Agenda

<table>
<thead>
<tr>
<th>Time</th>
<th>Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>5:30 p.m.</td>
<td>Welcome</td>
</tr>
<tr>
<td>5:40 p.m.</td>
<td>Agenda review and introductions</td>
</tr>
<tr>
<td>6:10 p.m.</td>
<td>Master Plan overview</td>
</tr>
<tr>
<td>6:30 p.m.</td>
<td>Planning Advisory Committee process</td>
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<tr>
<td>6:45 p.m.</td>
<td>Break</td>
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<tr>
<td>6:55 p.m.</td>
<td>Discussion: PAC Charter</td>
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<tr>
<td>7:25 p.m.</td>
<td>Presentation: Airport 101</td>
</tr>
<tr>
<td>7:55 p.m.</td>
<td>Public comment</td>
</tr>
<tr>
<td>8:25 p.m.</td>
<td>Close and meeting evaluation</td>
</tr>
<tr>
<td>8:30 p.m.</td>
<td>Adjourn</td>
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</table>
HILLSBORO AIRPORT MASTER PLAN PLAN UPDATE
Master Plan Overview
Sean Loughran, Port of Portland
Dave Nafie, WHPacific

Study Team Organization

- Port of Portland
- Hillsboro Airport
- EnviroIssues
- Public Involvement
- WHPacific
- Project Management
- Coffman
- Master Planning
- Martinez Geospatial
- Airport GIS Surveying
- Mackenzie Subarea Planning
- Johnson Economics Subarea Planning
- Kittsbro Subarea Planning
- Angelo Planning Group Land Use Planning
- Synergy Consultants Environmental Planning
- Salus Resilience Seismic Planning
Master Plan Overview

- Purpose
- Required Elements
- Special Areas of Interest
- Coordination
- Regulatory Framework

Master Plan Purpose – Why we are planning

*Conduct a planning process and prepare documentation that...*

- proposes development justified by documented needs.
- evaluates development through concepts and alternatives.
- provides an effective graphic presentation of plan.
- establishes an achievable financial plan and implementation schedule.
- considers sufficient environmental detail.
- documents land use policies necessary to preserve airport integrity.
- presents a plan that satisfies local, state, and federal regulations.
- establishes framework for continuing public outreach after plan implementation.
Master Plan Goal – What a good plan will accomplish

“Provide the framework needed to guide future airport development that will **cost effectively** satisfy aviation demand, while considering potential **environmental** and **socioeconomic** impacts.”

FAA Requirements: Elements of an airport master plan

**Investigation**
- Inventory of existing conditions
- Forecasts of aviation demand

**Analysis**
- Facility requirements
- Alternatives for development
- Preferred alternative
- Environmental overview and NEPA
- Financial feasibility

**Formalization**
- Documentation
- Airport Layout Plan

**Public Involvement**
- Planning Advisory Committee Meetings and Public Workshops
Special Areas of Interest

- Seismic Resilience
- Stormwater Planning
- Community Access and Public Involvement
- Noise and Air Quality – Airport Environmental Design Tool
- Focused Site Planning

Coordination with other area plans
Regulatory Framework for Airport Master Plans

- Federal – NPIAS, FAA, Security, NEPA

- State – Goal 12 – Transportation Planning Rule, Oregon Aviation Plan/Airport Planning Rule

- Local – Zoning, Comprehensive Planning, Transportation System Plans

- Airport Sponsor – Facility Planning

HILLSBORO AIRPORT MASTER PLAN UPDATE

Key Project Phases

1. Investigation
   - Existing Conditions
   - Strategic Analysis/Role
   - Forecasts

2. Analysis
   - Facility Requirements
   - Airport Alternatives
   - Costs
   - Preferred Alternative

3. Formalization
   - Airport Layout Plan
   - Capital Investment Plan
   - Port Commission Approval
   - FAA Submittal

Plan Implementation
   - Follow-on Studies
   - Ongoing Community Engagement
   - Development

