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Mayor Knapp: [00:29:20](#) Good evening everyone. Welcome to Wilsonville City Council were holding, as I'm sure you know, a, a public hearing with regard to the questions of the airport expansion proposal. I need to call to order formally, I guess a City Council for a, exceptional meeting, off schedule for November 27th at 7:05 p.m. And request a roll call please from the Recorder.

City Recorder: [00:29:52](#) Councilor Stevens.

Councilor Stevens: [00:29:54](#) Here.

City Recorder: [00:29:54](#) Council President Starr.

Councilor Starr: [00:29:56](#) Here.

City Recorder: [00:29:56](#) Councilor Akervall.

Councilor Akervall: [00:29:57](#) Here.

City Recorder: [00:29:57](#) Councilor Lehan.

Councilor Lehan: [00:29:58](#) Here.

City Recorder: [00:29:58](#) Mayor Knapp.

Mayor Knapp: [00:29:59](#) Here.

Mayor Knapp: [00:30:00](#) Thank you. Will the audience please rise and join us in a pledge of allegiance?

All: [00:30:10](#) I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all.

Mayor Knapp: [00:30:33](#) So I want to start by thanking you all for coming out tonight, and, and, indicating your interest in this topic. If you have not filled out a speaker, speaker card in the lobby, but wish to speak, please go ahead and do so. I'm going to be working from those list of registered speakers, at that have signed up ahead of time and can continue to sign up through the hearing if you would like to do so. They're in the lobby. We as a Council have decided to hold this hearing

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because we are aware of a wide variety of perspectives and interest in this topic. And we are aware of a few other opportunities for the public to express their viewpoint. We expect to hear both pro and con viewpoints and we look forward to hearing a thoughtful testimony and indications of a reasoning behind people's positions where we can. We've received a variety of emails already on this topic and some written letters which will become part of the public record. Also, we intend to make the record of this hearing available to state legislators, decision makers' agency people, and we will post it publicly on our city website for anyone that is interested to look at that record. Once we get through a fairly large volume of, of information that will have to post. I am recommending to Council that we leave the public record open until Monday.

Mayor Knapp: [00:32:13](#) I think that we should leave a little bit of time Monday morning for people to get in if they wish to bring and drop off. So I'm going to suggest 10:00 a.m. on Monday, December 3rd and I would entertain a motion on that. If it pleases the Council.

Councilor Lehan: [00:32:29](#) Your honor, I move that we leave the record open until 10:00 a.m. on Monday so that people who have not had an opportunity to submit testimony might from then or as was suggested, if people hear comments this evening that they want to respond to the, they'll have an opportunity to do that also.

Mayor Knapp: [00:32:40](#) Alright. is there a second?

Councilor Lehan: [00:32:53](#) I'll second.

Mayor Knapp: [00:32:54](#) Moved and seconded a as has been noted that we leave public record open until Monday, December 3rd, 10 a.m. here at City Hall. All in favor, please say Aye.

Council: [00:33:03](#) Aye.

Mayor Knapp: [00:33:04](#) Passes 5-0. I want to set a couple of ground rules as we move into this, we intend to have a respectful hearing that everyone has a chance to speak. I am, I'm hoping that we can do this in an organized fashion. I will start by calling up

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groups of three. We have three speakers, microphones, three seating positions, and I will also then read off the subsequent three people will ask three people to come up at a time and give your testimony. And then, I'll, we'll ask for the next batch that have been pre notified of three people to come up. We're not trying to, identify all the pros and cons, but I think that we made try to have three speakers at a time that are of similar opinions and, and, we'll see how that works.

Mayor Knapp: [00:33:57](#) We may have to do some cut and fit on that. I do ask that we have a respectful hearing and that we not engage in disruptive behavior. I am asking that we not have applause, that we not have boos, that we not have outburst or any disorderly conduct. I know that emotions run high sometimes in these situations. If we get to a situation where that's happening, I'm going to stop the hearing and not proceed until my staff can assure me that the public is orderly and ready to proceed in a, in a respectful fashion. So when I call your name, we'll ask you to come forward to the microphones, which I'll do in a minute. This is a formal public record that we need to have people's identity known as they speak. So we're asking for your, for you to start by stating your name and address and we'll have that as part of the record also.

Mayor Knapp: [00:35:07](#) The other question I guess is a written materials, written materials will be part of the public record and if people have written materials to submit tonight, they need to go to the City Recorder and, they will be made part of the record, those written materials as we've just voted can be submitted, between now and Monday at 10:00 a.m. here at City Hall. I think that is most of what I want to do. I guess I would encourage people to not repeat that has just been given. You can make reference to a certain prior speaker and say I agree with so and so testimony and that will speed things along. You may certainly say what you like, but it would make it a little less time consuming if you're able to do that also. Am I missing anything Mr. Cosgrove?

City Manager: [00:35:56](#) Just the one thing Mr. Mayor, if folks aren't comfortable giving their name and address for the record, they can

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simply state that they submitted their name and address to the City Recorder and that would be sufficient.

Mayor Knapp: [00:36:05](#) That that's true. Though, that record is also a public record and available for inspection by.

City Manager: Give your name, but your address as submitted to the City Recorder, sorry.

Mayor Knapp: All right. I think that that is kind of the ground rules and I think that we are therefore probably ready to go. I'm going to give deference to elected officials from other places, sort of the, opportunity to speak first. And Yes sir.

City Manager: There was one other thing that's really critical is that we have a timing mechanism. So I believe you're allocating three minutes per person?

Mayor Knapp: We've decided to use three minutes, you have a little traffic signal there on the, on the dais that has a green light and then a yellow light as we are nearing the end and a red light when we want you to be done and we ask that you respect that so that everybody else could get a chance to offer their viewpoint also. So...

City Manager: [00:36:58](#) Thank you.

Mayor Knapp: Okay, sounds good. Council, anything else that you want to say or note before we jump in? All right. Okay. For the first panel, I am going to ask for Kris Sallee, Mayor elect of the City of Aurora; Courtney Neron, a state elected State Representative elective House District 26 and Ben West, City Council elect Wilsonville. The second group I will have up will be a. and I'm already getting mixed up here. Mr. Humberston, Ken Humberston, Clackamas County Commission, and Brian Hodson, Mayor of the City of Canby. And I'm going to stop there because I'm getting out of my threes. Good evening.

Kris Sallee: [00:37:49](#) Good evening. Thank you for being here this evening and just will read my testimony to you tonight as recently elected mayor of Aurora. I'm here today is your neighbor to listen and to learn of the concerns the City of Wilsonville

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and its citizens have regarding the Aurora airports expansion plans. Until I'm officially an office and a full council decision is voted on after further input from Aurora citizens. It's really not appropriate for me to provide the City's official position on the expansion plans at this time, whether for or against on this matter. However, I can say that during my campaign, the airport expansion was a major subject of discussion with many of our citizens and in general, I can share with you today there was an overwhelming concern of the impacts is expansion would have on Aurora with regards to our infrastructure, our traffic, and our overall quality of life. I look forward to working in a continued involvement with the City of Wilsonville and in other mutual concerns. Thank you for your time today.

Mayor Knapp:

Thank you very much.

Courtney Neron:

[00:38:54](#)

Hi, I'm Courtney Neron, representative elect for House District 26. I too am here to listen and support this process. I'm excited that we have an inclusive process because I do believe that, we need everyone who is a part of the impact zone to be a part of the conversation. We want to do this right. And so I have met with people various viewpoints and I'm excited to know that there are studies being done because I do think that we need to make sure that we're ironing out any inconsistencies and information. I support this process that does listen to all the points, so I will be taking notes tonight. And, and very interested in hearing what people have to say. So thanks everyone for being here and I look forward to this process.

Mayor Knapp:

[00:39:50](#)

Thank you. And I need to remind people we need to start when you say, when we start saying, my name is and my address is, or my address is as on record.

Courtney Neron:

My address is on record. Thank you.

Mayor Knapp:

Mr. West.

Ben West:

My name's Ben West, city councilor elect for the, for Wilsonville. My address is 29143 SW San Remo. A proud

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resident of Villebois. I just talked to thousands of residents in Wilsonville. And I think that one thing that was relevant is that we need to have more communication and more input. And as you knock the doors and you listen to people and mothers, fathers, business owners, retirees, all kinds of different people throughout the lifespan. One thing that's apparent is that there is misinformation and I think that's apparent is there's a lot of no knowledge about the topic either.

Ben West: [00:40:46](#) And so as we begin to discuss this, I hope that we can be confident as a community about the decision about moving forward or not moving forward in supporting the Aurora Airport. And as I bring new eyes to the topic in this situation, it's my goal to be able to learn as much as possible and to figure out a way that we can be as collaborative as possible. We have great neighbors next to us Canby, Aurora, Marion County. And I hope that we can have a tone that allows us to participate in having a voice at the table that isn't contentious and one that's collaborative. And so my goal here is to figure out a way that the benefit that the airport could potentially bring is something that will be of benefit to Wilsonville overall and something to citizens are happy with.

Mayor Knapp: Thank you very much one and all.

Councilor Starr: Mayor, could I add just one thing really quick?

Mayor Knapp: Yes.

Councilor Starr: [00:41:34](#) I want to thank you ladies especially, Ben, thanks for coming too. But I want to thank you ladies especially for coming and I just want to say, I mean I'm speaking as one councilor but this isn't in my county. It isn't in my city and I hope that you will take the testimony here and keep it under advice, but I also want to make sure that I'm saying, you know, this is in your jurisdiction, not, not mine, but hopefully you'll listen to a lot of what's said here and appreciate it and take it to heart.

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Mayor Knapp: Thank you very much. And I guess I should've noted at the outset, Wilsonville does not have any decision pending in front of it that will bear on whether this happens or not. We are trying to be a venue to provide information to those that are in the decision making positions on this question, but that's not the City of Wilsonville. And we recognize that it's not in our jurisdiction other than potentially some of the overflow impacts. And we will be a functioning appropriately and not trying to make a decision within our city. Thank you. So Mr. Hodson, Mr. Humberston place I'm going to do twos here are a couple of times try to get onto my, my plan. A subsequent group will be Julie Fitzgerald and Katie Fannell, Farnell.

Mayor Knapp: [00:42:58](#) I'm not sure which one that is. Farrell, Farrell? Thank you. Good evening.

Brian Hodson: Good evening. My name is Brian Hodson. I live at 1748 12th Avenue in Canby, Oregon. Good evening Mayor Knapp and Councilors. Thank you for taking the time to hear comments and testimony regarding this important issue for this part of the region. As I said, my name is Brian Hodson and I am the mayor of the city of Canby. I'm here this evening representing the City of Canby, who is strongly in favor of this runway extension. Our city is home to companies like Wilson Construction, American Steel, Pioneer Pump, and others that use this airport to run supplies and personnel to job sites, bring clients and team members into the area to conduct business, all of which bring family wage, paying jobs to the area. For the City of Canby, the airport has played and must continue to play a key role in our city's economic development because we have attracted interest from businesses, businesses within the Portland Metro area and outside of Oregon.

Brian Hodson: [00:44:09](#) We are often asked about the airport. We are asked about the growth of the area with new homes, other new jobs, and whether or not the extension will happen, as that also plays into their company's plans. We are still considered by many a rural city, which is fine. I like it that way. One of our goals is to not pass Wilsonville in size or population and without the I-5 freeway, I suspect we will not. We do though

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want to provide the necessary services and amenities to make Canby a great and livable city. To do that means keeping the businesses we have and bringing in new ones. Both the City of Wilsonville and the City of Canby taut having the Aurora State Airport near our municipalities as an economic asset on our websites. The extension of the runway will be another tool for us; Wilsonville, Canby, Aurora, Donald, Hubbard, Gervais, and even Woodburn to use as we grow. As I have stated, the City of Canby is behind the extension. And I hope this, and I appreciate this Council's willingness to have this meeting and have the dialogue and I know that the benefits that this will have will help the entire South Metro area be on board. Thank you.

Mayor Knapp: [00:45:21](#) Thank you, Mr. Humberston.

Ken Humberston Thank you, Mr. Mayor. Ken Humberston, Vice Chair, Clackamas County Commission. My address is 14287 S. Firethorne Court, Oregon City. I'm here today on behalf of the Clackamas County Commission to make a statement that they have authorized me to make. I'm not authorized to speak to the merits or demerits of the issue of the expansion or Aurora Airport, but we do recognize that any expansion will have an impact on the surrounding communities. Accordingly, our position is that every aspect of the state's land use laws, process, procedures in hearings should be followed entirely and throughout this entire process so that all parties have an opportunity to have their voices heard. That is the position that I've been authorized to share with this, with you, with the public and, with your board. Thank you, Mr. Chairman.

Mayor Knapp: Thank you. I appreciate that. And will ask for a Katie Farrell?

Katie Farrell: Farrell.

Mayor Knapp: Farrell. Thank you. And Julie Fitzgerald, next. If you would? if you two are done. Thank you.

Katie Farrell: [00:46:37](#) I'll get started then.

Mayor Knapp: Yes, good evening.

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Katie Farrell:

My name is Katie Farrell. Thank you for the opportunity to delight me to speak with you tonight. I'm here to express my concerns about the proposed expansion of the Aurora Airport. This airport expansion would have a substantial impact on most people already living and working in Wilsonville and the surrounding communities. I am a Wilsonville resident who commutes to my dental practice in Hubbard. In the 11 years I've been making this daily trip, I have seen traffic increase in my commute time slow. As other commuters have noticed, southbound I-5 leading to the Boone Bridge and Highway 551 has become overwhelmed with traffic, especially during commute times. This is not only a problem in Wilsonville, but in the entire Portland metropolitan area. I know the City of Wilsonville is aware of these traffic problems and interesting them on several levels. Widening Wilsonville Road at the I-5 Interchange and most recently adding the third stacking lane on the southbound onramp.

Katie Farrell:

[00:47:42](#)

Unfortunately, the situation in Wilsonville cannot improve much as long as the congestion on I-5 around the bridge continues to worsen. Expansion on the Aurora Airport will aggravate these regional traffic problems by increasing the number of vehicles on an already congested road. Without a doubt, it will affect and many of the lives of residents and employees in this area. I'm, I'm really happy to hear that there are going to be impact studies done and I'm hoping they're going to be available for all of us to, to be educated by. I guess one thing that continues to go through my mind is who is going to benefit from the airport expansion. I expect that the average resident will find little benefit from it and more I expect that a very select group of wealthy individuals with jets and that may not even live in this community will benefit from it. I just want to thank you again for holding this hearing and I hope to hear more about the expansion in the future.

