

# Connect Oregon 2024 Airtrans Center (ATC) Air Cargo Grant Project Summary Update

Port of Portland  
September 2025



Location of  
Airtrans Center  
(ATC) at PDX  
Airport, as shown  
in prior 2011 ODOT  
CO application.

CO grant was not  
awarded in 2011  
for ATC Taxiway  
project.

Air Trans Center (ATC) at PDX

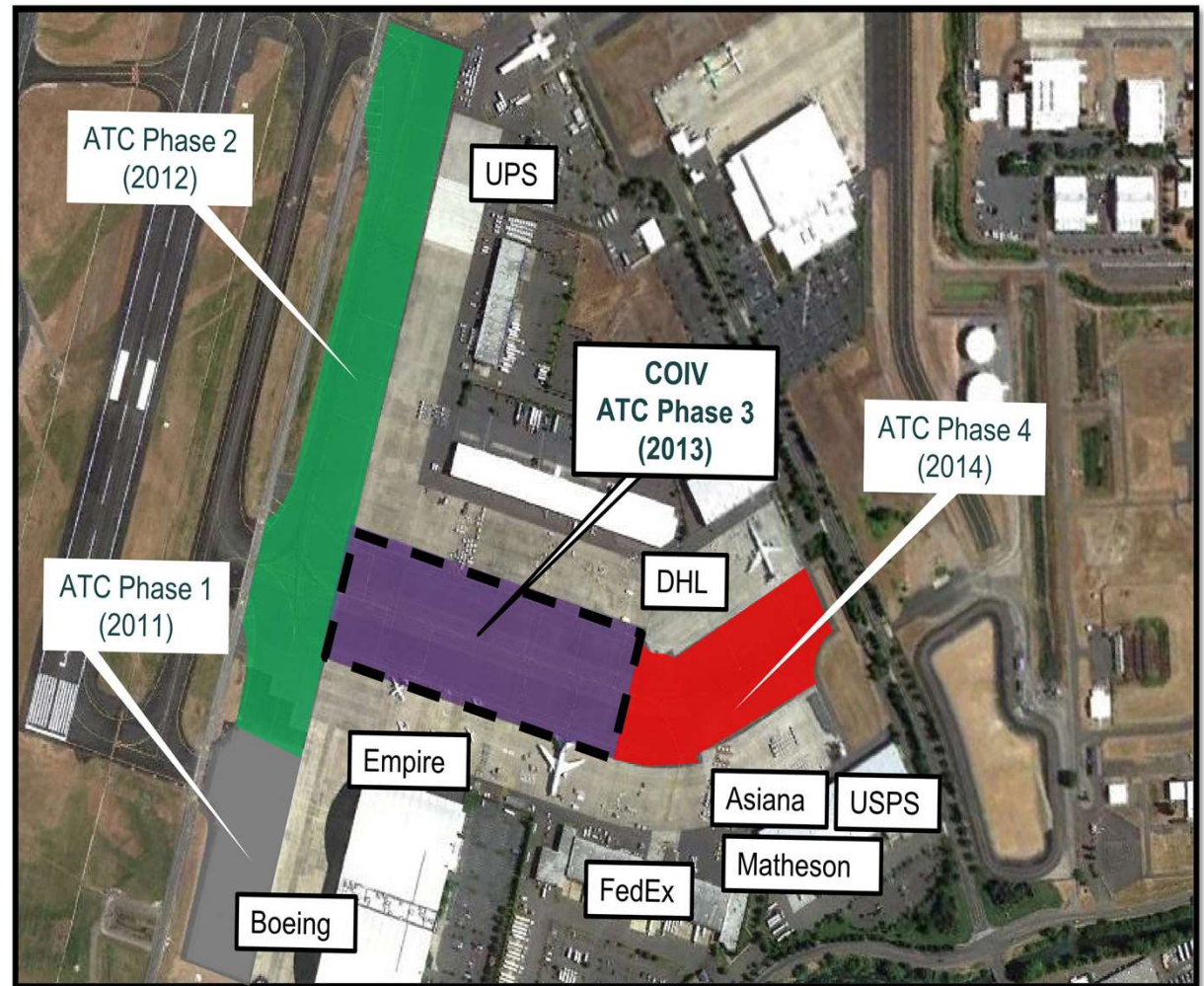




The PDX ATC Taxiway improvement program was included in a previous FAA-approved PDX Master Plan.

The ATC Taxiway program was completed using non-State of Oregon funds.

Following completion of Air Cargo Taxiway and Ramp improvements, ATC has operated as successful dedicated air cargo center.



