
TRANSCRIPT

Please note that this transcript is taken from a Zoom recording and may contain minor inaccuracies due to potential audio limitations or transcription errors.

[Brandy Steffen | JLA] 16:56:13

All right. Well, welcome everyone. We're a few minutes before the start of the meeting.

[Brandy Steffen | JLA] 16:56:19

And so for our PAC members, you should be able to unmute and just test your audio if you'd like.

[Brandy Steffen | JLA] 16:56:28

You should also be able to hover over your name in the panelist section or your picture and just hover over. There should be three little dots that show up and then you should be able to rename yourself if you'd like to have your affiliation there.

[Brandy Steffen | JLA] 16:56:44

Or if you need to correct your name, your spelling or anything.

[Brandy Steffen | JLA] 16:56:49

And for those of you participating. From the community. We have the Q&A section open and you are more than welcome to submit any questions.

[Brandy Steffen | JLA] 16:57:01

Throughout the meeting there as well. So yeah, welcome to meeting number nine, or depending on your count number 12, if we count all our working group.

[Brandy Steffen | JLA] 16:57:14

Meetings. So thanks, everyone. We'll get started here in just a few minutes.

[Brandy Steffen | JLA] 16:58:17

Well, hi, everyone. We'll get started here in just a few minutes. We're just a little bit early.

[Brandy Steffen | JLA] 16:58:23

Just to reinforce, I see a couple of people are testing out the Q&A. Thanks, Wendy, for testing that.

[Brandy Steffen | JLA] 16:58:32

And that's coming through on our end. For community members.

[Brandy Steffen | JLA] 16:58:37

I'm sorry, for public members here, you can use that Q&A throughout the night for panelists.

[Brandy Steffen | JLA] 16:58:45

Pac members. You can use the Q&A. We do ask you to try to select everyone so that the public in attendance can see any comments that you might add.

[Brandy Steffen | JLA] 16:59:00

And... But if not, I will try to restate anything that you've said in the chat.

[Brandy Steffen | JLA] 16:59:07

Or share that out. Okay.

[Brandy Steffen | JLA] 16:59:16

Great. Well, again, we're just a few minutes out from starting the meeting.

[Brandy Steffen | JLA] 16:59:21

So, um. Pac members, you should be able to unmute if you have any technical issues, if you want to test your audio. Usually it we haven't cross our fingers. We haven't had any major technical issues. But if you'd like to test it out, feel free.

[Brandy Steffen | JLA] 16:59:40

You can also, again, hover over your picture or your name if you're looking at the panelists.

[Brandy Steffen | JLA] 16:59:46

Window and there's three little dots that pop up and then you can rename yourself if you'd like to add your affiliation.

[Brandy Steffen | JLA] 16:59:56

And otherwise, we'll get started here in just a minute.

[Brandy Steffen | JLA] 17:00:13

All right.

[Brandy Steffen | JLA] 17:00:21

Okay. Well, I think we are just about at our time.

[Brandy Steffen | JLA] 17:00:25

So we will get started here. Welcome to our ninth Planning Advisory Committee meeting.

[Brandy Steffen | JLA] 17:00:36

Plus, we've had a couple of working sessions, so we really appreciate you all sticking around for the last four years. It's hard to believe.

[Brandy Steffen | JLA] 17:00:46

So thank you so much for being here for our last meeting. So I will go to the next slide.

[Brandy Steffen | JLA] 17:00:55

And just want to walk you through our agenda really quickly. We'll do some quick introductions as usual. Then we will have David from Century West review the

refined preferred alternatives.

[Brandy Steffen | JLA] 17:01:09
That PAC members saw as part of emails.

[Brandy Steffen | JLA] 17:01:14
Then we will have some clarifying questions, some time for you all to ask clarifying questions.

[Brandy Steffen | JLA] 17:01:20
Then David will present the draft capital improvement plan, the CIP, as well as the airport layout plan, the ALP.

[Brandy Steffen | JLA] 17:01:30
And then again, we'll have a lot of time for the PAC members to ask questions.

[Brandy Steffen | JLA] 17:01:36
And provide feedback. Then we will have time for public comments. And then we'll have some time to review our next steps.

[Brandy Steffen | JLA] 17:01:46
So that is our agenda for tonight.

[Brandy Steffen | JLA] 17:01:54
Okay, so I'm going to hand it off to Kenji and the rest of the ODAB team who are here tonight.

[Kenji Sugahara] 17:02:02
Hi, everybody. This is Kenji Sugar, Director of the Oregon Department of Aviation.

[Kenji Sugahara] 17:02:08
Well, first off, I want to take a moment to provide an update on the PAC process and our next steps.

[Kenji Sugahara] 17:02:14
And first, I want to set some expectations. We will not be holding additional PAC meetings to discuss changes to the preferred alternative.

[Kenji Sugahara] 17:02:23
The process has been thorough. And we are now moving forward with the next phase.

[Kenji Sugahara] 17:02:28
Following the upcoming PAC period, we will submit the draft final report, including the airport layout plan, based on the preferred alternative to the FAA for their review and approval.

[Kenji Sugahara] 17:02:38
So over the past three and a half years, we have engaged in an extensive process to gather feedback from both the PAC and the public.

[Kenji Sugahara] 17:02:46

This has included nine PATH meetings. Two-pack working sessions.

[Kenji Sugahara] 17:02:51

Including this last one where we actually went above and beyond and said, hey, let's do a final review and get as much feedback as we can.

[Kenji Sugahara] 17:02:59

And two public open houses. We went beyond the original project scope to ensure ample opportunity for discussion and input.

[Kenji Sugahara] 17:03:07

Because that's super important to make sure that we hear from everyone.

[Kenji Sugahara] 17:03:12

The final outcome reflects the collective feedback we received. We are deeply appreciative of the thoughtful discussions and diverse perspectives from each PAC member.

[Kenji Sugahara] 17:03:23

We might disagree with each other, but that's okay. All of you represented a wide range of organizations connected to or affected by the Aurora State Airport.

[Kenji Sugahara] 17:03:34

This process has been long. And at times challenging I mean, over the past three and a half years.

[Kenji Sugahara] 17:03:42

Of which only I've been the director for only a year and a half.

[Kenji Sugahara] 17:03:45

So walked into it fairly new. But through collaboration.

[Kenji Sugahara] 17:03:49

We believe we have arrived at the best possible outcome that balances a lot of different competing interests.

[Kenji Sugahara] 17:03:56

So I want to thank all of you. For your dedication.

[Kenji Sugahara] 17:04:02

Time and invaluable contributions. And with that, I'm going to hand it off to Tony.

[Tony Beach] 17:04:07

Good afternoon, everyone. Tony Beach, State Reports Manager with the Oregon Department of Aviation and Thank you, Kenji. And I just want to echo Kenji's comments and thank you all for your participation and investment throughout these last four years or so.

[Tony Beach] 17:04:24

Has been a big time investment and really appreciate all your feedback because it has made a positive impact on the final result of this.

[Tony Beach] 17:04:34

Master plan. I also just want to point out that all of the PAC meeting summaries are on the website. They're posted Throughout our last several PAC meetings, we've had significant feedback and In our efforts to be thorough.

[Tony Beach] 17:04:51

They may not have been immediately posted to the website however We wanted to reassure everyone that all the comments were immediately sent to the entire master planning team for consideration.

[Tony Beach] 17:05:03

So we have reviewed all the feedback we've received. And taking that into consideration and now everything is posted on the website.

[Tony Beach] 17:05:13

With that, we look forward to the discussion. Thanks again. And... And that's it for me. Alex?

[Tony Beach] 17:05:21

And Brandon?

[Alex Thomas] 17:05:24

Not a whole lot here. Good evening, everybody. I'll just, yeah, again, echo what Director Kenji and State Airports Manager Tony just mentioned. Thank you, everybody, for all your time and I don't want to repeat too much, so we'll continue it moving along.

[Brandy Steffen | JLA] 17:05:41

Wonderful. Okay. Thank you all so much. So this is the rest of our project team.

[Brandy Steffen | JLA] 17:05:48

You've seen us a lot, so I won't go through it too much, but just wanted to reinforce that.

[Brandy Steffen | JLA] 17:05:56

The next slide is just a reminder for you all, as Tony mentioned, the information is posted on the website.

[Brandy Steffen | JLA] 17:06:04

So we do have the resources document page that's up there.

[Brandy Steffen | JLA] 17:06:10

The meeting page includes all of the materials. So after this meeting, I'll be posting the presentation. We'll be posting the video. We've been posting the transcripts upon request from you all for the last couple of meetings. So we'll post those as well.

[Brandy Steffen | JLA] 17:06:30

And then the summary. And so those are up there under the meetings page. The public Resources or um comments page is also up there and many of you have submitted comments there. So that's where you can find all of those.

[Brandy Steffen | JLA] 17:06:48

The next slide is just a reminder for you all. We have such a large group here with us tonight. A big thank you again for being part of this group.

[Brandy Steffen | JLA] 17:06:59

And we really appreciate all your time over the last several years. You can see there are so many of you here tonight as well. So thank you for taking the time out of your day.

[Brandy Steffen | JLA] 17:07:09

And then I wanted to just also briefly touch about our meeting guidelines as usual.

[Brandy Steffen | JLA] 17:07:16

So again. Our summaries include all comments that we collect during these meetings, whether they're presented verbally, whether from the public or from you all, or whether they're in the chat or the Q&A section.

[Brandy Steffen | JLA] 17:07:30

Additionally, we are collecting comments after this meeting through December, I'm sorry, through February 25th. We're already in February. And our time really is for you all, the PAC members to speak and provide comments.

[Brandy Steffen | JLA] 17:07:50

We do want to focus on our agenda items. Anything related to non-agenda items, we please request that you submit those via writing so that we can address those in the summary.

[Brandy Steffen | JLA] 17:08:03

And then, yeah, we can just, we ask that you please submit any comments by the 25th so that we can make sure we incorporate those into the technical team's work.

[Brandy Steffen | JLA] 17:08:14

The next slide continues some of the guidelines. Again, we're just hoping that we're approaching this conversation with a willingness to work together, assuming good intentions, and trying to be open and honest with one another.

[Brandy Steffen | JLA] 17:08:29

We know that you all are representing your organizations and we hope that you're bringing this information back to them.

[Brandy Steffen | JLA] 17:08:37

And that's If you have any questions.

[Brandy Steffen | JLA] 17:08:42

With the technical issues of Zoom, please let us know in the chat.

[Brandy Steffen | JLA] 17:08:48

And we are just making sure that there's one representative of the PAC who is included as part of the panelists here tonight. Any alternates.

[Brandy Steffen | JLA] 17:09:00

Would be in the attendees section. But again, you can always submit comments or questions through that Q&A feature.

[Brandy Steffen | JLA] 17:09:09

Here tonight. Those are our meeting guidelines.

[Brandy Steffen | JLA] 17:09:16

This is our long schedule here that you all have seen and participated with. You can see our nine meetings there and those little yellow hexagon shapes.

[Brandy Steffen | JLA] 17:09:27

And then you can see our working sessions in those red triangles over the time. You can see our public events in that kind of blue circle. And so you can see that we've worked through so many of these different topics and we are here tonight really to kind of wrap out the project, we are here to

[Brandy Steffen | JLA] 17:09:50

Talk about that financial plan, the ALP in that green section in progression for the final document and making sure that this documentation kind of wraps up. So that is where we're at there in the green and that last little gray black area.

[Brandy Steffen | JLA] 17:10:14

There at the bottom. So this is just kind of a zoomed in view of that, just kind of looking at the last year, 2024, and then 2025. And so we just have a few months left of this project.

[Brandy Steffen | JLA] 17:10:33

And now I am going to hand it off to David and David is going to start taking us through the review of the refined preferred alternative. And again, we will have time for clarifying questions before we get into the airport layout plan and the capital improvement plan.

[Brandy Steffen | JLA] 17:10:51

So take it away, David.

[David Miller - Century West] 17:10:53

Thank you, Brandy. And thanks, everyone, for being here tonight. I'm David Miller. I'm the lead aviation planner.

[David Miller - Century West] 17:11:00

First century West Engineering. As has been mentioned already, I just want to reiterate the fact that we're going to focus tonight's presentation on the materials specifically related to the refined preferred alternative that was published on the project website on January 6th.

[David Miller - Century West] 17:11:17

Along with the capital improvement program and the cip And as Brandi mentioned, if there are any other questions, questions on other topics or subjects related to earlier meetings.

[David Miller - Century West] 17:11:28

If those can be provided in writing, we'll refer back to with a direction to the website.

[David Miller - Century West] 17:11:34

Linked to actual information. So where we picked up is, as has been mentioned on the schedule, this is PAC meeting number nine.

[David Miller - Century West] 17:11:46

And PAC meeting seven and eight were held in October and December.

[David Miller - Century West] 17:11:52

As Kenji mentioned, PAC meeting 8 was we used that as an opportunity to have a roundtable discussion with the members And each of those meetings produced input from us both during the meetings and in the subsequent two week review period. So really where we are today, the January 6th version of the preferred alternative that was posted was the product of

[David Miller - Century West] 17:12:18

Of these meetings and the refinement specifically that came in After that PAC meeting number eight.

[David Miller - Century West] 17:12:26

And the feedback that we had heard, some of it relates all the way back to the October meeting and some of the themes were presented earlier in the planning process as well.

[David Miller - Century West] 17:12:35

There were a couple of items that really emerged in the discussions in December.

[David Miller - Century West] 17:12:40

They're listed below. I don't think I need to go through them all in detail because you're all familiar with them.

[David Miller - Century West] 17:12:46

Some interest in having a no-build alternative, eliminating options that impacted hangers some direction that we didn't need really the parallel taxi lane or the vehicle service road.

[David Miller - Century West] 17:13:00

Ideas that the drain fields could be left in place, modified perhaps various pieces of input, minimizing the shift of the Hubbard Highway, et cetera.

[David Miller - Century West] 17:13:11

So those were things that were presented and they are in the record.

[David Miller - Century West] 17:13:15

And we're considered, as Tony mentioned, in ODAB's final evaluation of the preferred alternatives.

[David Miller - Century West] 17:13:23

So based on the input that was received, there were a couple of very specific changes made to the preferred alternative that was presented in January, January 6th.

[David Miller - Century West] 17:13:34

One was, as I mentioned, the parallel taxi lane that was identified.

[David Miller - Century West] 17:13:40

Along the south apron area was removed, eliminated As was the vehicle service road that was proposed to run parallel to the both taxi lane and the parallel taxiway.

[David Miller - Century West] 17:13:54

So those two changes were the most significant. And of course, that eliminated the need to acquire property that would impact the existing row of hangers fronting the south apron.

[David Miller - Century West] 17:14:08

And then there were some other refinements on the apron located on Odaf property to reconfigure some helicopter parking.

[David Miller - Century West] 17:14:16

And aircraft tie-down positions uh just based on the adjustments that were there.

[David Miller - Century West] 17:14:23

That were made. Also, the theme of property acquisition was detailed because of the elimination of the taxi lane and the vehicle service road, the need to acquire property along that hangar furniture was eliminated so really where we ended up with the refined preferred alternative was

[David Miller - Century West] 17:14:42

That only the property needed to conform to the FAA standards, clearing standards and control standards.

[David Miller - Century West] 17:14:49

For the object-free area and the runway safety area. And the taxiway object for you as well. Those were Those are the priority project or property acquisition areas that we've identified. We'll look at some graphics here to show that The additional property, the discussion of identifying property along the east side of the airport that

[David Miller - Century West] 17:15:14

Majority of it has existing through the fence access to the airport. The decision ODAB made was to continue to identify that area as a potential reserve.

[David Miller - Century West] 17:15:26

Which would open the door to possibly acquiring property if there was a willing seller situation. And if it's depicted as being stated, if it's depicted on the airport layout plan in that way.

[David Miller - Century West] 17:15:38

Creates the possibility of accessing FAA funds for that. But it's been said numerous times during the meetings that ODEV is only looking at willing sellers for those areas that are identified for reserves.

[David Miller - Century West] 17:15:56

So with that, those were the changes made. The things that did not change.

[David Miller - Century West] 17:16:01

From the presentation in December, October, and December onto the January 6th.

[David Miller - Century West] 17:16:07

Refined alternative. There were no changes to the proposed runway extension to the north.

[David Miller - Century West] 17:16:13

There's no change to the recommendation to remove the drain fields from the runway safety area.

[David Miller - Century West] 17:16:19

In taxiway safety areas. The recommendation to ship the Hubbard Highway and maintain the ODOT right-of-way is unchanged also kyle road adjustments to clear the object-free area for the runway.

[David Miller - Century West] 17:16:34

The other items, again, no changes to the recommendations, primarily to clear the object free area or runway safety areas and meet standards.

[David Miller - Century West] 17:16:47

No changes to the future hangar sites that are located on odaf property and or to improve the drainage ditches that are also on the deaf property.

[David Miller - Century West] 17:16:55

So those are the things that didn't change between the October and December conversations in the current final preferred alternatives.

[David Miller - Century West] 17:17:08

So this is where we are. This is what was posted on the January 6th after the republic impact on that after the December meeting.

[David Miller - Century West] 17:17:19

Was acquired and then reviewed. So this, as I said, highlights the elements in the preferred alternative, which by now you're all, I think, probably very familiar with.

[David Miller - Century West] 17:17:31

The areas of priority property acquisition I mentioned earlier are highlighted in the sort of the crosshatch yellow area.

[David Miller - Century West] 17:17:39

That's the frontage along the Hubbard Highway and portions along the east side of the runway taxiway system in the area to accommodate the Kyle road realignment.

[David Miller - Century West] 17:17:51

And then if you recall from our October and into our December meetings, we talked about how the preliminary preferred alternative was presented in phases or independent elements, if you will.

[David Miller - Century West] 17:18:06

So one of those was kind of the highest priority item, if you will, that was to meet the runway, the FAA standards for the runway object-free area.

[David Miller - Century West] 17:18:17

And runway safety area. So the improvements that were needed to achieve that were represented in this particular phase.

[David Miller - Century West] 17:18:28

Another phase was the runway extension and the parallel taxiway extension, which was, as noted earlier at the north end.

[David Miller - Century West] 17:18:37

And this is where the north drain field that's depicted on this graphic comes into play. So we know the drain field is not currently in the runway safety area, but it will be in the future runway safety area.

[David Miller - Century West] 17:18:52

So it would require relocation. Meet FAA standards.

[David Miller - Century West] 17:18:59

And then on the property acquisition, I discussed this earlier. This is the priority project uh property acquisition is highlighted with the hatching the crosshatch And the yellow is what we're identifying as reserve. If there is a willing seller approaches I'd have about purchasing a hangar or buildings multiple

[David Miller - Century West] 17:19:18

Properties. Creates the path that a dev could follow.

[David Miller - Century West] 17:19:23

To achieve that. So Brandy, now's a good time to Launch over, hand it over to you.

[Brandy Steffen | JLA] 17:19:30

Okay, great. So I just wanted to check with you all and see if you have any clarifying questions about what David just presented.

[Brandy Steffen | JLA] 17:19:38

About their refined preferred alternative. So go ahead and feel Just raise your hands. I can see many of you. So you can also just visually raise your hands.

[Brandy Steffen | JLA] 17:19:51

But let me know if there's any questions. All right, Ben, I see that you have your Hand raised. Go ahead.

[Ben Williams-FOFP] 17:20:02

Thanks, Dave. What are the plans or proposals on the relocation of the drain fields?

[David Miller - Century West] 17:20:12

The recommendation of the plan is that the drain field be relocated outside of the runway safety area and as we discussed in the last meeting and then presented to the board last week.

[David Miller - Century West] 17:20:24

There are two issues with the FAA and FAA has weighed in on this and their recommendation was to relocate out of the safety area.

[David Miller - Century West] 17:20:31

One is the great issue from the end of the runway.

[David Miller - Century West] 17:20:37

And the inability to carry the weight of an aircraft or emergency vehicle across that.

[David Miller - Century West] 17:20:43

And that's the way the plan addresses it. As far as where it is located or relocated, that will be between the That would be a decision for the owner of the drain field.

[David Miller - Century West] 17:20:54

The drain field currently sits on leased ground on the airport, but it's servicing buildings that are off the airport.

[David Miller - Century West] 17:21:01

So that is to be determined. The plan will not address possible locations off airport property since we're limited to the ODF property.

[David Miller - Century West] 17:21:11

There have been no proposals to locate it elsewhere on the airport.

[Ben Williams-FOFP] 17:21:15

Thank you.

[Brandy Steffen | JLA] 17:21:26

Great. Thanks, Ben. Any other clarifying questions? Oh, I see Tony Helbling's raising um visually raising your hand i'm guessing Let me unmute you.

[Tony Helbling] 17:21:39

Can you hear me now? Okay. Just real quick, I kind of disagree with the on airport versus the off airport because strikes me as odd that The master plan can consider off airport items like the relocation of the highway

[Brandy Steffen | JLA] 17:21:41

Yes.

[Tony Helbling] 17:21:57

But cannot consider the internal circulation road Because it's only on airport.

[Tony Helbling] 17:22:04

Portions of the internal circulation road would be off the airport Just as the highway is off the airport. So why can we consider one but not the other?

[David Miller - Century West] 17:22:15

Okay, I'll keep my answer short. So the underlying theme in terms of on and off has to do with what the scope of the master plan called for in terms of this would be a master plan.

[David Miller - Century West] 17:22:29

That would evaluate facility needs within the boundaries controlled by ODAV. That's both current and future.

[David Miller - Century West] 17:22:38

The potential, say, for example, the relocation or addressing the off airport or the through the fence area vehicle service road, circulation road is beyond the official airport boundary that's observed by the FAA. So that's kind of the the distinction there. The reason that property acquisition and improvements within the property acquisition

[David Miller - Century West] 17:23:04

Are evaluated is that those areas would become part of the airport proper.

