

PDX 2045 Interagency Advisory Committee

Meeting #5

April 1, 2026

Meeting goals

- Review key functional area recommendations for the airfield and terminal
- Explore the Recommended Development Strategy
- Discuss upcoming community engagement
- Discuss Port Commission adoption process
- Explore finalization, preliminary implementation and follow-on work

Agenda

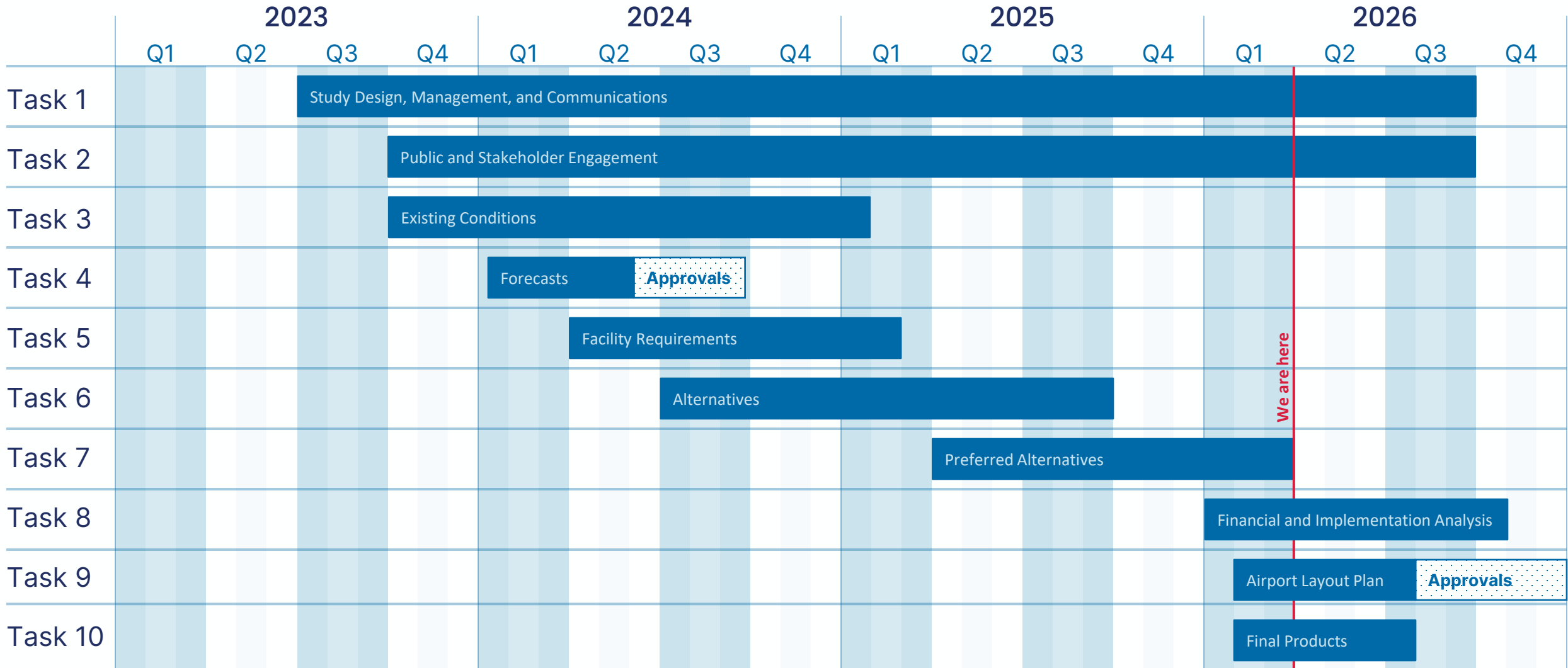
Time	Topic
1:00 PM	Welcome and Introductions
1:10 PM	Key Functional Area Recommendations: Crosswind Runway and International Arrivals Facility
1:25 PM	Recommended Development Strategy
1:45 PM	Community Engagement, Port Commission Adoption and Project Finalization
2:00 PM	Implementation and Follow-on Work
2:15 PM	Next Steps and Q&A
2:30 PM	Adjourn

PDX 2045 IAC Invited Participant Agencies

- City of Portland
 - Bureau of Environmental Services
 - Bureau of Planning & Sustainability
 - Bureau of Transportation
 - Parks & Recreation
 - Permitting & Development
- City of Vancouver
- Clackamas County
- Clark County
- C-TRAN
- Metro
- Multnomah County
- Oregon Air National Guard
- State of Oregon
 - Department of Aviation
 - Department of Environmental Quality
 - Department of Transportation
- TriMet
- Urban Flood Safety & Water Quality District
- Washington County

