U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

Runway Safety Area Improvements
Hillsboro Airport
Hillsboro, Oregon
August 2021

Introduction

This document serves as the Federal Aviation Administration's (FAA) Finding of No Significant Impact (FONSI) and provides the final agency determinations and approvals for the federal actions necessary to implement the improvements described below at the Hillsboro Airport. This FONSI is based on the information and analysis contained in the Final Environmental Assessment (FEA) dated August 24, 2021, which is incorporated herein by reference. The FEA has been prepared pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA) and the President's Council on Environmental Quality (CEQ) Regulations Title 40 CFR §§ 1500-1508, and in accordance with FAA Order 1050.1F Environmental Impacts: Policies and Procedures and FAA Order 5050.4B National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.

Proposed Actions

The Port of Portland (the Airport Sponsor) has proposed improvements to the northern end of Runway 13R 31L and the associated runway safety area (RSA) at Hillsboro Airport (HIO). The improvements would bring the grades on Runway 13R-31L and the Runway 13R RSA, and the other deviations in the Runway 13R RSA, into compliance with current FAA design standards. Chapter 1 and Figure 11 of the FEA provide a description and graphic depiction of the project, which includes the following permanent project elements:

- **Runway grade correction**: Milling and asphalt overlay (or just overlay of new pavement) of the northern 513 feet of Runway 13R would correct the runway grade to meet current FAA requirements.
- **Blast pad reconstruction**: The blast pad at the north end of Runway 13R would be removed to the gravel base and reconstructed to meet FAA grade requirements.
- **Taxiway A grade adjustment**: The longitudinal grade of Taxiway A would be adjusted as necessary to meet the grade correction proposed for Runway 13R.
- **Taxiway A1 reconfiguration**: Taxiway A1 would be reconfigured to meet or exceed current FAA geometric requirements including taxiway fillet design criteria and longitudinal and transverse grades. The existing pavement would be adjusted as necessary to meet the grade correction proposed for Runway 13R. This would add approximately 1,950 square feet of additional pavement.
- **Taxiway A2 removal**: Taxiway A2 no longer meets current design standards, so it would either have to be relocated or removed. The Port determined this taxiway is no longer needed operationally, so Taxiway A2 would be removed and replaced with grass. This would remove approximately 41,850 square feet of pavement.
- **RSA grade correction**: The Runway 13R RSA would be regraded to meet current FAA requirements.
- **Compensatory flood storage**: Compensatory storage would be created upstream and downstream of the proposed culvert (described below) to offset fill placed in the Glencoe Swale floodplain.

- **Utility adjustments/protection**: There are a variety of existing utilities within the RSA including, water, sewer, power, and communication lines. Some utilities (e.g., stormwater pipe, communication junction box) would be modified as necessary to comply with proposed improvements. Other utilities (e.g., sewer, water, and communication lines) would be protected during the construction phase and remain in place.
- **NAVAIDs improvements**: The MALSR would be removed and reconstructed due to changes in the RSA grading. The existing access road to this equipment would be removed and reconstructed to provide access to the MALSR through the full RSA limits.
- **Glencoe Swale re-alignment and culvert**: Glencoe Swale would be realigned and enclosed in a new 6-foot high by 14-foot wide concrete box culvert that would be approximately 500 feet in length. The culvert would be underground and would be installed perpendicular across the RSA. Hinged gates made of 3-inch by 3-inch metal grating would be installed at both ends of the culvert to prevent wildlife that could affect aviation safety from entering the culvert. The gates could be secured in the open position during the rainy season and closed, blocking wildlife access, during the dry summer months.
- **Stormwater pipe replacement**: Minor pipe replacements would be required where the new culvert would conflict with an existing stormwater pipe. There would also be some minor stormwater pipe replacement activities performed as maintenance during project construction.
- **Water quality filter strips**: Water quality filter strips would be installed to manage water quality from new and modified impervious surfaces. The total area of the water quality filter strips would be approximately 7,410 square feet.

