1. Review And Approve Minutes

   Documents: MINUTES OF MEETING HELD MARCH 15.1.PDF

2. Jetport Master Plan
   Action Item: Endorse Jetport Master Plan

   Documents: REPORT ON THE PORTLAND JETPORT MASTER PLAN.PDF

3. Report On Tree Planting And Maintenance Requirements To Maintain Existing Canopy

4. Progress Report -- Energy Benchmarking Of City Facilities

5. Review And Update Committee Work Plan

6. Update On Procedure To Study Pesticide Use And Recommend Policy

CITY OF PORTLAND, MAINE

Standing Committee on Energy and Sustainability
Councilor Jon Hinck (A/L), Chair
Councilor Spencer Thibodeau (D2), Vice Chair
Councilor Ed Suslovic (D3)

Draft Minutes of Meeting Held March 15

Present: Councilor Hinck, Councilor Suslovic, Councilor Thibodeau, Mayor Strimling
Staff Present: Troy Moon, Stuart O'Brien, Jean Frasier

Review and approve minutes:
Councilor Suslovic made a motion to accept the minutes. Councilor Thibodeau seconded the motion. All were in favor.

Councilor Thibodeau alerted the Committee that he would be recusing himself from consideration of pesticides due to a potential conflict of interest.

Pesticides:

Julie Rosenbach, Sustainability Coordinator of the City of South Portland, gave a presentation discussing the draft pesticide ordinance currently before the South Portland City Council. She described how the drafting committee, consisting of herself, Fred Dillon, South Portland Stormwater Coordinator, and Sarah Neuts, Park Superintendent, researched existing ordinances, reviewed academic research, met with stakeholders, and reviewed material from various government agencies including the Maine Board of Pesticides Control. The goal of the ordinance is to reduce toxics in the community by reducing the use of synthetic pesticides and promoting a transition to organic land management practices. The ordinance is drafted so that organic pesticides are allowed unless specifically prohibited and synthetic pesticides are banned unless specifically allowed.

Councilor Hinck thanked Julie for the presentation and for the City of South Portland for taking leadership on this issue.

Henry Jennings, Director of the Maine Board of Pesticides Control, gave a presentation describing how pesticides are regulated in the State of Maine. He noted that pesticides must be registered and tested by the federal government and that testing is quite rigorous and extensive. In Maine, individuals who apply pesticides must be licensed and receive a pesticide applicators license. To receive a license individuals must pass examination to demonstrate knowledge of applicable regulations and practices. Licensees must continue their education to maintain their licenses. Mr. Jennings believes Maine has the most stringent regulations in the country. The Board has 5 inspectors who enforce regulations and follow up on complaints. The Board also has extensive education material available.

Mr. Jennings noted that Integrated Pest Management is a science based approach that requires a variety of strategies that result in the lowest risk. Goal is to reduce the risk related to pest management. Chemical controls are only one tool to use. All strategies must be considered including pulling weeds, picking bugs, and other non-application methods. The Board looks at the inherent risk of a pesticide and how it is used. They don't distinguish between organic and synthetic. The least risk method is preferred – organic isn't always the lowest risk.

Councilor Suslovic asked Ms. Rosenbach and Mr. Jennings about enforcement, particularly drift. Mr. Jennings indicated that in the urban setting drift is usually associated with odor. This can't really be tested so can't be enforced. Ms. Rosenbach indicated that they did not look at the number of complaints but indicated that South Portland discontinued curbside spraying due to the number of people who requested to be added to the no spray list.

Councilor Suslovic asked about the safety of pesticides. Ms. Rosenbach said that their ordinance is based on the precautionary principle that says the science is not settled so it is prudent to minimize risk by avoiding chemical applications. Mr. Jennings indicated that the EPA takes risk into account. Proper use is essential to reducing risk. Untrained people who don't read and follow directions can cause harm. Organic approaches are essentially IPM, as they look at a broad approach – pesticides would be a last resort.

Councilor Hinck asked whether there are rules that distinguish between urban and less densely populated areas. Mr. Jennings indicated that in urban areas people can sign up to be on a registry, but there are barriers to sign up including a fee. Councilor Hinck asked if urban proximity might lead to greater opportunities for exposure. Mr. Jennings indicated there are no specific rules about use of pesticides in an urban setting.

Councilor Hinck asks what percentage of pesticide use is proper and educated. Mr. Jennings believes that three quarters of use is proper, as this is what is applied by licensed applicators. The other quarter is applied by homeowners. The Board does 400 inspections per year. The Board has to triage complaints.

Councilor Hinck asked Ms. Rosenbach about the exemptions in the ordinance and how they would be issued. She noted that if the use is exempted, there would be no process. For circumstances with waivers, there would be a review by committee.

Councilor Hinck asked about how the South Portland ordinance addresses the golf course. Currently the draft calls for an exemption of golf course playing surfaces. The City Council is considering lifting the exemption on the municipal golf course.

Councilor Hinck asked how close one could apply pesticides near the river at Riverside Golf Course. Mr. Jennings indicated that one may not broadcast within 25 feet of the river. Golf fairways don't need much treatment. Tees and greens are the areas that usually need treatment.

Councilor Hinck asked Mr. Jennings how confident he is that kids are not exposed to poisonous levels of pesticides on playfields. Mr. Jennings indicated that the EPA's registration process is designed to ensure that proper application is safe. He also indicated the science is evolving and new risks are identified as time passes.

Mayor Strimling asked whether the Board will assist the City of Portland if the Council enacts an ordinance more strict than state regulations. Mr. Jennings confirms they will assist and recognizes that Maine is a home rule state where municipalities may enact stronger regulations.

Councilor Suslovic asked Mr. Moon whether the City employs master licensed applicators and licensed applicators. Mr. Moon confirmed that is the case.

Councilor Hinck asked what it would take to implement an ordinance similar to South Portland. He is specifically interested in how a waiver request would work and how long it would take. Mr. Moon indicated that staff had already begun studying the South Portland ordinance and would be able to provide information.

Councilor Suslovic suggested that in an urban environment where people live in close proximity to each other we need to be especially mindful about how actions on private property impact neighbors. He also indicated that he is very concerned about the impacts of improper applications of fertilizers.

Councilor Hinck indicated that he would like to see Portland become more protective in the area of pesticides as well as fertilizers. He believes that these products should be kept out of the waterways and kids should be protected from exposure.

