

SENATE COMMITTEE ON TRADE AND ECONOMIC DEVELOPMENT

March 24, 1999 Hearing Room B

3:00 p.m. Tapes 41 - 43

MEMBERS PRESENT: Sen. John Lim, Chair

Sen. Avel Gordly, Vice-Chair

Sen. Verne Duncan

Sen. Tony Corcoran

Sen. Bill Fisher

MEMBER EXCUSED:

STAFF PRESENT: Carol Rives, Administrator

Gary Roulier, Administrative Support

MEASURE/ISSUES HEARD: SB 403 Work Session

SB 572 Public Hearing

These minutes are in compliance with Senate and House Rules. Only text enclosed in quotation marks reports a speaker's exact words. For complete contents, please refer to the tapes.

TAPE/#	Speaker	Comments
TAPE 41, A		
002	Chair Lim	Opens meeting at 3:12 p.m. and opens a work session on SB 403.
<u>SB 403 WORK SESSION</u>		
010	Carol Rives	Administrator. Reviews the provisions of SB 403 which establishes the Safe Drinking Water Revolving Loan Fund and explains the amendment to the bill.

053	Sen. Duncan	MOTION: Moves to ADOPT SB 403-1 amendments dated 3/5/99 (EXHIBIT A).
	Chair Lim	Hearing no objection, declares the motion CARRIED.
057	Sen. Duncan	MOTION: Moves SB 403A to the floor with a DO PASS AS AMENDED recommendation.
		VOTE: 3-0 AYE: In a roll call vote, all members present vote Aye. EXCUSED: 2 - Corcoran, Fisher
	Chair	The motion CARRIES.
062	Chair Lim	Closes the work session and opens a public hearing on SB 572.
<u>SB 573 PUBLIC HEARING</u>		
079	Rives	Explains the provisions of SB 572 which creates the Airport Noise Pollution Task Force to study noise issues at Portland International Airport and report findings to the 71 st Legislative Assembly.
102	John Weigant	Citizen, Portland, Oregon. Presents (EXHIBIT B) and testifies in support of SB 572. Summarizes the differences between government and business operations.

136	Weigant	Summarizes the operations of the Port of Portland (the port) and emphasizes it is a unique organization and lacks sufficient controls.
186	Weigant	Remarks that the port is a staff-driven organization with the primary business of air travel. Remarks that citizens residing in the airport area are not represented. States that the Citizen Noise Advisory Committee (CNAC) is "owned" by the port.
231	Vice-Chair Gordly	Asks about the statement that the CNAC is "owned" by the port commissioners.
240	Weigant	Responds that previous noise abatement advisory committees were largely self-appointed. Notes that the current committee is appointed by the port.
265	Vice-Chair Gordly	Asks if the witness represents an organization.

270	Weigant	Answers that the organization he represents is being formed to address noise issues. Adds that his involvement comes from a background in urban planning and a concern about growth.
298	Mike Cheston	General Manager, Operations and Maintenance, Portland International Airport (PDX). Presents (EXHIBIT C) and offers a history of the growth in operations at PDX.
358	Cheston	Acknowledges that the growth in air traffic increases noise in the vicinity of the airport. Notes that noise is measured in two ways by the Federal Aviation Administration (FAA); day-night level and single event noise level. Adds that routes are defined by the FAA to reduce noise pollution.
399	Cheston	Emphasizes that the FAA has control over the aircraft from the time the aircraft is on the runway until the aircraft lands at the destination. Notes that the Environmental Protection Agency has mandated that the FAA deal with noise issues.

TAPE 42, A

001	Chair Lim	Asks what airlines have moved operations due to a decrease in demand.
013	Cheston	Responds that Delta moved from PDX after the route to Seoul, Korea was cancelled. Addresses specific complaints from citizens including claims that aircraft were dumping fuel on approach, flying too low and causing air pollution. Concludes that these allegations lack substance.
046	Cheston	Notes that growth in the region is driving growth at the airport. Adds that there has been a concern over engine runups. Explains that aircraft are required to conduct engine runups to check engine performance after maintenance and that the port is undergoing intense research to reduce engine runup noise. Adds that the airport is located to make use of commercial advantages and that an alternate location probably does not exist.
080	Cheston	Summarizes efforts to change arrival and departure routes to lessen noise impacts. Concludes that changes in current flight paths simply move the impact to other neighborhoods.
097	Sen. Fisher	Asks for a definition of airframe noise.
101	Cheston	Notes that approximately 50% of the noise caused by an aircraft is caused by the airframe and not the engine.
108	Vice-Chair Gordly	Asks if moving the airport is a serious proposal.

