

Betsy Johnson

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January 21, 2025

Alex Thomas, Planning & Programs Manager
Tony Beach, State Airport Manager
Brandy Steffen, JLA

RE: January 21, 2025 Comment Letter ODAV Updated Refined Proposed Preferred Alternative

Mr. Thomas, Mr. Beach and Ms. Steffen,

I have communicated with the Oregon Department of Aviation previously. While my “in person” testimony may have been deleted or “otherwise lost”, I appreciate the opportunity to comment on the current status of the ODAV Updated Refined Proposed Preferred Alternative.

This latest iteration of is a vast improvement over original planning concepts. Those of us working toward mutually agreeable solutions appreciate ODAV’s willingness to make modifications, but problems still exist.

1. The updated and modified alternative still significantly damages front-line business hangars at Aurora by removing drain fields relied upon by those hangars.

Alternatives to the removal of the Southend septic system have been offered by recognized airport planning experts. These “compromise” alternatives have been summarily dismissed by ODAV staff.

I would ask that a meeting be convened immediately to thoroughly “vet” proposed solutions for the “drain field issue” including exploration of an EMAS system or a modification of standards (“MOS”) until a viable alternative septic drain field location is identified at the airport.

I refer you to correspondence already in the record from Mr. Aron Faegre, as well as a very comprehensive memorandum from Wendie L. Kellington dated January 21, 2025.

2. ODAV has failed to expand the airport boundary to include all the land that every previous Master Plan since 1976 has identified as suitable for airport-related development. Even land ODAV wishes to acquire from willing sellers for airport development is rendered meaningless if it is not identified in the airport boundary.

3. As the Court of Appeals has previously pointed out, putting land into the airport boundary is what ODAV is supposed to do with land it forecasts as eligible for airport development.

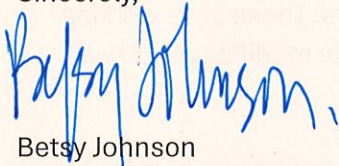
Again, I refer you to Ms. Kellington's January 21, 2025 Memorandum.

4. I respectfully request an "in person" meeting with Aurora Airport Stakeholders to finalize the Master Plan "Preferred Alternative" prior to any submission to the FAA. Previously, meetings have all been by "Zoom", with totally inadequate opportunity for real dialog and consensus.

At this juncture, ODAV has been reasonable about modifications to previous planning documents. These modifications demonstrate ODAV tries to seek compromise, but also reveals that ideas fundamentally different from the ODAV staff have merit and should be included in final documents submitted to the FAA.

As a former Director of ODAV and a 20 year veteran of the Oregon Legislature, I believe it is reasonable to expect that state agencies should work with transparency to deliver both good policy as well as a defensible process.

Sincerely,



Betsy Johnson

Cc: Senator Fred Girod