CITY OF PORTLAND, MAINE

Standing Committee on Energy and Sustainability
Councilor Jon Hinck (A/L), Chair
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Solar

Tim Schneider, Maine Public Advocate, offered discussion of LD1649. The bill calls for the building of 250 MW of solar capacity divided into four categories. Current rules focus on net metering, which serve small, residential customer best. The draft bill hopes to make solar more accessible to others, such as commercial and municipal solar generators who pay a demand charge. It also supports grid scale development and community solar projects. The bill calls for a market based approach and is supported by a broad coalition from utilities to solar installers, and environmental groups.

Commercial and industrial customers pay most of their electricity costs in demand charges. Under the proposed bill, entities would receive a monetary credit that could be applied to all costs, including demand charges. Mr. Schneider then described a provision in the bill that would allow existing net metering customers to opt in to the first residential contract, which will be the most advantageous. The provision would apply to the proposed Portland project even though it is above the 250KW size described in the bill.

Steve Hinchman of ReVision Energy and Mr. Moon provided an update on the progress of Portland's solar project. They indicated that since the last update the City of Portland's Land Bank approved installing solar arrays on the Ocean Avenue. Also, the City of Portland and the City of South Portland joined forces to request a joint project in order to reduce costs. Capital costs for each project would be $2.5 million. It would have about 3000 panels. By joining forces, the cost for the project cost was reduced by $325,000. Mr. Moon indicated that the City would be watching the progress of LD1649 very closely and that we would continue working with ReVision on price.

2030 District

Neal Allen, Director of GPCOG, introduced Dave Lowe, who is a network coordinator for the national 2030 District initiative. He was instrumental in developing the Seattle 2030 District. The goal of the District is for private companies to work on reducing emissions from buildings and transportation. The key of the district is that it is market based and industry led. Emission reduction goals are aligned with the Architecture 2030 initiative, which calls for 50% reduction by 2030 and new construction to be net zero. The District would lead participants to benchmark their energy consumption using EPA portfolio manager and disclose the information to the District. Currently the network has 12 cities participating and several emerging Districts. Portland has an emerging network. The national 2030 District organization has partnerships with a variety of organizations to support participating property owners. GPCOG is the local sponsor of the District initiative. At least five property owners need to participate. Five owners have agreed to participate. The proposed District area in Portland is the Peninsula. To support the initiative, local District organizers would like the City to join as a property owner by benchmarking their buildings and join as a community partner. It would be helpful for the City to work with the utilities to streamline the flow of energy data customers.

Councilor Suslovic supports the City joining or supporting the 2030 District and would like to see a future agenda item to endorse it. He would like to see if the 2030 District initiative can make headway in benchmarking Portland buildings.

Councilor Hinck also endorses this approach as well.

Jetport Master Plan

Paul Bradbury, Director of the Portland Jetport, presented the Jetport Master Plan. It develops their sustainability targets and sets the stage for the next 20 years. It improves safety by improving aircraft traffic flow. Mr. Bradbury indicated that while passengers have increased the number of take offs and landings have fallen by half due to the incorporation of larger, more fuel efficient planes. This requires improvements in gates to accommodate the larger planes as well as improvements to traffic flow including parallel taxi ways. The plan calls for $312 million of improvements over 20 years. All debt issued would be an airport revenue bond that does not expose taxpayers to any obligation. The jetport has a benefit to the region of over $1 billion. It supports development of numerous local businesses. The airport generates over $60 million in taxes. The goal is to integrate sustainability into the master plan. They have already begun addressing waste management issues including composting at the terminal restaurants and addressing waste management on planes. They are looking to be able to send pre-conditioned air to aircraft. They are working to reduce energy consumption and incorporate renewable energy. They recover 75% of the de-icing fluid used, which is the best available technology. They will be the first airport in the country to be able to recover and re-use de-icing fluid without sending it back to a factory for reprocessing.

Counclor Hinck asked Mr. Bradbury to address constituent comment that the Jetport Master Plan does not address issues in the neighboring community. He indicates that the plan is designed to address operational elements. It doesn't really address land use outside the footprint.

Public Comment:

Scott Scharf asked whether the baggage claim system could be improved. He also emphasized the importance of the short term parking area where people can stay with their vehicle while waiting to pick up passengers.

Councilor Suslovic requested that the master plan be brought back for a vote next meeting.

Work Plan

The committee discussed future work plan and suggested that we define specific actions outlined in the existing draft.

The committee members discussed scheduling, suggesting a meeting on April 27 due to a conflict with school vacation on April 21.

