

Fall/Winter Outreach Summary September 2017 - February 2018

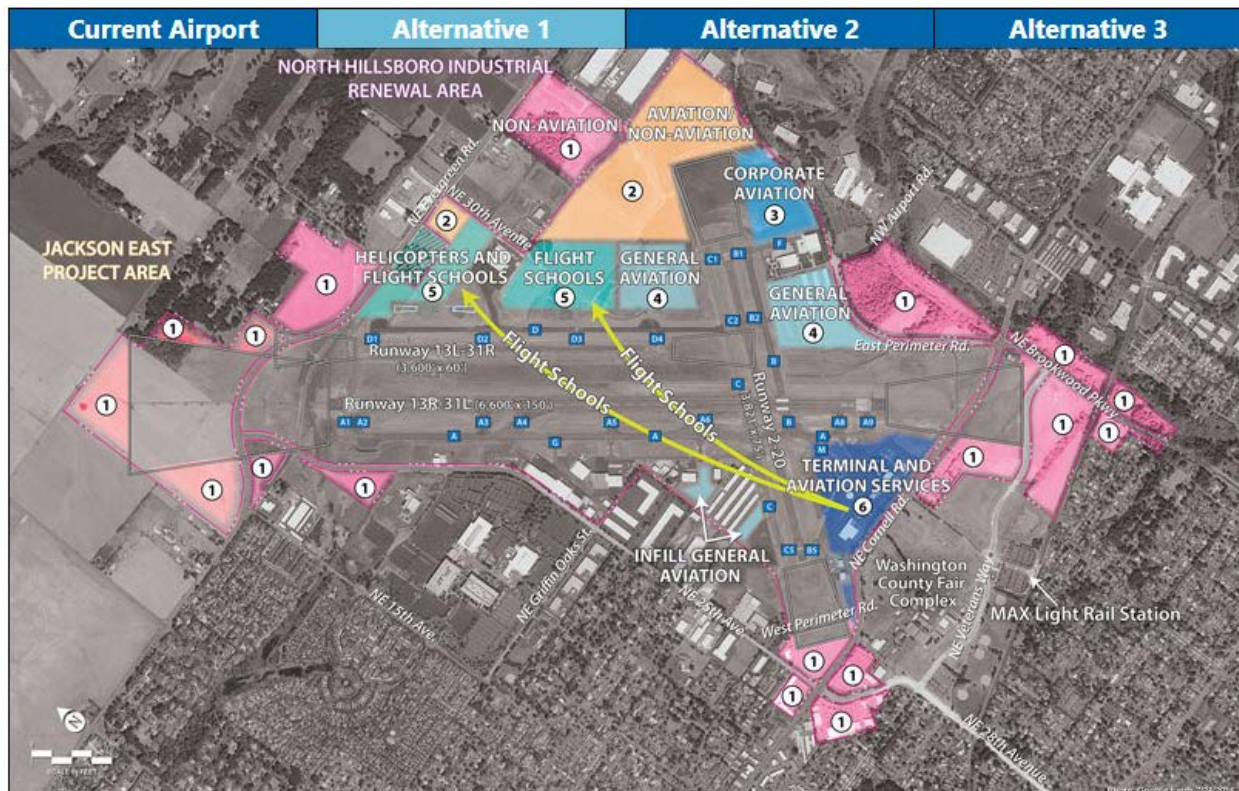
Appendix A: Community Survey Results

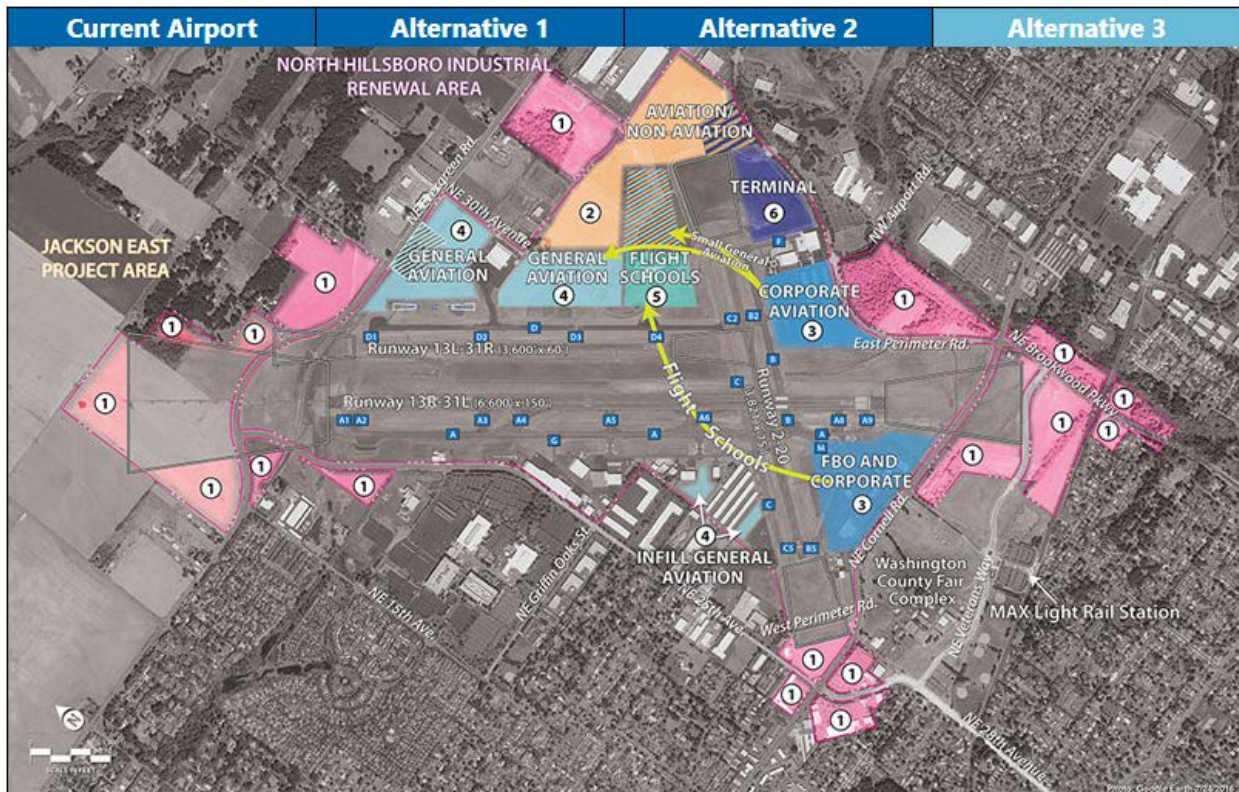
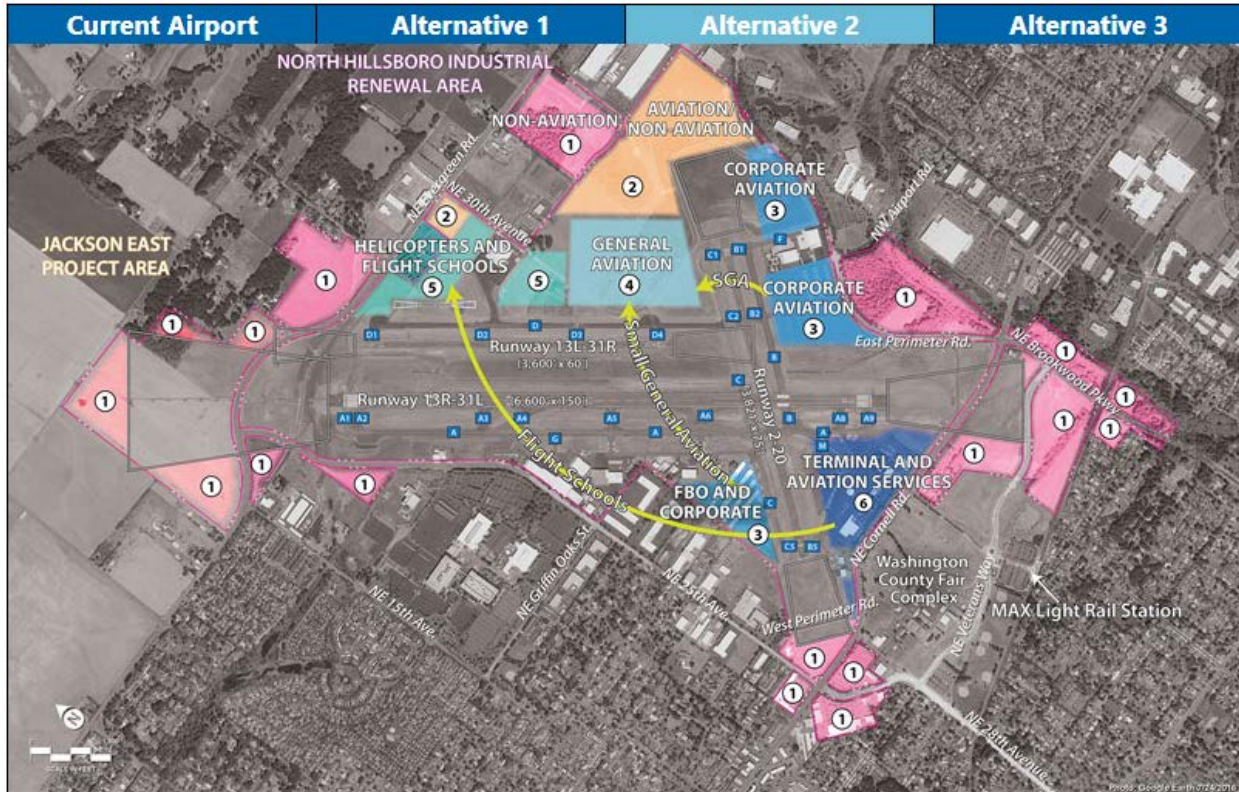
The online open house included two sections where users could submit comments on the airport alternatives and ongoing community engagement. The goal of the survey was to engage and learn from as many community members as possible. The results are not statistically representative, meaning the respondent sample is not predictive of the opinions of the communities that use and surround Hillsboro Airport.

Survey response counts	
• Total comments on development possibilities:	94
• Total community involvement surveys:	125
○ Responses on community involvement tools:	108
○ Responses on information sharing tools:	119

Participants were not required to answer all questions in the survey. A complete list of responses begins below.

Question: What are the benefits and drawbacks of each alternative? Are there ideas you prefer more than others? Please explain your thoughts.





- For what reason(s) does the POP Authority find its 2005 Airport Master Plan inadequate?
- Could you please articulate the problem statement(s) that Alternative 2 is designed to overcome?
- Could you please articulate the problem statement(s) that Alternative 3 is intended to overcome? Would homeowners bear the burden of paying for Alternatives 2 and 3 through increases in real estate taxes? If so, by what amount per \$1,000 of assessed property value?
- Securing more restaurant and retail opportunities for residents to enjoy should be a major benefit of the alternatives, but traffic along Cornell at Brookwood in particular needs to be addressed with additional capacity ahead of development.
- I'm concerned about the airport noise currently and any increase in airport noise. We live in the Bethany neighborhood, just a few blocks north of Hwy 26. Airport noise has increased in the past 18 months and often occurs after 10pm. Other airports (including commercial airports in residential neighborhoods) have a 10pm curfew for flying planes. I am upset that Hillsboro does not seem to have this same curfew, and I am upset that current flying patterns interfere with my family's ability to sleep. I protest any airport or flight changes that increase noise pollution, particularly between the hours of 10pm to 7am, and I believe current practices should be changed to eliminate flight noise during those times.
- The front of the Airport building is old and out dated. It really needs a make over.. The parking is terrible also..
- I would like to see HAA moved over to the north of the new runway near to HAI. I would also like to see all HAA students using 31R-13L and on a dedicated radio frequency. There is a huge danger due to the poor English skills of the Chinese students at HAA. They are often incomprehensible.
Alternative one seems the best option.
Capt. Robert Lawrence
US Air Force Aux.
Civil Air Patrol.
- Improve security.
- Get a restaurant back on the airport.
- The airport should not have a flight school. It is a source of lead poisoning and noise for local residents and should be located in McMinnville like it was originally. We are subsidizing this private business with taxpayer money. It adds aircraft to the area that should not be there. In addition, all planes should be using unleaded fuel. The conversion should take place right away and not wait until a national deadline. Many children live in the immediate area and should not be exposed to lead poisoning. In addition, flight paths of of training flights should not be going over residential areas at all. These repeated flights are annoying, noisy, and involve leaded gas that is polluting our homes and ourselves.
- Biggest concern is all the repetitive noise over and over and over again from the flight school, especially helicopters but also the airplanes. Benefits a small handful of people (many of whom do not live in the area) for their profit at the expense of quality of life for many thousands of local residents. If the flight school must stay, keep flight patterns away from densely populated areas as much as possible.
Alternative 1 moves the helicopter pad further away from the highest concentration of homes, so that is preferable. I also like the lower cost.
Alternative 3 costs more, loses space for community uses and is less accessible to fairgrounds so I think it is the least desirable option.

- With the large development south of TV Hwy and the failure to get approval for the Eastern bypass, its a pretty good guess that traffic will surge on Brookwood Pkwy. Plans to relocate the terminal or other traffic generating facilities to the Brookwood side of the airport should not be part of the masterplan update.

