

**Planning Advisory Committee Meeting #1 Notes**

**Monday, February 27, 2017 | 5–8:30 p.m.**

Hillsboro Civic Center – Auditorium  
150 E Main St, Hillsboro, OR 97123

Committee Member	Seat	Attendance
Jerry Willey	Chair (ex officio)	Present
Steve Nagy	Hillsboro Airport Manager (ex officio)	Present
Colin Cooper	City of Hillsboro	Present
Lisa Grab	FAA Local Air Traffic Control	Present
Jadene Stensland	Environmental / regulatory	Present
Andrew Singelakis	Washington County	Present
Henry Oberhelman	Community Planning Organization 8	Present
Kimberly Culbertson	Community Planning Organization 9	Present
Charles Hagele	Citizen at Large	Present
Keyanus Jacobo	Citizen at Large	Present
Alison Elmer	Citizen at Large	Present
Juan Carlos González	Citizen at Large	Present
Trent Robinson	Youth Citizen at Large	Present
Dirk Wittig	Airport Business	Present
Ryan McCartney	Airport Business	Present
Jackie Murphy	Airport Equity Business	Present
Deanna Palm	Local Business	Present
Scott Gratsinger	Aviation Industry Professional	Absent

Port of Portland Staff Present		Consultant Staff Present	
Curtis Robinhold	Richard Vincent	Dave Nafie	<i>WHPacific</i>
Ryan Parker	Stephen Winkle	Patrick Taylor	<i>Coffman Associates</i>
Sean Loughran	Steve Johnson		
Chris White	Emerald Bogue	Anne Presentin	<i>EnviroIssues</i>
Jayson Shanafelt	David Breen		
	Phil Ralston	Seth Baker	

**Welcome**

Steve Nagy, Port of Portland general aviation manager, welcomed everyone to the first planning advisory committee (PAC) meeting for the Hillsboro Airport Master Plan Update and thanked the PAC members for agreeing to participate in the master plan process. Mr. Nagy introduced the Port of Portland’s deputy executive director, Curtis Robinhold, to introduce the master plan process.

Curtis Robinhold opened the master plan process. He said Hillsboro Airport (HIO) is about 90 years old and the Port of Portland has owned and operated the airport since 1966. HIO’s previous master plan was completed in 2005 and introduced a new effort to integrate community concerns into the airport’s management through the Hillsboro Airport Roundtable Exchange (HARE) committee. Mr. Robinhold noted that some of the PAC members were former HARE members and thanked them for their continued involvement. Mr. Robinhold also introduced the PAC Chair, former Hillsboro Mayor Jerry

Willey. Mr. Robinhold emphasized the Port's interest of integrating community input, concerns and advice into the master plan process. He mentioned that he spoke with some of the PAC members before the meeting began about ongoing community discussion topics including noise, wildlife and fuel alternatives. Mr. Robinhold explained that the Port of Portland is seeking to engage diverse communities in the master plan process, including a diversity of ages. He welcomed Trent Robinson of the PAC as the first youth member to be appointed to one of the Port of Portland's planning advisory committees.

Mr. Robinhold explained the significance of HIO to the local, regional and global economy. He explained that the local community benefited from tax revenues generated by HIO, and said Intel was a strategic asset in the community. He explained HIO's important role in regional transportation as one of three airports managed by the Port of Portland – the other two being Troutdale Airport (TTD) and Portland International Airport (PDX). Mr. Robinhold said PDX is the busiest airport in Oregon, and HIO is the second busiest.

Mr. Robinhold thanked the committee again for their service and said he looked forward to the PAC's conversations.

Steve Nagy explained that the first PAC meeting was the culmination of a year-long effort involving Port of Portland staff, the Federal Aviation Administration (FAA) and the HARE committee. He said the scope of work for the Hillsboro Airport Master Plan Update was developed in collaboration with HARE members, and their input would be reflected in the process in addition to mandates from the FAA. Mr. Nagy said topics familiar to HARE members will appear on PAC meeting agendas, including topics like air emissions and noise. He said resource specialists from the Port of Portland were available at the meeting and encouraged participants to engage them during meeting breaks to ask questions. Although the committee's focus would be on long range planning for the master plan update, Port of Portland staff would continue to report back on day-to-day operation of HIO.

### **Agenda Review and Introductions**

Mr. Nagy introduced Anne Pressentin of EnviroIssues who would serve as the PAC's facilitator. Ms. Pressentin explained that she had an opportunity to speak with most of the PAC members by phone before the meeting and said she would share some of the things she heard later. Ms. Pressentin reviewed the meeting agenda and objectives. Ms. Pressentin explained that her role was to be a process advocate and assure that all voices were heard. She would be aided by the PAC Chair, Jerry Willey and the Port of Portland PAC member, Steve Nagy. Both Mr. Willey and Mr. Nagy will assist in agenda development and at times help facilitate PAC conversations. Ms. Pressentin explained that Mr. Willey and Mr. Nagy will have opportunity to provide input like other PAC members. However, at times when the PAC takes a formal position on a subject, Mr. Willey and Mr. Nagy will not participate.

Ms. Pressentin asked the PAC members to stand for an activity. On the floor was a diagram of three wedges labeled "Economic," "Environment" and "Social." At the center where the wedges intersected was a label that read "Hillsboro Airport."



