

Annotated Meeting Agenda

PDX 2045 Interagency Advisory Committee (IAC) Meeting 5

Date: April 1, 2026
Time: 1:00pm-2:30pm
Location: Microsoft Teams

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

1:00pm Welcome and Introductions

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

1:10pm Key Functional Area Recommendations: Crosswind Runway and International Arrivals Facility

Crosswind Runway

- A recap of why the crosswind runway is recommended for closure was provided
- Timing for removal of the crosswind is bookended by when major investment in rehabilitation of the runway is required or when the footprint of the runway is needed for other facilities, such as expanded concourses.

Comment: Chad Eiken, City of Vancouver: Supported the closure of the crosswind runway.

Comment: Francesca Jones, PBOT: PBOT is excited. The crosswind closure could allow for the extension of the Columbia Slough trail.

Q: Francesca Jones, PBOT: Would the runway protection zone (RPZ) go away before the runway is removed?

A: If runway is operational, maintaining the RPZ is required. Although the Port is generally supportive of multi-use facilities, a trail alignment will not be shown on the ALP. The Port will be

completing further work focused on implementation later this summer that may include additional information about the potential timeline for runway closure.

International Arrivals Facility (IAF)

- A recap of the potential concourse expansion alternatives was shared, and a conceptual Central Terminal International Arrivals Facility (IAF) proposal was presented.
- While an expanded Concourse D or E with an IAF were considered, a central IAF at the north end of the central terminal is the preferred alternative.
- This central location for the IAF doubles down on utilizing the New Main Terminal; it is close to where passengers enter the terminal; and there are few dependencies on other projects.
- An expanded Concourse E was considered but would be dependent on a new parking structure as part of the project and additional parking is not needed at this time and the walk from the end of E to other services (MAX, rental cars, etc) would be very long.
- Not extending Concourse E now preserves the ability to extend this concourse in the future.

Comment: Grant O’Connell, TriMet: Said this concept is very exciting and likes how it keeps connecting passengers close to the security checkpoint.

Q: Chad Eiken, City of Vancouver: Said this would be a huge improvement to the passenger experience. What is the expected timing of the project?

A: The Port is not sure when the new IAF would be built, but would begin assessment in the summer of 2026. The conceptual projects included in the Recommended Development Strategy require refinement and follow-on work. Right now, the maintenance campus is the first priority.

1:25pm Recommended Development Strategy

- It was emphasized that the Recommended Development Strategy is not a blueprint, but a strategy. This is a land use plan and not a specific design concept for facilities.

Airfield

- Marking the crosswind runway for closure was discussed again, this time with additional concepts for retaining some of the pavement as a taxiway.
- There was also a discussion about opportunities to improve the geometry of some taxiway exits to improve runway efficiency and where additional remain overnight aircraft parking and a deicing pad could be located to the west of the terminal and current location of the crosswind runway.
- Closing the crosswind runway would reduce noise over some neighborhoods in Northeast Portland.

Comment: Jeff Owen, Clackamas County: Appreciated that everything shown in the strategy is informed by public input.

Q: Jeff Owen, Clackamas County: What about incorporating a seismic runway on the ALP?

A: The Port is still seeking money for this project; however, it was assumed as part of the baseline for the Master Plan. This is something we should clarify for the public. (Staff clarification following the meeting: The seismic runway is not something that would be illustrated on the ALP. Seismic reinforcement of a section of the South Runway would occur within the existing footprint, which is what is reflected on that drawing.)

Terminal

- Approximately eight new gates will be needed in the next 20 years to maintain gate capacity for the life of the PDX 2045 Master Plan.
- The preferred location for new gates is extend Concourse D to the west; additional gates could also be accommodated by extending Concourse C if needed.

Q: Chad Eiken, City of Vancouver: Are the walking distances to and from gates a “best practices” rule of thumb or if there is a walk distance standard that the Port cannot exceed?

A: Airport design best practices outline recommendations for maximum walking distances for an unaided walk, an aided walk (e.g. moving walkway), and a walk with a people mover (e.g. train). If Concourse E were extended, it would be right on the threshold of needing a people mover of some kind.