Don't give up on creating an aviation theme park. Part of the FAA's mission statement includes encouraging aviation careers, so a park could fit within this goal if it had features designed to stimulate an interest in aviation in young people. Many other airports, Santa Monica for example, have done this. If some future airport plan requires moving/closing a park, that would not be a big cost item.

Still not enough recognition of how Hillsboro will be impacted if PDX is damaged and HIO becomes the temporary regional airport while PDX is put back together. This is not to suggest that HIO could replace the capacity of PDX, but as a point of entry for relief supplies, etc it would have a large role and it could do this better with a plan!

- I think that alternative 1 & 2 are the ONLY practical, reasonable options because it does NOT make any sense to locate the terminal so far away from light rail access! People don't want to leave their vehicles in an airport parking lot.
If you go with option 2; that favorably expands the corporate facilities: could you offset some of that expense by partnering with Intel et ala, to help finance the improvements?? Other than simply looking for the cheapest option, I don't see any benefit to using alternative 1. Alternative 2 offers more benefit to the transportation uses of the airport, as opposed to just the commercial/retail developments of alternative 1.
- It seems like Alternate 2 makes the most sense - Although it's a higher cost, co-locating like facilities makes a lot of sense long-term.
- I am just whining about the aircraft noise over North Bethany
- The airport needs a shuttle to PDX or a commitment from horizon for a round trip to SEA-PDX-HIO or the other way around PDX-HIO-SEA, HIO-PDX-SEA. Reduce travel time and relieve pressure on Hwy 26-I 84-I 205. Local van shuttles struggle to meet demands and stay profitable. Rates have gone up steadily.
- Benefits:
Shift airport noise patterns slightly north -- anything you can do to shift noise away from residential areas and toward commercial/industrial zones, especially at night and early morning hours.
Leased space -- closer to the residential areas, we need businesses that are family-friendly, not office space or auto parts stores. This doesn't mean development of these spaces needs to be maximized; minimizing the noise and traffic signatures of aviation AS MUCH AS POSSIBLE is much more important.

Alternative 2 seems to be my preference as it co-locates like facilities and makes the aviation footprint more concentrated AWAY from residential areas (alternative 3's redevelopment of the south quadrant with fixed base operators negates this preference).

Please be considerate of the surrounding neighborhoods. We do not like being woken up at 3 a.m. by Uncle Phil's and other corporate jets and smaller airplanes. Residential development has increased around you along with aviation use -- they have grown together, but do not need to grow in conflict.

- This looks like the best plan at this time
- Alternatives do not mention parking impacts, especially for travelers using corporate shuttles. Alternatives 1 & 2 permit greater use of MAX to lessen parking. More grouping of similar uses also makes sense for users of these services. Alternative 2 increase capacity for corporate use - this needs to be supported by future demand studies. It also provides a large orange area for future development of either General or Corporate Aviation hangers that keeps the grouping consistent. Since retiring from Intel, my last several visits to the Hillsboro Airport have been to attend Air Shows. I believe none of the alternatives would effect this in a negative way. Having a larger terminal area might be a positive. I would also like more space designated of casual dining - in the terminal or even along 25th with a view of the runway.
- I am against any expansion of the Hillsboro Airport due to the air and noise pollution it brings to our community.
- Alt 1 or 2 - the Main reason is to keep the Max as close a possible to the terminal. Plus it keeps the terminal in the area where it can be expanded if needed for future possible commuter flights. Which as someone who drives to PDX 2 times per week thinks is necessary. I've also considered moving closer to PDX as a possibility. I don't understand why Intel can fly 50 passenger commercial syle planes to Hillsboro but Alaska cant....just seems wrong that the general business community does not have the same transportation access as Intel?
- Generally the idea to shift airport noise patterns away from residential areas is a good thing, with one exception: Most people—certainly those of us longtime residents—adore the annual Oregon International Air Show, and the past two years have been gravely disappointing in terms of the lack of flyovers by jets. It's only one weekend a year that everyone we know loves and attends, and has been quite saddened to miss over our neighborhoods. We have to put up with dangerous, loud, unnecessary fireworks for multiple holidays but for a few days once a year, it would be nice to have the excitement of the show back.
- Intel needs more parking spaces! Alternatively, force Intel to use it's Jones Farm campus to check in and complete security, then bus their employees to their jets, thus eliminating the need for office spec and the 100+ parking spaces.

Set up a central facility to enable restaurants, dry cleaning and other services that the commercial, flight schools and general aviation could use.

- I am strongly for an alternative that most minimally impacts residents of Hillsboro in terms of overhead flight patterns - both the patterns and the times of flight. (Meaning no low flight patterns over neighborhoods and no flights overnight)
- What is the purpose of the long term leases? A longer runway would require moving Evergreen again. I could see a longer runway used only for safety, but one used to increase the size of planes that could use the airport would be a bad idea. I have lived here 30 years and see the air traffic increase. I think things are noisy and hazardous enough without inviting more trouble. I live close to the airport in one of your southern zones. My house rattles during the airshow---which I don't mind. I would not care to have the neighborhood ruined by a great increase in rattling and noise. I can't really tell from your photo but it looks like you might be planning on leasing our popular Albertsons and possibly IHOP on 28th. This would be an encroachment on much used and needed areas. My neighborhood IS part of Hillsboro. If you ruin it you ruin part of Hillsboro. I'm not the only

one in my neighborhood who has enjoyed living here for close to 30 years. Please use standard business ethics and look at who would be harmed, not just is it legal, and oh how wonderful for BUSINESS BUSINESS BUSINESS OVER PEOPLE and soon the whole neighborhood is gone. I know multiple times they have tried to get rid of the fair grounds for financial gain. Your map is unclear and needs explanation about purpose and impact on Cornell, Evergreen and the local housing and shopping areas.

- I do not feel comfortable shopping at Albertson's with aircraft making there approach at very low altitude .
- The Port of Portland should be Excluded from this development.
Your organization is an embarrassment to Portland and Unwelcome in Washington County.
- How about a WES line between airports???
- There is an immediate health need to convert to lead-free fuel for all aircraft using the airport. Further expansion of the airport is not in the best interest of the community and should be avoided. Of particular nuisance is the noise helicopters make. All helicopter traffic should be routed over the less densely populated areas around the airport. The area has changed considerably since the airport was founded and airport traffic impacts the health and safety of those living and working around the airport. The community's health and safety needs to take precedence over airport expansion and must be given priority in all of the decisions involving airport operations.
- What kind of non-aviation development is being considered? Will the industrial land be used for companies like Top Golf or Tonkin Field? While recreation is a lovely thing, it does not pay to misuse Industrial land.
- I'm having trouble with the alternatives based on the 'market driven' portions. It would be great to have alternative one and put the flight schools closer to Evergreen. However... Those are private companies. Are you going to pay them to move their operations? Hillsboro Aviation has moved, but not all of it and who will build the new building for them? It doesn't seem like the Port has as much of a say in the matter as much as a desire to make that change.
Alternative 3 is a NO for me. I fear people will park long-term at the Hillsboro Library. Where will you house the International TSA folks for the International box where you currently check flight manifests? The space off Brookwood won't have enough parking for the car rental spots so will overflow be at Library which is already often over crowded? Quervo has security and won't let people park in their lot. Will planes have to shuttle guests from flights ending at the terminal over to car rental, etc?
In terms of the Air Show... for which we don't know how long that would continue, they couldn't run the show from Alternate 3 due to not being able to cross the runway during the shows.
I do like trying to move the small craft in alternate 1 closer to Brookwood and not as near to housing as it is.
- Would the Hillsboro Airport be willing to develop some of the leasing land over by Brookwood Pkwy and NE Veterans Way into a recreational area? With the increase in population there is more need for Parks. Every year it has been getting harder to find fields available for softball. The Gordon Faber Complex isn't enough and the Fair Ground Softball Fields are in very poor condition that could use an upgrade or maybe retrofitted into turf fields. I would like to see that area with Turf fields which are great and extremely low

maintenance. Or possibly a track and field with some basketball courts. It would be great to see more of your neighbors and it would definitely help build stronger relationship between the surrounding neighborhoods and the Hillboro airport.

- In two of the alternatives, it appears that you are reducing the availability of Small GA aircraft hangar space. Especially in Alternative 3, it appears that tiedowns are seen as a solution. I believe we need to expand small GA hangar opportunities, not reduce them. Moving flight schools to the north side is a good option in any case to reduce 13R/31L crossing traffic and leverage 13L/31R better.
- I prefer alternative 1. Keeps MAX and Fairground access while allowing better use of the now-decrepit buildings by the current terminal and flight schools. Removes trailers, etc. and locates flight schools by the runway that is most useful to them. Is HA supportive of the move of flight schools? I'd hope so since they have really expanded their business and seem to be bursting at the seams.
- Since I did not participate in the drafting of the Alternatives, it's hard to understand the reasoning behind the other alternatives.

#3 does not make sense: why spend more money to move the terminal to a less efficient space?

- Although I am no longer a tenant at HIO, my maintenance facility is HAI. Options 1 and 2 seem to crowd out the maintenance facility. The proximity of the flight school would cause congestion. Option 3 would be better if that have to move all that stuff to the north side. I hate to see HIO turn into BFI
- I prefer alternative 2 since it would have less impact in terms of changing current usage.
- For Gods sake.... do NOT build off the ends of the runways!! Especially given the high density that already exists around the airport.
- Moving the flight schools and as much general aviation to 31R makes a lot of sense as someone in GA myself. This allows use of closed traffic activity without disrupting the primary runway.

However, this benefit would be negated without a fuel provider/FBO on the north side.

- I think the use of the MAX to get to the airshow and the airport in general needs to be a strong consideration. If the main terminal moves away from its present situation, the needs for shuttles becomes stronger, but since the airport has limited use (relative to PDX), it may be difficult to efficiently support a shuttle. As for the airshow, moving the terminal to Brookwood seems to be a major problem because of how many folks bring RVs, etc., to set up near the fairgrounds and who can know conveniently walk to the entrance. If the entrance to the airshow doesn't move with the terminal, than maybe this concern is moot. I'm not sure what downside there may be in that situation. I recommend still carefully considering the impact. BTW, I would not be surprised if some others have already raised this concern.
- I'm interested in the best outcome for the RESIDENTS who live near the airport.
- question please - is there any plan for commercial/consumer air travel in and out of Hillsboro? (ie airlines like Alaska, United, ETC)

gordon tucker

[email redacted]

[phone number redacted]

- I prefer Alternative 1. Mostly because it is less expensive and less disruptive of both existing hangar space and many small businesses. There is an active general aviation small plane community using the airport for recreation and Alternative 2 & 3 would price the local citizens out of their local airport.

Additionally a large parking structure is needed near the existing terminal and preferably located between the Max Line and the Terminal so someday in the future a shuttle service (Or moving sidewalks) would operate connecting the Max, the new parking structure, the rental car depot, and the terminal. It also would be available for the occasional weekend Fair activities and the annual Fair. A much needed terminal restaurant would again be feasible with parking across the street.

- I like Alternative 1. Least expensive is my number one reason but I also don't see a great need for so much shuffling. Also, my husband just settled into a general aviation hangar and is sick of moving things (after recently moving from another hanger; and recently moving our house's, our shop's, and my mother's house's locations).
- If this comes to a vote by the citizens I will vote to kill all of these proposals. Years and years have gone by knowing the area north of the airport would not impact many and be the least costly. Yet you keep trying to get us to pay a lot more to help your friends get a bad deal for us and bad roads. Thank you. Paul Scott
- My strong preference is to relocate the terminal as outlined in Alternative 3. My primary reason: The terminal is the most important building at the airport and strategically should be the one most resistant to the results of an earthquake. This would allow for the least disruption to the corporations who use our airport, and also assist the greater community with any relief flights or medical evacuation flights.

If you keep the terminal in the same space as now, that presents a problem. It is generally far more difficult and expensive to retrofit seismic upgrades than it is to build a new structure from the ground up with the higher codes. And this is your most important building. In a sense--"not moving the building" would no longer be a savings. Potentially, it would eat up more of your budget than moving it.

I would also appreciate any construction that is LEED certified. And specifically, any new construction that has some partial solar. By the way, the correct inverter would allow you to use that solar power even in the event of an outage.

To address the drawback of Alternative Three being less mass transit friendly, I do have an idea to mitigate that concern. We recently flew out of Glasgow Airport, and they had a great covered breezeway to take us from the hotel to the terminal. The breezeway solved two potential problems: First, it protected from the weather. Second, it made it very clear to us as first-time visitors that we were going in the right direction.

- Alternativa 1 y 2 me parecen mejor para no mover la terminal.
- Create a "drone zone" - Some part of the environment that is more conducive to, and supportive of, UAV operations (both vertical and horizontal takeoff/landing).
- Movement of the terminal away from the MAX line does not make sense, especially since Intel is a primary business use partner flying workers frequently to Arizona. In addition,

Brookwood is already completely backed up at times (especially evening) for the southbound lanes going straight or right at Cornell. It would require widening Brookwood through that section. Would there also be issues with travelers parking in the library parking lot?