# Summary of PDX Airport Air Cargo for State of Oregon

- PDX is the only international air cargo facility in Oregon, serving shippers, carriers and other businesses in every Oregon region.
- PDX's air cargo capacity is constrained and without this expansion would force many shipments to be drayed, at great expense to CA, WA and ID airports.
- It is necessary for the Airtrans Center Capacity to be expanded to accommodate projected future continued growth
- Project will also contribute to retention and creation of jobs both on and off airport - many of which +10% higher wages than similar jobs in the Portland region



2024 Project Location, at end of completed ATC Taxiway

# Outline of Air Cargo Facility Requirements – including Aircraft Ramp area improvement

## 1. Ramp Area

1. Paved airside areas for aircraft parking, used while air cargo is loaded and unloaded
2. Maneuvering area for aircraft to access parking positions
3. Storage Area for Ground Service Equipment (GSE)

## 2. Processing and Warehouse Space

1. Enclosed areas to store and sort air cargo
2. Enclosed areas for office and other space to facilitate air cargo operations

## 3. Landside Area

1. Vehicle Access and circulation from roadway network
2. Parking spaces for employees and visitors
3. Truck Parking for delivering air cargo to and from warehouse facilities
4. Landscaping and other improvements

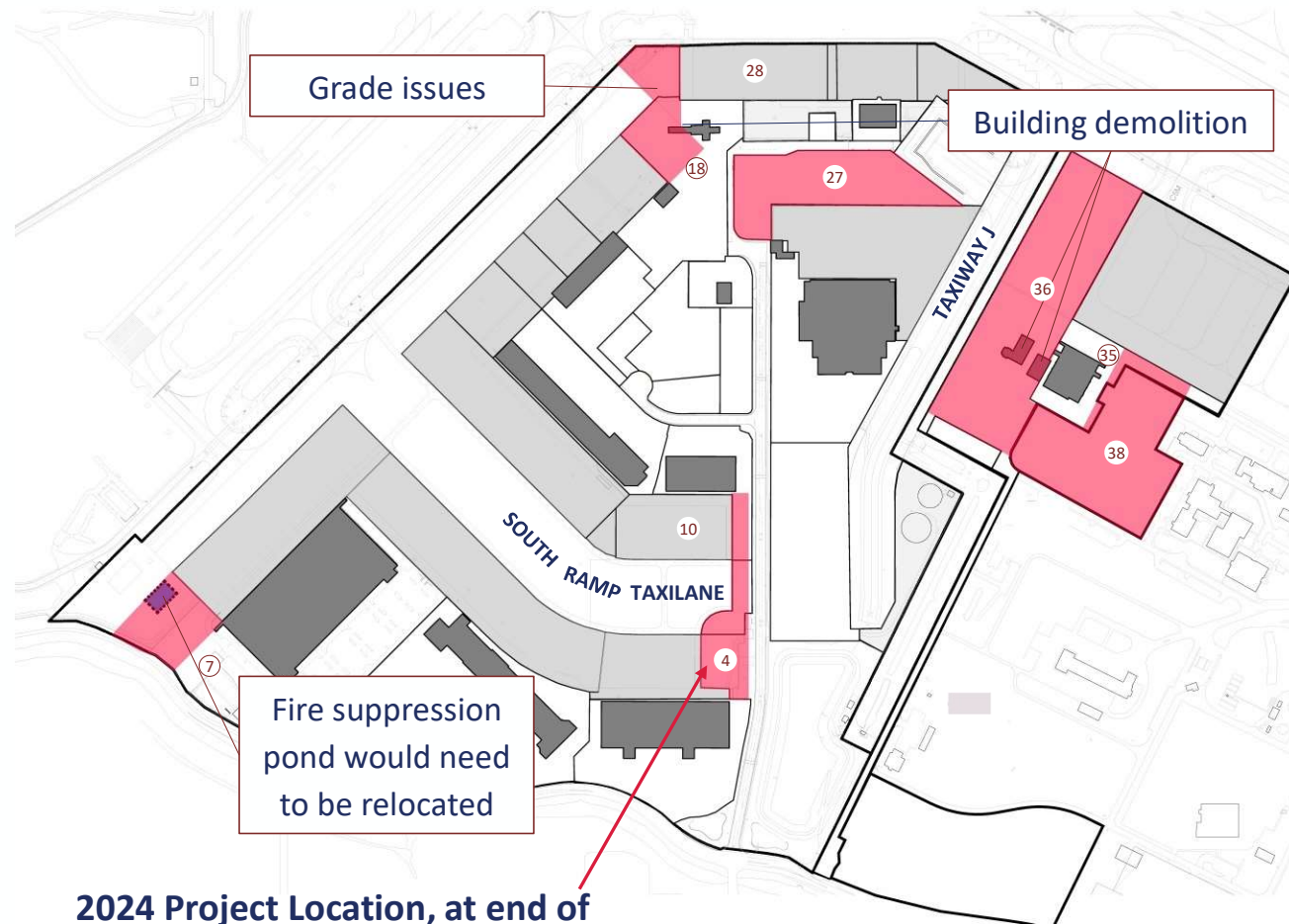


# PDX ATC South Ramp Development Planning Process Identified Project

The PDX airport provides approximately 250,000 square yards of cargo ramp area. Air cargo ramp area requirements vary at airports based upon aircraft size and tenant requirements.

The previous PDX master plan concluded that 7.5 square feet of ramp per forecast ton of **all-cargo airline freight** is appropriate.

Airline belly cargo operations require a minimal amount of ramp area, generally for ground service equipment (GSE) loading and storage.

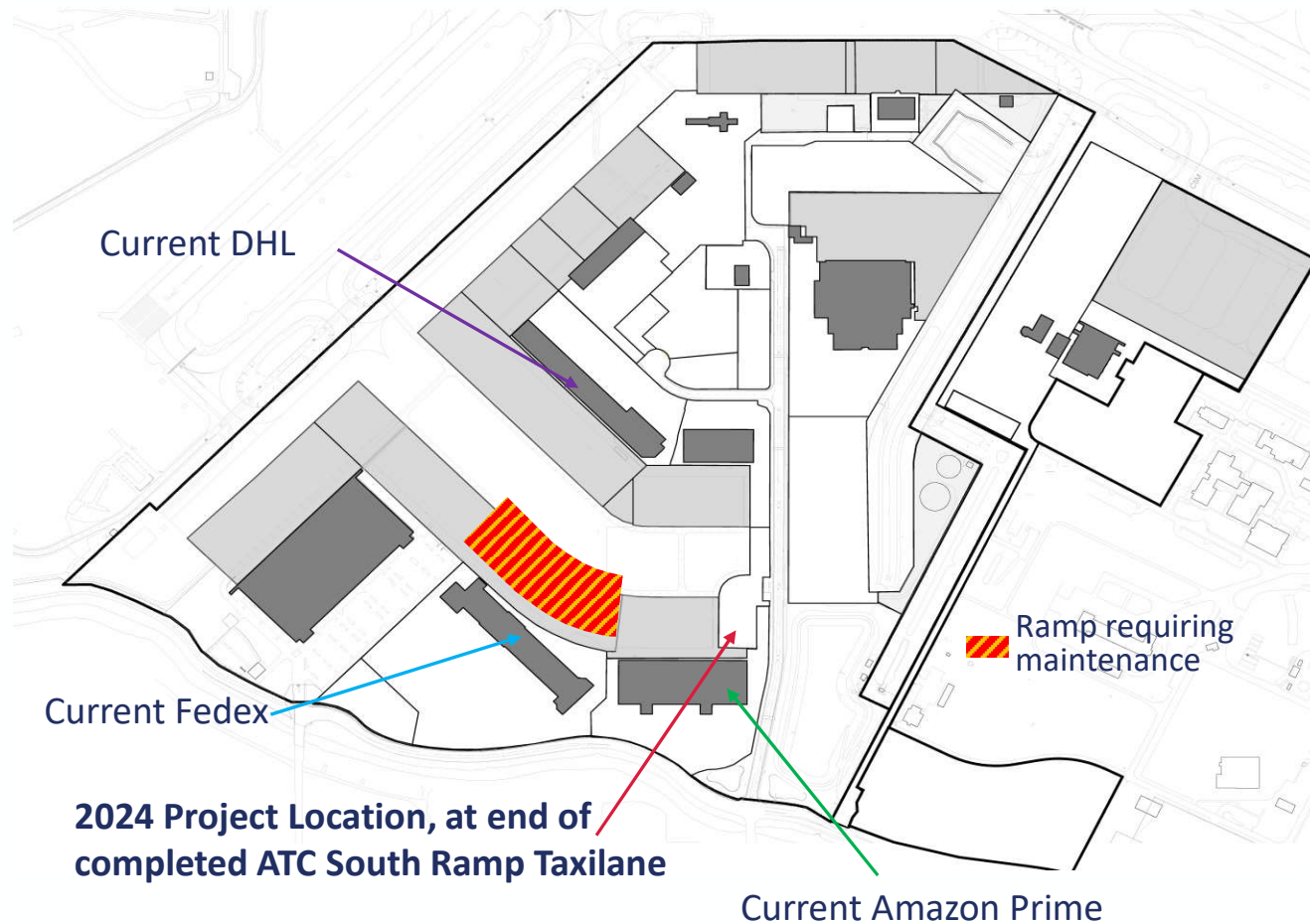


**2024 Project Location, at end of completed ATC South Ramp Taxilane**

## In addition to more Dedicated All-Cargo Aircraft Ramp Capacity Increase, the project allows for needed Ramp Maintenance