Mayor Knapp:

[00:49:00](#)

Thank you. Before Ms. Fitzgerald goes forward. I understand that a, another elected official, Ms. Julie Parrish from a state rep., state rep. from House District 37 is here. And if she is, maybe she could come forward to the vacant

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mic here and we would be pleased to hear from you. Thank you.

Julie Parrish: [00:49:24](#) Oh, thank you. Well, I'm, I did not know that you would move us to the front line. So I do, I do have a written copy. I will leave with whoever's taking written testimony. For the record, Julie Parrish House District 37 representing West Linn and Tualatin, but also down to rural Wilsonville addresses in this Stafford, lower Stafford part of the area and what was going to become Frog Pond. Mayor Knapp, Wilsonville Councilors, as you seek input from community members about the runway expansion at the Aurora Airport, I'd like to weigh in as the State Representative from District 37. Which at the south end of my district includes rural unincorporated Wilsonville. Many residents in this part of my district work in and around Wilsonville. Their children attend Wilsonville schools and they shop and recreate in the community and indeed a few of my constituents earn their living working at companies connected to the Aurora Airport.

Julie Parrish: [00:50:11](#) To that end, I'd like to urge the Wilsonville City Council to support the runway expansion at the airport at a time when the federal government has pulled back on federal infrastructure spending in Oregon, The Aurora Airport runway expansion project provides a unique opportunity to bring back home a share of our federal tax dollars. For this project, it's an estimated \$37 million by accepting these funds, Oregon will leverage those dollars into short term construction jobs and long-term aviation jobs. The construction work paid at union scale prevailing wages will provide a needed boost to the commercial infrastructure contractors and the businesses that support them with goods and services. The long-term aviation jobs at companies with a through the fence relationship with the state of Oregon are high wage jobs, a family wage, jobs with benefits. These positions would be a boom for the 80 to 100 families who would benefit from new jobs created at the airport.

Julie Parrish: [00:51:02](#) For years, there's been a perception that an expansion of the runway by a thousand feet will result in large planes

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trafficking the airport. We also heard those arguments though at the time when the tower was going to be constructed and installed. Yet that perception hasn't become a reality. Anyone with a deep knowledge of the economy, the economic activity in the types of aviation businesses situated at the airport could walk your Council through the logistics of why the expansion won't yield the type of air, that type of air business in Aurora. I don't believe we'll have 747 type jetliners landing in our backyard. If you haven't been out to take a tour of the airport or you haven't had a chance to speak with the business community connected to the airport, it's enlightening and I'd advise you to do so. The size and scope of any of the growth at the airport due to the finished runway construction is negligible at best in terms of air traffic or in the volume of cars commuting to work.

Julie Parrish: [00:51:53](#) Lastly, I'd share that the economic activity generated by the Aurora Airport is of significant value to the state and to the surrounding communities from the lodging taxes collected by this city, from contractor staying in our hotels to taxes generated for the North Marion School District and the Aurora Fire District to the income taxes that help Oregon's general fund make ends meet. The airport and businesses are positive influence and a stable income provider for our government to our local businesses and citizens alike. I urge the Council to move to a position for support for the expansion and use your voice to encourage our lawmakers to accept federal transportation grant dollars. Thank you.

Mayor Knapp: [00:52:31](#) Thank you very much. And I'm sorry Ms. Fitzgerald to, to delay, but I'm not going to delay you long. I just want to alert. The next panel will be Tom Potter, Ben Williams and Tony Holt. Ms. Fitzgerald.

Julie Fitzgerald: [00:52:46](#) Thank you. I'm Julie Fitzgerald and I served as a City Councilor in Wilsonville from 2012 to 2016. So thank you for holding this hearing and I'm also interested to learn as much as I can about this. I've heard a lot of people talking about the airport as many of us have and so like probably all of us in this room, I really believe in good government. And with regard to this project, I do have three areas of concern

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regarding this proposed expansion of the Aurora Airport that I think should be addressed before a project of this scale can proceed. The first one is the municipal government, governance of the Aurora Airport. And that I think is a necessary thing to take before the scale of expansion and development can occur. It, this will require annexation into a city. I believe before any further, urbanization should take place. The region has multiple examples of not an annexing before development happens and then trying to catch up after the fact.

Julie Fitzgerald: [00:53:49](#)

With urban level service needs outside of cities. This has never worked out well. It is ultimately an expensive path to follow for either the city or a future city to try to correct deficiencies for sewer, water, storm water, roads, fire and other services without the help of system development charges commonly paid by every other municipal developer. And then a second concern that I think I heard my predecessor on the table here, Katie Farrell, describing is similar to this one and that is the assessments that, that I think are some of them are planned to take place, which I think is a great idea. I think it's a good idea to conduct a full environmental impact study and an alternatives analysis before proceeding and that would help mitigate any recommended issues that are identified. We would find out exactly what the, the benefits and problems are and decide how to take care of them.

Julie Fitzgerald: [00:54:46](#)

It's this is a rigorous, methodical process that will help to anticipate, avoid and mitigate adverse impacts to the human and natural environment in this area. And then the third one which was also touched on by Katie Farrell, was to fix I-5 at the Boone Bridge the south metro area's regional transportation system is at capacity and urban development south of the Boone Bridge would only make this worse at this time. The congestion study by ODOT and Wilsonville was completed earlier this year and now the seismic retrofit of the Boone Bridge and the addition of the I-5 southbound auxiliary lane or in the states project queue. Elected officials can and should be in Salem at every opportunity to advocate for advancing this regionally vital project to a higher priority. Further urbanization south of

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the Boone Bridge should not occur ahead of this fix. So those are three critical items that I think should be addressed and implemented before any proposed expansion at this scale is goes forward. Thank you.

Mayor Knapp: [00:55:51](#) Thank you very much. So our next panel will be Mr. Potter, Mr. Williams, Mr. Holt. Following which I will ask for Leann Bennett, Bruce Bennett and Tony Helbling, Helbling.

Ben Williams: Good evening Mayor Knapp and City Councilors. My name is Ben Williams, 23013 Yeary Lane in Aurora. I'm president of the Friends of French Prairie. I've already submitted written testimony which, so, I will just summarize a few points that I wanted to make in written testimony to you tonight.

Ben Williams: [00:56:25](#) Specifically concerning master plans and the now infamous IGA intergovernmental agreement. In advance of and during the hearings in the last legislative session for House Bill 4092 to expand the Aurora airport. Suddenly the proponents of airport expansion, we're referencing the fact that the 1979 master plan recommended a 6,000-foot runway context is everything. And what was left out was a few of the other facts from the 1979 master plan the 6,000-foot runway was predicated on projected total operations of 205,000 by 1995, which would never have reached, in fact, total operations of the Aurora Airport have never exceeded \$95,000 per year, not just in 1995, but all the way to 2017. Also not mentioned was the 1979 master plan clearly called for coordination between Marion and Clackamas county's regarding land use planning, quote unquote zoning changes and master plan updates.

Ben Williams: [00:57:31](#) Of Note, there's another master plan that was never mentioned and that's the 2000 master plan which also recommended continued coordination between both counties, but perhaps acknowledging the shortfall in total operations recommended the runway remain at 5,000 feet. That's striking because the first presentation of the 2012 master plan by the Department of Aviation to the Aviation Board in 2011 included no build recommendation as the preferred alternative. That is no lengthening of the runway.

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Those who are familiar with the IGA know that it is between the Department of Aviation, Marion County and the City of Aurora. It was signed in April of 2008 and does directly contravene the coordination intended by the two previous master plans. It was needed by the Department of Aviation in order to apply for Connect Oregon, Three Funds to connect to construct the air traffic control tower and was approved by the Marion County Commissioners who made clear that if they let them participate them meaning you, City of Wilsonville and Clackamas County, they would be getting involved with you and having to cede control. That's on the audio tape of that meeting if you care to hear it, as you all know, goal one in the state land use law defines public involvement of which there has been a sure fit from start to finish.

Ben Williams: [00:58:57](#) As of the 2017 as of 2017, the master plan still had not been approved. That's, and I'm referencing the master plan from the 2009 to 2012 master plan process. Was there a public hearing regarding major revisions of that master plan? No, there was no public notice either, so I would certainly encourage you to and I thank you for this hearing and for being open about collecting all the data on and I would certainly consider it, encourage you to consider the context here in terms of the master plans and how it relates to goal one under which all of this work is supposed to be done. Thank you.

Mayor Knapp: Thank you very much.

Tony Holt: [00:59:39](#) Good evening Mayor Knapp and Council. My name is Tony Holt. My address is 7552 SW Honor Loop in Charbonneau and that is a new development in Charbonneau. I happen to be president of the homeowner's association. I represent something like 2,500 people and I've represented those people at PAAM Airport meetings for some 11 years now. I'm here tonight because I've watched some and I emphasize some, some key members of the airport community consistently manipulating the public process, falsifying the record of the public meetings and generally ignoring the concerns of communities around the airport. And here's to proof in two instances. Mr. Williams has

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talked about the meeting on the 31st of March, 2011. It was an Aviation Board meeting. Mayor Knapp was there, I was there and Mr. Ottenad was there and Mr. Williams and others. During that master plan process, during that meeting, ODA presented the preferred alternative as no extension, no extension of the runway.

Tony Holt:

[01:00:48](#)

ODA said the Planning Advisory Committee to the master plan of which I was a member, was conflicted on the issue and the extension was quote infeasible. But here's the first deceit. The minutes do reference an ODA preferred alternative presentation. Yet, there was no mention, no mention whatever that it recommended to no runway extension. But guess what? The Oregonian was there. They reported the Aurora State Airport runway would remain 5,000-feet long for two more decades under a proposal released last week and there Woodburn Independent was there. At last Thursday morning Aviation Board meeting planners revealed the recommended alternative didn't include the expected, the expected runway extension. At the next board meeting, the next day Aviation Board meeting, ignoring all prior public testimony, petitions, whatever from any of the meetings over the 18 months or more of the, of the, of the master plan. The Aviation Board said that in the 21 days since the no extension presentation being made, they'd received 33 comments in favor and extension and only 5, only 5 against.

Tony Holt:

[01:02:06](#)

Therefore the preferred alternative would now include a runway extension. This was a flagrant misuse of the data in their possession and was deliberate manipulation. The cumulative numbers we counted the process time with 126 responses in favor extension and an overwhelming 406 opposed. Again, they say nothing about the sudden reversal. They say quote, the board discussed more deceit surrounding communities have had enough of these deceptions and, and Charbonneau certainly has to lack of transparency and hide the ball. We must get municipal government in this facility as has been said, time to, to maybe return ODA to ODOT where it was when we started. This application should be shelved. I lodge these documents that are referred for the record. Thank you.

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Mayor Knapp:

Thank you, Sir.

Tom Potter:

[01:03:03](#)

Tom Potter Aurora resident address on file. Good evening, Mayor Knapp and Council. We've been told repeatedly by various expansion proponents through social media, through meetings at City Council and web posts that this expansion is all about safety. In 40 years there have been no incidents caused by inadequate runway length. We have had a growing corporate jet presence over the last 20 plus years and there are zero reported issues with jets landing or taking off. Safety is always relative to the risks inherent in any particular activity. When you introduce additional risk factors, the need for safety increases obviously. Risk factors such as larger jets in this instance. We know that there's a Bombardier Global Express that exceeds the weight rating of runway and is rated as an ARC C3 aircraft, which would suggest that is too large for UAO, yet it has been granted a waiver to come and go as it pleases and the responsibility to get in and out safely is up to the crew. As we have been told by the ODA.

Tom Potter:

[01:03:52](#)

This falls into the constraint operation category. Constrained operations are the measure by which this grant application for the expansion was deemed necessary, not safety. Please review the final paragraph on page two, of the supplemental appropriation document where it reads this project is to expand capacity of the airport and to accommodate users that have aircraft that are experiencing constrained operations and to continue quote capacity projects are not necessarily high ranking projects such as safety improvements or runway pavement rehabilitation which will affect the ability to receive AIP discretionary funding, which is why we're seeking full and fair consideration for this project to move forward under the supplemental discretionary funding, end quote. Constrained operations in this case are a self-perpetuating problem once you have aircraft using the facilities that are too large to begin with and allowing those counts and decision making seems rather absurd.

Tom Potter:

[01:04:45](#)

Add this to the fact that some of these constrained operation numbers were generated by reaching out to

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flight crews that do not already operate here and asking if they would use UAO if the runway had an additional thousand-feet. Please refer to the first two sentences on page two, paragraph one quote, by expanding the runway and additional 1,000-feet, the airport will better accommodate the existing corporate and charter operators as well as attract new users that have expressed interest in the airport facilities, but have had to locate and/or operate elsewhere in the Portland metropolitan area due the constraints caused by inadequate runway length. There been multiple discussions with potential jet aircraft operators indicating that an additional thousand-feet of runway length was satisfied. There's specific aircraft requirements and the requirements to satisfy other existing unmet demands at the Aurora State Airport speculative scenarios such as this should not qualify as constrained operations for the purposes of this grant application. For this reason, many others, this grant application to the FDA should be withdrawn. Thank you.

Mayor Knapp:

Thank you very much. So, Ms. Bennett, Mr. Bennett and Tony Helbling please. Following these three speakers. I will ask for Camille Hammonds, Ken Ivy and Judge Bill Riggs. Thank you. Good evening.

Leann Bennett:

[01:06:05](#)

I'm Leann Bennett. I live in 16480 SW Paramount Road, Sherwood. And I'm also a Wilsonville property owner and pay taxes here and also own property at the Aurora Airport. I got my private license when I was 16 years old over 40 years ago through the high school that I went to on a work experience program and that led to a college degree in aviation and many, many experiences that I had throughout aviation. And as a pilot and as a student pilot back 40 years ago with the Aurora Airport, I can tell you that that having a longer runway is definitely needed when you're learning how to fly. And most of the other airports that you fly into have much longer runways. So I attribute this to being similar to a road that we all travel on in our cars. The width of the road is, is important.

Leann Bennett:

[01:06:59](#)

So, if we have a little bit wider road than a narrow road when something jumps out at us, that gives us that extra bit

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of safety. And I think it's important that we all consider that. And anyone who has never been in a small airplane would like to have the opportunity to fly out of Aurora. I encourage you to do so. The second thing is the traffic has been brought up many times on the Boone Bridge, the Baldock Freeway, it's been failed for many years and that has really nothing to do with the airport expansion. The airport expansion is strictly a runway expansion. It is not a development expansion. So it is the land for the runway expansion will be protected from development. And I think that's key when people talk about urban expansion. This is not an urban expansion. This is a rural farm expansion. So, with, with the runway. And I think that's important. So, and I pass it over to my husband.