PROJECT UPDATES

Overall project timeline

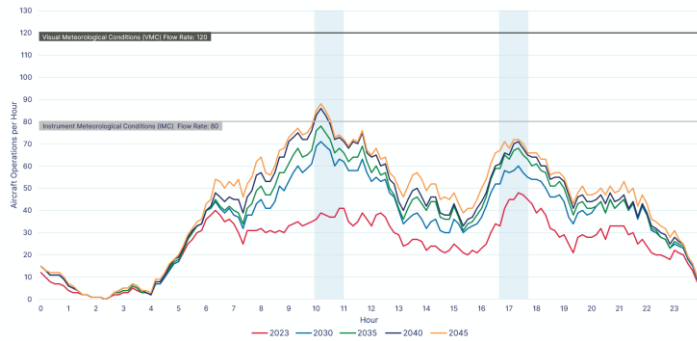


Key Functional Area Recommendations

Crosswind runway requirement

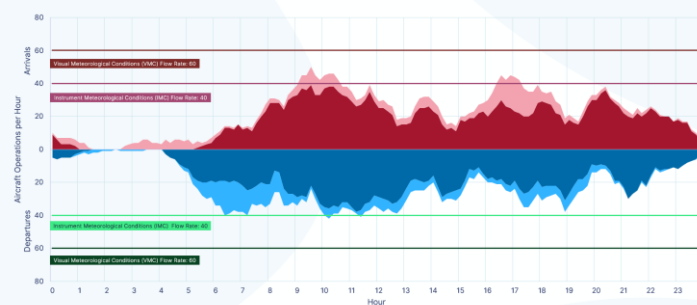
Forecast Demand

Design day hourly runway demand/capacity



Sources: Federal Aviation Administration, Aviation System Performance Metrics, Daily Weather by Hour Report, January 1, 2012 through December 31, 2023, June 2024 (Data); Ricardo & Associates, Inc., Design Day Flight Schedule, June 2024; Ricardo & Associates, Inc., June 2024 (Analysis).

2045 demand and FAA estimated rates

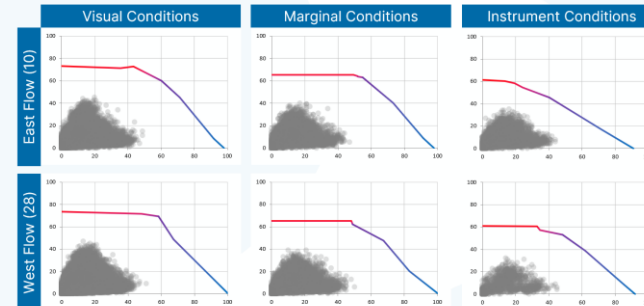


Notes:
 1 Non-Scheduled includes: Cargo, General Aviation, and Military operations.
 Sources: Federal Aviation Administration, Aviation System Performance Metrics, Daily Weather by Hour Report, January 1, 2012 through December 31, 2023, June 2024 (Data); Ricardo & Associates, Inc., Design Day Flight Schedule, June 2024; Ricardo & Associates, Inc., June 2024 (Analysis).

Annual Service Volume

FACILITY REQUIREMENTS

Airfield Capacity Approach



FACILITY REQUIREMENTS

Airfield Capacity Results

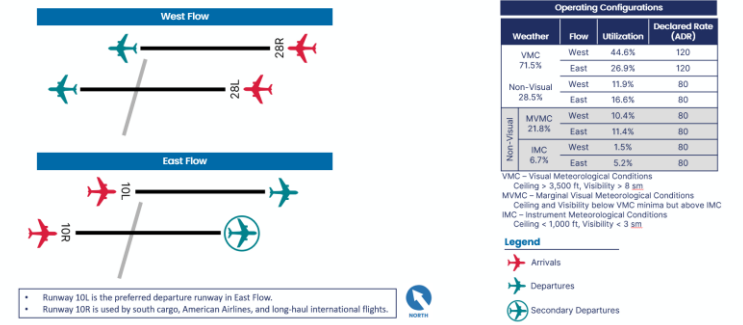
	2015 FAA Capacity Profile					PDX 2045 Capacity Analysis				
	Base	2030	2035	2040	2045	Base	2030	2035	2040	2045
Weighted Hourly Capacity	116	116	116	116	116	114	114	114	114	114
Annual Operations	190,150	264,740	288,270	308,780	328,930	190,150	264,740	288,270	308,780	328,930
Average Daily Ops	603	850	924	990	1,060	603	850	924	990	1,060
Average Peak Hour Ops	48	71	78	86	88	48	71	78	86	88
ASV	460,000	433,000	429,000	429,000	434,000	452,000	426,000	422,000	410,000	427,000
Percent ASV	41%	61%	67%	74%	76%	42%	62%	68%	75%	77%

Key takeaways:

1. FAA ASV triggers indicate a need to begin capacity planning at 60% ASV (and implement at 80%)
2. PDX is well positioned regarding airfield capacity; it is prudent to plan for additional capacity
3. Airfield capacity is dynamic and evolving – the Port will continually reassess capacity projects

Airfield and Airspace Simulation

Airfield Operating Configurations



Sources: Federal Aviation Administration, Aviation System Performance Metrics (ASPM), Daily Weather by Hour, January 1, 2012 to December 31, 2023, March 2024 (Operating Configurations); Ricardo & Associates, March 2024 (Analysis).