Ms. Presentin asked the PAC members to recall the letter they received from Port of Portland Executive Director Bill Wyatt, which asked them to balance the economic, environmental and social needs of HIO and the surrounding communities as they engage in the planning process. Ms. Presentin asked the PAC members to consider these three topics and place themselves in one of the areas marked on the floor. She explained that the purpose of the activity was to help PAC members think about the perspectives they bring to the committee and learn about each other. She asked the PAC members to stand in an area on the diagram that reflected their values as they related to the master plan update. PAC members were allowed to straddle two areas and were asked to stand farther from or closer to the center of the diagram to indicate more or less focus in their selected area, respectively.



The PAC members chose their positions on the diagram. Ms. Pressentin asked PAC members to share their observations about their positions. PAC members noticed that many people were straddling two areas and said it was difficult to make a choice.

Ms. Pressentin asked each PAC member to introduce themselves and explain why they chose their position on the diagram.

- Chuck Hagele said he was interested in the airport's future economic viability and its impact to the environment.
- Andrew Singelakis was interested in economics considering HIO's relationship to the Washington County Fairgrounds and an interest in preserving the environment.
- Lisa Grab said she would have chosen safety if it was a choice, but chose economic and environment because she was interested in the economic prosperity of HIO's traffic control tower.
- Colin Cooper said he had one foot at the center of the diagram and another on economic. He said the City of Hillsboro recognizes the importance of HIO as an economic component but remained mindful of other impacts that result from the airport.
- Jadene Stensland of Clean Water Services (CWS) explained that CWS provides water resource management services, plays a role in economic development and was involved with partners regarding the social aspect.
- Alison Elmer said the environment and social aspects were of most concern to her and her neighbors.
- Henry Oberhelman noted that many PAC members chose to stand in the economic section. He said he was interested in balancing the three areas.

- Kimberly Culbertson said she was straddling “environment” and “social” because the two topics were related and she felt there was room for improvement in both areas.
- Keyanus Jacobo said she was straddling “social” and “economic” because the two topics were related and the social area needs to be considered to help people prosper.
- Dirk Wittig explained that he was standing in the economic area but close to the border with social because his business appreciates the importance of developing relationships with customers.
- Deanna Palm was straddling the social and economic areas because an economy cannot flourish without also balancing social issues.
- Ryan McCartney said he was interested in the economic area as a business representative.
- Jackie Murphy was interested in the social and economic areas because her organization focuses on increasing opportunities for underserved youth, particularly girls.
- Trent Robinson was interested in the social area, but leaned toward the economic area. He said he was interested in showing youth how HIO is integrated with the local community and its economic importance.

Ms. Presentin asked the PAC members how they might use the information they learned from the activity. PAC members said they could identify areas where they have similar interests and noticed that many members had some degree of commonality.

### **Master Plan Overview**

Ms. Presentin introduced Sean Loughran, long range planning manager for the Port of Portland. Mr. Loughran reiterated that the Port of Portland had conducted substantive outreach over the previous year to help shape the Hillsboro Airport Master Plan Update. Members of the HARE committee provided input on the scope of work, which described the tasks to be completed for the master plan update, and HARE members were involved in selecting the Port of Portland’s consultant team. He said the Port of Portland also had its own resource specialists that would work on the master plan update, including experts in real estate, air quality, waste management, land use, environmental policy and others.

Dave Nafie, the lead consultant project manager from WHPacific, introduced himself. As a resident of Hillsboro with projects all over the country, Mr. Nafie said it was refreshing to be able to work on a project so close to home. Mr. Nafie explained the structure of the consultant team. He explained that WHPacific was the primary consultant contracted with the Port of Portland to support the master plan update. Coffman Associates would also play a significant role developing the updated master plan document. Both WHPacific and Coffman Associates worked on the previous master plan in slightly different roles. Mr. Nafie also explained that Anne Presentin and Seth Baker were part of the local public involvement firm, EnviroIssues, which was hired to facilitate the PAC process and develop a community involvement process. In addition to these three firms, WHPacific would manage a team of consultants with specific expertise that would play various roles at different points of the master plan process. The team included Martinez Geospatial, Mackenzie, Johnson Economics, Kittelson Associates, Angelo Planning Group, Synergy Consultants, and Salus Resilience.

Sean Loughran provided an overview of the master plan process. He explained that there was a general structure of topics needed in a master plan and requirements from the FAA to allow an airport to be

eligible for federal funding. Coordination with other regulatory and partner agencies would be important as well. In general, Mr. Loughran described the master plan process as an opportunity to pause and reflect on the history and status of the airport and consider the trends that affect the long-term future of the airport. Mr. Loughran explained that although the Port of Portland would satisfy FAA requirements to remain eligible for funding, one FAA requirement was to consider community input.

Mr. Loughran described the topics typically covered in a master plan. First an inventory of the airport's facilities and operations would be taken to understand the status of the airport. The inventory would be used to inform forecasts of how the airport could be used in the future. Facility requirements would be derived from the forecasts, at which point the project team would assess whether additional facilities could be needed to match the forecasts. The master plan would include graphics to depict the plan visually. The process would include financial modeling as well as some environmental analysis – partly to inform the plan, but also to provide information for development work that results from the plan. Mr. Loughran explained the master plan process would also consider policies to help preserve the integrity of the airport – protecting the airport's ability to function. Before the end, Mr. Loughran said the team would ensure the master plan satisfies local, state and federal requirements and establish a process for ongoing community involvement.

Mr. Loughran said the goal of a master plan was to “Provide the framework needed to guide future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts.” He noted that, like the PAC's activity, the Port of Portland strives to achieve a balance of economic, environmental and social considerations. The Port of Portland staff have noted a range of interests that needed to be considered and accommodated to the best of their ability. Mr. Loughran also emphasized that a good master plan would need to be flexible to adapt to changing situations. He said things happen over a 10-20-year period that planners cannot expect.

