

Received At Council Meeting

Meeting Date: 3/10/25

Agenda Item: 8

Received by: Courtney Lynn Burs

From: Christine Young

Mayor Hoy and City Councilors,

I am a resident of Salem and am concerned about the federal employee cuts which could potentially negatively impact citizens of Salem and their property through flooding. I ask you to actively request that the current administration restore the same level of staff to maintain flood protection for us, your constituents, and our property.

The National Oceanic and Atmospheric Administration (NOAA) encompasses weather and river forecasting. I am glad to say that the National Weather Service recently has had press coverage regarding problems created by cuts to their department, however, River Forecasters have not had much press. The two departments share their regional office in Portland where River Forecasters and the Weather Service frequently share timely hydrologic/water flow data. I will describe the River Forecasting job, in its context.

Our region, which includes Oregon, Washington, part of Montana, and some area in Canada, since water flow does not respect human-made boundaries, is one of 13 regions across America. I have included a map of this large area with my statement. During the last storm period that left parts of Bush Park temporarily flooded, the River Forecasters monitored 50 potential flooding sites. They monitor the hydrologic systems, including Salem, 24/7. River Forecasters use snow measurement, river flow, rainfall, temperature, and other data collected from numerous locations in the region, apply computer modeling, and create river forecasts. The scientists then project which and when rivers may flood, and address needs for shipping, agriculture, municipalities, manufacturing, forestry, fisheries, electric grid, water supply, and fire protection.

River Forecasters feel a sense of responsibility and will remain in their jobs as long as they can. If they are cut to 50%, there could be real danger as we continue into the snowy, rainy season with spring melt following.

On Feb 14, I emailed the mayor and all of the city councilors about this problem. Thank you for your reply, Mr. Tigan. I erroneously named the Portland office as having 30 forecasters, they had 11, which has now been reduced to 9 and might be reduced to 4/5. I request you to advocate for us, your constituents and our property, by asking the current administration restore the same level of staff to maintain our flood protection.