Baseline PAL 4 Preliminary Results Delay and Ground Time

Type/aircraft	Operating Configuration	Daily Ops	Average Simulated Delay ¹												
			Departures					Arrivals							
			Onstand	In-Queue	Total	Total	Pre-TMA	TMA	Total	Onstand	In-Queue	Total	Total		
Visual West	44.0%	1053	0.8	0.0	2.6	3.4	0.5	2.2	1.2	0.0	0.0	3.9	3.9	7.9	12.1
Visual East	26.9%	1053	0.7	0.0	2.3	3.0	0.5	7.9	1.8	0.0	0.0	10.2	6.6	7.4	13.0
Non-Visual West	11.9%	1053	0.8	0.0	5.3	6.0	0.5	11.1	1.2	0.0	0.0	12.8	9.4	7.9	17.8
Non-Visual East	16.6%	1053	0.7	0.0	4.1	4.8	0.5	10.4	1.7	0.0	0.0	12.5	8.7	7.2	14.8
Annualized Average			0.8	0.0	3.1	3.8	0.5	6.2	1.4	0.0	0.0	8.1	5.9	7.6	14.6


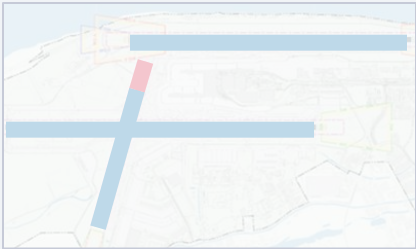

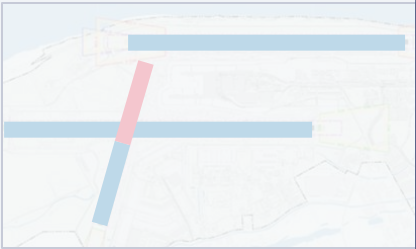

Due to high arrival and departure delays on the initial runs of the PAL 4 activity level, the following assumptions were adjusted:
 • Parallel runways operate predominantly in segregated flow
 • GA traffic maintains use of Runway 10L-28R in either configuration
 • Cargo and Military maintain use of Runway 10R-28L in either configuration

The level of delay measured in the simulation model suggests that PDX could potentially experience severe delays during non-visual conditions by the end of the planning horizon.



Note: 1/1 Minutes per aircraft operation.
 Source: AIRTOP Multi-Run Outputs, August 2025.

Crosswind runway assessment

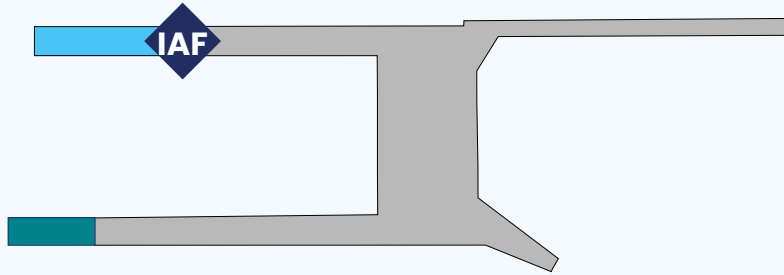
	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
					
	No action	Reduce 3-21 to 5,000'	Reduce 3-21 to 4,500'	Reduce 3-21 to 3,000'	Close 3-21
Development opportunities	Limits terminal, limits taxiway placement, limits SW Quad	Limits terminal, limits taxiway placement, limits SW Quad	Limits terminal, limits taxiway placement, limits SW Quad	Limits taxiway placement, limits SW Quad	No development restrictions
Airfield complexity	Intersecting runway with high-energy crossings	Intersecting runway	Intersecting runway	Intersecting safety areas	Simplifies airfield
Airfield functionality	Accommodates Group I, II, and III aircraft on three runways	Accommodates Group I and II aircraft on three runways	Accommodates Group I and II aircraft on three runways	Accommodates Group I and II aircraft on three runways	Accommodates Group I and II aircraft on two runways
Mx cost	Pavement maintenance	Pavement maintenance	Pavement maintenance	Pavement maintenance	None