Mayor Knapp:

Thank you.

Bruce Bennett:

[01:07:53](#)

Bruce Bennett, my address is on file. We bought property, my family bought property at the Aurora Airport in 1968 before Charbonneau was there before Wilsonville was all on the other side of the freeway. And it, it's, it has been lengthened once. It's right now, it's the third or fourth busiest airport in the state is the 31st in length. Just that, I mean, there's a lot of studies. I can give you a lot of, safety specifics on why you need more runway, but the fact that, that there's 30 in this state alone, longer than it should make it clear. The, a, what's not clear, if you're not a pilot, when you walk out the runway, you'll see airplanes take off and land and they only use half the runway and of course you'll think, well, they didn't need that extra runway actually. They do.

Bruce Bennett:

[01:08:47](#)

Learning to fly, I've taught hundreds of pilots to fly off the Aurora Airport. And 90 percent of what I teach them is emergencies. I can teach you how to fly, it's simple. I could do it in five hours taking off and landing, climbing and descending, but we will spend 50 to 60 hours because you have to be ready for everything that can possibly go wrong. And what can go wrong on a landing? You could hit the wrong spot on the runway. You get a tailwind, you get water, ice. And then on a twin you're required to tag, have a takeoff distance plus a landing distance. Doesn't make

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sense until you think about it. If the, twin were accelerating and right at the moment of lift liftoff, something went wrong, he has to stop and it takes the entire landing distance. And then I'm, I'm a rated with the FAA. We fly a charter operation.

Bruce Bennett: [01:09:37](#)

It's a legal requirement for me to have that plus 40 percent on landing and I can't land on the end of the runway. I land a thousand-feet down the runway. That's a requirement. So a lot of this stuff is, is just not obvious at a, at a glance, it's very technical. That's the nature of aviation. And, and it's very, extremely regulated on a charter flight. Every flight I have to log, every minute I log, I do a weight and balance to the 10th of an inch where the center of gravity is in the airplane, that weight of the airplane to the pound. I calculated the takeoff, the landing rates. And I keep all that documented. We get flight physicals every six months. I get a flight test by the FAA every six months. There's nothing casual or, or a, a simple about it. But, a, it is all for safety. There's huge other reasons. Economics, I put it in my letter. I won't run on and go into the next guy's time, but I thank you very much for hearing us out. I really appreciate and respect your interest in this.

Mayor Knapp:

Thank you, sir.

Tony Helbling: [01:10:56](#)

Mayor Knapp and Councilors, my name is Tony Helbling. I've worked with Wilson Construction. My addresses on file Wilson's flight department has been based at Aurora for nearly 20 years and there are three reasons we'd like you to support the runway extension. The first, is obviously safety, second is the economic impact to Wilsonville and third is for disaster relief. Wilson builds power lines all over the United States to include Alaska and Hawaii. We use our three airplanes, like buses, moving lineman, mechanic's truck drivers, environmentalist, safety inspectors, project managers, basically the rank and file of our company all over for work on projects for safety inspections, meeting with customers, et cetera. Sometimes we fly only critical parts out to a crew to get the power back on after a storm. Safety is absolutely the most important priority in our company, whether working on high voltage lines, stacking

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boxes in an office, fixing a bulldozer, or flying in bad weather.

Tony Helbling: [01:11:47](#) We want everyone to go home safe at night. To that end, we've raised our safety culture to a new level as a direct result of the example set by aviation, focusing on human factors and ensuring our work is inside well-defined procedures and wide safety margins. This is why the extension is so important to us. Having a runway long enough to take off while still having enough length to stop in the event of aborted takeoff allows us to operate inside a wider safety margin. On return the same longer runway gives us a bigger margin to get a landing stopped in case of a contaminated runway with rain, snow or ice. Safety is our priority. Every year we averaged just over 600 employees all over the country. 20 of those are based at Aurora. These and about 80 in our Canby office and 30 in our Woodburn shop, put well over \$1,000,000 directly into the Wilsonville economy through personal and corporate purchasing.

Tony Helbling: [01:12:41](#) The cities of Wilsonville, Canby and Woodburn are trying to attract companies that provide family wage, paying jobs. Many of the companies you hope to attract operate corporate aircraft. When those companies see the extended runway, they will bring those jobs, talk to your county and state economic development staff. They will confirm a direct correlation between airport infrastructure and the desirability to move a company. Wilson Construction responds to disaster related blackouts all over the country. From Aurora our airplanes move us directly to the area of need. Aurora Airport is home to numerous other companies that also respond to large disasters and small emergencies. In that light we need to look hard at improving the airport to be ready for a national or a local event. The governor's office sees this value and as applied to a local, as applied to a local disaster and is looking at upgrading the airport from a tier three to a tier two.

Tony Helbling: [01:13:36](#) This would raise the level of effort to restore Aurora after a disaster. So I strongly encourage you to consider the benefits of safety, safety because it's our lives in those

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airplanes. I strongly encourage you to consider the direct economic impact to your Wilsonville constituents. I strongly encourage you to think about how we can all be ready to help our neighbors near and far when they need us. I strongly encourage you to support the extension of the Aurora Airport runway. I welcome your questions.

Mayor Knapp: Well, thank you. I don't think we're going to do questions now. We've got a lot of people waiting to speak, but appreciate your input.

Mayor Knapp: [01:14:12](#) I'll ask for Camille Hammonds, Ken Ivy and Judge Bill Riggs. Following this group of speakers, I will ask for Mr. Brad Tonkin, Mr. Tod Coombs and Mr. John Stewart.

Mayor Knapp: [01:14:31](#) Good evening.

Camille Hammonds: [01:14:36](#) Good evening, Camille Hammonds, 24890 NE Prairie View Drive, Aurora. Mayor Knapp and members of the Wilsonville City Council. My name is Camille Hammonds and I live in unincorporated Clackamas County. My home is directly north of the runway at the airport. I opposed this runway extension and urge you to direct the Oregon Department of Aviation to withdraw this unwise federal funding application immediately. Thank you. Wilsonville City Council for holding the only public hearing on the issue of the \$37,000,000 grant request to the FAA to expand the Aurora Airport, including extending the runway to accommodate larger corporate jets. The Oregon legislature should not approve the Oregon Department of Aviation request for this grant. This request is fiscally unwise and unwanted by local residents and a waste of taxpayer money. I oppose the expansion of the Aurora Airport runway for many reasons. But most important is the utter disregard the proposal shows for me and for my neighbor's, tax paying citizens of rural Clackamas County who will suffer from the increasing noise and pollution caused by the large corporate jets landing evermore frequently at this rural airport.

Camille Hammonds: [01:16:14](#) I work hard like everyone else in this room and most days I rise by 4:30 a.m. I'm in bed no later than 9:00 p.m. Imagine

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what it is like to have big, loud jets flying low over your house and waking up throughout the night. And this is something that we have had to put up with since the tower came in a couple of years ago. It's not unusual to have during the summer months when the windows are open, to be woken up three times being buzzed by a loud jet, jet and sometimes even having the lights flood the bedroom. When the airport proponents pushed for the funding and construction of the tower five years ago, saying that it would provide safety and noise reduction, they misled us. They've misled us to believe that having a tower would reduce aircraft overflights and resulting noise impacting our community. In fact, air traffic has dramatically increased and in particularly at night. Noise and pollution, or worse, hurting our quality of life for those who live around the airport north of the airport and ruining our sleep. The noise abatement program at the Aurora Airport has been a total failure. The procedures we were promised. Thank you.

Mayor Knapp: [01:17:40](#) You can wrap up ,if you can. Yeah.

Camille Hammonds: Thank you for listening.

Mayor Knapp: Thank you.

Ken Ivy: [01:17:45](#) Mayor Knapp, Councilors. Thank you for this meeting. My name is Ken Ivy. My addresses on record and I am the chair of the Aurora Butteville Barlow Community Planning Organization and that's people who have property and live west of Barlow and south of the river and unincorporated Clackamas County. And we are opposed to the extension and to the grant. Several things have been said about the master plan and W.H. Pacific and they planned that they gave the pin was countermanded and they put in an extension in a plan. So that's been set already, with regard to the new jobs and is in the application for the grant. They say that there are several planes in Portland area that will be coming to Aurora that is not a gain in jobs. Those jobs exist in Oregon. Those wages are paid in Oregon. What it's going to do is those people who were in Portland and Hillsboro and Tualatin and, and perhaps or Troutdale

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pardon me, and perhaps a Salem will now be commuting to Aurora.

Ken Ivy:

[01:18:52](#)

And the fact that there was a comment made that this does not have an impact on commute and Boone Bridge. And at the same time they're saying it's 800 people. It will impact an infrastructure, there on the freeway and frankly on the, farm to market roads that are already maxed out on traffic. So there is a great, there will be, would be a great impact on the transportation infrastructure. Also it said that this is free money. It's still taxpayer money, but it's free money, but it's not free to everybody. Any money who lives within five miles of the airport will be impacted because they talk about larger jets, which is counter intuitive if you're trying to make safety an issue, you bring in larger jets are going to have a greater impact on safety, they're going to need a longer run, you know, so it just does not seem to make a lot of sense. And, and I will make one comment about the Oregon Department of Aviation, which as stewards is supposed to steward our land. It's our airport, it's our runway and they are an industry advocate. They're making decisions based on what is best for the aviation community and not what's necessarily best for Oregonians and I'll stop with that.

Mayor Knapp:

[01:20:07](#)

Thank you. Judge, good evening.

Bill Riggs:

Good evening. My name is Judge. Bill Riggs, I live at 8164 SW Edgewater west and in Wilsonville I'm a retired justice on the Oregon Supreme Court and I've been in Oregon judge now for over 40 years. And as a judge I tend to focus on things that are more interesting to me, such as a judicial process. And one of the things that I'm very concerned about in this situation is the, is the failure so far of the state to follow the goal one of the land use planning, laws and it's critical that, that they do so as far as I know, and I may be wrong about this, but as far as I know, you are the only one so far that have had to kind of public input hearings that I think are absolutely required not only of the cities but of the farming communities and various others, including by the way the aviators who also deserve to have their considerations heard in a public process.

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- Bill Riggs: [01:21:25](#) Now, whether this ever ends up being a problem for the courts, I don't know. I hope not, but it could. I have provided written testimony and it's been distributed to you, I believe, or if it hasn't yet, it will be. And so I'm not going to go through all the things that I say in there, but let me just say this as far as I'm concerned and I think the thing that stands out more than anything else for me at least, and I hope for others, is that really the state has put the cart before the horse. They've gone out trying to seek or approve the process for seeking \$37,000,000 before going through the necessary mandated a citizen involvement that goal one requires. And they've, they've kind of skipped over that. Whether they've listened to a, special interest groups or not. I can't say I have not never part of that process.
- Bill Riggs: [01:22:23](#) But the average citizen has not had an opportunity to say how they think like they had tonight here. That needs to be done before there's any \$37,000,000 asked for or certainly not spent. And I would think that the, that the Council perhaps at the very least should ask the Governor to withdraw or see to it that that request is, is withdrawn at least until there has been a meaningful participation by the citizens and the aviators, in the, in the process which is envisioned by the, by the goal one. Thank you very much for your time and your attention.
- Mayor Knapp: [01:23:06](#) Thank you.
- Mayor Knapp: [01:23:09](#) Next speakers, I'll request a John Stewart, Tod Coombs and Brad Tonkin following which we will ask for. Paul Ranta, Mike Iverson and Wayne Richards.
- Mayor Knapp: [01:23:27](#) Good evening.
- John Stewart: [01:23:31](#) Good evening, Mayor Knapp and distinguished Councilors. My name is John Stewart, 12 Brays Island Drive, Henderson, Nevada. Obviously I'm not only an out of townner in an out of stater. I'm a retired airline captain from American Airlines and like a lot of pilots just because I had a birthday I wasn't ready to quit flying. So, I fly corporate jets part time for several business owners out of Las Vegas. And, our travels frequently bring us to Oregon and Washington and, that

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includes Aurora State Airport. When we're here, we stay in Wilsonville hotels, we eat and Wilsonville restaurants, we rent cars, buy fuel, sometimes visit the movie theater or a bowling alley. Basically we support the Wilsonville business community. I'm here to support the expansion, obviously, of the a runway. All pilots know that longer runways are safer runways. That's all I have.

Mayor Knapp:

Thank you.

Brad Tonkin:

[01:24:50](#)

Oh, go ahead.

Tod Coombs:

A good evening. My name is Tod Coombs. Address is on file and on record. I'd just like to read my letter, which all of you have already received. A, I'm the chief pilot for John W Dixon. We're based at the Aurora Airport and on our hangers and the two corporate aircraft that we use for business. We're currently planning on expanding our capabilities and business needs at the airport in the aviation field. It is ingrained in every pilot from the first training, flight safety, safety, safety. It's large, its our lifeblood. Aviation and operational safety is our way of life. It cannot and is not to be taken lightly at any time. Every decision we make as pilots is based on this premise, the operations we conduct for our jet aircraft is currently limited due to the existing 5,000-foot runway length, are unable to load the aircraft before fuel for trips due to the current runway length, the extension request of 1000 feet.

Tod Coombs:

[01:25:57](#)

We'll increase the operational safety of our aircraft and its performance capabilities. The extra 1000 feet that we are needing to extend the runway will increase both landing and takeoff safety. It is imperative we get the runway extension for added safety margins. Runway extension will also improve on the safety of all general aircraft operations conducted in and out of the airport. As a note for your reference, the thousand-foot runway extension will be added to the south end of the existing runway and that 1000 feet is within the already existing fence line already. Just as a visual reference for people. This can be viewed on the, approved or a master plan already. The airport employs well over a thousand people, many of them, Wilsonville

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residents, citizens to live, shop and conduct business in Wilsonville. Many of the business based at our airport spend millions annually and the local Wilsonville economy and surrounding communities.

Tod Coombs: [01:26:58](#) Any improvements made for the runway were at the airport, will increase business and spending in Wilsonville economy. This is a positive win, win situation for the City of Wilsonville and airport. Lastly, by adding the runway extension that will enable emergency response personnel to use the airport as a base of operations in any unplanned, manmade or natural disaster in the local area. You have all seen many natural disasters on the news recently and in past years. In all cases, airports play a critically decisive role in the emergency response and in saving lives. Emergency supplies and first responders would be brought in by air and lives would be saved by air from the Aurora Airport. The Aurora Airport is a very safe or report and an economic engine in the local community. Let us all work together to improve on all of these important issues. Thank you.