I think we should leverage our resources with Alternative 1 although I don't know whether there is more need for corporate or general aviation areas which seems to be the main differences between 1 and 2. My one concern is increased traffic of large aircraft as our home is currently in the flight path for landing airplanes

- Alternative 2 looks the most reasonable to me. Keep the terminal where it is. Alternative 2 may have less commercial potential, but the airport should primarily have space for airport related possible future expansion and alternative 2 has more space for air related future expansion than alternative 1.
- This page does not give any reasons (pro's) for relocating the terminal. I feel that locating the terminal along Brookwood would add significantly to the already-congested north-south route, and make the library entrance more congested than it already is. The only benefit to the community would, perhaps, be lessening the airport's impact on the east-west travel of Cornell Rd at the existing terminal. Cornell being a high volume arterial, I feel, is the best suited to handle the bulk of airport traffic.
- Best is Alternative #1--keeps current terminal building close to Fairgrounds and MAX Station and costs less.
Second Best is Alternative #2.
- Preferred choice out of the 3 options given.
- flight training is noisy. helicopter noise is bad. not over neighborhoods.
- I think alternatives 1 and 2 are better than 3 due to the MAX/Fairgrounds proximity. I don't personally fly out of the Hillsboro Airport often, but if the air show continues and the engagement with the community via new family activities and such continues, the ability to reduce traffic and leverage public transit is important.
- What does 'least space' mean? Are you trying lease space?
- Alternative 3 is my least favorite because it significantly diminishes the advantage of the MAX station near the terminal. Those that currently use the MAX to get to the terminal would now have to unnecessarily drive causing increased congestion on our roads.
- Please present the map with North pointing up. The map presented is frightful with the main runway pointing directly East and West. And all the familiar streets are running off at cockeyed angles.

It's hard to take this seriously when you can't tell which way is up. That's North if you did not know...

Jim

- I think the Alternative 2 is the most logical and cost effective plan. The terminal should stay located near the max and fairgrounds, especially when that property is improved. The corporate aviation is substantial already and it makes sense to expand similar use there.
- I would like to suggest either a means of noise reduction or shifting flight paths away from residential areas as there are a lot of veterans in the Beaverton and Hillsboro area thanks to the Portland VA Hospital and Hillsboro VA Clinic, and the sound of multiple low-flying planes overhead is anxiety and panic attack inducing to a lot of veterans, myself included.
- Scheduled commuter flights (Horizon Air)

- This airport has become so large. It has and will force me to look for a residence outside of this area-non Hillsboro now everyone will get Hillsboro airport noise. I loved this area when I purchased my home 11 years ago; now the planes have taken over my community over head. I cannot even enjoy 53rd park due to the high traffic. It's sad that the airport didn't consider the community with it's expansion. I wouldn't mind as much if late in the evening and early in the morning the community was considered. Anything to get the noise down around 53rd park.
- It is not going to be happened.
- It is insane that we allow airport noise and chemical pollution decimate the local community of Hillsboro. It is disgusting that people travel here from other countries to fly planes and helicopters over my house, for the profit of the airport owner. It is disgusting that rich hobbyists fly planes and make noise over my house, simply because they find it enjoyable, without regard to the harm being done to the community. I am absolutely against any expansion of airport activities, in any form. The environmental cost is just too large already as it is, and all for no tangible benefit to society.
- Move it to Banks?
- No to the expansion period! We have too many homes in the flight path as it is. I have seen planes coming in and out over 53rd park where my kids play daily. There is no way shape or form this is healthy for us or our kids or the air. Unfortunately, because big money is involved, you will never listen to what the people want only your pocket books. Government is so corrupt and a big boys club. Why even ask what people want? You'll just push it though anyways!!!
- I like alternatives 1 and 2. It looks like 2 has more corporate aviation, which is probably a good idea given the nature of Washington County's economy. Keeping the terminal as close to the MAX stop as possible would be very helpful in the future if commercial service ever arrives here.
- Please do not move the helicopter stuff to the south part of the airport, keep it to the north. And please do not allow any bigger jets into the airport as the large executive jets are loud enough and disturb the peace.
- thank you for the open channel - as a resident I am pleased to have the channel. being close to the airport makes me nervous about change, but I am really not in a position to evaluate the options/differences from anything other than a nervous neighbor.

I like moving the sound away from elam young (as thats where I live)

I think keeping the potential traffic flow close to the 26 makes sense rather than routing it up brookwood to cornel - that road is already super busy... but on the contrary I like that the access is closer to the available max stop... tough choice

- There is no benefit to any alternative suggested herein. All produce more noise and traffic. Seems to be motivated by future profits to unannounced benefactors
- This plan seems to be the most realistic. The biggest thing is getting Hillsboro Aviation flight school aircraft on to the north side of the field to utilize the small runway. As a tenant and a pilot based on the west side of the field, it is a COMPLETE cluster trying to fly in and out of HIO with all the flight school traffic using 13R/31L. Right now the small runway being built was a complete waste of time and money. To taxi from the south end to the small runway is a huge pain and no one does it. Get the flight school out of the south end.

- I have not personally used the Hillsboro Airport, but I would like to see access to public transportation maximized. For that reason, I would advocate for keeping the terminal as close as possible to Max.
- My only concern is the cost of living. The cost is already high enough out in our area. To add to the grandeur and what not of the community, will cause prices to go higher. My other concern is commute time and traffic in the area. I do see the benefits but I am wondering about the set backs of such a development, and how it will impact the community around.
- It does not look like any alternatives have taken traffic into consideration. 25th Ave is virtually a parking lot most week days between 4pm and 7pm. Unless any of the alternatives can address increased traffic there's no reason to build out the land.
- All alternatives need to include a bike path on the eastern side because of the 100s of foreign students who are housed South and East of the airport and using bikes. The lack of adequate safe bike lanes on Brookwood and the relocation of schools to the NE corner require this.
- Alternatives (1 & 2) that leave the Terminal within walking distance of the Max Station should be preferred.
- Alternative 3 needs to include adequate parking (more than there is today). Also needs to provide for close overflow parking.
- If favor alternative 2.
- My only idea has nothing to do with the buildings and their placement, but rather with the roads, specifically Evergreen. I have had this thought that maybe instead of having the road go around the area, it could go under instead. Just a thought for future opportunities.
- I would like to see retail development and commercial flights offered from the Hillsboro Airport.
- I prefer Alternative One, for the reasons listed above.

Another idea I've had for a long time, with future airport expansion in mind, is to close and remove Cornell Road between 25th Ave and Brookwood, where it hugs the airport too closely. The new Veteran's Way connects those two roads together already. Then the Terminal facilities could have some room to grow to the southeast, in the space previously occupied by Cornell, and perhaps encroach a bit into the area east of the Fairgrounds.

- Terminal location in alternative 3 doesn't seem to make sense.
- I am concerned, and am not in agreement any expansion that increases the impact of quality of life in Hillsboro. This includes noise levels of the planes, especially throughout the whole night, flight patterns low over our home (by Cornelius Pass and Frances Street), unhealthy air quality lead levels, impact on market price of homes, and any increase in traffic congestion around the airport.
- By my rough calculations the NE Tee hangars generate close to \$600,000 in revinews for the Hillsboro airport annually. These hangers cost the airport next to nothing to operate and will continue to generate income for years with minimal maintenance. Plan 2 and 3 would remove these income generators and replace them with equivalent hangars. Paying off the construction costs will take years and will raise rentals costs These additional costs will cause many of your current tenants to leave the airport.
Plan 2 and 3 do nothing for the current customers and will hurt the Port. Lose / Lose
- I would really like to be able to walk from SE Sewell to the airport road by the fence, along it, and to come back out by the library, like we used to be able to do. Folks really liked that, it wasn't as dangerous as walking along Evergreen until the first street to the right ... There

were a lot of folks that enjoyed that walk, able to see the planes fairly closely, yet safely. Please put that path/bikeway back into use!!!

The planes seem to be going over our area more than they used to ...and the helicopters., At times right over the section corners on Sewell. Has the flight pattern changed that much for small planes and helicopters?

Just be aware that there are a lot of folks along Sewell that have been here for over 50 years and would like to see the area kept rural and nice. Urban Growth Boundary is having some battles. We'll have to wait and see. I always have this vision of folks from the airport saying "Mrs Morgan, you can live here the rest of your life (I'm 80 now and have been here for 50 years), and we will take care of the property and all until such time you have to leave." (like either to Heaven or a home for the aged!!)

Thanks for giving us the opportunity to speak out.

M. Jean Morgan
[address redacted]

[phone numbers redacted]

- Start commercial airline service to basic cities like SEA, SFO, DIA and more similar to how PAE is getting a small terminal with commercial service. This is not a new idea and I read the report on why the city thinks it won't work. I think this is a good investment for the future and will help the economy, as for connecting flights, this airport would service mostly for the purpose of getting passengers to some of portlands most flown to cities.
- The Alternative Plan 1 would appear the least invasive to quality of Life overall. However, please note the following concerns.

However, the introduction of an International Airport makes no sense due to the proximity of PDX. AND the convenient MAX-line shuttle to PDX! I opine that the City refrain from further airport development! Let the Tax right-offs by Corporations fund more Corporate jets, but developing large Jet Airport runways is a move which undermines the City landscape and quality of life.

The implicit rise in Taxes, the full spectrum of pollutants: metal particulates from Jets'flight paths, noise pollution, and lowering of residential properties values within a eight mile radius is untenable. Alarming!

The draw down of the City's water supply is also an alarming proposition, a given component in a major Airport expansion, especially given the South Hillsboro development's water demands in future.

The Brookwood Library, now a haven for rest, and retreat from noise, will no longer serve as such.

The Fairgrounds infrastructure will be degraded due to the noise levels of jets and decline in air quality, as will nearby residential communities.

The influx of Corporate plants and business parks has encroached on an already rapid increase in Hillsboro population density in recent years.

Roads would need to be detoured away from Jets? Expansion of Flight runways would potentially endanger all neighboring residential communities.

Finally, the expansion plans are untenable in many respects. The refueling of the Jets also increases the pollutant levels affecting residential communities.

- I prefer the airport not be allowed to grow. It was a small airport when I moved here, and I expected it to remain that way. Large commercial jets are not appreciated at 3 am. And the helicopters flying over at 100 feet, rattling all the windows in the house, is really too much. Although, the amount of helicopters doing this is better...
- It doesn't seem logical to move the terminal as suggested in Alt 3. The access off Brookwood doesn't feel as clean as Cornell. So in my opinion, Alt 3 should be removed from proposal. Alt 1 doesn't seem appropriate for the sake of having so many separate areas for GA. Corporate aviation can more appropriately be separated because it's businesses. Having one general area for GA makes more sense as proposed in Alt 2. I think the biggest thing we need as an airport is to grow in business opportunities with more aviation companies and other businesses that service those companies. Aviation can bring in so much financial benefit to the community that it must continue to grow, otherwise it will stagnate and die by the hands of those who simply can't stand the noise. The noise has to be seen as cash inflow to keep those who would have us die, out of the equation.
- Alternative 2 seems to make the most sense in terms of land use and cost. The biggest drawback of Alternative 3 is the loss of proximity to the max.
- None of the alternatives address Security, Chemical / Particulate Pollution, Provision of lead free aviation gas, Noise pollution by repetitive flight training activity over residential areas and over rural western Washington County, possible better use scenario of non-aviation businesses, the fiscal drain this facility has on commercial passenger fees diverted for general aviation use and the public subsidy from ConnectOregon monies, the potential for military relocation aircraft, or the issuance of waivers of safety regulations given to military acrobatic teams for the Airshow.

Of particular concern is the committee's failure to determine the operational numbers specific to each business that uses HIO. The online information states, "Takeoffs and landings in 2016: 197,763"; and also states, "More than 25 businesses and services operate at Hillsboro Airport. The online information does not tell us how many of those operations are for flight training alone. This is a basic failure.

If the committee is to update the HIO Master Plan properly then it is incumbent upon the committee to determine exact usage numbers. Any public discussion regarding the Master Plan Update needs to start (as I noted in 2/17) with such an accounting. Understanding that HIO is predominately, perhaps overwhelmingly, a flight training facility is fundamental to the Committee's task. The Port of Portland in the past has been unwilling to provide these operational numbers but the Committee should not accept the Port's reluctance to so determine and provide these numbers and the Committee should not proceed further until they are available.

Similarly, exact fiscal details for HIO must be established, including how much of HIO's FAA

funding comes from commercial passenger fees and how much has come from citizens of Oregon via ConnectOregon monies. Just how much does the commercial passenger and ConnectOregon contribute to HIO? Again, this is a basic question that should be known before updating the HIO Master Plan.

I believe that members of the Update Committee have the authority and the obligation to ask for and receive the answers to these items noted above.

Finally, I question the accuracy of the video (@ 0:59 – 1:50 of the Overview video.) in which the General Manager of HIO states, “The uses of Hillsboro Airport predominately are recreational pilots, who have their aircraft based here, flight training which occurs at[*] the airport, both with helicopters and with fixed wing aircraft to support the airlines and other commercial activities and then the largest segment[**] that continues to grow is in support of business aviation. Business aviation is a wide term and it means anything from someone who may have two or three small businesses and uses their single engine aircraft to commute between say Hillsboro and the east side of the Cascades to stay in touch with their business to mean something like a large international corporation that is based in Oregon that uses their aircraft to travel to their manufacturing and production and distribution sites all over the world.” (@ 0:59 – 1:50 of the Overview video.)