Previously excluded from detailed assessment

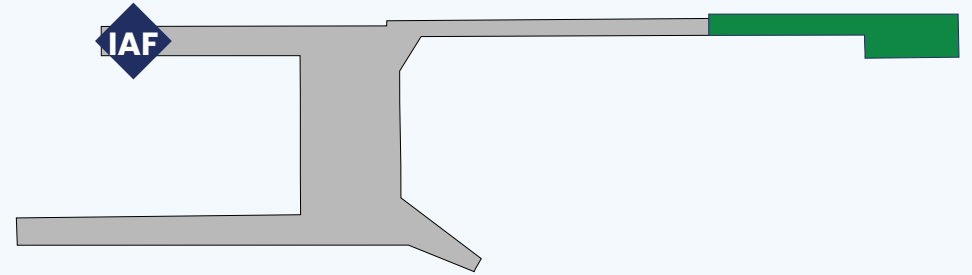
Recommended Preferred Alternative

Concourse & IAF Location Concepts

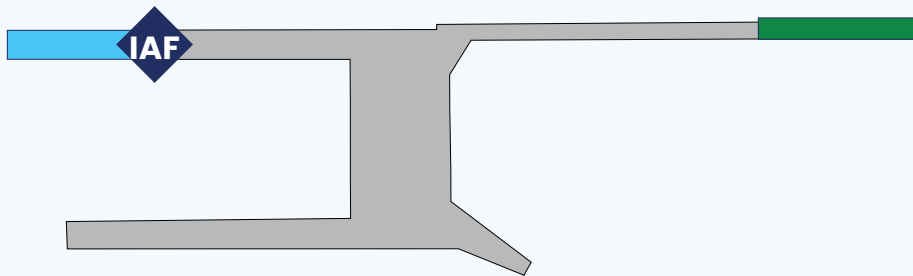
Concourses C and D Expansion



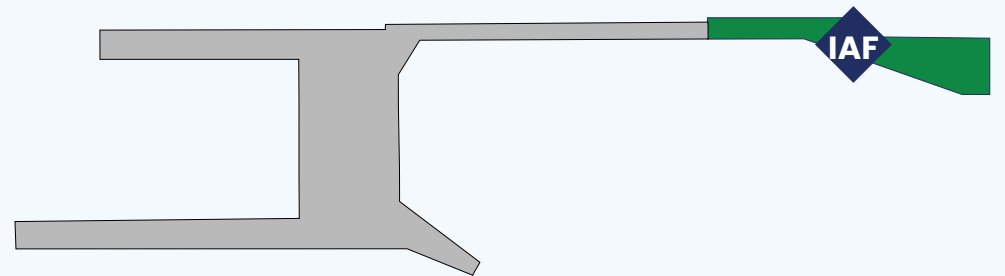
Concourse E Expansion



Concourses D and E Expansion

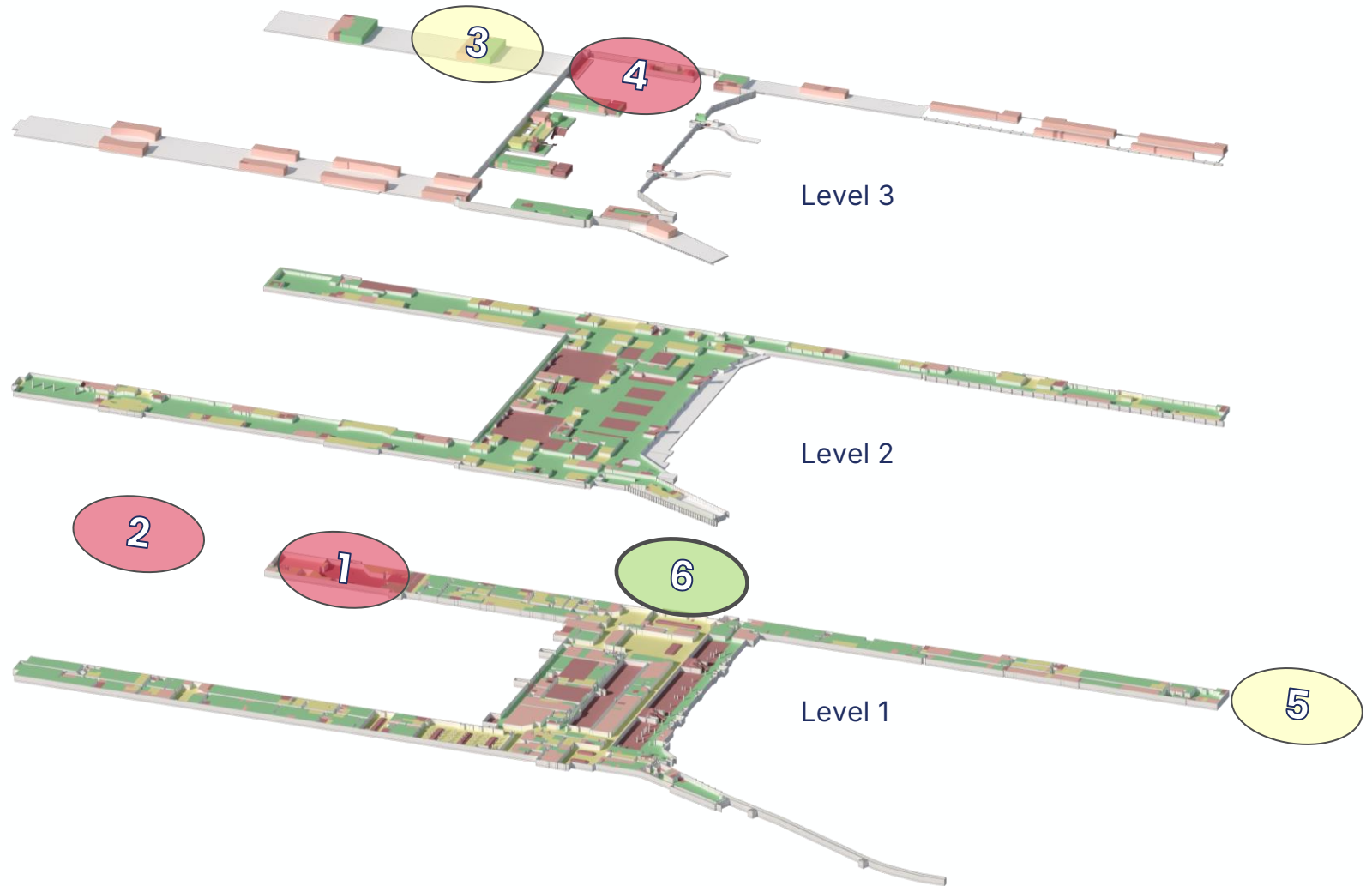


Concourse E Expansion with IAF



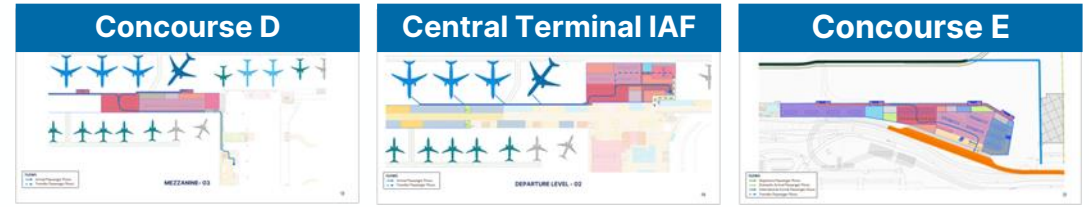
IAF Alternatives

Option	Description & Assessment
1	Expand Existing Requires temp facility; low flexibility; difficult connection for arriving passengers. Not recommended.
2	Concourse D extension Complex phasing; difficult connection for arriving passengers. Not recommended.
3	Concourse D redevelopment Complex phasing; higher impacts to operations; ability to connect to bag claim or mezzanine.
4	Reconfigure Terminal North Node Impacts to operations and facilities; constrained ability to expand. Not recommended.
