

HB 4092 -2, -3, -4 STAFF MEASURE SUMMARY

House Committee On Transportation Policy

Prepared By: Patrick Brennan, LPRO Analyst

Meeting Dates: 2/9, 2/12, 2/14

WHAT THE MEASURE DOES:

Establishes standards for expansion of state airports on land zoned for exclusive farm use.

ISSUES DISCUSSED:

- History of Aurora Airport
- Details of planned runway expansion at Aurora Airport
- Role of state airports in emergency preparedness
- Oregon land use laws
- Impact on neighboring landowners
- Ability of neighboring landowners to have a say in the process
- Whether it is appropriate for legislation to circumvent existing processes
- Economic role Aurora Airport plays in region
- Relationship between runway length and types of aircraft that can use an airport
- Procedure for emergency landing of aircraft due to engine failure at takeoff

EFFECT OF AMENDMENT:

-2 Directs local governments to amend their comprehensive plans and land use regulations *as appropriate* to conform to provisions of section 1. Directs the Oregon Homeland Security Council to consider state airport to be a critical emergency preparedness, response, recovery and resiliency platform and to prioritize state airports for resiliency investments.

FISCAL: Minimal fiscal impact on measure with the -2 amendment

REVENUE: No revenue impact on measure with the -2 amendment

-3 Modifies provisions regarding what may be included as part of a runway extension project.

FISCAL: Minimal fiscal impact on measure with the -3 amendment

REVENUE: No revenue impact on measure with the -3 amendment

-4 Modifies provisions regarding what may be included as part of a runway extension project. Specifies that airport may expand its runway area with authorization of both Department of Aviation and the county in which it is located. Directs local planning body to approve extension unless the project will cause significant impacts on existing farm practices or to public health, safety or welfare of individuals living or residing in the area. Directs local governments to amend their comprehensive plans and land use regulations *as appropriate* to conform to provisions of the measure. Directs the Oregon Homeland Security Council to consider state airport to be a critical emergency preparedness, response, recovery and resiliency platform and to prioritize state airports for resiliency investments.

FISCAL:

REVENUE:

BACKGROUND:

Oregon's airport network consists of 97 public-use airports, ranging in size from Portland International Airport, with over 13 million annual passengers, to small, unattended airports such as the McDermitt State Airport. Local jurisdictions (cities, counties and port districts) own Oregon's six commercial service airports (Portland, Eugene, Medford, Redmond, Pendleton and North Bend) and most general aviation airports. Twenty-eight airports are owned and maintained by the State of Oregon. There are also over 370 private-use airports throughout the state.

The Aurora State Airport, constructed in 1943, is the largest of the state airports. It is located in Marion County, just south of the Marion-Clackamas county line, just east of Interstate 5. It has a single runway, 5,004 feet in length.