

HB 4092 A STAFF MEASURE SUMMARY

House Committee On Transportation Policy

Action Date: 02/14/18

Action: Without recommendation as to passage, with amendments, and be referred to Rules.
(Printed A-Eng.)

Vote: 8-0-1-0

Yeas: 8 - Bonham, Evans, McLain, Meek, Noble, Salinas, Vial, Wilson

Exc: 1 - Witt

Fiscal: Has minimal fiscal impact

Revenue: No revenue impact

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WHAT THE MEASURE DOES:

Establishes standards for expansion of certain state airports on land zoned for exclusive farm use. Directs local planning body to approve expansion 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 as appropriate to conform to provisions of the measure. Directs the Oregon Homeland Security Council to consider certain state airports to be a critical emergency preparedness, response, recovery, and resiliency platform and to prioritize state airports for resiliency investments.

ISSUES DISCUSSED:

- History of Aurora Airport and economic role it plays in region
- 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
- Relationship between runway length and types of aircraft that can use the runway
- Procedure for emergency landing of aircraft due to engine failure at takeoff

EFFECT OF AMENDMENT:

Modifies provisions regarding what may be included as part of a runway expansion 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 expansion 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.

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 in Malheur County. 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.

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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.