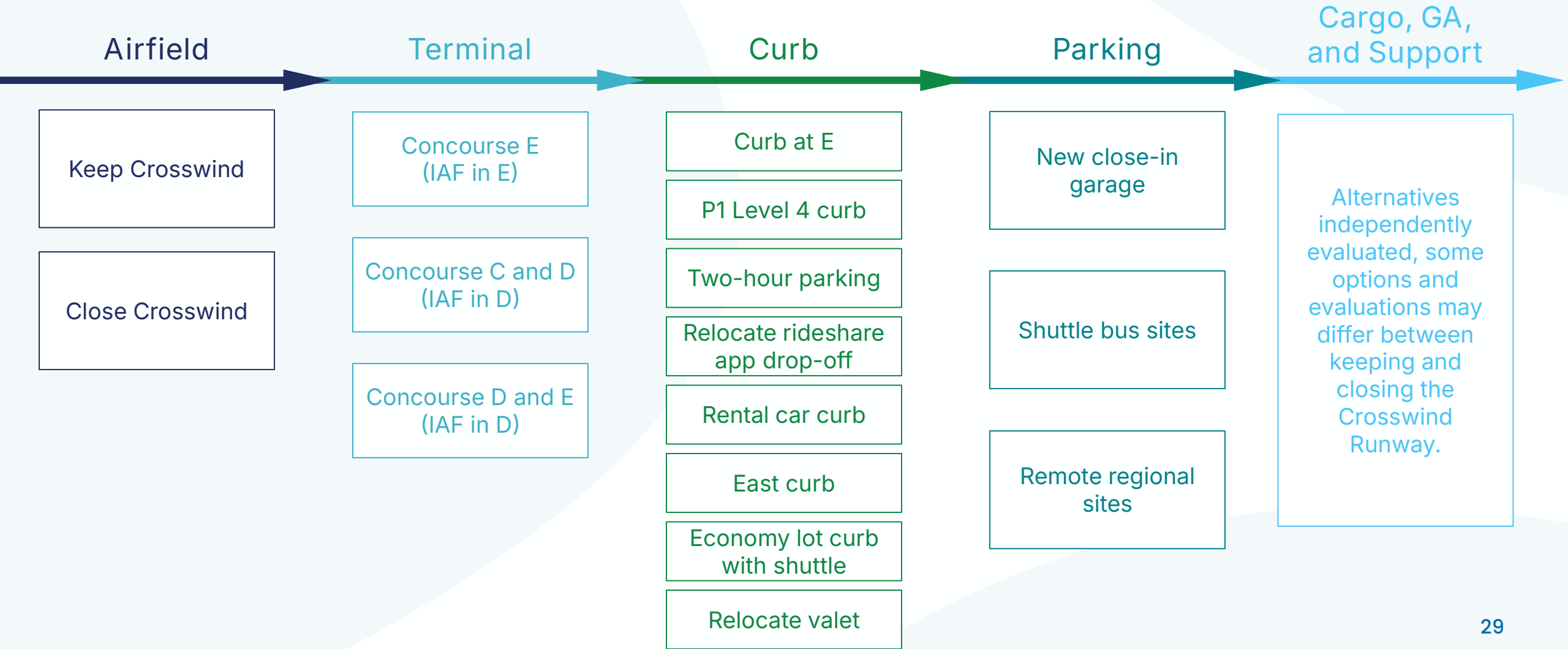
Concourse E landside considerations



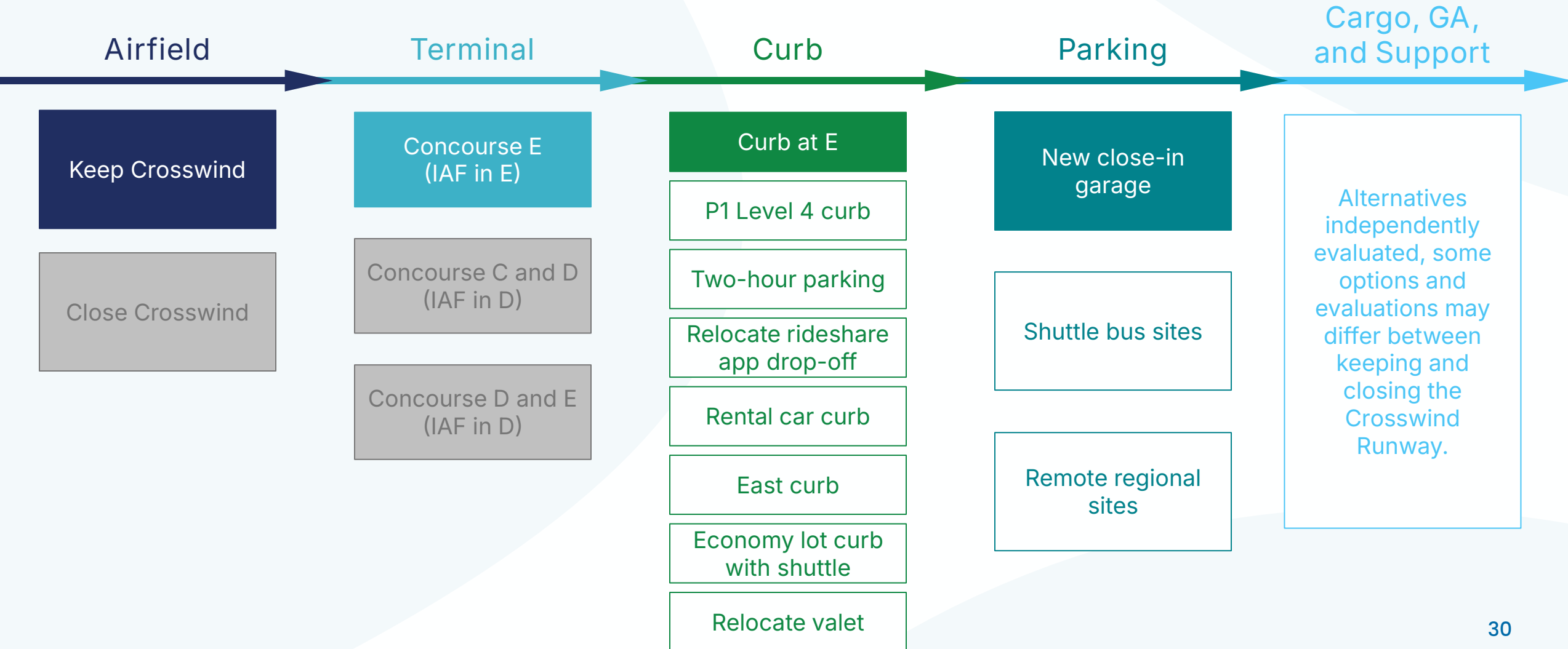
Development paths



Development paths




Development path example



Individual exercise

For each of the four potential development paths please indicate:

1. Your ranking
2. Your reasoning (why)
3. Your preferred curb and parking options



Name: _____
 Legend: Selected Available Unavailable

Development Path 1

Airfield
Terminal
Curb
Parking
Cargo, General Aviation, and Support

Keep Crosswind

Close Crosswind

Concourse E (IAF in E)

Concourse C and D (IAF in D)

Concourse D and E (IAF in D)

Pick 2 additional preferred alternatives:

Curb at E

P1 Level 4

Two-Hour Parking

Relocate Rideshare App Drop-Off

Relocate Valet

Rental Car Curb

East Curb

Economy Lot Curb with Shuttle

Pick 1 additional preferred alternative:

New Short-Term Garage

Shuttle Bus Sites

Remote Regional Sites

Alternatives independently evaluated, some options and evaluations may differ between keeping and closing the Crosswind Runway.

Rank <u>1</u> out of 4 <small>(1 = most preferred; 4 = least preferred)</small>	Why?
--	--

PDX 2045: PAC 10 | Alternatives Integration Worksheet | November 2025
1

Break

Alternatives Integration Group Exercise

Exercise instructions

1. Group assignments
2. Development paths discussions
3. Report outs

Key questions

Now that you've seen:

- SPWG feedback
- Open house feedback
- Development paths

1) What else do we need to know to determine whether to keep or eliminate this development path?

2) What types of airport users would your development path especially support? Who would be challenged?

Ongoing Engagement

Our discussion tonight

- Overview of PDX-related community engagement venues
- History & role of the PDX Community Advisory Committee
- Recommendations & input into CAC structure post-PDX 2045



PDX community engagement venues

PDX 2045 Planning Advisory Committee

Provides input into PDX 2045 Master Plan Update development. Limited term.