- *[Note that flight training ‘touch and go’ operations occur predominately over residential neighborhoods at low altitudes distributing toxic lead pollution, particulate pollution and noise pollution with repetitive circular patterns. Also flight training patterns that are not ‘touch and go’ operations concentrate flights also over rural Washington County.]
- **[The largest segment in terms of runway use and total number of operations (which includes rotary aircraft" is flight training, not "business aviation".

Thank you,
Jim Lubischer

- As noted in the online material, "An airport master plan provides a framework or "blue print" to guide future airport development. The updated Master Plan will help ensure Hillsboro Airport remains safe, efficient and financially healthy while helping to increase economic and environmental benefits for the surrounding community."

In the above quote "safe" , "financially healthy", and "environmental benefits for the surrounding community" are included.

The "safe" assurance to me would include that HIO institute stringent security measures. The last time I was at HIO it was obvious that anyone can easily walk onto the field with a backpack and walk up to an aircraft. The 7/17 security breach certainly should have brought this concern front and center. Luckily at the 7/17 incident, according to the news (see <http://wtkr.com/2017/07/03/police-kill-man-trying-to-steal-helicopter-at-oregon-airport/>), the Port of Portland director of public safety and security happened to be with his family watching planes: Per the news "Christopher Neal, director of public safety and security for the Port of Portland, told reporters he and his wife and 2-year-old son were in a nearby parking lot watching airplanes go by when he had a quick encounter with the suspect. He saw the man, who was wearing a gray hoodie, walk across the street and onto a sidewalk, Neal said, CNN affiliate KOIN reported. The man had his hands in his pockets, and Neal said

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The "safe" assurance to me also would include that the military acrobatic teams are not allowed to have some safety regulations waived as they are each year for the Airshow.

"Financially healthy" means that HIO should not be dependent on public monies (FAA funds from commercial passenger fees or ConnectOregon monies or from Port monies not generated by HIO).

"... ensure...environmental benefits for the surrounding community." I will be interested in how the Master Plan Update ensures "environmental benefits for the surrounding community." Presently some of the environmental detriments to the surrounding community from HIO activity include lead pollution (documented by PSU actual measurements), noise pollution (noted by anyone that lives close to the airport and anyone who lives under the flight training patterns), and a host of other particulate / chemical pollutants (as noted in the "Santa Monica Airport Health Impact Assessment" from February 2010, a document authored by pediatricians in residency training at the UCLA Medical Center. Prior to this study, most airport environmental and health research focused on commercial airports. The Santa Monica study is one of the first that applies to a general aviation airport. The primary users of the Santa Monica Airport are corporate jets, flight training schools and recreational hobbyists. In 2010 this airport logged 108,584 annual operations, less than half as many as the Hillsboro Airport (HIO).

Will the Updated Master plan really ensure that HIO has stringent security precautions in place, that no waivers of safety regulations are given for Airshow participants, that HIO pays for itself, and that pollution by noise, lead, particulates, etc. will be decreased / preferably eliminated?

Thanks,
Jim Lubischer

- We are indifferent regarding the location of the potential relocation of the buildings around the airport, however going with a reduced cost is helpful.
We are most concerned about the negative effects of increased air traffic.
We do not want more air traffic, so absolutely no commercial passenger service.

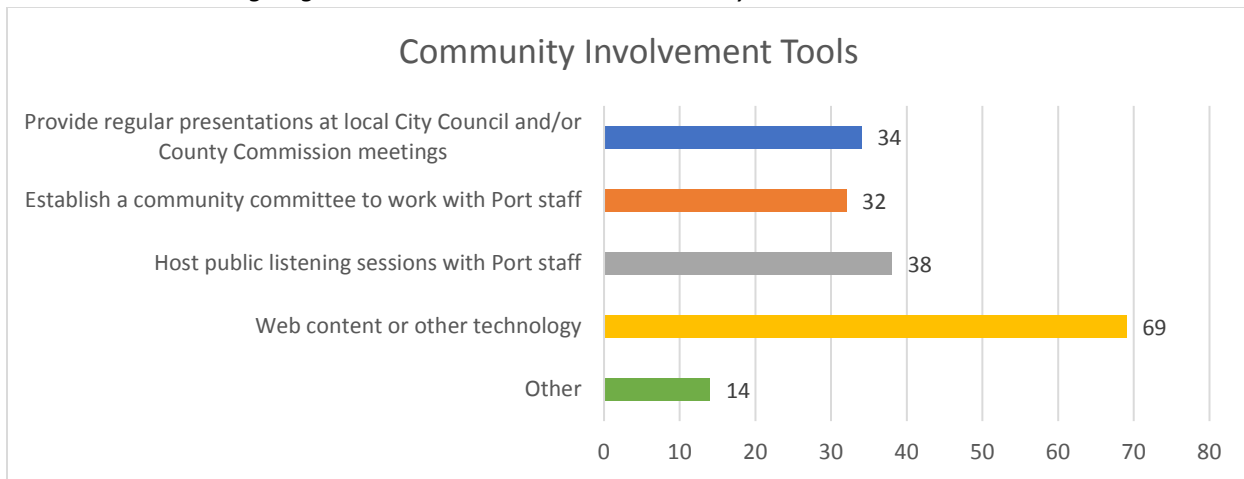
We feel that there is too much air traffic and it effects our community and quality of life. If expansion and more air traffic is en route then we will look to relocate from this community.

- As one who has flown in and out of HIO many, many times over several decades I believe that it would be wisest to resist the pressure of development and the siren song of retail usage at this site. As it is, HIO currently has flexibility to respond to its own changing needs; once substantial development of "excess" space takes place that option is gone forever.

I've also seen too many instances where placing too many other uses too close to an airfield results in increasing complaints from the new neighbors and tensions mounting in the inevitable effort to balance conflicting, irreconcilable needs.

HIO should be allowed to stand as is.

Question: How would you like the Port of Portland to involve the community in Hillsboro Airport discussions on an ongoing basis? Select all ideas that interest you.

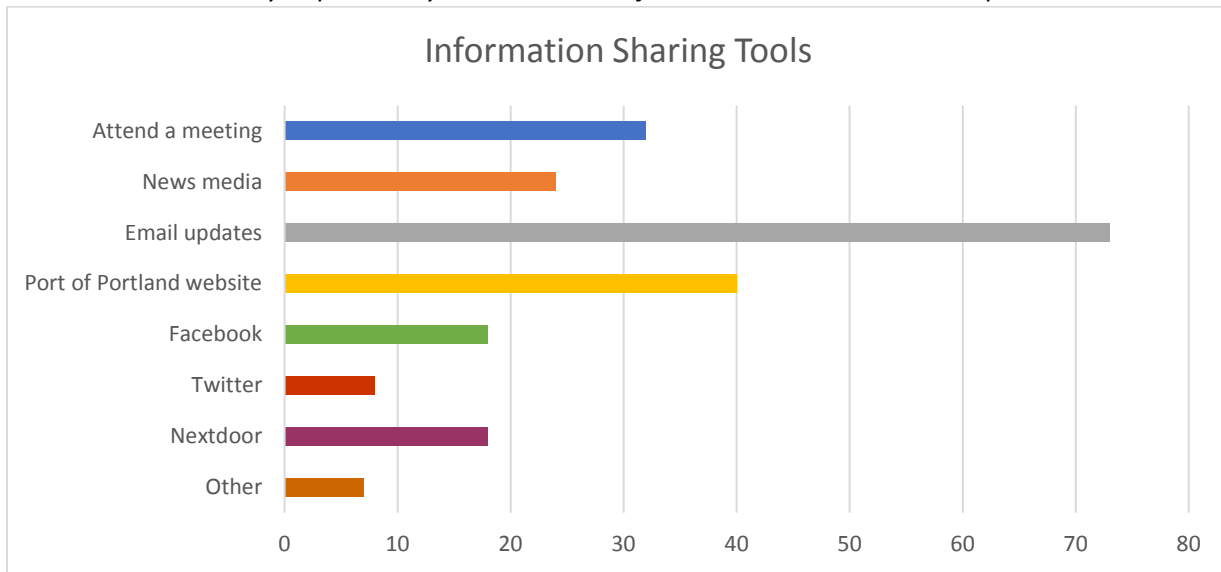


Other suggestions:

- use CPO community group for meetings and info.
- Send updates to local cities near Hillsboro Airport to be presented at their neighborhood associations. Include time/date/place of next Port of Portland listening session and please hold it AT NIGHT!!
- See separate submittal
- Reach out to Washington County CPO and the local pilot community
- Publicly available way to notify the tower of etc model flight
- Present/speak at public libraries
- open houses
- Open House on Airport property
- Nextdoor app perhaps?
- move elsewhere
- live streaming of meetings on line
- I would like to see community focus groups and scientific polling of the neighborhoods affected.

- I like the postcard I received in the mail to come to this site to review this.
- Follow through on joint Park via the Port and Parks and Rec. This was proposed during the previous HARE meetings. Great way to involve community on a regular basis.
- Establish an airport task force that comprises airport stakeholders so the Port will have regular direct interaction those affected.
- Comms through Wash. Co. CTOs

Question: How would you personally like to receive information about Hillsboro Airport?



Other suggestions:

- USPS
- Postcard to view website.
- In writing to my home
- Direct mail
- CTO Newsletter
- As a previous HARE member, I signed up for email info.
- Argus

Question: Do you have other comments about Hillsboro Airport?

- Yes, I noticed a lot more flights going overhead and flying low and very loud engine noise. This is in the last year and a half or so. I live in the Amber Glen development, at Arbor Crossing Condos, 206th/ NE John Olsen Rd. What can be done about this? Lots of housing units being constructed, as well as hotels, small shops and so forth, not to mention businesses.
- Would like to see some Commercial Airlines operate out of Hillsboro Airport.
- Would like to see small scale commercial service, to other small airports in Oregon / Washington, such as Redmond, North Bend, Pendleton.

- We are very excited for enhancements of aesthetics of airport property and adding commercial development!
- Very exciting!
- Very concerned about lead fuel use. Concern about security-recent incident there...what ifs.
- There is an immediate health need to convert to lead-free fuel for all aircraft using the airport. Further expansion of the airport is not in the best interest of the community and should be avoided. Of particular nuisance is the noise helicopters make. All helicopter traffic should be routed over the less densely populated areas around the airport. The area has changed considerably since the airport was founded and airport traffic impacts the health and safety of those living and working around the airport. The community's health and safety needs to take precedence over airport expansion and must be given priority in all of the decisions involving airport operations.
- The Portland general area is going to need a new Domestic airport in the next 5-10 years. Hillsboro is the perfect location because of its West side location. If we plan with this thought in mind we can make it happen. Try not to limit options down the road by sell off land to non aviation purposes. Do over lays of a two runway system that will be needed for a fully functional Domestic airport in 5-10 years and then plan to make improvements with the future in mind. Runway for commercial jet lines need lots of space.
- The amount of noise pollution from helicopters and airplanes due to the flight schools is simply outrageous. These planes and copters simply log hours flying overhead of Hillsboro neighborhoods at low altitudes and disrupt every single person, pet and wildlife's reasonable expectation of peace and quiet. It is 7 days a week and at some points during the year, it seems to be 24 hours per day. There needs to be restrictions put on these planes and copters to reduce or eliminate the noise pollution that they produce. Noise suppression devices like mufflers need to be mandatory. We have laws regarding this for cars and motorcycles, as well as laws regarding jake brakes for semis and big trucks. This is no different when talking about noise pollution. They also need to fly at much, much higher altitudes. Cruising around neighborhoods at low altitudes produces vibrations that not only rattle windows, they rattle my body. I'm sure they rattle the bodies of pets and wildlife too since they are more sensitive than humans. As a society we need to start prioritizing quality of life for the majority of people and animals over a handful of people's desires to make a profit at our expense. I live in Edwards Meadows subdivision in the south part of Hillsboro. I chose this neighborhood with a reasonable expectation of quietness. It is not next to the airport or next to the freeway. But I might as well be due to all the air traffic simply making laps overhead. They are not taking off or preparing for landing, they are simply making laps overhead trying to log enough hours for their pilots licenses. This needs attention. Thank you.
- The airshow poses an unnecessary annual danger and day of annoyance to our community.
- Someone should offer mogas for general aviation-- it would reduce lead emissions that many of the airport's neighbors complain about.
- Since the summer of 2017 there has been a disturbing increase of low-flying propeller and jet airplanes above our home in the Stonewater at Orenco Neighborhood. The incessant noise disrupts our daily lives. It has come to the point where it's nearly unbearable and we're considering moving from our beloved home of 11 years. *[email redacted]*
- Should we expand Hillsboro Airport in the future so we can travel from Hillsboro Airport?
- RC craft is going up the easier they are to fly the more folks fly them. I fly RC helicopters at brown middle school line of site and about 250 feet high. I have been flying there for the past 7 years. I stopped flying once all the certainty with the FAA occurred. The easier you folks

make compliance the more likely folks will follow it. I know common sense is not very common these days but there are folks that want everyone to be safe and fly safely. Drone usage is just going to keep going up. I don't care for them much but even I have one as a camera ship. It would be great if you guys had a hotline folks could call to notify you of where they are flying. Or better yet a interactive website that you could plug in your information.