[David Miller - Century West] 17:23:09

So the shifting of the Hubbard Highway, for example. Requires a shifting of the right of way or a relocation of the road within the right of way.

[David Miller - Century West] 17:23:19

So it's in large part because the project is being completing the project will clear or meet the FAA standards in the case of the highway would be the object prayer for the runway The plan recommendation as it currently stands is that the drain field would be relocated

[David Miller - Century West] 17:23:37

Out of the runway safety area and that will satisfy the FAA's requirements.

[David Miller - Century West] 17:23:41

As I said, the future decision will be that of the we uh

[Tony Helbling] 17:23:42

Good. The dream field issue, it has to do with a taking because there is an easement in perpetuity on the south drain field.

[Tony Helbling] 17:23:54

And if the state pursues a taking of that easement.

[Tony Helbling] 17:23:59

Then it becomes incumbent on the state to find a new location for the drain field.

[Tony Helbling] 17:24:04

And as we've suggested in the acquired area to the east of the current Kyle Road.

[Tony Helbling] 17:24:10

Would be a logical place to put it. So I'm not sure why we're not depicting that.

[David Miller - Century West] 17:24:16

Well, I'll defer all the questions related to the legal issues to tony i know dev staff. Our understanding is that the conversations have focused on clearing the safety area based on the Okay.

[Tony Helbling] 17:24:33

Well, there's further questions I have in the drain field, but I think Aaron has his hand up. I think he's going to ask about them.

[David Miller - Century West] 17:24:36

Well, as I said. All the questions related to future actions, future options of relocating will need to be dealt with outside the master plan.

[David Miller - Century West] 17:24:48

At this point we are the finding master plan is that the priority is to clear the runway safety area to meet FAA standards.

[David Miller - Century West] 17:24:54

I'll leave it up to Tony and others that would have to Undoubtedly, there'll be a lot of conversations after the master plan through implementation to address that but it's not really going to This is input that, as you've mentioned, has been received throughout the process, including the last couple of meetings. Odev is fully aware of that and that

[David Miller - Century West] 17:25:15

Did enter into their consideration on the final decisions.

[David Miller - Century West] 17:25:22

So maybe, Tony, is there anything you want to add to that or did i

[Tony Beach] 17:25:27

No, I think you summed that up well. Thanks.

[David Miller - Century West] 17:25:30
Okay.

[Brandy Steffen | JLA] 17:25:31
And Tony Hebling did was that your only other question at this time?

[Tony Helbling] 17:25:38
Yeah, that's it.

[Brandy Steffen | JLA] 17:25:39
Okay, okay. All right, Erin, I see your hand up.

[Aron Faegre] 17:25:48
Can you hear me? Okay. Yeah, I guess I, you know.

[Brandy Steffen | JLA] 17:25:50
Yes.

[Aron Faegre] 17:25:54
We hear interpretations of what the FAA rules are.

[Aron Faegre] 17:26:00
But I guess I want to particularly say to Kenji as the head of the the odav.

[Aron Faegre] 17:26:06
That i think you know we we should be paying a lot of attention to what other airports are allowed under FAA rules. And so, for example.

[Aron Faegre] 17:26:19
To my knowledge, I've never seen any ruling that a drain field is not allowed in a runway safety area.

[Aron Faegre] 17:26:28
You know, the The key issue is whether it can support an aircraft.

[Aron Faegre] 17:26:35
And, you know, as you all know, we've already submitted from NV5, very detailed study of that particular site how the use of certain modern materials would create a you know an ability to support even a Gulfstream 550 So... You know, my question to david is is

[Aron Faegre] 17:27:01
Why at least in the master plan one wouldn't feel, one wouldn't have some obligation to show solutions or potential solutions And, you know, and if not on the, well, I would hope they'd be on the plan as as options kind of thing but even but if not there, then at least in the narrative

[Aron Faegre] 17:27:24
And I think the i think the FAA circular on master plan says you're supposed to show options.

[Aron Faegre] 17:27:34

And it asks, you know, it specifically references you can have modifications of standards. You should be discussing them.

[Aron Faegre] 17:27:44

So, you know, and I've talked with headquarters, you know, the modification of standards program is existing.

[Aron Faegre] 17:27:52

They've even eliminated the five-year-old required resubmittal.

[Aron Faegre] 17:27:57

It's designed for multi-phase projects And it's supposed to be applied for before you apply for a grant because otherwise you wouldn't know if the grant was going to be successful if you didn't have some idea of how this works. So I just feel like

[Aron Faegre] 17:28:17

You know we're getting Oregon is getting the short stick here And I would ask david to ask put into the plan you know we we provided two FAA-approved methodologies.

[Aron Faegre] 17:28:33

Of dealing with the drain fields, keeping them where they are.

[Aron Faegre] 17:28:38

And, you know, even if ODav didn't really like those at least suggest what their solution is.

[Aron Faegre] 17:28:46

Some would say you can't put it into EFU land. So that would make it doubly important that the ALP or the plan identify where the airport boundary will be from a land use standpoint.

[Aron Faegre] 17:29:05

Because that's... you know that's in the courts have said without that You can't convert the EFU land.

[Aron Faegre] 17:29:14

So I think it's incumbent on that. So, you know, it's probably a little more of a statement than a question, but I guess the real question would be.

[Aron Faegre] 17:29:25

Why the master plan can't show and discuss alternates that have been submitted.

[Aron Faegre] 17:29:33

It seems very short-sighted. In terms of You know, what, you know, Oregon shouldn't have less rights than other states, which all around us are are allowed these things.

[Aron Faegre] 17:29:49

So I'll stop there.

[David Miller - Century West] 17:29:52

Thanks. Thank you, Aaron. Yeah, I won't go back through all the detail, but as I mentioned earlier.

[David Miller - Century West] 17:29:59

The evaluation, the conversation about the drain field has involved ODEF staff, the FAA staff, and the Seattle ADO.

[David Miller - Century West] 17:30:07

Or poor district office. The information that that Century West, our group has been involved with not really as much in the master planning as it is just sort of a valuation on the engineering side.

[David Miller - Century West] 17:30:18

Is that the information that's been provided to date to our team has not demonstrated that the options are feasible.

[David Miller - Century West] 17:30:25

People may disagree with that, but at this point, the information that was available when they have... made its decision on the refined preferred alternative. That's essentially where that conversation is.

[David Miller - Century West] 17:30:42

As I mentioned, there are gradient issues. The runway safety grade from the end of the runway that is I think James Kirby has mentioned in some of our other conversations portions of the greenfield rise up above that.

[David Miller - Century West] 17:30:52

And disrupt the grade. So that's a non-standard condition. The inability to taxi or drive a vehicle over emergency vehicle over it or an aircraft that might leave the runway.

[David Miller - Century West] 17:31:04

As another non-standard condition. The other thing I would just throw in.

[David Miller - Century West] 17:31:08

Modification standards may be possibility, but even with the FAA's changes And the way they've gone project specific on modifications to standards, runway safety areas are not considered modifiable.

[David Miller - Century West] 17:31:21

So the standards that are more rigid than protected areas. So I'll stop there. And if Tony wants to add more, please.

[David Miller - Century West] 17:31:31

Please feel free.

[Aron Faegre] 17:31:35

Yeah, and I would agree with you the modification of standards is not for for a runway safety area.

[Aron Faegre] 17:31:46

But I guess, you know. We submitted a very, very detailed geotech report and never the state's geotech was gri To our knowledge, GRI never even issued a was given an opportunity to review it or or give specific comments back and

[Aron Faegre] 17:32:08

That's before Kenji's time, but I think it's really disappointing to not have a real discussion NV5.

[Aron Faegre] 17:32:18

You know is is perhaps the largest geotech in Oregon and it's national And why would we question them that that this isn't possible. They discussed it in detail.

[Aron Faegre] 17:32:31

So it never was really given a fair.

[Aron Faegre] 17:32:37

A fair reading and it seemed to be cut off before it could be really considered in a serious way. And then in any case, more recently we submitted the EMAS option Which, again, is a standard FAA is a standard

[Aron Faegre] 17:32:56

Approach to the runway safety area for a c2 Airport.

[Aron Faegre] 17:33:02

You know. It's just odd that that's not even acknowledged again used used at other C2 airports.

[Aron Faegre] 17:33:16

Seems strange.

[Brandy Steffen | JLA] 17:33:19

Yeah, thanks, Erin. Tony, did you want to respond?

[Tony Beach] 17:33:24

I did have a couple of comments on just on top of what David said, and I'll just address Aaron's comments as well briefly.

[Tony Beach] 17:33:33

What David said is correct. We are showing that... an improvement to make an improvement to make Runnery safety area standard by removing the drain field that does not comply with FAA standards.

[Tony Beach] 17:33:48

And we do not have... a proposed location or we don't have any plans Currently in the master plan for relocating it on state property So this is really, as David mentioned, has been focused on correcting the non-standard condition We have not

looked at.

[Tony Beach] 17:34:12

At future locations or future locations accommodations for the drain field at this time.

[Tony Beach] 17:34:19

I... won't commit to or, you know, I can't speculate on feasibility for relocating it on state property at this time but Just wanted to comment that we haven't looked at that.

[Tony Beach] 17:34:31

Yet. I do want to add that To Aaron's comments, we have very closely considered and looked at the very closely report that Aaron mentioned.

[Tony Beach] 17:34:44

We've looked over that with our engineers. We even put on our project website for this master plan, the correspondence After our most recent talk meeting or two where we had some discussion on the stream field And we have not been convinced that that

[Tony Beach] 17:35:04

The drain field can be made to meet FAA's standards. So that is why we are still showing it as needing to be removed from the running safety area.

[Brandy Steffen | JLA] 17:35:16

Okay, great. Thanks, Tony. I see Bruce has his hand up. Aaron, do you have anything else that you want to add or?

[Aron Faegre] 17:35:25

I would just say to Tony, you know, I wish I wish that you would be open actually meeting on that subject and having our geotech there and your geotech and actually considering it because Again, it feels very kind of false and like a intentional

[Aron Faegre] 17:35:47

Avoidance of the issue without actually having the the specialists who are the most knowledgeable actually talk to each other and that was refused that we Our geotech couldn't talk to your geotech you know it's kind of a kind of a...

[Aron Faegre] 17:36:04

Pretty negative approach to solving problems. And I would still ask that we consider that and have the ability for NV5 and GRI to be in the same room with us and and everyone and talk creatively it's it's... Again, you know, this this

[Aron Faegre] 17:36:27

This modern materials is being used to provide places for fire engines and, you know, to function it's It's used all over the place. And we think this is a place where it could function as well.

[Aron Faegre] 17:36:43

But it would require you looking at it as an opportunity rather than just trying to close the door on it.

[Aron Faegre] 17:36:50
As quickly as possible.

[Tony Beach] 17:36:52
Aaron, I really appreciate your comments and I assure you we have taken a very close look at this.

[Tony Beach] 17:36:59
We have... gone thoroughly over the report that you've submitted and And we had questions that as far as we're aware have not been answered.

[Tony Beach] 17:37:09
Again, the drain field has not been proven to meet FAA standards and function at its current location.

[Tony Beach] 17:37:16
So we need to remove it from the the primary safety area.

[Brandy Steffen | JLA] 17:37:23
Okay, great. Thanks, Tony. I saw Bruce had his hand raised. Go ahead, Bruce.

[Brandy Steffen | JLA] 17:37:29
And then Tony Hebling afterwards.

[Bruce Bennett] 17:37:33
Yes, good afternoon. I had recommended the the acre of land that's available midfield that would connect the taxiway to the state ramp be put on the priority purchase status and i i was wondering if Am I ahead of myself or has that been has that change been made

[Bruce Bennett] 17:37:55
To the preferred alternative.

[David Miller - Century West] 17:38:04
I... Tony might want to weigh in on this. The basic change as it related to the vehicle circulation road was that the proposal that was presented in PAC meeting seven and eight, the on airport or the addition of the vehicle service road was eliminated from the preferred alternative.

[David Miller - Century West] 17:38:26
The connections between the existing circulation road Off airport adjacent to the airport.

[David Miller - Century West] 17:38:34
And connections onto the airport or have not been modified in the preferred alternative.

[David Miller - Century West] 17:38:40

So where the existing off airport roads are located There's been there.

[David Miller - Century West] 17:38:47

Modification of the alternative to draw connections to those. I'm staying there.

[Bruce Bennett] 17:38:52

This is not exclusively or specifically a vehicle circulation road this is This is aircraft ramp so we It would confound me if that change hasn't been made I know that the last plan showed spending hundreds of millions for a parallel taxiway

[Bruce Bennett] 17:39:16

And vehicle roadway uh get i thought those were outrageous and absurd because it it entailed destroying all the major hangars on the airport.

[Bruce Bennett] 17:39:29

Just totally unrealistic. But it showed that it showed that that was a need a vehicle and mostly aircraft and with that one addition, 1.07 acre the state's ramp could then connect to the entire south end of the airport, which is right now cut off right now

[Bruce Bennett] 17:39:57

Only the north half of the airport can be accessed from the main state ramp.

[Bruce Bennett] 17:40:04

Pivot coast avionics. All of the state ramp and property.

[Bruce Bennett] 17:40:10

Is only available on the north end I'm i'm... Confounded.

[David Miller - Century West] 17:40:19

Well, just, oh, I'm sorry, Bruce.

[Tony Beach] 17:40:20

Very good. If I can just jump in, Bruce, the way that the preferred alternative shows potential for property acquisition on all of the property and aeronautical use. We believe that it currently reflects the comments to acquire the property that I believe you're commenting on.

[Bruce Bennett] 17:40:41

Well, I did. It makes it an option. Possibly, which is a step.

[Bruce Bennett] 17:40:47

But there's a bit of it that's marked with yellow hashes, and that's the priority purchase, which I think because of this is because of this basically because of this making a significant difference a thousand feet of less.

[Bruce Bennett] 17:41:07

Restricted taxiway. That's what I had recommended a number of times.

[Bruce Bennett] 17:41:12

That it be put on the priority purchase list and not and and not the the light yellow possible someday purchases.

[Bruce Bennett] 17:41:22

I mean, it's a difference. It seems small, but it's significant.

[Bruce Bennett] 17:41:29

In the flow. Access to the runway and for aircraft.

[Bruce Bennett] 17:41:36

You know, I agreed with your idea that a full-length parallel taxiway would be a significant improvement.

[Bruce Bennett] 17:41:46

But because of the The space constraints it's as you've ended up finding, it's impossible.

[Bruce Bennett] 17:41:55

This would be a this would be a compromise And you'd be spending pennies on the dollar or percentages of pennies.

[Bruce Bennett] 17:42:05

So it uh and it's it's obtainable.

[Bruce Bennett] 17:42:09

Isdily versus is versus maybe years down the road.

[David Miller - Century West] 17:42:15

Okay, thank you. I would just point out, as Tony mentioned.

[David Miller - Century West] 17:42:19

Also. The identification of the property and light yellow on the various alternatives which has been identified as reserve doesn't preclude a more timely acquisition. If the owner of the property approaches ODAB proposal to require it for a specific purpose. There's nothing about a reserve designation that would

[David Miller - Century West] 17:42:46

Prevent that. So I think by identifying it, it's a good example of why identifying aeronautical use lands in the reserve sense is good because it leaves options available.

[David Miller - Century West] 17:42:59

I'd say that's that is part of that evaluation.

[Bruce Bennett] 17:43:05

Great. Thank you. And if I may shift from I know it's not a question, but a couple of comments that that I completely agree with the need.

[Bruce Bennett] 17:43:16

The need to make the septic systems work for everyone's sake.

[Bruce Bennett] 17:43:22

It's just the most efficient, the least expensive and the best way forward.

[Bruce Bennett] 17:43:31

And I want to really thank, I mean, it's been a while but this.

[Bruce Bennett] 17:43:37

This refined preferred alternative without removing all the hangers is a significant step forward.

[Bruce Bennett] 17:43:47

And I believe we can do it also. With with the road and with the road the distances it's really critical for everyone to understand We are not anything like PDX. We never want to be anything like PDX.

[Bruce Bennett] 17:44:08

That's not a remote possibility. And we need to be a safer airport.

[Bruce Bennett] 17:44:17

We're relatively short And that doesn't mean that has nothing to do with changing aircraft. That's the current aircraft that have been operating since as documented by the master plan since 1976 The airport needs some improvements, safety improvements.

[Bruce Bennett] 17:44:37

It doesn't need any... changes. No one's trying to be a I guess this is off the subject I can tell you a lot of a lot of people have taken the master plan and somehow think this means a recipe for change or growth

[Bruce Bennett] 17:44:56

I know the planners operators know it's an FAA requirement trying to do the right thing and trying to do the right thing make growth safe and reasonable.

[Bruce Bennett] 17:45:08

But I think it's important to keep in our minds. That we're never going to be and don't want to be PDX.

[Brandy Steffen | JLA] 17:45:19

Great. Thanks, Bruce. Anything else before we move to Tony? And then we might just have one more time for one more clarifying question for the refined alternative.

[Bruce Bennett] 17:45:29

Not for me, thank you.

[David Miller - Century West] 17:45:30

Thank you, Bruce.

[Brandy Steffen | JLA] 17:45:30

Okay, great. Thanks. Okay, Tony Helpling. And then again, we will probably have time for one more clarifying question on the refined preferred alternative.

[Tony Helbling] 17:45:41

I hate to beat the drain fields to death, but I'm going to beat them to death. Tony, you mentioned earlier, and I do agree with you, that we do need to bring the RSA into conformity. I don't disagree with that. I think we've suggested two ways to do it. One is the email.

[Tony Helbling] 17:45:55

And one is the geotech system that we've suggested. What I've heard you say, and correct me if I'm wrong, but you stated we looked at the proposed alternative for the geotech fabric and we decided that it was unacceptable.

[Tony Helbling] 17:46:11

For the record, I need you to define who we is and what their qualifications were to make that determination.

[Tony Beach] 17:46:21

So I believe the report and when Aaron was saying you know this This was submitted, this discussion happened years ago ODAV staff and our consult engineers we have looked at the information that was submitted, we did respond back with some questions and

[Tony Beach] 17:46:39

And have not had sufficient responses to those questions to Give us confidence that the brain field could meet standard with the improvements that were proposed.

[Tony Helbling] 17:46:53

Okay, so please define your consultants And then who were the questions sent to?

[Tony Beach] 17:47:00

So Tony, we're looking for PAC questions on the refined alternative. If we want to get into more detail on the drain field. We've had a lot of discussion on that.

[Tony Helbling] 17:47:01

Because...

[Tony Beach] 17:47:11

We really want to keep this conversation for this.

[Tony Beach] 17:47:16

Topic on the refined alternative.

[Tony Helbling] 17:47:18

Okay, and I agree with you. I'm talking about the refined alternative and the drain fields because we're talking hundreds of millions of dollars of investment.

[Tony Helbling] 17:47:26

And the claim is being made. That that packet that we submitted within the last

couple PAC meetings had the geotext fabric And then I think what I hear you saying is there were requests for information In response to that submittal.

[Tony Helbling] 17:47:46

That were not responded to. And also, I'm looking for the identities and the qualifications of the consulting? Was it an engineer? Who was it that determined that it was not acceptable?

[Tony Beach] 17:48:01

Tony, we've had a lot of discussion directly on this topic. We did We did look at the proposal from the feedback we received recently installing EMAS.

[Tony Beach] 17:48:15

We did not think that that was a feasible solution either.

[Tony Helbling] 17:48:19

I'm not talking about emails. I'm talking about the geotextile fabric solution that we proposed.

[Tony Beach] 17:48:19

Emas for... Right. And in that topic we have discussed at length and we really want to keep our conversation tonight focused on

[Tony Helbling] 17:48:30

But for the record, what I'm asking you to do is identify who is the we.

[Tony Helbling] 17:48:36

Because if you personally don't like it. Then that is a subjective.

[Tony Helbling] 17:48:41

Thing. Objectively, the faa states and their ACs if there is a way to figure out how to do these things, it isn't allowed.

[Tony Helbling] 17:48:50

It's allowed. But if somebody subjectively decides that i don't want it We want to know who.

[Tony Beach] 17:48:59

So we can certainly provide all of that information on who, but all the conversations that ODAF have had internally with our board, with our engineers.

[Tony Beach] 17:49:08

And with the FAA have completely agreed that the drain fields need to be I've removed from the runway safety area.

[Tony Helbling] 17:49:16

And I agree with you that you've had those conversations that you all agree it should be removed. That's not the question I'm asking.

[Brandy Steffen | JLA] 17:49:23

So Tony.

[Tony Helbling] 17:49:23

And you keep giving me an answer to your question. I'm not asking i'm asking who has decided that the geotextile fabric option is not acceptable.

[Brandy Steffen | JLA] 17:49:35

So just to clarify, so Tony Helbling, you are asking um if there were consultants involved in the decision to not use the geotextile fabric for the drain field. Is that correct?

[Tony Helbling] 17:49:48

That is correct. And for the record, we would like this entered into the record. Who made the decision?

[Brandy Steffen | JLA] 17:49:50

Okay.

[Tony Helbling] 17:49:54

The geotextile fabric was not acceptable for the FAA to accept is uh use in the drain field because there's other issues all over the united states with runway safety areas with safety You know, at Greenfield, Tehachapi actually pumps their effluent over the surface.

[Tony Helbling] 17:50:15

Inside the RSA. So i'm just dumbfounded nobody can cite who decided that the geotext of Fatburg would not be allowed.

[Tony Beach] 17:50:27

And Tony, so we had a discussion in our last couple of PAC meetings on the drain field issue and on our review of the the report that was submitted.

[Tony Helbling] 17:50:39

Sure.

[Tony Beach] 17:50:42

Years ago and that conversation and the questions that we had that have gone unanswered.