Temporary project elements needed during project construction of the Proposed Action are illustrated in Figure 12 of the FEA and include:

- **Staging areas**: Two staging areas have been identified for the project. Both are located on NE 25th Avenue, one adjacent to the Hillsboro Fire Station (Staging Area A) and one to the west of the RSA just north of the end of the runway (Staging Area B). These are shown as Staging Areas A and B, respectively, in Figure 12.
- **Haul routes**: The contractor would transport materials from the stockpile areas (described below) to the project area via public roadways. Specifically, the contractor would travel north on NE 30th Avenue to then travel west on NE Evergreen Road and then either use the access point at the north end of the airfield or travel south on NE 25th Avenue to use one of the access points on that roadway.
- **Site access**: The contractor would access the project area from NE 25th Avenue through a gate in Staging Area A, which would provide access to Taxiway A for work on Runway 13R or the taxiways. Alternatively, the contractor would also access the project area from NE 25th Avenue through a gate to Staging Area B or from NE Evergreen Road through a gate that provides access to the MALSR access road.
- **Stockpile areas**: There are two existing stockpiles of fill material on the east side of the HIO property that would be used as fill for the RSA grade correction. Materials from these stockpiles would be transported by truck via NE 30th Avenue to the NE Evergreen Road and/or to NE 25th Avenue access locations. Additional fill material would be brought in from a suitable off-site location to be determined by the construction contractor.
- **Temporarily shortened runway**: During construction, the runway threshold would be temporarily relocated to the south with temporary pavement markings to shorten the runway from 6,600 feet to 5,500 feet. Runway end lights would be set at the temporary runway end; existing runway markings would be removed, and temporary runway markings would be placed; runway light lenses would be changed; and barricades would be established along taxiways entering the runway. This temporary reconfiguration is intended to safely accommodate construction at the north end of Runway 13R and in the Runway 13R RSA.

- **Runway closures**: The estimated construction schedule anticipates three distinct closures of Runway 13R 31L:
    - An approximately one-week long closure at the beginning of the project to reconfigure the runway to a 5,500-foot operational length during construction.
    - An approximately two-week closure within the project duration. This period is planned as a 24-hour-per-day 7-day-per-week work schedule for the work necessary on the runway and taxiways.
    - An approximately one-week long closure at the end of project construction to reconfigure the runway back to its full 6,600-foot operational length.

Federal Actions

FAA serves as the lead federal agency for the project. The requested Federal actions, determinations, and approvals necessary for this project to proceed include the following:

1. Unconditional approval of the HIO Airport Layout Plan (ALP) (Port 2020a) to depict those portions of the Proposed Action subject to FAA review and approval pursuant to 49 USC § 47107(a)(16)(B).
2. A determination that the environmental analysis prerequisites associated with any future Airport Improvement Program (AIP) funding application have been fulfilled pursuant to 49 USC § 47101.
3. Reconstruction or adjustment of the MALSR.
4. Reconstruction of access roads to FAA facilities.

Purpose and Need

The Purpose and Need is presented fully in Chapter 2 of the FEA. The purpose for pursuing improvements at the Hillsboro Airport is to meet current FAA airfield design standards for Runway 13R 31L and its RSA. The Proposed Action is needed because the northern portion of Runway 13R and the Runway 13R RSA do not fully comply with the FAA design standards. The 2018 HIO Airport Master Plan determined that the Gulfstream 650 is the critical aircraft for Runway 13R 31L, which is designated with Runway Design Code D-III (Port 2018). The north end Runway 13R deviates from FAA design standards for longitudinal gradients for D-III aircraft, but a 2016 Modification of Airport Design Standards (MOS) allows the airport to operate Runway 13R-13L within an acceptable level of safety until the improvements can be completed. The RSA for Runway 13R deviates from FAA design standards for longitudinal gradients and for drainage of stormwater. In some areas, the grades exceed those permitted by the FAA standards or there are slope changes in surface grades that are greater than permitted by the FAA standards.

Alternatives

Chapter 3 of the FEA presents the alternatives analysis. The FEA identified and evaluated reasonable alternatives that may accomplish the objectives of the Proposed Action in accordance with NEPA, FAA Orders 1050.1F and 5050.4B, and FAA design standards. Sections 3.1 and 3.2 of the FEA present six preliminary alternatives that were identified and evaluated through a two-step screening process and Section 3.3 describes the screening results and the reasons why certain alternatives were eliminated from consideration.

The FEA carried two alternatives forward for evaluation:

No Action Alternative:
The No Action Alternative does not include any improvements to the RSA and runway, but the Sponsor would still need to maintain the Airport's current facilities. The Runway 13R and the Runway 13R RSA would continue not to meet current FAA design standards.

Proposed Action Alternative:
The Proposed Action Alternative would adjust the longitudinal grade of Runway 13R and the Runway 13R RSA to meet current FAA design standards. It would accommodate a standard 1,000-foot RSA by conveying the portion of Glencoe Swale that traverses the Runway 13R RSA under the RSA in a concrete box culvert. The RSA (including the existing swale and associated resources) and Runway 13R would be regraded to comply with FAA design standards. This alternative would meet the project's purpose and need. Key features of the Proposed Action are described in detail in Chapter 3 and depicted on Figures 3 and 11 of the FEA.