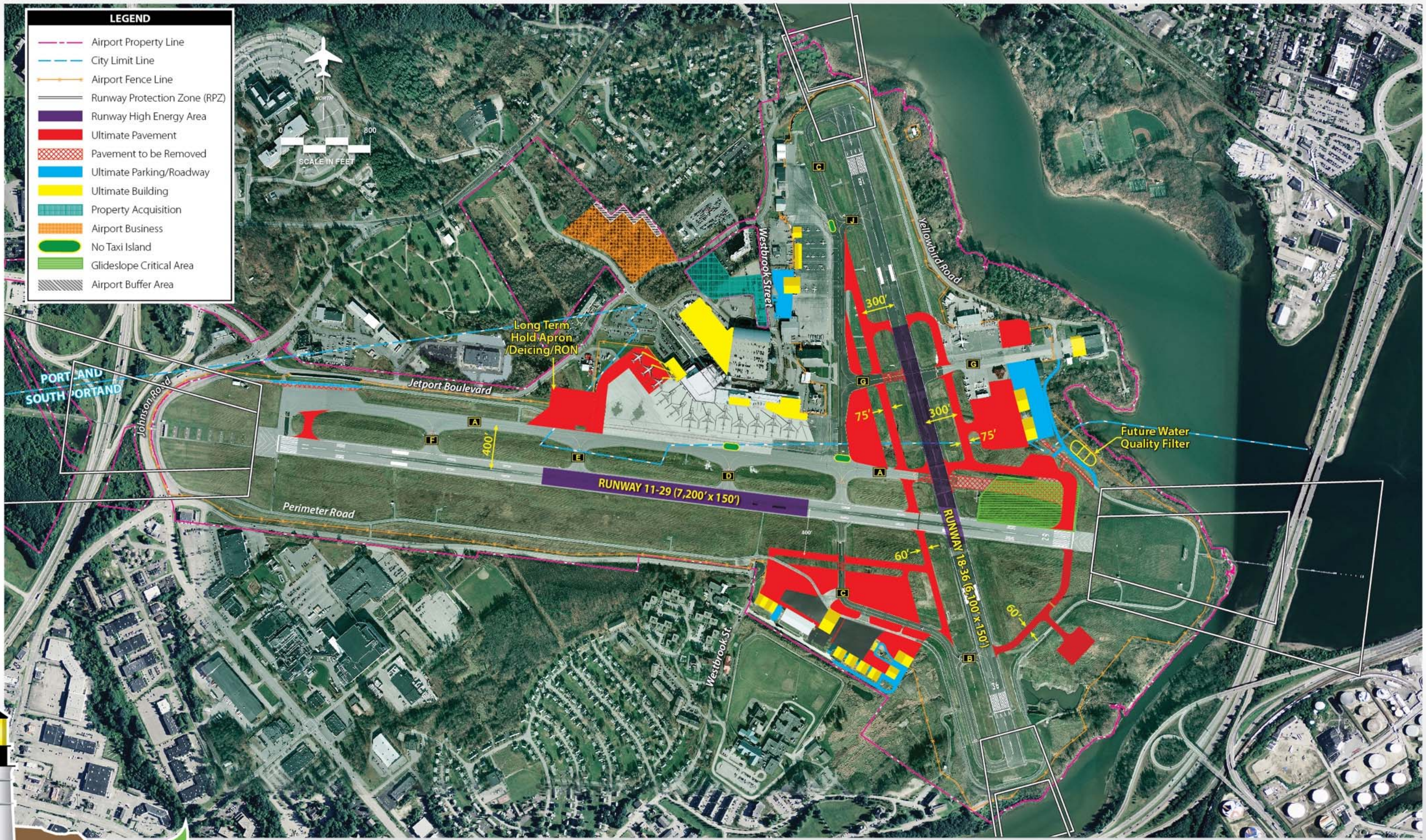
PWM

Portland International Jetport

SUSTAINABLE AIRPORT MASTER PLAN

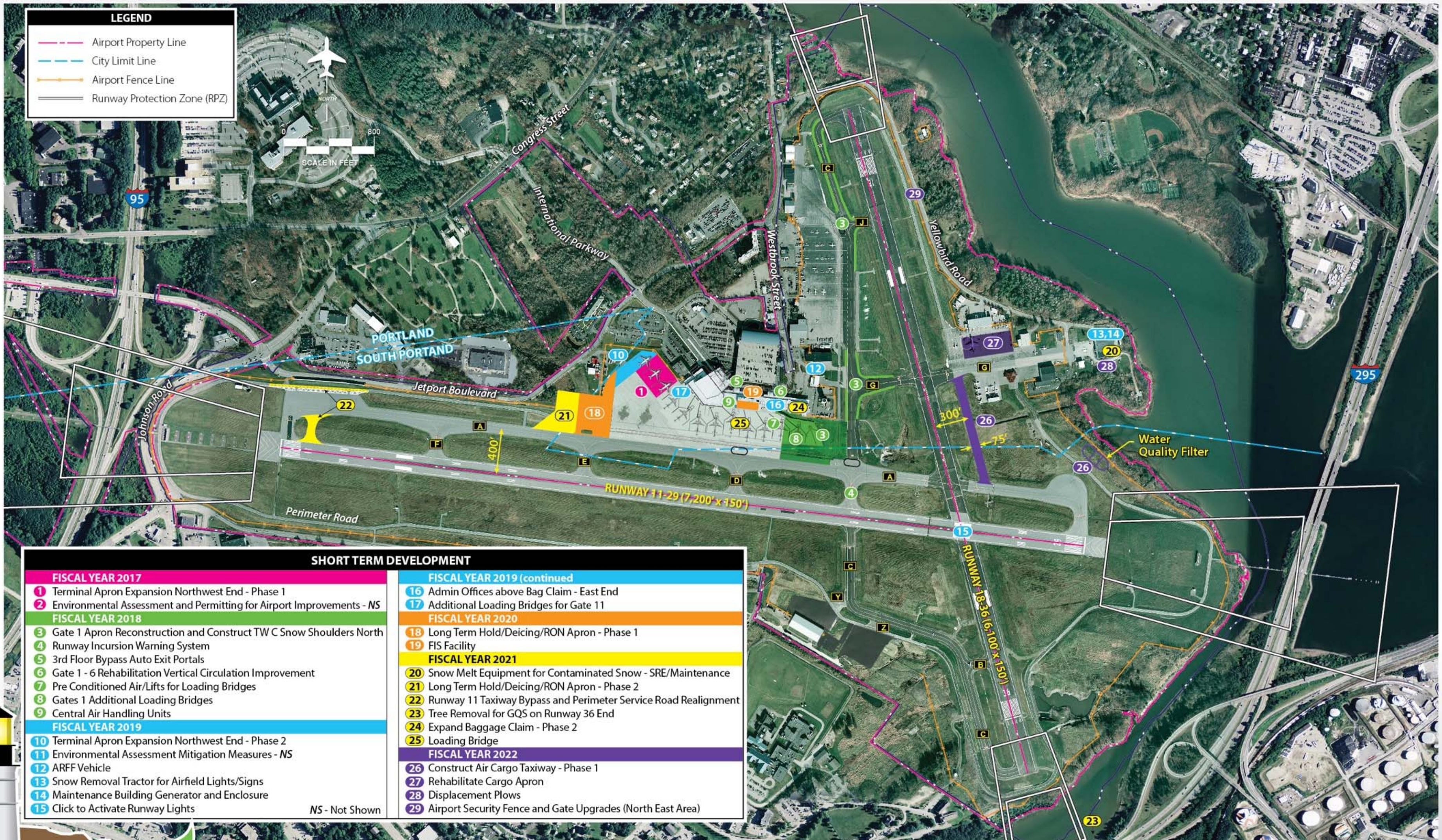
PROJECT OVERVIEW

Exhibit 6A
RECOMMENDED MASTER PLAN CONCEPT



Capital Implementation Plan

Exhibit 7A
SHORT TERM DEVELOPMENT



SHORT TERM DEVELOPMENT

FISCAL YEAR 2017
1. Terminal Apron Expansion Northwest End - Phase 1
2. Environmental Assessment and Permitting for Airport Improvements - *NS*

FISCAL YEAR 2018
3. Gate 1 Apron Reconstruction and Construct TW C Snow Shoulders North
4. Runway Incursion Warning System
5. 3rd Floor Bypass Auto Exit Portals
6. Gate 1 - 6 Rehabilitation Vertical Circulation Improvement
7. Pre Conditioned Air/Lifts for Loading Bridges
8. Gates 1 Additional Loading Bridges
9. Central Air Handling Units

FISCAL YEAR 2019
10. Terminal Apron Expansion Northwest End - Phase 2
11. Environmental Assessment Mitigation Measures - *NS*
12. ARFF Vehicle
13. Snow Removal Tractor for Airfield Lights/Signs
14. Maintenance Building Generator and Enclosure
15. Click to Activate Runway Lights