Mayor Knapp: [01:27:54](#) Okay, Mr. Tonkin.

Brad Tonkin: Good evening, Mayor and a City Council. I was asked to write a letter as well and a number of the talking points in the letter are similar to what you've heard tonight, so I want to just skip to the middle of the letter or I said. However, as one who's conducted business in the City of Wilsonville and has enjoyed a wonderful rep, relationship with both the people of the city as well, it's as it's governing body. I'm a bit puzzled as to why the office of the Mayor or City Council would oppose such a positive move favoring the city, the citizens of this wonderful city. I thought to look online to learn about similar projects and how other municipalities have reacted to projects of this nature to see if Wilsonville is unique and its opposition of such an endeavor. What I found was both interesting and quite frankly made the argument in favor of the runway extension far better than I could following are some of the quotes from articles that I found online.

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Brad Tonkin: [01:28:51](#) First one mayor says, bigger, better airport, crucial to local economy. This is from an article written in 2015 and Albuquerque Journal. The article continues to say the mayor has often mentioned the airport is being a key component to the city's effort to increase economic development. Second mayor to focus on airport roads. This from the Greensburg Daily News in Indiana on January 4, 2014, Greensburg. Mayor Gary Herbert said he would push hard this year to make progress on economic development initiatives, especially the \$9.9-million-dollar construction of the veteran's highway and the \$16,000,000 expansion of the Greensburg municipal airport. He went on to say that his goals for 2014 relate to primarily helping existing businesses, attracting new businesses, expanding the tax base, and bringing new jobs to the community. The airport expansion, which would include expanding the runway to 5,400 feet up from 3,600 feet today, would give local businesses better options for shipping their products and receiving raw materials.

Brad Tonkin: [01:29:56](#) Finally and just last month, Santa Cruz Sentinel in California, the headline read mayors message planning pays off for airport. The article went on to say the following. The mayor said, I've been fortunate to be a resident of a community and a city where I've also had the opportunity to serve and hold public offices for more than 30 years. During that time, I've had the honor of actually living near one of the most valued manmade resources within the Watsonville, Santa Cruz County, California central coast. That resource is Watsonville municipal airport, the only airport within Santa Cruz County, and it went on to say that the improvements translate into real economic outputs ranging from airport services and concessions to businesses development and associated employment opportunities coming to the area. I believe the point is clear. A nearby safe, useful and well operated airport is critical to the health and wellbeing of the economy for any city. I was pleased to learn that the neighboring cities of Woodburn and Canby are in full support of this improvement as well. Thank you.

Mayor Knapp: [01:31:02](#) Thank you very much. I will ask speakers, Paul Ranta, Mike Iverson and Wayne Richards to come forward and asked the

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following three to be ready. Pat Hickman, Larry Eischen.
And Michelle Labrie Ripple please. Good evening.

Wayne Richards: [01:31:29](#) Oh.

Wayne Richards: [01:31:30](#) Thank you Mr. Mayor and Council. I am Wayne Richards. My address is on file, but I live in Charbonneau. I'll be brief. I have four points in opposition to the runway extension at Aurora Airport. I think that a Wilsonville will be impacted far more than any other community that I can think of by the extension of the runway. We have over four point five hours of daily congestion on the Boones Bridge and it Ms. Farrell stated that beautifully a couple of extras on that as we average 129,000 vehicles per day past this area. And that was a year ago. It's gone up since then and because we have less than four percent, four percent less traffic than the river crossing between Vancouver and Portland. Imagine that you've ever tried to get to Vancouver from, from a Portland. All the bobbing and weaving it goes on to get to the Aurora exit and get to the Canby exit.

Wayne Richards: [01:32:23](#) Over the last four years has caused 148 accidents on that road. If you're going to have workers out there building this airport, they got to get there. I there aren't any hotels out there. There aren't any. There isn't any place to put them up. People have to come in to work there. Number two health and wellness to health and wellbeing are an important part of our livability. I'm not going to go into the health issues regarding exhausts and regular aviation fuel, but it still contains lead in many cases and it's already poisoning our environment in Charbonneau. Spraying toxic waste, on our seniors and our pets and our gardens. Those were the lung and breathing issues. It's no secret that even low levels of lead affect children's health and airports are still the major source of lead pollution in America. Jet Fuel exhaust can be even more toxic. Sulfur in jet fuel exhaust is a major killer and this was stated by a Dr. Maurice of the US Federal Aviation Administration's chief scientific and technical advisor for the environment.

Wayne Richards: [01:33:14](#) Infrastructure for the airport isn't adequate, I think they have four cesspools for that entire community out there.

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Who's going to provide that since they're not part of Wilsonville, they're not part of Aurora, they're kind of in this unincorporated, unincorporated little zone out there. Who's, who's bringing those, those things in sewer and water into that airport. And then, what about water and other necessities? And then finally, I think the worst thing about the airport extension is that in order to extend the runway a thousand feet fine, that I guess that's airport land, but you got to have a taxi way and the taxiway is going to infringe on EFU and rural reserve land. And the second that you put one inch of EFU exclusive farm use land and rural reserve land out there, the vultures are going to sweep in. And we'd been down to a state legislature many times trying to stop encroachment in those specific areas. We fought that battle against moneyed interests, attempting to, to change the zoning on EFU. And the only benefit to expanding the airport is to a collection of small business people. That's the only benefit that I can see. Finally, I've always tried to never mind. Thank you for your time.

Mayor Knapp:

Thank you. Good evening.

Mike Iverson:

[01:34:33](#)

Mayor Knapp, Council. Thanks for the opportunity. Good evening. My name is Mike Iverson. My son Ryan and I own Aurora farms, 200 acres of fresh market vegetable farm south of the river on both sides of the Aurora Airport. We employ 25 people minimum and have been operating for nearly 40 years there neighboring farms or seed producers, wholesale nurseries, filbert producers as well as other fresh and processed vegetable growers. This area has arguably some of the best suited soil types of water supplies and microclimates for the for mentioned, the for mentioned cropping systems and importantly we farmers still managed to maintain good relations with are non – farm, non-farming neighbors and remained and still remain the highest best use of these lands. Allowed me to just simply outline a few, some of which have been mentioned, but a few of my concerns regarding this somewhat mysterious airport expansion plan.

Mike Iverson:

[01:35:35](#)

First, we're all aware of the newer grid lock extensions on a situation is on the roads around the airport. Ehlen, Arndt

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and Airport roads are always busy. Seven to seven, especially during rush hours. Kyle Road also runs east and west and will be closed to through traffic with a thousand-foot runway. Extension disclosure directly affects my farm that requires multiple daily trips back and forth between operations. Those necessitating, necessitating that we traveled three times farther to the north around the airport because Ehlen Road is impossible of note, there are more vehicles using Kyle than there are planes using the runway and the road's already paid for, including, including the \$3,000,000 left turn, turn lanes on 551 Kyle Road. That improvement will be jumped just another waste of taxpayer money. It seems to forcing farm operations and equipment, so that's the ours onto already overburdened runways is simply unwise and certainly unsafe.

Mike Iverson:

[01:36:32](#)

My additional concerns or the lack of airport area governance which has been mentioned, the now famous sewer and water questions and the potentially serious environmental problems with the non-addressed airport wider runoff to the area, creeks and rivers which already are occurring. Together with a dubious and inflated future employment claims within this new proposed airport come confines, and of course I highly questionable quote, constrained operations excuse declares a cargo jet capable runway, a necessity. The entire proposition smells foul. The Marion County Commissioners, two of whom took significant airport promoter con, contributions just recently should be ashamed of their lack of concern, transparency, and leadership to allow this albatross of an airport plan to hang around in the necks, all of all of us here in the North Willamette Valley. The bondage, Oregon's land use system is being gamed and public process neglected on several fronts. And I thank you very much for listening.

Mayor Knapp:

Thank you, sir.

Paul Ranta:

[01:37:32](#)

Paul Ranta Fir View neighborhood. We're part of the area that was dis-included from the intergovernmental agreement. I'm still not sure why we're because we're clearly still in the same geographic area that aircraft are traveling through on a regular basis. Most of my points have

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been ticked off here over about the last 15 minutes. The thing that I would like to address though is as someone who comes from an aviation family who is also not against development and you know, believes in the growth of business in this state is the fact that this is, with the exception of a short meeting with some very good people from Oregon Solutions, the only input our entire area has had into this process. Nobody's talking to me or taking my input when I've got aircraft flying over at 3:00 a.m. and I've lived. I was in the military. I've lived under approaches. I've listened to jets all day long. Great. That's just part of the job. This is slightly different and it's increasing all the time. The tower's not doing the job. The ODA is not doing. The job calls to the ODA are met with deaf ears. There's a process. Everybody else in this state has to go through the process. There's very specific efforts to do with what's going on at Aurora. You'll notice very few of the proponents actually live in the affected area.

Paul Ranta:

[01:39:06](#)

Almost everyone else who is here to speak either has a business interest and a profit interest. We would urge the state of Oregon and its leadership, most of us think this is probably going to be a done deal that this money is going to go through and they're going to pass this thing than follow the constraints that already exist on how it's going to be spent, how the expansion will take place, and if we are going to add to this thing, let's make sure that it's exclusively for the use of airport and all of that other land, which as the rules around written specific for Aurora can be used for any other purpose that is considered to be airport business. That could be airport condos, that could be a deconsolidation air freight. And the last thing I would say in all of this is if you think of this in the context of I'm adding a third passing lane, but we're not going to use it unless it's an emergency. I'm pretty sure we're going to be using it on a regular basis. And thank you for setting up this forum.

Mayor Knapp:

Thank you very much.

Mayor Knapp:

[01:40:21](#)

So I request a Pat Hickman Larry Eischen and Michelle Ripple, please. And I will give an alert following these

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speakers for a John Maletis, Mike Wright and David Waggoner. Good evening.

Michelle Labrie Ripple: [01:40:44](#)

Good evening. My name is Michelle Labrie Ripple. My address is on file. As a former Wilsonville City Council member, I know that one of the city's most important policies is to create an excellent business climate.

Michelle Labrie Ripple: [01:40:54](#)

Wilsonville is a great place to live, work and enjoy excellent quality of life. Our city is almost 30,000 jobs with the payroll, have more than 1.1 billion dollars because Wilsonville has done the hard work of planning and providing the necessary infrastructure and support services necessary to support these jobs. Wilsonville is learned to manage growth and keep municipal governance strong so that city infrastructure keeps pace to support these 30,000 daytime jobs that we have almost or 30,000. If the runway expansion at the Aurora Airport was just about a longer safer runway, that would be fine. But projections say that the extension of the Aurora Airport will create as many as 4,000 new jobs. At face value that sounds great, but to realize that kind of job growth, a lot needs to be done first.

Michelle Labrie Ripple: [01:41:47](#)

This many jobs at the Aurora Airport are unsupportable with the existing infrastructure. There's not adequate water, sewer, storm water, surface road infrastructure. None of that exists down there to support that kind of significant employment growth. Anyone who has to commute across the Boone Bridge is painfully aware of the road infrastructure limitations, preparing for sustainable growth takes years. In Wilsonville's case, we've worked for almost 20 years to prepare the Coffee Creek regionally significant industrial area and the Basalt Creek employment lands for thousands of new jobs. This has cost millions of dollars in planning and constructing the infrastructure systems necessary to host this kind of job growth besides being unwise to expand the Aurora Airport. It's unfair for the lands adjacent to the airport to be considered for development before Coffee Creek Canby's Pioneer Industrial Park or Woodburn UGB lands. These communities have done the work and most importantly funded the infrastructure necessary to pave the way for smart job

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growth. Clearly those seeking to expand the Aurora Airport and industrialize the farmlands around the airport, haven't done the work and invested in the infrastructure necessary to earn this opportunity. As a business owner, engineer, and former City Councilor who successfully helped build our cities job base. I urge Governor Brown to withdraw this runway extension grant application and instead encouraged the current planning careful planning annexation into a city and the municipal governance necessary at the Aurora Airport to create sustainable jobs. Thank you.

Mayor Knapp: [01:43:19](#) Thank you. Sir.

Larry Eischen: Hello. I'm Larry Eischen. I live on Edgewater place in Charbonneau. If you know the geography out there that's right in the glide path. So that tells you where I'm coming from. A, first of all, and I would say this not in front of you, but Wilsonville has a terrific City Council, have had, has had for years. And when it comes time for you to stand up and be counted on this, I hope you will represent us against the expansion of the airport. My problems are like everybody else's traffic is sickening. We don't want to increase it. I'm concerned about noise, larger airplanes, faster airplanes, heavier airplanes will make it worse. And the people who know about acoustics say to me that an airplane, a jet airplane taking off, we'll measure about 135 decibels.

Larry Eischen: [01:44:31](#) They also tell us that at 120 at only 125 decibels pain begins. My other issue or problem is a question is which city is going to control and pay for all this. As I understand it, the governance is kind of up for grabs at the Wilsonville site. And I think this application is not ready for prime time. There's been no environmental study. There's no justification yet for this extension of the runway. There's no plan for the land acquisition that must be, that will be required in terms of the action required on this proposal. I don't know where it stands at the moment, but if it's already submitted, the Governor should pull it or if it's not submitted, don't. And I've been involved with some of these, testimonies on air force airport creep issues in the past. And when you dig into it later, you find out that there's

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some legislator down in Salem that is kind of behind it, you kind, kind of wonder why. Yeah, they don't even live close to the Aurora Airport. Where is Scappoose anyway? Thank you very much.

Mayor Knapp:

Thank you. Mr. Hickman.

Patrick Hickman:

[01:45:58](#)

Good evening. I'm Patrick Hickman, Charbonneau resident and I come to you tonight to voice my opposition any planned expansion in any way aircraft and a flight and aviation or in my family, so I have a little knowledge of, of, of aircraft activities and I'm also on the other side with noise and we haven't addressed much. It's touched a couple of times tonight about noise. But in depth I've tasked myself over the last six months, I've provided all the Councilors here with a document that logs every flight that has been an overflight or affected the Charbonneau and Wilsonville area within the flight path, in or out of Aurora. These are documented flights you can go to flight aware.com. You can verify any of them at any time. Their history, they're historically stored. I've logged this out and made it available to anybody that would like it.