[Tony Beach] 17:50:46

Are posted on the website, on the project website for the mouse report.

[Brandy Steffen | JLA] 17:50:50

So it sounds like we might need to clarify for Tony Helbling who those who had that conversation. It sounds like we maybe need to have that figured we need to figure that out. And so Tony Helbling, I hear your question. We'll try to circle back and

[Brandy Steffen | JLA] 17:51:09

Get you an answer for that. I'm not hearing that we can get it for you right now.

[Brandy Steffen | JLA] 17:51:16
Um so

[Tony Helbling] 17:51:16
No, I get it. But what I hear is ODA won't tell us who made the decision.

[Brandy Steffen | JLA] 17:51:23
I'm not sure, but I think we can try to figure that out and get you the answer.

[Tony Helbling] 17:51:28
No, that is now in the record. I'm stating that. ODA won't tell us who made the subjective decision that geotextile fabric would not be allowed.

[Tony Beach] 17:51:39
So Tony, I'll just be clear right now. I am not... I have not seen answers to the questions that ODA has asked.

[Tony Beach] 17:51:49
We have asked questions we have not asked had responses to. And so I'm just going to clarify Right now that until we get clarification, until it's proven Until we are confident that that improvements can be made to the drain field.

[Tony Beach] 17:52:04
Then we cannot assume that they can stay in the Romasic area.

[Tony Beach] 17:52:08
Therefore, we do have to have it shown as being removed from the runway safety area.

[Tony Helbling] 17:52:13
And I don't disagree with you, but again, I'm asking who is we and who did you send the questions to? Because we submitted that geotextile fabric report less than two months ago. And none of us have received questions from ODAV.

[Tony Beach] 17:52:19
I'm in me right here.

[Tony Beach] 17:52:27
We have posted the questions on the website. We've had a lot of discussion over the recent years on this.

[Brandy Steffen | JLA] 17:52:33
I think i think

[Tony Beach] 17:52:33
So we will follow up with a link and we will resend those questions and make sure that we can stay connected on that topic because I understand it as a a hot topic. And absolutely, if there's a way that we can

[Tony Beach] 17:52:45

Resolve it together. I'm happy to do that. But we do need to get answers to our questions.

[Brandy Steffen | JLA] 17:52:51

So, and I think the emails that maybe Tony Beach is referencing are on the meetings page on the website and um And so we can make sure that we have some questions and answers here clarified as well.

[Brandy Steffen | JLA] 17:53:11

I also see that Patrick Donaldson would like to ask a question. Patrick.

[Brandy Steffen | JLA] 17:53:17

You should be able to unmute now.

[patrick donaldson Wilsonville Chamber] 17:53:19

Yeah, good evening. Fascinating work, very detailed.

[patrick donaldson Wilsonville Chamber] 17:53:25

From the very beginning of this process. We have been under the impression, perhaps incorrectly, but from the original document that talks about what is an airport master plan, I take from that very first submittal that you gave to us today with the refined preferred alternatives.

[patrick donaldson Wilsonville Chamber] 17:53:45

It talks specifically about just like a homeowner The Oregon Department of Aviation needs to think about how to keep the buildings and outdoor areas like runways and safe working use. And it goes on and talks about that analogy.

[patrick donaldson Wilsonville Chamber] 17:53:59

About how you have to save for these projects to maintain them, et cetera, et cetera.

[patrick donaldson Wilsonville Chamber] 17:54:05

It also talks about that document, identifying a realistic financial plan. It talks about terms like economic impacts and economic grounds. And it's woven this concept of economic impacts is woven all throughout the documents and multiple times the Chamber of Commerce has asked the questions

[patrick donaldson Wilsonville Chamber] 17:54:27

About we have the hard cost of what it costs to relocate a highway, to acquire land, all those things.

[patrick donaldson Wilsonville Chamber] 17:54:33

But we've been under the impression, perhaps incorrectly at this point.

[patrick donaldson Wilsonville Chamber] 17:54:38

That there would be an assessment of the displacement of businesses either temporarily or permanently No assessment, but we were told was going to be done of the number of employees and how that would be impacting their livelihood, either temporarily or permanently. And we sent you a letter on January 21st, which is part

of the record.

[patrick donaldson Wilsonville Chamber] 17:54:59

And I just want to read this one paragraph to ask for clarification about this is, will we or will we not get those costs identified? And it's a pretty straightforward process. This is not rocket science about this.

[patrick donaldson Wilsonville Chamber] 17:55:13

It says that we were represented that these costs would be identified. And we said what we've repeatedly asked for that fact-based meaningful discussions about the economic impact about these proposed alternatives.

[patrick donaldson Wilsonville Chamber] 17:55:28

And despite assurances that these discussions would take place, they've not occurred. At least we haven't been invited or heard them talked about here. As a result, the Wilsonville Area Chamber of Commerce cannot endorse the final report in its current form because it fails to provide any credible analysis of the economic impact upon our regional businesses and communities.

[patrick donaldson Wilsonville Chamber] 17:55:50

So the potential consequences for these businesses and these employees and these communities has yet to be determined. And perhaps that's for another time and place.

[patrick donaldson Wilsonville Chamber] 17:55:59

But as I looked at the original charge. The comments that we've made I wouldn't say we've been deflected.

[patrick donaldson Wilsonville Chamber] 17:56:07

We've been assured that things would happen. And I would just comment that this last conversation And the dialogue between the dialogue people. I sit here and I think to myself.

[patrick donaldson Wilsonville Chamber] 17:56:20

I feel like I'm being shined on as I'm watching this.

[patrick donaldson Wilsonville Chamber] 17:56:24

This is a pretty straightforward question about who was involved in making certain representations and decisions And that'll be simple enough to answer.

[patrick donaldson Wilsonville Chamber] 17:56:32

So I guess I have the same niggling sort of concern that Something is going on here that isn't exactly as transparent as has been represented. And when we first got involved in this process.

[patrick donaldson Wilsonville Chamber] 17:56:46

We were hopeful that this master planning effort would change the dynamic that existed from the previous one where there were too many questions left unanswered.

[patrick donaldson Wilsonville Chamber] 17:56:57

And so I just, I'm disappointed that that simple question, which was represented to us about economic impact and displacements temporarily or permanently, has not been identified as at all like we have in terms of land acquisition and displacement of roads and some of those and drain fields and all those things.

[patrick donaldson Wilsonville Chamber] 17:57:17

So I guess the question is. Will we have that analysis or not?

[Brandy Steffen | JLA] 17:57:24

Great. Thanks, Patrick. David, can you answer that question?

[David Miller - Century West] 17:57:28

Well, I'll give you a part of it, and then Tony may want to weigh in as far as some of the other pieces.

[David Miller - Century West] 17:57:35

As far as economic analysis, economic impact statements. They're not typically included in FAA master plan scopes of work and that is work that is not included in our FAA approved scope of work.

[David Miller - Century West] 17:57:50

The other part about that is that the... refinement of master plan concepts, particularly when you're looking at something like trying to assess the impact on adjacent properties with the Hubbard highway shift.

[David Miller - Century West] 17:58:11

We've evaluated things, as you touched on, property acquisition and that sort of thing at a preliminary sort of conceptual level which is appropriate for a conceptual plan. The ODOT process unto itself for highway design.

[David Miller - Century West] 17:58:28

Will fuel both an environmental evaluation and right-of-way evaluation so it's really not possible to pin down the kinds of details you're asking about until there's a more refined.

[David Miller - Century West] 17:58:42

Design, if you will, because the master plan simply identifies a path forward to conform to the FAA standard. The final design and what ODEV and ODOT worked together on in terms of adjustments or changes to the right of way

[David Miller - Century West] 17:58:57

Are yet to be determined or certainly to be you know implemented.

[David Miller - Century West] 17:59:03

Similarly with the drain field, without having an alternative location identified.

[David Miller - Century West] 17:59:09

It's not really possible to evaluate or even quantify impacts on potential tenants or users, if you will.

[David Miller - Century West] 17:59:17

I think there's a you know the idea that the idea that Other locations, as Tony mentioned, there may be some other options for refinement that may work.

[David Miller - Century West] 17:59:31

To the conversation. But if Alternatively, the drain field is relocated off of ODEF property onto the adjacent aeronautical use areas it's difficult and certainly not really part of the master plan to evaluate whether that's going to create any sort of an economic impact on the

[David Miller - Century West] 17:59:53

Property owners or the tenants. I would say also, just as a side note.

[David Miller - Century West] 18:00:00

For the FAA-funded portions of the project, individual project elements all of the individual projects are subject to FAA NEPA requirements, environmental review.

[David Miller - Century West] 18:00:13

And as Neap has currently written, that does include some analysis of economic impact.

[David Miller - Century West] 18:00:19

So I think it's a case where Once the concepts are established, the more detailed analyses are yet to come, which is really a function of the implementation process.

[David Miller - Century West] 18:00:30

That may not satisfy your question, but that's essentially the situation we're in.

[patrick donaldson Wilsonville Chamber] 18:00:30

All right, David. So I want to clarify

[patrick donaldson Wilsonville Chamber] 18:00:35

Okay, so let me clarify. So when I think I hear you saying is that details will follow and they so because if you look at the original documents you all set out It talks very specifically about some of these things. And what I just heard you say is that we're not at a point yet

[patrick donaldson Wilsonville Chamber] 18:00:53

Where we can identify some of those impacts. And those costs. And I can understand that. But I also want to make sure, I don't want to put words in your mouth.

[patrick donaldson Wilsonville Chamber] 18:01:01

Is that those will be forthcoming. So if we get to an end where suddenly we're done.

[patrick donaldson Wilsonville Chamber] 18:01:06

And that hasn't been done. Is that a misrepresentation from the original covenant between this project and the participants, public and panelists?

[David Miller - Century West] 18:01:20

I would say it is not. And I think the issue in any master plan, and I've been involved in And a lot of them is that there are practical limitations of the analysis that are defined by the FAA's approved scope.

[David Miller - Century West] 18:01:34

And economic analysis, airport business plans of that sort of thing are not typically funded by the FAA as part of master plans.

[David Miller - Century West] 18:01:43

Does that mean that the analysis isn't needed at some point in the future to support a project design? No, of course not.

[David Miller - Century West] 18:01:50

I think the question is, what level of analysis is going to be required to satisfy the decision makers.

[David Miller - Century West] 18:01:57

And in that case, it'll be the FAA for a NEPA environmental assessment or perhaps ODOT.

[David Miller - Century West] 18:02:05

For highway related impacts. That's the nature of the planning process in the FAA airport master plan world is that it's a long-term facility plan that identifies key issues, many of which will require action in future phases and implementation.

[David Miller - Century West] 18:02:25

So that's the intent. Broadly, I think that the evaluation of when the earlier references to the goals of master planning to reduce impacts I think The example that I would offer is that the difference between the preliminary preferred alternative

[David Miller - Century West] 18:02:44

And the refined preferred alternatives, the final version. The January 6th, 2025 version.

[David Miller - Century West] 18:02:50

Is that ODAB did in fact consider that. In their decision making.

[David Miller - Century West] 18:02:55

Because the previous alternative recommended acquiring a significant amount of And hangers, many of which include or housing businesses with employees.

[David Miller - Century West] 18:03:07

Was there a detailed environmental analysis to support that decision? Not the way you're describing, but it was a consideration, I think, in the And sort of weighing the advantages and disadvantages.

[David Miller - Century West] 18:03:19

I'll just stop there. But I think that That is common for master planning. That is the methods that are most observed and followed.

[David Miller - Century West] 18:03:30

So there's always an interest in more information as projects become more real when they're becoming going through the design evaluation phases and then ultimately into implementation.

[patrick donaldson Wilsonville Chamber] 18:03:43

Well, when things become more real, I would respectfully request that we all return back to the original commitment that was made at the process about what is an airport master plan And what was represented And whether or not we have met that test, at this point, I would suggest that the chamber does not believe that

[patrick donaldson Wilsonville Chamber] 18:04:08

Covenant has been fulfilled. So I'll leave it at that.

[David Miller - Century West] 18:04:13

Thank you. I was just going to just one last thing on the on the you've been perhaps you've been involved with environmental assessments or environmental impact statement documents. It's important to point out that when a project that's proposed from a mass plan is being implemented, meaning the first stage of implementation might be environmental evaluation.

[Brandy Steffen | JLA] 18:04:14

Thanks, Patrick.

[David Miller - Century West] 18:04:36

That that process is entirely separate from an airport master planning process.

[David Miller - Century West] 18:04:42

And the evaluation is specific to the design contemplated for that project and in no way is the FAA bound by the recommendation of the master plan. They have to reach an independent finding that the project will not create significant impacts on communities or areas so

[David Miller - Century West] 18:05:04

That level of analysis is not typically found in the airport master plan. So I would say yes, when projects are going forward.

[David Miller - Century West] 18:05:12

The environmental process the FAA will be involved with will be uh we'll be covering some of those same issues.

[Brandy Steffen | JLA] 18:05:21

Okay. Thank you all for your questions. I'm i just i'm just want to pause real quickly and just see if there are any other additional clarifying questions Otherwise, we can move into the airport layout plan and the capital improvement plan, which I'm not sure

[Brandy Steffen | JLA] 18:05:41

If this will get at some of your questions, Patrick, but it might so any other last

clarifying questions about the refined preferred alternative.

[Kenji Sugahara] 18:05:53

Hey, Brandy. Yeah, go ahead, Tony. I was going to refer to you, so go for it.

[Tony Beach] 18:05:54

Yeah.

[Brandy Steffen | JLA] 18:05:55

Yeah.

[Tony Beach] 18:05:58

Okay. Yeah, I did just want to jump in and I just wanted to make sure that we were being completely clear on the drain field.

[Tony Beach] 18:06:06

Topic specifically. And you said it, it's in the meeting.

[Tony Beach] 18:06:13

Section of the section of the publicproject.net website for the Aurora Airport Master Plan.

[Tony Beach] 18:06:18

When you click on meetings and then you go to pack meeting number eight.

[Tony Beach] 18:06:23

We have... the attachments that were provided.

[Tony Beach] 18:06:29

Including the information that was provided to us on the dream field improvements and the GeoWeb technical overview And then we have the email correspondence on the issues including where we left off the conversation back in February of 2022 with um with on the

[Tony Beach] 18:06:52

Lessee and Lessee's engineer on the drain field as well as our engineers at Century West where ODAP staff and our engineers we're having those conversations. So all of that is included In PAC meeting number eight where we have attached that since our previous PAC meeting

[Tony Beach] 18:07:12

Back in December.

[Kenji Sugahara] 18:07:14

Yep. And to add that in that correspondence. It details exactly what questions were asked and were not answered. So I want to be clear for the record that we did take an analysis. It also includes the exact engineer that was involved

[Kenji Sugahara] 18:07:31

And also the questions that were asked and that were not answered. So I just want

to clarify that we have been And that when we asked her questions, they were not answered.

[Brandy Steffen | JLA] 18:07:47

I know there's probably some more thoughts around this. I do want to make sure that I see Ted and Tony's hands. I do want to make sure that we also get to the capital improvement plan and the airport layout plan, because I know that's new information here tonight.

[Brandy Steffen | JLA] 18:08:05

But um I'm wondering if we could hold that until the end when we can come back to it. Is that okay? Thanks, Jen, for posting the link to the website.

[Brandy Steffen | JLA] 18:08:19

There in the chat. So again, that's under the meetings tab.

[Brandy Steffen | JLA] 18:08:24

I do know that that our agenda today is really focused on the capital improvement plan and airport layout plan and I want to make sure there's enough time for this. We do have plenty of time for questions and answers later. So I think there will be plenty of time to come back to this. So David, I'm going to let you move forward with this and then we can circle back

[Brandy Steffen | JLA] 18:08:44

With the drain field conversation after you walk us through these two items.

[David Miller - Century West] 18:08:50

Okay. Thanks, Brandi. So this is a summary of the capital improvement program, the numbers that were shared in the previous PACH meetings If you remember, I think initially the some of the overall costs were in the overall \$185 million range with significant property acquisition on the east side, etc.

[David Miller - Century West] 18:09:11

So right now what we've got here is we've broken out the projects related to meeting FAA standards.

[David Miller - Century West] 18:09:20

And also some ongoing work on the short-term side, the project that's identified is the rehabilitation of the existing runway. And that's the project that is ODAB has been coordinating with FAA on since probably before the master plan so that is

[David Miller - Century West] 18:09:38

That is the first project out of the chute, if you will, that will come come forward.

[David Miller - Century West] 18:09:45

And then there are some other obstruction removal projects identified and some easement acquisition These are things that we anticipate would be completed in the next five years.

[David Miller - Century West] 18:09:58

Over the next five years. Over on the right side, we've got a breakout of projects that we are identifying as longer term So these are beyond five years.

[David Miller - Century West] 18:10:12

They will not necessarily fall in this order, but this is kind of a sort of an area by area breakout.

[David Miller - Century West] 18:10:20

There are several projects related to the reconstruction of the parallel taxiway and some mitigation of the drainage ditch that's adjacent.

[David Miller - Century West] 18:10:28

We're talking sort of environmental design and construction. So a lot of times you'll see projects listed three times because of those components.

[David Miller - Century West] 18:10:37

And then beyond that, then the Hubbard Highway project comes into focus and that again is environmental project, or I should say property acquisition or right of way and then design and construction so lot of complications with that project.

[David Miller - Century West] 18:10:56

The kyle road project is listed and then down toward the middle third we reach the point where with those other projects identified we're looking at the project to extend and reconstruct the runway. So that would be the 497 foot extension of the north end.

[David Miller - Century West] 18:11:16

Also, the parallel taxiway. It's been mentioned before, but it's important to remind ourselves that the ability for ODAV to extend the runway really rests on their ability to meet FAA standards for the object-free area.

[David Miller - Century West] 18:11:30

So the guidance we've been provided by FAA throughout this process has been getting the object-free area for the runway up to standards, the runway safety area up to standards is a priority in order to improve the airfield beyond its current capacity to

[David Miller - Century West] 18:11:48

And in terms of runway length. There are a handful of other projects listed there, some apron improvements and some road improvements and so on.

[David Miller - Century West] 18:11:59

The long-term grouping is just shy of \$100 million. It is a huge number, lots of cost involved.

[David Miller - Century West] 18:12:07

On the highway side with obviously with shifting right of way and extend and uh design and construction of it.

[David Miller - Century West] 18:12:17

Section of highway there. So that's really the layout. As the notes there, which are probably a little difficult to read, there are some things that we didn't include that are routinely incorporated into capital spending for airports, such as pavement maintenance.

[David Miller - Century West] 18:12:36

Talking seal coats and slurry seals, crack filling, repainting markings, things like that routine.

[David Miller - Century West] 18:12:41

A lot of those fall into the maintenance category. And of course, this doesn't include things like property acquisition that might be opportunistic in the sense that if an adjacent through the fence hanger owner approached I'd have to purchase their hangar.

[David Miller - Century West] 18:12:59

Just because it's not listed here, if it's identified in the airport layout plan it could it could end up falling into a category under the CIP.

[David Miller - Century West] 18:13:09

But at this point, we haven't identified any property in the reserve area for that purpose, nor have we costed out what that would look like.

[David Miller - Century West] 18:13:21

I think that's probably, I'll stop there and see if there are any questions Oh, before I do, let me back up one thing. Typically, projects of this kind are eligible for FAA funding up to 90%.

[David Miller - Century West] 18:13:35

Sometimes, depending on the congressional authorizations, it can be higher. But essentially, approximately 90% of this would be FAA eligible with the local match.

[David Miller - Century West] 18:13:49

And then we can kind of, again, their FAA doesn't make a commitment across the board from the beginning of a master plan, they'll go through each project uh case you know each project sort of case by case and they'll

[David Miller - Century West] 18:14:03

They will do this. Been mentioned and questioned a lot that this is a huge amount of money for the FAA to commit and the FAA has indicated that when they're looking at a project of this magnitude at any airport in the system nationally they they

[David Miller - Century West] 18:14:18

Bring in sort of a regional perspective to the evaluation of funding and It's a little bit of an unusual situation because most airports don't require this level of upgrade.

[David Miller - Century West] 18:14:31

To meet standards. Maybe before I jump in, just to put some context into this i

could just skip ahead and we can take a look at the airport layout plan and the terminal air plan just to get a visual information. I know it's difficult to see

[David Miller - Century West] 18:14:49

This is essentially the same, this is now on the airport layout plan format, the improvements that are were presented in the present prior table, everything on the highway side is i think pretty well understood in terms of the pathway there.

[David Miller - Century West] 18:15:06

The runway obviously the parallel taxiway improvements uh the road extension, the Kyle Rotary alignment, et cetera, the property acquisition.

[David Miller - Century West] 18:15:16

That in this particular drawing is shown in yellow not to be um Not to be confused with the yellow and the alternatives. We've got notes on here to indicate that the other areas are identified for that reserve.

[David Miller - Century West] 18:15:30

And then this area over, this is the ODAV terminal area around the control tower.

[David Miller - Century West] 18:15:36

We've got a more detailed view of that on our terminal area plan.

[David Miller - Century West] 18:15:40

So some circulation roads which do tie into some of the off airport through the fence roads.

[David Miller - Century West] 18:15:47

Future apron improvements, reconfiguring tie downs taxi lane reconfigurations and hangar development in this area here.

[David Miller - Century West] 18:15:58

And again, this gives us a little bit more detail, some of the things that we're dealing with up at the north end of the runway and the parallel taxiway.

[David Miller - Century West] 18:16:06

They are in yellow is property that is not currently owned by ODAV.

[David Miller - Century West] 18:16:10

But it would need to be acquired to control the object-free area for the runway and the adjacent parallel taxiway.

[David Miller - Century West] 18:16:19

So with that, I'd be happy to go back uh questions i can go back to the list of projects or I can leave it on the graphics if it's easier.