5	Concourse E extension Potential to add curb access; significant dependency on landside and parking investments; removes strategic future terminal options
6	Central Terminal IAF expansion Simpler phasing; highest future flexibility; best integration with new main terminal; ability to connect to bag claim or mezzanine.



IAF Differentiators

CRITERIA



	Passenger Experience	Good	Better	Best
	Adjacent or Associated Development Opportunity	Good	Better	↑
	Flexibility and Adaptability	Good	Better	Better
	IAF Scalability	Good	Better	↑
	Impact to Existing Infrastructure	Good	Better	↑
	Constructability and Phasing	Good	↑	Better
	Revenue Opportunity	Good	Better	↑
	Cost Considerations and Magnitude	↑	Better	Good

LEGEND

Good Better Best

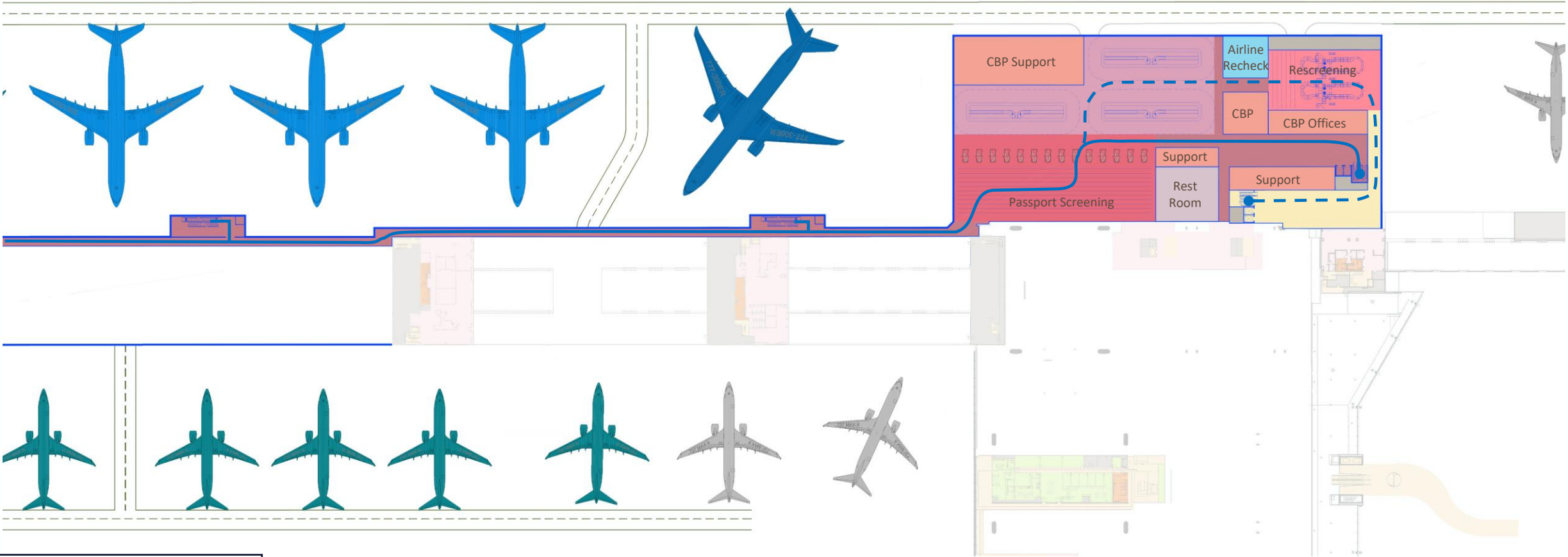
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Central Terminal IAF

Conceptual Layout

LEGEND:

- Airlines
- Airport Operations
- CBP Primary
- Circulation
- CBP Secondary
- Sterile Circulation
- CBP Support
- Vehicle Circulation
- International Bag Clame
- Baggage Handling and Screening
- Public Restrooms
- Building Systems



FLOWS

- Arrival Passenger Flows
- Transfer Passenger Flows

MEZZANINE- 03

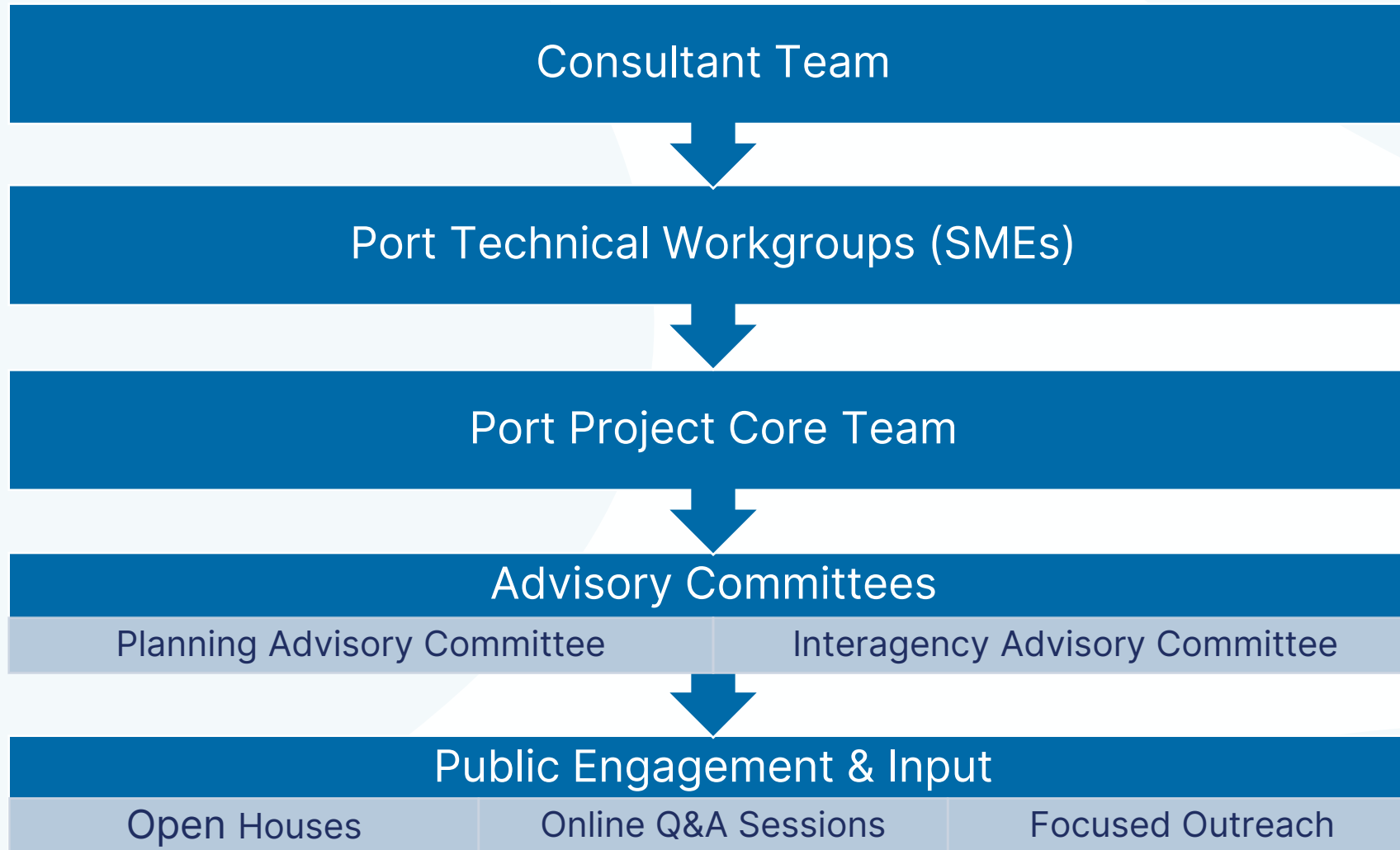
Recommended Development Strategy

What is the Recommended Development Strategy?

The Recommended Development Strategy illustrates what types of investments at PDX may be needed in the next 20 years to meet forecast demand, but it isn't a precise blueprint. Once the strategy is adopted by the Port Commission, we'll develop a more specific roadmap for implementation.

- Identifies strategic facility investments needed to address forecast demand through 2045.
- Incorporates feedback from technical workgroups, tenants and stakeholders, advisory committees, and community members.
- Focuses primarily on land use: specific facility design to be developed through refinement and follow-on studies closer to implementation.

Alternatives development & review



RECOMMENDED DEVELOPMENT STRATEGY

Airfield



What We Heard:

Prioritize the highest and best use of all facilities – the Crosswind prevents the expansion of the terminal.

Consider neighborhood noise impacts for any runway changes.

Optimize use of pavement.

