

**Beyond 65 DNL Noise Work Group #4
Meeting Notes
4/21/10**

Meeting Date	Wednesday, April 21, 2010, 6:00-8:00pm
Meeting Location	Portland International Airport, St. Helens Conference Room
Attendance	Erwin Bergman Maryhelen Kincaid Karen Meyer Joe Smith Fred Stovel Kelly Sweeney Vicki Thompson John Weigant
Staff	Jacob Brostoff Lise Glancy Sean Loughran Jason Schwartz Jay Sugnet

pp. 8-15 of WHO document was distributed.

Sean Loughran discussed the group's progress so far and identified the goals for tonight's meeting:

- Call out any strategies missing from the staff summary of strategies identified in the prior meeting
- Move onto next work program item, development of mitigation boundaries

Jacob Brostoff said that staff would have notes from the prior meeting out to the group shortly.

Sean Loughran then asked for group members to go around the table and mention any strategies that they saw missing from the staff summary.

Maryhelen Kincaid said that she felt that the Clean Energy Works insulation program that *Jay Sugnet* had previously mentioned was worth pursuing, as well as further public education and outreach to aviation operators.

Kelly Sweeney shared that notifications of noise disclosure could be an effective strategy.

Fred Stovel said that the PDX CAC would have within its purview long-range action items, including ongoing noise work. He also shared that community outreach, including education with details about flight tracks, could be effective tools. He further identified

actions outside of the Part 150 process, including outreach to the FAA and airlines, such as the Fly Quiet program. Finally, he asked about building and zoning code strategies, like requiring more noise-proof windows in noise-impacted areas. *Jacob Brostoff* reminded the group to distinguish between the zoning code and the building code.

Karen Meyer said that using more fabric on walls and windows, and other creative strategies, could be the focus of ongoing education efforts.

John Weigant questioned the need for another Part 150, and stated that he felt that it is too expensive. He felt that changes at higher levels, including the State and the FAA, might be more effective. For example, he asked if it would be possible to ask the FAA to “bless” noise abatement programs at the 60 DNL. He also asked for coordinated efforts between the City and the Port, including joint lobbying efforts. He stated that point-of-sale disclosure could negatively affect property values, and that is an externality the cost of which should be borne by the polluter. He said that the PAG is wrapping up, and that the Beyond 65 DNL Noise Work Group could potentially make recommendations to the PAG, to be included in the package that gets forwarded to the City and Port Commission. He also asked if more resources could be deployed for the Fly Quiet program, and if the PAG could be educated more about this program. He stated that this might be a good time to look back at the Part 150. Finally, he advocated for a Fly Quiet Community Forum, to engage the broader community in the Fly Quiet program.

Erwin Bergman asked for more “teeth” for Fly Quiet, including both incentives and disincentives. He urged the Port to push the envelope, and to work with incentives first, and then look at enforcement as another potential option. He cited box haulers doing engine testing outside the GRE as well as turning at 500 feet as examples of where enforcement might be useful. He also identified community enhancement, including community garden funding, as a good strategy. He asked if there might be FAA money available for structural noise mitigation. Finally, he stated that education regarding outside noise, summertime noise levels, and time and number above metrics should be further explored.

Vicki Thompson said that the community enhancement strategies, specifically numbers 3 and 4, were most interesting to her.

Joe Smith said that the purview of the group was to look at what could be done beyond the 65 DNL, and that there were other groups looking within the 65 DNL and above (i.e. CNAC). He emphasized that aviation operations, such as those targeted by Fly Quiet, could be a meaningful point of intervention.

Sean Loughran thanked the group for their time and effort, and closed the meeting. Next meeting date and time to be determined.