Special Areas of Interest
- Seismic
- Stormwater
- Community Access
- Noise/Air Quality
- Focused Site Planning
Special Area of Interest: Focused Site Planning

- Understanding of current use and future use needs
- Highest and best use of property
- Identification of market needs and opportunity
- Complimentary development concepts to enhance Airport and Fair Grounds
PAC meeting formats

- Project staff will present information
- PAC members discuss information presented and provide feedback
- Each meeting to include time for Hillsboro Airport update at the beginning
- Time reserved for public comment - usually at middle of meeting
- Port staff available before meetings, during breaks and after meetings to answer questions
Interviews with PAC members

Objectives:

- Gain understanding about PAC members’ expectations for the committee process
- Develop shared understanding of draft charter for PAC process
- Receive ideas for developing a public outreach and involvement plan related to the master plan and airport operations
- Allow PAC members to share concerns or questions in advance of initiating the process

Planning for agendas

Consider the topics listed around the room.

1. Which topics would you like to spend more time learning about and discussing in PAC meetings? (4 green dots)

2. Which topics are lowest priority for PAC discussion time? (1 yellow dot)
HILLSBORO AIRPORT MASTER PLAN UPDATE

Break
Planning Advisory Committee Charter

- How we will work together
- Our tasks and milestones
- How the PAC will provide recommendations to the project team

Planning Advisory Committee

- The PAC is an advisory body to the Hillsboro Airport Master Plan Update project team.
- PAC members will provide advice to the project team on key inputs to the analysis and recommendations as the plan is developed.
- The project team will work with members throughout the process to ensure that concerns and aspirations are consistently understood and considered as alternatives are developed.
- Project staff will explain how PAC and community input influenced master plan elements before submitting the Hillsboro Airport Master Plan Update to the Port of Portland Commission for approval.
Hillsboro Airport by the Numbers

- **Overall size:** Approximately 900 acres
- **Runways:** 3
  - Excellent all weather capabilities
  - Federal Aviation Administration (FAA) air traffic control tower
- **Major aviation businesses at HIO:** 20
  - Intel boards Approximately 150,000 "passengers" annually
- **Aircraft based at HIO:** Approximately 360 based aircraft
  - 40 business jets
  - 30 helicopters
- **Aircraft takeoffs & landings:** 186,402 operations in CY2015
  - 2nd busiest airport in Oregon (PDX)
2016 Hillsboro Airport Economic Impact

Employment
1,472 total jobs:
- 697 direct jobs
- 336 induced jobs
- 439 indirect jobs

Dollars
- $107.4 million Business Revenues
- $83.5 million Personal Income
- $8.4 million Taxes generated for local communities
- Average annual income of airport jobs: $47,299

Since 2011
- 535 new jobs
- $41.1M business revenue growth
- $28.8M personal income growth
- $3.3M tax revenue growth

Aviation Activities at Hillsboro Airport

- Three fixed base operators (FBO) (Aero Air, Global Aviation, Hillsboro Aviation)
- Local corporate flight departments (Nike, Columbia Sportswear)
- Flight training (Hillsboro Aero Academy, ATP)
- Corporate Air Shuttle (Intel)
- Customs and Border Protection fee-based facility (only one in Oregon)
2005 Master Plan Major Findings

- Hillsboro Airport will remain a general aviation facility
- Long term potential for small commercial service
- Based aircraft and general aviation operations expected to grow 1% on average every year through year 2025
- Airport has inadequate airfield capacity to meet 20-year forecast demand
- New infrastructure and facilities are necessary to meet demand – current airfield runways and taxiways at capacity

2005 Master Plan Key Components

- 3 high-speed exit taxiways on Runway 12/30
- New parallel runway for light aircraft
- Future property acquisition for aviation-related development
- Relocation of the “Charlie” pattern helicopter training pad
- Repairs and improvements to existing runways and taxiways
- Redevelopment of the main terminal
2005 Master Plan Implementation