[David Miller - Century West] 18:16:27

So I'll just... see what you'd like to see.

[Brandy Steffen | JLA] 18:16:31

Okay, I see Ben Williams first.

[Ben Williams-FOFP] 18:16:38

Thank you, David. As you pointed out, this has been going on for four years now.

[Ben Williams-FOFP] 18:16:43

Would you refresh my memory, please? Um from i think it was the first pack meeting about the normal time horizon for an faa approved master plan.

[David Miller - Century West] 18:16:59

Ben, are you asking about the planning horizon for the master plan or the time to actually complete a master plan?

[Ben Williams-FOFP] 18:17:06

Well, once a master plan is completed and reviewed by the FAA and approved and goes into effect as an approved and adopted master plan. That's what I mean.

[Ben Williams-FOFP] 18:17:16

Is the timer, I think, is the time horizon 10 years or 20 years

[David Miller - Century West] 18:17:17

Okay. The master airport master plans are by FAA definition have a 20-year planning horizon so effectively 2024 2025 is our You know, you can be considering that this process has taken longer, we did our forecast based on an earlier year. So essentially, it's a

[David Miller - Century West] 18:17:41

20 year window from the approval of the forecast. So that should put the the window the master plan out into the early 2040s so 20 21 to 41, 24.

[Ben Williams-FOFP] 18:17:51

Okay.

[David Miller - Century West] 18:17:53

To that kind of thing. Now, having said that, let me just add, having said that.

[Ben Williams-FOFP] 18:17:55

So that's...

[David Miller - Century West] 18:17:59

It is not typical. For most airports, certainly the size and the complexity of Aurora state airport to update their master plan once every 20 years. They are typically updated more frequently as conditions change or standards change and obviously this is a new master plan.

[David Miller - Century West] 18:18:17

And it will replace the last plan that was adopted in 2012.

[Ben Williams-FOFP] 18:18:22

Okay, well, so I was going to ask a second question, but I need to make a statement

first.

[Ben Williams-FOFP] 18:18:28

Technically, your last statement's incorrect because according to the court of appeals of the state of Oregon, the 2012 master plan was never adopted.

[Ben Williams-FOFP] 18:18:37

But let's not parse the details. So if it's a 20-year planning horizon normally for a master plan.

[Ben Williams-FOFP] 18:18:44

How come in the capital improvement plan slide, you showed three slides back.

[Ben Williams-FOFP] 18:18:51

In the right-hand column that says 23 beyond, and I understand beyond is a very general term. There's another master plan for another million dollars.

[David Miller - Century West] 18:19:04

Well, what the expectation is is that within the next 20 years, the airport will require another master plan update. When that falls.

[David Miller - Century West] 18:19:14

Within that 20-year window. Our expectation is it's likely to be beyond 10 years.

[David Miller - Century West] 18:19:20

When exactly that falls really depend on the priorities at the time and the progress made on the other projects.

[David Miller - Century West] 18:19:28

It is just a reflection of the fact that that an airport like Aurora needs master planning to be done on a fairly regular basis. So that's why it's showing up as another plan.

[David Miller - Century West] 18:19:41

As I said. I mean, it is a 20-year plan But the practical reality is that you know, there will need to be money set aside by faa and ODAV to update their master plan before 20 years.

[David Miller - Century West] 18:19:59

Arise, if that makes sense.

[Ben Williams-FOFP] 18:20:01

David, does that mean as another way of saying what you just said, because you used 10 years that you expect all of the items listed in the long-term projects table.

[Ben Williams-FOFP] 18:20:12

Can be completed within 10 years.

[David Miller - Century West] 18:20:15

No, no, there's no assumption that that would be the case.

[David Miller - Century West] 18:20:19

Typically, when we get into capital improvement program listings and master plans, there's a lengthy detailed list of projects.

[David Miller - Century West] 18:20:27

And quite often because of funding limitations or difficulty in implementation.

[David Miller - Century West] 18:20:33

It is very common for longer term master plan identified projects to be pushed out beyond 20 years.

[David Miller - Century West] 18:20:41

That is very common in most of the master plans I've been involved with over my career, when we go in and update a plan.

[David Miller - Century West] 18:20:47

We find a lot of projects that were recommended previously haven't yet been implemented. That doesn't mean they're obsolete or no longer relevant. They just there are other priorities affected are the ability to fund projects can affect that.

[Ben Williams-FOFP] 18:20:50

Understood.

[David Miller - Century West] 18:21:00

I think the only way I would suggest to look at that is that this master plan identifies the projects based on forecast demand and applicable standards.

[David Miller - Century West] 18:21:09

That should take the airport out over the next 20 years.

[David Miller - Century West] 18:21:13

And however, as conditions change, it is the airport's decision And in coordination with FAA when it's time to update the plan. As I said.

[David Miller - Century West] 18:21:25

One distinction in the planning world from the FAA standpoint from the 2012 plan to where we are today Is the FAA updated its airport design standards significantly in that period. That wasn't anticipated when the plan was last done. So those things happen.

[David Miller - Century West] 18:21:40

They're out of the control of the airport owners so It's just a placeholder to say hey ODAV and FA when you're looking at priorities and spending down the road, keep in mind that they're likely going to need to find another master plan.

[Ben Williams-FOFP] 18:21:55

Okay, thank you.

[Brandy Steffen | JLA] 18:21:58

Great. Thanks, Ben. Other questions, clarifying comments, questions around the airport layout plan or the capital improvement plan that David has just shown?

[Brandy Steffen | JLA] 18:22:11

Ted, I see your hand is up. Go ahead. You should be able to unmute.

[Ted Millar] 18:22:18

Yes, I had a couple of questions. On the airport layout plan.

[Ted Millar] 18:22:24

It's my understanding that for ODev to be able to that they need to expand the airport boundary to show all of these improvements like kyle road And all of those things.

[Ted Millar] 18:22:40

The airport boundary Airport use boundary shown on this new master plan. I don't see it on there.

[David Miller - Century West] 18:22:51

Your first comment, yes, again, this is following the FAA's airport layout plan checklist requirements And one of the items that the definition that the FAA requires is They want to see on the airport layout plan the existing airport property line and that

[David Miller - Century West] 18:23:11

It isn't related to the use of the property. It's related to the ownership of the property.

[David Miller - Century West] 18:23:16

The grant obligations that ODEV has as the airport sponsor extend to the property boundary.

[David Miller - Century West] 18:23:23

And the FAA is absolutely clear about this. Along the same lines.

[David Miller - Century West] 18:23:28

When an airport master plan, airport layout plan identifies property acquisition.

[David Miller - Century West] 18:23:34

Such as the area shown here in yellow. There would be a future airport property line shown also, which we have done.

[David Miller - Century West] 18:23:41

The aeronautical use areas that you're referring to to the east, I think if I remember, we looked at this the other day again.

[David Miller - Century West] 18:23:49

There are notes on the drawing and in the data sheet that will indicate that the current status of that, but It is the official airport property line that the FAA

wants to see.

[Ted Millar] 18:24:02

I understand that. That's just for the part that the state owns.

[David Miller - Century West] 18:24:05

That is correct. Or we'll own through the acquisition, right? Yes.

[Ted Millar] 18:24:06

For purposes of For purposes of the through the fence and for purposes of where you have the yellow indicated for future purchase.

[Ted Millar] 18:24:19

Is that boundary go? Like, for instance, the entire area between the roadway boundary and then these new boundary Acquisitions.

[Ted Millar] 18:24:30

That you're showing.

[David Miller - Century West] 18:24:32

Are you referring... to the yellow area. I'm sorry, Bernie.

[Brandy Steffen | JLA] 18:24:36

Is...

[Ted Millar] 18:24:38

Well, not this yellow, but on the previous one that you had out there for the future properties that you wanted to be able to have the ability to purchase in the future.

[David Miller - Century West] 18:24:47

Oh, I see. I see.

[Ted Millar] 18:24:48

It's my understanding that those have to be included in the airport boundary to be able to be eligible. Is that correct?

[Ted Millar] 18:24:57

Yeah. Yes.

[David Miller - Century West] 18:24:57

To be eligible for purchase? No, not necessarily because they're not currently owned by the airport so They can be identified as possible areas for acquisition.

[David Miller - Century West] 18:25:10

So they'll be identified in that reserve sense. They wouldn't be part of the current airport boundary. And because there aren't specific parcels identified for acquisition.

[David Miller - Century West] 18:25:26

Because they would be driven by individual willing sellers that have yet to have yet to identify fully.

[David Miller - Century West] 18:25:35

The capture is sort of acknowledging that the areas in this aeronautical use facilities in this area would meet that requirement. They are acknowledged on the plan as potential areas to require if there's a willing seller situation.

[David Miller - Century West] 18:25:50

So you don't need to identify every individual parcel of privately owned land to make it eligible, if that makes sense.

[Ted Millar] 18:25:51

I guess where I'm concerned.

[Ted Millar] 18:25:59

Well, I guess what I'm trying to get to is that all of the buildings on the airport are all on private Homer threw the fence agreement.

[Ted Millar] 18:26:08

And so none of those that I see on here show that they're within the airport use boundary. And I think those shouldn't those be defined?

[Ted Millar] 18:26:19

Because that's... They have 56% of the airport land and it's the airport use And it's not owned by the state, but it's owned by private enterprise with a through the fence agreement so the airport use boundaries should be included to cover all of those, shouldn't it?

[David Miller - Century West] 18:26:26

Yeah.

[David Miller - Century West] 18:26:34

Yeah.

[David Miller - Century West] 18:26:39

I believe that on this drawing where we get there is the magenta line that runs along the perimeter of these parcels.

[David Miller - Century West] 18:26:47

You'll notice that the entire area that you're referring to has bordered by this magenta line.

[David Miller - Century West] 18:26:53

And then the note will refer to that line. So that is sort of acknowledging that that's where those parcels are and they are therefore captured, if you will, on the airport layout plan.

[Tony Beach] 18:27:06

And David, if I can just jump in for a second. So Ted, I believe the airport

boundary that you're referring to is a state level distinction.

[David Miller - Century West] 18:27:08
Sure.

[Tony Beach] 18:27:17
That is not necessarily the same exact thing that we would show on our federally

[Tony Beach] 18:27:29
Prescribed or assigned airport layout plan.

[Ted Millar] 18:27:34
Yeah, it was my understanding that ODAB must expand the airport boundary to take in Kyle Road area that's shown and the entirety of the aeronautical reserve So that those areas can be developed with aeronautical uses and minimize the temptation of opponents to engage in years

[Ted Millar] 18:27:54
Long litigation. So I think to be able to purchase those even in the future, they have to be shown within the airport use boundary in some way that makes it all identifiable and and meet those requirements.

[Ted Millar] 18:28:13
Isn't that right?

[Tony Beach] 18:28:14
So just as David was mentioning, the magenta line does reflect It's in the legend.

[Tony Beach] 18:28:24
Of the left table, the legend, right where that cursor is There's a magenta line that says airport property acquisition.

[Tony Beach] 18:28:31
In that magenta line, it shows on magenta shows all of the boundaries where the preferred alternative showed potential for property acquisition. So I believe that is shown here in this document.

[Ted Millar] 18:28:43
But shouldn't it also say like a future airport boundary or that's the Airport use boundary or something like that that clearly defines it though.

[Ted Millar] 18:28:53
Because all this shows is potential future acquisition, but I understand you can't acquire it.

[Ted Millar] 18:28:59
Unless it's shown in the master plan. As within the airport boundary.

[David Miller - Century West] 18:29:06
Well, I think what Tony said is accurate. The note two reference, it's a little

hard to see on here, but this essentially indicates what we've said earlier, and that is that These areas are identified as reserves that can meet the FAA's requirement for

[David Miller - Century West] 18:29:25

Acquisition in a situation where there's a willing seller and I would have initiates that process.

[David Miller - Century West] 18:29:32

I think ODAB is covered with this depiction of these boundaries.

[David Miller - Century West] 18:29:37

And I think that part of it is, as we've talked about, part of it is the is the areas that are currently developed and there are areas that are not yet developed so I think... I think that that possibility has been addressed.

[Brandy Steffen | JLA] 18:29:57

Okay, great. Ted, did you have anything else if you did wave um that you want to add. Otherwise, I'll go to tony helping Okay, and then after Tony, I think I might check in with you all. So we've had a lot of information here tonight. And so I'm just going to go around the group and you can obviously pass. But I'm going to go alphabetically by first name because that's how it shows up in my

[Brandy Steffen | JLA] 18:30:26

My little list of all of UPAC members. So after Tony Helbling, I'll go around to all of the PAC members and just check in with you if you have any questions or thoughts or comments.

[Brandy Steffen | JLA] 18:30:40

And then we can get back into it for anyone who has additional comments.

[Brandy Steffen | JLA] 18:30:44

So Tony Helbling.

[Tony Helbling] 18:30:49

Okay, the CIP, we're showing a runway extension, but not until 2030, is that correct, David?

[David Miller - Century West] 18:30:57

Correct right now that project has identified somewhere at 2030 or beyond. And as I said There are a couple of factors. One is the short-term priority is the ongoing rehabilitation of the existing runway.

[David Miller - Century West] 18:31:11

And as we talked about in the last couple of several PAC meetings.

[David Miller - Century West] 18:31:17

The FAA position is that they will fund rehabilitation or maintenance on the runway, but not upgrades. So the existing pavement will will be essentially maintained.

[David Miller - Century West] 18:31:29

Or the pavement strength, if you will. And it will be rehabilitated at its current length. No extension.

[David Miller - Century West] 18:31:36

Strengthening uh so But the second part of the conversation is, as I mentioned earlier.

[David Miller - Century West] 18:31:43

There's an FAA expectation that the non-standard conditions for the current runway will be corrected before a project is considered for extension. So that's the reason that it's down the list. There's a lot of work to do.

[David Miller - Century West] 18:31:58

To get to that point. The implementation phase, as we talked about earlier, is in and of itself very complicated.

[David Miller - Century West] 18:32:06

And I think what Tim House at the FAA has said a number of times is that the FAA is looking for a plan with a target that can be followed and they recognize that this is a multi-step process that will take many years. So I'm not prepared to say that, you know.

[David Miller - Century West] 18:32:25

I think at this point we'd say that if progress is made toward meeting standards, which is going to be, again, a project by project effort that may affect the decision on when the timing on when that extension would be considered.

[David Miller - Century West] 18:32:38

So there's a lot of I guess the way I'd characterize it is there's a lot of work to do at this airport before the FAA would seriously consider funding a runway extension.

[Brandy Steffen | JLA] 18:32:52

Oh, okay. Tony, you should be able to unmute again.

[Tony Helbling] 18:32:56

We got to figure this out, Brandy, because this is not collaborative. This mute, unmute. I mean, let's have a conversation this control issue where we can't talk in before This is not conducive to collaboration. This is control on ODEF's part.

[Brandy Steffen | JLA] 18:33:14

Yeah. Yeah, I'm sorry it's Yeah, go ahead.

[Tony Helbling] 18:33:14

And I don't appreciate it. Next thing is Okay, so the other part of that question is then the EA wouldn't start till 2030. Is what you show on the slide so that pushes an EA with opposition filing lawsuits I mean, this could push out to 2035

[Tony Helbling] 18:33:38

Or later and that's or later I mean, this is a safety issue that we need to get addressed further. And then also, I just want to make sure everybody understands the record here I'm going to talk about the drain field easements because of the drain field issue again

[Tony Helbling] 18:33:55

Because what Tony Beach is referring to is questions that were tabled in 2021 before this master plan ever started.

[Tony Helbling] 18:34:01

Those questions were not relevant to this master plan. Or the submittal that we just made. And to be clear, Betty Stansbury talked to me as the chair of HDSE And we tabled that discussion about the geotextile fabric at the time at her request and suggestion

[Tony Helbling] 18:34:18

Because Odav had maintained or retained Century West separate from this master plan and not even James Kirby and Dave Miller, your group, it was the Spokane group that handles septic type work for Century West.

[Tony Helbling] 18:34:34

And they put out a survey to try to figure out how much effluent the whole airport was putting out.

[Tony Helbling] 18:34:40

And nobody answered their survey. So I worked with Betty collaboratively at the time to gather that data for Century West.

[Tony Helbling] 18:34:47

Because at the time there was a discussion about porting all the effluent at the entire airport and our drain field going away.

[Tony Helbling] 18:34:54

But to the north, the Columbia helicopters. And we explored that. Then that disappeared. It evaporated. The whole study.

[Tony Helbling] 18:35:02

So to now claim that technical questions that were asked at that time are the basis for a decision to not allow consideration for the geotextile fabric in this master plan is just it's I can't understand how you could even think that.

[Tony Helbling] 18:35:21

Because at the time, those questions were tabled by Betty Stansbury herself.

[Tony Helbling] 18:35:27

The director of ODAP. And to claim that that's the reason why we're not going to consider it and say we decided that it isn't.

[Tony Helbling] 18:35:36

Because and then not define who we is I think that's absurd. And I think the master plan, as we've stated several times.

[Tony Helbling] 18:35:44

Is being rammed through this drain field issue is being rammed through without consideration.

[Tony Helbling] 18:35:50

And I'm just not going to sit back and let you guys push it through without at least getting into the record that you're ramming this through and it's unjustified and it's unconscionable.

[Tony Helbling] 18:36:01

So I'll shut up.

[Brandy Steffen | JLA] 18:36:03

Hey, Tony, thank you for your comments. I do want to check in with other PAC members who haven't chimed in tonight.

[Brandy Steffen | JLA] 18:36:14

So if you don't have anything you want to add or questions that you might have, please just say skip, that's totally fine. So Austin barnes

[Austin Barnes] 18:36:27

Hey, Brandy, nothing more to add. Thank you.

[Brandy Steffen | JLA] 18:36:29

Okay, Bill Graup. Okay. Brandon.

[Bill Graupp] 18:36:32

A pastor.

[Brandy Steffen | JLA] 18:36:35

Pike, wait. Wrong person. Sorry, my notes.

[Brandy Steffen | JLA] 18:36:42

Brian Asher.

[Brian Asher] 18:36:52

Thank you. My question, I think it's been addressed on this capital improvement plan. What percentage of the numbers here has a... factor for inflation.

[Brian Asher] 18:37:09

You know, I know our projects in the last two years have just gone out of sight.

[Brian Asher] 18:37:14

So, you know, you're talking about projects here that are 10 years out. I just wondered, I know it was discussed If you could just reiterate about that, David, I'd appreciate that.

[Brian Asher] 18:37:25
Thanks.

[David Miller - Century West] 18:37:25
Yeah, absolutely. Great question. So the engineering cost estimates that went into building the capital improvement program were developed using 2024 dollars and the common method for adjusting or accounting for inflation in airport master plans is the um 2024 dollars essentially

[David Miller - Century West] 18:37:47
Built into the CIP. The airport management can use the CIP as an index. So any future year They can adjust the costs based on the change in the CIP.

[David Miller - Century West] 18:38:02
If it's three years down the road or 15 years down the road, there's a fixed point CIP to begin and then wherever they are in the planning period.

[David Miller - Century West] 18:38:11
And it's a great point. I think it's we again Because we can't predict the future in terms of inflation.

[David Miller - Century West] 18:38:20
We're establishing the CIP in 2024. And the expectation is, yes, as projects are implemented In the future with the adjustments and the costs of everything going up, things will cost more. Absolutely.

[Brian Asher] 18:38:35
My prediction would be in the next seven or eight years, it's going to double in price so Most likely.

[Brian Asher] 18:38:42
That's the kind of way we've been running our lives. Thank you for your time. I appreciate it.

[David Miller - Century West] 18:38:47
Thank you very much.

[Brandy Steffen | JLA] 18:38:48
Great. Thanks, Mayor Asher. I see Catherine Stevens.

[Cathryn Stephens] 18:38:53
Yeah, hi there. I've been listening in. Appreciate all of the questions and dialogue. Thank you so much to staff and to our consultants for continuing to move this process along and I will just continue to listen in i'm the

[Cathryn Stephens] 18:39:08
The Oregon Aviation Board liaison. And so we've been having updates on a regular basis at our board meetings and look forward to having additional updates as this process moves forward. Thanks.

[Brandy Steffen | JLA] 18:39:22
Thank you. All right, Councillor Anne Shevlin.

[Councilor Anne Shevlin] 18:39:25
Thank you. Thank you, Brandy. I'll take just a moment to introduce myself. I know that the group here is used to seeing Councillor Joanne Linville.

[Councilor Anne Shevlin] 18:39:33
Sitting in this seat, she's completed her term. I'm a newly elected counselor for the city of Wilsonville.

[Councilor Anne Shevlin] 18:39:41
I'm honored to serve in that position. I just have a few comments, no questions particularly I'd like to say that to say that the city of Wilsonville is disappointed in the outcome of a four year long process that recommend spending, I'm going to stick with \$185 million planning to Mr. Asher's point, it could be up to two million two hundred million rather

[Councilor Anne Shevlin] 18:40:04
By the time we get around to some of these projects. But anyhow, recommended spending \$185 million on a 500 foot runway extension condemnation of private residences and businesses relocation of a significant portion of State Highway 550 and associated improvements to make the airport safe

[Councilor Anne Shevlin] 18:40:26
Which will ultimately only benefit a small number of interests while still impacting the larger communities.

[Councilor Anne Shevlin] 18:40:32
Would be an understatement. For us, the flawed process at no point discussed some of the issues that I'm going to list here.

[Councilor Anne Shevlin] 18:40:41
Now, Mr. Miller did point out that the environmental impact study and other environmental studies would occur after this fact. But for the record, I'm going to list them here.

[Councilor Anne Shevlin] 18:40:53
So we've been concerned that the issues have not addressed the concerns of the surrounding communities of Wilsonville and Aurora.

[Councilor Anne Shevlin] 18:41:02
The process thus far has failed to address issues associated with municipal governance.