- Please provide an area to be able to watch aircraft operations from a car.
- Please find another place to do business where there are less people living.
- Please do not remove the NE tees. I have a hanger there and we have a good community of pilots there.
- Perhaps I am missing this, but what provisions are being done to mitigate the effects of anthropomorphic climate change? What is being done to limit the negative climate effects of the planes that will be using the airport? What will the decided upon changes mean to airplane design in 20 years? 50 years? How will the known difficulties in taking off and landing be dealt with in the changes to the airport? What non-fossil fuel based alternatives can be substituted and how will the airport changes simplify the changes -- or are this changed based upon continued use of fossil fuels/
- Open airport up for other residential & GA services to attract GA pilots to HIO. -self serve fuel -restaurant on field that GA can fly into (maybe courtesy car(s) as well). -restaurant also marketed to local residence and families to encourage watching the planes up close. I love the idea of a kids play area at the restaurant that is airplane themed maybe even an old cockpit sticking out of the restaurant like it's ready to taxi out to the runway with the other planes. The more residential families that can get interested in watching the planes up close from the restaurant the better this will be for HIO.
- None.
- My major concern is keeping Max light rail access to airport and fairgrounds convenient to transit riders. Costs should be kept down as well.
- Make corporate traffic do southbound approaches, the nosce on Cooper Mountain is just plain too loud!
- KHIO is a well run airport and a real asset to the local community. Please keep it that way. please consider the needs LOCAL passengers, pilots, aviation services, and businesses as you contemplate any changes.
- Keep the community informed.
- It would be great if the airport could provide commercial flights out of Hillsboro. Hillsboro is a fast growing city and I think having commercial flights out of the airport would bring in a lot of money and it would SO convenient for a lot of residents of Hillsboro and the surrounding cities.
- It is a vital part of the community infrastructure. It would helpful to know how the airport is prepared in case of a major earthquake. I believe the community is not able to support it becoming a major airport that supports commercial airlines. I am thankful for the airport. I also think it is great that it can host a yearly airshow.
- IT IS A RARE, ONE OF A KIND, TREMENDOUS, IRREPLACEABLE ECONOMIC TRANSPORTATION ASSET. TREAT IT AS SUCH, GUARD IN WISELY AND USE IT FOR THE ORIGINAL AND PRESENTLY IDENTIFIED VALUABLE PURPOSE ONLY.
- It does not surprise me that a 7,000 foot runway is being proposed. I happen to be a member of the committee when Evergreen was discussed and a proposal at that time was to use a Tunnel to go under any future runway expansions. This was NOT followed by the Port, now we are paying twice!

- It appears to me that Option 1 is the most desirable, or Option 2. Definitely NOT Option 3 - corporate aviation is not compatible with the majority of residents and hence there is no point putting it close to our public fairgrounds and MAX. In any case, shifting noise patterns away from the most populated areas should be pursued. I also see no mention of the elimination of leaded fuel. This should be the #1 priority to protect the health of our community. The PORT should establish a timeline for this to occur and actively participate in the development of alternatives.
- Interested in frequency of approach & takeoffs since these occur close to our house.
- I'm a new Hillsboro resident, so I need some background information to become informed before I can offer any useful insight. Where can I go to find information about the planning assumptions? What is the current use of the airport, and what is the expected future use? As far as I know, only private flights use the airport. If that is true, then how does the city partner with the private users? How much of the airport enhancements will be funded by those most in line to benefit?
- If you want to be a community resource and full your mission of "enhance the region's economy and quality of life by providing efficient cargo and air passenger access to national and global markets, and by promoting industrial development": - Find a small airline like Boutique Air to provide daily flights to SEA or SFO. - Ensure that tax dollars are not being spent on millionaires taking \$50K private flights. - Keep as much air traffic away from residential areas, especially low flying helicopters, as possible.
- I would like the Hillsboro airport to take into serious consideration the impact it has on the community of Hillsboro. I understand the airport has goals and development, however, overnight flights between 11pm and 6am, as well as low flying aircraft (right over our homes, making even conversation during the flyover difficult), and the amount of lead air pollution, need to be taken into account since the airport is situated in our community. As citizens of Hillsboro, we deserve a quality of living standard that is minimally impacted by the airport.
- I understand that the airport was here before much of the residential area. On the other hand, all the local housing units predate any future airport expansion, and noise impacts have grown since most houses and apartments were built. Noise impact of the airport on local residents should not be allowed to increase.
- I think Evergreen should go under the airport, instead of around it.
- I support further commercial and corporate development at the Hillsboro airport. This is a huge resource / asset for the area.
- I personally feel that the airport should provide connecting flights to Seattle or SFO. The driving time from our area to the PDX is becoming longer and more congested. The airport already has jet service for the privileged - its time for the rest of the community to have the same access. Alaska airline Q400 aircraft are much quieter than the current aircraft Intel and Nike use.
- I live along a current flight path of the airport and it doesn't bother me all that money check. The again, I grew up not far from BWI. I like the idea of limited commercial flights, as long as their affordable, to places like Seattle, Sacramento, Bend, Eureka, Klamath Falls. Monterey, Spokane, etc. to support local business and travel. I also think the airport should position itself towards the future of flight - unmanned, and work with corporations like Amazon to do so, as a toehold for economic/job development. Otherwise, in regards to an airport for personal use by non-commercial pilots, I see that as elitist and believe it should be phased out.
- I have heard aircraft run ups too early in the morning, this needs to be addressed.

- I hate it! If you expand we sell.... How can you put a large airport smack dab in the center of all these houses? It's all about the money and your back pockets not the health of the people surrounding it!
- I don't think the general populace is aware of the longterm plans for the airport, and whether that aligns with their expectation when they purchased their home here. Does Hillsboro Airport have plans to expand to offer commercial commuter service? Are the amount of flights expected to increase dramatically (~ 20%+), within the next 10 years? Are the flight times expected to extend into late hours?
- I commend the expansion. It is an important regional that I hope continues to grow.
- I am not excited about any expansion of the Hillsboro Airport. I am concerned about how increased airport traffic will impact my livability.
- I am concerned about the use of leaded fuel in older aircraft and would like to know what's being done to phase that out as these aircraft fly over residential areas with seniors, children and people growing food.
- Have all planes use the right flight plans , stop the planes from cutting short there take off and landing approaches.
- Do u need another runway ?
- Continue to work with the Community, the City, County, Chamber of Commerce and Westside Economic alliance to move future planning forward.
- Commuter flights would be nice.
- Commercial service to the Bay Area would be a fantastic Gateway to Asia and Europe providing service to largest Oregon employers. Also it would provide ease of travel to favorite Oregon tourist destinations the Beaches and Wine Country. Contact Alaska Delta or United Airlines Please
- As traffic and population are bound to increase in the coming years, it would be very nice if the port of Portland offered a (possibly subsidized by the major airlines) small plane service to PDX that would take pre-screened (non-corporate) passengers directly to the departures terminal.
- As noted in the online material, "An airport master plan provides a framework or "blue print" to guide future airport development. The updated Master Plan will help ensure Hillsboro Airport remains safe, efficient and financially healthy while helping to increase economic and environmental benefits for the surrounding community." In the above quote "safe" , "financially healthy", and "environmental benefits for the surrounding community" are included. The "safe" assurance to me would include that HIO institute stringent security measures. The last time I was at HIO it was obvious that anyone can easily walk onto the field with a backpack and walk up to an aircraft. The 7/17 security breach certainly should have brought this concern front and center. Luckily at the 7/17 incident, according to the news (see <http://wtkr.com/2017/07/03/police-kill-man-trying-to-steal-helicopter-at-oregon-airport/>), the Port of Portland director of public safety and security happened to be with his family watching planes: Per the news "Christopher Neal, director of public safety and security for the Port of Portland, told reporters he and his wife and 2-year-old son were in a nearby parking lot watching airplanes go by when he had a quick encounter with the suspect. He saw the man, who was wearing a gray hoodie, walk across the street and onto a sidewalk, Neal said, CNN affiliate KOIN reported. The man had his hands in his pockets, and Neal said he could tell "he had something."Immediately I thought that's a little hot to have this hoodie on," he said. The man walked by Neal's car and looked at the family and turned to face forward, Neal said. "That's when he pulled the gray mask over his face," Neal said. Neal immediately

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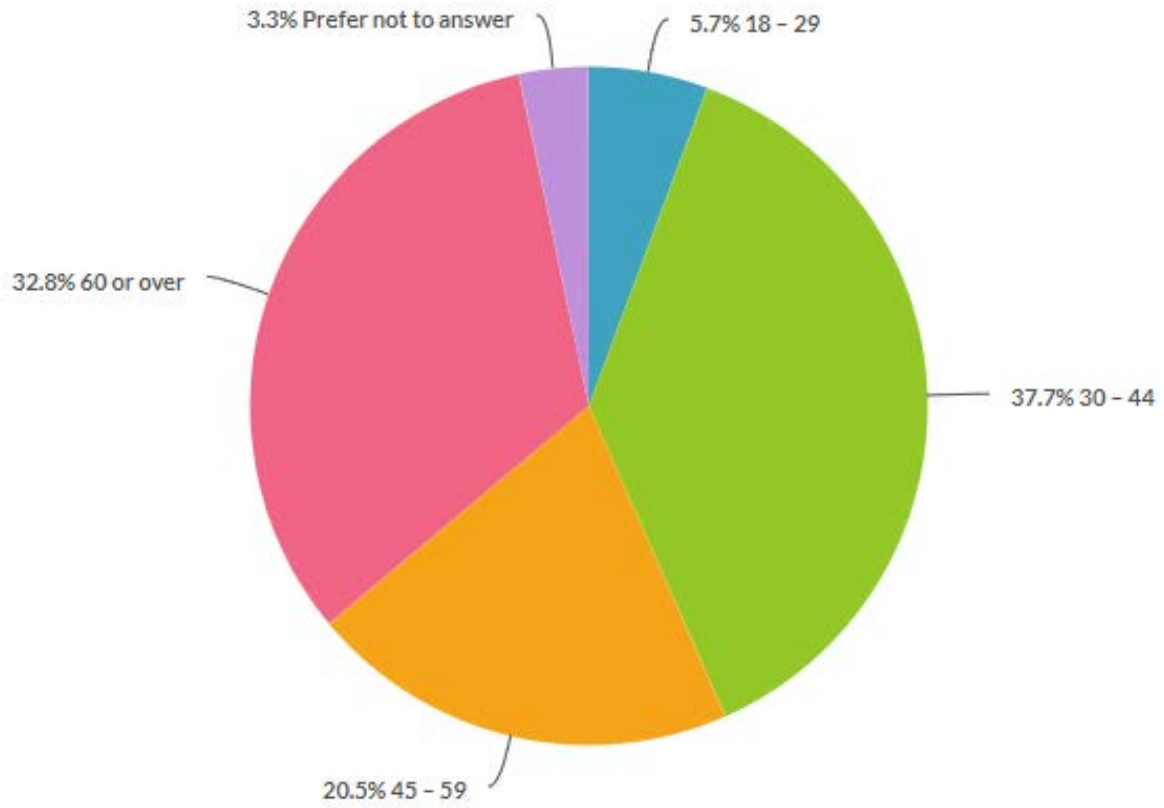
- Also focus on impact of flight path. We do not live in the same zip code as the airport but we are greatly impacted by noise since we live under a flight path. Schools are also directly under this flight path (Imlay elementary and Century high school) and this does not seem to be a consideration when increasing air traffic.
- Airports the size of Hillsboro can serve as prime locations for non-aviation related events as well. While events do interrupt airport traffic, occasional events can generate revenue for the airport, help build community, and/or bring in visitors from out of town who will spend at local businesses. Here is an example of one such event that I have attended in the past: <https://shift-s3ctor.com/> I would personally love to see something like this come to Hillsboro as it provides great entertainment for participants and spectators alike, would be accessible and of interest to a much larger demographic than private aviation is, and could provide an additional opportunity other than the yearly airshow for the airport to interact with the community. Willing to share more information if interested, [email redacted]
- Absolute nightmare impact on society. Noise and chemical pollution destroying public health, for no benefit.