Mr. Loughran said the process would involve the team building understanding, applying what they learn and putting it together into a master plan document. He reiterated that the community had played a role in shaping the process and would continue to play a role in shaping HIO's future. He said previous community involvement efforts had resulted in the Port of Portland identifying several topics of special interest not typically included in FAA requirements for a master plan. These topics included seismic resilience, stormwater management and community access. Noise and air quality have also been ongoing topics of community interest for HIO, and the master plan process would provide an opportunity to consider them in a different way. The master plan will also provide an opportunity to consider development in some focused sites.

Mr. Loughran explained that the master plan work would be done in coordination with other planning organizations both locally and regionally. Some of the organizations were represented on the PAC, including the City of Hillsboro, Washington County and Clean Water Services. The plan would also satisfy the regulatory framework of federal agencies (FAA, National Plan of Integrated Airport Systems, National Environmental Policy Act, Security), state agencies (Oregon Aviation Plan) in addition to local planning frameworks.

Dave Nafie identified four steps in the master plan process including investigation, analysis, formalization and plan implementation.

Mr. Nafie explained that the investigation will include an inventory to establish a baseline of HIO's facilities and the number of aviation operations (takeoffs and landings) as well as an account of the relevant environmental resources. The project team would use the inventory to come up with reasonable forecasts to the best of their ability, keeping in mind that unforeseeable events do occur over the long-range planning period.

The analysis will consider the information gathered during the investigation to determine facility requirements, which will include things such as the number and length of runways, number of hangars, etc. If the forecasts indicated facilities need to be expanded, the team will consider how and where the airport might expand. Mr. Nafie noted that HIO has abundant land, and the team might consider if surplus land could serve other uses. Once the team knows what pieces the airport would need, Mr. Nafie explained that they would come up with different concepts or alternatives to consider opportunities to enhance safety and satisfy facility requirements. The team will consider the various economic, environmental and social effects of the various alternatives and identify a preferred alternative. Mr. Nafie noted that Anne Pressentin will help facilitate those discussions.

Mr. Nafie said, once the analysis is complete, the project team will formalize the plan including a graphical airport layout plan (ALP) - a set of drawings representing an agreement with the FAA that shows how the airport would develop. Mr. Nafie explained that the implementation plan will carry the conversation beyond the master plan process.

Mr. Nafie said the project team plans to include discussions of the special areas of interest throughout each step of the master plan process as they become relevant. The entire process is expected to take about two years.

Mr. Nafie noted that one key area of interest was investigating how HIO interfaces with adjacent properties including the Washington County Fairgrounds and business developments to work better together as a system.

Steve Nagy suggested the project team compile a list of acronym definitions for use at future meetings.

### **Planning Advisory Committee Process**

Anne Pressentin explained the basic format future PAC meetings would take. Generally, project staff will present information and analysis to PAC members for consideration and discussion. PAC members are expected to ask questions and provide feedback on the topics presented. The project team will prompt a variety of ways for PAC members to submit their input. Each meeting will include time for Steve Nagy to provide an update on the ongoing operations of HIO so PAC members remain aware of current events while planning for the future. Each meeting would reserve time for comments from the public, usually mid-meeting near break times.

Ms. Pressentin shared the results from her interviews with PAC members completed prior to the meeting. The objectives of the interviews were to understand PAC members' expectations of the master plan process, collect feedback on the PAC charter, discuss community involvement and listen to concerns and questions.

Overall, Ms. Pressentin said there was much commonality in the thoughts shared by PAC members, but also some areas of difference. There was a broad range of experience with the Hillsboro Airport. However, only a few people had previous experience with a master plan process. When asked about their vision for the airport, some said HIO should serve as a community asset and economic driver, even suggesting the property would serve the community better if it was not an airport. Others said HIO could serve commercial and freight needs. Many members said HIO should not detract from community values and balance various needs. They said the master plan should handle growth, accommodate technology, and identify ways to increase access for diverse audiences. When asked about risks, members shared concerns about noise, air quality, lack of partnerships and not planning ahead or adequately addressing changes.

When asked what concerns the master plan could address, members mentioned facility improvements, economic growth, airport aesthetics, air quality, stormwater, landside accessibility, public transit and support for businesses at HIO including minority-owned businesses.

PAC members said they expected the project team to take advantage of the PAC's expertise by listening to PAC members' ideas. PAC members expected their thoughts to be documented and recognized by Port of Portland staff, and they expected to serve as a second set of eyes for the project team by reviewing project information.

Ms. Pressentin transitioned to an exercise that would help PAC members share their thoughts on various master plan topics and help the project team plan future agendas. The back of the room had 15 large pieces of paper with different topics written on them. The topics included interests PAC members shared during their interviews as well as topics that are typically included in an airport master plan. Ms. Pressentin explained that the project team planned to cover all of the topics listed, but wanted to learn which topics PAC members wanted to spend more of their time learning about and discussing. Each PAC member was given eight colored sticker dots – seven green dots and one yellow dot. Ms. Pressentin asked PAC members to place their green dots on topics that were a higher priority to discuss for them, and their one yellow dot on a topic that was a lower priority relative to available time and other topics. PAC members were allowed to place multiple green dots on a single topic. PAC members were encouraged to write on the posters if they wanted to provide clarity on their interests or share a more specific or unlisted topic. The meeting took a break while the PAC members completed the dot exercise activity.

The results of the exercise are listed below.



