
Fw: UAO Airport Master Plan - Contact from Betsy Johnson

From Brandy Steffen <brandy.steffen@jla.us.com>

Date Fri 2025-02-07 11:26 AM

To Ashley Balsom <ashley.balsom@jla.us.com>

BRANDY STEFFEN | JLA PUBLIC INVOLVEMENT

Partner + Senior Program Manager

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From: Samantha Peterson <SPeterson@CenturyWest.com>

Sent: Friday, February 7, 2025 11:14 AM

To: BEACH Anthony <Anthony.BEACH@odav.oregon.gov>; THOMAS Alex R <Alex.R.THOMAS@odav.oregon.gov>

Cc: Brandy Steffen <brandy.steffen@jla.us.com>; Jen Winslow <Jen.winslow@jla.us.com>; W. Matt Rogers <WRogers@CenturyWest.com>

Subject: UAO Airport Master Plan - Contact from Betsy Johnson

For the public record.

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Date: 2/6/2025

Telephone call to CWE office from Ms. Betsy Johnson to David Miller, Century West Engineering

Time: 3:13pm

Call Duration: 32 minutes (32:13)

Number: 503.313.3160

On 2/6/25, former Senator Johnson called David Miller to discuss the comments she made on the record earlier in the day during the Oregon Department of Aviation (ODAV) board meeting, and to ask several related questions. The conversation covered topics discussed at the board meeting and no new information related to the refined preferred alternative was discussed. Ms. Johnson provided a range of opinions and conclusions on the preferred alternative, the overall planning process, ODAV's role as airport owner, and the Federal Aviation Administration (FAA).

Caller areas of interest/concern:

- **Private drainfield at south end of Runway 17/35.** Ms. Johnson asked where the drainfield will be moved to, and why proposals to modify the current drainfield to meet FAA standards, rather than relocating it, have not been considered. My responses were consistent with comments made earlier in the day during the board meeting. I noted that the decision to remove/relocate the drainfield out of the runway safety area (RSA) was made by ODAV and FAA based on available information.
 - The southern drainfield doesn't meet (RSA) grading or load carrying standards as it sits today (James Kirby - CWE)
 - *The drainfield owner/lease holder has not provided enough information (despite many recent requests) to make an assessment the viability of their proposal.* (James Kirby - CWE)

I noted that the recommendation is to eliminate a non-standard item currently located in the RSA, and that future drainfield locations are TBD. No alternative locations on ODAV-owned airport property have been proposed and no evaluations of potential sites within the adjacent privately owned hangar development area have been performed as part of the master plan.

- **Hubbard Highway Shift and Impacts to Adjacent Property Owners.** Ms. Johnson repeated her earlier concerns about the master plan creating “a cloud of condemnation” for the parcels abutting the west side of the Hubbard Highway by showing the highway shift and property acquisition. She dismissed the proposed highway shift as financially unfeasible and unnecessary.
- **Overall Feasibility of the Master Plan to be Implemented/Funded.** Ms. Johnson repeated her earlier comments that the plan would never be funded, so why should the Board ever approve it.
- **Impacts on Airport Users, Jobs, Private Investment, Current Legislature Activities, etc.** Ms. Johnson offered extended comments about these topics and questioned ODAV’s intent.

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Date: 2/7/2025

Telephone call to CWE office from Ms. Betsy Johnson to David Miller, Century West Engineering

Time: 10:33am

Call Duration: <2 minutes (1:33)

Number: 503.313.3160

On 2/7/25, former Senator Johnson called David Miller to follow-up on her previous call (2/6/25) asking for more information about my comment:

The drainfield owner/lease holder has not provided enough information (despite many recent requests) to make an assessment the viability of their proposal. (James Kirby - CWE)

She asked who specifically has not responded, and I suggested that she speak with James Kirby (CWE) directly, as I was not personally involved in those communications.



David M. Miller, AICP | Lead Aviation Planner

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