Patrick Hickman

[01:47:11](#)

They can see me after the event here tonight and I can give you a get your email address. I can send you a copy. What it does show is all the jet activity that now happens. Where I'm going to go from here is why I logged this. The airport already cannot manage the voluntary noise abatement program that's in place and has been in place for a number of years. No one abides by, very, very few. Let's say abide by, there's some local people and I've seen that do tend to take measures to minimize it, but it only applies voluntarily to small, small private airplanes, jets and turbine engine planes are exempt from any, even the voluntary program. All the flights are controlled by Portland International or Trey Comm., which is their group up there that handles the flights of these larger planes, jets and so forth, in and out of Aurora.

Patrick Hickman:

[01:48:09](#)

And so the, the noise abatement issue and the noise impact on the Charbonneau and surrounding community is only going to increase if it expands. It's already a problem now

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as I've gotten my logged, but it only increase and to lengthen the runway means heavier and larger jets just guarantees it will happen. Guaranteed. That means more noise. Aurora tower can't control it. They have no jurisdiction over it comes out of Portland. So this is the flight corridor, so Portland just looks at it since we got to move plane A, plane B to point B, back and forth. And with that there's, there's, nothing's going to change unless there's a mandatory a noise abatement program implemented by the FAA, which is opposed to doing anything like that because they want to get planes from point A to point B.

Patrick Hickman: [01:49:03](#) Okay, efficiently. So that's the end of my. Thank you.

Mayor Knapp: [01:49:08](#) Thank you very much. I will request a speaker's Mr. John Maletis, Mr. Mike Wright and Mr. David Waggoner and give a heads up too. let's see, Richard Angell may pronounce that wrong. I'm sorry if I did a Richard Martins and Bob Harland.

Mayor Knapp: [01:49:33](#) Good evening.

David Waggoner: [01:49:37](#) Good evening, Mr. Mayor, Council is truly a pleasure that you were taking the time to understand the impact of the Aurora Airport to local community. My Name is David Waggoner.

David Waggoner: [01:49:48](#) Address on file and I run one of the flight schools at the Aurora State Airport, which means that I fly the smaller aircraft on and off of that airport. Now all of the statements we've heard about safety and the safety enhancements at the airport are absolutely accurate with this 1000-foot extension. For my business, it is absolutely irrelevant, absolutely irrelevant. What is relevant to me is the impact at the Aurora State Airport will have on the local community after the Cascadia event. Now, FEMA is currently conducting a survey in Oregon and the Pacific northwest to determine the best methods of getting emergency supplies and personnel into, into the state and into the population that needs it. Once the Cascadia fault, let's go. What they are doing is they're survey, surveying airports to determine if they are a feasible opportunity to move supplies in and

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out. They have completed the survey already on the Redmond Airport and has had determined that that airport is acceptable to fly the large cargo planes in that they will need to be able to support the community with the supplies.

Speaker 25: [01:50:58](#) Now the Aurora State Airport, even if it's extension goes through, will not support the larger aircraft needed to bring in supplies. So what FEMA is setting up is an organization through the, Oregon, the office of emergency management and the civil air patrol where they will partner with smaller aircraft like I have and we will go to the supply, supply airports like Redmond and bring the supplies here. Now we don't need that at 6,000 feet in order to function. And the air, the Aurora Airport will undoubtedly be damaged during the Cascadia event. However, it is not sitting in a liquefaction zone. So there will be large sections of that runway that are usable for smaller aircraft like ours. So the volunteer pilots and the volunteer aircraft will be bringing into this area, which by the way, it's designed to serve to serve these corners of Yamhill, Washington, Marion and Clackamas counties. We'll be bringing the supplies in that we need to support the population so that 1000, that extra 1000 feet simply gives us 1000 feet more of safe runway that we can use to bring these supplies in to support the population. And I definitely suggest that that be taken into consideration by the council. Mr. Mayor Council, thank you for your time.

Mayor Knapp: Thank you.

John Maletis: [01:52:26](#) Hi, good evening. My name is John Maletis. My address is on file. I live in Portland. I'm, I'm the captain of November 59 Golf X-Ray, which is the Global Express aircraft that's based at Aurora. A tonight, actually, I want to address the issue of noise. We are one of the largest aircraft that operate out of the Aurora State Airport. But we're actually not one of the loudest. In fact, in terms of turban aircraft, we are one of the quietest, do you have to understand about turbine aircraft and turban engines, is that majority of the noise is actually produced by the RPM, the turban blades and the fan blades. The type of engine that's used on

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the global express is a, a Rolls Royce engine ended actually rotates at about 50 percent, the speed of a smaller jet, such as a Learjet and it's actually quieter than many turbo props and even most piston airplanes as well.

John Maletis: [01:53:19](#) There's published studies that have been done. I could provide those to the Council. I didn't have an opportunity to submit yet beforehand, but I'm also want to say for the record that, you know, we as an operator and as a pilot and I take noise seriously and that it's true when there is a, what's called IMC instrument meteorological conditions, inclement weather. We are mandated by the FAA and by Portland Trey Comm. to adhere to a certain flight route when the weather is nice, what's called VFR, visual flight rules. We try to avoid Charbonneau as much as possible by turning early. We also try to, if using runway one seven, we tried to cut self of Charbonneau and make a short approach, as safety permits. So we do want to take, I do take noise very seriously and we try to mitigate it as much as possible and, like to thank you for the opportunity to speak tonight and, to address this situation.

Mayor Knapp: Thank you very much. Sir.

Mike Wright: [01:54:17](#) My name is Mike Wright, address 17570 SW 106th in Tualatin. I've submitted this letter. I'd like to read a real quick and if there's, sometime at the end, I'll, I'll make some of the, I'll comment on some of the notations I made this evening. And a little background, I am a fourth generation aviator. My great grandfather designed portions of the F86 and F100, had a grandfather served in World War II and maintained course aircraft. You may be familiar with that. And another grandfather was B17 engineer, just shortly after World War II. My father is still in Alaska flying. So it's a true to my blood to, represent aviation tonight. Mayor and City Councilors, I've been working at the airport since October 2005. After a 10-year career at the Evergreen Aviation Museum, I began with my own business, restoring vintage aircraft.

Mike Wright: [01:55:13](#) But as 2007 approach, there was a downturn in this industry. I became employed with a company whose

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primary purpose was to sell brand new aircraft built by Sakata and Piper. Over the course of six years, we grew that company to 10 employees servicing 36 aircraft for their yearly inspections plus repairs. In 2013, I left employment and revamp my company to focus on corporate jet aircraft, that operator to Aurora. Our Clientele has now become a fleet of 10 aircraft. We have grown to six employees, proudly offer healthcare and above standard wages. A majority of our work is performing the inspections mandated by the aircraft manufacturer, but it also includes interior reconditioning, tire changes, polishing the exterior cleaning in between flights and we restock the airplanes with snacks and refreshments. Wilsonville is a vital community to support us, Aurora and Canby are as well. Our local purchasing expenditures are close to \$18,000 a year. We have six people working for us and we're spending \$18,000 a year here locally. Two thirds of which are here in Wilsonville. I have personally eaten in every single restaurant in Wilsonville, which may answer for a little bit of the indigestion. I have this evening.

Mike Wright:

[01:56:24](#)

To list all the restaurants. We would simply take a copy of the phone book. We utilize dozens of retail stores in Wilsonville, including Fred Meyer, store and gas Ace Hardware, Wilsonville Lock, Napa Auto Parts, Safeway, Costco, OfficeMax, Pier One Imports, O'Reilly Auto Parts, Camping World. Yeah, will you do go to Camping World, but we don't buy parts for the aircraft there. It's merely the toilet paper, a Walgreens, a Wilsonville Jeep and Ram, Rite Aid, Wells Fargo, of America and Bank of America Subaru, Fry's Electronics, Post Office, Wilsonville Liquor. Yes, Wilsonville Liquor, Target and Dollar Tree. To name the most common. I would like to ask for support in improving the Aurora Airport by way of extending the runway. Remember, this is not an airport expansion. It's an extension of the runway. Three more sentences. Our success is dependent on the owner's having chosen to base their aircraft and Aurora. Our expansion is based on the aircraft owners deciding to be there. I'll end with that. Thank you.

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- Mayor Knapp: [01:57:29](#) Thank you very much. As for Mr. Richard Angell, Richard Martens and Bob Harland, if we could please and then I will ask, the following speakers to be ready. Robert Wiesenthal, Jan, Shea, and Jerry King. Good evening.
- Richard Martens: [01:57:45](#) Good evening. I'll proceed. Excuse me. My name is Richard Martens.
- Richard Martens: [01:57:55](#) I live at 3400 SW Del Monte Drive in Wilsonville. First of all, thank you for holding a tonight's hearing. I'll limit my brief comments to what I feel is the overarching issue, which is the need to establish an appropriate governance structure at this busy and growing airport. I would first like to offer that it is important that we all recognize that from its humble World War II beginnings the Aurora Airport has emerged to be an important element of the economic infrastructure of our area. As such, it will continue to grow and use regardless of the outcome of the current debate over the runway extension, but the current level of activity and expected growth only serves to underscore the need, even urgency to establish an appropriate governing structure. If you'll indulge me for just a moment, I'll offer a few data points, by way of background.
- Richard Martens: [01:58:52](#) There are some 97 public use airports in Oregon. 28 of the airports, including Aurora, are operated by the State Aviation Department. Aurora is the outlier among the 28 as the third busiest airport in the state. The next largest airport operated by the state is Bandon, which has less than 10 percent of the activity as a Aurora. The FAA and the state categorize airports from one to five based on their position and activity. Category one includes all airports with scheduled commercial service. Category two is urban general aviation airports. Aurora is one of the 11 category two airports in Oregon and is the only one operated by the State Aviation Department. The other 10 categories two airports and all category one airports are governed by city, county or port authority. It would seem that virtually every other area of the state that has an airport that even remotely approaches the magnitude of operations as Aurora has recognized the need to establish appropriate local government oversight apart from the administrative

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staff at the Department of Aviation. Since, Aurora sits at the nexus of two counties and midway between two cities, it seems inappropriate for any one of them to assume control of the airport.

Richard Martens: [02:00:26](#) While it may require legislative action, I think we should advocate for the establishment of a port authority with appropriate representation from all the stakeholders and I would just add that had such a governing authority been in place, it might well have been able to generate the kind of support necessary for this airport extension. And we wouldn't have to be here tonight.

Speaker 18: [02:00:53](#) Thank you.

Richard Angell: [02:00:58](#) Never been called that before. My name is Richard Angell.

Mayor Knapp: Angell, I'm sorry. I just could not read that.

Richard Angell: Mayor Knapp and Commissioners, I'm very, very grateful for the opportunity to speak before you. And I'm a, I shouldn't say that I'm a pilot, have gliders that radio controlled, that was a joke, and I'm also very grateful that, the pilots here pay so much attention and prioritize safety. I wish to speak about two features of the Air Aurora Airport expansion and development project, and specifically the grant proposal process. First, the array of governmental institutions and agencies that are involved in this process because of their formidable complexity present an almost insurmountable barrier to citizen input, input. The second issue is the factually opaque process in this grant process, which makes citizen input and deliberation difficult or any effective window dressing at best corrupt at worst. This is an aviation industry insiders job, a commercial development project now with national as well as local and state inside or interests at stake.

Richard Angell: [02:02:21](#) They have resources to purchase expert legal and political representation which allows them to enjoy disproportionate influence over the administrative decisions. Bear with me here to look at the institutional complexity, which is not novel to aviation. I know from

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healthcare services briefly, we would list all of the entities from the federal to the local level, from the FAA to the regional FAA office, to the state offices, the Department of Aviation and so on, down to the Aurora Airport and the various levels of government, representational government. Every entity has certain functions from a systems point of view, there's a mission with goals. Some of them are explicit. Everyone has executive functions. Every one of them has boundaries. Every one of them have communication, quality qualities and networks, and then there are the unique attributes of the leadership of each of these organizations. If you make a matrix of all these different aspects, there are dozens of domains to be learned about. It's an enormous amount of learning that is really beyond the scope of anybody. Well, not anybody I hope, but it's an enormously challenging. It's, it's a. it's a major challenge to individual citizens and it's also a huge challenge to legislators. We not only have this issue to deal with, but many others in a very limited amount of time.

Mayor Knapp:

Do you have a closing comment?

Richard Angell:

[02:04:01](#)

In closing comment, I'd like to endorse the comments of Tony Holt and Judge Riggs regarding the other issue which document the have a, application process which has really been characterized by a lack of transparency, a lack of other really meaningful input opportunities for citizens. Thank you.

Mayor Knapp:

Thank you very much. Mr. Harland.

Bob Harland:

[02:04:27](#)

Yeah, my name is Bob Harland. I'm the chair of the Charbonneau Country Club Civic Affairs Committee, a group that advances the interests of over 20 to 2,500 Wilsonville residents live in Charbonneau. First, I want to add my thanks to those many of many others here who have appreciated the fact that you're actually holding this hearing. Given the magnitude of this project, there should have been many more opportunities for public input. The ODA should be embarrassed. But let me make three points. First, over the last decade, local residents have repeatedly and routinely been surprised by development interests at

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the Aurora State Airport. And here we are again the only public hearing about an issue that has significant quality of life implications for the local communities. That's just not right. Second, the last time is as Tony Holt said the last time runway extension was discussed publicly. It was almost seven years ago; a runway extension was not approved.

Bob Harland: [02:05:23](#) Then it was only mentioned as a possibility for the future, not as a certainty. Third, a handful of aviation developers who regularly use what we'll call end runs around good public process, around land use laws and around their neighbors by running to the legislature with what they call a special case. No, there is a group and many of its members are here tonight called PAAM Positive Aurora Airport Management. Maybe you've heard of it. The PAAM stands for this. I said Positive Aurora Airport Management. It was formed with the explicit intent of building rapport and effective communication between the airport and local communities. I've been attending monthly meetings of PAAM for the last two years. Rarely if ever, are these types of airport development matters discussed at PAAM. I have to wonder; are they being discussed in some other kind of a forum that doesn't allow for public input? Perhaps if PAAM were true, were truer to its charter, we would not be here tonight. The rest of my comments have already been mentioned more eloquently than I can. The open public process, a new master plan, a inter-government, an intergovernmental agreement that involves local governments and citizens in a very meaningful way, a complete environmental impact study. And finally the issue of a governance annexation was mentioned. I kind of like Richard suggestion about a special district too. Thank you.