Topics	Green dots	Yellow dots
<b>Economic development</b> Discussion of Hillsboro Airport’s economic effects including but not limited to jobs, income levels and tax revenue	15	0
<b>Surface transportation</b> Discussion of roads, traffic and land mobility around Hillsboro Airport	14	0
<b>Environmental quality</b> Discussion of Hillsboro Airport’s effect on the natural and built environment including but not limited to air quality, stormwater and wildlife	12	0
<b>Airport role</b> The types of users served by Hillsboro Airport (i.e. recreational aviation, business aviation, flight training, maintenance, etc.) and its relationship to other airports	11	0
<b>Aviation forecasts</b> The estimated level of use expected at Hillsboro Airport in the future, including number of takeoffs and landings expected from different sizes and types of aircraft	10	0
<b>Community involvement</b> Planning activities and opportunities to include community members in discussions about the master plan, community compatibility and using Hillsboro Airport	10	0
<b>Social equity</b> Discussion of fair access to benefits and opportunities provided by Hillsboro Airport	10	0
<b>Aesthetics</b> Discussion of how the visual design of the airport could support aviation and community needs	7	0
<b>Airport facility requirements</b> The number and size of facilities needed at Hillsboro Airport to satisfy aviation forecasts and fulfill services for expected types of users (i.e. recreational aviation, business aviation, flight training, maintenance, etc.)	6	0
<b>Noise</b> Discussion of noise associated with Hillsboro Airport operations	5	3
<b>Airport inventory</b> An account of the facilities and aircraft based at Hillsboro Airport	3	0
<b>Implementation</b> A plan and schedule identifying how future changes will occur at Hillsboro Airport over time	3	1
<b>Master plan alternatives and evaluation</b> Consideration of various possibilities at Hillsboro Airport and a method to select a preferred alternative	3	4
<b>Seismic resilience</b> Discussion of Hillsboro Airport’s potential role during a major earthquake event in the Portland metropolitan region and how to prepare	3	4
<b>Other</b>	0	2

There was one comment written under “Economic Development” that said “Workforce Development Pipelines.”

Ms. Pressentin the project team would use this information when planning the amount of time spent on each topic.

### **Planning Advisory Committee Charter**

Ms. Pressentin transitioned to discussing the PAC's charter. As noted earlier, the PAC members were given the charter via email and discussed it one-on-one with Ms. Pressentin during their phone interviews. The charter identified the role of the PAC in the master plan process and how PAC members would work together and with the project team to achieve the objective of an updated master plan for HIO.

Ms. Pressentin reviewed each page of the charter and asked PAC members to comment on any changes they would like to make to the document. The following changes were approved by PAC members with a show of thumbs up.

- Add to role of project staff: work with the facilitator, PAC Chair and PAC members to ensure conversations are reflected accurately in the meeting notes
- Add to Meetings and Public Comment: Port responses to questions asked during public comment will be included in meeting minutes
- Add to Meeting Agendas and Meeting Materials: Facilitator will work with project staff and PAC Chair to develop meeting agendas
- Identify the following additional topics as topics of interest on page 2: environmental quality, surface transportation, accommodation of new technology such as aerial drones

PAC members asked whom they should contact with questions. Port of Portland staff indicated PAC members could contact Ryan Parker, the Port of Portland project manager, with questions.

PAC members expressed interest in learning how unmanned aerial vehicles (UAVs) such as aerial drones should be included in the master plan process. Steve Nagy explained that the FAA provides safety guidelines for the operation of UAVs but little guidance on how to plan for UAVs in airport master plans. He said some guidelines could exist in draft form, but the timeline for the guidelines was unknown. Sean Loughran mentioned that discussion of UAVs was included in the consultant scope of work and could be explored in the conversation about forecasts. Patrick Taylor of Coffman Associates said existing guidance from the FAA on UAVs primarily related to safety. Henry Oberhelman said drones could be used in agricultural operations in the Hillsboro region. Jerry Willey suggested the topic be included as "accommodation of new technology" given the uncertain nature of how UAV technology would develop as it relates to HIO.

Sean Loughran noted that seismic resilience was a topic of interest heard during HARE committee discussion, but was not a high priority for PAC members according to the dot exercise. He suggested the Port could conduct workshops outside of formal PAC activities with relevant agencies and interested parties. Port staff could provide a high-level summary of the workshop at a future PAC meeting.

**Airport 101***Hillsboro Airport History, Facts and Landscape*

Steve Nagy introduced the Port of Portland's core staff working on the master plan update, including the Project Manager Ryan Parker, Senior Long Range Planner Sean Loughran, Community Affairs Manager Chris White, and Jayson Shanafelt who works in community affairs and would be distributing communications to PAC members from the Port of Portland.

Steve Nagy said there was a range of familiarity with HIO among PAC members and encouraged members to contact Port of Portland staff if they needed more details about the airport. He explained that the airport has about 900 acres of property partly within Hillsboro city limits and partly in unincorporated Washington County. HIO has one of three FAA air traffic control towers in Oregon, which he said spoke to the complexity of operations at HIO. An average of 150,000 passengers pass through HIO annually through charter flights. HIO had nearly 200,000 operations (takeoffs and landings) in 2016, making it one of the higher traffic airports in Oregon.

Mr. Nagy reviewed the economic benefits HIO has on the local community and referenced the number of direct, indirect and induced jobs from the airport listed in the PowerPoint presentation. Business and tax revenues have grown since 2011. There are businesses on airport property including three fixed-base operators (FBOs), which Mr. Nagy explained provided fuel, hangar, maintenance, flight training and charter services. Mr. Nagy said most airports were fortunate to have one FBO. HIO also housed corporate flight departments, flight training schools, international customs and a border protection fee-based facility.