Airfield Infrastructure Needs

• A new parallel runway for light aircraft
• 3 high-speed exit taxiways on Runway 12/30
• Land acquisition for the new parallel runway

Compatibility Study – Land Use

Ensure Airport Land Use Compatibility

  ▪ Adopt Airport Related Zoning
    ▪ Base Zoning
    ▪ Overlay Zoning
  ▪ Coordinate with City/County on land use reviews
  ▪ Maintain height restrictions within existing development regulations
Compatibility Study – 32 Operational Elements

<table>
<thead>
<tr>
<th>Element</th>
<th>Current Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Operations 1, 2, 4 – 9, 11 – 22, 24, 25</td>
<td>All implemented with the exception of 14 and 25</td>
<td>• 14 not pursued due to low feasibility, 25 due to low activity levels</td>
</tr>
<tr>
<td>Airfield Improvements 3, 10, 23</td>
<td>Implemented with the exception of 23</td>
<td>• 10 – helicopters operate on txwy D, permanent pad in planning</td>
</tr>
<tr>
<td>Technology 26 - 29</td>
<td>Implemented with the exception of 26</td>
<td>• 23 - low feasibility due to airfield and operational impacts</td>
</tr>
<tr>
<td>Stakeholder Involvement, Outreach 30 – 32</td>
<td>All implemented</td>
<td>• 26 – radar is under the FAA's authority, in lieu the Port built a multilateration (MLAT) flight tracking system for noise monitoring purposes</td>
</tr>
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Recent Development Activity and Partnerships

• Port of Portland – Hillsboro Airfield Development
• Tenant and 3rd Party Development
• Government Partnerships
### Port of Portland – Hillsboro Airfield Development

<table>
<thead>
<tr>
<th>Year</th>
<th>Project</th>
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<tbody>
<tr>
<td>2007/08</td>
<td>Runway 13R-31L High Speed Taxiway Exits</td>
</tr>
<tr>
<td>2009/10</td>
<td>Taxiway C Extension</td>
</tr>
<tr>
<td>2011</td>
<td>Runway 13R-31L Threshold Rehabilitation</td>
</tr>
<tr>
<td>2012</td>
<td>Terminal Ramp Reconstruction</td>
</tr>
<tr>
<td>2012</td>
<td>Construct Taxiway D</td>
</tr>
<tr>
<td>2013</td>
<td>Runway 02-20 Reconstruction</td>
</tr>
<tr>
<td>2014</td>
<td>West Tiedown Rehabilitation</td>
</tr>
<tr>
<td>2015</td>
<td>Construct Runway 13L-31R</td>
</tr>
<tr>
<td>2016</td>
<td>Construct Taxilane L</td>
</tr>
</tbody>
</table>

### Tenant and 3rd Party Development

- **Hillsboro Aviation Hangar & Ramp**: 2015/2016
- **Aero Air Hangar - 2012**:
Tenant and 3rd Party Development

2014 - Global Aviation Hangar

2014 - Ochoco Hangar

Government Project Partnerships

Working with the City of Hillsboro

2010 Fire Station
Government Project Partnerships

Working with the City of Hillsboro

NE Veterans Drive
2012 and 2013

Government Project Partnerships

US Customs and Border Protection Facility

HILLSBORO AIRPORT MASTER PLAN UPDATE
Government Project Partnerships
Working with Clean Water Services

2010 Dawson Creek Pump Station

2018 MASTER PLAN UPDATE - FIRST STUDY ELEMENTS
- Introduction to Airport Inventory
- Introduction to the Role of the Airport
INVENTORY PREVIEW

➔ Baseline Data Collection
➔ Regional Setting: Location, Climate, Transportation, etc.
➔ Land Use: Existing, Zoning, Overlay Zoning, Future Land Uses
➔ Airside Facilities: Runways, Taxiways, Pavement Condition, Nav Aids, Area Airspace, Instrument Approaches, etc.
➔ Landside Facilities: Building inventory, Businesses, ARFF, Fuel, etc.
➔ Aviation Activity History: Based Aircraft, Operations, etc.
➔ Socioeconomic Inputs: Population, Employment, Income, etc.
➔ National Aviation Factors: FAA forecasts of active aircraft, pilots training, hours flown, etc.
SOCIOECONOMIC PREVIEW