Mayor Knapp: [02:06:53](#) Thank you very much. Request Jerry King, Jan Shea and Robert Wiesenthal or Wiesenthal. And give a heads up, just have two for the next panel. Jeff Fast and Brett Vaughters

Mayor Knapp: [02:07:15](#) Hope you know who you are? Good evening.

Jan Shea: [02:07:25](#) Good evening. My name is Jan Shea.

Mayor Knapp: Shea, thank you.

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Jan Shea: [02:07:29](#) Thank you for holding this Mayor Knapp and City Council. We appreciate this one opportunity

Jan Shea: [02:07:42](#) It's unfortunate that you had to conduct this hearing in order to give us the people who actually live here a chance to be heard because most of the other involved parties would rather just not be bothered with the concerns of citizens. This is not a case of NIMBY, not in my backyard because we already have this airport in our backyards. We just don't want it to get any bigger and destroy our quality of life. Our concerns include significant past, current and future impacts on both humans and the environment in our community. I am here to explain why a National Environmental Policy Act known as NEPA full environmental impact study and alternatives analysis must be implemented before anything like the recently proposed \$37,000,000 Aurora Airport expansion can occur using Federal Aviation Administration, Supplemental Grant Funds. In fact, it should have been done years ago before the tower went in and before the airport expansion.

Jan Shea: [02:08:51](#) Proponents tried last year to pass the disgraceful legislation that was an end run around our land use system, our laws that value and protect farmland and the beauty of Oregon. NEPA requires federal agencies to conduct an environmental review for airport development projects that result in changes to an airport layout plan and yet airport proponents have not done so, and environmental impact statement enables federal agencies to analyze and document potentially significant environmental impacts from the proposed projects and develop measures that will mitigate those effects. These statements are required and reviewed by the Environmental Protection Agency for projects of this magnitude. There is no way that this, that the proposed expansion of the Aurora Airport should proceed without a full environmental impact statement being conducted. The initial phase would identify reasonable alternatives in addition to the airports preferred alternative. The impact study would also study the impacts on the airport operations, if a runway extension is not built, the public would have several opportunities during that process to provide input and make comments on the

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project. A full environmental impact study for Aurora airport would look at 14 categories of potential environmental impacts, which include aircraft noise and compatible land use. We need those studies done is the point I'm trying make and they haven't been done and one end run around this process after another has been attempted by proponents of this expansion. We need citizen input and we need environmental impact studies.

Mayor Knapp:

Thank you.

Jerry King:

[02:10:48](#)

You want me to go? Okay. I'm Jerry King and a citizen of Aurora, 20836 Yukon Street NE. Like to thank Mayor Knapp and the City Council for providing this opportunity. It is rare that we get an opportunity to really speak these things. My two issues I'm going to try and cover tonight is a report, a airport safety reports and then make a comment or two on earlier testimony. So looking at the safety of the airport, which is one of the spear points, of the proponent, I did work and went out and look for facts and found the National Transportation Safety Board lists of incident. And I looked back for 40 years from 1978 to 2018, it shows 27 total incidents and only one fatality. And the, the fatality unfortunately was a lost airplane and a presumed a fatality of the pilot. But other than that, none of the acts incident site, the Aurora Airport runway to be inadequate in length and contributing to the cause of any incident that's important to note.

Jerry King:

[02:12:05](#)

Rather, all incidents except one are due to pilot error or mechanical issues with the plane. Since all maintenance issues are subject to pilot responsibility, those issues might be included under pilot errors as well. This singular, the singular incident cited concern to missing plane and pilot never recovered and assumed a fatality. The Aurora Airport has the lowest incident rate of, of incident airports in the metropolitan area when compared to other Oregon airports with paid 5,000 foot runways plus or minus 800 feet. It's about average and incident rates. In other words, the good pilots at the airport are doing a good job with a 5,000-foot runway. They're safe when the Aurora Airport is restricted to aircraft certified for runway length, it appears

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to be quite safe with an adequate runway. On the other hand, if larger aircraft and given ODA waivers to use the airport, these aircraft run the risk of exceeding the safety measures of the runway and could lead to accidents.

Jerry King: [02:13:07](#)

It would seem prudent to stay within the aircraft, a, restrictions for the current runway length to remain safe for the pilots, aircraft, and surrounding communities. In earlier testimony, we talked about the sound abatement plan. There's been a miserable failure. Pat Hickman papers that you guys got copies of is quite expansive, but it does point out exactly what's going on. We have a deep concern, our future concerns. If a runway extension is approved and constructed, the increased air traffic of larger, heavier jets, they're louder and take longer to get the altitude will cause even more noise. Our data strongly points to poor management of the current sound abatement of flight plans for all aircraft from this airport. There's no reason to believe that this situation would be improved with a longer runway. In fact, it would get worse for everyone in the sound impact area. Final statement. Based on these findings, I would urge this board to convey the importance of a comprehensive environmental impact study of the Aurora Airport, air traffic and airport management of the sound abatement plan to the Emergency Board and the Governor before a decision is made to retroactively approve the FAA grant for the Aurora Airport runway extension. It is the proper and prudent step forward. Thank you.

Mayor Knapp: [02:14:27](#)

Thank you. Mr. Wiesenthal, Wiesenthal, how?

Robert Wiesenthal:

Wiesenthal

Mayor Knapp:

Wiesenthal.

Robert Wiesenthal:

Yes, my name is Robert Wiesenthal. I'm a recovering lawyer who is lived at 7480 SW Bunker Part Court for the past 10 years. I want to address the issue of traffic. I realized that this has already been discussed and I certainly endorse the statements of Ms. Farrell and former Councilor Fitzgerald. To put it in a, in the form of a parody of a motto of Las

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Vegas. What happens on I-5 does not stay on. I thought anyone who has tried to go through the intersection of Wilsonville road and Boones Ferry Road at 5:00 on Friday knows that there is a clear impact of any increase in traffic on interstate five. People who would have 10 years ago when I first got here, who would have come down Interstate-5 heading south and gotten on at Ellignsen Road now come down Boones Ferry Road.

Robert Wiesenthal: [02:15:40](#)

This creates an immense amount of congestion at that particular intersection. So much so that is dangerous. Now, I commend the City Council for recently, seeing to, excuse me, seeing to it that signs were put up restricting right turn on red. During the hours of four to six. That has been a help. Increase traffic though is not a help and it is not a help on Wilsonville Road. It is not a help on Boones Ferry Road. It is not a help on Airport Road. It just is. It is not a help on Ellignsen Road. It is not a help throughout the community. And I'm sure that this also applies to communities like, like Canby and Aurora and perhaps even as far south as Woodburn. The second thing I would say about traffic study or about traffic conditions is that we have not seen a study which really shows all of the factors that affect traffic in this area. We don't know, for example, where the revenue will come from that will cause the city of Wilsonville increased traffic concerns, traffic management problems, and other issues like that. The City must deal with those issues. Is that revenue going to come from the airport expansion? I doubt it. In summary, I suggest that it is not appropriate for the City Council, for the City of Wilsonville to support the Aurora Airport expansion. Thank you very much.

Mayor Knapp: [02:17:21](#)

Thank you, sir. I'm going to ask for the next two speakers and then I think we'll take a five-minute break so people can stretch and, and, then we'll come back. We still have a considerable number of speaker cards from people that would like to speak and we will hear their input. So I will ask for Jeff Fast and Brett Vaugh, I'm probably pronouncing this wrong, Vaughters?

Brett Vaughters:

Vaughters.

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Mayor Knapp: Vaughters. Please let's, let's hear this testimony before we, take a break. Sir.

Brett Vaughters: [02:17:55](#) My name's Brett Vaughters and I live at 10820 SW Stockholm Drive, Wilsonville. And, I have worked for the Aviation Department of Wilson Construction based out of the Aurora State Airport since August of 2010 during this time, my many out of state coworkers and I stayed in Wilsonville hotels. We ate meals in Wilsonville restaurants. We spent most of our leisure time taking advantage of the many things to do in Wilsonville. The airport continues through our company and many other companies based at the airport to bring in out of state money to the Wilsonville economy. As a result of my time here, my wife and I purchased our home in the Villebois community at Wilsonville 15 months ago because of its close location to the Aurora State Airport. I have worked out of airports in 49 different states. And I can tell you firsthand the Aurora State airport is well managed.

Brett Vaughters: [02:18:57](#) It's safe and a valuable asset to every neighboring community, not only as an economic driver for the local economies but as a potential staging area for disaster response. During my career as a trained first responder for emergency power restoration. I quickly learned the critical importance of the local airports and their role bringing in outside help and aid. It was the local airports that provided staging areas for trucks and materials for out of state contractors utilizing electrical power restoration operations. I personally participated in the distribution of emergency relief supplies like water, food, clothes, and medical supplies that were flown in to the airport in disasters like Hurricane Katrina, Rita, Andrew, George, and many others. I can tell you it was the communities closest to the airports that benefited the most from those staging areas. Please do not pass on this opportunity to support and improve the capability of the Aurora State Airport.

Brett Vaughters: [02:20:01](#) The FAA grant application would bring in federal funding for the vast majority of the cost of this extension. I am concerned that misleading information in opposition of the extension will cost the people call Wilsonville their home

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and enormous benefit to our community. The truth in the truth and how our government makes decisions has never been more important than now, and the truth is the airport extension is good for Wilsonville. It is extremely important to myself, my family, my work that you support, the proposed runway extension and ensure this airport remains fully capable and safe for all aircraft operations. I would like to say with my remaining time. There's no lead in jet fuel. I would also like to state that the majority of the people who approach the airport for the use of the airport from the south and from the east and from the west, do not cross the bridge and most people coming down from the north to the airport are opposite the flow of traffic during peak hours. So it is not the impact that people would suggest on our roadway. Thank you for your time.

Mayor Knapp:

Thank you very much. Mr. Fast.

Jeff Fast:

[02:21:10](#)

Yes. Hello Mayor good to see you again, Council members. Jeff Fast, address as stated and on record. And I'm reading a written testimony in favor of the Aurora State Airport expansion by Gail Wilson. Wilsonville City Council as a business with four locations in close proximity to the state airport, Wilsonville Canby, Aurora and Woodburn. We are truly fortunate to have more than 1.5 million dollars in annual sales from companies that use or are headquartered at the airport. We work hard to earn their business. Many other businesses throughout the city of Wilsonville also benefit economically from these same companies and others located at or utilizing the airport for business needs. The City of Wilsonville website claims to support local businesses, yet opposition by the City Council to the runway expansion does not support us. The business taxes we pay to the City of Wilsonville keeps the SMART bus system going at no cost to the riders.

Jeff Fast:

[02:22:12](#)

The annual real estate and personal property taxes we pay helps keep the City of Wilsonville government library, public safety, urban renewal, school district's operating. We deserve to be heard and to be valued not only for what we pay directly to our local government, but because we employ people who count on us and our continued success.

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It is disappointing to me that much, much, so much opposition is coming from the City Council. On January 22nd of this year, I sent a letter to every Council member expressing my support on the runway extension after reading in the Wilsonville Spokesman that City Council opposed it. In this letter I asked if there were any more information available at the paper missed that would help me understand why I was being opposed. I did not receive one reply. The Wilsonville business community should have been considered when weighing the pros and cons of opposing this runway expansion and that'll think we were. The fact that the Aurora State Airport isn't in the City of Wilsonville or Clackamas County should be considered as the big picture of important Wilsonville city issues that need attention.

Jeff Fast:

[02:23:16](#)

I don't believe there should be any of this high level opposition to the matter of the city has as much larger issue of traffic congestion within the city limits. On a personal note, I had been a resident of Charbonneau for the last 14 and a half years. Everyone who lives there move there after the airport was in place. By purchasing a home there each and every one of us accepted the fact that the airport was operating, that planes were taking off and landing and that they were flying over Charbonneau. We have a choice to accept or to purchase a home, a somewhere not near the airport. We chose to purchase our home there and we knew it would hear. We would hear planes. We also knew we would hear the landscape and golf course maintenance equipment, which is loud and last far longer than a jet taking off. That noise has not bothered to see either. Funny. Yeah. Anyway, finally, I feel much better knowing that the policies and your airport and have access to a safer, more efficient runway. There is no logical argument that anyone can raise that. Opposes safety. I'll stop there.

Mayor Knapp:

[02:24:18](#)

All right. Thank you very much. And we want to hear testimony from those, remaining that have submitted cards. If there is anyone that has not filled out a, a speaker's card, please do so in the lobby. We will take a, a break. Try to be back as soon as we can after 9:05 p.m.

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Mayor Knapp: If anyone would like to come downstairs we have chairs available at this point in the hearing room and we will follow pretty much the same format as we have been. I've lost a couple of folks that could not stay and may lose a little bit of my organization here. But if I could ask for Marshall Fant, Sherry Allmaras, I probably butchered that, Suzanne Brown please. And I will follow up then for the subsequent group with Greg Hughes, Paul James Bazley and Kurt Wilson. So we lost one there. Is Josh Lewis here? All right. We could take you now then. Who did, who did we lose?

Audience: Paul Bazley.

Mayor Knapp: Paul Bazley, okay. Did we not have the other two?

City Manager: They might be coming from upstairs. Might want to call someone else.

Mayor Knapp: I'm sorry, your name is?

Suzanne Brown: Suzanne Brown. Y

Mayor Knapp: You're Suzanne Brown. Okay, and so we have Marshall Fant and Sherry Allmaras? No?

Mayor Knapp: [02:38:52](#) And Josh Lewis is, is here. Why don't you come on up and we'll start with you two. And Ms. Brown, please go ahead.

Suzanne Brown: [02:39:04](#) Hi, my name is Suzanne Brown. And my address is on the record. As I sat and listened, I have decided that I've learned at least two things according to the statistics that have been cited tonight by other people. The airport is actually quite safe as it currently exists, but safety on the roads is a problem. So it appears that the greatest danger to our pilots and passengers is getting to the airport on the roads and having to avoid any crashes that are there. I really think that former councilwoman Fitzgerald and Katie Farrell and Ben Wilson, made excellent points that I don't want to repeat any of that. But I think the Judge had it right when he said that we're getting the cart before the horse and I think we're doing that in the issue of infrastructure. Infrastructure needs to be figured out, designed and handled before we do this.

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Suzanne Brown: [02:39:55](#) Certainly I think the land use issues as the Judge already said eloquently. We got the cart before the horse and when it comes to governance, I think also we should have that organized and worked out and part of the city before we move forward. So without repeating anything else, I'm simply going to say I agree with a lot of the other comments that were already made and I really think we need to put a halt to this until we get some of these other things in place and then come back and reconsider if the expansion is then needed at a later date. Thank you.