Mr. Nagy provided highlights from the master plan process completed for HIO in 2005 and encouraged PAC members to read the executive summary on the Port of Portland's website if they wanted more detail. The previous master plan process considered the role of the airport and determined it should remain a general aviation airport at that time serving business and recreational aviation needs and flight training. Mr. Nagy explained that the role of the airport was determined by expected markets – the Port of Portland builds facilities to meet demand and does not recruit new markets. The forecasts at the time predicted 1 percent of growth per year. Mr. Nagy said HIO had not quite reached that level of growth.

The 2005 master plan found that the airport facilities at HIO were inadequate to meet demand and recommended increasing capacity. Among the changes was the development of "high-speed exits" which increase runway capacity by allowing airplanes that have landed to exit the runway more quickly at a 45-degree angle instead of slowing to turn at a 90-degree angle. The 2005 master plan also recommended building a third runway for the airports smaller aircraft to separate aircraft that approach landings at different speeds. The third runway required purchasing additional land on the north side of the airport. One of the helicopter training helipads was also relocated, and significant resources were also spent on maintaining and improving HIO's runways and taxiways. One recommendation the Port of Portland had not completed was redeveloping HIO's main terminal building.

The 2005 master plan included a compatibility study, which identified how the airport could cooperatively develop with plans and zoning from the City of Hillsboro and Washington County in addition to addressing noise and other community concerns. The Washington County Fairgrounds and

farmland have served as a relative buffer between HIO and dense residential areas, and planning with the City and County have helped preserve the airport's ability to function. A total of 32 compatibility elements were identified in the previous process, and the Port of Portland has been able to identify most of them. Mr. Nagy explained that some of the elements are unlikely to be funded by the FAA due to changes in policy and technical challenges.

Steve Nagy listed examples of projects when businesses and local agencies partnered with HIO, including the City of Hillsboro, Washington County and Clean Water Services.

#### *Introduction to Airport Inventory and Airport Role*

Patrick Taylor of Coffman Associated explained that his firm was responsible for the FAA-required elements of the master plan update. He introduced the two elements that would be discussed at the next PAC meeting: airport inventory and role.

Mr. Taylor said the inventory element is usually the largest chapter in an airport master plan document. He highlighted facilities that have changed since the 2005 master plan, and said 2017 was a good time to start a new master plan process since economies have largely recovered from the 2008 recession. The inventory process would establish baseline information for the airport and surrounding communities, including changes in Hillsboro and Washington County. Mr. Taylor noted that Washington County was growing at a more rapid rate compared with the whole Portland metro area. Colin Cooper pointed out that Hillsboro was growing at an even faster rate compared to Washington County as a whole.

Mr. Taylor explained that the role of an airport is not usually discussed in depth in a master plan, but he said there were various possibilities at HIO. He reiterated that the previous master plan recommended HIO remain a general aviation airport and said the same finding could result from the current master plan process. Mr. Taylor pointed out that HIO is a reliever airport for PDX, and is one of only 89 national reliever airports out of 20,000 in the country.

#### **Public Comment**

##### *Miki Barnes*

Ms. Barnes said she wanted to share her comments about what she heard during the meeting concerning economics and environmental topics. She said Clean Air Oregon, under the encouragement of Governor Brown, decided to merge environment with public health. Clean Air Oregon included the Department of Environmental Quality and the Oregon Health Authority. Ms. Barnes said it was important when talking about the environment to consider public health and impacts of toxins on the population. She would like to see more emphasis on social justice, noting that Hillsboro Airport has one of the most diverse communities in the state with 40 percent Hispanic population. She said the population was subjected to a ton of lead per year from Hillsboro Airport and said Hillsboro Airport was the highest source of lead in Oregon and emitted benzene, acrolein and formaldehyde among other toxic chemicals. Ms. Barnes said a recent article said MIT researchers found that there was a \$1.6 billion loss to communities nationwide for IQ loss due to leaded aviation fuel. She encouraged conversation that includes economic impacts in terms of health. She said ADHD is associated with lead in small amounts and asked what was the cost in ADHD to families and schools and society. Ms. Barnes said she remembered Martin associates previously merged economic numbers for Troutdale and Hillsboro

airports and would like to see a definitive breakdown of jobs. Ms. Barnes said businesses are benefiting from public dollars in airports but not sharing what they're doing and called for accountability, social justice and environmental public health connection.

*Jim Lubischer*

Mr. Lubischer said he lived 1.7 miles from the airport and was involved before. He brought 11 considerations for the PAC members to consider (see written comments). He reviewed a few of the items. Regarding security, Mr. Lubischer said people can walk on the airfield with their backpacks, which seemed like a security risk. He asked the committee to look at previous aviation forecasts and see how well they forecasted because the previous process predicted big forecasts that did not seem to come. Mr. Lubischer said his big request was to review a detailed inventory of what goes on at Hillsboro Airport. He asserted that Hillsboro Airport this was a majority flight training airport facility, saying there was information in past assessments that two-thirds of aviation operations were flight training and people who train are not all local residents. He said the Port of Portland had not given people an answer on how many operations were flight training operations. He said flight training resulted in noise and pollution. Mr. Lubischer thought it was a good idea to consider alternatives for development and encouraged PAC members to consider a better use scenario of airport property. He found the figure of \$8.4 million of local taxes from Hillsboro Airport surprisingly low, saying \$4 million in revenue was lost because the Port of Portland does not pay property taxes on undeveloped land. Mr. Lubischer said he was sad to see not many people were concerned about the noise issue. He said he understood noise does not affect everybody but it can affect some people.