Parking and Curbside

- The Port will need more parking and curb space at the terminal as passenger numbers increase.
- One option is a fourth parking garage would be located at the location of the current surface lot east of the air traffic control tower.
- Uses at the terminal curbside could be changed to maximize near-terminal curb space and may include moving ride share drop-offs to the existing transportation plaza so rideshare vehicles can drop off and pick up passengers at the same location.

Q: Francisco Ibarra, C-Tran: Will be space for buses in the curbside plan?

A: The Port is looking at keeping current and future bus transit service at the curb near the MAX station, so that transit uses are close to each other. The Port is in conversations with C-Tran about the location and design of stops that they utilize.

Cargo

- Cargo operations and demand are difficult to forecast.
- More cargo demand is expected during the life of the master plan, but specific plans were not created because the Port does not know when demand will materialize.
- The recommendation is to keep new cargo facilities close to existing cargo facilities as there are benefits to being co-located.
- One issue is PDX may see more cargo flights as SEA is out of cargo capacity and PDX may act as a reliever.

General Aviation

- Port needs to reserve land for future general aviation demand.

- The northwest corner of airport property is the preferred location.

Airline and Aviation Support

- Space for an expanded maintenance campus is proposed with the potential of co-locating emergency service facilities.
- The existing flight kitchen would need to move to accommodate an expanded maintenance campus, but there is an area east of NE 82nd Avenue that is suitable.
- A facility for the Port's Wildlife Department is proposed on the south side of PDX and this is where most wildlife interactions at PDX take place.

Q: Francesca Jones, PBOT: Could relocating the flight kitchen affect ridership of the ACCESS Job Connector shuttle, which currently goes to SkyChefs? What is the timeframe for this relocation and how would their access be served by transit?

A: We don't know yet when the Port might remodel or expand the maintenance campus or how that aligns with timing of SkyChefs's current lease. It would likely be five or more years. The Port supports the shuttle service and would like to see it continue.

Comment: Grant O'Connell, TriMet: Locating the flight kitchen east of NE 82nd would move it closer to the MAX station and could allow for more transit options for catering workers.

A: The land reserve location shown is conceptual; there is opportunity to shift it if needed.

Recommended Development Strategy

A concept of all development strategies that will be recommended to the Port Commission was shown to the group.

1:45pm Community Engagement, Port Commission Adoption and Project Finalization

- The Planning Advisory Committee completed its work in March and there will be a celebration with them in May.
- There will be one more IAC meeting in Summer 2026.
- The Port is launching final rounds of outreach with surveys, open houses on April 11 and 12 and an online open house on April 20.

Comment: Chad Eiken, City of Vancouver: He would like open house details for the Vancouver Farmer's Market so he can forward these to city councilors.

2:00pm Implementation and Follow-on Work

- The Port Commission will adopt the plan and direct staff to finalize documentation and secure FAA approval of the plan.
- The Port will create a new ALP based on the plan

- The Port will update IGAs with the Cities of Portland and Vancouver and refresh the Community Advisory Committee.
- Additional analyses for updating noise contours, a funding plan and probabilistic forecasts will be completed.
- The FAA has indicated that they normally take about 90 days to review an ALP, although this timeframe is not guaranteed.
- The goal is to have outstanding items finished with the plan completed by the end of 2026.
- There will be an adjustment to the makeup of the PDX Community Advisory Committee and evolutionary changes to the committee.

2:15pm Next Steps and Q&A

2:30pm Adjourn

Agency Attendees

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

City of Portland Bureau of Transportation: Francesca Jones

Clackamas County: Jeff Owen

C-TRAN: Francisco Ibarra

City of Vancouver: Chad Eiken

State of Oregon, Department of Transportation: Neelam Dorman

TriMet: Grant O'Connell

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; Urban Flood Safety & Water Quality District

Project Team Attendees

Port of Portland: Jeff Broderick, Mike Coleman, Jennifer Rabby, Aaron Ray