

DC METROPLEX BWI COMMUNITY ROUNDTABLE WORKING GROUP PUBLIC MEETING

Thirty-fourth meeting of the DC Metroplex BWI Community Roundtable Working Group

Tuesday, September 14, 2021, 7:02 – 9:13 PM  
Meeting held in person and virtually via GoToWebinar

**MEETING MINUTES**

REGULAR PARTICIPANTS

Roundtable Member	District/Organization	Attended	Roundtable Member	District/Organization	Attended
Debra MacDonald*	District 9	✓	Marcus Parker, Sr	Alternate for Dan Klosterman, District 32	
Austin Holley, Vice Chair*	District 33	✓	Debra Jung*	Howard County Council, District 4	✓
Nancy Higgs*	District 33	✓	Megan Williams*	District 33	
Ellen Moss	Alternate for Allison Pickard, District 2	✓	Brent Girard	Office of Senator Chris Van Hollen	✓
Mary Reese*	District 30	✓	Adam Spangler	Office of Congressman Anthony G. Brown	
Jesse Chancellor*	District 9	✓	Ramond Robinson*	Office of Anne Arundel County Executive Stuart Pittman	✓
Howard Johnson*	District 12	✓	Laila Jones	Office of Anne Arundel County Executive Stuart Pittman	
Drew Roth*	District 12		Kimberly Pruium*	Office of Howard County Executive Calvin Ball	✓
George Lowe*	District 13	✓	Mandy Rimmell*	Office of Baltimore County Executive Johnny Olszewski	
Scott Philips*	District 13	✓	Paul Shank, Chief Engineer	MDOT MAA	✓
Paul Verchinski	Alternate for George Lowe and Scott Phillips, District 13	✓	Darline Terrell-Tyson, Director, Office of Environmental Compliance and Sustainability	MDOT MAA	✓
Evan Reese*	District 30	✓	Greg Voos	Mid Atlantic Regional Representative, NBAA	
Al Donaldson*	District 32		Kyle Evans	General Aviation Representative, CP Management LLC	✓
Richard Campbell	Alternate for Al Donaldson, District 32		David Richardson	Southwest Airlines	
Daniel Woomeer*	District 32		Reginald Davis	FAA Community Engagement Officer, Eastern Service Center, Operations Support Group (AJV-E25)	
Dan Klosterman*	District 32	✓	Steve Alterman	President, Air Cargo Association	

\*Voting members

## ADDITIONAL PARTICIPANTS

### Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA)

Bruce Rineer, Manager Noise Section

Karen Harrell, Noise Section

Kevin Clarke, Director of Planning and Environmental Services

### Federal Aviation Administration (FAA)

Luisa Peralta Surla, Acting Senior Advisor to the Regional and Deputy Administrator (Eastern Region)

Curby Fowler, Air Traffic Controller

Veda Simmons, Community Engagement Officer

### Contractor Support

Royce Bassarab, HNTB

Alverna "A.J." Durham, Jr., Straughan Environmental, Inc.

## MEETING MATERIALS

Participants received the following materials in advance:

- July 13<sup>th</sup> Meeting Minutes: V2\_DRAFT\_20210713\_MEETING\_MINUTES

Presentations at the meeting:

- Roundtable Resolution – Technical Assistance with Howard County Executive and Howard County Council

## **1. WELCOME AND INTRODUCTIONS**

### *Introduction and Roll Call of Attendees*

Mr. Bruce Rineer began the meeting at 7:02 pm. He thanked everyone for coming, introduced himself, and stated his title as Noise Manager for BWI. He let everyone know that the meeting would be recorded and announced that the meeting would be hybrid, held in person and virtually. He asked Roundtable Members attending virtually to self-mute and remain muted unless speaking and that attendees would be muted by default. Mr. Rineer explained that attendees would be unmuted if called on by the Chair, and they should use the "raised hand" or the question/chat box feature to ask questions. If participants experience technical issues, they should log off and log back on to the meeting, and if issues continue, participants can use the question/chat box to let him know. Mr. Rineer gave an overview of the agenda and explained that during the public comment period, each speaker would be given two minutes to make a comment or ask questions.

