

REVENUE: No revenue impact
FISCAL: Fiscal statement issued

Action: Do Pass as Amended and Be Printed Engrossed
Vote: 5 - 0 - 0
Yeas: George, Schrader, Starr, Verger, Metsger
Nays: -
Exc.: -
Prepared By: Jim Stembridge, Administrator
Meeting Dates: 2/5, 2/18

WHAT THE MEASURE DOES: Increases, from three to six, the number of rural airports eligible for Oregon Department of Aviation pilot projects encouraging “through the fence” economic development within airport boundaries.

ISSUES DISCUSSED:

- Levels of planning cooperation
- Contacts from interested communities
- Nature of through-the-fence business operations
- Differences with Statewide Planning Goal 11
- Potentially-eligible airports

EFFECT OF COMMITTEE AMENDMENT: Removes specific authorization for counties to encourage airport “through the fence” operations notwithstanding statewide land use planning goals.

BACKGROUND: According to Aron Faegre & Associates, an airport planning firm based in Portland, 30 percent of Federal Aviation Administration (FAA) funded public airports in Oregon have adjacent private properties which are allowed access to airport taxiways and runways. These properties may be developed just as any private industrial or commercial property is developed, with the additional condition that to remain functional, they must maintain access to the public airport runway. In FAA lingo, these are called "through-the-fence" properties, as their aviation access must cross the airport property line – figuratively referred to as the "fence." At some of these airports – such as Aurora, Scappoose, and McMinnville – the public benefits of private access to the public resource has been questioned.

Although the Aurora Airport is one of three current pilot projects, other land within the Willamette Valley is not eligible for industrial development under SB 170-A. County concurrence is required for participation.

According to the Department of Aviation, the nine Oregon airports with control towers are: Salem/McNary Field, Portland International Airport (Port of Portland), Hillsboro Municipal Airport (Port of Portland), Mahlon Sweet International Airport (Eugene), Coos County Airport (Coos County Airport District), Rogue Valley International Airport (Medford), Klamath Falls Airport (Klamath Falls), Roberts Field/Redmond Airport (Redmond), and Eastern Oregon Regional Airport (Pendleton).

2/25/2009 4:55:00 PM

This summary has not been adopted or officially endorsed by action of the committee.