The PDX Airtrans Center (ATC) Air Cargo area currently has Ramp Maintenance Needs highlighted in an area that currently is used by FedEx near the building that FedEx leases.

An additional increase in total available ramp space will allow for some temporary shifting of assigned aircraft parking while ramp maintenance is completed, followed by aircraft parking total space ending at a higher total level.



# PDX Air Cargo Trend Growth

## Demand Growth, including from increased consumer deliveries

- Business-to-Consumer e-commerce exploded during pandemic due to work-from/stay-at-home

## Integrated Carriers (**FedEx**, UPS and contract carriers)

- Accounted for 75% of traffic and 81% of flights in CY 2019 (pre-pandemic).
- Averaged over 10% year-to-year growth for 2020 Q2-Q4 vs. 3.8% average annual growth from CY 2016-CY 2019.

## **Amazon**

- Accounted for 20% of traffic and 11% of flights in CY 2019.
- Averaged 12% YTY growth for 2020 Q2-Q4 (peaking at 17% for Q4).
- Added Sun Country with larger 767 aircraft (so flight growth is less than traffic growth).

## **ABX/DHL**

- Strong growth pre-pandemic that continued throughout 2020.



# Air Cargo Aircraft Parking Constraint and Improvement

The project adds pavement area at PDX Airtrans Center to allow for one additional parking space for a wide-body (e.g. 767) cargo jet. The new parking space increases available aircraft parking from 26 to 27 spaces, providing the 3.85% increase.



# Project addresses existing constraints upon Aircraft Parking and Ground Support Equipment (GSE) Storage for Air Cargo





# PDX ATC: Current Constraints for Aircraft Parking and GSE Storage



(1) Current All-Cargo Aircraft Parking at Capacity, as shown when for example when 3 aircraft parked



(2) Current GSE Storage Limited, and pushed to edge to avoid conflict with aircraft taxiway



## The PDX Airtrans Center (ATC) Air Cargo Expansion project will increase Port-owned common use air cargo capacity & improve operational efficiency & safety at ATC's southeast area along the South Ramp Taxilane

The project improvements will provide:

