

Hillsboro Airport Roundtable Exchange Draft Meeting Minutes
October 6, 2016: Hillsboro Civic Center, 5:30 p.m. – 7:30 p.m.

Meeting Summary

MEMBERS PRESENT

Bert Zimmerly	Hillsboro Airport Historian
Bob Braze	Citizen
Bob Flansberg	Alternate for House District 30 (Jurisdictional)
Brian Lockhart	Global Aviation (Airport Business)
Colin Cooper	City of Hillsboro (Alternate for Mayor Willey)
David Wadleigh	Oregon International Air Show
Fred Hostetler	Citizen (Land owner adjacent to HIO)
Henry Oberhelman	CPO 8 (Citizen)
Kimberly Culbertson	CPO 9 (Citizen)
Larry Altree	Portland Community College (Airport Related Business)
Mike Gallagher	Citizen
Stephen Roberts	Alternate for Washington County Commission (Jurisdictional)
Steve Nagy	Port of Portland
Representative Susan McClain	State House District 29

MEMBERS ABSENT

Annette Campista	Latino Business Community
Bert Zimmerly	Hillsboro Airport Historian
Senator Chuck Riley	State Senate District 15
Deanna Palm	Hillsboro Chamber of Commerce (Business)
Mayor Jerry Willey	City of Hillsboro (Jurisdictional)
Mike Warrens	Oregon International Airshow
Rhonda Legge	FAA (Technical)

SUMMARY

Introductions and Welcome

Brian Lockhart called the meeting to order at 5:35. He thanked the committee for their service, and thanked the community for their input, which truly makes a difference and affects policy. He also thanked Ms. Barnes and Mr. Vanderzanden for the most consistent attendance.

Previous Meeting Notes

Brian asked if anyone had changes to the notes. Fred Hostetler moved to approve, which was seconded.

Update on Unleaded Fuel Status

Steve Nagy provided a status update of unleaded fuel at Hillsboro Airport. The Port continues to meet with tenants and offer support, including a storage tank and the cost of a fuel truck. The Port also met with Swift Fuels to see what can be done to bring their fuel to Hillsboro Airport (HIO). Unfortunately, Swift Fuels tells us that distribution is not available or economically viable, but they are working on getting refineries in the west, and Hillsboro is on their radar.

Steve also noted that one of the Fixed-Based Operators (FBO) installed a tank which has an internal baffle within it, which will allow them to distribute leaded and unleaded fuel from the same tank. Since the summer, the Port has been exploring incentives for MOGAS. There is no issue regarding dispensing, but there are some concerns with costs related to individual aircraft. Would aircraft owners recover the cost of conversion between now and the point where the gas becomes available is still a question.

The Port is still looking at incentives and pilot programs to attract a seller for MOGAS. In addition, Port staff continue to meet with our local congressional delegation. The Port has met with Sen. Merkley's staff as well as State Rep. Greenlick. One outstanding area of concern that we continue to hear about is the potential liability issues related to using car gas (MOGAS) in aircraft designed to use Avgas (leaded aviation fuel). The Port will continue to engage on the state and federal level on this issue.

Henry Oberhelman inquired about the status of the FAA replacement. Steve noted that in appears everything is still on track. Real world testing is continuing, and it has moved out of the laboratory phase. Rep. McClain inquired about testing locations and if actual airports are participating at present. Steve explained that there are two types of fuel that are going through testing at FAA facilities with specific aircraft designed for such tests. All testing is being done in-house with FAA equipment.

Steve took a moment to add that yesterday was the hearing at the U.S. Ninth Circuit Court of Appeals regarding the third runway: Plaintiff Ms. Barnes versus the FAA. The Port completed an environmental assessment which was challenged, followed by an assessment completed by the FAA. The Courts asked the FAA to look at a specific issue: if a parallel runway is built, would it change how many people would use the runway beyond what is expected. There was a new forecast and a new environmental assessment. FAA said that with the slight induced demand that they had found no significant impact.

The scheduled oral arguments were heard yesterday, although it could take 4-6 months before we hear back on the merits. Some of the issues that were raised included a question of whether the third runway

induced demand. The parallel runway has been operating for the past 18 months. We have actually had lower than expected demand; operations have not grown as had been suggested. We will wait and see what the court says.