112	Cheston	Responds no but it has been proposed by members of the community.
119	Vice-Chair Gordly	Asks for comments on SB 572.
124	Cheston	Responds that the port is receptive to any recommendations but the bill duplicates the efforts of the CNAC and may cause conflicts.
134	Chair Lim	Asks why aircraft dump fuel.
138	Cheston	Responds that the only time an aircraft would dump fuel is in the event of a critical emergency.
147	Katie Tobie	Community Affairs Manager, Port of Portland. Outlines the history of the PDX Citizen Noise Advisory Committee (CNAC) and membership (page 1 of the exhibit).
187	Tobie	Summarizes the activities of the CNAC to include the election of a chair and formation of subcommittees. Concludes that the port is committed to working with the CNAC to minimize the impact of aircraft noise.
226	Vice-Chair Gordly	Asks if there is a hierarchy of issues which CNAC is addressing.
236	Tobie	Responds that the intent is to focus on short-term issues such as the engine runup facility.
252	Vice-Chair Gordly	Asks about City of Portland efforts to develop noise overlay zones and if the city is represented on the CNAC.
280	Tobie	Responds she is not aware of efforts by the city to develop noise overlay zones and that the city has three members on the CNAC.
287	Vice-Chair Gordly	Asks about other actions such as increasing the insulation in construction to alleviate noise.
302	Tobie	Answers that the CNAC has not advanced far enough to address those issues.
313	Chair Lim	Asks for the differences between the Noise Abatement Advisory Committee (NAAC) and the present CNAC.
321	Tobie	Responds that the NAAC was the predecessor to the CNAC.
334	Chair Lim	Inquires about funding for the CNAC.
340	Tobie	Responds that the Aviation Department of the Port of Portland is funding the CNAC.

353	Keith Leavitt	Manager, State Government Relations, Port of Portland. Notes that the port has no objection to the bill, but is concerned that a legislative task force not connected to the CNAC could duplicate activities by two uncoordinated committees.
383	Vice-Chair Gordly	Asks if the activities listed in SB 572 would occur under the CNAC.
396	Cheston	Answers that all of the activities listed would go forward. Adds that noise studies are an ongoing effort and the CNAC will request specific studies.

TAPE 41, B

007	Chair Lim	Asks if the port has budget proposals for noise studies.
012	Cheston	Responds that the port spends approximately \$400,000 per year to study noise effects.
019	Erwin Bergman	Member, CNAC, and Chair, Engine Runup Working Group. Presents (EXHIBIT D) and testifies in support of SB 572. Notes that his dealings with the port have been frustrating.
080	Bergman	Outlines issues including health impacts of noise, the growth of operations at PDX, and changing flight patterns with the influx of new equipment.
132	Bergman	Adds that property values are being affected, residents will leave and noise from aircraft will continue to increase. Explains the differences in noise measurements using Average Day and Night Noise Levels (LDN) and Single Event Noise Levels (SENEL).
177	Miki Barnes	Washington County Representative, CNAC. Presents (EXHIBIT E) and testifies in support of SB 572. Expresses concern with the section of the bill that speaks to membership being in close proximity of the airport and emphasizes that Washington County is under the flight path for PDX.
237	Barnes	Remarks that most communities in the Portland area are impacted by noise from flight operations. Notes that there are approximately 600 operations a day from Hillsboro airport.
276	Barnes	Mentions that the growth of operations at PDX will also affect ground traffic in and around the airport. Adds that the studies outlined within SB 572 should also include the Hillsboro, Troutdale and Mulino airports.
326	Barnes	Notes a conflict of interest may exist in that a port study of noise abatement could interfere with its mission as defined in the statutes.

376 John Hammond Citizen, Portland, Oregon. Presents (**EXHIBIT F**) and testifies in support of SB 572.

TAPE 42, B

004 Hammond Suggests a division of labor, using the CNAC to study the technical aspects of noise pollution and the state task force to study health issues. Points out that SB 572 should address overflight noise and determine what noise levels will be if the port expands as projected.

037 Vice-Chair Gordly Asks about the possible conflict of interest.

043 Hammond Answers that the port's mission is to meet the demand for air passenger and cargo service. Adds that the CNAC and the proposed task force can work together.

