



Multnomah County Oregon

Board of Commissioners & Agenda

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BOARD OF COMMISSIONERS

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JUNE 15 & 17, 2004

BOARD MEETINGS

FASTLOOK AGENDA ITEMS OF INTEREST

Pg 2	9:30 a.m. Tuesday Airport Noise Study Update
Pg 2	9:30 a.m. Thursday Opportunity for Public Comment on Non-Agenda Matters
Pg 2	9:30 a.m. Thursday Portland Children's Investment Fund Allocation Plan for After School and Mentoring Programs
Pg 3	10:00 a.m. Thursday Student Documentary Presentation: "La Sombra de la Cocina"
Pg 3	10:15 a.m. Thursday Transportation Priorities 2006-2009 Program
Pg 3	10:25 a.m. Thursday Ordinance Amending County Land Use Code
Pg 4	10:30 a.m. Thursday Health Department Briefing on Current Year Fiscal Year 2004 Financial Status

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Saturday, 10:00 AM, Channel 30

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Tuesday, June 15, 2004 - 9:30 AM
Multnomah Building, Sixth Floor Commissioners Conference Room 635
501 SE Hawthorne Boulevard, Portland

BOARD BRIEFING

- B-1 Portland International Airport Noise Study Update. Presented by Peggy McNees and Lise Glancy from the Port of Portland and County Representative David King. 45 MINUTES REQUESTED.
-

Thursday, June 17, 2004 - 9:30 AM
Multnomah Building, First Floor Commissioners Boardroom 100
501 SE Hawthorne Boulevard, Portland

REGULAR MEETING

CONSENT CALENDAR - 9:30 AM **SHERIFF'S OFFICE**

- C-1 Budget Modification 04_MCSO_04 Appropriating \$46,000 from the Federal Bureau of Justice Local Law Enforcement Block Grant to the Sheriff's Office to Train, Equip and Provide Overtime Funding for the Corrections CERT Team and the Law Enforcement Rapid Response Team
- C-2 Budget Modification 04_MCSO_12 Appropriating \$24,030 from the Bulletproof Vest Partnership Program to the Sheriff's Office for the Purchase of Bulletproof Vests
- C-3 Budget Modification 04_MCSO_13 Appropriating \$15,000 from US Customs, Anti-Smuggling Unit to the Sheriff's Office for Support of Anti-Smuggling Unit Operations
- C-4 Revenue Government Revenue Contract (190 Agreement) 0310512 with Metro, Providing Solid Waste Enforcement and Clean up

DEPARTMENT OF BUSINESS AND COMMUNITY SERVICES

- C-5 Amendment 1 to Government Revenue Contract (190 Agreement) 0310530 with the Oregon Department of Transportation, Providing Federal Funds for Sauvie Island Bridge Replacement

- C-6 Government Revenue Contract (190 Agreement) 0410576 with the Oregon Department of Transportation, Providing OTIA III Grant Funds for Sauvie Island Bridge Replacement

REGULAR AGENDA - 9:30 AM
PUBLIC COMMENT - 9:30 AM

Opportunity for Public Comment on non-agenda matters. Testimony is limited to three minutes per person. Fill out a speaker form available in the Boardroom and turn it into the Board Clerk.

NON-DEPARTMENTAL - 9:30 AM

- R-1 RESOLUTION Accepting the Portland Children's Investment Fund Allocation Plan for After School and Mentoring Programs
- R-2 Reynolds High School Student Documentary "La Sombra de la Cocina" (The Shadow of the Kitchen). Presented by Jennifer Dyne, Ken Snider, Rosa Dominguez Lopez, and Montserrat Mendoza Martinez.

DEPARTMENT OF BUSINESS AND COMMUNITY SERVICES - 10:15 AM

- R-3 Transportation Priorities 2006-2009 Program NOTICE OF INTENT to Apply for Federal Funds, PUBLIC HEARING and RESOLUTION Approving the 2006-09 Metropolitan Transportation Improvement Project (MTIP) List
- R-4 First Reading and Possible Adoption of an ORDINANCE Amending County Land Use Code, Plans and Maps to Adopt Portland's Recent Land Use Code, Plan and Map Revisions in Compliance with Metro's Functional Plan and Declaring an Emergency

DEPARTMENT OF HEALTH - 10:30 AM

- R-5 NOTICE OF INTENT to Apply for a Federal STEPS to a HealthierUS Grant
- R-6 Budget Modification HD-04-04 Increasing the Health Department Budget for FY 2003-04 by \$326,283 to Reflect Award of a Federal Healthy Communities Action Program (HCAP) Grant to Fund Operations of the Tri-County Health Care Safety Net Enterprise