[Councilor Anne Shevlin] 18:41:08
Surface water or groundwater contamination inadequate wastewater treatment necessary to address DEQ violations and FAA standards lack of review of stormwater pollution that impacts endangered fish.

[Councilor Anne Shevlin] 18:41:24

No study of toxic chemical pollution and PFAS accumulation No study of firefighting capacity nor discussion of lack of appropriate apparatus at the airport.

[Councilor Anne Shevlin] 18:41:36

And no study of recommendations regarding area residence noise complaints about low-flying aircraft.

[Councilor Anne Shevlin] 18:41:44

So in conclusion, as this process moves into its next phase, the city does want to thank the FAA for their participation in this process.

[Councilor Anne Shevlin] 18:41:52

The city also appreciates being able to participate in this process and will be watching very closely in the future to ensure that there's an appropriate blend of all the safety improvements that we've mentioned and others I know that will come up

[Councilor Anne Shevlin] 18:42:08

And that these are undertaken along with work to improve airport operations. Thank you.

[Brandy Steffen | JLA] 18:42:14

Great, thanks. All right, Dave Malk.

[Brandy Steffen | JLA] 18:42:21

You should be able to unmute.

[Dave Mauk] 18:42:25

Quick comment and quick question. I'd like to thank Councilor Shevlin for her comments that she just made.

[Dave Mauk] 18:42:32

Thanks very much. And my question is, how many acres does ODAF control now at the airport?

[Dave Mauk] 18:42:39

And how many acres are they conceivably going to control at the airport using the dotted lines that Ted Millar was walked through.

[David Miller - Century West] 18:42:53

I would have to pull that. Tony probably has the number currently.

[David Miller - Century West] 18:42:58

The current ownership of acreage and then the acquisition that's identified. I don't have those numbers right at my fingertips, but we can provide

[Dave Mauk] 18:43:06

If you could post those somewhere or get back to me and I suppose a few others would like that information.

[David Miller - Century West] 18:43:12

Yes, absolutely. I know that preliminary breakouts of property, we had identified approximate acreages, so it was in the some of the analysis of alternatives but And it will be depicted on the draft airport layout plan in the data sheet in terms of existing acreage and future acreage, but we will

[David Miller - Century West] 18:43:31

Will not be able to respond to your comment. Perfectly.

[Tony Beach] 18:43:34

So I'm sorry, David, I'm just going to jump in. I'm going to take a quick look now, but I believe it's in the inventory.

[David Miller - Century West] 18:43:36

Yeah.

[Tony Beach] 18:43:43

Chapter. That would be the existing property acreage and then in the in the preferred alternative, it Number four, how many acres would be acquired?

[Brandy Steffen | JLA] 18:43:44

Okay, great.

[Brandy Steffen | JLA] 18:44:00

Okay, great. So you might get back to us, Tony and um just Let me know when you're ready. All right, so we'll get back to you, Dave, on that number.

[Dave Mauk] 18:44:09

Thank you.

[Brandy Steffen | JLA] 18:44:09

Okay, David Wagner.

[David Waggoner] 18:44:15

Good evening all. Despite the fact that the Aurora Airport is just a huge economic generator for the surrounding area.

[David Waggoner] 18:44:24

The money that it pours into Wilsonville, Canby, Aurora is just unbelievable in its scope. But despite that economic impact and despite the fact that as the airport mat that will grow in benefit of the local communities I find it absolutely unacceptable

[David Waggoner] 18:44:42

That we would even consider taking private property from private property owners and businesses that are on the west side of the Hubbard cutoff highway So I think we need to look at a different option for that.

[Brandy Steffen | JLA] 18:44:55

Okay, great. Thanks, David. All right, I see Jamie Stickle next.

[Jamie Stickle, City of Canby] 18:45:04

Thank you. Jamie Sickle, City of Canby. David, thank you first for your presentation. I know there's a lot of information and appreciate it all laid out this way. The question I had was, and maybe you said this and maybe I just missed it, but that the percentage

[Jamie Stickle, City of Canby] 18:45:22

Eligible for FAA funding might be 90%. It depends on the funding and the project.

[Jamie Stickle, City of Canby] 18:45:27

But that it would be up to then having a local match. Is that through ODAV or is that who is the local match?

[David Miller - Century West] 18:45:36

Great question. Thank you. I should clarify. Yeah, the local in this case is the the owner of the airport, which is Odepth.

[Jamie Stickle, City of Canby] 18:45:47

Okay.

[David Miller - Century West] 18:45:47

So that does not mean, of course, that other sources of funds could contribute to the local match.

[David Miller - Century West] 18:45:53

Depending on the project. There may be tenant related improvements.

[David Miller - Century West] 18:45:58

That's not uncommon to see sometimes. The distinction is some airports are run by cities, towns, some are owned by counties.

[David Miller - Century West] 18:46:06

And in those cases, local are those governments so local is State Department of Aviation.

[David Miller - Century West] 18:46:14

And as far as I was going to say just as far as a percentage, 90% is typically what we see.

[Jamie Stickle, City of Canby] 18:46:14

Thank you so much.

[David Miller - Century West] 18:46:20

But of course. Faa Reauthorization Act surpassed by Congress.

[David Miller - Century West] 18:46:26

Periodically and they're free to change formulas as needed.

[David Miller - Century West] 18:46:32
That's based on what is in place today.

[Jamie Stickel, City of Canby] 18:46:35
And my second one my second piece was actually just a comment and not for David, but I know that there have been asks for these meetings to be held in person and I understand due to reasons that we're not able to do that. But I do think it would be nice to have the ODAV representatives with their cameras on and feeling like they're participating in the meeting. Maybe that would feel like less of a divide between the PAC

[Jamie Stickel, City of Canby] 18:46:57
And ODAO itself, rather than just jumping in with an answer and then taking their video off.

[Brandy Steffen | JLA] 18:47:03
Great. Thanks, Jamie. John Bickford.

[Brandy Steffen | JLA] 18:47:13
Maybe I got the wrong name. Sorry about that. Melissa Arens.

[Melissa Ahrens, DLCD] 18:47:20
Good evening, everyone. No questions or comments at this time. Thank you.

[Brandy Steffen | JLA] 18:47:24
Great. Naomi Zordley.

[Naomi Zwerdling, ODOT] 18:47:30
Yes, I also have no comments, so I will just pass. Thank you.

[Brandy Steffen | JLA] 18:47:37
Okay. Pam Barlow Lind.

[Pam Barlow Lind] 18:47:44
Hi there, Ditto. Same there, no questions, no comments. Lots of thoughts, but... Nothing to add at this point.

[Brandy Steffen | JLA] 18:47:50
Okay, great. Thank you. Patrick Donaldson.

[patrick donaldson Wilsonville Chamber] 18:47:56
Looking at the chart of the capital improvement plan, I see the short-term projects for the next four to five years.

[patrick donaldson Wilsonville Chamber] 18:48:02
And I see long-term projects for 30 and beyond. I've already made comments about the economic displacement and impact that's going to take place in real people's lives, real people's homes, real people's businesses, real people's community.

[patrick donaldson Wilsonville Chamber] 18:48:16

So this is not just something that happens overnight, but over a long extended period of time. And there's a simple way of doing this.

[patrick donaldson Wilsonville Chamber] 18:48:23
Economists are capable of doing this in a nanosecond, quite frankly. That said.

[patrick donaldson Wilsonville Chamber] 18:48:27
Secondly, I ask the question, when I start adding these figures up on these things, I notice down on the second chart about long-term projects.

[patrick donaldson Wilsonville Chamber] 18:48:36
An estimate is made of \$1 million for the next airport master plan. I recall from our first meeting that it was estimated that the cost of this, the contract between FAA and ODAV and the consultants.

[patrick donaldson Wilsonville Chamber] 18:48:50
Was approximately about \$900,000, but that I've heard a number of things since that time that those costs have crept up. So my question is, as of today, how much has been spent on this project above and beyond, both totally and also above and beyond the original estimate.

[patrick donaldson Wilsonville Chamber] 18:49:10
And does that mean that the estimate that's in this chart of \$1 million is significantly less than it really is in real time dollars?

[patrick donaldson Wilsonville Chamber] 18:49:18
And I would just echo the fact that, and I'm going to take some liberty here, we perhaps have heard this quote before about what God has joined together, let no man put asunder.

[patrick donaldson Wilsonville Chamber] 18:49:31
What FAA has joined together, let no person put asunder. I think that what's interesting at the beginning of this process, there was differences of opinion.

[patrick donaldson Wilsonville Chamber] 18:49:41
But an unintended consequence about this process is that ODAV has joined all of these opposing forces to come to a common conclusion.

[patrick donaldson Wilsonville Chamber] 18:49:51
Which is that this thing is about ready to go off the end of the runway I'm just very disappointed that we've invested all this time, effort, and money and and counselor Shevlin and Dave Mock and other people have spoken well about this.

[patrick donaldson Wilsonville Chamber] 18:50:06
And there's an opportunity to get it back on track. And that is that We've already testified to it. I just have to stop because enough has been said.

[Brandy Steffen | JLA] 18:50:18
Okay, thank you patrick. So I think

[patrick donaldson Wilsonville Chamber] 18:50:18
Thank you

[David Miller - Century West] 18:50:21
I would just defer to Tony on the question that was asked and I think that

[Brandy Steffen | JLA] 18:50:28
Yeah, specifically about the cost of the planning, the airport master planning process.

[Brandy Steffen | JLA] 18:50:35
And how much more it has been spent than originally estimated, I believe, was Patrick's questions.

[Tony Beach] 18:50:45
So thank you for restating that i was looking through the preferred, the refined preferred alternative and found where on page 19 out of 30 I'm sorry, the 19 out of 30 is in tonight's presentation.

[Tony Beach] 18:51:02
Where it shows 25 acres for priority property acquisition and 153 acres in property acquisition reserves. So just wanted to close the loop on that.

[Tony Beach] 18:51:13
But thank you for restating the question. And I don't have the total amount.

[Tony Beach] 18:51:20
The grant amount that we have for this project was discussed in previous meetings and I don't have the exact number in front of me But we have gone well over time and well over budget on this project because we wanted to have such a robust

[Tony Beach] 18:51:40
Discussion and have had additional meetings beyond what was originally scoped.

[Tony Beach] 18:51:44
For this project. And again, just to make sure that we could have robust discussion.

[Kenji Sugahara] 18:51:51
Yeah, and Tony, just for everybody out there, to be clear, a lot of the money that was spent above and beyond with in order to get additional public comment and actually get more information to have more robust discussion.

[Kenji Sugahara] 18:52:06
So that is the reason that it was above and beyond.

[Kenji Sugahara] 18:52:09
So I just want to be clear on that. This was to enhance public involvement.

[Kenji Sugahara] 18:52:16

So thank

[Brandy Steffen | JLA] 18:52:18

Okay, great. Thank you. Ben, I do see that your hand is up, but I want to get through a few more people, so I'll circle back with you.

[Brandy Steffen | JLA] 18:52:27

Whitney, Stuart, do you want to read your comment or should I read it?

[Whitney Stewart] 18:52:33

Hi, thank you. No, yeah, I can restate that question really quick. So just essentially, and again, give me folks if I'm kind of speaking outside of my knowledge base here and some ignorant showing.

[Brandy Steffen | JLA] 18:52:38

Okay.

[Whitney Stewart] 18:52:44

But in this, the capital improvement plan or the master plan, was there any thought given to kind of seismic improvements or any kind of general resiliency of the airport in an idea that like emergency preparations that was just kind of an idea of if that was baked into any of these potentialities.

[David Miller - Century West] 18:53:03

I think, great question. I was going to say that when any sort of engineering analysis of reconstruction whether it's a runway or a taxiway or any other facilities. I think that resiliency is one of the factors that is considered.

[David Miller - Century West] 18:53:23

So I would... defer to our engineers in terms of the assumptions but i I think at this stage, there weren't specific seismic upgrades included that I'm familiar with. I could be wrong, but I think that when a project unfolds

[David Miller - Century West] 18:53:39

5, 10, 15 years down the road, the regulatory requirements, the design standards may be different in that field.

[David Miller - Century West] 18:53:47

Whatever is applicable appropriate would be built into that. Effort, I think it's fair to say.

[Whitney Stewart] 18:53:52

Thank you

[David Miller - Century West] 18:53:54

Thank you.

[Brandy Steffen | JLA] 18:53:56

Okay, great. So I'm going to circle back with Erin. Do you have anything else to add at this time, Erin?

[Aron Faegre] 18:54:13

Yeah, I guess I wanted to mention someone claimed there were violations, but I can say that both drain fields that are being discussed here.

[Aron Faegre] 18:54:24

Have our DEQ license. They get regular inspections There are no violations in them at all.

[Aron Faegre] 18:54:31

They're very functional. And actually kind of following up on the prior question.

[Aron Faegre] 18:54:40

In a major earthquake, it's estimated that urban sewer systems will be down For about a year.

[Aron Faegre] 18:54:48

And because Aurora is such an important airport. With its capabilities for, and that's comes from Dogami and others who've studied it. So the year I'm not making it up.

[Aron Faegre] 18:55:03

Um. So Aurora, one of the things I wanted to say, I wanted to remind people that in the California fires, who's fighting those fires, who's moving power lines?

[Aron Faegre] 18:55:16

Many of the helicopters and the work being done it is Coming from Aurora, it's that important of an airport. And so I hope people realize we're not talking hypothetically about aviation business as we're talking about you know crucial, incredibly important aviation businesses that

[Aron Faegre] 18:55:36

That pretty much any airport would love to have. But I just did want to clarify there are no violations at either of these drain fields that are being discussed.

[Aron Faegre] 18:55:47

And, you know, just to further up, I saw Tony put a note in the chat reminding everyone that if there was a reason that questions weren't answered, it's because the director And this is before Kenji's time, so maybe Kenji didn't know this.

[Aron Faegre] 18:56:04

She put it on hold. And our last request was because the questions had gotten so detailed I said, you know, let's have the two geotechs in the room Because they're the experts on what can and can't be done and where these numbers come from.

[Aron Faegre] 18:56:21

And I feel confident they would have agreed with each other, GRI and NV5 are great companies. They share staff.

[Aron Faegre] 18:56:30

You know, often between them So I just still think that whole issue really never got clarified so i think You know, again, I would just say to Kenji i hope to you will keep that alive and not throw it out because I think there are good solutions there using modern technology.

[Aron Faegre] 18:56:53

And I was disappointed to hear that the use of the EMAS system, which again is used at other airports was just discarded without really any reason.

[Aron Faegre] 18:57:04

You know, clearly it does work and it would allow the drain fields to remain where they are in both ends of the runway. And we submitted a a drawing showing how that be done. But I think those are the main comments I have, just that I and, you know, in the whole

[Aron Faegre] 18:57:24

Modification of standard. It's so counter to what the advisory circulars, which are Federal Register, I mean, that's what the nation airports run on and that someone it's been attributed to someone in the FAA regionally as saying we can't use it.

[Aron Faegre] 18:57:46

All of you who fly commercially have been into many airports that do use the MOS.

[Aron Faegre] 18:57:53

All the time and it could be used here, clearly. But I'll stop there. I'll just hope that... as this progresses.

[Aron Faegre] 18:58:05

What's available to the rest of the country can be made available for Oregon as well and that we're not singled out for some reason.

[Aron Faegre] 18:58:14

Thank you.

[Brandy Steffen | JLA] 18:58:14

Thanks, Aaron. Thanks. All right, I'm going to go to Ben Williams and then bruce And then Ted Millar, and then Tony Helpling.

[Ben Williams-FOFP] 18:58:24

Thanks, Brandy. David, will you go back two slides, please, to the ALP?

[Ben Williams-FOFP] 18:58:32

Great, thanks. I'm... noticing the two empty signature blocks at the bottom of the ALP.

[Ben Williams-FOFP] 18:58:42

And to my earlier comment about the Court of Appeals. Ruling that the 2012 master plan isn't valid because it wasn't properly adopted and approved by the aviation board.

[Ben Williams-FOFP] 18:58:56

The ALP that went along with that master plan was signed by the then Director of the aviation department Mitch Weipert.

[Ben Williams-FOFP] 18:59:08

What the department was unable to deliver to either Luba or the Court of Appeals with any documentation on the part of the aviation board that they had delegated to Mitch Schwecker the authority to sign the alp on their behalf on the aviation board's behalf

[Ben Williams-FOFP] 18:59:27

In order to submit it to the FAA for counter signature.

[Ben Williams-FOFP] 18:59:33

At the beginning of this presentation, you had the project timeline and it still has conclusion in May showing delivery of the final document following FAA review.

[Ben Williams-FOFP] 18:59:48

Presumably that's delivering that document your client, which is the Department of Aviation.

[Ben Williams-FOFP] 18:59:56

What is the plan for the next step after that? I'm talking now about approval and adoption by the aviation board that has the statutory responsibility And B, the specifics about signing the ALP on behalf of the state of Oregon.

[Brandy Steffen | JLA] 19:00:16

And I wonder, David, I know you have a whole section on the next steps. I'm wondering if we could pause that question maybe, Ben, because I know David has a whole section on next steps and what those what that entails. Is that okay if we just pause that?

[David Miller - Century West] 19:00:20

I do. I do. Yeah, okay.

[Ben Williams-FOFP] 19:00:33

If the answers to those questions are being covered, yes. My assumption was it was next steps in this PAC process.

[Brandy Steffen | JLA] 19:00:33

Sure.

[David Miller - Century West] 19:00:37

Okay.

[Ben Williams-FOFP] 19:00:40

And the timeline shows that all ending in May.

[Brandy Steffen | JLA] 19:00:43

Yeah. Yes, David, correct me if I'm wrong, but I believe that you're going to talk

about the whole process for closing out the airport master plan.

[David Miller - Century West] 19:00:53

Yes, yes. And just to quick clarify, the may uh submittal is the draft final report that will be submitted for FAA review.

[David Miller - Century West] 19:01:02

But I'll come back to that when we go through the next steps.

[Ben Williams-FOFP] 19:01:07

Okay.

[Brandy Steffen | JLA] 19:01:07

Okay, thanks, Ben. Did you have anything else, Ben? Okay, great.

[Ben Williams-FOFP] 19:01:12

No, ma'am, that does it. Thank you.

[David Miller - Century West] 19:01:14

Randy, I need just 30 seconds to step out for a sec if you can

[Brandy Steffen | JLA] 19:01:17

Okay, great. Okay. Bruce, do you have any questions, comments?

[Brandy Steffen | JLA] 19:01:27

I thought you were here. Oh, there you are. Okay.

[Brandy Steffen | JLA] 19:01:33

You should be able to unmute.

[Bruce Bennett] 19:01:35

There it is. Thank you. Yeah, I see you.

[Brandy Steffen | JLA] 19:01:37

Okay.

[Bruce Bennett] 19:01:41

A huge problem right next to a possible huge solution.

[Bruce Bennett] 19:01:48

The runway lengthening is safety. That's for our neighbors. And that's that's in the plan since 1976.

[Bruce Bennett] 19:01:59

As required by the FAA for safety. In 76, it was 1,000 feet.

[Bruce Bennett] 19:02:07

Now they've reduced it to 500 additional feet. That's a significant compromise, half, but But it's an improvement and i think it's an improvement is that is the top priority and for it not to be in the capital improvement plan is

[Bruce Bennett] 19:02:23

Is criminal. And the solution we've been talking about safe approved ways of avoiding ways of avoiding disrupting the neighbors.

[Bruce Bennett] 19:02:34

And spending tons of money that no one has. On moving the road.

[Bruce Bennett] 19:02:41

Doing that a more economical way, realizing it's a one-sided runway because of that highway The airport is only developed and will only ever be developed on one side.

[Bruce Bennett] 19:02:55

Uh the uh

[Bruce Bennett] 19:03:00

Avoiding moving that road and taking that property

[Aron Faegre] 19:03:01

Can you testify? That there are two non-standard

[Brandy Steffen | JLA] 19:03:06

Oh, sorry, I muted you, Erin. Go ahead, Bruce.

[Bruce Bennett] 19:03:07

And... That's all right.

[Bruce Bennett] 19:03:12

Getting the lengthening And the ASAP.

[Bruce Bennett] 19:03:17

Not in the third year, I think. Is imperative.

[Brandy Steffen | JLA] 19:03:24

Okay. Thank you, Bruce. I... I see Ted and then Tony Helping.

[Ted Millar] 19:03:40

This is Ted. I just had two questions. One. Is it possible to go back and add the internal circulation road on private property that was shown in the 2012 master plan.

[Ted Millar] 19:03:56

And has been submitted several times in our submittals for this master plan.

[Ted Millar] 19:04:03

Not talking necessarily about who would pay for it. But I believe there are ways to get that paid for that would minimize any expense by ODAV or the FAA. And that's also a safety issue Because this isn't Portland International.

[Ted Millar] 19:04:22

Where everything is controlled. According to the airlines. This is a collaborative, what they call

[Ted Millar] 19:04:32
Commercial service Airport free.

[Ted Millar] 19:04:37
Private enterprise and construction companies and things like that. It's an entirely different kind of an airport. And so everybody needs to work back and forth together and to be able to drive back and forth one under the other because they work together without going out

[Ted Millar] 19:04:55
The highway. And so I like to see that added back into the master plan.

[Ted Millar] 19:05:02
Also, the other is my point I tried to make earlier It's my understanding that ODAV must expand the airport boundary to take in the Kyle Road area that's showing at an airport and the entire and the entirety of the aeronautically reserve

[Ted Millar] 19:05:24
It has to be shown in there as part of the airport boundary and just to show it in that magenta line as something about the future boundary doesn't accomplish that. So I'd like to see those two things really addressed.

[Ted Millar] 19:05:38
And if we don't have time tonight, I'd like to request one additional pack work session to where we could actually collaboratively talk about some of these solutions because I don't think we're that far apart It's just a matter of we don't have to have one person win and one lose.