LEGEND

- Existing Facility
- Future Facility
- Pavement Removal

DRAFT

Airfield

1 Crosswind Runway Closure and Conversion to Taxiway
Mark Runway 3-21 for closure as it provides minimal capacity, inhibits terminal expansion, complicates the airfield, and is unlikely to meet FAA wind coverage requirements for future funding.

2 Airfield Capacity Enhancements and Geometry Improvements
Simplify the existing airfield layout geometry to better align with current FAA standards and improve efficiency.

3 Centralized Deicing Area and Additional Remain Overnight Aircraft Parking
Construct a shared use area for aircraft deicing and aircraft parking as demand requires.

RECOMMENDED DEVELOPMENT STRATEGY

Terminal



What We Heard:

Avoid busing operations and long walking distances.

Prioritize updating older facilities first.

Consider how various accessibility needs are met.

Ensure easy wayfinding to baggage claim, the MAX station, and the Rental Car Center.

LEGEND

Existing Facility

Future Facility

Optional Future Facility

Terminal

4 Central Terminal International Arrivals Facility (IAF)

Build a new IAF that will provide flexible space, an opportunity to modernize and improve Concourses D and E, and a centralized location that maximizes uses of recent investments in the main terminal.

5 Concourse D Expansion

Extend Concourse D to accommodate additional gates required through 2045, which will also allow the revitalization of aging areas within the existing concourse.

6 Optional Concourse C Expansion

Reserve area for the optional extension of Concourse C for additional flexibility in adding gates needed through 2045 and beyond.

Parking and Curbside



What We Heard:

Provide parking options that are near the terminal and meet various accessibility needs.

Consider bike infrastructure.

Ensure easy wayfinding for pedestrians and drivers.

Limit pedestrian exposure to auto traffic.

Consider visual impacts to nearby neighborhoods and communities.

Avoid building on greenfield sites or creating new impervious surfaces.

LEGEND

- Existing Facility
- Future Facility
- Future Facility Site
- MAX Red Line

Parking and Curbside

- 7 P4 Long-Term Parking Garage**
Build a new long-term parking garage within walking distance of the Terminal.
- 8 Rental Car Storage Relocation**
Relocate the rental car storage area.
- 9 Additional Economy Parking Lot**
Repurpose the existing rental car storage area to a surface parking lot.
- 10 Operational Curbside Enhancements**
Accommodate the need for additional passenger pick-up and drop-off curb by relocating the valet service and Uber/Lyft drop-off to the Transportation Plaza and encouraging use of the pedestrian tunnels to keep traffic moving on the Lower Roadway.

RECOMMENDED DEVELOPMENT STRATEGY

Cargo



What We Heard:

Prioritize the highest and best use of all areas of the Airport.

Optimize use of existing roadway networks.

Prioritize colocation of similar uses.

LEGEND

- Existing Facility
- Future Facility Site

Cargo

11

Additional Cargo Facilities and Apron

Reserve area in the Southwest Quadrant for the expansion of air cargo facilities.

RECOMMENDED DEVELOPMENT STRATEGY

General Aviation



What We Heard:

Prioritize the highest and best use of all areas of the Airport.

Preserve future flexibility for unforeseen facility needs.

Limit traffic on Airport Way.

LEGEND
Existing Facility
Future Facility Site

General Aviation

12 Land Reserve for General Aviation
Reserve area in the northwest portion of the Airport for future General Aviation facilities.

RECOMMENDED DEVELOPMENT STRATEGY

Airline and Airport Support



What We Heard:

Prioritize the highest and best use of all areas of the Airport.

Repurpose existing buildings before building new.

Consider the specific needs of Airport and Airline Support functions.

LEGEND

- Existing Facility
- Future Facility Site

DRAFT

Airline and Airport Support

- 13 Land Reserve for Maintenance, Repair, and Overhaul (MRO) Facilities**
Reserve space for new MROs in the Southwest Quadrant.
- 14 Flight Kitchen Relocation**
Relocate the facility to off-Airport property.
- 15 Wildlife Management Facility**
Relocate wildlife management to a dedicated facility.
- 16 Expanded Airport Maintenance Campus**
Expand PDX Maintenance in their existing location.
- 17 Additional Public Safety Facility**
Repurpose an existing building to as a public safety facility.
- 18 Additional Ground Service Equipment (GSE) Storage**
Allocate space near the Terminal for GSE storage

Recommended Development Strategy



Airfield

- 1 Crosswind Runway Closure
- 2 Airfield Enhancements
- 3 Centralized Deicing Area

Terminal

- 4 Central Terminal IAF
- 5 Concourse D Expansion
- 6 Optional Concourse C Expansion

Parking and Curbside

- 7 P4 Long-Term Parking Garage
- 8 Rental Car Storage Relocation
- 9 Additional Economy Parking Lot
- 10 Operational Curbside Enhancements

Cargo

- 11 Additional Cargo Facilities and Apron

General Aviation

- 12 Land Reserve for General Aviation

Airline and Airport Support

- 13 Land Reserve for MRO Facilities
- 14 Flight Kitchen Relocation
- 15 Wildlife Management Facility
- 16 Expanded Airport Maintenance Campus
- 17 Additional Public Safety Facility
- 18 Additional GSE Storage Facility

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Engagement, Adoption, and Finalization