- R-7 Budget Modification HD-04-05 Adding \$213,192 to the FY 2004 Budget to Reflect Award of a Federal Grant for Services to End Chronic Homelessness
- R-8 Budget Modification HD-04-06 Adding \$196,744 to the FY 2004 Budget to Reflect Award of a Federal CDC Grant for the Poder es Salud Community-based Participatory Prevention Research Project
- R-9 NOTICE OF INTENT to Apply for State of Oregon Department of Human Services Office of Environmental and Occupational Epidemiology Grant Funds
- R-10 NOTICE OF INTENT to Apply for Housing and Urban Development Healthy Homes Demonstration Program Grant Funds
- R-11 Health Department Briefing on Current Year Fiscal Year 2004 Financial Status. Presented by Lillian Shirley, Health Department Director and Dave Boyer, Chief Financial Officer. 30 MINUTES REQUESTED.

PEGGY MCNEES
NOISE PROGRAM MANAGER

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BOX 3529 PORTLAND OR 97208



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RECYCLED PAPER

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RECYCLED PAPER

AGENDA PLACEMENT REQUEST

BUD MOD #:

Board Clerk Use Only:

Meeting Date: June 15, 2004
Agenda Item #: B-1
Est. Start Time: 9:30 AM
Date Submitted: 06/07/04

Requested Date: June 15, 2004

Time Requested: 45 mins

Department: Non-Departmental

Division: Chair's Office

Contact/s: Andy Smith

Phone: 503.988-3308

Ext.: 85772

I/O Address: 503/600

Presenters: Peggy McNees and Lise Glancy from the Port of Portland and County Representative David King

Agenda Title: Portland International Airport Noise Study Update

NOTE: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide clearly written title.

-
- 1. What action are you requesting from the Board? What is the department/agency recommendation?**
Informational only.
 - 2. Please provide sufficient background information for the Board and the public to understand this issue.**
See attached.
 - 3. Explain the fiscal impact (current year and ongoing).**

NOTE: If a Budget Modification or a Contingency Request attach a Budget Modification Expense & Revenues Worksheet and/or a Budget Modification Personnel Worksheet.

If a budget modification, explain:

- ❖ **What revenue is being changed and why?**
- ❖ **What budgets are increased/decreased?**

- ❖ What do the changes accomplish?
- ❖ Do any personnel actions result from this budget modification? Explain.
- ❖ Is the revenue one-time-only in nature?
- ❖ If a grant, what period does the grant cover?
- ❖ When the grant expires, what are funding plans?

NOTE: Attach Bud Mod spreadsheet (FORM FROM BUDGET)

If a contingency request, explain:

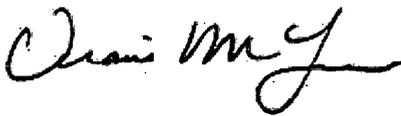
- ❖ Why was the expenditure not included in the annual budget process?
- ❖ What efforts have been made to identify funds from other sources within the Department/Agency to cover this expenditure?
- ❖ Why are no other department/agency fund sources available?
- ❖ Describe any new revenue this expenditure will produce, any cost savings that will result, and any anticipated payback to the contingency account.
- ❖ Has this request been made before? When? What was the outcome?

If grant application/notice of intent, explain:

- ❖ Who is the granting agency?
- ❖ Specify grant requirements and goals.
- ❖ Explain grant funding detail – is this a one time only or long term commitment?
- ❖ What are the estimated filing timelines?
- ❖ If a grant, what period does the grant cover?
- ❖ When the grant expires, what are funding plans?
- ❖ How will the county indirect and departmental overhead costs be covered?

4. Explain any legal and/or policy issues involved.
5. Explain any citizen and/or other government participation that has or will take place.

Required Signatures:

Department/Agency Director: _____ 

Date: 06/07/04

Budget Analyst

By: _____

Date:

Dept/Countywide HR

By: _____

Date:

4/24/04 PRELIMINARY RECOMMENDATIONS ON OPERATIONAL NOISE ABATEMENT ALTERNATIVES

Alt. #	Alternative	Recommendation		Light Turboprop/ Regional Cargo	Jet Overflight	Runway Use	Other
		SAC/Port Consensus SAC Split Port Recommend	Aircraft Altitude				
1	Departure Climb Procedure (Close-in/Distant)		X				
2	3.5-degree Glide Slope		X				
3	Increase Approach Altitude	Consensus	X				
4	Approach Procedures Power Settings	Consensus	X				
5	Departure Altitudes	Consensus	X				
6	Nighttime Turboprop (Regional Cargo Aircraft) Flight Procedures	Consensus	X	X			
7	Helicopter Operational Procedures	Consensus	X				
8	Fly Quiet Report Card Program	Consensus	X	X		X	X
9	Single Path FMS	SAC Split			X		
9a	Single Path FMS South of Hayden Island (West Flow Only)	SAC Split			X		
9b	Dual Departure Path FMS with Turboprop Path on S. Rwy	Port Recommended SAC Split		X	X		
9c	Adjusted Single Path FMS in East Flow Departure Only	Consensus			X		
9d	12-Mile Columbia River Corridor Departure (West Flow Only)				X		
10	Dual Path FMS Departure				X		
10a	Modified Non-Standard Dual Path Departure Flight Tracks Only				X		
10b	Modified Dual Path with Altitude Turn Departure Flight Tracks (West Flow)				X		
11	Split Turn FMS Departure (West Flow Only)				X		
11a	Split Turn FMS - East Flow Departure Flight Tracks Only				X		
11b	Modified Split Turn FMS with altitude turn -West Flow Departure	Port Recommended SAC Split			X		
12	Updated Mill Visual Arrival Procedure Using FMS technology (West Flow)	Consensus			X		
13	Sidestep Approach (East Flow Only)	Consensus			X		