NS - Not Shown

FISCAL YEAR 2019 (continued)
16. Admin Offices above Bag Claim - East End
17. Additional Loading Bridges for Gate 11

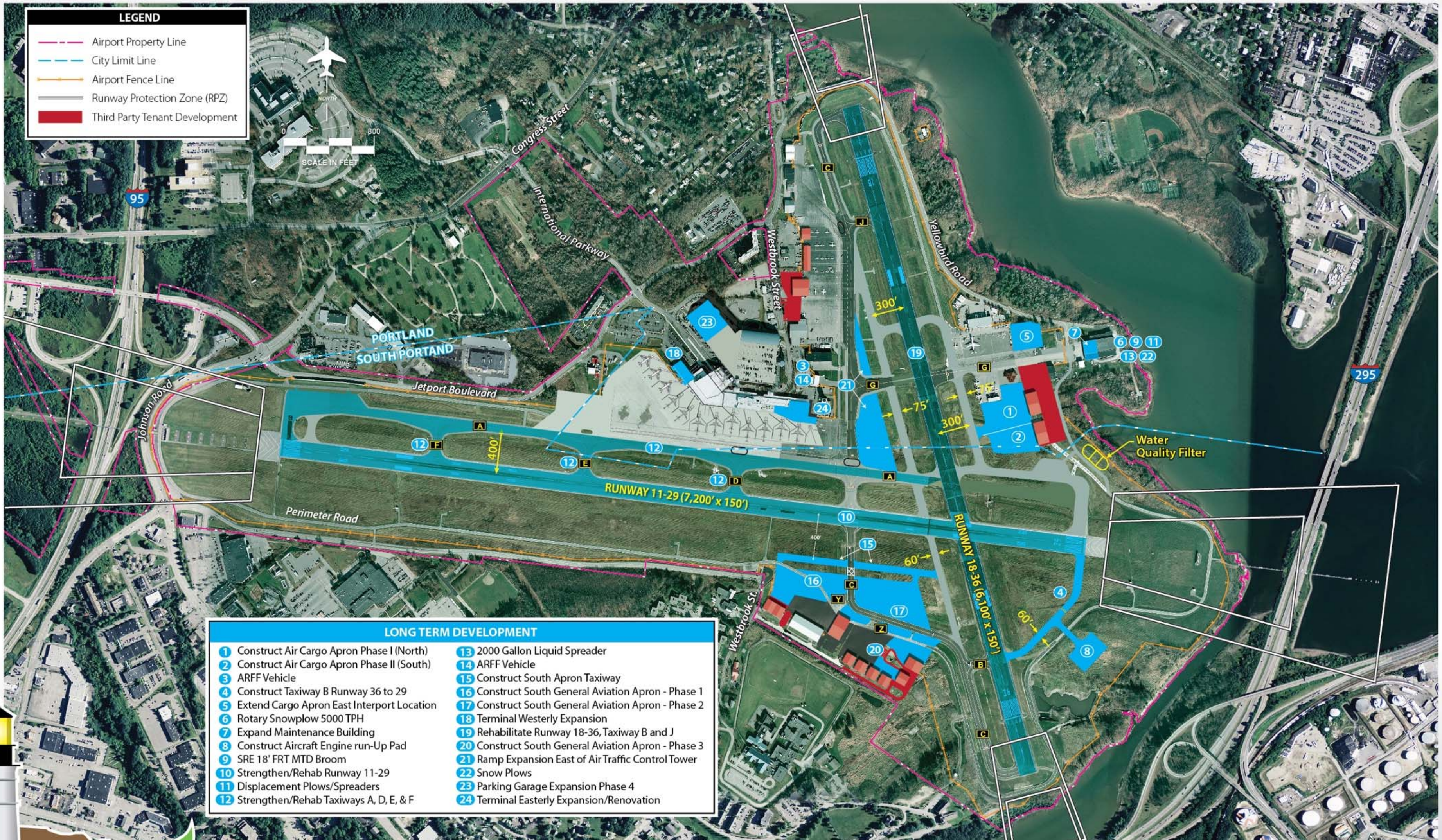
FISCAL YEAR 2020
18. Long Term Hold/Deicing/RON Apron - Phase 1
19. FIS Facility

FISCAL YEAR 2021
20. Snow Melt Equipment for Contaminated Snow - SRE/Maintenance
21. Long Term Hold/Deicing/RON Apron - Phase 2
22. Runway 11 Taxiway Bypass and Perimeter Service Road Realignment
23. Tree Removal for GQS on Runway 36 End
24. Expand Baggage Claim - Phase 2
25. Loading Bridge

FISCAL YEAR 2022
26. Construct Air Cargo Taxiway - Phase 1
27. Rehabilitate Cargo Apron
28. Displacement Plows
29. Airport Security Fence and Gate Upgrades (North East Area)