3/9/25

Christine Young

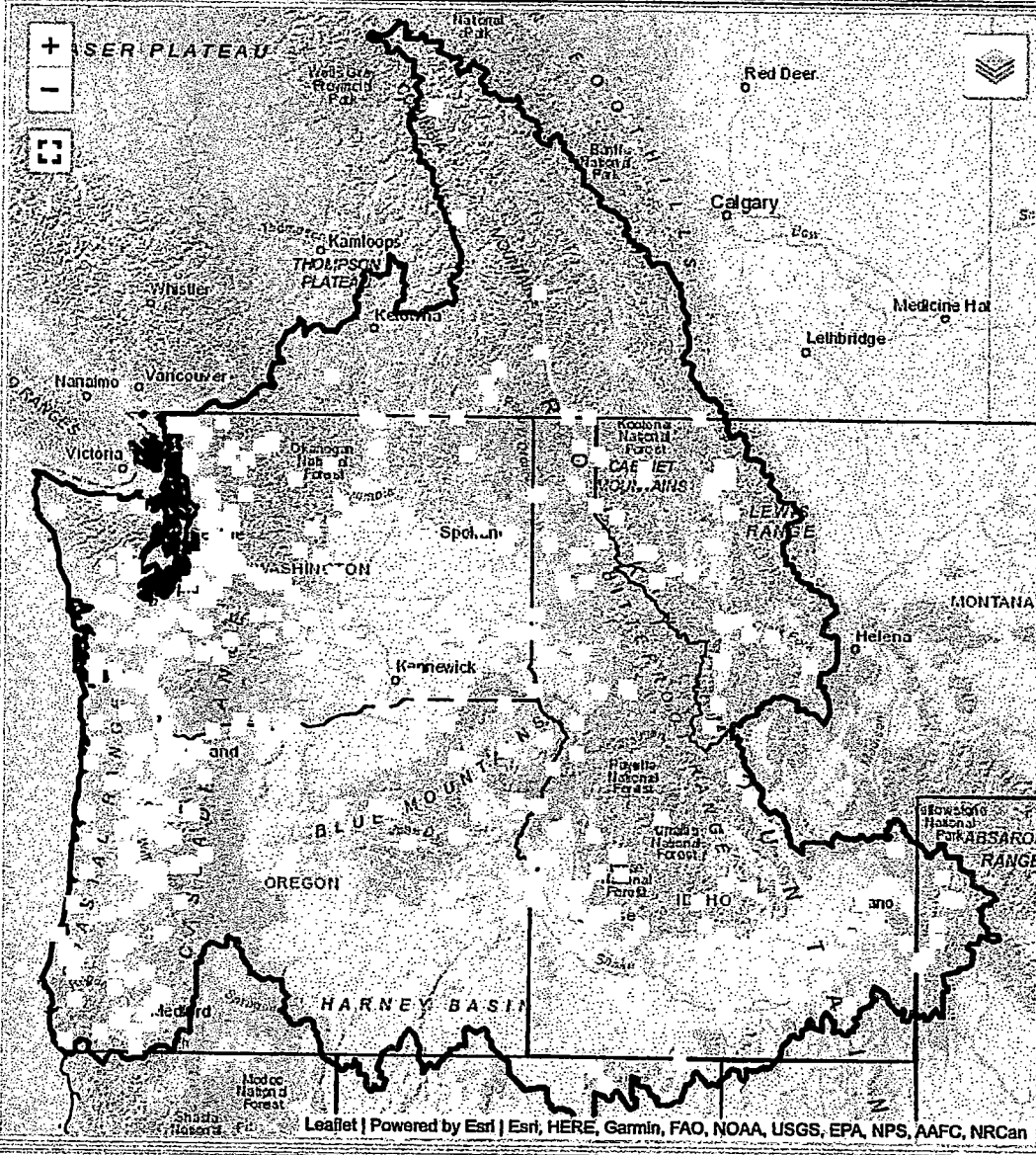


NORTHWEST RIVER FORECAST CENTER

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

River and Hydrology	Water Supply	Observations	Weather Forecasts	Climate	NWRFC
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Locate NWS ID: Last Refresh: 2025-02-28 09:21:38 PST 09:24:59 PST



River and Hydrology

Fri, Mar 28, 2025, 10:15 AM PDT

- 10 Day Forecast Points
- 10 Day Forecast & Data Points
- 120 Day Forecast (Status)
- 120 Day Forecast (% of Avg)

Return Stations

Get Station:

Overlays

- NWRFC Boundary
- NWRFC Basins
- NWS HSAs
- Counties
- States

Burn Areas

- 2024
- 2023
- 2022
- 2021

357 6 24 3 7 1 0 0 0

Stations Displayed **398**

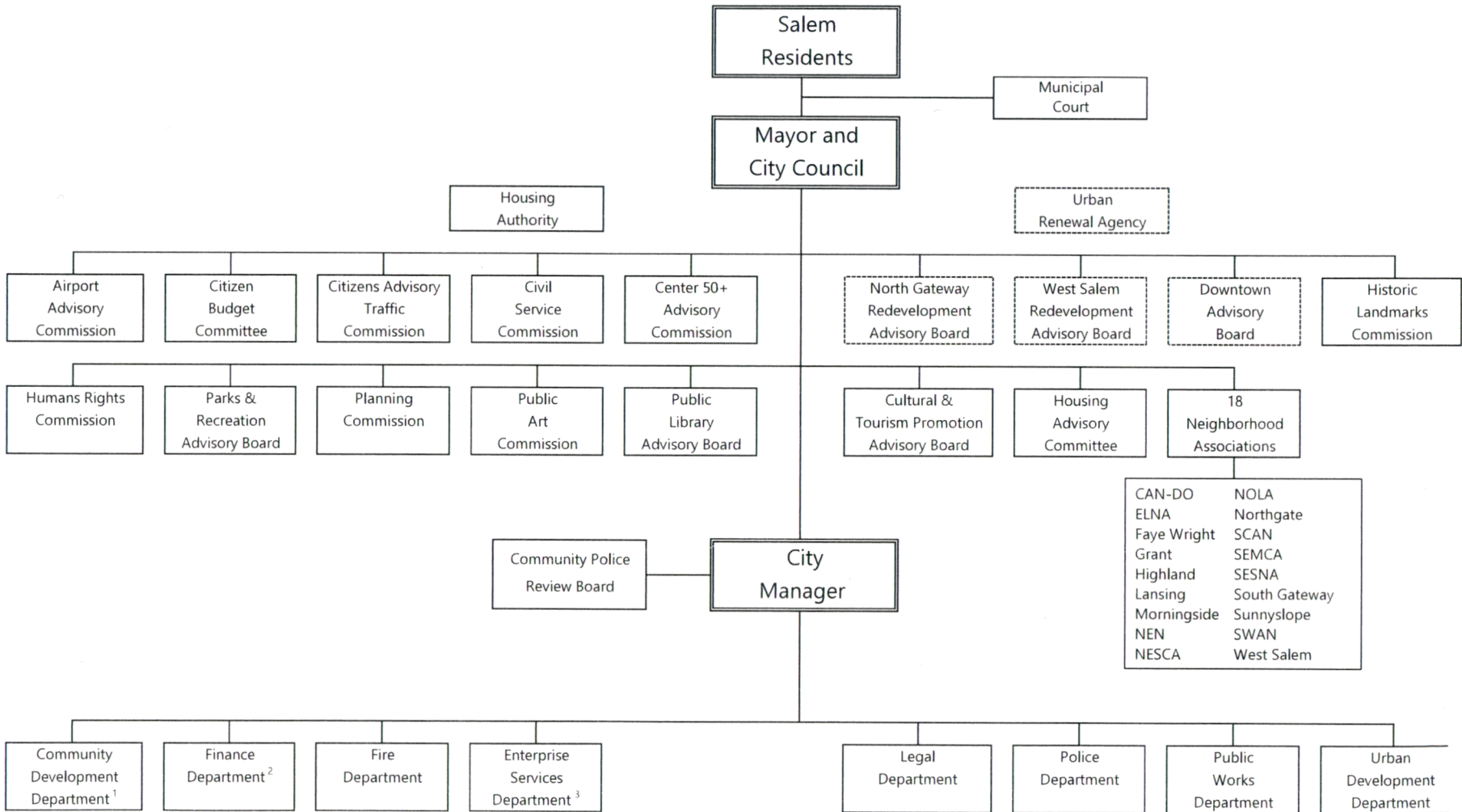
Disclaimer

Streams Observed or Forecasted to be Above a Minimum Criteria
Number of Sites Meeting Criteria: 11

Location	Id	Current Flow	Current Stage	Flood Stage	Action Stage	Day 1-3 Forecast Max Stage	Day 4-10 Trend Max Stage
CHEHALIS - AT PORTER	CRPW1	16369	45.94	48.00	45.50	45.85	39.82
COWLITZ - AT KELSO	KELW1		17.00	21.50	19.50	14.65	13.87
ILLINOIS - AT KERBY	KRBO3	3198	8.90	35.00	10.00	6.70	11.67
MALHEUR - NEAR VALE	VALO3	3315	18.64	19.50	19.00	20.38	20.41
OWYHEE - OWYHEE DAM	OWYO3	2488	6.03	6.61		5.99	5.99
PUDDING - AT AURORA	AURO3	6553	21.36	22.00	21.00	21.19	16.37
SILVIES - NEAR BURNS	BUSO3	744	5.67	12.00	10.50	6.12	10.87
SKOOKUMCHUCK - AT SKOOKUMCHUCK RESERVOIR	SKRW1		477.86		477.00	477.80	476.65

Organization of the City of Salem, Oregon

July 2022



1. The Community Development Department includes the Salem Public Library as a functional division.

2. The Finance Department includes Municipal Court as a functional division.

3. The Enterprise Services Department includes Human Resources, Fleet, Information Technology and Facilities Services as functional divisions.

Received At Council Meeting
 Meeting Date: 3/10/2015
 Agenda Item: 8
 Received by: R. ganguli h 3FF
 From: Dehart

Timeline of Public Input actions regarding the Airport Master Plan

May 23, 2023: Salem Airport Master Plan Advisory Committee holds 1st and only meeting. Message was strongly sent "Keep runway 34/16. This is of primary importance"

2nd Meeting: Anticipated for Fall 2023. Never held.

December 15, 2023: Received PDF documents with updates from Mead & Hunt and told next meeting would be Spring 2024 (meeting never held). Quote from the email:

Pending the City's decision on the future of 16/34, we hope to hold our next PAC meeting in the spring to present and discuss the draft alternatives.

January 2024: Airport Advisory Commission votes to send a letter to City Council urging them to seek another opinion on runway 34/16 and Mead and Hunt. The maker of the motion reports it was a vote of no confidence in Mead & Hunt. This recommendation was never forwarded to Council by the Airport Manager despite repeated reminders at each subsequent meeting.

May 2024: AAC meets. Vice Chair asks about the letter's progress. Airport Manager strategizes about the right timing to send it, and says if he sends it to Council now "it will just confuse them."

April 30th, 2024: Salem Airport Master Plan Advisory Committee was paused by the Airport Manager John Paskell in an email. He states the Master Plan will re-start after "evaluation of improvements and development of terminal concepts" and that the determination of 34/16 runway fate is required to continue by the FAA.