14	Centerline arrival track (East Flow Only)				X		
15	Nighttime Contra-Flow (11pm – 6am)	Consensus				X	
16	Nighttime Preferential Runway Use Program	Consensus				X	
17	Reduced Use of Reverse Thrust on Landing	Consensus				X	X
18	Use of Barriers and Earth Berms					X	X
19	Extension of the North Runway					X	X
20	Retrofit Propeller (Regional Cargo) Aircraft with Quiet Technology Propellers	Consensus					X

Multnomah County Board of Commissioners

**Port of Portland Briefing on
PDX Part 150 Noise Study
6/15/04**

PDX Part 150 Noise Study

- Federal Aviation Regulation Part 150 noise compatibility study is a voluntary program
- Thorough review of existing noise plan
- Evaluates and recommends possible refinements to further manage noise
- Two-year study with broad involvement
- Measures must be approved by the Federal Aviation Administration (FAA) prior to implementation

Study Advisory Committee (SAC)

LOCAL GOVERNMENT

City of Portland
City of Vancouver
Clackamas County
Multnomah County
Metro

PORT OF PORTLAND

Port Commission
Operations Division

Aviation Industry

Air Transportation Assoc.
Oregon Dept of Aviation

Airport Users – Business

Travel industry

Airport Users

Airlines - Cargo small
Airlines- Cargo large
Airlines- Passenger
Airlines- Passenger
General Aviation
Military

Citizens

City of Portland
City of Vancouver / CNAC
Clark County (2)
CNAC (4)
Portland AIR
Washington County
Clackamas County

FEDERAL

AVIATION ADMINISTRATION

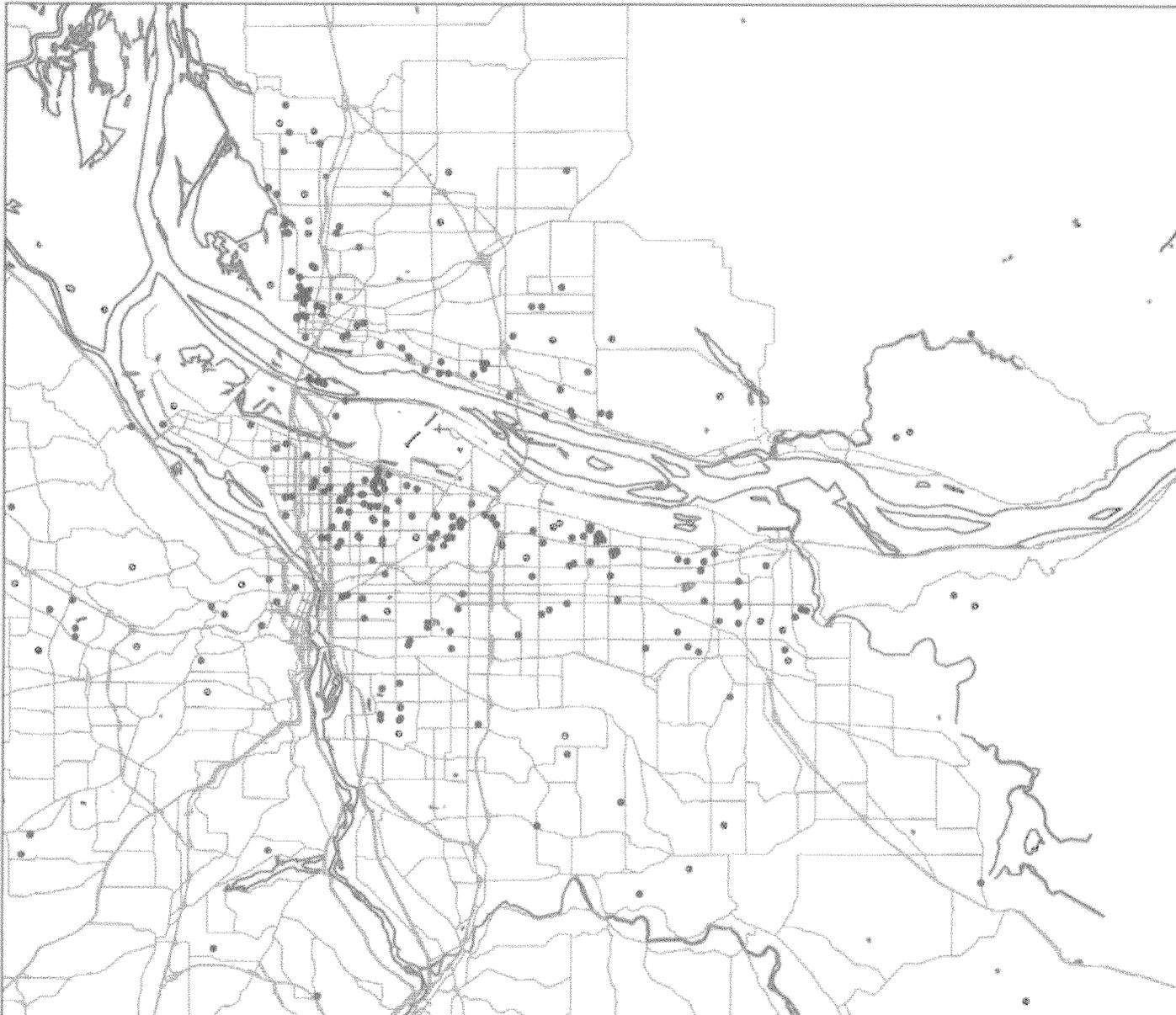
FAA Airports Division
PDX Air Traffic Control
PDX TRACON