052 Chair Lim Notes that the makeup of the CNAC gives citizen control over the committee.

059 Hammond States that the CNAC should be able to do a credible job but the health and welfare of citizens in proximity to PDX is not being addressed.

067 Susan Walenza Citizen, Portland, Oregon. Presents (**EXHIBIT G**) and testifies in support of SB 572. Relates problems with noise in the Alameda neighborhood of Portland and adds that the port has a vested interest in increasing air operations.

128 Walenza Presents (**EXHIBIT H**), a study of the health impacts of noise conducted at the Seattle-Tacoma International Airport. Summarizes the findings of the report to include the general effects of noise (page 3 of the exhibit).

193 Vice-Chair Gordly States that it is important to examine the health-related effects of noise.

220 Sen. Fisher States that he would like to see studies on the health effects of noise.

233 Frank Howatt Member, CNAC. States that he was a member of the old noise abatement advisory committee and that the big issue is growth.

281 Howatt States that the NAAC was definitely a creature of the port. Testifies in opposition to SB 572 because the proposed task force would duplicate the efforts of the CNAC.

325 Howatt Notes that there is little that can be done about flight paths and adds that the CNAC is supported by the port.

370	Howatt	Emphasizes that the proposed addition of a third parallel runway would change the traditional flight paths into PDX.
-----	--------	--

TAPE 43, A

004	Howatt	Notes that the only conceivable legislative action would be to restrict growth around the airport.
-----	--------	--

038	Vice-Chair Gordly	Asks about conversations within CNAC on health-related issues.
-----	-------------------	--

046	Howatt	Responds that the conversations have always been about noise "disturbance."
-----	--------	---

065	Chair Lim	Remarks that the noise affects property values and mental health and asks why SB 572 would make the CNAC mission more difficult.
-----	-----------	--

081	Howatt	Responds that it would be duplicative.
-----	--------	--

090	Gary Kunz	Chair, East Columbia Neighborhood Association. Presents (EXHIBIT H) and testifies in support of SB 572. Reviews efforts to reduce the noise impact in the neighborhood.
-----	-----------	--

141	Kunz	Notes that the FAA will not change flight patterns without environmental reviews. Adds that noise and pollution are regional issues and require regional solutions. Summarizes the flight patterns of the smaller air carriers over local neighborhoods.
-----	------	--

187	Kunz	Stresses that a study is needed but should not be managed by the port.
-----	------	--

211	Cindy Robert	Martin & Associates, representing Alaska Airlines. Testifies in opposition to SB 572. Remarks that the port has no control over noise because the it is caused by airlines regulated by the FAA. Notes that the noise the port can control is ground noise and is addressing that problem.
-----	--------------	--

248	Robert	Adds that SB 572 duplicates the efforts of CNAC and the port has revamped the committee to address noise issues.
-----	--------	--

281	Chair Lim	Remarks that even though the FAA has control over air operations, citizens can make a difference.
-----	-----------	---

290	Robert	Responds that the port is willing to change flight patterns but the FAA mandates flight patterns.
-----	--------	---

305	Chair Lim	Comments that the CNAC must continue their work but the intent of the legislation is to augment the CNAC.
332	Robert	Remarks that a new committee will take away from the efforts of CNAC.
356	Vice-Chair Gordly	Reiterates the intent of SB 572 and stresses that there is a citizen perception that the balance of power favors the port.
398	Robert	Notes that changing the operation and makeup of the CNAC remains the best tool for solving noise problems.
414	Chair Lim	Closes the public hearing and adjourns the meeting at 5:33 p.m.

Submitted By, Reviewed By,

Gary Roulier, Carol Rives,

Administrative Support Administrator

EXHIBIT SUMMARY

A - SB 403, amendments, staff, 1 pp

B - SB 572, written testimony, John Weigant, 2 pp

C - SB 572, written testimony, Mike Cheston, 2 pp

D - SB 572, written testimony and letters, Erwin Bergman, 16 pp

E - SB 572, written testimony, Miki Barnes, 6 pp

F - SB 572, written testimony, John Hammond, 2 pp

G - SB 572, written testimony, Susan Walenza, 1 pp

H - SB 572, report, Susan Walenza, 14 pp

I - SB 572, written testimony, Gary Kunz, 1 pp

J - SB 572, letter submitted prior to meeting, staff, 2 pp

K - SB 572, letter submitted prior to meeting, staff, 10 pp