January 2025: AAC Chair and Vice Chair have termed out of their roles and leave the Commission. Airport Manager seeks to have the letter "updated" and have the new Chair sign it-effectively wiping away the original motion and recommendation to Council, and disguising the delay.

February 18, 2025 Airport manager and consultants give a Master Plan update to Council. The Advisory Committee was not notified of the meeting or the content. When Councilor Gwynn asked about the AAC, the Airport Manager did not disclose the existence of the recommendation made 13 months prior, nor the existence of the letter signed the previous May.

Topics not covered in the presentation:

- There were THREE runway options, not two (close, keep, or shorten). Someone decided to only show the Council two of the three policy options. Why was taken out, not allowing it for your consideration, and by whom?
- How determining the number of runways is outside the scope and process for the Master Plan, other than getting to do it without public input. The presentation was titled "Master Plan Update" but the citizen input MPAC was told a year prior the Master Plan was on hold.
- The runway may be eligible for FAA funding in the future- It's CURRENTLY ineligible for FAA funding. There may be a different directive coming from a recent aviation bill- something known to the Airport Manager but not disclosed.
- Aviation will undergo a huge change in the next 10 years with the introduction of electric aircraft for short distances, along with proliferation of drones. Sharing the space (airspace and airport infrastructure) is a huge topic in the industry.
- The FAA, in evaluating runway 31's cross-wind metric, uses the aircraft LEAST susceptible to cross wind dangers, not the most vulnerable.
- The City can issue Airport revenue bonds – one alternative to funding runway improvements. In 10 years this may be very feasible.
- The Salem-Willamette Valley Airport is an important facility in the State's resiliency plan for natural disasters. We could potentially get funding from that source.
- In 10 years, we could have daily United flights plus other carriers doing low-cost service, and the FAA may determine they don't want General Aviation (GA) traffic in the same flight pattern. Separation is safety in aviation.
- Mead and Hunt did not say if the example 1-runway airports wish they had two runways. Would they advise you if asked to "keep two runways as long as you can?"

Who uses the Salem Airport- McNary Field (SLE):

<p>Environment Related:</p> <ul style="list-style-type: none"> • Environmental surveys • Animal tracking • Indigenous species tracking • Watershed management for 4 state region • Natural disaster evaluation and management/OEM • Fire suppression and monitoring <p>Agricultural/Food industries:</p> <ul style="list-style-type: none"> • Christmas Tree Harvest and farm management • SEED contractors • Farming consortium • Fruit & Berry marketing companies • Food packaging and distribution • Juice manufacturing/packaging and distribution • Aero spraying • Fruit farm husbandry with helicopters <p>Medical Users:</p> <ul style="list-style-type: none"> • Life Flight / Medi-Vac • Emergency topical skin manufacturer • Hospital support of emergency patients • Organ transport <p>Tourism related:</p> <ul style="list-style-type: none"> • Wine Tour Operators • Entertainers • Collegiate sports programs • Track and Field Championships and Ironman Triathlon • Regional sightseeing • Rental Car operators on field 	<p>Civic and Military Users:</p> <ul style="list-style-type: none"> • FEMA • Fire-fighting, including housing one of Salem's stations • Veteran aviation support services • Weather and Astrological observation • Civil Air Patrol / Search and Rescue • US Army (routinely get stops from WA and CA bases) • US Air Force • Coast Guard • State Governments • Rail and environmental disaster support <p>Aviation Related Industries and users:</p> <ul style="list-style-type: none"> • Diversion for major airlines when PDX is unavailable due to weather/ice • Arial photography • Charter Operators, Large and Small jets • Aircraft guidance system • Private pilots • Avionics manufacture and repair • National Aviation contractors • Flight training • International aircraft manufacture companies • Aircraft repair • Aircraft restoration • Aircraft shelter • Recreational aviation / remote control • Fixed base operator national corporations • International fuel distribution companies • Stop over for major airlines when PDX is unavailable • National and regional aviation marketing
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General:

- Science, survey, and mapping
- Retirement home construction and operators
- National Trucking Companies
- Highway Rest-stop developers
- Retailers
- Regional Grocers
- Battery manufacture
- Insurance companies
- Energy companies
 - BPA energy / Bonneville power
 - Natural Gas companies
- Metal manufactures
- Industrial fasteners
- Waste recycling companies
- Home improvement companies
- Automobile acquisition and auction
- Excavating Companies
- Electrical support corporations
- Retail Clothing chains
- Conference, building & retail development companies
- Rare metal manufacturing
- Building component manufacturing companies
- Banking
- Legal service companies
- Industrial refrigeration
- National distribution of packaged goods
- Crane helicopter support
- Credit card companies
- International Sports companies
- Dairy companies
- Real estate investment

Elected Official Related:

- Governor of Oregon
- Political Campaigns
- Lobbyists from out of state
- National government officials, access to Capitol
 - President
 - Vice-President
 - Speaker of house

Air Transportation That Cares

AFW missions are flown by private volunteer pilots in aircraft that they own or rent, or with commercial airline partners. Our dedicated pilots and partners donate their time, flying skills and all the expenses of each flight.