Community Advisory Committee

Ongoing focus on PDX operations, planning, and development; increase public awareness about PDX and affected communities.

PDX Accessibility Advisory Committee

Focus on facility strategy and operations related to improving usability and accessibility to all.

Citizen Noise Advisory Committee

Dedicated forum for noise-related operational concerns. Sunsetting in November; scope moving to PDX CAC.

History & scope of the PDX CAC

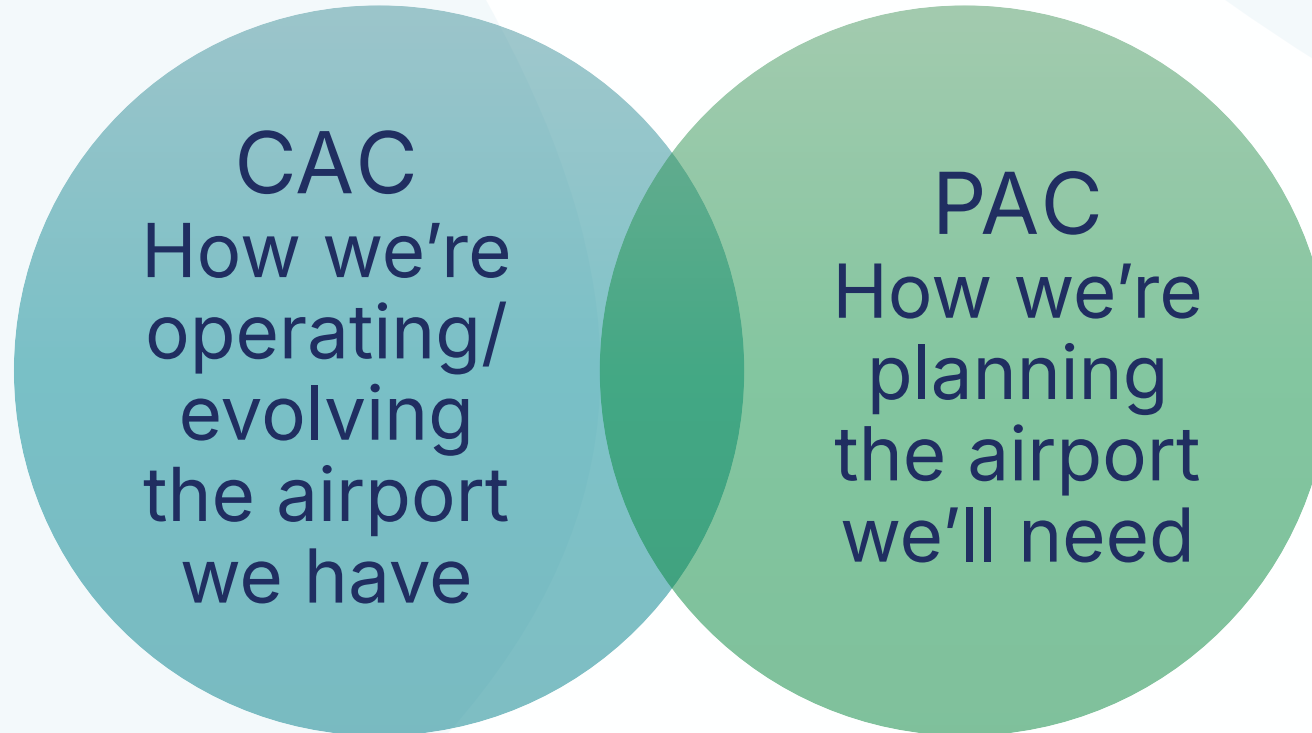
- Founded 2011 following completion of Airport Futures.
- Sponsored by Port, City of Portland, and City of Vancouver
- Five key scope areas:
 - Planning and Development
 - Sustainability
 - Land Use
 - Public Involvement
 - Policy Recommendations
- Key role: Neighborhood Contact Requirement for Land Use Applications



How the CAC and PAC relate

CAC Scope Examples

- Commitments from Airport Futures
- Initiatives where we've engaged previously
- Operational issues, for example:
 - Business Updates
 - Impact Reduction
 - Facial Comparison
 - eGSE Implementation
 - Sustainable Aviation Fuels
 - Resiliency Program & Resilient Runway