Mayor Knapp: [02:40:30](#) Thank you very much. Mr. Lewis.

Josh Lewis: Thank you Council members. Thank you. My name is Josh Lewis. I live at 7724 SW Roanoke here in Wilsonville. This is our third meeting together. I know you won't recognize me, but I do you Mayor. We've met in Salem twice already on this issue. In the City, through those meetings have made their stance loud and clear on the runway expansion. So if you'll follow me for a minute. I got a couple of comments. I'm like I said I'm a Wilsonville homeowner, resident voter, taxpaying citizen that has been following our town's involvement in the Aurora State Airport. I've ignored some of the most recent comments from the Wilsonville officials as like politics in play, but now you've chosen to take steps to be all in regards to an airport that doesn't reside in our county, our town, our jurisdiction for that matter. Any money of our taxes that goes to it. So I've listened to this in general during these meetings, blast development, yet we develop ourselves. You talk about gloom traffic scenarios, yet we have Villebois and now Frog pond with many houses and many vehicles. You speak about farmland clauses, but yet in the summer the Farm Bureau gave an opinion that was pro, they really, they kind of stalemated on the expansion.

Josh Lewis: [02:41:50](#) Your trying to stimulate airport that excels Wilsonville Company's growth. You're attempting to halt increased safety measures that you have no knowledge of. It's like seatbelts are great, but let's not have airbags in our car. We got to keep going on safety measures. There's zero experience in aviation on the team, but yet you guys want

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control to the cockpit, so some are saying it's about the Charbonneau residents. Residents get the airport was built 34 years prior to Charbonneau. I've been employed. I am employed at the earth's Aurora State Airport and I use that income to pay my taxes buy my groceries from Wilsonville stores, pay two fulltime gymnast in Wilsonville, which is, if you don't know, that's a lot of money in gymnastics, eat at local Wilsonville restaurants, attend Wilsonville functions and on and on, and those airport dollars for spent here in my town of Wilsonville, supporting Wilsonville business. Many of my employers and my employees are Wilsonville, Wilsonville residents also. So I'm perplexed why we're trying to limit or take away the food off the table of myself and my coworkers. We need you to protect the citizens from waste and help this town grow. We get that. Some of the ways. We have lobbyists that are lobbying for Aurora and, Donald, Canby and all those residents. What about us? We need you to focus on us, not them. So I'll. So in closing, I'll just put that, um, we want you to allow those that are actually impacted by the airport to work within the guidelines of the state and the federal government to work on the grant and extend the runway. Thank you.

Mayor Knapp: [02:43:39](#) Thank you. I'll, request. Mr. Hughes, and someone said Paul Bazeley or Bazeley has gone. And then Kurt Wilson, maybe. Good evening.

Greg Hughes: [02:43:54](#) Good evening. My name is Greg Hughes. I'm a director employee at Vans Aircraft, which is a company at the Aurora State Airport. My address is 24198 S Skyline Drive, just outside of Canby and rural, Clackamas County. And I work at the Aurora State Airport. Mayor Knapp and a distinguished Councilors. Thanks for taking the time to listen to everybody tonight, including a us Vans Aircraft. There's a letter on file from Mitch Locke who is the president of Vans Aircraft, which I'll make comments on it, summarize from if, if that's okay. First of all, Vans Aircraft asks for the Council to, to lend its support to the expansion of the runway of the Aurora State Airport. We realize that, this is a difficult thing to do. One of the key traits of strong government is vision and having the ability to listen to all sides and at the same time weigh the odds and look far into

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the future and understand the impacts of the decisions that you make today.

Greg Hughes: [02:44:59](#) This such a project is this, over time will have benefits to the city, to the broader region, to the people who live and work in the area. The City of Wilsonville, given its proximity to this airport is a key beneficiary of the airport and the business revenues and the critical infrastructure that it provides to the area in this change of a thousand extra feet on the runway will enhance and improve that relationship over time. The extension of the Aurora State Airport runway. As, and I won't go into all the details because I'm not going to repeat as you've asked for us to do, but will provide added safety and emergency use utility in the event of natural disaster or public need. Whether it's a Cascadia type event, major fire or other type of infrastructure. Need this airport is unique in its size and location and ability to provide infrastructure services to the broader region.

Greg Hughes: [02:45:51](#) Enabling, extending the runway from 5,000 to 6,000 feet would enable a variety of different types of emergency recovery type of aircraft to be able to potentially operate to the runway, which long-term is something that we need to think about. You can't plan for that after the fact that something that has to be done ahead of time. There's been a number of comments about noise abatement and noise issues at the Aurora State Airport. This extension to the runway would be 1,000 extra feet on the south end of the airport. The primary and noise issues are on the north end of the airport when aircraft are departing is when the noise is typically made. A descending airplane is under low power and is making a lot of noise. One of the airplane departs and takes off to the north. The sooner it can climb as an airplane climbs and gets higher above the ground, the amount of noise drops off precipitously. A jet aircraft we just taking off and climbing at 2,000 plus feet per minute, if it has a thousand extra feet to take off, the potential is there for the noise at the greater altitude to be less and provides a greater margin for an airport and aircraft that's departing the runway to make a turn to the left or right in short our employee owned business supports this change and we encourage you to do the same. Thank you.

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Mayor Knapp:

Thank you. Mr. Wilson.

Kurt Wilson:

[02:47:07](#)

Councilors. I'm a corporate operator at the Aurora Airport and I'm fully in support of the extension of the runway. There's been a couple of, comments tonight and talking about how safe the Aurora Airport is and I do agree with that as a pilot for over close to 30 years now. One thing we don't get to practice is running off the runway taking aircraft accidents. Fortunately, as a corporate operator, I'm allowed to go to school a couple times a year where we actually get to practices, scenarios and simulators. So 99 point nine percent of the time we get to operate the aircraft in the safe and efficient manner is that point one percent that we're addressing. When the accident happens, it's going to be too late. Hopefully there's a good outcome to it.

Kurt Wilson:

[02:47:58](#)

The airport extension allows us an extra thousand feet to make decisions and act in an appropriate manner. When we talk about a 5,000-foot runway that's existing, there has been comments that hasn't been addressed too much tonight, but Bruce Bennett brought it up. We're only allowed to use the first, we're not allowed to use the first thousand feet of runway. Aiming Point is 1,000 feet from the threshold, so we have 4,000 feet to work with. That's okay on most days, but there are days we have implement whether if conditions, blustery winds, cross winds that make that an imperative that we get it right the first time. The extra thousand feet allows us a little literally seconds more to make adjustments to anything or make a go around or missed approach. As far as noise abatement, again, I've been a pilot and I live in the Clackamas County area. My entire life I've been involved in several airports.

Kurt Wilson:

[02:48:58](#)

We have a, there's not a pilot in the community that does not actively try to, practice noise abatement. There are times that we just can't and we are very empathetic to the surrounding neighbors. We consider ourselves neighbors to Charbonneau and the people of Aurora and there's not a pilot out there at this airport that actively goes out of their way to aggravate anybody. We get upset when Portland sends us over Charbonneau. We actually questioned the tower and in past we haven't been able to do that because

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we didn't have a tower. So our business supports not only businesses here in Wilsonville, we also support businesses in Aurora and Canby. And we would ask for your support in considering the extension to the Aurora Airport. Thank you.

Mayor Knapp:

Thank you very much. And is Rebecca Bazeley gone also? You're here. Okay. So please come forward. And Mr. Springall please. Good evening.

Rebecca Bazeley:

[02:50:17](#)

Good evening. I was about to say good morning. That would have been awkward and embarrassing. My name's Rebecca Bazeley. My address is on file. I'm a Wilsonville resident. I've been here for over 10 years now and I'm a taxpayer raising children here in town. I had to have just a few notes. Mostly I just want to reiterate the support for the Aurora Airport extension for the runway mostly in the interest of safety. As a few people who've just recently noted about the noise abatement, many of them brought up overnight flights, 3:00 a.m. Flights that as far as I'm aware, the towers still does close at 8:00 p.m. Well, that's not a tower function or their failure. Many of those flights are life flights when they practice night vision flying. That's an extremely important aspect of safety in our surrounding areas. I know that doesn't ease the pain, but hopefully it adds a little bit of needed context for why that may be happening.

Rebecca Bazeley:

[02:51:20](#)

I heard many times that Aurora has not had any major accidents in 40 years where the airport length was a factor and I agree with that and I'm very happy that we have that amazing safety record. However, I would caution that now that you know, you are very aware of having heard from many pilots. I'm also a pilot, a how important that extra thousand feet can be for a safety margin. It would be massively irresponsible to say no to \$37,000,000 in federal funds that we do not have to match when we know better, we do better. You are now aware. The, traffic issues I can completely empathize with as I commute and live in Wilsonville. Villebois specifically, and I am intimately aware of just how backed up our roads can be. Last night, the Development Review Board of Wilsonville just approved Polygons requests to change their latest development from 46 homes to 89.

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Rebecca Bazeley: [02:52:31](#) I don't see the traffic, issues as a completely valid point when it comes to the Aurora Airport because we seem to be saying yes and green lighting more and more development all over Wilsonville without respect to the traffic issues. I really believe that if that was our main goal, then we wouldn't be surrounded with car dealerships that crop up newly and the Fred Meyer Development and so on and so forth. All of which I use and I'm happy to use. So traffic is an unfortunate thing. We all have to bear for the foreseeable future. And I would just add my support to Brett's comments from Wilson Construction, regarding the commuting traffic going the other way for things. Thanks.

Mayor Knapp: [02:53:22](#) Thank you very much. Before Mr. Springall starts. I will ask Nicole Galloway Mancilla and Jake Jacobs and John Budiao. Mr. Springall.

Simon Springall: Hi, my name is Simon Springall. I'm a resident Wilsonville at 7577 SW Vlahos Drive. And I'm also, I also sit on the Planning Commission which also serves to the city's a board for citizen involvement. So we don't really do a lot of explicit events for activities for citizen's involvement. We try to roll it into everything we do and I'm, the Planning Commission works very hard to make sure that we hear all the impacted parties on all issues as, as does this, this Wilsonville City Council. And this is why the big issue for me, involving the Aurora Airport is this, this IGA, the intergovernmental get an intergovernmental agreement between Marion, Aurora or City of Aurora , Aurora Airport from 2010. It has this, what's been described as a gerrymandered map supposed to, supposed to consider a thousand feet impact area around the airport, but explicitly is drawn to exclude Clackamas County entirely. And of course, Wilsonville.

Simon Springall: [02:54:51](#) I don't, I don't want to say anything about the merits of the airport on or not, whether it's safety, whether economy. The issue is that we need to make sure all voices and localities and impacted municipalities are considered. And I know I'm partly because of this map. Wilsonville is not involved in deciding whether or not this thing will go ahead. This is, this is going to the state level, but I think, I think Kate Brown, I think, I think the state agencies should recognize

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that we're not, we're not upholding our own statewide land use goals here. We're not, we're not accounting for all interests. We're not, we're not following the, the, their own goals for Oregon and we've done very well and I think Wilsonville does an exemplary job follow-up, including people and including the impacted, businesses, residents. And unfortunately this, this airport, I'm agreement and everything is derived from. It. Does not do that and I think that's one of the core issues here. That's all I have to say. Thank you.

Mayor Knapp: [02:56:04](#) Thank you very much. So I'll ask for Nicole Galloway Mancilla, Jake Jacobs and John Budiao to come forward please.

Mayor Knapp: [02:56:16](#) And ask additional people to be ready.

Mayor Knapp: [02:56:20](#) Let me see here just a minute. I have four people from Centrex construction. Is that right? There's four people from Centrex up next. So maybe I'll ask the four of you to come forward. Maybe you'll want to appoint a spokesperson or if you all want to speak, you can do that to Jimmy's Severson, Ed Gilman Gilner Gillmor, can't tell, Tom Severson and Jon Wenrich. Good evening.

Nicole Galloway Mancilla: [02:56:58](#) Good evening. My name is Nicole Galloway Mancilla. I'm a resident of Wilsonville and I live at 31197 SW Metolius Court and I work at Wilson Construction Company as you may have heard of early or our company has operations on the airport and the runway extension is both important to me and many others at my company. Extending the runway will improve safety, giving pilots more room to react in case of emergency or poor weather conditions. Our company operates aircraft in and out of Aurora State Airport and we care deeply about the safety of our friends and coworkers. A 6,000-foot runway is a critical safety improvement. I know you've heard this tonight, but I truly do believe that it's important to consider this. The airport is an economic engine for the City of Wilsonville for us that work at Aurora or associated with operations there. The airport is a key factor in the success of our companies. These companies provide us with family wage paying jobs. We bring our pay

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checks home to Wilsonville, where we live, shop, play and pay taxes, improving the runway has an added benefit, preparing for natural disasters as we've had in the past, like floods and windstorms. It will also help prepare for future potential disasters like earthquakes. The airport will be needed to help save lives at support surrounding communities recover from a disaster. I live in Wilsonville and I support the extension of the Aurora airplane runway. Thank you.

Mayor Knapp:

Thank you.

Jake Jacobs:

[02:58:27](#)

My name is Jake Jacobs. I'm executive director of Oregon Aviation Industries. We're a group that represents 100 aviation related companies around the state and work closely with our 97 public use airports as economic engines and transportation vehicles systems and we are in favor of the extension of the Aurora Airport by a thousand feet to the south for safety reasons and for economic development. I first moved to this area to, to the Stafford area in 1965. That was before 205. I remember in Wilsonville we used to have 4th of July parades downtown. We'd close two blocks off and little shelter would come down main and we'd have a great old time and then shopping centers went in and housing developers went in and traffic increased. The Aurora Airport has not caused much of a traffic congestion problem and now I look at this from two sides because in addition to living in the Stanford area, I lived in Aurora on Main Street downtown under the traffic pattern for 1995 to 2005.

Jake Jacobs:

[02:59:36](#)

I'm also an expert rated private pilot. While we lived there, we experienced some noise. We've formed a noise committee. The PAAM Group did. We spent a year and a half on that and then the State Department of Aviation formed a committee. We called it a Decibel, was the name of it, and Decibel had a, the state spent \$85,000 bringing in a consultant. We put noise monitors around town. We monitored the noise and we determined where the profiles were. It turned out that living in downtown Aurora and looking at the results from that study, that the noise wasn't so much the jets, it was more the smaller aircraft, the jets,

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the modern jets today are very quiet compared to the old ones. They come in quicker, they leave quicker, and the small aircraft that are constantly flying over your head or the ones that really made the difference. So I would look at both sides of it as resident who experienced the noise, but somebody who's in favor of safety for aviation and economic development for this community and the surrounding area. So I would encourage you to consider this economic development approach of allowing the extension of the runway in improving the safety and making a better community with that asset. Thank you.