PRESENTATION

Hillsboro Airport Master Plan Update – Timeline and Next Steps

Sean Loughran, Senior Long Range Planner – Port of Portland

Sean Loughran gave a presentation on next steps related to the upcoming Hillsboro Master Plan Update:

- Introduction to the Master Plan Update
    - HARE Presentations & Discussion
        - Introduction to Airport Master Planning
        - Recap the 2005 Master Plan
        - Review Implementation of the 2005 Master Plan
        - Overview of Master Plan Update
        - HARE Retreat
        - Public Workshop
- Key Areas of Interest
    - Recommendations/ideas shared at HARE Meetings, Retreat & Public Workshop
        - Seismic resilience
        - Alternative metrics for noise analysis
        - Focused site development or conceptual development plans for certain areas
        - Coordination with other planning initiatives
        - Storm water management
        - Opportunities to make the airport more accessible to the community
        - Ongoing Public Involvement following Master Plan Update
        - Outreach ideas
- Traditional Elements of an Airport Master Plan
    - What FAA advises / What most master plans include:
        - Inventory of existing conditions
        - Forecast of aviation demand
        - Facility requirements
        - Alternatives for development
        - Preferred alternative
        - Environmental overview and NEPA
        - Financial feasibility
        - Airport Layout Plan
- Hillsboro Airport Master Plan Update – Tentative Project Schedule
    - Complete Draft Scope of Work
    - Consultant Selection
    - Select PAC

- Project Initiation
- Existing Conditions
- Strategic Analysis
- Forecasts
- Facility Requirements
- Alternatives Development and Evaluation
- Select and Refine Preferred Plan
- Financial Feasibility
- Plans and Documentation
- Citizen Involvement Throughout

Sean noted that the Port has heard and learned a lot – particularly from comments received during the public workshop in June. There has been a lot of talk about seismic reliance, how this airport compares against others in the region, and that will be a focus in the upcoming Master Plan Update. Another important topic is noise, for which there is an existing subcommittee. The Port heard that there needs to be a much broader look at the issue of noise in the Master Plan. There is a lot of property around the airport and there will be a deeper dive into really understanding on a conceptual level how these properties will develop.

Sean said that there are future meetings with the City and Clean Water Services. The Port is looking at how to make the airport more accessible to the community, how to approach public involvement, and how to be more inventive regarding community engagement during the public process.

This is an FAA funded planning effort; the FAA will approve the scope of work. They have expressed some concern regarding seismic resiliency, similarly with noise, as these are not areas that they typically fund. Good news is that there has been success on both topics. In looking at the last slide, Sean explained that the scope of work is presented to the FAA for their approval. It will be January before we go to our Port commission to have this adopted. Although we are close today, it still will take a little time. We hope to start with the new Planning Advisory Committee (PAC) by the end of February 2017.

Mike Gallagher asked about the Port ownership of the land where the Burgerville and three shopping centers are currently located. Steve explained that the Port tries to look at no longer than 30 year leases on the airfield but that the FAA is more open to 50 year lease terms for non-aviation uses like the shopping centers across the street.

Mike Gallagher said it was peculiar that the Port would hold land not related to airport activities, and asked why it isn't transitioned to the City. Steve explained that the revenue we receive from our properties helps make the airport self-sufficient. It is a long-term revenue stream that positively affects the airport. Between 20-25 percent of the airport's revenue is from "non-airport related" land, which helps keep the airport in the black. Sean noted this is pretty standard, and that FAA policy dictates any dollar generated gets reinvested into the airport. Steve added that, as a long-term land owner, the Port can safeguard against incompatible future developments. Mike asked if from the city's standpoint, it

makes any difference if the land is owned by the Port or another entity. Steve responded that the private businesses on the Port's land are still taxed on their lease hold improvements.

Rep McClain requested more information regarding seismic resilience and ongoing public involvement. Sean explained that we have had discussions regarding seismic resiliency early on, and when the focus turns to required facilities, there will be an exploration of what facilities are needed, including what is needed if a seismic event occurs. Sean said that for public involvement, the HARE committee was born out of the last Master Plan process. The Port wants to have a conversation with the community about what public involvement needs to look like in the future. Perhaps that means involvement that looks just like HARE, or something completely different. He gave the example of the community advisory committee at Portland International Airport, which was the recommendation and result of the PDX Master Plan process. He hopes something similar will be an outcome of the Hillsboro Master Plan Update planning process.

Fred Hostetler reminded the group that there are additional opportunities to make the airport more accessible to the community and encourage public involvement, such as airport open houses or a park. Sean agreed that there are other ways, beyond committees, to engage with the airport.