*Michael Gallagher*

Mr. Gallagher said the three PAC members who put a dot by seismic deserve a salute. He said when a major seismic event hits the region, PDX could be down for an extended period of time and Hillsboro Airport could be the last remaining airport in the region. He asked PAC members to consider what the assessment of damage at PDX could be and what plans were in place to receive emergency relief to support the region from the government. He asked if Hillsboro Airport's airfield capacity was known and whether parking was available for emergency service airplanes. He asked if Port staff would be able to reach the airport if there are road problems. Mr. Gallagher said coordination with federal agencies was essential and asked if Nike and Intel were keeping enough fuel on hand for a one-way trip out of the airport. He also asked if there was a funding authority to make these adjustments now in the event of an earthquake. He said the threat of the big earthquake is huge and well documented. In summary, he asked the committee to address the importance of Hillsboro Airport if PDX were lost and what it means to the community to have a relief airport nearby. He said discussion of seismic preparedness could improve the public image of the airport. He said to make sure the appropriate agencies have done what it takes to put a plan in place quickly. Mr. Gallagher also submitted written comments.

**Close and Meeting Evaluation**

Anne Pressentin said several PAC members indicated they would like to go on a tour of HIO. PAC members would receive a Doodle poll to find the best time to schedule the tour. Ms. Pressentin said the project team would try to collect general schedule information from PAC members to so PAC activities could be scheduled around PAC member availability as much as possible.

Jerry Willey congratulated and thanked PAC members for their commitment to the region and HIO. He said the breadth of the committee was indicated in the range of responses received during the facilitator interviews. Mr. Willey said he often refers to the book “Good to Great” in which the “tyranny of the ‘or’” was discussed. Mr. Willey said encouraged the committee to think of “win-win” solutions instead of “and/or” discussions. He looked forward to learning more about the airport with the committee.

Steve Nagy said representatives from the Port of Portland would be happy to meet with interested community groups to discuss the master plan process and could provide copies of meeting materials.

**Adjourn**

**Action Items**

Date	Action	Lead	Status
2/27	Poll PAC members to schedule airport tour	Jayson Shanafelt	Due 3/3
2/27	Identify scheduling constraints of PAC members for future meetings via Doodle poll	Jayson Shanafelt	Due 3/24
2/27	Create contact sheet for PAC members with information for PAC members and project team	Jayson Shanafelt	Due 5/4
2/27	Develop glossary of relevant acronyms	Steve Nagy	Due 5/4
2/27	Complete edits to PAC Charter	Anne Pressentin	Due 5/4

**Written Comments**

- 
- Contact:* Bert Zimmerly
- Comment:* Sound system- the previous system at the HARE meetings were better – the hand-held mike is not used properly – held too far away.
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- Contact:* Will Chad Gautier
- Comment:* Noise, noise, noise; plane fly over my house all day long – sunburst meadows. My understanding is that that should not be happening = 5 green dots
- Seismic – Need to upgrade structures and runways – like Japan has done. Huge = 4 green dots
- 
- Contact:* *Barrie Pedroza*
- Comment:* Is there a time period for planes taking off and landing?
- My family is concerned about the amount of air traffic.

Contact: Jim Lubischer

2-27-17 (Submitted by Jim Lubischer)

To Members of the Hillsboro Airport Master Plan Update Advisory Committee,

In the next Hillsboro Airport Master Plan please include the following:

- 1) **Security**: Please review airport security measures to insure that another 9/11 event does not happen with aircraft from HIO.
- 2) **Chemical / Particulate Pollution**: Please review the scope of aviation pollution that Hillsboro Airport brings to our increasingly dense community.
- 3) **Lead free aviation gas**: Please insure that infrastructure is in place by 2018 for the provision of lead-free aviation gas.
- 4) **Noise Pollution**: Please review all noise pollution sources including jet engine testing, flight training helicopters that fly over residential areas, flight training fixed wing aircraft that circle over Hillsboro neighborhoods at low altitudes practicing how to land and takeoff, and the noise over rural areas that results from flight training activity.
- 5) **Better use scenario**: Please review if non aviation-uses for this property would be a better use of this property. Please include property tax revenues, employment, personal tax revenues, etc in this consideration.
- 6) **Subsidies**: Please review the financial balance sheets for the Hillsboro Airport since the Port purchased the airport. Please consider the exact sources of funds that have been used to cover the operating expenses for the airport when revenues from HIO have not been sufficient. Also, review capital expenditures and funding for these capital expenditures.
- 7) **Military**: Please review the likelihood of the transfer of military operations from PDX to the Hillsboro Airport.
- 8) **User fees**: Please review options to increase HIO revenues to cover HIO expenses. Please review user fees such as "runway use fees" so that those who use the runways help defray the runway capital and maintenance costs.
- 9) **Airport Use Specifics**: Please determine the details of operations at HIO, specifically to include the number of operations performed for different uses, including but not limited to passenger carrier operations, cargo operations, private pilots, flight training operations, military operations, etc. This will allow the Committee to know exactly what they are dealing with.
- 10) **Airshow**: Please review the use of HIO for the International Airshow with special consideration regarding the issuance of waivers of safety regulations given to military acrobatic teams.
- 11) **Forecasts**: Please review past operational forecasts with actual historical operational numbers to see how reliable previous forecasts have been.