32 SAC members

12 SAC meetings to date

PDX Part 150 Noise Study Process

- | | |
|---|--------------------|
| ■ Inventory Complete | 2002-03 |
| ■ Public Involvement | Ongoing |
| ■ Develop & evaluate operational noise abatement alternatives | Winter-Spring 2004 |
| ■ Develop & evaluate land use noise mitigation alternatives | Spring-Summer 2004 |
| ■ Conduct public hearing, respond to comments | |
| ■ Port Commission approval | Fall 2004 |
| ■ Submit Noise Exposure Maps and Noise Compatibility Plan recommendations | Winter-early 2005 |
| ■ FAA approval | 2005 |
| ■ Other follow-up actions – e.g., National Environmental Policy Act | TBD |
| ■ Implementation | 2005+ |



PORT OF PORTLAND

General Aircraft Issues By Area

Washington

West Side - Jet & Propeller
Arrivals and Departures

East Side - Jet & Propeller
Departures, Crosswind Runway
Use

Oregon

NE Portland - Regional
Cargo Feeders, Propeller
Arrivals & Departures

East Multnomah - Jet
Arrivals, Late Night Propeller
(cargo) Arrivals

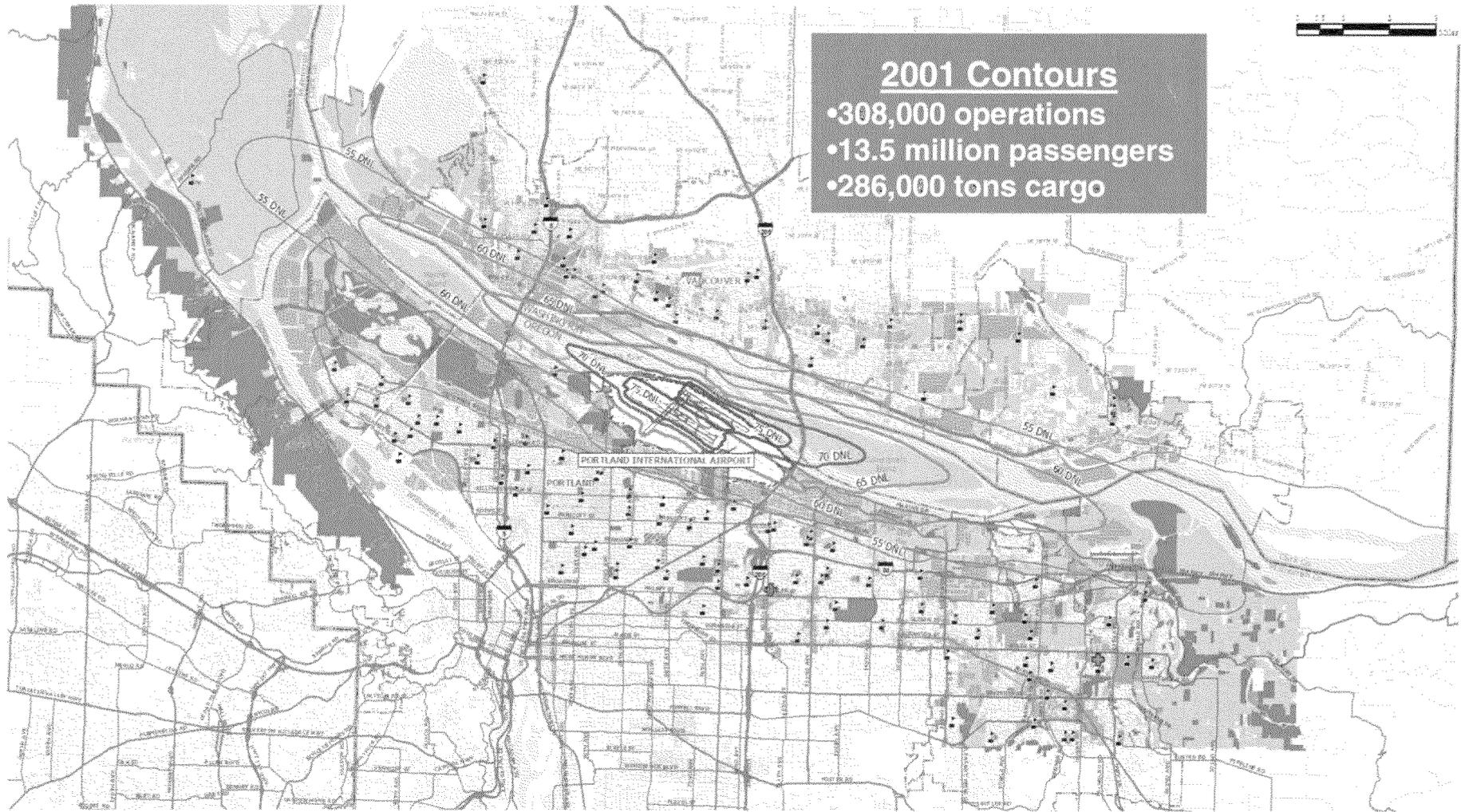
West Hills/Washington -
Jet Arrivals

Clackamas - Jet arrivals to
N.; military and turboprops in
Happy Valley

2003 PDX Noise Contacts By Area

Concerns & Issues

- DNL contours (Day Night Level average)
- Equal noise treatment between Oregon & Washington (fly equidistant between residential areas)
- Need to balance tradeoffs – jet, propeller
- Reduce the frequency of early turns
- Increased altitudes



2001 Contours

- 308,000 operations
- 13.5 million passengers
- 286,000 tons cargo



FIGURE D23
BASECASE 2001 - DNL NOISE CONTOUR (FULL VIEW)

Land Use Legend

- | | | | |
|---------------------------|--------------------|---------------------------------|-----------|
| Single Family Residential | Industrial | Educational Facility | Cemetery |
| Multi-Family Residential | Airport | Medical Facility | Schools |
| Mobile Home Residential | Public Semipublic | Park Recreation | Hospitals |
| Commercial | Religious Facility | Agricultural Open Space Variant | |

SOURCE: THE U.S. ENVIRONMENTAL PROTECTION AGENCY
AIRPORT OPERATIONAL DATA AREA SURVEY

2001 Base Case - Annual DNL Noise Contours

Alternative Development

28 Noise Abatement Alternatives Evaluated:

- Alternatives #1- 8: Options to Increase Aircraft Altitudes, Fly Quiet Program
- Alternatives # 9-14: Modified Jet Flight Paths – Arrivals & Departures – using Flight Management System (FMS)
- Alternatives #15- 20: Other measures such as Preferential Runway Use, Barriers & Berms, North Runway Extension, etc.

Alternative Evaluation

Alternative Selection Criteria:

- Flight safety
- No diminishment of airport capacity
- No shifting of noise from one neighborhood to another
- Positive reduction in number of people affected by noise
- Must be allowed within existing regulatory framework
- Must be implementable and approved by the FAA