PROJECT UPDATES

Upcoming engagement

Advisory Committees

- PAC: Work complete (wrap-up party in May)
- PDX CAC: May 6
- IAC: One more meeting (likely June-July)

Community Outreach

- Online Open House: launches April 6
- In-Person Open Houses: April 11 (Vancouver) and April 12 (Northeast Portland)
- Zoom Q&A Session: April 20

Port Commission

- Recommended Development Strategy will be presented to Port Commission on May 13



Port Commission Adoption

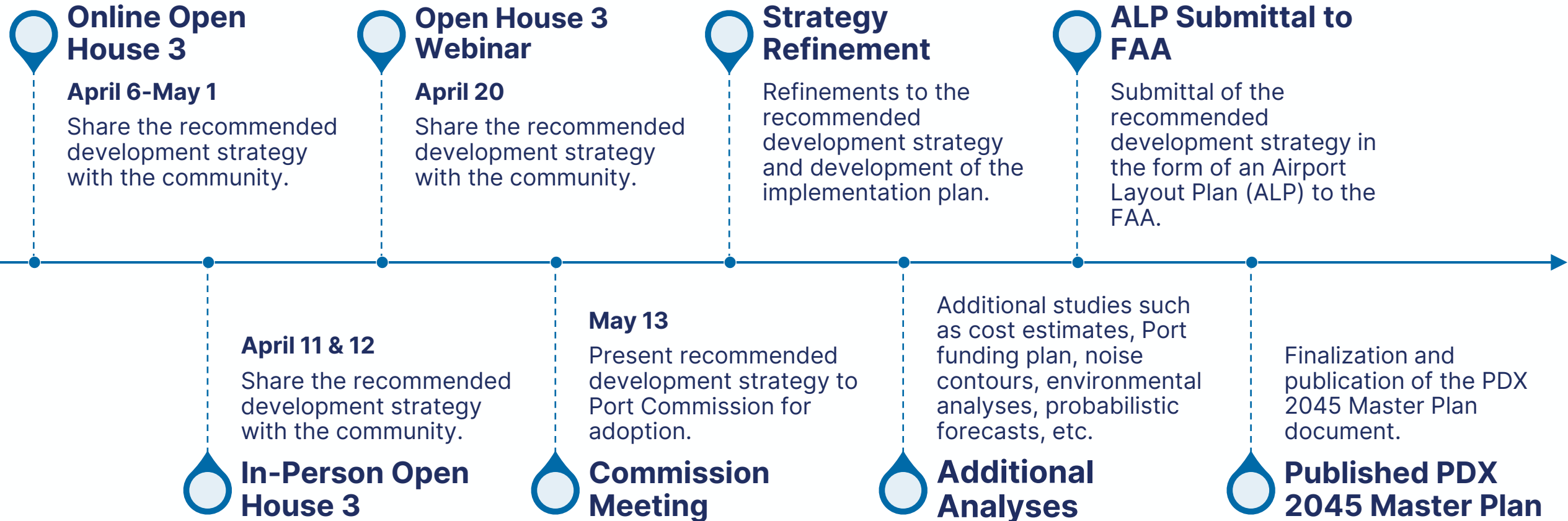
May 13 Port Commission Meeting

- Present Recommended Development Strategy
- **Request to adopt**; direct staff to finalize documentation and secure FAA approval

Post-Commission Work

- Submit Airport Layout Plan to FAA for review and approval
- Update intergovernmental agreements with City of Portland to support implementation
- Refresh PDX Community Advisory Committee (CAC)

Project roadmap



Implementation and Follow-on Work

Finalization & Implementation

May 13	<ul style="list-style-type: none">• Port Commission Adoption
May-June	<ul style="list-style-type: none">• Finalize technical work on Recommended Development Strategy (noise contours, safety analysis, environmental overview, etc.)• Fully develop Implementation & Financial Frameworks• Finalize Community Advisory Committee scope & membership refresh• Begin internal review of Airport Futures intergovernmental agreements
Summer	<ul style="list-style-type: none">• Submit Airport Layout Plan to FAA for approval• Identify follow-on studies and preliminary scopes• Partner collaboration on necessary IGA amendments (if any)• IAC Meeting 6 (final meeting)
Fall/Winter	<ul style="list-style-type: none">• Receive FAA approval on Airport Layout Plan• Launch refreshed CAC recruitment (for January 2027 start)• Finalize project documentation and products• Sunset PDX 2045 project website and mailing list• Close out FAA planning grant

CAC Refresh Scope

Purpose and Mission:

- Emphasized meaningful, collaborative public dialogue on airport planning and development

Scope:

- Added more description about sustainability role—reviewing or briefing on PDX environmental, social, and economic indicators
- Added that future CAC will receive education and reports on noise issues in addition to hearing quarterly reports
- Emphasized CAC leadership role in co-creating agendas

Membership Structure:

- Confirmed added seats for accessibility and immigrant/refugee representatives and increased East Multnomah County neighborhood seats to two
- Clarified City of Portland seats should reflect diversity of experiences, especially noise and proximity

Other:

- Improved unclear sections and grammar for readability
- Clarified sponsor role and resources provided for future committee

Q&A and Thank You!

For more information: pdx2045.org

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