[Ted Millar] 19:05:58
I think we need to figure out a way to get a win-win for all of us.

[Ted Millar] 19:06:03
And I think it can be achieved very easily if we could just sit and talk about the options and find a ground that would work for everybody.

[Brandy Steffen | JLA] 19:06:15
Great. Thanks, Ted. Um so I guess I'm not sure if David or Tony could answer your question if that could internal circulation could be added back into the plan.

[Brandy Steffen | JLA] 19:06:31
Tonight.

[Tony Beach] 19:06:33
Yeah. Yeah. Thanks, Brandy. So in our last meeting in December 10th.

[Tony Beach] 19:06:39
We did have some discussion on that and we clarified We actually asked the PAC for

clarification when we were talking about the the vehicle service road that was shown in And when we were getting a lot of comments against that vehicle service road because of the impacts they had to the existing hangars.

[Tony Beach] 19:06:58

We did ask for clarification on um the internal what was being proposed as the internal circulation road and we also explained in that meeting that we can't show, as David mentioned also in this meeting, that we can't show the improvements off of airport

[Tony Beach] 19:07:20

That ODAB would undertake without you know doing the property acquisition. So right now, what we're showing is potential for property acquisition that again we think enables us to accomplish something like the proposed internal circulation road If there's a willing seller. So we believe that the way it's currently shown, we can work through that.

[Brandy Steffen | JLA] 19:07:48

Okay. Tony Helbling.

[Tony Helbling] 19:07:57

Okay, this goes back to the airport boundary issue. I have a difference of opinion on the airport boundary issue.

[Tony Helbling] 19:08:07

It's my understanding the FAA won't provide funds for something that is not inside what the sponsor is deciding the airport boundary is.

[Tony Helbling] 19:08:21

And that gets into a mess. It gets into a real sticky wicket and i get it.

[Tony Helbling] 19:08:26

Because the state doesn't own that property now, but to designate it for future reserves for eligibility for FAA funding, you're going to I believe a catch-22.

[Tony Helbling] 19:08:38

The FAA won't fund it unless it's in the airport boundary, but you're saying you don't want to put it in the FAA boundary.

[Tony Helbling] 19:08:43

Because or the airport boundary because you don't own it. So I disagree with your analysis and it just begs the question begs that you've got the road acquisition on the far side, but you can't put the road acquisition or the potential for the internal circulation road, which would save you a ton of money

[Tony Helbling] 19:09:05

That we're suggesting on this proposed ALP. It just, it doesn't make sense to me.

[Tony Helbling] 19:09:12

But going back to the airport boundary issue as a whole.

[Tony Helbling] 19:09:15

The problem is, and I think even Ben Williams brought this up and here I go agreeing with Ben Williams again the way the state looks at land use the state looks at the ALP and looks at it as a land use document.

[Tony Helbling] 19:09:33

And it makes a difference. And what we do now and what we don't do makes a huge difference for land use loss in the state of Oregon.

[Tony Helbling] 19:09:41

Because of how the court looks at the ALP and what the ALP is.

[Tony Helbling] 19:09:46

And it makes no sense to me why the state would not choose to make the airport boundary include properties that you're openly declaring that you want to purchase.

[Tony Helbling] 19:09:57

So that you can own the entire everything that is the airport, what you consider the airport to be we just don't understand why you're refusing it to do it.

[Tony Beach] 19:10:11

So Tony I made a couple of comments earlier when Ted made a comment earlier but But I believe, if I'm understanding your comment or understanding your or disagreement correctly, I believe what you're referring to as the airport boundary um there's a

[Tony Beach] 19:10:30

State definition. And what this airport layout plan to meet FAA requirements This is showing the current property and the future property acquisition.

[Tony Beach] 19:10:43

And I believe we're looking at apples and oranges here. I think we're talking about two different things.

[Tony Beach] 19:10:48

But to meet the FAA's requirements, we're showing the current airport property line and the future property line and future property acquisition.

[Tony Beach] 19:10:59

So our existing and ultimate configuration over the 20 year planning period.

[Tony Helbling] 19:11:04

Okay. And see, here's the challenge that we face, Tony, with this this You know, Kenji said it's collaborative. It's not. It's you present and then we have to defend This is the first time we've seen this airport layout plan.

[Tony Helbling] 19:11:16

And it's going to go steamboat right through. We're on our computers. We can't see the detail in this airport layout plan.

[Tony Helbling] 19:11:24

But this is the airport layout plan. That the courts are going to look at.

[Tony Helbling] 19:11:29

And what I'd like to see is if you look at the area on the east side of the current Elan Road.

[Tony Helbling] 19:11:36

And it's shaded in yellow. Where is the state airport boundary depicted on that?

[Tony Helbling] 19:11:43

And see, we can't see only these little bitty screens, but you're asking us to comment on it.

[Tony Helbling] 19:11:48

And to talk about it, but how can we do this without actually seeing it?

[Kenji Sugahara] 19:11:54

So quick thing for you, Tony. Did you have a chance to look at the materials that were provided to you before the meeting?

[Tony Helbling] 19:11:56

Yeah.

[Tony Helbling] 19:12:03

The materials that were provided before the meeting. Was this LP in it?

[Kenji Sugahara] 19:12:05

Yes. So the meeting materials. Yes.

[Brandy Steffen | JLA] 19:12:09

No apart.

[Tony Helbling] 19:12:09

Yes.

[Kenji Sugahara] 19:12:09

Brandy, is this layout plan included in the meeting materials that were provided to the to the PAC members? No.

[Brandy Steffen | JLA] 19:12:16

No, no, sorry. No, sorry, Kenji.

[Tony Beach] 19:12:17

It's posted. It's posted on the website right now.

[Tony Helbling] 19:12:20

Yeah.

[Brandy Steffen | JLA] 19:12:21

But we did post, yeah, we did post it just now so that hopefully you can zoom in and see it. Yeah, sorry.

[Kenji Sugahara] 19:12:22
Okay.

[Tony Helbling] 19:12:26
Okay. Yeah. Hopefully we can, but we're in a zoom meeting with you seeing people's faces It's now up on the site.

[Brandy Steffen | JLA] 19:12:30
Okay. Mm-hmm.

[Brandy Steffen | JLA] 19:12:34
Yeah.

[Tony Helbling] 19:12:37
And the night of and then telling us what your next steps are, where we don't have time to digest this.

[Tony Helbling] 19:12:42
I mean...

[Ben Williams-FOFP] 19:12:43
And the resolution on the screen version of the ALP is so bad, even when you zoom in, you can't read the fine print.

[Tony Helbling] 19:12:49
Hey, Ben Williams agrees with me.

[Brandy Steffen | JLA] 19:12:50
Okay.

[Ben Williams-FOFP] 19:12:51
Absolutely. We're all in the same boat now. Everybody hates the master plan.

[Brandy Steffen | JLA] 19:12:58
No, I mean, I think, you know. That was one of the reasons we wanted to make sure that we kept comments open until the 25th.

[Brandy Steffen | JLA] 19:13:08
But I definitely hear you, Tony, that This was not presented beforehand to you. And so we tried to post it during the meeting to to get it to you as soon as possible so you can look at it.

[Tony Beach] 19:13:20
And there's...

[Tony Helbling] 19:13:20
Well, what's frustrating, I guess, what's frustrating, I guess, is we've talked

about this numerous times. This is, I think, the third meeting in a row the stuff isn't presented to us beforehand.

[Tony Helbling] 19:13:32

It's showed to us during this meeting And then we're asked to give you our feedback on it. And then given time after the meeting.

[Tony Helbling] 19:13:39

I mean, previous master plans, stuff was presented long before so we'd have time to study it.

[Tony Helbling] 19:13:44

Look at it intelligently, work with our team to kind of figure out what we thought about it so we could prevent present meaningful discussion.

[Tony Helbling] 19:13:52

This discussion is not meaningful because we haven't had a chance to look at this.

[Tony Helbling] 19:13:55

And for the life of me, what's the difference between the line that's around what is the future Kyle Road And the aeronautical reserve proposed further to Airport Road.

[Tony Helbling] 19:14:08

Because both of them have to be acquired and you want the FAA to pay for both.

[Tony Helbling] 19:14:12

And it's my understanding talking to people at the FAA that it's less it's depicted in the airport boundary The FAA is not going to pay for it.

[Tony Beach] 19:14:24

So if I can just add, Tony, and David might be able to speak to a little more detail to this But this airport layout plan, this is a technical drawing that gets submitted to the FAA for their review and approval.

[Tony Beach] 19:14:37

They approve this document to show that it meets standards, meets their standards.

[Tony Beach] 19:14:43

But this is the result of the result refined preferred alternative which we have shared with the pack going back to based on iterations going back to Jing of 2024.

[Tony Beach] 19:14:57

And so as we have refined the The preliminary alternatives through the we had the preliminary alternatives in June, we had the refined preliminary alternatives or refined alternatives in July. And then we had shared Our preferred alternative in October, and then the refined preferred alternative in January.

[Tony Beach] 19:15:20

This, again, it's a technical sheet showing all the overlays and information that

the FAA looks at reviews approves to show the airport meets standard. But it's based on exactly that information we've shared over the last six plus months with the pack.

[Tony Helbling] 19:15:37

I get it. But I guess let's go back to my question.

[Tony Helbling] 19:15:40

Can somebody show me on the alp that is sitting on the computer in front of me right now.

[Tony Helbling] 19:15:45

The difference between the line that is going to run on the future kyle road and the aeronautical reserve line.

[David Miller - Century West] 19:15:56

Well, I'll attempt to answer. I think, as I've been pointed out, I think the resolution on an image this large or the scale is challenging. I think what we run into typically with drawings is we have multiple lines competing for visual space. So we've got a realigned access road, which is sitting effectively

[David Miller - Century West] 19:16:17

On the future property line. So to your point, I think the acquisition is needed to move that section of Kyle Road out of the object-free area.

[David Miller - Century West] 19:16:29

So that sort of yellow shaped area on the end there the property line would effectively run along the outer perimeter of the realigned road.

[David Miller - Century West] 19:16:38

And I think on either a full-size plot on paper or an enlarged view, that would be more clear.

[Tony Helbling] 19:16:39

Okay.

[Tony Helbling] 19:16:45

Right. And because we would look at this if we'd had it beforehand, we could have plotted it on the problem.

[Tony Helbling] 19:16:52

Large piece of paper and understood it and made you know recommendations or effective decisions I guess my question is, David, and this is to David Miller, why would we not make the airport boundary proceed from that yellow area to the east all the way to airport road all the way down airport road

[Tony Helbling] 19:17:11

To Art Road. And include all that area in the airport boundary. Why would we not?

[David Miller - Century West] 19:17:13

Yeah. Well, I won't speak on behalf of ODAV. I would tell you, though, that the distinction is that the priority project or the priority property acquisition, which is shown here in yellow.

[David Miller - Century West] 19:17:28

Is intended to meet FAA design standards. The other property that's identified as reserve isn't. And I think the potential problem is if if If I would have, I can guarantee just based on the feedback.

[David Miller - Century West] 19:17:45

If ODAB was identifying all of the area identified in magenta boundary.

[David Miller - Century West] 19:17:51

As property two to acquire there would be significant pushback from that.

[David Miller - Century West] 19:17:58

And I think there was even some debate among the PAC members in prior meetings whether ODAP should even consider showing that as a reserve at all. And a lot of people think no.

[David Miller - Century West] 19:18:09

For various reasons. So I think it is kind of the effective balance between prioritize projects for property acquisition. Again, the property that's needed to meet FAA standards.

[David Miller - Century West] 19:18:21

The potential acquisition of the adjacent through the fence property, or even if you look at Columbia or HDS, is not needed to meet standards. It's if that property becomes available piece by piece.

[David Miller - Century West] 19:18:33

This just creates a vehicle for ODAV to pursue that. With the possibility, not guaranteed, but the possibility of FA funding.

[David Miller - Century West] 19:18:41

And it is an unusual process, but because there are no specific targets. There are no individual buildings hangars or bare ground that ODAP says within the developed area that ODAV is identifying to pursue.

[David Miller - Century West] 19:18:58

I think it's, as we've talked about, it's It's identifying it on the reserve. I think the other point too is As airport layout plans sort of reside, live within master plan cycles there are opportunities to do minor, what we call pan and ink updates between master plan cycles.

[Tony Beach] 19:18:58

And...

[Tony Helbling] 19:19:01

Well, right?

[David Miller - Century West] 19:19:16

And I would imagine that if an individual hangar owner came to Tony's office and said, I want to sell you my building.

[David Miller - Century West] 19:19:22

And they identified that it's within the area identified on the plan And there was some sort of an agreement that could be shown as a with a boundary, an actual property line adjustment.

[David Miller - Century West] 19:19:35

Through a pen and ink change. But that's kind of putting the cart before the horse i think because That is where we are.

[Tony Beach] 19:19:40

Well... And David, and you you Definitely touched on it. We've explained this in the first couple of PAC meetings as well and in the first couple of chapters.

[Tony Beach] 19:19:52

Where we show we have a map that shows the state facility this is the Oregon Department of Aviation is the airport sponsor for The Aurora State Airport and this is that we're going to permit aviation sponsor that has the federal grant assurances for the operation of the airport and

[Tony Beach] 19:20:15

Master planning and having a current airport layout plan is one of those requirements of those those grant assurances.

[Tony Beach] 19:20:21

When we're looking at when we're looking at keeping our airport layout plan current and up to date. And we don't have control over changes or development.

[Tony Beach] 19:20:34

Alterations that occur off state property This master plan is a planning document for the state facility of the Aurora State Airport.

[Tony Beach] 19:20:45

And so this airport layout plan is showing the current and ultimate configuration of that state facility and that's why It is showing the way that it does.

[Tony Beach] 19:20:59

For again for the state property current and ultimate configurations.

[Brandy Steffen | JLA] 19:21:05

So I want to pause because we do have several people who are attending tonight who want to give public comment.

[Brandy Steffen | JLA] 19:21:13

And so Tony Helbling, is there anything else you'd like to add before we go to the people who are in the attendee section.

[Tony Helbling] 19:21:22

Nope.

[Brandy Steffen | JLA] 19:21:23

Okay, great. So we also have several questions and comments that have come through. So for those of you in attendance.

[Brandy Steffen | JLA] 19:21:35

In the audience here tonight. I see Wendy has her hand raised and I know you messaged me. There's a couple people who would like to give some comments.

[Brandy Steffen | JLA] 19:21:44

And then if anyone else would like to give some verbal comments.

[Brandy Steffen | JLA] 19:21:47

Please raise your hand. And then otherwise I can read some of the questions and answers that have or the questions have come through the question and answer section.

[Brandy Steffen | JLA] 19:21:57

So Wendy, I will allow you to talk here. You should be able to unmute.

[Wendie Kellington] 19:22:08

So I have one additional person here sharing my computer. I'll go first, though. Thank you, Wendy Killington.

[Brandy Steffen | JLA] 19:22:09

Okay.

[Wendie Kellington] 19:22:16

I can't tell you the number of things that I'm disappointed about this process and this ALP.

[Wendie Kellington] 19:22:24

And what we've seen and what we've heard today I do not feel that Odav has been honest with the participants. I do not feel that Century West has been honest with the participants because I think you know better. So here I'm going to go.

[Wendie Kellington] 19:22:40

And tell you what I think you already know. But number one, this master plan has no difference between the prior version And this one. It still condemns the hangers and all of the businesses. It just doesn't do it directly.

[Wendie Kellington] 19:22:56

It plans to do a wink and a nod and to take their drain field So they can't be at the airport any longer. And that's as much of a taking as they first planned.

[Wendie Kellington] 19:23:08

So the idea that, boy, we've really come a long way. You haven't come a long way.

[Wendie Kellington] 19:23:12

Number two. I heard today that we really ought to just stop bothering you about the drain field issue because you've already made your decision. Well, that's the case. Why are we here until eight o'clock at night talking about what's supposed to be a public process. I think the reality is that this is a state agency that is making a state agency decision that has to be based on substantial evidence in a whole record

[Wendie Kellington] 19:23:41

And that means that the decision has to be made based upon the evidence, the positions that are taken.

[Wendie Kellington] 19:23:49

And thoughtfully decide whether or not the best alternative is one that meets relevant standards. It's not okay for ODAB to say or its consultant to simply say.

[Wendie Kellington] 19:24:01

We've looked at your information and it's not good enough. It's sort of like the Mozart movie when he talks to the emperor. Did you like my play, the magic flute?

[Wendie Kellington] 19:24:11

And the emperor says, well, it had too many notes. And I feel like this is a too many notes response.

[Wendie Kellington] 19:24:18

There's never been any reason given why the improvements to the drain field in the RSA would not meet federal standards. And in fact, the only evidence in this record is that it does meet standards.

[Wendie Kellington] 19:24:33

And Odeb continuing to say, oh, if we just really think secretly it doesn't, that's not okay. You've got to have a record. So that dog isn't going to hunt. Number two, three.

[Wendie Kellington] 19:24:43

The easement that the easement HDOC has for this drain field that ODAB wants to take out, that is a property right.

[Wendie Kellington] 19:24:51

And ODAB can't simply say, gee, it's your problem to figure out what to do about it. No, ODAV owes just compensation for taking it.

[Wendie Kellington] 19:24:59

And severance damages. And I tell you, you better increase your budget because the severance damages are going to include wiping out all the hangers that rely on it.

[Wendie Kellington] 19:25:07

You haven't even thought about that. The other thing I want to talk about is this master plan.

[Wendie Kellington] 19:25:17

Idea that, well, we don't really have to do any planning because this is a This is a facility plan and so areas that are outside of places we own why we don't We don't have to worry about that and that there's this big distinction between the land use boundary and the federal boundary. And so we don't have to make any adjustments to the airport's boundary for the property that we are relying upon for this master plan. And just to say it shows that it's a disconnect. The truth is

[Wendie Kellington] 19:25:45

And I think ODAB knows this, and I think Century West knows this.

[Wendie Kellington] 19:25:50

Is that the ODEV may not seek or spend federal money on uses that are not allowed in the zoning district. There is the federal equivalent of a land use compatibility statement. It's a part of grant assurances. Everybody knows it.

[Wendie Kellington] 19:26:11

If ODEP wants to take that yellow area on the right as I'm looking at it.

[Wendie Kellington] 19:26:17

That is zoned EFU to move around Kyle Road You'd be well advised to either vastly increase your litigation budget Because the opponents are going to sue you or sue you include that property in the land use airport boundary. And yes, you need to show it here.

[Wendie Kellington] 19:26:35

And the rest of this property that ODAV wants to buy for an aeronautical reserve You can't get federal money for that unless the use is allowed under the applicable zoning. And guess what? Unless you move the boundary, again, just increase your litigation budget because you're going to get sued that you know.

[Wendie Kellington] 19:26:55

Maybe you can do it, maybe you can't. But the way the legislature told you to do it, the roadmap, is to expand the state land use airport boundary. And yes, that has to show up here. Why?

[Wendie Kellington] 19:27:05

You are showing these areas as a part of your master plan, trying to get eligibility for federal money.

[Brandy Steffen | JLA] 19:27:12

Thank you, Wendy. So it has been about four minutes and Okay.

[Wendie Kellington] 19:27:13

The other thing. I've got one last thing that I want to preserve for the record, and that is I sent you a letter strongly objecting to Tony Beach's refusal to allow me to serve as an alternate. There is a substitution here, which I think is great. Councillor Shevlin is here in place of, I think it's the mayor.

[Wendie Kellington] 19:27:34

And Aaron Fegri is there as a delegate for And I think that's great. But when I asked to be asked an alternate for a PAC member More than a week ago, about 10 days ago.

[Wendie Kellington] 19:27:52

I was refused, not because I was refused because it's not okay to have me speak.

[Wendie Kellington] 19:27:58

But because the message I have is not preferred And I think probably I'm not very well liked, but there are laws and rules against that.

[Wendie Kellington] 19:28:07

And I sent a letter for the record and I want it to be included. Thank you.

[Brandy Steffen | JLA] 19:28:11

Great. Thanks, Wendy. And whoever's there with you, can you just say your name um Before you speak?

[Wendie Kellington] 19:28:19

Sure, I'm happy to. My name is Betsy Johnson. For the record, I served 21 years in the Oregon Legislature and I ran the department and managed the Aurora Airport for five years.

[Brandy Steffen | JLA] 19:28:23

Great.

[Wendie Kellington] 19:28:30

I want to thank the department for moving in a more positive direction with respect to the hangars responding to public input we shouldn't have had to work that hard to get that movement.

[Wendie Kellington] 19:28:41

What's unbelievably disappointing is that ODAV is attempting to get the same outcome by demolishing the hangars.

[Wendie Kellington] 19:28:50

By rendering the hangars useless in depriving the hangars of their drain fields.

[Wendie Kellington] 19:28:54

It's very distressing that ODVA won't allow a dialogue about how to mitigate the drain fields.

[Wendie Kellington] 19:29:02

My request is twofold. Remove closing the south end rain fields from the preferred alternative And secondly, enter into a meaningful dialogue about mitigation to allow the drain field to remain until an alternative can be identified.

[Wendie Kellington] 19:29:15

It's ludicrous that ODVA is simply announcing that the current location of the

drain field can never comply with FAA standards without exploring options in a legitimate, authentic way.

[Wendie Kellington] 19:29:28

One could surmise that there may be a hidden agenda to force annexation into the city of Aur If those south end rain field alternative cannot be identified.

[Wendie Kellington] 19:29:38

My second point, the master plan is a long-term view to determine a plan for the airport.

[Wendie Kellington] 19:29:43

The failure to plan to expand the airport boundary, to contemplate future FAA funding land acquisition is short-sighted and misses the point completely.

