



**COMMISSION
AGENDA MEMORANDUM**

Item No. 8g

ACTION ITEM

Date of Meeting October 12, 2021

DATE: September 28, 2021

TO: Stephen P. Metruck, Executive Director

FROM: Laurel Dunphy, Director Airport Operations

SUBJECT: **Airfield Raptor Strike Management and Control Services**

Amount of this request: \$355,000

Total estimated project cost: \$355,000

ACTION REQUESTED

Request Commission authorization for the Executive Director to (1) increase the value of the current Raptor Strike Avoidance Program (RSAP) Contract at SEA by \$25,000 to increase raptor strike mitigation services through Year end 2021; (2) execute a new 2-year contract (commencing on or about January 1, 2022, and continuing through December 31, 2023) for a base year and an additional 1-year option for an estimated amount of \$355,000.

EXECUTIVE SUMMARY

Raptors (birds of prey) are one of the most hazardous wildlife groups managed by the Seattle-Tacoma International Airport's Wildlife Hazard Management Program (2021 Port Wildlife Safety Risk Assessment). Raptors are locally abundant and pose a significant risk of causing aircraft damage and operational impacts. In 2001 the Wildlife Program created the Raptor Strike Avoidance Program to mitigate raptor hazards through intensive raptor monitoring, nest interventions (removing and raising young off-site), and relocating raptors to suitable habitat away from the airport. To date, RSAP has relocated over 1,400 raptors, effectively eliminating the risk of strikes with these birds because only a low percentage of them return to the Airport.

The airport has experienced a record number of damaging and adverse-effect raptor strikes in 2021. The Raptor Program has already relocated near its annual average of 70 birds per year. The existing RSAP Contract is insufficient for addressing current raptor strike hazards. By authorizing this request, raptor trapping and relocation efforts will double for the duration of 2021 to improve mitigation and decrease the likelihood of raptor strikes.

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JUSTIFICATION

- Raptors pose a significant risk of damaging wildlife strikes and operational impacts at the airport.
- In 2021, following the reduction of raptor trapping contracts and trap effort, the airport has had a record number of damaging and adverse effect strikes with raptors
- In 2021, airline partners estimate they have incurred \$5 million in aircraft damages caused by raptor strikes
- Raptor trapping and relocation is a successful long-term solution for reducing raptor-aircraft strikes

Diversity in Contracting

The current service provider is a small business, sole proprietorship, making it an ideal opportunity for similarly suited operators, but with little to no sub-contracting opportunities. Furthermore, this is a unique, limited knitch, service industry requiring substantial experience and certifications which may limit the number of qualified providers. Qualified DBE/WMBE firms will be encouraged to apply and bid on this contract.

DETAILS

This proposal will provide additional level of effort necessary to increase the effectiveness and intervention actions necessary to mitigate this increasing threat. This proposal will double the level of effort and direct intervention services, including additional raptor trapping, relocation, banding and husbandry requirements. Furthermore, with a long-term approach, interventions can be initiated in a consistent and sustainable manner to proactively address trends.

ALTERNATIVES AND IMPLICATIONS CONSIDERED

Alternative 1 – Approve current contract value increase but do not approve a procurement for a new contract to start January 2022.

Cost Implications: \$25,000

Pros:

- (1) Increased current raptor trapping and mitigation efforts will reduce immediate raptor strike hazards. By increasing the current level of effort, the Port demonstrates an immediate commitment to aviation safety by allocating resources to mitigate current wildlife hazards. FAR 139.337 requirements are secure in 2021.

Cons:

- (1) If the procurement of a new contract to commence January 2022 is not approved, the Port will fail to secure program continuity which will result in a gap in coverage leading to more raptor strikes and more losses by airline stakeholders. The Port will be at risk for not alleviating immediate hazardous wildlife threats to aviation safety and in meeting FAA requirements.

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This is not the recommended alternative.

Alternative 2 – Approve the procurement for a new contract to start January 2022 but do not approve a value increase for current 2021 contract.

Cost Implications: \$330,000

Pros:

- (1) Increased future raptor trapping and mitigation efforts will reduce raptor strike hazards while securing program continuity. By increasing the future level of effort, the Port demonstrates an ongoing commitment to aviation safety by allocating resources to mitigate future wildlife hazards. FAR 139.337 requirements will be met 2022 through 2026.

Cons:

- (1) Current wildlife hazards will not be sufficiently mitigated and will result in more raptor strikes and losses for airline stakeholders. The Port does not demonstrate an immediate commitment to aviation safety by addressing immediate hazardous wildlife threats. FAR 139.337 requirements may not be met.

This is not the recommended alternative.

Alternative 3 – Approve \$25,000 value increase for current 2021 contract and procurement of a 2-year contract to commence January 2022.

Cost Implications: \$355,000

Pros:

- (1) Increased current and future raptor trapping and mitigation efforts will reduce immediate and future raptor strike hazards while securing program continuity. By increasing the current and future level of effort the Port demonstrates an immediate and ongoing commitment to aviation safety by allocating resources to mitigate known current and future wildlife hazards. FAR 139.337 requirements are met.

Cons:

- (1) Monetary investment to fund ongoing Raptor Program management priorities.

This is the recommended alternative.

FINANCIAL IMPLICATIONS

\$25,000 to fund contract increase in 2021 allowing existing contract amount to extend beyond \$300K funding limit; \$165,000 per year for 2-years to fund new contract to commence January 2022 (\$355,000 Total).

ADDITIONAL BACKGROUND

None

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ATTACHMENTS TO THIS REQUEST

None

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

None