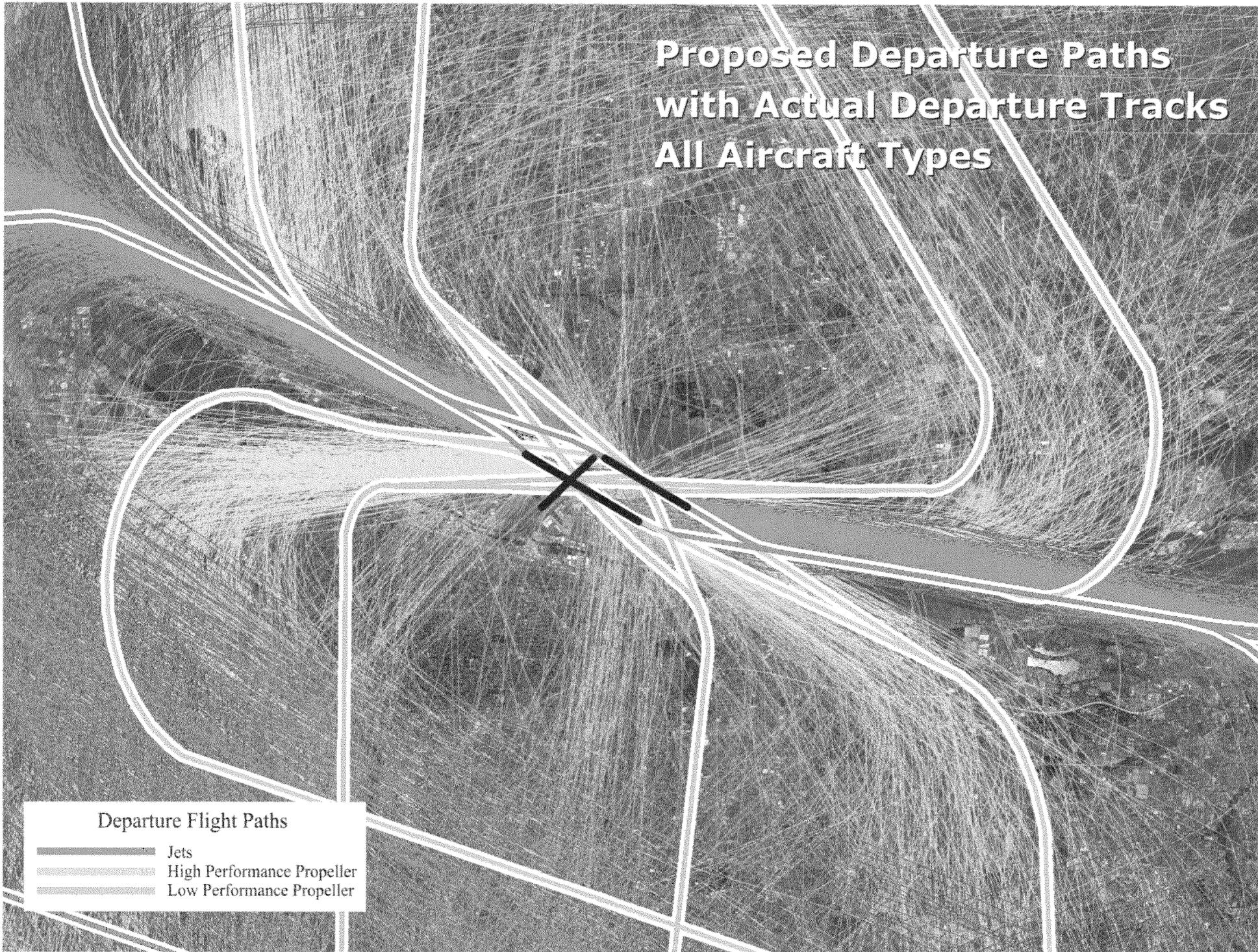
Preliminary Package of Recommended Alternatives

- April 24 SAC Meeting
 - Port staff identified preliminary recommendations
 - Substantial consensus on alternatives to recommend
 - Substantial consensus on alternatives to be dropped
 - Key issue of concern

Benefits of Preliminary Recommendations

- Addresses the array of community concerns
- Consistent with the selection criteria established early in study process
- Recommendations likely to receive FAA approval