[Wendie Kellington] 19:29:54

Third point, the runway must be lengthened for safety. The preposterous mythology that 500 additional feet of the runway will fundamentally alter the character and uses of the airport is just that mythology.

[Wendie Kellington] 19:30:06

Misguided and untrue. You don't plan to extend the runway until after 2030.

[Wendie Kellington] 19:30:13

I believe you're compromising safety. I request that ODVA plan for, seek, and gain approval to lengthen the runway as a safety issue right now.

[Wendie Kellington] 19:30:23

My fourth point, this master plan will never be built. David Miller's assertion that finances shouldn't matter is just silly.

[Wendie Kellington] 19:30:29

I've talked to ODOT management and they cannot and will not pay to move the highway. Odav can't afford much of anything and has a bill before the legislature right now to allow them to raise fees by rule In order to charge users more because their current financing scheme is unsustainable.

[Wendie Kellington] 19:30:48

I'll conclude with this. I lobbied to create ODVA. I ran the agency for five years, including managing the Aurora Airport and going through a master planning process.

[Wendie Kellington] 19:30:58

I served in the legislature, as I said, for 21 years. I believe I have standing to comment on acceptable public process.

[Wendie Kellington] 19:31:05

Odva has failed on both the policy and the process. I think the agency should be embarrassed for their lack of transparency, their willingness to shade the truth and dissemble, their discrimination with respect to who may speak, how, and when.

[Wendie Kellington] 19:31:20

Odva process. In developing this plan has failed Governor Kotek's expressed expectation of a high level of agency performance in their service to Oregonians.

[Wendie Kellington] 19:31:33

If ODVA rams their preferred alternative through, and I think they'll try.

[Wendie Kellington] 19:31:39

This process. Will be used as a case study in how not to do it and will lead to expensive, endless litigation.

[Wendie Kellington] 19:31:47

I also was asked to be included in the PAC as an alternative, given my unique status as a former manager of the airport and head of the agency.

[Wendie Kellington] 19:31:56

Tony Beach turned me down flat. And stated it for the record in front of staff.

[Wendie Kellington] 19:32:01

He stated that there would be no proxies or substitutions in tonight's proceedings. I believe there were substitutions tonight.

[Wendie Kellington] 19:32:09

This further enforces the arbitrary approach that ODVA has taken with respect to message, messenger, and a public process that should have been managed much more collaboratively.

[Wendie Kellington] 19:32:22

This is a disappointment. Beyond my ability to express as the person who helped create the agency.

[Wendie Kellington] 19:32:30

Thank you.

[Brandy Steffen | JLA] 19:32:30

Great. Thank you so much. I don't see any other hands for verbal comments, so I'm going to quickly read through the questions and answers that have come through tonight so that those of you who are here can hear those.

[Brandy Steffen | JLA] 19:32:49

George said, if you consider the airport to be only the land area that is owned by ODAV, then what do you call all of the other land area that is not owned by ODAV?

[Brandy Steffen | JLA] 19:33:01

But is zoned for airport use and is currently in active aeronautical use and which is identified as being for aeronautic reserve.

[Brandy Steffen | JLA] 19:33:08

Is that other area that is not ODAV Sorry, that is not ODAV.

[Brandy Steffen | JLA] 19:33:17

Owned not a part of the airport? If so, are you saying that both FBOs and most of the airport hangars are not located on the airport?

[Brandy Steffen | JLA] 19:33:26

And I believe that David answered this that there's on airport and through the fence what's owned by ODAV.

[Brandy Steffen | JLA] 19:33:36

Versus what's not is that? David, would you like to

[David Miller - Century West] 19:33:39

Yes, no, that's correct. And I think as we talked about at the very beginning of this process.

[David Miller - Century West] 19:33:45

I think it was nine pack meetings ago this master plan by definition was a facility plan for ODAV own property.

[Brandy Steffen | JLA] 19:33:55

Great.

[David Miller - Century West] 19:33:55

And that's highlighted we're not dismissing the fact that there is aeronautical use facility development adjacent to the airport and and nothing in this plan diminishes that.

[David Miller - Century West] 19:34:10

Reality. But again. As the projects that are eligible for funding will be related and limited to property that is controlled by ODF.

[David Miller - Century West] 19:34:19

So that's the distinction it's just As Tony touched on, it's really just really a an element of the airport layout plan process and the FAA approval process. It doesn't alter the fact that this operation of the airport is unique and complicated with adjacent private property.

[Brandy Steffen | JLA] 19:34:21

Great.

[Brandy Steffen | JLA] 19:34:33

Great.

[Brandy Steffen | JLA] 19:34:41

Jason Paulo asked what considerations were made for current property owners that would lose their homes and or property as a result of the latest plan referred by ODAV.

[Brandy Steffen | JLA] 19:34:55

And... Oh.

[David Miller - Century West] 19:34:56

I can touch, but if Tony wants to go into that, he can.

[David Miller - Century West] 19:35:01

My response is that it's a preliminary view. It's a preliminary assessment, but keep in mind ODOT has not weighed in on their design requirements. It is entirely possible once the process were to go forward that ODOT may change its requirements. And it could be that the

[David Miller - Century West] 19:35:21

The impacts on those adjacent properties could be lessened. We don't know that. We didn't want to presume that. So this is a preliminary look at areas that may be affected.

[David Miller - Century West] 19:35:34

We've approximated the property. Acreage affected.

[David Miller - Century West] 19:35:39

But again, until there's a final design, and more importantly, perhaps a thorough environmental and and design review.

[David Miller - Century West] 19:35:48

It's a conceptual plan. So no specific actions or property owner contacts have been made.

[Brandy Steffen | JLA] 19:35:58

Tony, do you want to add?

[Tony Beach] 19:36:00

Just the only thing that I would add to that, that's exactly right.

[Tony Beach] 19:36:04

The state does have a process for property acquisition and that includes independent appraisals and compensation at a fair market value.

[Brandy Steffen | JLA] 19:36:17

Okay. Let's see.

[Brandy Steffen | JLA] 19:36:22

What is the reason, sorry, Bruce Bergman asked, what is the reason to acquire the narrow strip of property at the Wiley area and how will that affect our drain field?

[David Miller - Century West] 19:36:37

We're talking in this area here, if I'm remembering that correctly.

[David Miller - Century West] 19:36:42

Is that correct, Tony, can you confirm? Okay.

[Tony Beach] 19:36:44

Yeah. Yep. That's right. And I could just offer a quick explanation. It's for the rendering object free area.

[David Miller - Century West] 19:36:47

Sure.

[Tony Beach] 19:36:51

Just adjacent to the Wiley Association.

[David Miller - Century West] 19:36:55

Right. Yeah. And I think the little bump out there is due to the fact that there is a proposed aircraft holding area added to the extension of the parallel taxiway at that runway 17 end.

[Brandy Steffen | JLA] 19:36:57

Great.

[David Miller - Century West] 19:37:08

There's currently no holding area on the runway 17 end so that that accounts for the small bump out beyond the OFA line for the runway.

[Brandy Steffen | JLA] 19:37:18

Great. There was another comment. Is okay um by George V H is it ODAB's position that all the areas which ODAB does not own, which by the way, includes both FBOs and most of the aircraft hangars And most of the available aircraft ramp space are not included in the airport. And I believe that

[Brandy Steffen | JLA] 19:37:42

Goes back to what we just answered. Previously.

[Brandy Steffen | JLA] 19:37:50

Another. Question that came up by George V.H. Isn't the current runway length itself a non-standard condition? It is shorter than required for the current airport designation.

[Brandy Steffen | JLA] 19:38:05

Why does ODAB want to delay addressing the one non-standard condition that is the most important to all airport users until it first addresses every other non-standard condition?

[David Miller - Century West] 19:38:17

I can answer that very briefly. Basically, runway length is the justification of runway length is what we're talking about.

[David Miller - Century West] 19:38:26

So if you go back on the website and look through the chapters the fourth chapter facility requirements identified the methodology that the FAA uses.

[David Miller - Century West] 19:38:36

It's a little bit of a difference between a hard standard such as a runway safety area and justified runway length.

[David Miller - Century West] 19:38:45

Airports that have less than their justified runway lengths are not out of compliance. They just have not been able to achieve the length that they could justify.

[David Miller - Century West] 19:38:53

There can be a lot of reasons for that. So it is not accurate to say that The current length is non-standard.

[David Miller - Century West] 19:39:00

It's just less than the length that would be justified by the current and forecast air traffic.

[David Miller - Century West] 19:39:05

So the reasoning for not pursuing a runway extension first was simply a reflection of FAA's position that they will not, and this is strictly from the FAA's guidance, they will not consider funding improvements to the current runway, such as a runway extension until

[David Miller - Century West] 19:39:27

The non-standard items that have been identified are mitigated or addressed in some other way.

[David Miller - Century West] 19:39:32

So that's why the sequencing is what it is.

[Brandy Steffen | JLA] 19:39:37

Great. Thank you, David. I do see that Senator Johnson would like to ask a question about the maintenance of the record. And then I think that's our last public question.

[Brandy Steffen | JLA] 19:39:51

So Senator Johnson, I think you can unmute.

[Wendie Kellington] 19:39:53

Thank you very much. My curiosity is it's been very difficult to follow your recitation of the questions and any answers. We just don't have access to that.

[Wendie Kellington] 19:40:05

And I am looking for assurances from Mr. Beach and Mr. Sukahara that this record will be preserved in its entirety. And if it's recorded in its verbatim entirety.

[Wendie Kellington] 19:40:17

And the reason that I ask that is, Mr. Hudling and I made the effort to go down to a Board of Aviation meeting and we testified.

[Wendie Kellington] 19:40:25

And surprisingly, our testimony got lost. That to me in a public process is completely unacceptable.

[Wendie Kellington] 19:40:34

And I would like to hear from Kenji and Tony that this record will be maintained in its entirety and verbatim.

[Tony Beach] 19:40:43

Thank you for the comment, and I will absolutely confirm that the public record for this process.

[Tony Beach] 19:40:51

Everything is on the project website. Currently, and everything will be maintained verbatim.

[Brandy Steffen | JLA] 19:40:58

And typically we post video recording of this meeting, typically the day after the meeting. So hopefully we'll have it up tomorrow.

[Wendie Kellington] 19:41:08

But you can understand my concern given that our testimony has previously disappeared.

[Brandy Steffen | JLA] 19:41:13

Yeah, thank you for calling that out.

[Tony Beach] 19:41:17

Just want to be very clear for the record that we did issue a response to the testimony we received in our December board meeting.

[Tony Beach] 19:41:26

And there was a very brief technical issue where a few seconds of audio got cut out but the overwhelming, I believe, 13, 14 minutes worth of testimony were captured. And then we have included additional remarks in writing written form

[Tony Beach] 19:41:44

When uh when Mr. Helbling and Ms. Johnson let us know that there was a lapse in audio recording and we were happy to include their written comments to that effect.

[Brandy Steffen | JLA] 19:41:56

Great. I see Tony Helbling has a question about the through the front properties and excluding those. I am hoping that, Tony, we can get through that really quickly and then David can wrap up the next steps.

[Brandy Steffen | JLA] 19:42:10

So go ahead, Tony.

[Tony Helbling] 19:42:12

Okay, so I guess... I see a conflict here because i see conflict What I hear... the consultants in ODEV say is the area that is outside the state property line is not

the airport boundary.

[Tony Helbling] 19:42:30

But in previous chapters, we have based aircraft. George Van Humenson brought up the point that we're excluding those hangers where those aircraft are parked.

[Tony Helbling] 19:42:43

So how do we justify the explanation of based aircraft at Aurora But those aircraft are not sitting on state property.

[Tony Helbling] 19:42:54

And I guess it's a rhetorical question. I already know the answer you're going to tell me.

[Tony Helbling] 19:42:59

But I guess the point that I'm trying to make is we're a through the fence airport.

[Tony Helbling] 19:43:04

And we need to have a collaborative effort and include the through the fence properties in the airport boundary.

[Tony Helbling] 19:43:10

And I get what a master plan is. I understand it.

[Tony Helbling] 19:43:15

But it just seems that it just seems it there's a there's a breakdown Because we're going to count them as based aircraft.

[Tony Helbling] 19:43:21

The ships that are here And for the justification for the runway and we all want safety But then you tell us that you can't count the hangers in which the based aircraft sit.

[Tony Helbling] 19:43:34

So I'm lost how they could be based at the airport when you're telling me they're not at the airport.

[Tony Helbling] 19:43:40

And then the other question I had real quick is I keep hearing David refer back to nine meetings ago when we started considering this and we'll we've shared with you the information from nine meetings ago And I guess what I'm lost as we submitted some significant information

[Tony Helbling] 19:43:59

Two meetings ago and Tony referred to it in the record But apparently consideration was exposed to or given to that prior to this master plan ever starting.

[Tony Helbling] 19:44:07

So the timeline doesn't match in my head. And that's the drain filled technical questions. So I just want that in the record.

[Tony Helbling] 19:44:14

That our stuff that was submitted two months ago was tossed off the table because of questions that were unanswered before this master plan ever started. That doesn't make logical sense.

[Tony Helbling] 19:44:27

So I just want that in the record. I don't expect an answer to either one.

[Brandy Steffen | JLA] 19:44:34

Okay.

[Ted Millar] 19:44:34

This is Ted. Can I ask one more question? Is there any reason why we couldn't Add all of the through the fence property because this is designated by the legislature as a through the fence airport.

[Ted Millar] 19:44:48

And it's a cluster of airport businesses that's entirely different Portland International type airport.

[Ted Millar] 19:44:57

Why can't you include all of the through the fence properties as a designated part of the airport that isn't necessarily owned by low dev.

[Brandy Steffen | JLA] 19:45:10

Tony or David, can you answer that question?

[David Miller - Century West] 19:45:14

Well, I can, in the most general sense, what the FAA wants to see with airports that have through the fence development is they want to see the access points called out on the airport layout plan.

[David Miller - Century West] 19:45:25

They do not expect to see details or dimensional standards, any facility planning assigned to those through the fence properties in large part because they aren't subject to FAA rules and design standards.

[David Miller - Century West] 19:45:37

And they're not typically eligible for FAA funding. So that's kind of the distinction. One of the details to be added to the ALP as it's refined is to locate the actual through the fence per the agreements that tenants have with ODV.

[David Miller - Century West] 19:45:57

To identify those locations. We realize that there may be common access points used by multiple property owners, but that would be detailed.

[David Miller - Century West] 19:46:06

As far as the earlier question, I just want to put out that that The FAA's position on counting based aircraft that are Off airport kind of it's evolved over time I

would remember, though, that in the initial conversations with the FAA about whether or not those aircraft that are off airport

[David Miller - Century West] 19:46:26

Off of ODAB owned property should be counted. The FAA allowed those to be included.

[David Miller - Century West] 19:46:31

But they said they generally would not. So they made an exception just to acknowledge the fact that the significant number of aircraft that operate at this airport are based off of airport owned property.

[Tony Helbling] 19:46:41

And I guess that's the point I'm trying to make, David.

[David Miller - Century West] 19:46:42

But...

[Tony Helbling] 19:46:45

And I appreciate you letting me talk for a second. That's the point I'm trying to make.

[Tony Helbling] 19:46:50

That we're a unique airport. We did not completely in the world But because we're through the fence.

[Tony Helbling] 19:46:57

That unique experience that the FAA allowed was the counting of the based aircraft that gave me the impression that the FA cared about the through the fence properties and therefore recognize that the through the fence properties are important to the airport they're and

[Tony Helbling] 19:47:14

To me, you just answered the question right there. If they're considering the through the fenced hangers as those aircraft based at the airport then the FAA recognized the through the fence property as part of the airport It goes back to Ted's question, why can't we just put the airport boundary around the through the fence properties?

[Tony Helbling] 19:47:33

All the way around the airport. You just answered the question.

[David Miller - Century West] 19:47:37

Well, my interpretation, or I would caution about that as far as interpreting, the FAA, for the purposes of updating our based aircraft count.

[David Miller - Century West] 19:47:47

Allowed the through the fence aircraft to be included. But there was no change or any change of opinion from the FAA standpoint or the scope.

[David Miller - Century West] 19:47:57

To expand the scope of work for the master plan. It was specifically written to be a facility plan for Odavon property so Yes, I think the FAA through that acknowledgement of those aircraft, recognized that they are significant and they're important.

[David Miller - Century West] 19:48:12

But that was sort of the line they drew and there was no expectation there would be any facility planning related to that, you know, and we've held to that throughout. So I do believe, though, that the definition of these reserve areas and the notations

[David Miller - Century West] 19:48:29

Acknowledges that. I think the other thing too is in the narrative of the master plan report This scenario or this situation can be described pretty detailed in ways that drawings can show but I think the significance of that and the limitations of that

[David Miller - Century West] 19:48:45

Relative to the FAA rules will be I think we'd be more clear when you have an opportunity to review their final report.

[Tony Helbling] 19:48:50

Well, I guess that's the point I'm trying to make, though, is if this was truly a collaborative effort where we could get you, me, Tim, this entire group, Ben Williams, everybody in the room.

[Brandy Steffen | JLA] 19:48:52

So.

[Tony Helbling] 19:49:01

And figure this out together in a collaborative method by having discussions like we're having right now rather than this present a document and make it available to us an hour and a half after the meeting starts.

[Tony Helbling] 19:49:14

On the website and then we're supposed to look at a computer screen and try to figure it out.

[Tony Helbling] 19:49:19

If we could come together and have a collaborative discussion over what this could be we could we could look at those things that we could present to the faa together is maybe potential solutions.

[Tony Helbling] 19:49:31

And there's ways to make this come to fruition. I mean, the FAA's got to look at this \$99 million that that You know, we went from an AOP, you know, back in 2012 that was 18 million and had a thousand foot extension on it.

[Tony Helbling] 19:49:47

And we were a C2 airport at that time. I understand that we need to achieve c2

safety and I get all that But over \$100 million when you add the \$4 million up front to the 99 million.

[Tony Helbling] 19:50:02

I just don't see the FAA is going to cough up that money in the state. I mean, with ODAS current funding, they don't have the 10 million match to even get the project going.

[Ted Millar] 19:50:14

Can I add one other comment?

[Brandy Steffen | JLA] 19:50:14

Yeah, thanks. Well, I do just want to make sure that David has enough time to present kind of the next steps. And then I think You know, depending on Tony and Kenji maybe we can stay on to answer some questions.

[Brandy Steffen | JLA] 19:50:32

David, maybe if you can present just the next steps and then if anyone needs to drop off at eight o'clock They can, but at least then we could address some additional comments. Ted, I'll make sure that we get to you first, okay?

[David Miller - Century West] 19:50:43

Sure. Thanks, Bradley.

[Ted Millar] 19:50:47

Okay, because the reason I wanted to just make one more statement to David while he's there is part of the through the fence agreement, and I don't know whether everybody knows that.

[Ted Millar] 19:50:58

But all the private enterprise airplanes and hangars pay a monthly fee per airplane to comply with the FAA requirements.

[Ted Millar] 19:51:09

And so this is, and we also have a public-private partnership where we fence the entire airport around the private property and the state property in the past and private property paid for their share so this is more encompassing than just that part of the FAA funding.

[Ted Millar] 19:51:28

Was based on the through the fence airplanes paying a monthly fee. So we pay our fair share. And that was determined 25 years ago.

[Brandy Steffen | JLA] 19:51:40

Okay, thank you, Ted. Go ahead, David.

[David Miller - Century West] 19:51:43

Okay, I'll try to make this brief. I know we're short. So the process that will unfold here at the what we call the completion of the planning process is The chapters that have been presented in draft form and working papers have been

updated over time.

[David Miller - Century West] 19:52:04

The forecast was an example where the first draft was presented and then ultimately once FAA comments came in, there were adjustments.

[David Miller - Century West] 19:52:12

But our final report we'll bring forward to current time, all of the chapters from the introduction inventory all the way through and package those into a full document.

[David Miller - Century West] 19:52:25

The airport layout plan set that we've talked about a little bit there's We've only really looked at two sheets. The plan set will have, I don't have the exact count in front of me, but it's somewhere in the area of 15 or so she

[David Miller - Century West] 19:52:40

Includes airspace plan drawings and details about approach surfaces and land use plan drawings and so on. So there's a lot of content there. It'll be pulled together into a draft final report.

[David Miller - Century West] 19:52:53

The submittals to the FAA include the airport layout plan itself, the standalone plan set.

[David Miller - Century West] 19:53:01

Which is in draft form and that goes to the FAA coordinated through the Seattle office and for and then they the Seattle Airport District Office is responsible for coordinating with their different lines of business Including an obstruction evaluation and airspace analysis that OEAA review.

[David Miller - Century West] 19:53:19

The FAA typically allows for about 90 days to complete their lines of business review, but It's a time period that we've seen.

[David Miller - Century West] 19:53:30

Sometimes extend beyond that. It's really dependent on the FAA's workload. At the same point, the draft final report, which will contain the airport layout plan draft.

[David Miller - Century West] 19:53:40

Will go to the FAA for their review and again Given that the information that will be contained in that document isn't new per se because the FAA has participated in the review.

[David Miller - Century West] 19:53:51

Of the alternatives capital improvement program and the preliminary conversation they all plan set, the noise analysis that was presented a couple meetings back They're really going through from beginning to end, just kind of making sure that everything is is the way they recall. There's no formal approval

[David Miller - Century West] 19:54:10

If you will, of the FAA for the master plan document.

[David Miller - Century West] 19:54:14

They do have approval responsibilities for the airport layout plan. So that is the process there. I would point out also that when the draft documents are submitted to the FAA, in full be presented on the project website and the public review period is will

[David Miller - Century West] 19:54:33

Being opened throughout that process. So. One has an opportunity to weigh in.

[David Miller - Century West] 19:54:39

Once the FAA reviews are completed, they will provide feedback to ODAV and to the consultant team.