Mike Gallagher said that the City of Hillsboro needs to get more involved with the seismic resiliency piece. The impact of a major seismic event would be huge, starting with crowd control. Mike expressed a hope that the City would stay actively involved in the process, ensuring that sufficient investment is made in emergency backup systems that have not been considered in the past. Backup electrical power systems needs to be considered for the airport. He said another item that the City needs to take an independent look at is noise, and there needs to be a concerted effort to do everything possible to reduce adverse noise effects.

PRESENTATION

Ongoing Public Engagement During the Hillsboro Airport Master Plan

Chris White, Community Affairs Director – Port of Portland

Chris outlined possible options for ongoing community engagement during the Master Plan Update, in response to the conversation at the June meeting. There will be a public engagement transition:

- Public Engagement Transition
    - The Master Plan Update will focus on long range planning issues, not daily operations
    - The Master Plan Update requires all the allotted time to complete long range planning work
    - Hillsboro Airport Roundtable Exchange (HARE) will no longer be meeting
    - Managing a separate Hillsboro Airport committee, in addition to the master plan committee, is not possible or desirable

Chris explained that there is a lot of robust work involved in creating a master plan, which means that there is not a lot of space for the day to day conversation. But the Port is committed to the ongoing dialogue with the community:

- Complementary Engagement Options
    - To update the public on day-to-day operations, General Aviation manager will report on airport operations and activities at the beginning of each Project Advisory Committee (PAC) meeting
    - Existing subcommittees (Working Groups) are autonomous. Continue to meet on an ad hoc basis as needed. Port staff will attend as necessary
    - Working Groups given brief time to report out at each PAC meeting, if desired
    - Working Groups available as knowledgeable resource for PAC, depending on topic
    - Public comment available at each PAC meeting
    - Individual stakeholders can work directly with Port staff subject matter experts as needed
- Master Plan Outreach: Target Audiences
    - Who informs the PAC:
        - Public
        - Tenants
        - Pilots
        - Working Groups
        - Gov't Agency
        - Industry
        - Other

Chris echoed Sean's example of the community advisory committee for PDX (PDX CAC) as a possible result of the HIO Master Plan Update, and said that there would be ongoing engagement following the Master Plan.

Bob Braze asked who staffed the community advisory committee and where the members came from. Chris explained that the committee was sponsored by the Port, City of Portland and City of Vancouver. Although the Port is the host and staffs the meeting, the sponsors work closely in the process. Bob expressed concern that there would not be local representation in such a process. Chris and Sean both explained that the mention of the PDX CAC was merely an example of how the process can work effectively; it is not the entity which will work on the HIO Master Plan. A Portland community will not be doing this work, rather the Hillsboro community doing PAC work on the upcoming HIO Master Plan.

Rep. McClain said she really appreciated and honored the commitment the Port has demonstrated to learn from the community and hold on to past expertise. She said she hoped the created PAC will help to message community involvement. However, it is important to commit to these working groups, and reinforce their efforts in a formal way. It shouldn't be a "maybe" if they meet – there should be some formal relationship so these working groups feel valued in their efforts. She expressed concern that the current plan for the working groups is too loose.

Bob Flansburg inquired if the decrease in available vehicle parking at the Hillsboro Airport was created by increased participation by Intel or the flight school. Steve said that parking at the airport, particularly off of Cornell, has always been a challenge. It will be looked at in-depth, including redevelopment options. Steve agreed that the airport is bumping up against capacity issues.

Mike Gallagher reiterated that the Master Plan Update process requires sponsorship, and invited the City of Hillsboro to actively get involved. He said what is currently missing from the process is the ability for citizens to look to the City when there is an issue with the airport. The City should step up and be the head of these titular subcommittees. Chris explained that the subcommittees are presently working in an autonomous manner and the prospect of running a separate subcommittee isn't something the Port can commit to during the Master Plan Update.

Henry Oberhelmen said it was encouraging to see this follow up from the June meeting, and expressed looking forward to helping out. To second Rep. McClain's comments, there needs to be a scope of work for the working groups.

Stephen Roberts inquired about the frequency of PAC meetings. Sean said it is primarily dependent on milestones. There will be times when the PAC meets each month, other times when there might be a gap due to work that needs to be completed. There will be somewhere in the neighborhood of 6-7 meetings over the course of a year, or approximately one dozen meetings over the course of the two-year Master Plan process. Chris added that meeting frequency might be more than how often HARE meets.