Environmental Consequences

Environmental impact categories identified in FAA Orders 1050.1F and 5050.4B were evaluated in Chapter 4 of the FEA. No thresholds of significance are expected to be exceeded with the Proposed Action. Most impacts would be minimal and occur during construction. Those environmental categories with impacts caused by the Proposed Action are described below (Biological Resources and Water Resources). The Proposed Action would result in no impacts on air quality, climate, Section 4(f) resources, farmlands, hazardous materials, solid waste and pollution prevention, historical, architectural, archaeological and cultural resources, land use, natural resources and energy supply, noise and noise compatible land use, socioeconomics, environmental justice, children's environmental health and safety risks, and visual effects. Information on these categories, as well as the complete analysis conducted for all categories, can be found in the FEA.

Biological Resources: Under the Proposed Action, a portion of Glencoe Swale would be conveyed through a box culvert, which would require filling 2.69 acres of wetlands and 2,180 square feet (0.05 acre) of stream. This would permanently convert these wetland and stream habitat areas to upland grassland habitat; in addition, removal of 37,700 square feet (0.87 acre) of paved surfaces would result in a total increase of 3.61 acres of upland grassland habitat. Converted wetland and water habitats would be replaced through in-kind, off-site compensatory mitigation ensuring no net loss of wetland and water habitat at the watershed scale. The new culvert would be designed to meet Oregon Department of Fish and Wildlife's fish passage requirements, which would result in an improvement to in-stream habitat quality for fish species, should fish be present in Glencoe Swale in the future. There would be no long-term impacts to federally-listed fish and wildlife or their designated critical habitat. The FAA has determined that the Proposed Action would not result in significant impacts on biological resources.

Floodplains and Hydrology: The Proposed Action would require additional fill within the RSA and result in the loss of approximately 52,471 cubic feet of flood storage area; however, this would be offset by an equivalent amount of compensatory storage so that these changes on the HIO property would not affect flooding upstream or downstream. Changes in the floodplain would reduce the total area for water to pond on airport property by 10,900 square feet (0.25 acre). Following realignment of Glencoe Swale, the velocity (speed) of water flowing through Glencoe Swale would be similar to existing conditions. The Proposed Action would also result in an overall net reduction in paved/gravel surfaces of 37,700 square feet (0.87 acre), thereby reducing stormwater flows leaving the HIO property. Water quality filter strips would be installed to manage stormwater from new and modified impervious surfaces. Minor storm piping replacement would move an existing outfall and allow water to be dispersed along a 100 foot dispersion path through the grass before reaching Glencoe Swale. No significant impacts are anticipated as a result of the Proposed Action.

Groundwater: The Proposed Action would remove 37,700 square feet (0.87 acre) of paved surfaces. This net reduction in impervious surface area would increase the surface area available for water infiltration into the soil. This would lead to greater groundwater recharge rates on the HIO property. The Proposed Action would not result in withdrawal of groundwater, create any new wells supplying water to facilities, or cause any reduction in groundwater levels that could impact other groundwater users in surrounding locations. Airport operations would not change under the Proposed Action, so

the likelihood of groundwater contamination from a spill, airplane crash, or ground support equipment accident would not change. No significant impacts are anticipated as a result of the Proposed Action.

Wetlands and Surface Waters: Under the Proposed Action, filling the section of Glencoe Swale that crosses the Runway 13R RSA would result in 2.69 acres of permanent fill to be placed into wetlands, 2,180 square feet (0.05 acre) of permanent waters impact, and the loss of 1.90 acres of vegetated corridor adjacent to these resources. The impacts would be mitigated through the purchase of mitigation bank credits and off-site vegetated corridor enhancement ensuring no net loss of wetland and water habitat at the watershed scale. Therefore, the Proposed Action will have no significant effect on wetlands and surface waters.

Cumulative Impact: Cumulative Impacts are discussed in Chapter 4 of the FEA for the environmental resource categories that would be impacted by the Proposed Action. Based on the review and findings of known ongoing, planned, and proposed projects in the area near the Hillsboro Airport, it is concluded that the Proposed Action in conjunction with any of the past, present, and reasonably foreseeable projects listed and evaluated in the FEA will not cause any cumulative impacts.

Mitigation

No significant impacts were identified as a result of the Proposed Action; however some mitigation measures for various resources are included as part of the Proposed Action and to bring the project into permit compliance. These mitigation measures are provided below. Additional measures to avoid, reduce, or minimize impacts during project construction are provided in Chapter 4 of the FEA.