Exhibit 7B
INTERMEDIATE TERM DEVELOPMENT

Exhibit 7C
LONG TERM DEVELOPMENT



Financial Analysis

Table 7A
CIP PROJECT COSTS AND FUNDING SOURCES

Proj. No.	Description	Project Costs		Funding Sources			
		2016 $	Inflated	AIP Grants	State	Local: PFCs	Local: Jetport
FISCAL YEAR 2017							
1	Terminal Apron Expansion Northwest End - Phase 1	$3,290	$3,379	$3,041	$169	$0	$169
2	Environmental Assessment and Permitting for Airport Improvements	750	770	693	39	0	39
Subtotal 2017		*$4,040*	*$4,149*	*$3,734*	*$207*	*$0*	*$207*
FISCAL YEAR 2018							
3	Gate 1 Apron Reconstruction and Construct TW C Snow Shoulders North	$4,089	$4,320	$3,888	$216	$0	$216
4	Runway Incursion Warning System	125	132	119	7	0	7
5	3rd Floor Bypass Auto Exit Portals	450	475	0	0	475	0
6	Gate 1 - 6 Rehabilitation & Vertical Circulation Improve-ment	2,000	2,110	0	0	0	2,110
7	Pre Conditioned Air/Lifts for Loading Bridges	900	949	854	0	0	95
8	Gate 1 Additional Loading Bridges	650	686	0	0	686	0
9	Central Air Handling Units	220	232	0	0	232	0
Subtotal 2018		*$8,434*	*$8,903*	*$4,861*	*$223*	*$1,392*	*$2,427*
FISCAL YEAR 2019							
10	Terminal Apron Expansion Northwest End - Phase 2	$2,085	$2,225	$2,003	$111	$0	$111
11	Environmental Assessment Mitigation Measures	1,000	1,083	975	54	0	54
12	ARFF Vehicle	1,000	1,083	975	54	0	54
13	Snow Removal Tractor for Airfield Lights/Signs	350	379	341	19	0	19
14	Maintenance Building Generator and Enclosure	250	271	244	14	0	14
15	Click to Activate Runway Lights	50	54	49	3	0	3
16	Admin Offices above Bag Claim - East End	1,500	1,625	0	0	244	1,381
17	Additional Loading Bridges for Gate 11	650	704	0	0	704	0
Subtotal 2019		*$6,885*	*$7,424*	*$4,586*	*$255*	*$948*	*$1,636*
FISCAL YEAR 2020							
18	Long Term Hold/Deicing/RON Apron - Phase 1	$3,918	$4,220	$3,798	$211	$0	$211
19	FIS Facility	7,000	7,787	0	0	7,398	389
Subtotal 2020		*$10,918*	*$12,007*	*$3,798*	*$211*	*$7,398*	*$600*
FISCAL YEAR 2021							
20	Snow Melt Equipment for Contaminated Snow	$300	$343	$308	$17	$0	$17
21	Long Term Hold/Deicing/RON Apron - Phase 2	2,400	2,600	2,340	130	0	130
22	Runway 11 Taxiway Bypass and Perimeter Service Road Realignment	1,028	1,100	990	55	0	55
23	Tree Removal for GQS on Runway 36 End	50	57	51	3	0	3
24	Expand Baggage Claim - Phase 2	10,000	11,425	0	0	10,854	571
25	Loading Bridge	515	588	0	0	588	0
Subtotal 2021		*$14,293*	*$16,113*	*$3,690*	*$205*	*$11,442*	*$776*
FISCAL YEAR 2022							
26	Construct Air Cargo Taxiway - Phase 1 TW G to TW A	$3,660	$4,200	$3,780	$210	$0	$210
27	Rehabilitate Cargo Apron	2,440	2,863	2,577	143	0	143
28	Displacement Plows	750	880	792	44	0	44
29	Airport Security Fence and Gate Upgrades (North East Area)	245	288	259	14	0	14
Subtotal 2022		*$7,095*	*$8,230*	*$7,407*	*$412*	*$0*	*$412*
TOTAL SHORT TERM		*$51,665*	*$56,827*	*$28,076*	*$1,512*	*$21,180*	*$6,058*

Proj. No.	Description	Project Costs		Funding Sources			
		2016 $	Inflated	AIP Grants	State	Local: PFCs	Local: Jetport
INTERMEDIATE TERM							
1	Construct Taxiway C Realignment - Phase 1	$6,080	$7,524	$6,772	$376	$0	$376
2	Loading Bridge	538	666	0	0	666	0
3	Land Acquisition	1,948	2,476	2,228	124	0	124
4	Construct Air Cargo Taxiway - Phase 2	2,400	3,050	2,745	153	0	153
5	Loading Bridges	2,186	2,778	0	0	2,778	0
6	Replace Regional Boarding Ramps at Gate 1B and C	350	445	0	0	445	0
7	Relocate Taxiway A East of Runway 18-36	5,200	6,788	6,109	339	0	339
8	Construct Taxiway C Realignment - Phase 2	3,000	4,022	3,619	201	0	201
9	Relocate Service Access Road East of Cargo	600	804	724	40	0	40
10	Parking Garage Expansion Phase 3	15,000	20,108	0	0	0	20,108
TOTAL INTERMEDIATE TERM		*$37,302*	*$48,661*	*$22,197*	*$1,233*	*$3,889*	*$21,341*
LONG TERM							
1	Construct Air Cargo Apron Phase II (North)	$4,300	$5,920	$5,328	$296	$0	$296
2	Construct Air Cargo Apron Phase I (South)	3,000	4,130	3,717	207	0	207
3	ARFF Vehicle	1,500	2,065	1,859	103	0	103
4	Construct Taxiway B Runway 36 to 29	2,800	3,959	3,563	198	0	198
5	Extend Cargo Apron East Interport Location	1,900	2,686	2,418	134	0	134
6	Rotary Snowplow 5000 TPH	550	778	700	39	0	39
7	Expand Maintenance Building	3,750	5,445	4,901	272	0	272
8	Construct Aircraft Engine run-Up Pad	1,600	2,323	2,091	116	0	116
9	SRE 18' FRT MTD Broom	950	1,379	1,241	69	0	69
10	Strengthen/Rehab Runway 11-29	8,200	12,228	11,006	611	0	611
11	Displacement Plows/Spreaders	650	969	872	48	0	48
12	Strengthen/Rehab Taxiways A, D, E, & F	5,900	9,036	8,132	452	0	452
13	2000 Gallon Liquid Spreader	250	383	345	19	0	19
14	ARFF Vehicle	125	191	172	10	0	10
15	Construct South Apron Taxiway	2,830	4,451	4,006	223	0	223
16	Construct South General Aviation Apron - Phase 1	2,300	3,618	3,256	181	0	181
17	Construct South General Aviation Apron - Phase 2	2,300	3,715	3,344	186	0	186
18	Terminal Westerly Expansion	16,000	25,846	0	0	24,553	1,292
19	Rehabilitate Runway 18-36, Taxiway B and J	3,600	5,972	5,375	299	0	299
20	Construct South General Aviation Apron - Phase 3	3,000	4,977	4,479	249	0	249
21	Ramp Expansion East of Air Traffic Control Tower	7,200	12,267	11,040	613	0	613
22	Snow Plows	650	1,107	997	55	0	55
23	Parking Garage Expansion Phase 4	20,000	34,075	0	0	0	34,075
24	Terminal Easterly Expansion/Renovation	11,000	18,741	0	0	17,804	937
TOTAL LONG TERM		*$104,355*	*$166,264*	*$78,842*	*$4,380*	*$42,358*	*$40,685*
TOTAL CIP		*$193,322*	*$271,752*	*$129,116*	*$7,126*	*$67,426*	*$68,084*
PLUS: CAPITAL OUTLAY		*$30,738*	*$40,498*	*$0*	*$0*	*$0*	*$40,498*
TOTAL CIP AND CAPITAL OUTLAY		*$224,059*	*$312,250*	*$129,116*	*$7,126*	*$67,426*	*$108,582*

Table 7L
PRO FORMA CASH FLOW (in $000's)