Public Comment

Wayne Vanderzanden said he has brought up mowing issues for the past few meetings and nothing has happened. He also asked why there are so many Medevac or Mercy Flights coming into HIO. Steve said patients are flown here and are picked up by ambulance. Mr. Vanderzanden also asked about hunting rights, and Steve directed him to speak with the City and that discharge of firearms within the city limits is prohibited.

Miki Barnes said that Steve mentioned a decrease of operations at HIO. She looked at the statistics and while there was a significant decrease at HIO, there was a 50 percent increase of general aviation at PDX and a 40 percent increase at Troutdale. These numbers have increased throughout the year. The problem is that this is a system of airports, and she questions those stats. Ms. Barnes also noted that Troutdale Airport finished a Master Plan, deciding to tear-up part of the runway and turn it into industrial use. She finds that threatening, particularly if there is an increase at the flight school. On the other hand, she finds it hopeful if the decision is made to tear up a runway at HIO, as she was never for it to begin with. Ms. Barnes said that, as these are not revenue generating facilities, she'd hope the Troutdale model is kept in mind during the HIO Master Plan process.

Subcommittee Report

Fred Hostetler, the noise subcommittee chair, did not have a formal report. Henry Oberhelman, the air quality subcommittee chair, echoed that statement and said people should stay tuned.

Mike Gallagher asked for time to address an issue with the Airport Safety and Compatibility Overlay (ASCO) Zone 6. He said that the location of the KLAS School is technically not a violation of the ASCO guidance – due to it being considered as a daycare rather than a school – and it will have between 160 to 170 students. The daycare is in very close proximity to the airport and there is no associated hazard. Mike explained that this is an opportunity to rethink current restrictions. The way the overflight zone is drawn is one acceptable way, but the results are strange. It is difficult to figure out which parcels are in or out, as the boundary bisects parcels of land. If the airport changes its runway configuration, there will be a need to redraw the zone. This is an administrative nightmare. Mike suggested defining the overflight zone using easily identifiable landmarks. He also proposed that land use restrictions be deleted or be subject to a special review. He asked if there were motions to move this forward to the City.

Fred commented that this subject came up quite some time ago and Zone 6 was greatly debated. HARE decided to pass something to the City which was not passed with a majority vote. The City is aware of this issue. The HARE committee has done their duty, since it has no regulatory responsibility or power, and the committee's recommendations were advisory only. The group has done that; what the City does now is up to them. Fred then asked the committee what their thoughts were.

Bob Braze said he was not willing to vote on something without discussion. Kimberly Culbertson inquired who attended the ASCO subcommittee meeting to discuss this issue. Mike responded that the meeting was conducted by email between himself and Fred. Kimberly said that the rest of the committee was not privy, and Mike responded that everyone received the email. Bob Braze asked where the time needed to have this conversation will come from, as these are the last minutes of the final HARE meeting. Mike responded that this is the last opportunity for the Hillsboro Airport Roundtable Exchange to express an opinion to the City. The overflight committee was established to bring this issue to HARE.

Henry said that there could be a subcommittee to cover this topic and present it to the Port and the City of Hillsboro. He added it needs further consideration, and said that a subcommittee should continue. Mike reiterated that this was the only chance to make a clear HARE position. Steve said there have been questions for years about this topic. The City can take this issue up again at the conclusion of the Comprehensive Plan, and that would be a way to move forward. Kimberly added that it would be a good time during the Master Plan to walk hand-and-hand with the City on this process. Mike expressed frustration that the document he created was shared among the group and that not a single person saw fit to make input until the meeting. He said that the absence of Robert's Rules of Order is to blame.

Colin Cooper, planning director for the City of Hillsboro, said that the City has received this info, and – as Steve mentioned – will take this back up. He agreed with Mike's point about casting appropriate boundaries, and assured the committee that the City will give this issue a vigorous evaluation. Henry said that the responsibility now falls on the City, which closes the issue up for HARE.

Conclusion

At the conclusion of the meeting, Steve outlined all of the specific projects and endeavors that had been shaped by the HARE committee's input over the past decade of service. He thanked the committee for their hard work in making a substantial difference to the direction and trajectory of the airport and, as a result, the region. None of the products created by the Port would have come out as well without HARE. And while the group may not have always agreed, while there may have been pushing and pulling at times, HARE accomplished many great things.

The meeting was adjourned at 7:22 p.m.