Biological Resources:

- Maintain the quality of water discharged to Glencoe Swale in compliance with existing Oregon Department of Environmental Quality (DEQ) issued National Pollutant Discharge Elimination System discharge permits.
- Provide compensatory mitigation for unavoidable impacts to wetland and water habitats and their associated vegetated corridors through the purchase of mitigation bank credits (for wetland and buffer impacts) and stream credits (for Glencoe Swale impacts) at offsite locations. Match or exceed the functions provided by impacted wetlands and waters and their vegetated corridors in the study area with the functions provided by mitigation sites within the same watershed as the study area.
- Maintain existing base flood elevations and flood storage volumes within the study area such that potential impacts to upstream and downstream aquatic habitats would be avoided. Compensatory flood storage facilities would meet the Clean Water Services (CWS) Design and Construction Standards.
- Prior to construction, complete surveys for ground nesting birds throughout the entire footprint of construction, including areas of temporary and permanent ground disturbance.

Floodplains and Hydrology:

- Maintain overall floodway and create no net increase in the floodway water surface elevation at upstream and downstream HIO property boundaries.
- Create compensatory storage areas upstream and downstream of the new box culvert equivalent to the loss of storage resulting from fill in the RSA to maintain floodplain storage volumes within the 100-year floodplain on the HIO property.
- Maintain flow velocities and depths for Glencoe Swale similar to existing conditions in a 100-year flood event.
- Install water quality filter strips to manage water quality of stormwater from new and modified impervious surfaces.

- Pay fee in-lieu for CWS hydromodification requirements if permitted by CWS; if not, address CWS hydromodification requirements as outlined in the CWS Design and Construction Standards.

Historical, Architectural, Archaeological, and Cultural Resources:

- Develop an Inadvertent Discovery Plan prior to beginning project construction work to outline actions to be taken if cultural resources are discovered during project construction activities.

Wetlands and Surface Waters:

- Design the proposed culvert for Glencoe Swale to maintain flow velocities similar to existing conditions.
- Design the proposed culvert for Glencoe Swale to meet Oregon Department of Fish and Wildlife fish passage requirements.
- Use the Port's existing 1.67 wetland mitigation bank credits at the Bobcat Marsh Mitigation Bank at Jackson Bottom Wetlands Preserve to compensate for the majority of the wetland impacts.
- Purchase additional wetland mitigation bank credits from another mitigation bank to meet the remaining wetland mitigation requirement. The mitigation banks meet the requirements of the FAA wetland mitigation banking strategy (FAA 1996).
- Purchase stream mitigation credits from the Half Mile Lane in-lieu fee site or another mitigation site that may have stream credits available during permitting.
- Provide off-site vegetated corridor mitigation to compensate for permanent vegetated corridor impacts and CWS vegetated corridor enhancement requirements.
- Provide balanced floodplain cut and fill to meet the flood storage requirements of the City and to meet the FEMA no-rise requirements for the floodway to avoid potential future indirect impacts.

Public and Agency Involvement

The public outreach efforts for the HIO Runway 13R31L RSA improvements commenced on March 14, 2019 with a public information meeting to inform the public about the project, its purpose and need, and the alternatives analysis process. Port staff also attended community events to discuss the project, including meetings with airport tenants, Friends of Glencoe Swale ("FRoGS"), CWS, and the Tualatin Soil and Water Conservation District, and hosted an information table at the HIO Air Fair in 2019. Port staff also provided updates at Hillsboro Airport Community Advisors (HACA) committee meetings since summer 2019. Two webinars were held in January 2021 to provide a project update, including information on current design for the Proposed Action, project timeline, and notification to the public about the anticipated release of the Draft EA. The Port also maintained a project website with information about the project and upcoming meetings.

The Port solicited written public comments on the Draft Environmental Assessment pursuant to FAA Order 1050.1F. The public review period was conducted from April 22 to June 4, 2021, and a virtual public hearing was held on May 25, 2021. A notice was published in the Hillsboro Tribune on April 22, 2021 requesting public comment on the Draft EA. An electronic copy of the Draft EA was posted on the project website. Neither the Port of Portland nor the FAA received any comments on the Draft Environmental Assessment.

Environmental Finding and Approval

I have carefully and thoroughly considered the facts contained herein. Based on that information, I find the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements. I also find the proposed Federal actions will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to section 102(2) (C) of NEPA. As a result, FAA will not prepare an EIS for this action.

Prepared By:
Ilon Elizabeth Logan
Environmental Protection Specialist
Northwest Mountain Region Airports Division

Approved By: DAVID C SUOMI Digitally signed by DAVID C SUOMI Date: 2021.08.31 15:32:22 -07'00' Date August 31, 2021
David C. Suomi
Regional Administrator
Northwest Mountain Region Airports Division