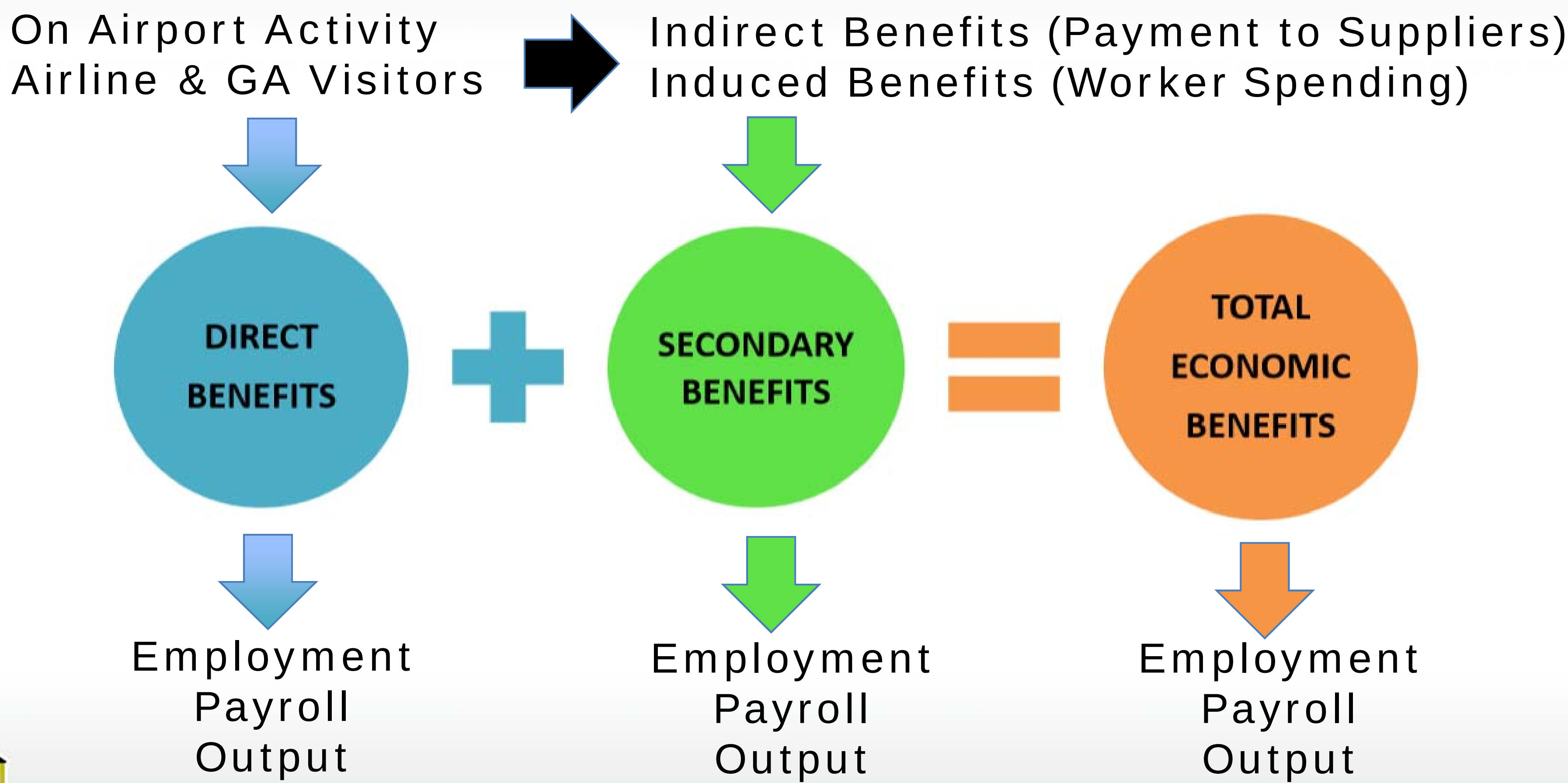
	Actual	Budget	Short						Intermedi-ate	Long
	2015	2016	2017	2018	2019	2020	2021	2022	2023 - 2027	2028 - 2036
Net Revenues										
Revenues	$20,896	$20,679	$21,368	$22,454	$22,985	$24,291	$24,758	$25,375	$134,366	$274,197
LESS: M&O Expenses	(13,881)	(14,312)	(14,713)	(15,122)	(15,543)	(15,976)	(16,417)	(16,867)	(90,557)	(192,392)
LESS: Adjust for Encumbrances	(84)	0	0	0	0	0	0	0	0	0
Net Revenues	***$6,931***	***$6,367***	***$6,655***	***$7,332***	***$7,442***	***$8,315***	***$8,341***	***$8,508***	***$43,809***	***$81,805***
Required Debt Service Fund Deposits										
Outstanding Bonds	$4,275	$4,272	$4,268	$4,276	$4,275	$4,269	$4,271	$4,265	$21,330	$32,353
Future Bonds	0	0	0	0	0	0	0	40	$200	$13,140
Required Debt Service Fund Deposits	***$4,275***	***$4,272***	***$4,268***	***$4,276***	***$4,275***	***$4,269***	***$4,271***	***$4,305***	***$21,530***	***$45,493***
Debt Service Coverage Ratio	***1.62***	***1.49***	***1.56***	***1.71***	***1.74***	***1.95***	***1.95***	***1.98***	***N/A***	***N/A***
Required Fund Deposits										
Revenues	$20,896	$20,679	$21,368	$22,454	$22,985	$24,291	$24,758	$25,375	$134,366	$274,197
Required Operating Fund Deposits	(13,881)	(14,312)	(14,713)	(15,122)	(15,543)	(15,976)	(16,417)	(16,867)	(90,557)	(192,392)
Required Debt Service Fund Deposits	(4,275)	(4,272)	(4,268)	(4,276)	(4,275)	(4,269)	(4,271)	(4,305)	(21,530)	(45,493)
Required M&O Reserve Fund Deposits	(166)	(108)	(100)	(102)	(105)	(108)	(110)	(113)	(526)	(1,118)
Jetport Share of Capital Outlay	(630)	(1,640)	(1,788)	(2,319)	(1,214)	(1,757)	(952)	(3,399)	(10,354)	(18,716)
Jetport Share of CIP	0	0	(207)	(2,427)	(1,636)	(211)	(205)	(412)	(1,233)	(4,380)
Jetport Unrestricted Cash to Fund Gates 1-6 Rehab	0	0	0	2,110	0	0	0	0	0	0
Net Surplus/(Deficit)	$1,944	$347	$291	$318	$211	$1,581	$2,803	$280	$10,166	$12,099