PAC Scope Examples

- Input to the stages of the PDX 2045 project
- Review/reflection on PDX 2045 stakeholder input
- Planning-focused issues, for example:
 - Industry Trends (Fleet, Innovation)
 - Electrification
 - Emerging Fuels
 - Long-term Resiliency Opportunities

PDX CAC membership & management

- 30 slots on committee
 - 20 voting, 10 ex-officio
 - Appointments made by Port with consultation by sponsors
 - Chair and Vice-Chair appointments
- Quarterly meetings at Port HQ (daytime, offered hybrid)
- Public Comment opportunity at each meeting
- Professionally facilitated

Member Roles

- Portland Neighborhood Coalitions
- East County, Vancouver, Clark County Reps
- Multi-modal transportation
- CNAC representative
- Environment/Wildlife/Natural Resources rep
- Environmental Justice
- Planning Commission
- Columbia Slough Watershed Council
- Business Organization
- Passenger Airline
- Cargo representative
- General Aviation
- Military
- Airport Employee
- Port Aviation Director
- City of Portland Bureau of Planning & Sustainability
- City of Vancouver Community Development
- Metro
- Multnomah, Washington, Clackamas, Clark Counties
- FAA
- PDX Wildlife Hazard Management Staff

Lessons learned from PDX CAC

Wins

- Important input into planning and design for New Main Terminal
- Strong support for our sustainability work, which paved the way for our Shared Prosperity Mission
- Natural Resource Program grant partnerships
- Certainty into our planning, development, and permitting processes
- Sustained relationship-building with community partners

Challenges

- Recruitment and maintenance of a large committee is resource-heavy
- Post-COVID in-person meeting attendance is waning, and hybrid meetings aren't as effective
- More formal structure can complicate conversation & collaboration
- Membership structure isn't clearly defined and doesn't align with new Portland City districts

PDX CAC transition

What is the transition?	<ul style="list-style-type: none">• Current CAC will move to a new structure as part of the upcoming Airport Master Plan and updated Intergovernmental Agreement (IGA) – scope is same: hearing land use issues and act as sounding board• Current members:<ul style="list-style-type: none">• Conclude terms Fall 2026• Inform new structure with government partners• Recognizing and honoring contributions of current members	
Who informs next iteration	<ul style="list-style-type: none">• Current CAC members (community members and governmental partners)• PDX 2045 PAC	<ul style="list-style-type: none">• Port of Portland Executive Team• Port of Portland Planning and Development Staff
When	<ul style="list-style-type: none">• Recruitment begins Summer 2026• New CAC begins Winter 2027	

PAC discussion: question 1

- What aspects of our PAC do you think work well, and could potentially be beneficial in a refreshed PDX CAC? Consider aspects like:
 - Meeting format
 - Meeting time and venue
 - Virtual opportunities
 - Committee membership
 - Other items?

PAC discussion: question 2

- What voices should we consider adding to the PDX CAC?
 - Who's missing from the conversation?
 - Are there some that are over-represented?

Member Roles

- Portland Neighborhood Coalitions
- East County, Vancouver, Clark County Reps
- Multi-modal transportation
- Noise representative
- Environment/Wildlife/Natural Resources rep
- Environmental Justice
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- Business Organization
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PAC discussion: question 3

- How would an ongoing engagement committee best benefit the Port and community?
- How would you describe successful ongoing engagement committee at PDX?
 - What does it look like?
 - What does it do?
 - What does it accomplish?

PDX CAC transition timeline

Date / Timing	Milestone or Meeting
August 6, 2025	CAC Meeting – Visioning Brainstorm
November 5, 2025	CAC Meeting – Feedback session #1
November 12, 2025	PDX 2045 Advisory Committee (PAC) meeting
Early 2026	CAC Meeting – Feedback session #2 (final); vote on endorsement <ul style="list-style-type: none">• PAC representative at meeting
Spring 2026	Commission Hearing and Adoption of PDX 2045 Master Plan (with CAC recommendation)
Summer / Fall 2026	New CAC Recruitment
Fall 2026	Final CAC Meeting
Winter 2027	New CAC Meeting

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 and ongoing engagement	Nov 12, 2025
> 11	Recommended development plan	Jan 22, 2026
12	Implementation and ongoing engagement	~ Mar 2026

Thank you for your participation!



Please take our
meeting evaluation
survey

bit.ly/4oD8koF