

Wilsonville City Council:

Thank you for holding this hearing tonight. I am a concerned citizen of the City of Aurora and a neighbor of the airport just off of Airport Road. It is 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 by 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 (NEPA) full Environmental Impact Study (EIS) and Alternatives Analysis must be implemented before anything like the recently proposed \$37 Million Aurora Airport expansion can occur, using Federal Aviation Administration (FAA) supplemental grant funds. In fact, it should have been done years ago, before the tower went in, and before the Airport expansion 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 farm land 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. An EIS 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 the proposed expansion of the Aurora Airport should proceed without a full EIS first being conducted.

The initial phase of the EIS would identify reasonable alternatives in addition to the airport's preferred alternative. The EIS would also study the impacts on airport operations if a runway extension is not built. The public would have several opportunities during the EIS process to provide input and make comments on the project.

A full EIS for Aurora Airport would look at 14 categories of potential environmental impacts, include aircraft noise and compatible land use, air quality, water resources, historic resources, and socioeconomic and environmental justice. An EIS would consider temporary, direct, secondary, and cumulative impacts for each category, as well.

It would be putting the cart before the horse to NOT conduct a full EIS before this proposed investment of more than \$30 Million of federal funds moved forward. And it would be more than reasonable for the ODA to request Airport Improvement Program (AIP) funding from the FAA to assist in completing a full

EIS.

While insisting on a full EIS may sound reasonable and obvious to most of us, unfortunately we are fighting against a swelling tide of well-financed interests who attempt to dumb down the issue to simple matters of 'growth or no growth', 'jobs or no jobs, safety or no safety. In fact, although the safety issue is a constant refrain, Airport proponents and even the ODA have allowed aircraft too big for this Airport to land and take off in order to support their inflated claims for constrained operations. Even progressive elected leaders like Speaker Kotek were impressed by the fact that Oregon would not have to match federal funding for the project, stating, "A billion dollars from the [federal government] is a lot of money... And I don't want to see Oregon not get this money. I want to make sure we get money [for Oregon] from the federal government..."

But blindly pursuing the grant money like this leads officials to make poor public policy decisions. In fact, we **MUST** stop making money the only or even the most important factor in our decision making. The lives of people and the quality of our lives must begin to matter.

In her own words, Governor Brown has stated that she "is committed to conserving the beauty and bounty of Oregon for generations to come... [she] is fighting to protect our land, water, and air. She is standing up to Washington politicians who have walked away from America's commitment to combat climate change and is working to make Oregon a national leader in clean energy, reducing emissions, and conservation." Those words, if she really means them, give me hope.

In submitting my concerns to you here tonight, I hope my comments will find their way to the desk of our state elected leaders in the legislature and of course to the Governor's office. I strongly urge the Governor to pull back the \$37 Million supplemental grant application that the ODA prematurely submitted to the FAA before anyone had to prove that this expansion is even a good idea, and will be in the best interests of our surrounding communities. And I urge our elected leaders to not be led blindly by the monied interests behind this Airport expansion. They don't live here, and they have shown they don't care about those of us who live here. They simply want what they want to line their pockets, and continue to be willing to stage a dishonest pr campaign to get it.

Thank you.

Jan Shea

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These are items that I used in my :

https://www.faa.gov/news/updates/?newsId=87871&omniRss=news_updatesAoc&cid=101_N_U

<https://www.faa.gov/airports/environmental/>

https://www.faa.gov/airports/environmental/eis_best_practices/?sect=teams

<https://katebrownfororegon.com/environment>

<https://pamplinmedia.com/wsp/134-news/408019-306536-aurora-airport-dispute-to-be-mediated>