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Rep. Susan McLain  
Chair of the House Transportation Committee

I am writing to let you know I am opposed to Bill HB4092. Below are the problems I am concerned about:

“As described so far there are no sidebars to restrict this as a onetime event specific to the described slice of land to lengthen the taxiway...so it could be used later for other expansion purposes. Further if what is in view is such a modest and benign expansion why would a State-wide precedent be set for this one airport to bypass and end run State land use law?

Related problems are those that were brought up and minimized during the recent Master Planning process: inadequate road, sewer and waste water infrastructure. Inadequate road infrastructure includes: I-5 and Boone Bridge, Arndt Road, Airport Road, Ehlen Road and the Aurora/Donald I-5 interchange. Additionally the fact that the most impacted municipalities (Clackamas County and City of Wilsonville) were purposefully excluded from the process by virtue of an Impact Map that was part of the Inter-Governmental Agreement between Oregon Dept. of Aviation and Marion County to secure funding for air traffic control tower construction.

Besides the immediate problem of a State-wide super-siting precedent in this bill, it expands the footprint of the airport onto EFU land. This sets in motion lengthening the runway, and the high probability that all the EFU ag land south of the Aurora Airport to Ehlen Road, and from Hwy. 551 to the Aurora City boundary will come under significant aviation-related development pressure. Virtually all future “economic development” that would occur at the Aurora Airport in the form of “new jobs” would require the re-zoning of all the ag land south of the airport into commercial and/or light industrial to locate new aviation related businesses.”

*-Friends of French Prairie*

Sincerely,

Tamara Williams