- A serious consideration is the impact of the airport and its growth on our existing and growing community. The flight noise especially all through the night is a major concern. It affects our sleep, children's sleep, and even our pets. Flight patterns flying right over our house has impacted our quality of life. (Lexington Village, Cornelius Pass Road and Frances St.) We are a residential community primarily, and the airport needs to take that into serious consideration for health, well being, and market values of our homes. I am seriously concerned about this aspect.
- 1.) The master planning process is little more than a mechanism to get federal funding for airport improvements, thus further fostering already heavy subsidization of aviation to the benefit of a small group of aviation business owners at the expense of the local community. 2.) The airport serves a small fraction of the population and other needs of the community, such as transportation and workforce training, should take funding priority. 3.) The master planning process appears to not recognize rapidly changing current trends in aviation technology, e.g. autonomous air taxis which may render growth of the airport moot. 4.) The airport serves three distinct aviation groups; recreational, business and flight training. When the operations of those three groups are lumped together to justify airport expansion the public is not well served as they are forced to accept the noise impacts from pilot training even if those impacts could be mitigated by relocating the flight training to other airports. 5.) Other alternative uses for the airport grounds need to be evaluated. These uses may be more in touch with future community priorities, e.g., work force training, even though at odds with FAA dictates.
- great asset for Portland and Hillsboro

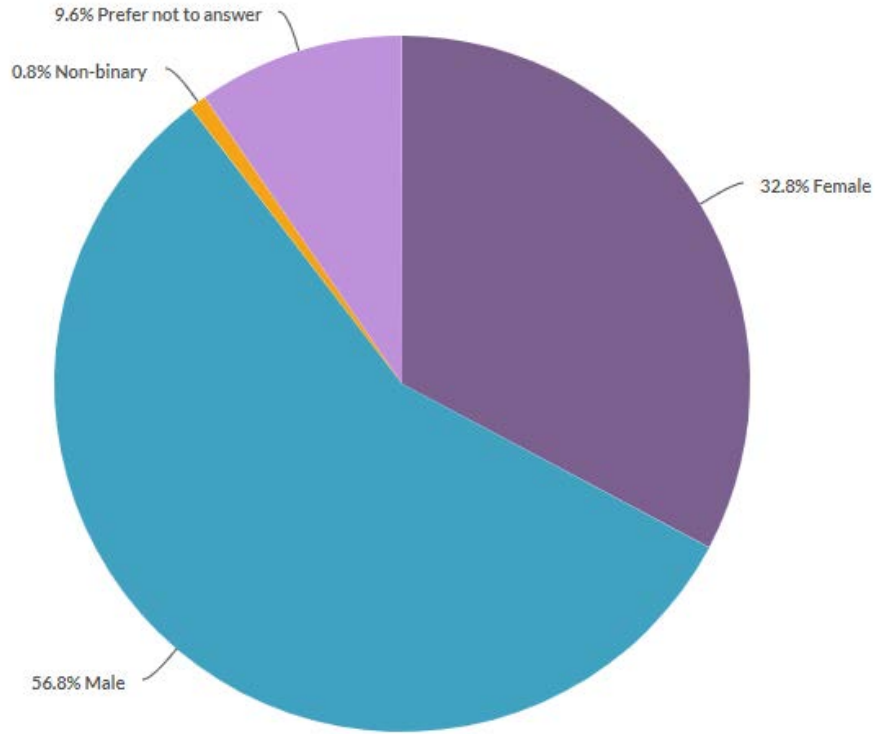
Question: What is the ZIP code of your home address?

ZIP code	Count
97003	3
97006	12
97007	4
97034	1
97035	2
97078	3
97080	1
97113	1
97123	34
97124	49
97133	1
97140	1
97225	1
97229	5
98103	1

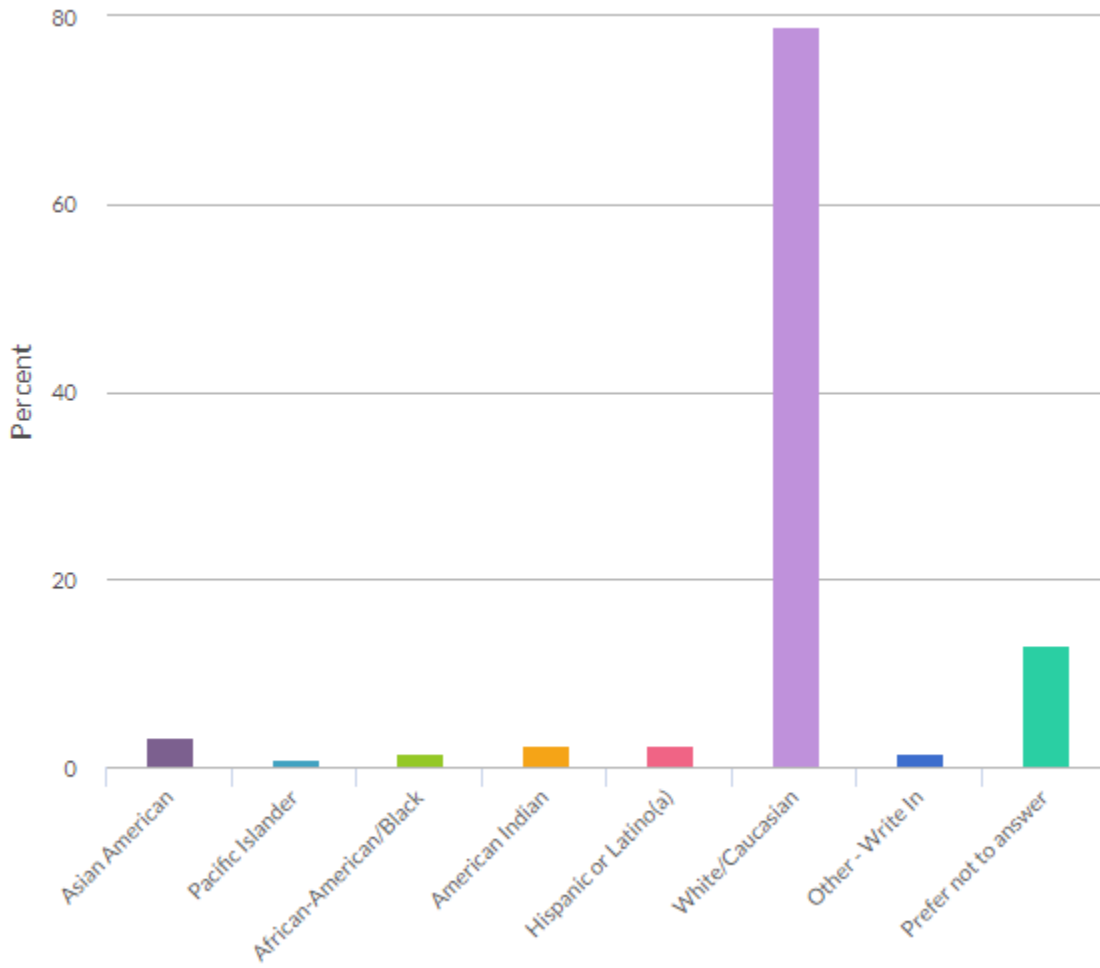
Question: What is your age?



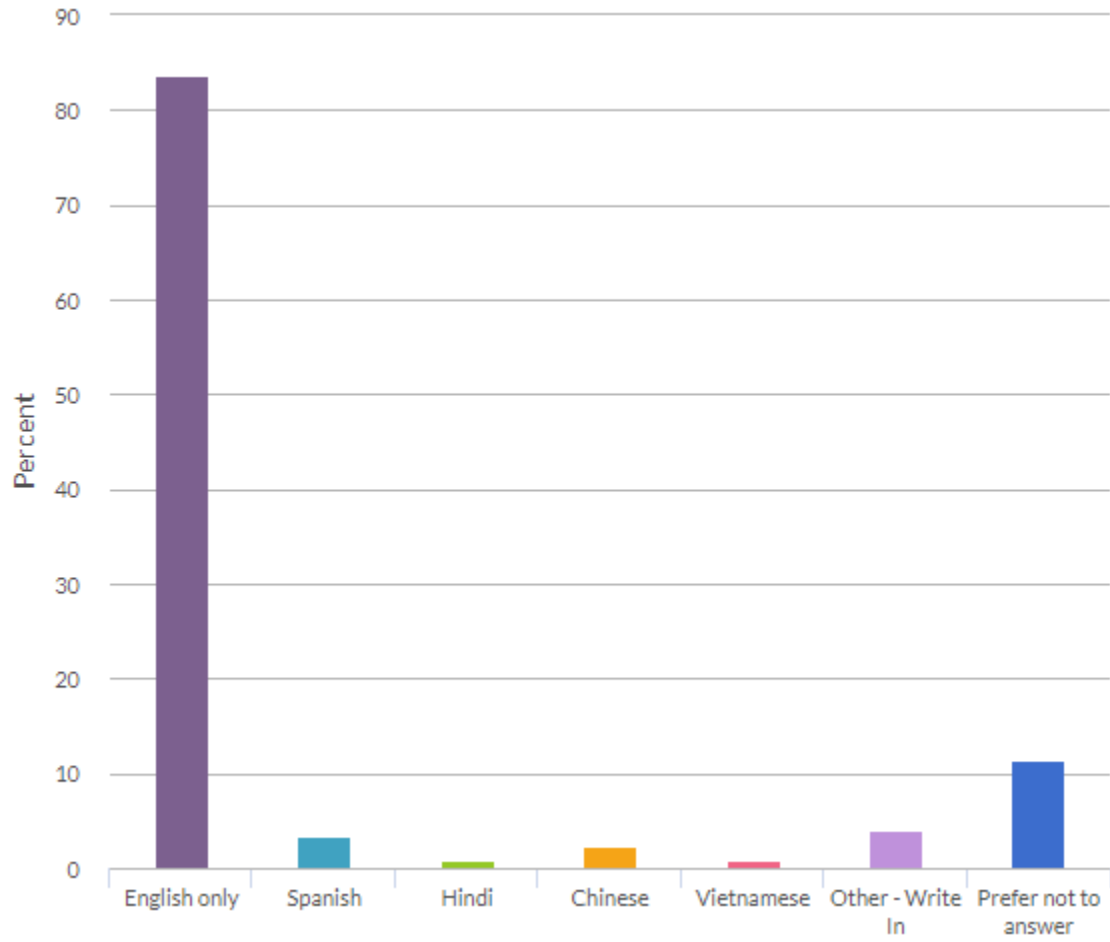
Question: Which gender do you identify with?



Question: Which ethnic groups do you consider yourself a part of or feel closest to? Select all that apply.



Question: What language do you speak at home?



**Fall/Winter Outreach Summary
September 2017 - February 2018**

Appendix B: Latinx Community Outreach

A summary of Latinx community outreach events begins on the next page. Events were conducted in partnership with Centro Cultural de Washington County.

Tamale Night Summary Report

The event summary report is an overview covering experiences & suggestions to be sent to Port of Portland staff members regarding Tamale Night December 8th, 2017 6pm-8pm that occurred at Centro Cultural de Washington County in Cornelius Oregon 97113. This will follow a Conference call debrief Wednesday December 20th, 2017 11am-12pm.

➤ Description of event:

- Build relationships with the Latinx Community.
- Have community members learn who Port of Portland and engage in the already HIO Master Plan Alternatives.
- Learn what is important to the community.

➤ Outreach plan:

- Facebook post, event page - 2 Facebook boosts
- Flyers

➤ Plan of Action:

Tamale Night Agenda

6pm	Doors & Registration table open
6:15pm- 7:45pm	Dinner & Break Out Session
6:45pm-7:05pm	(20 min) Port of Portland (Steve)
7:45pm-8pm	Cont. Break out Session

- Port of Portland support efforts by; Chris White, Jayson Shanafelt, Ryan Parker, Steve Nagy, Sean Loughran, Phil Stenstrom, Steve Winkle, Andy Smith.
- Centro Cultural support efforts by; Esmeralda Flores, Juan Carlos Gonzalez, Angeles Godinez, Ivette Heredia, Josefina Flores, Marta Meza, and Rose Gallegos

Staff	Task(s)
<ul style="list-style-type: none"> ● Port: Jayson & Andy Centro: Ivette ● Centro: Esmeralda 	<ul style="list-style-type: none"> ● Registration table: Photo Release form, and Name tags ● Registration table: Register Community members for Hillsboro Tours (Max 29 for each tour)
<ul style="list-style-type: none"> ● Centro: Martha Port: Steve W, Ryan ● Centro: Ivette Port: Jayson, Phil S. ● Centro: Angeles Port: Steve Nagy ● Centro: Esmeralda Port: Sean & Andy 	<ul style="list-style-type: none"> ● Facilitate “Economic Development and Opportunities” table ● Facilitate “Community Access and Involvement” table ● Facilitate “ Role of Hillsboro Airport” table ● Facilitate “3 alternatives” table
<ul style="list-style-type: none"> ● Centro: Juan Carlos 	<ul style="list-style-type: none"> ● Translator for Steve

Tamale Night Summary Report

<ul style="list-style-type: none"> ● Port: Steve Nagy 	<ul style="list-style-type: none"> ● Port of Portland Remarks
<ul style="list-style-type: none"> ● Centro: Martha Port: Steve W, Ryan ● Centro: Ivette Port: Jayson, Phil S. ● Centro: Angeles Port: Steve Nagy ● Centro: Esmeralda Port: Sean & Andy 	<ul style="list-style-type: none"> ● Facilitate “Economic Development and Opportunities” table ● Facilitate “Community Access and Involvement” table ● Facilitate “Role of Hillsboro Airport” table ● Facilitate “3 alternatives” table

➤ Attendance:

- 78 attended excluding Port of Portland Staff

➤ Flip Chart results:

○ **Economic:**

- ✓ Additional Jobs/ Manufacturing/ Non aviation
- Additional Food Options/ Retail Options
- Sports bar (BWW)
- ✓ Commercial Service (Mexico Vacation destinations, Seattle, California)
- Coffee
- Viewing area
- Secure Parking-
- Better Hotel W/ Conference Space

○ **Role:**

- Will Hillsboro Airport Have Air Service?
 - Domestic?
 - INT’L?