Economic Benefit Analysis

JETPORT ECONOMIC BENEFITS

- Primary Aviation Gateway for State of Maine
- Improves Quality of Life and Commerce
- Supports Business and Economic Growth
- Creates Measurable Employment/Income/Output

SOURCES OF TOTAL BENEFITS



ECONOMIC BENEFIT CALCULATIONS

SOURCE	EMPLOYMENT	PAYROLL	OUTPUT
Direct Economic Benefits			
On-Airport Direct Benefits: *Private Firms, Government Agencies & Capital Improvement Projects*	1,329	$54,061,000	$287,999,000
Air Visitor Direct Benefits: *Commercial Service and General Aviation Travelers*	3,929	92,960,000	351,702,000
Direct Benefits	**5,258**	**147,021,000**	**639,701,000**
Secondary Economic Benefits			
Indirect Benefits: *Activity by Suppliers & Vendors*	1,571	65,877,000	225,311,000
Induced Benefits: *Activity by Workers as Consumers*	1,432	56,667,000	178,129,000
Secondary Benefits	**3,003**	**122,544,000**	**403,440,000**
Total Economic Benefits			
Total Benefits	**8,261**	**$269,565,000**	**$1,043,141,000**

FEDERAL, STATE & LOCAL TAXES

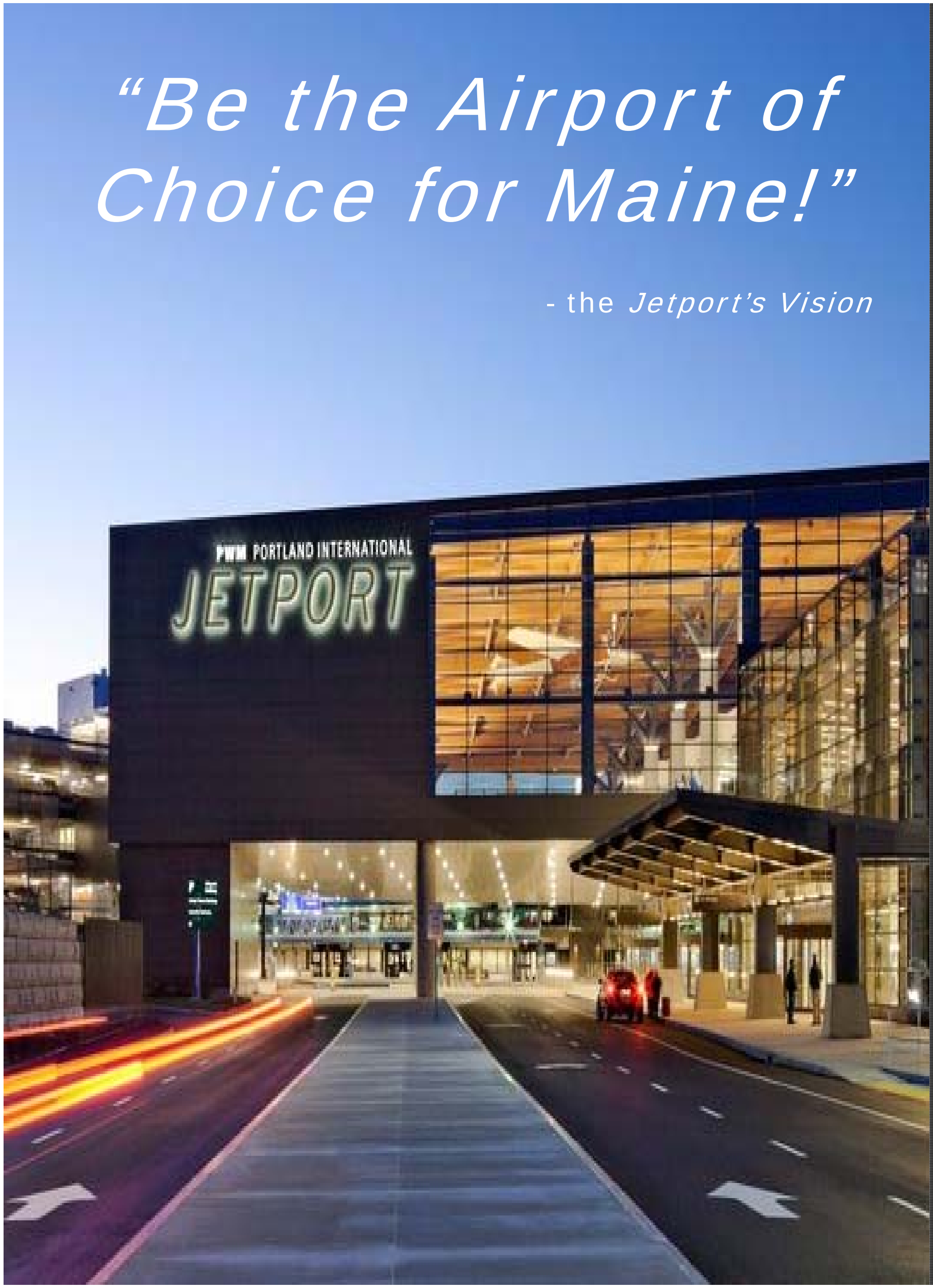
Source	FY 2015	Short Term	Intermediate Term	Long Term
Federal Taxes				
Corporate Profits Tax	$14,766,000	$16,599,000	$17,944,000	$20,847,000
Personal Income Tax	15,128,000	17,007,000	18,384,000	21,359,000
Social Security Tax	30,903,000	34,741,000	37,555,000	43,631,000
All Other Federal Taxes	7,128,000	8,013,000	8,662,000	10,064,000
Total Federal Taxes	**$67,925,000**	**$76,360,000**	**$82,545,000**	**$95,901,000**
State and Local Taxes				
Corporate Profits Tax	$3,391,000	$3,812,000	$4,121,000	$4,788,000
Property Tax	30,417,000	34,194,000	36,965,000	42,945,000
Sales Tax	24,017,000	26,999,000	29,187,000	33,909,000
Personal Income Tax	5,586,000	6,280,000	6,789,000	7,887,000
All Other State & Local	4,290,000	4,823,000	5,214,000	6,057,000
Total State & Local Taxes	**$67,701,000**	**$76,108,000**	**$82,276,000**	**$95,586,000**
Total Federal, State and Local Taxes				
Total Taxes	**$135,626,000**	**$152,468,000**	**$164,821,000**	**$191,487,000**

Source: Calculations from the IMPLAN input-output model based on state and local tax rates for Maine and current federal rates. All figures are in 2015 dollars.