[David Miller - Century West] 19:54:47

And if there are specific things that need to be adjusted, then those changes can be made.

[David Miller - Century West] 19:54:53

Depending on their comments. And then once the process is completed for FAA review.

[David Miller - Century West] 19:55:01

And everyone between the FAA and ODAV is satisfied that the draft documents meet their requirements.

[David Miller - Century West] 19:55:09

The FAA and ODEV will sign the airport layout plan. So I mentioned earlier adoption. That was probably a poor choice of words. The approval of the ALP is not an adoption by the ODAB board. It's the formal if you will, action required to

[David Miller - Century West] 19:55:24

Close out the grant, essentially a final lp approval Along with the forecast approval that occurred last year. That is really, those are the two action items from the FAA.

[David Miller - Century West] 19:55:38

And then once that is achieved, the project closeout documents and all the various things. I would also point out that the public public participation component of the master plan will be available as an appendix to the report.

[David Miller - Century West] 19:55:54

It'll probably actually even be larger than the report given the volume of comments that have been received over the last four years nearly.

[David Miller - Century West] 19:56:01

Which is fine. And then that last piece touches on your other comments, the ODAB board will have the opportunity on their own time frame to go through the local

adoption process as they typically do.

[David Miller - Century West] 19:56:15

And then I'll leave the coordination between the board and staff as far as coordinating with FAA approval and authorization for ADAF to sign the LP.

[David Miller - Century West] 19:56:24

I'd leave that to them. But this is the local adoption process is not one that the FAA gets involved.

[David Miller - Century West] 19:56:30

So those are the steps. I think the timeframe, as we touched on earlier, we're looking at May, let me go back real quick. Sorry for the Zoom in. So we're looking at zoom in a May submittal for the draft final report.

[David Miller - Century West] 19:56:47

Or I'm sorry, we're in the March to May period. So essentially our goal is within the next month or so.

[David Miller - Century West] 19:56:54

To pull together the components into a complete draft. And then get that in the process here showing with the FAA.

[David Miller - Century West] 19:57:03

If that 90-day timeline ultimately occurs with FAA review.

[David Miller - Century West] 19:57:10

And comment, then we would be in a position of closing out the project at the end of May.

[David Miller - Century West] 19:57:17

Odaf can then on the board side can determine on their own calendar what the adoption period would look like.

[Brandy Steffen | JLA] 19:57:27

Great. Thanks, David. So I think that is officially all of our presentation.

[Brandy Steffen | JLA] 19:57:37

I know there were a couple questions. I see Ben has your hand up. So I think we just have a little bit of time left.

[Brandy Steffen | JLA] 19:57:45

So go ahead, Ben.

[Ben Williams-FOFP] 19:57:48

Yeah, thanks for coming back to me on this, Brandy. So on that last slide.

[Ben Williams-FOFP] 19:57:54

One thing really jumps out to me at 7.14 p.m. In this meeting Tony Beach said.

[Ben Williams-FOFP] 19:58:01

That the airport layout plan is the result of the refined preferred alternative, which in turn was the result of the preferred alternative.

[Ben Williams-FOFP] 19:58:11

In other words, the ALP follows from the master plan And that follows from the master planning process.

[Ben Williams-FOFP] 19:58:19

In other words, and in more technical language, the ALP is the final facility plan.

[Ben Williams-FOFP] 19:58:27

Which followed on the last slide for the first three bullets, and then the two of them got split apart.

[Ben Williams-FOFP] 19:58:33

And instead of the ALP following the master plan, suddenly the ALP was ahead of the master plan.

[Ben Williams-FOFP] 19:58:39

And this is what I was asking about earlier. I put this in my written comments, but I would point you at Oregon Administrative Rule 738-130-0055 The coordination procedures for adopting final master plans.

[Ben Williams-FOFP] 19:58:58

And in parenthetical six it says The Aviation Board shall adopt findings of compatibility with the acknowledged comprehensive plans of affected cities and counties and findings of compliance with applicable statewide planning goals when it adopt the final facility plan.

[Ben Williams-FOFP] 19:59:17

So ODAV lives in two places. It's an Oregon agency. So it lives in Oregon with Oregon laws.

[Ben Williams-FOFP] 19:59:25

And it has to also live in FAA space and comply with FAA regulations So, you know, it's incomprehensible to me that at this stage this This slide is here when this was one of the very things that happened in 2012

[Ben Williams-FOFP] 19:59:43

That the Court of Appeals found the Department of Aviation to be at fault over.

[Ben Williams-FOFP] 19:59:50

Trying to put the ALP ahead of the master plan And somehow at that point, the aviation board defaulting on their responsibility to adopt and approve both and then legitimately delegate authority to sign the ALP to the director of the aviation board.

[Ben Williams-FOFP] 20:00:10

So thanks for the time for noting that.

[Brandy Steffen | JLA] 20:00:12

Yeah, thanks, Ben.

[David Miller - Century West] 20:00:12

Thank you. And just to clarify, I could just point out that the The intent of the description and the way the schedule was identified is the expectation is that the draft final master plan report And the draft airport layout plan set will be submitted to the FAA simultaneously.

[David Miller - Century West] 20:00:29

And they are, as I said, the report will contain in one of the chapters the same draft final master plan, or I'm sorry, the draft final airport layout plan set. So from our perspective, they are they are they are connected that way. And if there are adjustments made to the airport layout plan as a result of public review.

[David Miller - Century West] 20:00:50

Faa review, those will be made on the full plan set, but that will also be carried forward to the master plan.

[David Miller - Century West] 20:00:56

I see no disconnect at all between that process and ultimately what will be required to do to meet Oregon rules for coordination with local

[Ben Williams-FOFP] 20:01:04

Well, thanks for clarifying that, Dave. Is the implication then that the aviation board will approve and adopt both the master plan and the ALP before it's countersigned by Oregon?

[Tony Beach] 20:01:18

I'm just going to jump in really quick. It is 8.01, but we're going to allow for an additional 15 minutes because I understand we have a couple more questions.

[Tony Beach] 20:01:27

And then we're going to end this meeting at 8.15.

[David Miller - Century West] 20:01:31

Okay.

[Brandy Steffen | JLA] 20:01:31

But if you do need to leave, we know we've kept you here for three hours. So if you do need to leave.

[Brandy Steffen | JLA] 20:01:37

Please send your comments before February 25th so that the technical team can get that information. I do see David, Dave Malk. So Ben, any last thoughts or comments there?

[Ben Williams-FOFP] 20:01:50

Nope, that's it. Thanks.

[Brandy Steffen | JLA] 20:01:52

Okay, thanks, Ben. Okay, Dave.

[David Miller - Century West] 20:01:54

Go ahead.

[Dave Mauk] 20:01:57

Thanks. Can you hear me? Thank you, Brandy. I'd request this is our last meeting.

[David Miller - Century West] 20:02:00

Yeah.

[Brandy Steffen | JLA] 20:02:00

Yes.

[Dave Mauk] 20:02:05

Consideration and clarification and enforcement, if you would, on mitigating the overflights that have been part of the community which I live in, which is Charbonneau and part of Wilsonville.

[Dave Mauk] 20:02:19

And if there could be another IFR established for takeoffs and landies or approaches, I guess is the technical word for that We'd like that to be considered, please. It's the one thing we've asked from day one and we haven't had any

[Dave Mauk] 20:02:35

Unfortunately hasn't stuck with this plan. And I just would be remiss if I didn't bring it up one more time and be able to try to pokey a little bit and do what you can for your neighbors. We've tried to be very fair and

[Dave Mauk] 20:02:50

With you and we'd ask the same that you do behave that way with us.

[Dave Mauk] 20:02:56

And thanks for that.

[Brandy Steffen | JLA] 20:02:58

Thanks, Dave.

[Tony Beach] 20:02:59

If I can just jump on that really quick. Dave, appreciate your comments and all the correspondence we've had with Charbonneau and other neighboring communities around the airport noise has been a big topic of discussion throughout this master plan process and we look forward to continuing those discussions

[Tony Beach] 20:03:17

Ongoing.

[David Miller - Century West] 20:03:20

I was also, Brandy, I was just going to add a comment to the earlier question about the coordination between or the authorization of the ODAB board and staff.

[David Miller - Century West] 20:03:30

To submit our approach or method or assumption on this is that we're working with staff who reports to their board and that the clarification or the lines between the board and staff will be determined before documents are submitted to the FAA.

[David Miller - Century West] 20:03:48

There should be no daylight between staff and the board at that point.

[David Miller - Century West] 20:03:54

Sequences kind of as we laid it out.

[Brandy Steffen | JLA] 20:03:58

Great. Thanks, David. Any other comments or questions from the PAC members?

[Brandy Steffen | JLA] 20:04:08

There's been a lot to cover. Thank you all for sticking with us for this three hours. And again, any comments, questions, additional notes that you want to make sure that get to the technical team, to ODAV or to FAA, you know, make sure that you send those to us

[Brandy Steffen | JLA] 20:04:31

It will go in the summary of this meeting along with responses, including to any comments or questions that we weren't able to address verbally here in the meeting. We make sure that we provide a comment response to all of those questions. So again, we have posted the presentation materials

[Brandy Steffen | JLA] 20:04:52

To the website, we'll be posting the transcript and the video recording as soon as possible, hopefully in the next few days. And then we will, of course, be connecting with you all via email as the project progresses so that you can stay up to date on the process and provide further comment on the final plan.

[Brandy Steffen | JLA] 20:05:15

Tony and Kenji, is there anything else that you'd like to say?

[Tony Beach] 20:05:20

Yes, and I'm not sure if Kenji is going to be able to make a couple of comments. But I did want to just speak for Kenji and on behalf of all the Department of Aviation staff.

[Tony Beach] 20:05:34

Thank you to every one of our PAC members. Thank you to everyone in the public who has participated.

[Tony Beach] 20:05:40

In this process. We value all of your backgrounds and and speaking for all the organizations that you've been representing throughout this process.

[Tony Beach] 20:05:52

Thanks again for everything that all your time you've contributed through this process.

[Tony Beach] 20:05:58

Really appreciate all the discussion. Whether it's on noise like we just mentioned.

[Tony Beach] 20:06:05

Or on other airport issues, these discussions they don't stop because we're moving forward to next steps on the master plan ODAV is going to continue to work.

[Tony Beach] 20:06:19

On um you know we we're working on all of our state airports, our 28 state airports throughout the state of oregon And how they benefit all of our different communities and user groups.

[Tony Beach] 20:06:32

Throughout the state but uh But those conversations keep going. And so we really look forward to continuing that discussion and And then submitting this master plan to the FAA for their review and then to the board for adoption. So thanks again on behalf of everyone.

[Tony Beach] 20:06:50

Century West, JLA, thank you for all of your hard work throughout this process.

[Tony Beach] 20:06:55

Staff, trainers, everyone's done a fantastic job. And it sounds like, yeah, yeah, come on.

[Kenji Sugahara] 20:06:55

It... Hey, Tony, I'm going to chime in real quick. I got to stay off camera, but I just want to say thank you, everybody, for all the input and all the effort that you've put in.

[Brandy Steffen | JLA] 20:06:58

There's Kenji.

[Kenji Sugahara] 20:07:08

You know, we might disagree, but when it comes down to it.

[Kenji Sugahara] 20:07:12

I appreciate each and every single one of you because you're very passionate about aviation in your communities. And that makes a difference. And what's important to me is that your herd. And from the agency perspective, we've done as much as we can to be transparent. And if we haven't communicated that or if we haven't done a good job.

[Kenji Sugahara] 20:07:33

We always appreciate the feedback because the way I look at it.

[Kenji Sugahara] 20:07:37

All the feedback that you provide to me, to the agency, those are ways we can improve.

[Kenji Sugahara] 20:07:43

Even after the master cleaning process, please talk to us. I will reach out to you as well and we can chat.

[Kenji Sugahara] 20:07:48

Because I think it's important to have good relationships with everyone, even though we disagree on certain things, which is okay.

[Kenji Sugahara] 20:07:56

That's the Oregon way. So I just want to thank each and every one of you for all the work that you've done. You've taken hours out of your lives And even the staff, even the consultants.

[Kenji Sugahara] 20:08:07

Everybody, thank you, thank you, thank you for everything that you've done. You are appreciated.

[Kenji Sugahara] 20:08:12

See you next time

[Brandy Steffen | JLA] 20:08:16

All right. And with that, I guess we will close our meeting. Thank you all.

[Brandy Steffen | JLA] 20:08:22

And again, I look forward to getting your comments before the 25th.

[Brandy Steffen | JLA] 20:08:27

And you can also do that through the website. So it all comes to the same place and we distribute that to the technical team. So thank you again.

[Brandy Steffen | JLA] 20:08:35

Thanks for staying a little bit later. We appreciate it and have a good evening.

[David Miller - Century West] 20:08:41

Thanks, everyone.

CHAT

16:57:51 From Brandy Steffen | JLA to Hosts and panelists:

Welcome everyone! PAC members, please update your names as needed by hovering over the three dots.

17:08:32 From Jen Winslow | JLA to Kevin w.Wilsonville ChamberAnd all panelists:

Hi Kevin, thanks for attending. I moved you to attendee since Patrick is

here.

17:11:00 From Jamie Stickel, City of Canby to Brandy Steffen | JLA(direct message):

Thank you for promoting me to panelist. I also sent an email, which you can disregard! Appreciate it!

17:21:46 From Brandy Steffen | JLA to Everyone:

Again, if any PAC member has a clarifying question, please raise your hand or visually raise your hand.

17:22:50 From Brandy Steffen | JLA to Everyone:

For anyone attending from the public, you can always type your questions or comments in the "Q&A" section. We will also have time for verbal comments at the end of the meeting.

17:52:13 From Bruce Bennett to Hosts and panelists:

it sounds like something very technical is being decided anecdotally, regarding the drainfields?

17:52:53 From patrick donaldson Wilsonville Chamber to Brandy Steffen | JLA(direct message):

How do I 'raise' my hand to comment on Refined Preferred Alternatives.

17:58:47 From Tony Helbling to Hosts and panelists:

Where in the previous meeting notes are questions from ODAV to anyone regarding of the geo tech fabric information submitted into testimony in the last few months? and why would ODAV only tell us tonight they've not received answers to questions they've asked so they are moving forward with a plan to remove the drainfields?

18:08:10 From Jen Winslow | JLA to Everyone:

This information is under the Meetings tab at the project website:

<https://publicproject.net/AuroraAirport#>

18:09:43 From Brandy Steffen | JLA to Everyone:

I'll circle back with Tony Helbling and Ted Millar about the drainfield information after we address the CIP and ALP.

18:15:32 From Tony Helbling to Hosts and panelists:

For the record - I now understand you are referring to questions discussed in 2021. That entire discussion was tabled by Betty Stansbury on phone call with me because she asked for help gathering data for a Century West survey to ALL the airport users. Now using that thread and the unanswered questions that were tabled to make a based decision on a submittal in the last two months... that is a weak argument and I don't accept it. the submitted study needs to be considered in this master plan process.

18:16:00 From Brian Asher to Hosts and panelists:

Thanks for all the work over the 4 years .

18:22:35 From Tony Helbling to Hosts and panelists:

I have a question....

18:25:53 From Brandy Steffen | JLA to Everyone:

Just a reminder that we'll have time for questions and comments for non-PAC members or alternates around 7 pm.

18:28:41 From Tony Helbling to Hosts and panelists:

identifying land use needs including adjacent property is an FAA requirement!

18:32:22 From Tony Helbling to Hosts and panelists:

that was not my entire question!!! unmute me please.

18:32:49 From Jen Winslow | JLA to Everyone:

Tonight's presentation is now up on the project website under the meetings tab: <https://publicproject.net/AuroraAirport#>

18:36:36 From Whitney Stewart to Everyone:

OEM does not have anything to add. thank you

18:38:56 From patrick donaldson Wilsonville Chamber to Brandy Steffen | JLA(direct message):

I will have a question.

18:40:17 From Whitney Stewart to Everyone:

I apologize for the go back here. But for the CIP and Master Plan, were any emergency preparedness considerations factored in, such as seismic retrofitting or increasing of overall site resiliency? That may not be within the master plan's scope, so forgive me for my ignorance if it is not.

18:40:43 From Tony Helbling to Hosts and panelists:

question about the airport boundary - if you are showing the aero reserve area on the ALP is to be able to spend FAA \$ - that means the FAA will have to accept it as inside the airport boundary... but you aren't showing as inside the boundary. There is significant work under the state law to convert the purple line boundary. Unless the airport boundary includes the property - it won't work!

18:41:06 From Tony Helbling to Hosts and panelists:

How will the FAA pay for the property if it's not in the boundary?

18:44:21 From James Kirby - Century West Engineering to Brandy Steffen | JLA(direct message):

If needed, I can address Tony Helbling's comments when we're able at the end.

18:44:33 From Brandy Steffen | JLA to James Kirby - Century West Engineering(direct message):

sounds good

18:45:56 From Tony Beach to Hosts and panelists:

The state has 140 acres at the Aurora State Airport, as explained on page 2-4 of Draft Working Paper 1.

18:46:38 From Brandy Steffen | JLA to Tony Beach(direct message):

Thanks Tony - can you also include what it will be if all property is acquired?

18:58:22 From Brian Asher to Hosts and panelists:

i will be leaving the meeting for our council meeting

19:11:46 From Brandy Steffen | JLA to Everyone:

We've also posted the presentation to the website, under the meeting page

19:23:46 From Tony Helbling to Hosts and panelists:

please let the record show the presentation was not made available on the web site till 6:32... 1.5 hours into the PAC meeting!!!!

19:25:45 From Brandy Steffen | JLA to Everyone:

Please raise your hand if you would like to give public comments. I will read the comments collected through the Q&A section.

19:34:33 From patrick donaldson Wilsonville Chamber to Wendie KellingtonAnd all panelists:

Thank you and Senator Johnson for focused and articulate comments. As Gregg Clapper used to say, "Shine a little light on them and see how they scamper."

19:34:59 From Tony Helbling to Hosts and panelists:

I have another question...

19:41:27 From Tony Helbling to Hosts and panelists:

there is a problem with excluding the thru the fence properties... I'd really like to ask a question about it.

19:43:31 From Brandy Steffen | JLA to Everyone:

Any comments or questions we haven't addressed in the meeting verbally we will include in the meeting summary along with a response. The summary will be added to the website under the meeting page.

20:08:53 From Pam Barlow Lind to Brandy Steffen | JLA(direct message):

Thank you.

20:09:05 From Brandy Steffen | JLA to Pam Barlow Lind(direct message):

Thanks Pam

Q&A

Wendie Kellington 04:57 PM

Test

Jamie Stickel, City of Canby 05:07 PM

Brandy - are you able to move me to the PAC group? I was unable to find the Zoom link. Thanks, Jamie Stickel

Wendie Kellington 05:27 PM

The current draft of the master plan includes "off airport" improvements re Keil Road aquisition area, and the mp designated aeronautical reserve - these are all off airport property and yet are a part of the MP. How is it accurate to say it is a facility plan for the current airport only? It seems more accurate to say that the master plan is a long term plan for the airport and includes all airport related features and development

Jason Paolo 06:01 PM

i find it hard to beleive that the FAA and/or ODAV can spend millins of tax payer dollars without an economic study and impacts to the surrounding public.

Jason Paolo 06:07 PM

why arent these meetings being held in person?

Chris iPhone 06:47 PM

Why can't these meeting be held in person?

Wendie Kellington 07:01 PM

Brandi, there is more than one person using my computer to participate in this matter. I will speak and then the other person will speak.

Jason Paolo 07:16 PM

At what point does the overwhelming opposition to the Aurora airports plans and planning process have any magnitude with the current "planning operatives"?

Jason Paolo 05:33 PM

What considerations were made for current property owners that would lose their homes and/or property as a result of the latest plan preferred by ODAV.

Wendie Kellington 06:16 PM

I agree with Patrick, well said. There are several problems with the current version of the MP. (1) there is no difference between this version and the last in fact because ODAV condemns the hangars just as thoroughly by taking away the septic drainfield as condemning the hangars directly. They cannot function. This version is wholly illusory. (2) The state absolutely must pay for the taking of the drainfield easement and is responsible to move it to a viable location. It has failed. (3) State is obliged to base its decision on substantial evidence. The assertions that the proposed RSA drainfield improvements are not good enough is not supported by substantial evidence. There is no evidence ODAV has considered any of the significant testimony and legal authorities and technical data regarding the proposed RSA improvements to the existing drainfield in place. The only evidence in the record is that a G-6 could run over the drainfield as it is proposed to be improved. That is hardly inadequate.

George VH 06:18 PM

Do you do any analysis regarding the “bang for the buck” on potential capital improvements? I would think that it would be in the public interest for ODAV to prioritize the potential improvements that can be accomplished most quickly and most cost-effectively in order to provide safety benefits as soon as possible. Does ODAV agree with that strategy?

George VH 06:23 PM

Are the ALP and other slides in tonight’s presentation on your website? If so, please advise us where they can be found. If not, please post them. Thank you.

Jen Winslow | JLA 06:30 PM

Hi George, the presentation is now posted on the website:
<https://publicproject.net/AuroraAirport#> under the Meetings tab. Thanks

George VH 06:36 PM

Isn’t the current runway length itself a non-standard condition? (It is shorter than required for the current airport designation.). Why does ODAV want to delay addressing the one non-standard condition that is the MOST important to all airport users, until it first addresses every other non-standard condition?

Bruce Bergman 07:06 PM

What is the reason to acquire the narrow strip of property at the Wylee area. And how will that affect our drainfield?

George VH 07:29 PM

Is it ODAV’s position that all the areas which ODAV does not own – which btw includes both FBOs, most of the aircraft hangars, and most of the available aircraft ramp space – are NOT included in “the airport”?

Wendie Kellington 07:35 PM

Senator Johnson would like to ask a question about the maintenance of the record