○ **3 Alternatives:**

- Opportunities for community access.
- Without commercial service what is the community benefit?
- Opportunities for learning
 - Youth, career development
- What are the implications of a major Seismic event? Which Alternative would be best?
- How about jobs?
- Bike ways around the airport?
- Classes of mechanic for women
- Consider Airport role in event of an earthquake:
 - Staging area- Temp facilities
 - Resources
 - Coordination

Tamale Night Summary Report

- **Community:**
 - Outreach: better music and great food
 - Airplane viewing area suggested
 - ✓ High school classes- flight training information
 - Airshow
 - Univision- TVJAM-FB
 - Very local channel
 - Barbed wire fenced- not welcoming. Can we use aesthetically pleasing separation?
 - Feels forbidden, not welcoming
 - Could it have more vibrant colors?
 - Restaurants
 - Offer classes on aviation for the community- “experience”
 - Scholarship for A + P/ Flight Training
- # of ppl signed up for tours
 - At this moment 34 out of 87 spots are filled
 - Plan of action to promote the Hillsboro Airport Tour, we will be posting a Fb post on Centro Cultural page to have the community sign up for the remaining tour spots via online sign up and Telephone.

**Fall/Winter Outreach Summary
September 2017 - February 2018**

Appendix C: Online Open House Notification

The online open house was available Dec 20, 2017-Feb 5, 2018. The project team distributed the online open house through the following channels.

Online Open House Notification	Dates
Website / Hillsboro Airport Master Plan Update	Dec. 20, 2017
Email / Planning Advisory Committee Members	Dec. 20, 2017
Street banner / NE Cornell Rd and Brookwood Pkwy	Dec. 22, 2017 – Feb. 5, 2018
Email / Washington County CPO Program	Jan. 2, 2018
Email / Port of Portland Hillsboro Airport Email List	Jan. 3, 2018
Email / Happening in Hillsboro City Email	Jan. 3, 2018
Website / Port of Portland Frontpage	Jan. 3, 2018
Flyer and Bookmarks / Hillsboro Brookwood Library	Jan. 7, 2018
Facebook post / Centro Cultural account	Jan. 9, 2018 Jan. 23, 2018
Online advertisement / Facebook	Jan. 10 – 16, 2018 Jan. 31 – Feb. 4, 2018
Newsletter / Washington County CPO 10	Jan. 11, 2018
Newsletter / Hillsboro City Views	Jan. 11, 2018
Flyer and Bookmarks / Portland Balaji Temple	Jan. 11, 2018
Postcard / Residents within two miles of Hillsboro Airport	Jan. 12, 2018
Spanish-speaking Hillsboro Airport Tours	Jan. 19, 2018 Jan. 27, 2018
Email / Port of Portland Hillsboro Airport Email List	Jan. 30, 2018

Members of the project’s Planning Advisory Committee were also asked to distribute the online open house through their networks.

More than 2,800 users visited the online open house in English or Spanish:

- Total users who have visited the online open house: **2,869**
 - English site users: **2,844**
 - Spanish site users: **53**
- Total comments on development possibilities: **94**
- Total completed community involvement surveys: **125**

Port of Portland notification email to Planning Advisory Committee (PAC) members

Dec. 20, 2018

From: Shanafelt, Jayson

Sent: Wednesday, December 20, 2017 4:50 PM

To: Hillsboro Airport Master Plan Update PAC

Subject: Online Open House #2: Now Live!

Good afternoon PAC members,

Our second online open house for the Hillsboro Airport Master Plan Update is now live!

- **English:** <https://hillsboroairport.participate.online/>
- **Spanish:** <https://aerpuertodehillsboro.participate.online/>

This is a soft launch; a larger promotional push will occur once the holiday season has ended. We encourage you to take a look and share with your constituencies. I will also send out a reminder email to the PAC in early January.

**** Special thanks to Seth and Anne at EnviroIssues for creating a great site, and to Juan Carlos and Centro Cultural staff for providing the Spanish translation! ****

Happy holidays,

Jayson

Jayson Shanafelt

Community Affairs Tour and Outreach Mgr.

T: 503.415.6853

C: 503.703.7990

Jayson.Shanafelt@portofportland.com

Washington County Community Participation Organizations Program Email*Jan. 2, 2018*

The final *online* open house is now available and the Port of Portland wants to hear from you!

The Port of Portland is updating the master plan for Hillsboro Airport to consider how the airport and surrounding property will continue serving the region's needs.



Hillsboro Airport

With the help of the community, the Port developed three possible alternatives for future development. You're invited to click on the open house link below to help plan for a shared future.

Visit the [Online Open House](#) by Feb. 5, 2018

- See feedback the Port received from the last online open house and outreach in the community
- Learn about the three possible development alternatives
- Give your reaction and other ideas
- Let the Port know your thoughts on future community engagement

This online open house is available until Feb. 5, 2018.

Washington County, Oregon, 254 N First Avenue, Hillsboro, OR 97124

SafeUnsubscribe™ jayson.shanafelt@portofportland.com

Port of Portland E-Newsletter (1)*Jan. 3, 2018 | 1062 recipients*

Our second online open house is now available and we want to hear from you!

The Port of Portland is updating the master plan for Hillsboro Airport to consider how the airport and surrounding property will continue serving the region's needs.

With the help of the community, we developed three possible alternatives for future development. You're invited to click on the open house link below to help us plan for a shared future.

[Visit the Online Open House](#)

- See feedback we received from the last online open house and outreach in the community
- Learn about the three possible development alternatives
- Give us your reaction and other ideas
- Let us know your thoughts on future community engagement

The online open house is available until Feb. 5, 2018.

Stay Connected:



PO Box 3529 • Portland, OR 97208 • 503.415.6000

Happening in Hillsboro City Email*Jan. 3, 2018*

HAPPENING IN



Hillsboro

News Briefs


Help shape **the future of the Hillsboro Airport** by sharing your opinions with the Port of Portland about [three alternative development possibilities](#).


The Walters Cultural Arts Center will be closed for renovations January 8 - 20. [Online ticket sales and class registration will remain open](#).



2018-19 Hillsboro Community Arts & Culture Grants are now available from the Hillsboro Arts & Culture Council. [Applications are due by February 23](#).

Online Advertisements / Facebook


Jan. 10 – 16, 2018





Port of Portland
Sponsored · 






We're planning the next 20 years and invite you to share your ideas!





What's the future of Hillsboro Airport?
hillsboroairport.participate.online [Learn More](#)



  John Christenson and 32 others
26 Comments 4 Shares

 Like  Comment  Share


Jan. 31 – Feb. 4, 2018




Port of Portland
Sponsored · 


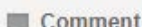



We're planning the next 20 years and invite you to share your ideas before February 5!



What's the future of Hillsboro Airport?
hillsboroairport.participate.online [Learn More](#)

 HkawChang Hpare and 26 others
10 Comments 1 Share

 Like  Comment  Share

Facebook post / Centro Cultural Account

Jan. 9, 2018

 **Centro Cultural de Washington County**
 January 9 · 🌐

El Port of Portland esta pidiendo las opiniones de la comunidad para planificar los próximos 20 años del Aeropuerto de Hillsboro.

Para participar en la encuesta y dejar sus comentarios (haga clic en un enlace abajo). Hay dos enlaces; uno en inglés y otro en español.

Español: [https://aeropuertodehillsboro.participate.online/...](https://aeropuertodehillsboro.participate.online/) See More
 See Translation



Hillsboro Airport Master Plan Update
 Take a look at future development possibilities at Hillsboro Airport
[HILLSBORO.AIRPORT.PARTICIPATE.ONLINE](https://aeropuertodehillsboro.participate.online)

Jan. 23, 2018

 **Centro Cultural de Washington County**
 January 23 · 🌐

Todavía tiene tiempo para participar en las casa abierta en línea para compartir sus comentarios sobre los cambios del aeropuerto de Hillsboro. Cerrará el 5 de Febrero, 2018.

There is still time to participate in the online open house and share your comments in regards to the future of the Hillsboro Airport. Closes February 5th, 2018... See More
 See Translation



Actualización del Plan Maestro del Aeropuerto de Hillsboro
 Buscamos sus comentarios sobre las posibilidades de desarrollo del Aeropuerto...
[AEROPUERTODEHILLSBORO.PARTICIPATE.ONLINE](https://aeropuertodehillsboro.participate.online)

Washington County Community Participation Organization 10 Newsletter

Jan. 11, 2018 | Neighborhoods include Chehalem Mountain, Farmington, Groner, Laurel, and Scholls Exterior:

CPO 10

**Chehalem Mountain,
Farmington, Groner,
Laurel and Scholls**

COMMUNITY PARTICIPATION ORGANIZATION
WASHINGTON COUNTY

COMMUNITY MEETING

Open to the public.
Bring a friend!

7 pm, Thursday, January 18, 2018
At Farmington View Elementary

Meeting Agenda

7 pm Welcome and Introductions

Public Safety
Washington County Sheriff's Office
Tualatin Valley Fire & Rescue *(as resources allow)*

CPO 10 Minor Boundary Change Vote

7:20 pm An Update

Land Use & Transportation

Washington County's Melissa De Lyser and Diane Overstreet will be discussing the recently released Annual Report FY 2016-17, plus providing a brief overview of AF10 Land Use Districts as related to school/religious institutions. ***Come and learn about all of the projects, news, and goals that Washington County Land Use & Transportation was a part of over the last year, and what is in store for the future!***

Community Announcements

- Come check out CPO 10's new meeting space
- Bring any news, announcements, concerns

8:45 pm Adjourn

JOIN US!
Meets at Farmington View Elementary School
8300 SW Hillsboro Hwy,
Hillsboro, OR 97123

7 p.m. 3rd Thursdays
For special meetings, schedule and/or location subject to change. Check online to confirm.
www.co.washington.or.us/cpo

CPO 10 Chehalem Mountains, Farmington, Groner, Laurel, Scholls
Chair: Andy Haugen
CCI Rep: Lars Wahlstrom
Email: donuts97@hotmail.com
Phone: 503-887-9601

WASHINGTON COUNTY CONTACTS

Kari Herinckx
Community Engagement Program Coordinator
503-846-6283
kari_herinckx@co.washington.or.us
www.co.washington.or.us/cpo

Jessica Chandler
Sheriff's Office Community Outreach Specialist
503-846-2793
jessica_chandler@co.washington.or.us
www.co.washington.or.us/sheriff

Interior:

Doing What They Do Best

On November 15, a number of western CPOs engaged community members in a discussion on homelessness, a growing issue that affects every community in the county. Hosted by CPOs 10 and 15, with support from CPOs 12C and 13, the forum drew people in from across the county. A roomful of attendees shared in a discussion with panelists from Washington County Housing Services, Sheriff's Office, and Forest Grove Temporary Emergency Shelter about the current problems and the efforts to improve the homeless situation. Attendees gave overwhelming positive feedback, including Commissioner Bob Terry, who referred to the event as an illustration of a great CPO program.

On OregonLive.com: <http://pamplinmedia.com/fgnt/36-news/379237-265603-homelessness-forum-draws-concerned-crowd>

97208-352929

Port of Portland
PO Box 3529
Portland OR 97208

The mission of Community Participation Organizations in Washington County is to encourage and empower public involvement.

Washington County CPO Program
254 N First Avenue MS20
Hillsboro, OR 97124
www.WashCopo.org

Hillsboro Airport Master Plan Online Open House

Provide your comments and ideas online now through February 5

The Port of Portland is updating the master plan for Hillsboro Airport to consider how the airport and surrounding property will continue serving the region's needs. With the help of the community, the Port developed three possible alternatives for future development.

See report at:
<https://hillsboroairport.participate.online/>

City of Hillsboro Bikes and Pedestrians

Proposed mobility projects are available for review.

City staff is seeking your feedback on the project list The 2020-29 Bicycle & Pedestrian Capital Improvement Program prioritizes plan a list of sidewalk, bike land and enhanced crossing projects.

To review the projects and offer feedback:
www.hillsboro-oregon.gov/our-city/departments/public-works/transportation/bpcip/bpcip-feedback

Hillsboro City Views Newsletter – City News Briefs

Jan. 11, 2018 | 44,500 residences

January/February 2018

CITY VIEWS

NEWS & EVENTS FOR THE CITY OF HILLSBORO

What's Ahead for Hillsboro in 2018?

5 Key Projects Moving Forward This Year That Will Enhance Livability



Block 67

1. Block 67

2. South Hillsboro

3. LED Street Light Conversion

4. Hillsboro Community Center at 53rd Avenue

5. Washington County Events Center

1. Block 67 in Downtown Hillsboro

Much of 2017's work on Block 67 focused on community engagement and listening to neighbors around the former Hank's Thriftway site. Now, in 2018, the City is selecting a project development partner and beginning detailed site planning that will include:

- Mixed-use development with market-rate housing
- Open space that serves the larger community
- High-quality urban design and construction
- A plan to address parking at the site

Follow the progress at Hillsboro-Oregon.gov/Block67.

2. South Hillsboro

South Hillsboro's future begins to take shape this spring with the opening of the Cornelius Pass Road intersection south of TV Highway. The excitement will continue into summer when the 2018 Street of Dreams brings tens of thousands to Hillsboro to see the latest innovations in housing. Watch for updates at Hillsboro-Oregon.gov/SouthHillsboro.



South Hillsboro

continued on page 2



CITY COUNCIL CONVERSATION

Let's Talk About Our Challenges



Mayor Steve Calloway

For all of Hillsboro's successes and our path toward prosperity, we have challenges; challenges that can be addressed only if we work together. The question is, how do we respond?