1 of 1

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Contact: Michael Gallagher

**PUBLIC COMMENTS BY MICHAEL GALLAGHER  
PORT OF PORTLAND HIO MASTER PLAN MTG 2/27/17**

**QUESTION:** How will the master plan address the newly recognized role of the Hillsboro Airport as a primary reliever airport in the event Portland International Airport is out of service for an extended period following a natural disaster.

- What is the current assessment of potential damage to PDX from a severe earthquake?
- What plans are in place for HIO to receive emergency relief airlift from government and other sources?
- Is runway capacity (i.e. landing and takeoff cycles by C-5 or C-17) *known*?
- Is a parking plan available to accommodate large aircraft?
- Security arrangements will be challenging
- Command and control issues – will Port staff available?
- Pre-coordination with FEMA, FAA, US military?
- Planning to integrate extensive helicopter traffic to and from HIO
- Arrangements with aircraft operators such as Intel, Nike? Do these aircraft normally have a ramp fuel load to allow them to depart to an alternate operating base if fuel is not available?
- Does HIO have sufficient funding priority to make the investments need to handle a major regional disaster?

“What if drills and plans often are not high on priority lists, but the high level of concern about a large earthquake and the vulnerability of PDX make this especially important.

On a brighter note, addressing these issues can enhance the community appreciation for the importance of the airport.

Comments? Can we expect regular updates on this topic in future meetings?



## Responses to Questions

### *Q. Flight training – why is this harmful? [Keyanus Jacobo]*

- A.** Flight training, in and of itself, is not harmful. However, just like all transportation modes, aircraft flights have some level of environmental consequence. Currently, most flight training is conducted in piston engine powered fixed-wing aircraft and piston engine powered helicopters. These piston engine powered aircraft and helicopters currently use an aviation fuel which contains approximately 1 gram of tetraethyl lead per gallon of fuel. The Federal Aviation Administration (FAA) and U.S. Environmental Protection Agency (EPA) are currently working with private industries to create a new aircraft fuel that will perform in current aircraft, but will contain no lead. This new fuel is anticipated to be certified by the FAA by December 2018. In the meantime, the Port has modeled the emissions from all aircraft that annually operate at Hillsboro Airport and has determined, along with the Oregon DEQ, that lead emissions from aircraft are well below the EPA's National Ambient Air Quality Standard (NAAQS) of .15 micrograms per cubic meter (.15ug/cm<sup>3</sup>). Some members of the community may also find noise from flight training intrusive.

### *Q. Request for inventory of jobs produced by Hillsboro Airport (not combined with Troutdale Airport figures). [Miki Barnes]*

- A.** In fiscal year 2015, the general aviation and passenger activity at Hillsboro Airport generated 1,746 direct, induced and indirect jobs in the Portland metropolitan area and \$124.1 million of business revenue. A total of \$93 million of direct personal income, induced income and consumption impacts, and indirect income was also generated by activity at Hillsboro Airport. The airport activity provided \$9.2 million of state and local taxes.

### *Q. Request for inventory of flight training operations compared to other aviation operations at Hillsboro Airport. [Jim Lubischer]*

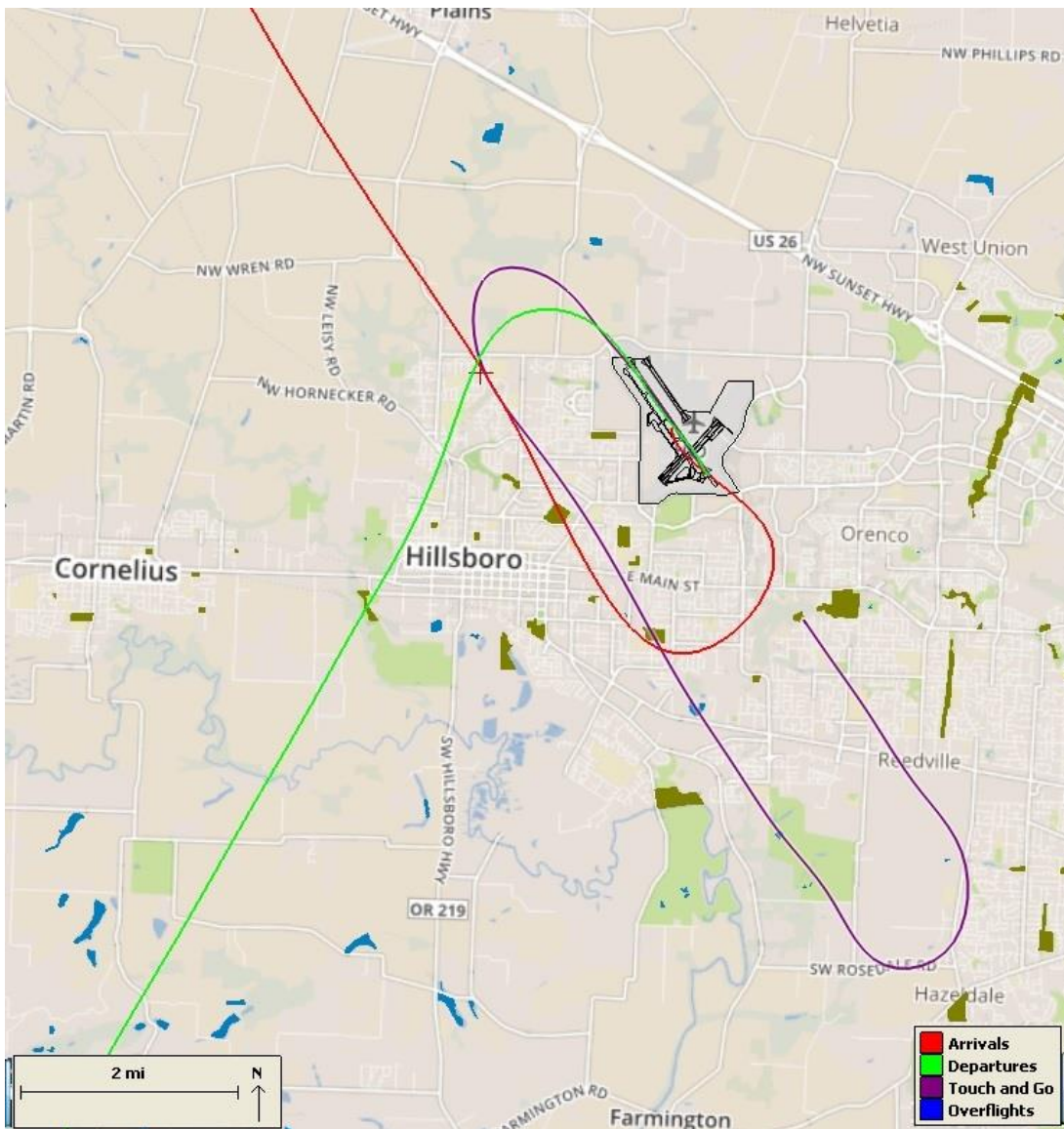
- A.** The FAA generates the statistics of aircraft usage at individual airports. The FAA air traffic control tower at Hillsboro Airport generates statistics on fixed-wing aircraft operations, helicopter operations and "commercial" operations (i.e. aircraft charter). The FAA does not log flights by the type of individual use (such as recreational or flight training), so the Port is not able to provide this inventory.