WASHINGTON COUNTY

<table>
<thead>
<tr>
<th>Category</th>
<th>2000</th>
<th>2016</th>
<th>CAGR</th>
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</thead>
<tbody>
<tr>
<td>Population</td>
<td>474,336</td>
<td>583,867</td>
<td>1.61%</td>
</tr>
<tr>
<td>Employment</td>
<td>261,647</td>
<td>332,296</td>
<td>1.86%</td>
</tr>
<tr>
<td>Per Capita Income</td>
<td>$37,744</td>
<td>$44,135</td>
<td>1.21%</td>
</tr>
<tr>
<td>Households</td>
<td>184,689</td>
<td>232,326</td>
<td>1.78%</td>
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</tbody>
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METROPOLITAN STATISTICAL AREA

<table>
<thead>
<tr>
<th>Category</th>
<th>2000</th>
<th>2016</th>
<th>CAGR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>2,024,115</td>
<td>2,411,688</td>
<td>1.36%</td>
</tr>
<tr>
<td>Employment</td>
<td>1,215,717</td>
<td>1,478,019</td>
<td>1.51%</td>
</tr>
<tr>
<td>Per Capita Income</td>
<td>$37,936</td>
<td>$43,266</td>
<td>1.02%</td>
</tr>
<tr>
<td>Households</td>
<td>806,187</td>
<td>974,475</td>
<td>1.47%</td>
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</table>

STATE OF OREGON

<table>
<thead>
<tr>
<th>Category</th>
<th>2000</th>
<th>2016</th>
<th>CAGR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>3,547,376</td>
<td>4,051,536</td>
<td>1.03%</td>
</tr>
<tr>
<td>Employment</td>
<td>2,084,755</td>
<td>2,386,496</td>
<td>1.05%</td>
</tr>
<tr>
<td>Per Capita Income</td>
<td>$34,290</td>
<td>$39,016</td>
<td>1.00%</td>
</tr>
<tr>
<td>Households</td>
<td>1,426,797</td>
<td>1,670,677</td>
<td>1.22%</td>
</tr>
</tbody>
</table>

ACTIVITY PREVIEW

BASED AIRCRAFT

- 2003: 363 Aircraft
- 2016: 256 Aircraft

OPERATIONS

- 2003: 218,000 Operations
- 2016: 198,000 Operations
ROLE OF THE AIRPORT PREVIEW

- National Airspace System (NAS).
- **General Aviation (GA) Reliever Airport**: Current role serving all segments of general aviation including recreational, training, business, charter, military, air ambulance, and fractional.
- **GA Reliever and Small Commuter Service Airport**: Includes scheduled service with less than 9 passenger seats.
- **Commercial Service Reliever Airport**: Includes scheduled service with 10 or more passenger seat aircraft (Requires Part 139 Certification)
- **GA Reliever and Cargo Airport**: Includes expanded air cargo service.

National Airspace System Composition

- Hillsboro is 1 of 2 Reliever General Aviation airports in Oregon (Toutdale)
- Hillsboro is 1 of 2 National General Aviation airports in Oregon (Aurora)
- Hillsboro has been the busiest airport in Oregon for 2 of the last 5 years (PDX)
HILLSBORO AIRPORT MASTER PLAN UPDATE

Public comment

HILLSBORO AIRPORT MASTER PLAN UPDATE

Closeout and meeting evaluation
PAC Meeting #2 – May 4, 2017

- Brief overview: Baseline Inventory
- Focus: Airport Role / Strategic Analysis
- Introduce: Forecast

HILLSBORO AIRPORT MASTER PLAN UPDATE

Adjourn