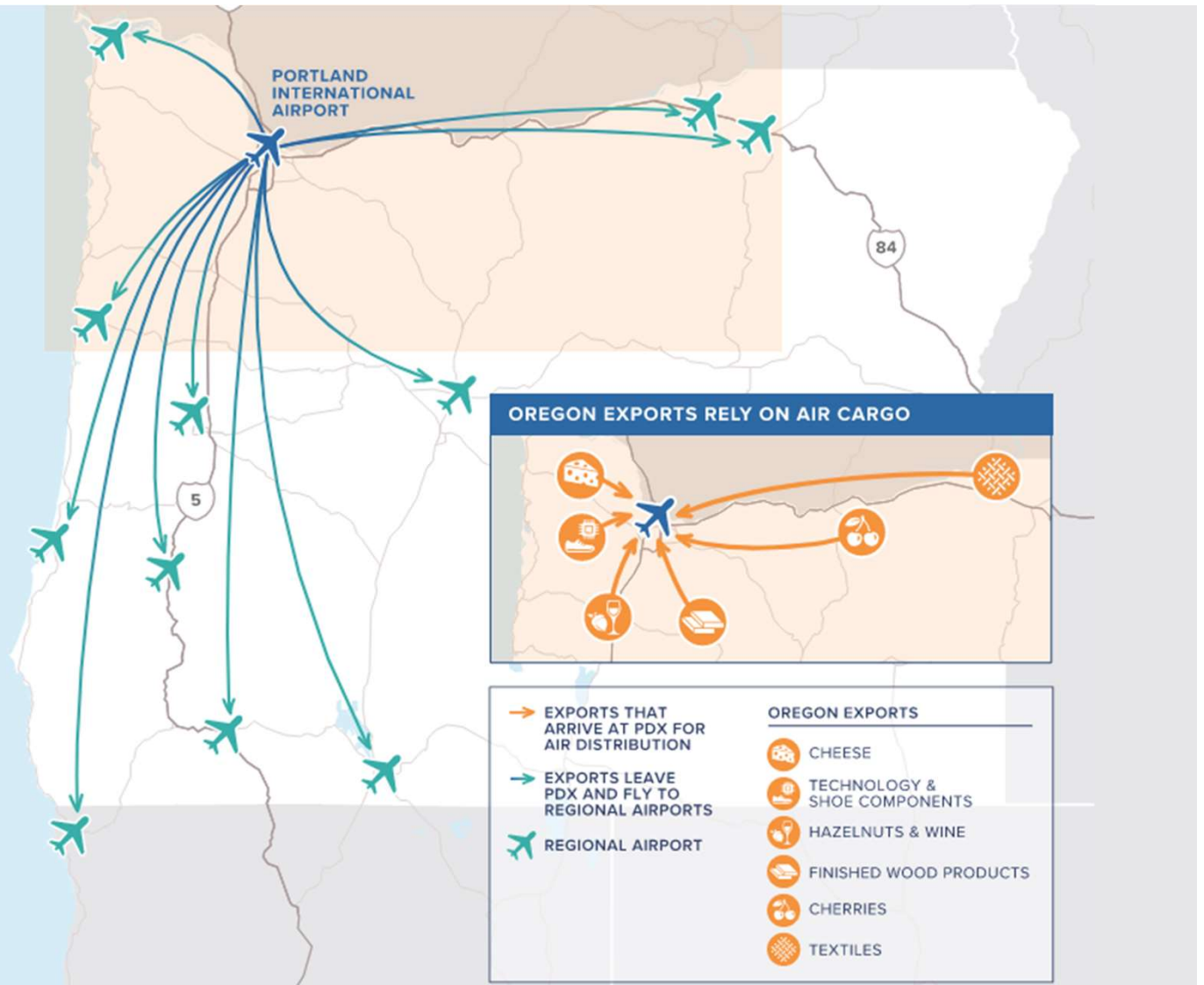
- 1) >60,000 sf pavement to provide non-exclusive space for additional aircraft parking and maneuvering
- 2) Provides space for air cargo ground service equipment (GSE) storage.
- 3) Stormwater improvements for the new impervious area.



2024 Project Location: End of Completed ATC South Ramp Taxilane

## Key Benefits:

- State-wide Impact
- System Capacity
- Employment
- Economic Development



# Project Cost Information:

From Approved OnePort Cost Estimate

Submitted 2024 Connect Oregon Grant Application Cost



Port requested for \$3.6 Million in Connect Oregon funds, to be matched with \$2.2 Million of Port funds for a total project cost of \$6.0M.

Project Connect Oregon Grant Application Request Amount:	\$3.6M (62%)
Port 30% Match per Connect Oregon requirement:	\$2.2M (38%)
Total Project Cost:	\$5.8M(100%)



# Project Schedule Information:

Scoping and Planning:	Phase Completed
ROW & Land Acquisition	Phase Completed
Final Plans/ Bidding Documents	6/30/24 – 2/28/25
Construction Contract Award	2/28/25 – 10/31/25
Project Completion	10/31/25 – 9/30/26



# Appendix : Recent Example PDX Monthly Statistics

<https://www.portofportland.com/FinanceAndStatistics>

	Jun-25	This Month			Calendar Year to Date		
	Flight Operations	2025	2024	%Chg	2025	2024	%Chg
	All -Cargo	1,548	1,720	-10.00%	9,696	10,428	-7.02%
Total Enplaned & Deplaned Air Freight (MT) #		16,034	18,596	-13.8%	97,195	125,083	-22.3%
	Total Enplaned Air Freight	7,205	8,659	-16.8%	44,801	59,219	-24.3%
	Total Deplaned Air Freight	8,829	9,937	-11.1%	52,394	65,864	-20.5%
	Total Domestic Air Freight	15,291	17,798	-14.1%	94,154	121,430	-22.5%
	Total Enplaned Air Freight	6,651	8,035	-17.2%	42,931	56,762	-24.4%
	Total Deplaned Air Freight	8,640	9,763	-11.5%	51,223	64,668	-20.8%
	Total International Air Freight	739	797	-7.4%	3,037	3,653	-16.9%
	Total Enplaned Air Freight	553	624	-11.3%	1,870	2,457	-23.9%
	Total Deplaned Air Freight	185	174	6.8%	1,167	1,196	-2.4%