Mayor Knapp: [03:01:00](#) Thank you very much. So with the folks from Centrex, please come on up. Mr. Budiao didn't show up as he no longer available?

Unknown: Inaudible.

Mayor Knapp: [03:01:22](#) Okay.

Mayor Knapp: [03:01:27](#) And before we get started on this, you could pull another chair up to share if you had a fourth person that you wanted.

Unknown: He left.

Mayor Knapp: Okay. All right. So you're down to three, and I will ask, Lauren Dixon and Daniel Mancilla to be ready to speak.

Jimmy Severson: [03:01:46](#) Good evening. Okay, I'm Jimmy Severson. Thank you first for holding this forum. Mr. Mayor and council, I know it's getting late. A lot of points have already been talked about, so I could do an extremely abbreviated version here, but I think I can touch on some things that perhaps haven't been expanded on. I get to wear three hats. So I live in Wilsonville and have lived in Wilsonville for the majority of my life. Live in the Villebois community. My address is on record. Got that. Proud to call Wilsonville my home. I'm also proud to call the Aurora Airport my home airport. I learned to fly at the airport, about 20 years ago. I'm also, I am the president of Centrex Construction. We operate and own aircraft for over 20 years out of the Aurora Airport for business. We

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employ about 25 full time employees that live locally, some of which live in the area and Wilsonville itself.

Jimmy Severson: [03:02:40](#) Our local projects, many of which are at the Aurora Airport imply a employee over 100 subs and vendors, well projects are going, those are living wage jobs that those folks are just right across the river. They come into Wilsonville and me for the state of before they spend their money at the restaurants. Here are the lodging and the activities for fun. Our company, my company as a resident of Wilsonville, I depend on the airport, to keep our company vital and to provide those jobs. It's very important to me and my family as a Wilsonville resident. Second hat or a third hat rather that I get to wear is I'm a pilot. My previous career was an airline captain. I think in hearing some of the arguments of the air, the airport is a safe airport already. I would agree the safety track records at the airport does show that, um, but the argument to extend that and I'm in favor of the runway extension, adds to that safety margin and I would encourage everybody here to listen to the pilots.

Jimmy Severson: [03:03:39](#) We are the experts in this, you know, we're the ones strapped to the chair so to speak. An extra thousand feet does make a difference and make a difference for the flights that we do, the flights that I captain for my company with my employees on board, and it should be listened to. And in closing, I just want to, again, thank you for this forum for listening, for staying so late. I believe, the Aurora State Airport is a huge economic benefit to Wilsonville. I'm your support of the proposed runway extension, I think will ensure that this airport remains safe for all operations and that it continues to be a very special benefit to the city. So thank you.

Mayor Knapp: Thank you.

Tom Severson: [03:04:15](#) Tom Severson and my address is on record. Mayor, Councilors thank you for holding this tonight. I really appreciate just being able to speak to you guys and hold an open forum and hear all sides to this. I won't add too much, so much has been said already tonight, but I'm echoing some of what Jimmy just said with regard to some of the

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comments made by the opposition, opposition tonight regarding safe aircraft operations. I request this Council hold in the highest regard, the testimony of the pilots in this room, and those that have provided written testimony. These individuals have spent decades honing their skills and knowledge and the art of safe flying and are absolutely the authority in this room tonight. And aviation safety, one must not assume reading some NTSB articles or tracking some flights online passes for expertise, nor allows for meaningful testimony as it relates to the safety of pilots, passengers, and communities adjacent to the Aurora Airport. I appreciate you guys told him this hearing tonight.

Mayor Knapp:

Thank you very much.

Ed Gilmore:

[03:05:18](#)

My name is Ed Gilmore. I'm, I live in Butteville. My physical address is on record. My family is purchased our property in 1970. For those of you should, everyone should be familiar with where Butteville is, we are under the flight line, unlike not unlike Charbonneau any aircraft that takes off to the north needs to head south it flies over my house. Airport was there when we bought the place. Has most residents of the area I would suspect with the possible exception of the generational farmers airport was there when they bought their house. I am in support of the runway extension. Everything I've got written here pretty much has been said tonight, but I'll hit it real quick. The airport brings business and recreational travelers to the area most, if not all of which spend money locally, whether it be Canby, Woodburn or Wilsonville in restaurants, hotels, and shops. And the airports have supports many careers. You've probably heard already tonight. There's a lot of people depend on that for their livelihoods. And one of mine is one of those careers. So in closing, I, I support the extension and thank you for your time.

Mayor Knapp:

[03:06:47](#)

Thank you very much. And so, John Wenrich is not available anymore, is that right? Tonight? Okay.

Mayor Knapp:

[03:06:56](#)

Could we have a Lauren Dixon and Daniel Mancilla, please? Neither one must be getting late. I'll ask for Doris Wehler and Mark Boyd please.

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- Doris Wehler: [03:07:29](#) Fix this chair for a short person.
- Mark Boyd: [03:07:39](#) My name is Mark Boyd. My address is on file. Thank you guys for your patience tonight. I'm a pilot a of 10 years. My lifelong dream was to fly, so about 10 years ago I decided to do that. Aurora is my home airport and I'm also a former Planning Commissioner and a School Board Director for Oregon City School District, many years ago. So I understand there's process and I do understand that, the long nights of hearings. So I appreciate what you guys do. Thank you for listening. I'll be very brief. My main issue is safety. I'm a pilot that also flies my grandchildren and my plane and so I'm extremely sensitive to safety. And as you've heard tonight, an extra thousand feet means everything, especially when the weather's tough and when maybe you didn't approach that airport the exact proper way and there's a margin of error that has to take place.
- Mark Boyd: [03:08:42](#) So extending just a thousand feet of runway is really important. It keeps the accidents from happening. I've heard a lot of misinformation tonight and it doesn't matter how much information there is, it's simply misinformation. So I would urge you to consider that this is only a thousand feet. It's not like we're adding two runways, right, or another runway in parallel and the tax away is only extended to the length of the runway. So there was other misinformation about some taxiway being extended beyond that, which is not correct. So, again, I just urge you to consider that the fact that the safety is the number one thing that pilots concern, are concerned about, and that's my number one issue. So that's all I have. Thank you.
- Mayor Knapp: Thank you. Ms. Wehler.
- Doris Wehler: [03:09:31](#) My name is Doris Wehler. I live at 10668 SW Edgewood Court, Maurice Landing neighborhood. Mayor and Councilors, I found it curious that this public meeting was advertised as an Aurora State Airport expansion. I found that to be very misleading. It is not an expansion of the airport. It is the extension of a runway. It's not about being afraid developers are going to develop south of the river, it's about safety and speaking of safety, I find it curious that

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this same City Council heavily supports a bridge across Willamette River for pedestrians and bicyclists and also for emergency crossings. So you're in favor of the safety issue for the bridge and I find it inconsistent that you're not in favor of the safety issue for the airport. Thank you.

Mayor Knapp: [03:10:40](#) Thank you. And I'm down to three cards. Mr. Ted Millar and Michelle Millar and Kevin Ferrasci O'Malley.

Leann Bennett: [03:11:01](#) Michelle was not able to make it tonight, so she asked me to speak in her stead.

Mayor Knapp: [03:11:05](#) Okay. You actually are speaking for her, not repeating your prior testimony?

Leann Bennett: Correct, I'm not repeating my prior testimony.

Mayor Knapp: All right. So when we get to it, we'll need to have you identify yourself and her also. Are you wanting to lead off?

Leann Bennett: [03:11:18](#) I guess I'll lead off here and, and do you need any, do you need my name is me? My name is Leann Bennett and my address is on file. So, Michelle is the vice president of Westwood Property Management and she owns a resident in Charbonneau and she managed this property in Wilsonville, Clackamas County and the Aurora Airport. Then again, she talked about all the business they bring to the Wilsonville area and all the businesses that they use. They also, their customers purchase over 250 room nights a year and local motels. And of course they eat it all the great restaurants. She covered a lot of things in her letter that we've already discussed. So there's a couple things I'd like to talk about and that would be that the. We've talked about the governing structure not being in place. There is a governing structure for Aurora it is in Marion County and it is also managed by the Oregon Department of Aviation.

Leann Bennett: [03:12:12](#) So those, that, that governing structure is already in place. Traffic have been mentioned many times. There's ,1200 people that work at Aurora that is less than one percent of the traffic that goes the opposite direction as we've also mentioned. And the aviation funding, the \$37,000,000 is coming from aviation, fuel taxes. So there's not coming

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from the population in general. There's also been mentioned that there's a lack of a public involvement in this process in 2012, the master plan had extensive input, from the state and they invited Wilsonville, Aurora, Charbonneau. They ran ads in the newspaper and many people had the opportunity to testify at that time. So they have addressed those things. I think lastly, it's important that people realize this is a non-urban site. This is in a rural area that does have well and septic's and a fire suppression system that's been operating on its own for decades and decades. The City of Aurora is actually approached the airport to purchase water from them. So we don't need to become an urban area in order to have this happen. Again, this is strictly a runway extension. Thank you.

Mayor Knapp:

Thank you.

Ted Millar:

[03:13:29](#)

My name is Ted Millar. I own a home in Charbonneau and I've been an active part of Wilsonville and the surrounding area since 1958. Maybe a long time before some of you even moved here. I first started my construction company in Clackamas County and then eventually I moved to the little a citizens bank down here in Wilsonville where I was there for several years. If you remember when the Gathers bus run through our building and made a big hole in it. We're an important part of the community. We've owned buildings around here for years. I was part of the Associated General Contractors when, we built a new headquarter building at the North, interchange and it was put there because there was a study run at that time that Wilsonville was the exact center of the construction industry population. As you know, when Wilsonville is trying to attract any major employers to the area, there's three reasons they come here.

Ted Millar:

[03:14:38](#)

It's because it's close to the biggest metropolitan area in Oregon. It's on a major interstate freeway and it has a business airport that can support the corporate aircraft that need to use it. I'll skip over a lot of the other things, but one of the things, that you need to know is that the funding for all of these improvements does not come out of the general fund or your taxes. It comes out of the fuel taxes that are

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paid for by the airplane users. And so it's a win, win for the city. It's a win, win for everybody involved.

Ted Millar: [03:15:13](#) The airport is really about three things, safety jobs and emergency preparedness. That benefit the City of Wilsonville were, as you've heard, we're extremely safety conscious. If our Wilsonville business owners and their families need to land on a dark, stormy, icy night, the extra runway is going to be immeasurable. And jobs, we over 1,200 living wage jobs according to the recent study run by the state. The airport provides 2.3 billion dollars of economic impact. The Wilsonville and Clackamas County area, we eat in the restaurants, we stay in the motels, we support the business community and emergency preparedness. If the bridge was to go down, all of those helicopters that are based at Aurora would be immeasurable. We already have emergency preparedness in place with Life Flights headquarters being there. Wilson Construction, as you know, they've talked several times. I'm liking the fires down in California that just had, we dispatched nine helicopters immediately for those fires and Wilson dispatched over 50 people and crews to disconnect power lines before the fire and reconnect them after the fire. I'd just like to close by saying Mayor Knapp and Councilors instead of fighting this airport improvement which will cost you nothing. I'd like to invite you personally to come to the airport and lets, let us explain to you what the airport is really about and what a real benefit we are to our City of Wilsonville.

Mayor Knapp: [03:16:55](#) Thank you very much. Mr. O'Malley.

Kevin Ferrasci O'Malley: Good evening, Mr. Mayor, Councilors, thank you for this opportunity to address the Council. when, when we look at this subject, you will see, the, the signage and some of the actual buttons that are around. And it's not a, a simple attempt that at graphics it really boils down. We, as the business community believe that when I asked, do you feel it's important that we keep jobs here in Wilsonville? Do you care about our local businesses staying in business here in Wilsonville? We think the answer is yes and somehow there's this disconnect relative to the airport. What's

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happening right now is a very logical next step that a grant request is made before the mandated FAA process would ever happen. There's not a single concern raised by any citizen here that cannot be addressed in that process, so the business community looks and keep asking the question saying, why is the city anti-airport?

Kevin Ferrasci O'Malley: [03:17:54](#)

We understand that you wanted to have a forum and we respect what's going on here, but to continue to be obstructionists when it comes to a grant, requests sends only one signal to the business community that you are anti-airport, which hopefully if you look at the number of letters that you've received from large, medium, small businesses of all types is a huge economic plus. So a recognized safety improvement that cannot be on the table to go through a logical land use process that will happen, sends only one signal to the business community, and that's not a positive signal to the I would submit to you for the city of Wilsonville. We believe that the next step will say a lot.

Kevin Ferrasci O'Malley: [03:18:40](#)

Your PR release said the Wilsonville city seeks to provide a forum in which public officials, stakeholders impacted parties and member of the general public and present their views. We applaud you for doing that this evening. You ought to say the City Council seeks to compile a record of public testimony that may be presented for consideration to state legislators. If the next step is that entire packet is submitted, no issues. If there's cover letters and synopsis and editing that occurs, the business community would say somebody is taking it into their own hands and if we would ask that not happen, but if it happens, we would believe that that needed to be up on the website a week beforehand. So the business community has an opportunity to respond. A year ago when the letter of the joint letter with the county occurred that happened through a city manager report and not on the agenda that sent unintentionally, I'm sure a bad signal to the business community that this was not an open process for the, for the business community. You had that process tonight. Let the facts lie where they are present that in your case is there again, we thank you for having the opportunity to

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present on it and we don't get a chance to say it please have a happy holiday.

Mayor Knapp: [03:19:56](#) Thank you very much. I have no other speaker cards, but I want to ask one last time if there's anyone else that has not spoken, who wishes to complete a speaker card and has something to say.

Kevin Ferrasci O'Malley: [03:20:06](#) Placemats if anybody needs them for coloring.

Mayor Knapp: [03:20:10](#) Seeing none. Council, is there any further action or business that you want to have tonight? Seeing nos. Mr. Cosgrove, Ms. Jacobson anything we need to consider?

City Manager: No.

Mayor Knapp: All right. I'm going to then declare us adjourned at 9:55 p.m. and thank you, one and all that took your time to come and speak your views.