Mr. Rineer concluded speaking and turned the meeting over to the Roundtable Chair, Ms. Debra "Debbie" MacDonald. Ms. MacDonald introduced herself and thanked Mr. Rineer, his team, and MAA for hosting the second hybrid meeting. Ms. MacDonald then went through the roll call starting with voting members of the Roundtable. Following the roll call, Ms. MacDonald announced that a quorum of voting members was present. Mr. Shank stated that he thought a guest from FAA would be in attendance and asked if they were signed onto the virtual meeting. Mr. Rineer replied that someone from FAA had registered for the meeting but didn't appear to be signed onto the online broadcast.

Mr. Royce Bassarab stated that Ms. Veda Simmons and Ms. Luisa Peralta Surla from FAA were signed onto the meeting and that he would promote them to “panelist” so that they could speak later in the meeting if they wanted to.

### Approve Agenda

Ms. MacDonald announced that it was time to approve the night’s agenda. Ms. Nancy Higgs motioned to approve the agenda. Mr. Jesse Chancellor seconded. None opposed. The motion to approve the agenda passed.

### Review and Approve July 13<sup>th</sup> Meeting Minutes

Ms. MacDonald announced it was time to approve the July 13<sup>th</sup> Meeting Minutes. Ms. MacDonald stated that she had not received any comments on the July 13<sup>th</sup> Meeting Minutes and asked if there were any edits or comments. No response was given. Ms. Deb Jung moved to approve the meeting minutes. Ms. Higgs seconded. None opposed. The motion to approve the July 13<sup>th</sup> Meeting Minutes passed.

## **2. HOWARD COUNTY OFFER OF TECHNICAL CONSULTING ASSISTANCE**

Ms. MacDonald moved on to the next agenda item, Howard County’s offer to provide technical consulting assistance to the Roundtable. Ms. MacDonald explained that in early August, Ms. Kimberly Pruim, the Howard County Executive’s representative on the Roundtable, introduced her to Mr. Bruce Gartner, who is the Administrator of Howard County’s Office of Transportation. Howard County was in the process of bringing in technical expertise with a consultant group that represented Arlington County, VA and Montgomery County, MD in their effort to impact flight changes at Reagan National Airport. She explained that Howard County wanted to give the Roundtable an opportunity to recommend the best way to use the technical expertise to further the goals of the Roundtable. Ms. MacDonald stated that she contacted Mr. Chancellor, who is a member of the Roundtable Technical Committee, and requested that he attend a virtual meeting with her, Mr. Gartner, and a representative of ABCx2, the technical consultants.

Ms. MacDonald stated that the need for better regionwide noise metrics has been at the top of her mind for the last year, and that she, like many of the Roundtable members, was interested in the noise monitoring capabilities from technical consultants and Airport Noise and Operations Monitoring System (ANOMS). She stated that the Roundtable would like to establish a baseline (of sound levels) to have a comparison to future sound levels that occur after any changes implemented as a result of the PBN Working Group. This would allow MAA and the Roundtable to measure any progress made by the changes being implemented. Ms. MacDonald explained that following the meeting with Mr. Gartner, Mr. Chancellor, and the representative from ABCx2, the Technical Committee and the Legislative Committee met virtually to work on a plan of action and developed a resolution. She thanked members of the Technical and Legislative Committees for their tireless work and especially thanked Ms. Jung, Howard County Executive Calvin Ball, and Mr. Gartner for their efforts.

The resolution was posted, and meeting attendees were given a few minutes to review. A member of the public, Ms. Laura Donovan, asked as to whether the resolution was only for Howard County or if Anne Arundel County was also included. Ms. MacDonald replied that response/comment is normally

heard only during the public comment period but understood the reasoning for the question and that it would be addressed. Ms. MacDonald turned the meeting over to Ms. Jung of the Legislative Committee to present the resolution. Ms. Jung explained that a number of months ago, Mr. Gartner contacted the Howard County Council and explained that funding still remained for litigation against the FAA for the implementation of NextGen. She further explained that the Howard County Council also had funding set aside to pursue litigation but that litigation efforts against the FAA had not been successful thus far. She stated that the Howard County litigator, Mr. Lewis Taylor, suggested that Mr. Gartner and his staff get more involved in this process and use the remaining funds to pursue other possibilities. Ms. Jung explained that Mr. Gartner was familiar with ABCx2 and contacted them and the Howard County Council about possibly working together. Ms. Jung suggested to her Howard County Council colleagues that they should investigate anything that could possibly make life easier for people who are impacted by BWI Marshall aircraft noise.