WHO WE SERVE

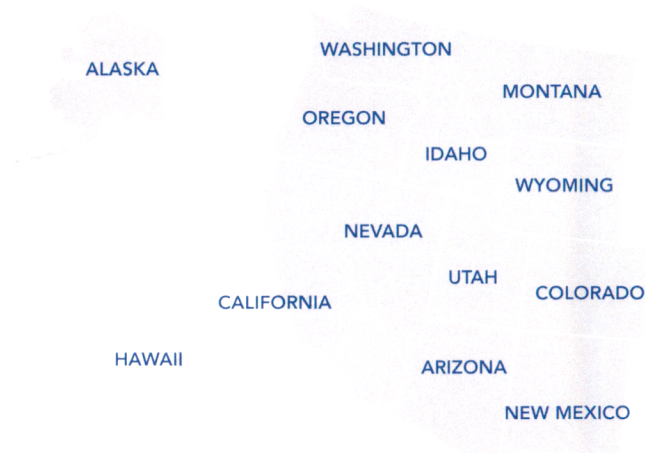
- Patients traveling for non-emergency care at major research and children's hospitals, specialized treatment centers and more
- Kids attending specialty camps, like those for burn survivors or cancer patients
- Domestic violence survivors in need of relocation
- Veterans and active duty military personnel
- People with other compelling human needs

TO QUALIFY

To qualify for an Angel Flight West mission, patients must:

- Be medically stable & ambulatory
- Have a scheduled appointment or pending appointment for services not available locally
- Have a financial need or other valid consideration
- Be capable of sitting upright
- If flying privately, be able to fly in a small unpressurized aircraft

WHERE WE FLY



*WE CAN ALSO HELP LOCATE FLIGHTS WITH PARTNER AGENCIES OUTSIDE OUR REGIONAL SERVICE AREA.

REQUEST A FLIGHT

To request a flight, call **Angel Flight West** at: **(310) 390-2958**

or go online for more information to **www.angelflightwest.org**

INFORMATION NEEDED

We need certain information to determine if an Angel Flight West mission is the right answer for your situation.

Please visit **www.angelflightwest.org** for a complete list of required information and contact us at **310-390-2958** for the documents you'll need when requesting a flight.

If we must decline a mission for any reason, we'll make every effort to refer you to other resources.

FAQ'S

What type of plane will I be flying in?

In most cases, you will be flying in a small private aircraft.

Can I bring a companion?

In most cases we can accommodate a companion.

What if the flight is canceled?

A backup plan must be in place in case the flight is canceled due to adverse weather or other causes.

Can I bring my oxygen tank or other medical equipment?

At the pilot's discretion, a patient may bring certain portable medical equipment, however, AFW cannot administer oxygen.

OUR MISSION

SOMETIMES THE ROAD TO HEALTH IS A RUNWAY. IF THE CARE YOU NEED IS FAR FROM HOME, ANGEL FLIGHT WEST CAN HELP.

Angel Flight West delivers health and hope using donated flights to serve people with medical or other compelling human needs. We link volunteer pilots and commercial airlines with people who require air travel to access non-emergency care and other essential services.

What qualifies as a mission for Angel Flight West?

AFW is often the connection that enables a patient to get to an important treatment or diagnosis that would otherwise be inaccessible because of financial or logistical challenges. In most cases, the need is medical, but other circumstances also qualify.



Angel Flight
WEST

**WE LOVE TO FLY,
AND WE WANT TO HELP.**

For flight requests and more information contact:

(310) 390-2958

Angel Flight
WEST

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Santa Monica, CA 90405

info@angelflightwest.org



[/angelflightwest](#)
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www.angelflightwest.org



AFW thanks Alaska Airlines for their ongoing partnership & support.

CFC #46412



2,000+ VOLUNTEER PILOTS
5,000+ FLIGHTS PER YEAR

FREE FLIGHTS
for people in need