Proposed Departure Paths with Actual Departure Tracks All Aircraft Types



Departure Flight Paths

- Jets
- High Performance Propeller
- Low Performance Propeller

Recommended Departure Paths - Over Aerial Photo



Departure Flights

- Jets
- Turbo-prop
- Low Performance Propeller

Recommended Arrival Paths - Over Existing Flight Tracks

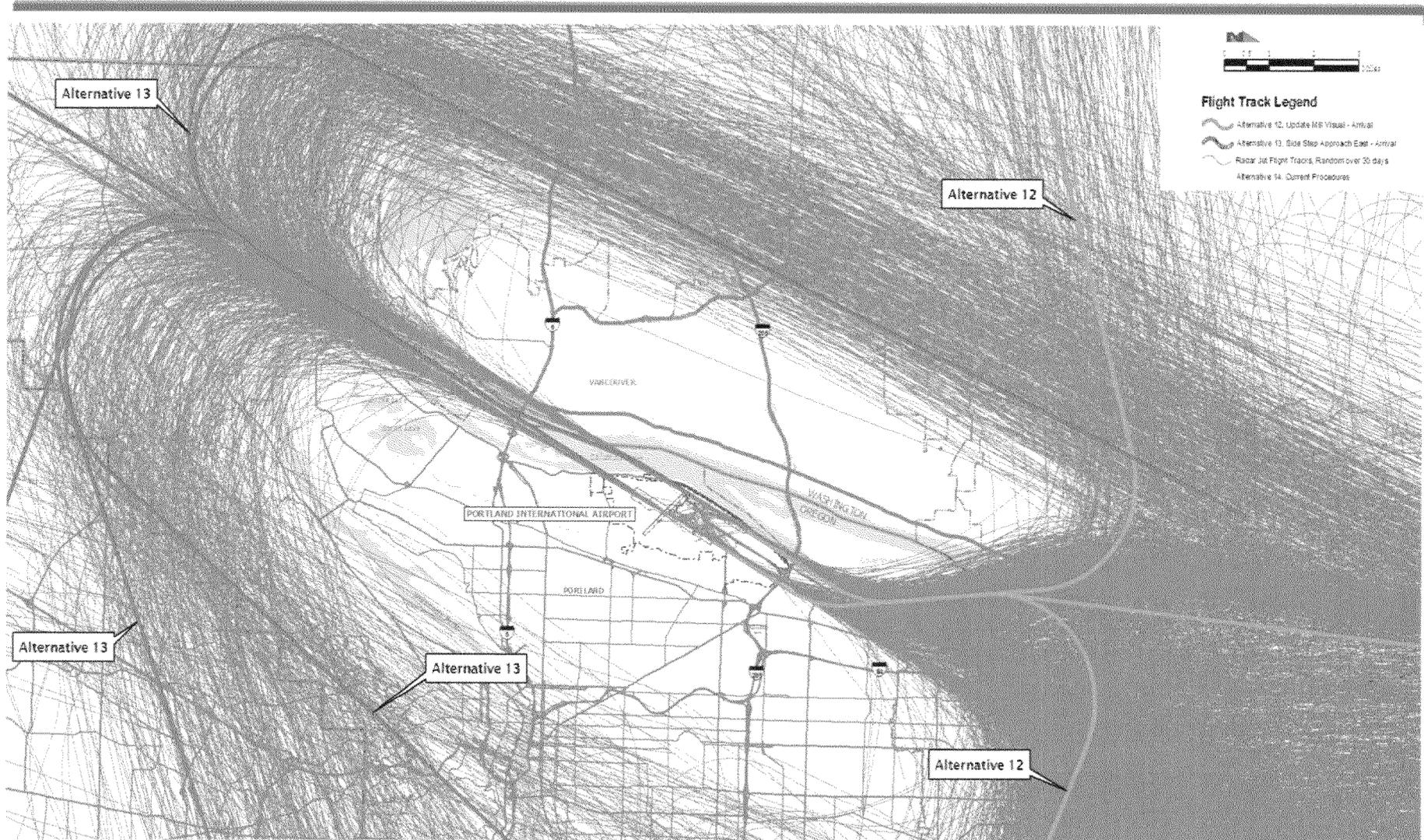


FIGURE M3-4b
 CURRENT PROCEDURE JET FLIGHT TRACKS - ARRIVAL
 INM ALTERNATIVE JET FLIGHT TRACKS - ARRIVALS

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 PROJECT: INTERNATIONAL NOISE MODELING

Summary of Benefits to Oregon Residents

■ Departures

- Use of FMS technology to increase precision of prescribed flight paths
- Turboprops over fly compatible land uses longer - gain altitude before turning south
- Cargo feeders climb longer over river corridor increasing altitude before turning over residential areas both east and west
- At night, low performance cargo feeders fly high performance turbo prop paths
- Concentrate close in, disperse farther out

Summary of Benefits to Oregon Residents

■ Arrivals

- Increased approach altitude
- Increased precision for Mill Visual Approach – reduction of adjustments
- Preferential runway use and Contra-flow for nighttime landings – some reduction of residential overflights from the east

Key Issue of Concern

Alternative 9a

- Moves westbound jet departures south of Hayden Island
 - Benefit to W. Vancouver
 - Shifts noise to a new population within the 65 DNL contour in Portland
 - Almost doubles noise levels in some areas
 - Reduces population in 55 DNL contour
 - Deviation from use of river as noise compatible corridor established in early 80's

Key Issue of Concern - Continued

- Significant land use decisions based upon use of river for departure corridor
- Removes opportunity to address cargo feeder issue in Portland
- Reduces positive gain from adjusting turboprop flight path in Portland
- FAA / NEPA issues due to lack of positive noise benefit
- Strong support from Washington SAC members
- Strong advocacy from Washington elected officials