### *Q. Is there a time period for planes taking off and landing? My family is concerned about the amount of air traffic. [Barrie Pedroza]*

- A.** Hillsboro Airport is a public use airport facility. An airport owner, the Port of Portland cannot limit or restrict aircraft operations to certain types of aircraft or limit aircraft to specific hours of operation. However, the Port has published voluntary guidelines for pilots using Hillsboro Airport that requests pilots to refrain from touch-and-go flight operations (ie. local flight training), between 10:00 p.m. and 6:00 a.m. daily.

**Q.** I am experiencing a great deal of aircraft noise; plane fly over my house all day long; I live in Sunburst Meadows. My understanding is that that should not be happening. [Will Chad Gautier]

**A.** The comment is not sufficiently specific for the Aviation Noise Management department to formulate a detailed response. In general, as the attached diagram/photo indicates, this neighborhood (marked by the small red cross) is 1½ miles due west from the north end of runway 31L; a high percentage of propeller driven aircraft with pilots flying the down-wind leg of arrivals, departures, and closed traffic patterns for 31L will overfly the area. Overall, approximately 11% of all the operations tracked in our system at HIO for the month of February this year were within a ½ mile of the center of the neighborhood. Given how close the neighborhood is to the runway, this overflight activity would be very difficult to avoid completely. Jet aircraft operations show operations between 10:00 p.m. and 7:00 a.m. Operations from other HIO runways are rare in comparison. We are happy to discuss the question in more detail if helpful.



**Q.** *I am interested in planning for future seismic events. What can you tell us about this topic? Can we expect regular updates on this topic? [Mike Gallagher]*

**A.** The topic of seismic resilience was discussed with HARE in the months preceding the Hillsboro Airport Master Plan Update and HARE made the recommendation that seismic resiliency be included in the scope of work for the Update. The Port has included this topic as part of our planning process, and we have selected a consultant with expertise in seismic assessment and planning to ensure we have the resources to evaluate existing facilities and future needs. It is important that we avoid premature assumptions regarding local, regional and federal response and planning until we have coordinated with other agencies to better understand capabilities, plans and priorities. It's important to also be aware that the Port is currently working to better understand seismic risk to our facilities as a whole and develop a proactive strategy for addressing our needs in a way that is consistent with those of our partners. The Port will take a systems approach to this important issue and is currently taking steps to better prepare PDX for both emergency response and recovery. This is certainly a topic that the PAC can expect more information on in the future.

**Evaluation:**

15 PAC members submitted evaluation forms.

<b>PAC Meeting #1 - Feb. 27, 2017</b>					
<b>Overall Meeting Quality</b>	<b>Poor</b> --	<b>Fair</b> --	<b>Good</b> 8	<b>Excellent</b> 7	
<b>Pacing</b>	<b>Too slow</b> --	<b>A little slow</b> 4	<b>Just right</b> 10	<b>A little fast</b> 1	<b>Too fast</b>
<b>Presentations</b>	<b>Poor</b> --	<b>Fair</b> 2	<b>Good</b> 7	<b>Excellent</b> 6	
<b>Meeting materials</b>	<b>Poor</b> --	<b>Fair</b> --	<b>Good</b> 8	<b>Excellent</b> 7	
<b>Discussion</b>	<b>Poor</b> 1	<b>Fair</b> 3	<b>Good</b> 9	<b>Excellent</b> 2	

Open ended comments from PAC members are summarized below.

Most useful

- Opportunity to get to know other PAC members
- General information about the airport and master plan process
- Meeting materials and visual aids
- Facilitation

Least useful

- Not enough time for dialogue with PAC members
- Background information

Other

- Comments on meeting times being adequate or too long
- PAC member input should be solicited more during meetings
- Potential meeting topic: land uses on and near airport property
- Why do some members of the public think flight training is harmful?