The fact that so many people enjoy living in Hillsboro – and so many others would like to join us here – creates a new series of challenges. Housing affordability. Homelessness. Traffic. Even being civil and respectful toward each other can be a bit of a challenge.

I believe it's important to talk to each other – and to listen to each other as well. So I would like to invite you to attend the **2018 State of the City on Tuesday, January 30**. The entire City Council will be there to address each of these important issues and more.



continued on page 2



CITY NEWS BRIEFS

- **The City of Hillsboro's certified population** increased to 101,540 as of July 1, 2017. Portland State University's Population Research Center released its certified estimates in December.
- **The Connecting Hillsboro Address Project's** third phase is underway. One of the Hillsboro 2020 Vision and Action Plan's goals is to bring all City of Hillsboro streets and addresses onto the City's grid.
- **145 Hillsboro residents** have applied for a Washington County Woodstove Exchange Program rebate to replace their old wood stove or insert with a new, cleaner heating device. So far, 68 Hillsboro projects have been completed since 2016. The program has prevented more than 12 tons of particulates and more than 80 tons of gases and other pollutants.
- **Changes in the global recycling market** are impacting which plastics materials are accepted by Far West Recycling and other local recyclers.



- Take part in the Port of Portland's online open house to be part of the Hillsboro Airport Master Plan Update. Visit www.HillsboroAirport.Participate.Online before February 5.
- The 14th annual **City of Hillsboro Water Department Conservation Calendar**, illustrated by Hillsboro elementary school students, is available for pickup inside the Hillsboro Civic Center's Utility Billing office.
- Read more stories at Hillsboro-Oregon.gov/News:
 - City of Hillsboro selects **Don Dias** to be Economic Development Director
 - 9 ways to **prevent your water pipes from freezing** – and what steps to take if they do freeze
 - 11 ways to **avoid stressing about winter driving** from the Hillsboro Police Department. 



Port of Portland Postcard Notification

Jan. 12, 2018 | 12,000 residences within two miles of Hillsboro Airport



Port of Portland E-Newsletter (2)

Jan. 30, 2018 | 1062 recipients



There's still time to share your thoughts about the future of Hillsboro Airport.

With the help of the community, the Port of Portland has developed three possible alternatives for future development. You're invited to click on the open house link below to help us plan for a shared future.

[Visit the Online Open House](#)

- See feedback we received from the last online open house and outreach in the community
- Learn about the three possible development alternatives
- Give us your reaction and other ideas
- Let us know your thoughts on future community engagement

Make sure to get your comments in before the online open house closes on Feb. 5, 2018.

Community comments are shared directly with our planning team to help shape the draft of the preferred alternative.

Stay Connected:



Fall/Winter Outreach Summary September 2017 - February 2018

Appendix D: Facebook Advertisements

The Port of Portland ran two rounds of Facebook advertisements to encourage participation in the project’s second online open house.

First Round
Jan. 10 – Jan. 16

Second Round
Jan. 31 – Feb. 4

RESULTS

	1/10 – 1/16	1/31 – 2/4	
Reach:	11,563	7,787	number of people who saw the promotion at least once
Impressions:	15,711	9,880	number of times the promotion was viewed
Frequency:	1.36	1.27	average number of times each person saw the promotion
Link Clicks:	913	510	
Unique Link Clicks:	853	478	
People Taking Action:	898	504	
Post Reactions	42	29	
Post Comments	18	9	
Post Shares:	12	3	

Audience

Age: 18-65+

Everyone in this location ▾

United States

Hillsboro, Oregon + 13mi ▾

Include ▾ | Type to add more locations | Browse

Drop Pin

Detailed Targeting

INCLUDE people who match at least ONE of the following:

Additional Interests

- Airplane
- Civic engagement
- Civil aviation
- Community building
- Community development
- Community engagement
- Flight
- Local government

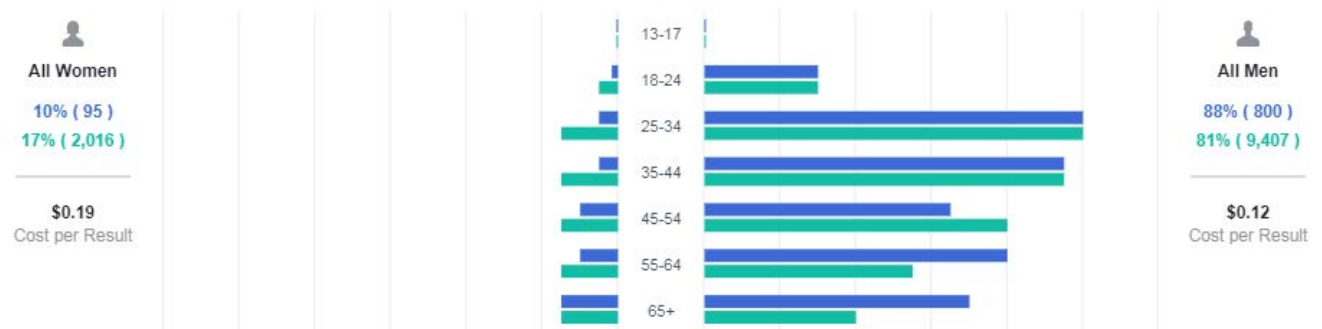
Interests > Business and industry

- Aviation

1st round: +13 mi radius

2nd round: +8 mi radius


913 Results: Link Clicks ▾ 11,563 Reach ▾





510 Results: Link Clicks ▾ 7,787 Reach ▾





COMMENTS: First Round


 **Mike Desmond** Please bring Alaska / Horizon in for regional flights.
 12
 Like · Reply · Message · 5d


 **James E Stubbs** While that might be a great idea it's highly unlikely in the near future as there wouldn't be enough people to support the flights. This is been tried at Salem where there are far more people. It just didn't work. You're talking about tens and possibly hundreds of millions of dollars to install a secure area a terminal Transportation Security Administration so on and so forth.
 Like · Reply · Message · 1d · Edited


 **Mike Desmond** James E Stubbs More people in Salem than the west side of Portland? I don't think so. Also don't forget all the huge employers on the west side, especially those within 15 minutes of Hillsboro Airport. Regional flights out of Hillsboro make total sense and the ROI would likely be good.
 2
 Like · Reply · Message · 1d · Edited


 **Kiel Johnson** Turn it into housing!
 1
 Like · Reply · Message · 5d


 **Michael R. Newton** No, Hillsboro airport was there first. If you live nearby, please move!
 1
 Like · Reply · Message · 2d

 **James E Stubbs** Airport was there long before you and is a crucial and vital reliever Airport. If you don't like airplane noise I suggest you move elsewhere. If there were a major emergency at PDX Hillsboro is one of the nearby Alternatives as is McMinnville.
 Like · Reply · Message · 1d


 **Caleb Coffey** Race track.
 2
 Like · Reply · Message · 4d

 **Robert Peligro Navaja** The noise would kill that plan instantly. But it would be cool.
 1
 Like · Reply · Message · 3d





 **Todd Felix** Given that PDX is on the east side of the Willamette river, and Hillsboro is on the west side, both airports should have long range plans that anticipate them being used to receive incoming supplies after an earthquake.
 8
 Like · Reply · Message · 3d

 **Chris Miner** More security. We don't want another helicopter hijacking attempt.
 Like · Reply · Message · 3d

 **Rod Goodrich** Commercial flights please.
 Like · Reply · Message · 3d


 **Anthony Varela** Put all the flight schools up near 31R and build a proper terminal bringing in regional flights from Alaska/Horizon. Widen and lengthen R2 another 1,200ft. in the NW corner.
 Like · Reply · Message · 2d · Edited


 **John Jimison** ^^ this dude actually knows what's up! 🙄
 Like · Reply · Message · 22h


Write a reply...    


 **Michael R. Newton** I prefer alternative 1 or 2. Not 3!!!
 Like · Reply · Message · 2d


 **Stephen Rice** Alissa Polley
 Like · Reply · Message · 2d


 **Warren Knight** Since when did the Port of Portland care about citizen input?
 Like · Reply · Message · 2d

 **Chet Thompson** FIX EVERGREEN PUT IT UNDER THE RUNWAY THEN YOU CAN MAKE THE RUNWAY LONGER AND GET RID OF 4 FLAT SLICK CORNERS
 Like · Reply · Message · 1d


 **Ron Anderson** Air taxi service, as in Volocopter.
 Like · Reply · Message · 1d


 **James E Stubbs** I think there are far too many comments from far too many people here who are not Pilots, don't know anything about the airport and very little about Aviation either private or commercial.
 Like · Reply · Message · 1d


 **Tom Maguire** We pay taxes too.
 Like · Reply · Message · 23h




 **Anthony Varela** Exactly, most people don't get to interact with the Hillsboro Airport because they are not private pilots, students, or work for Intel. Servicing those people would be a great start.


What are your thoughts James E. Stubbs?
 Like · Reply · Message · 22h


 **Jordan Carter** Turn into drag strip, and open track for cars and special days for shifter karts. So this shitty town has something to look forward to on the weekends 🍷
 Reply · Unhide · 19h


 **Sarah Lyn Lawton** Commercial flights to the Bay Area would provide convenient connections to Asia and Europe for our friends who work in HiTech and Athletic gear. Also as a gateway to Oregon tourist favorites, the Beach and Wine country. The drive through Multnomah County is UNBEARABLE
 Like · Reply · Message · 10h

 **Sarah Lyn Lawton** The drive from Hillsboro to PDX which goes through Multco And city of Portland 😞😞😞😞😞😞😞😞😞😞😞😞😞😞😞😞😞😞😞😞😞😞
 Like · Reply · Message · 10h

Write a reply...    

 **Jus Quách** It's doesn't matter how much everything is developed but if there ain't no road to get to it, everything become useless. Why noone ever think about how to develop a better infrastructure of roads system instead?
 Like · Reply · Message · 10h

 **Sarah Lyn Lawton** Why doesn't Hillsboro provide commercial flights?
 Like · Reply · Message · 16h

 **Port of Portland** ✓ Thanks Sarah Lyn. We have frequently heard from community members curious about the future of commercial service at Hillsboro.

After completing a strategic analysis, our master plan project team proposed that Hillsboro Airport continue its current role as a general aviation/reliever airport. Based on the findings of this analysis and discussion with the Planning Advisory Committee, the team determined that conditions are not right for Hillsboro Airport to grow into a new role over the next 20 years – i.e., commercial air travel.

For more detailed information about the role of the airport, please visit: https://popcdn.azureedge.net/.../HIO_Ch2_Role_Executive...

To review the community input we received over the summer: https://popcdn.azureedge.net/.../HIOMP_SummerOutreach2017...

You can also track upcoming meetings and review materials by visiting our website at: <https://www2.portofportland.com/Airp.../Hillsboro/masterplan>

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January 14 at 10:35pm · 🌐

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Victoria Mccurry shared Port of Portland's post.



January 10 at 9:57pm · 🌐

please bring in alaska/horizon for regional service

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Loisann Huntley



George Sheffield Do anything to improve service and convenience. That does not include selling off property to commercial developers.

Like · Reply · 4d



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Bonnie Rider-Martin shared Port of Portland's post.



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COMMENTS: Second Round

 7,801 people reached

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 HkawChang Hpare, Juan Carlos Gonzalez and 25 others
Chronological ▾

1 Share
10 Comments



Mohamad Hajaj I would like to see mini hopper flights to PDX. Helps reduce traffic and for under 100\$ ill book it. Create a commercial bridge between Hillsboro and PDX, and dont stop there, create a website to book flights to local airports in Oregon, say for instance, Bend, Eugene, Oregon Coast, Newport for under 100 round trip. Make it more than justban airport for Nike and Intel, and Yes i do work for Intel, but Hillsboro airport got so much potential without expanding any landscape.

 7

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Kevin Zuercher Horizon flights to Bend/Redmond, Seattle, and San Jose. Nothing bigger than that.

 2

[Like](#) · [Reply](#) · [Message](#) · 4d




Sarah Lyn Lawton Hillsboro has the potential to become THE Global Gateway to Oregon Beaches, Wine country and neighboring High Tech and sportswear companies.

[Like](#) · [Reply](#) · [Message](#) · 3d · Edited



Sarah Lyn Lawton Kindly begin commercial flights to connections in the Bay Area and Seattle

 1

[Like](#) · [Reply](#) · [Message](#) · 3d



Sarah Lyn Lawton 

[Like](#) · [Reply](#) · [Message](#) · 3d



Sarah Lyn Lawton Construction projects west of the Willamette including North Bethany and adjacent to the Reserves golf course will increase the population in this area by thousands of residents in the next 2-5 years.

[Like](#) · [Reply](#) · [Message](#) · 3d



Sarah Lyn Lawton Potential passengers for HIO.

[Like](#) · [Reply](#) · [Message](#) · 3d



Tina Sansom Ricks Would love an easy hop to Bend or Seattle without having to drive to PDX.

 1

[Like](#) · [Reply](#) · [Message](#) · 3d



Robert Stricker Those fine controllers could really use a new tower.

[Like](#) · [Reply](#) · [Message](#) · 3d



Deb Nordin Please stop noisy flights over central Beaverton. They terrify my dog.

[Like](#) · [Reply](#) · [Message](#) · 1d