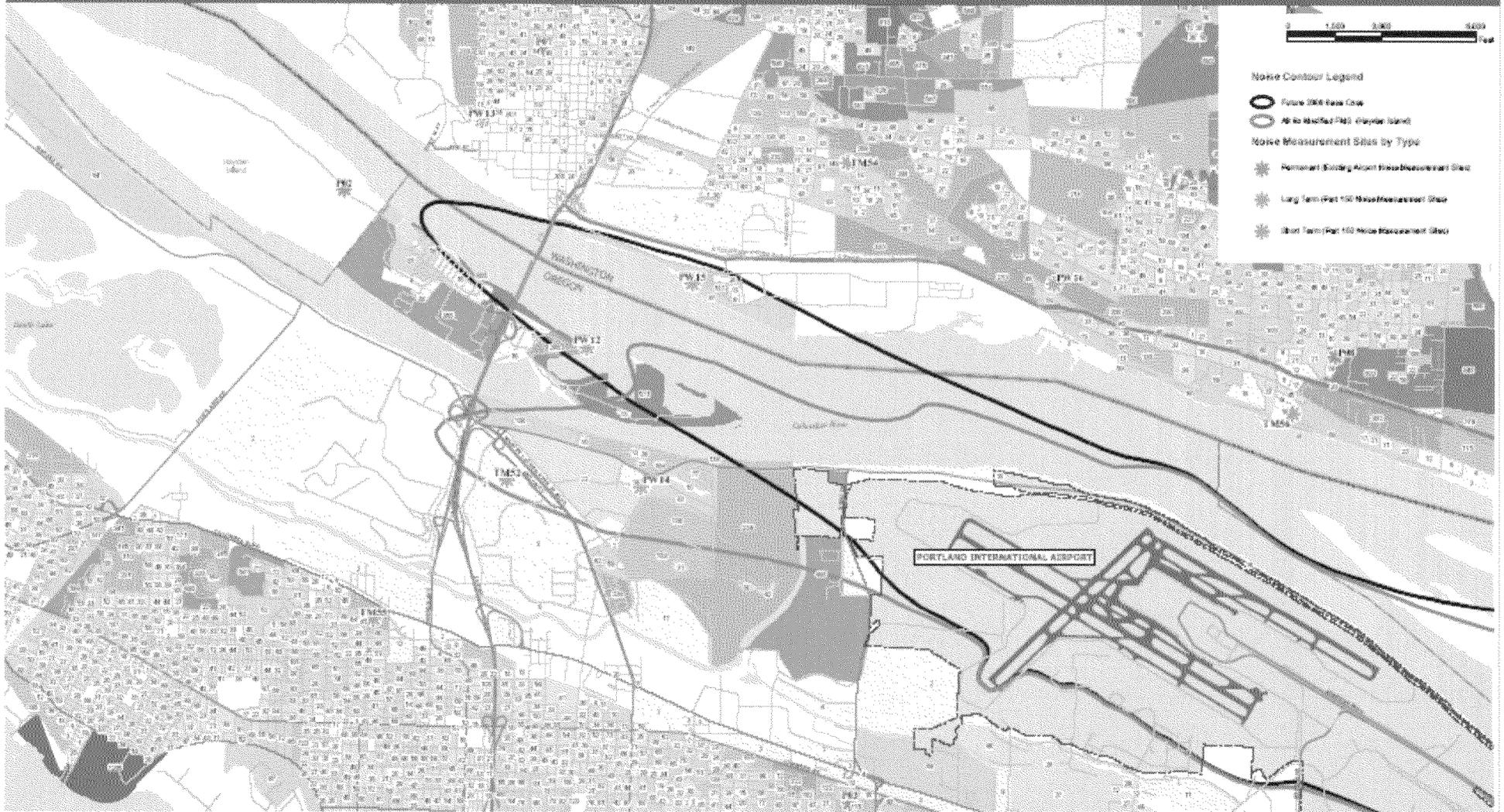
Recommended Departure Paths with Alternative 9a Overlay

Departure Flights

- Jets
- Turbo-prop
- Low Performance Propeller



65 DNL Shift under Alternative 9a



Next Steps

- Public involvement: Ongoing
- Preliminary operational recommendations: June
- Land use recommendations: June-August
- Develop final recommendations: Fall
- Submit to Port Commission for approval: Fall
- Submit to FAA for approval: Early 2005 (180 days)
- Follow-on actions, such as National Environmental Policy Act Environmental Impact Statement

Questions/Comments

Lise Glancy
Government Relations Manager
503/944-7584

Peggy McNeas
Noise Program Manager
503/460-4023

Public Comments
www.pdxfly.com