Sustainability Plan

"Be the Airport of Choice for Maine!"

\- the *Jetport's Vision*



"The Portland International Jetport commits to be a premier New England airport. We will provide a convenient, safe, and environmentally conscious gateway that exceeds our travelers' expectations while reflecting the essence of the Maine experience."

\- The Jetport's Mission Statement

SUSTAINABILITY FRAMEWORK

Greenhouse Gas Emissions

GOAL: Become a national airport leader in climate change mitigation by supporting the reduction of greenhouse gas emissions generated from Jetport-controlled and influenced sources

Energy

GOAL: Become a national airport leader in energy conservation, while considering opportunities for on-site renewable energy generation

Waste Management and Recycling

GOAL: Augment the Jetport's existing waste management practices to reduce waste generation and land disposal, and continuously improve its exemplary deicing fluid recovery and recycling program

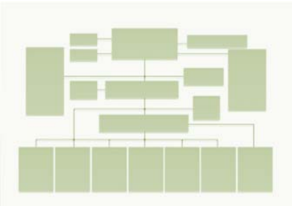
SUSTAINABILITY FRAMEWORK

Ground Transportation and Access

GOAL: Enhance the efficiency of regional and local access to and from the Jetport with an emphasis on high-occupancy modes of transportation and parking infrastructure that meets the needs of the Jetport's users

Social Responsibility

GOAL: Promote the well-being of the Jetport's employees and customers, while reflecting and supporting the social, economic, and cultural assets of the local community and greater region



Governance

GOAL: Integrate sustainability throughout the Jetport's organizational framework

GREENHOUSE GAS EMISSIONS

OBJECTIVES
1. Reduce GHG emissions associated with Jetport-operated mobile and stationary sources on a per enplanement basis
2. Encourage GHG emissions reduction strategies among the Jetport's employees, tenants, and customers

TARGETS

- Install pre-conditioned air at 100% of all loading bridges by 2018
- Reduce Jetport owned/controlled greenhouse gas emissions by 20% below 2013 levels.
- Reduce tenant and public owned/controlled greenhouse gas emissions by 30% below 2013 levels.

ENERGY

OBJECTIVES

1. Reduce the energy intensity of Jetport-owned facilities
2. Pursue on-site generation of renewable energy, where feasible

TARGETS

- Increase energy efficiency of Jetport-owned facilities by 25% below 2013 levels
- Begin to measure percent of energy generated from renewable sources by 2018

WASTE MANAGEMENT & RECYLCING

OBJECTIVES

1. Reduce the amount of Jetport-generated municipal solid waste on a per enplanement basis
2. Increase the percentage of Jetport-generated municipal solid waste diverted from regional landfills
3. Continue to recycle and reuse construction and demolition waste to the greatest extent practicable
4. Prioritize the purchase and use of environmentally preferable products and materials in both Jetport and tenant operations
5. Provide the resources necessary to support continuous improvement of tenant waste management practices
6. Reduce deicing fluid reclamation and recycling operations cost

TARGETS

- Begin to measure the Jetport's composting rate by 2017
- Increase the Jetport's municipal solid waste recycling rate to 30% by 2020
- Continuously divert at least 90% of construction and demolition waste from landfills
- Recapture and recycle at least 75% of deicing fluid

GROUND ACCESS & TRANSPORTATION

OBJECTIVES

1. Provide choice to the Jetport's passengers by encouraging high-occupancy modes of transportation and the provision of adequate parking
2. Encourage the use of high-occupancy modes of transportation among employees commuting to and from the Jetport
3. Leverage regional partners to enhance and promote bicycle, pedestrian, and high-occupancy modes of transportation available to Jetport employees, customers, and visitors

TARGETS

- Appoint a transportation coordinator by 2017
- Identify the mode distribution of Jetport employees by 2018
- Identify the mode distribution of Jetport passengers by 2020

SOCIAL RESPONSIBILITY

OBJECTIVES

1. Expand or enhance existing programs that support employee health and satisfaction
2. Continuously improve the Jetport's customer service experience
3. Foster a "sense of place" by incorporating regional representative elements into the Jetport's public-facing facilities
4. Increase opportunities for employee, customer, and community engagement
5. Continue the Jetport's support of the regional economy, and promote its economic impact

TARGETS

- Increase the number of Jetport employees participating in Jetport-sponsored health and wellness programs to 80% by 2020
- Hold three employee appreciation events per year beginning in 2016
- Continuously improve Airport Service Quality rankings, as applicable and where possible

GOVERNANCE

OBJECTIVES

- Integrate sustainability criteria into the Jetport's decision-making processes
- Promote sustainability considerations in the daily activities of Jetport employees
- Drive accountability throughout all levels of the organization
- Enhance internal and external transparency of operations

TARGETS

- Present two sustainability-based employee recognition awards per year beginning in 2016
- Establish an internal Sustainability Working Group by 2017
- Ensure that 100% of capital projects are evaluated using sustainability criteria by 2017
- Engage three local organizations per year on the Jetport's sustainability program beginning 2017
- Participate in or establish a regional task force focused on sustainability by 2018

SUSTAINABILITY ACTION EVALUATION TOOL

PWM Sustainability Action Evaluation Summary

	Cumulative	Greenhouse Gas Emissions	Energy	Waste Management and Recycling	Ground Access and Transportation	Social Respsonsbility	Governance
Number of Potential Actions	45	5	13	7	8	7	5
Number of Feasible Actions	45	5	13	7	8	7	5
Number of Short-term Actions	2	1	1	0	0	0	0
Number of Mid-term Actions	4	1	2	1	0	0	0
Number of Long-term Actions	3	1	2	0	0	0	0

Sustainability Action Implementation Plan

Action ID:
Action: Retrocommission the building systems at the Old Terminal
Category: Energy
Action Description: The Jetport should retrocommission its existing building systems such has its heating, ventilation, and air conditioning (HVAC) equipment and lighting controls to verify their condition, operability, and effectiveness. This process is focused on improving the efficiancy of such systems, rather than replacing them, by identifying the necessary adjustments to ensure they are working at their optimal performance.

Action Leader: | Phone: | Email:

Status: Completed | Started: | Completed:

Data Needs: | File Location: | Data Provided:

Expected Capital: Low Cost: $50,000 to $100,000 | Expected O&M: Low Cost: <$25,000 | Expected Staff Hrs.: Low: <40 hours per month

Capital To-Date: | O&M To-Date: | Staff Hrs. To-Date:

Implementation Steps:

TASK	TASK DESCRIPTION	TASK LEADER	TASK STATUS
1			
2			
3			
4			
5			