Ms. Jung stated that the Howard County Council voted to put money towards a project(s) to design and implement an extended and appropriately located ANOMS to create metrics for commercial jet airplane noise pollution in the region. She thanked Mr. Chancellor and stated that he was critical in putting together the resolution. The resolution authorizes and empowers the Technical and Legislative Committees on behalf of the Roundtable to:

- 1. Investigate whether ABCx2 has the correct expertise and intellectual property to assist the Roundtable Technical Committee to design and implement an expanded and appropriately located ANOMS to create appropriate metrics for commercial jet airplane noise pollution in the region.*
- 2. Work with Howard County and ABCx2, in coordination and cooperation with the Maryland Aviation Administration and HMMH, Inc., to design a work plan that is acceptable to Howard County and ABCx2 for the required ANOMS activities by ABCx2 within a contract between Howard County and ABCx2 for the benefit of the Roundtable.*
- 3. Present the ABCx2 ANOMS work plan to the Roundtable at a future meeting for review and discussion and prior to Howard County and ABCx2 executing a contract for work by ABCx2 on behalf of the Roundtable. Final acceptance of the work plan by the Roundtable is in its sole discretion.*

Ms. Jung stated that there are not many contractors with noise measurement expertise that do not work for airports or airlines, like ABCx2. She stated Howard County had identified a contractor for the work and that funding was available to put towards the effort. She reiterated that it would be great to do the same thing in Anne Arundel County. Ms. Ellen Moss replied that she would be happy to present the resolution to Anne Arundel County Council. Ms. Moss is not on the Anne Arundel County Council but has previously served as the council's representative on the Roundtable. She stated that she is currently an alternate to the Anne Arundel County Councilperson; this position was previously filled by Ms. Sarah Lacey. Ms. Lacey is the Anne Arundel County Councilwoman who previously served as Vice Chair to the Roundtable but is no longer on the Roundtable. Ms. Moss has talked with an Anne Arundel County Council member and believes she will be instated as the citizen appointee of the Anne Arundel County Council to the Roundtable. Ms. Jung asked that Ms. Moss to please take the resolution back to the Anne Arundel County Council.

Ms. Jung stated that she attended the Maryland Association of Counties (MACO) Annual Conference in Ocean City about three weeks ago. The budget director from Anne Arundel County presented a seminar discussing how to spend this year's excess funds. Ms. Jung said that the money did not include the American Rescue Plan Act federal funding. She stated that the reason she was sharing the story is to let Anne Arundel Roundtable members know that money is out there and if someone tells them that there is no money available for the effort, it is not true. She encouraged Anne Arundel Roundtable members to talk to their representatives and let them know how they would like the money spent.

Mr. Chancellor stated that this information is very timely, as the Roundtable and the Technical Committee have just begun discussions about the use of ANOMS, both internally and with MAA and HMMH. He explained that the Roundtable had also discussed the Airport Noise Zone (ANZ) Update process and possible changes from the community perspective that could improve that process. Mr. Chancellor explained the meeting with Mr. Gartner and ABCx2 and the Roundtable's desire to design a more inclusive, more expansive, and more appropriately located metric delivery system. He stated that he and Ms. MacDonald brought the information discussed in the meetings with Mr. Gartner and ABCx2 back to the Technical and Legislative Committees to discuss, and the resolution is the result of those discussions. Mr. Chancellor explained that the process envisioned for the resolution is the exact process that was followed to develop the changes presented to the Performance Based Navigation (PBN) Working Group. The Roundtable provided a charge and a set amount of leeway to the Technical Committee for the development of the PBN recommendations. The same amount of leeway should be extended to the Technical and Legislative committees to first investigate if ABCx2 has the right expertise and then to work with MAA and HMMH to develop a scope of work for this system. Following the development of the scope, the Technical and Legislative Committees would talk to Howard County. Howard County would then talk to ABCx2 and come back to the Roundtable for a final vote with a full presentation. He stated that there would be updates throughout the process so no one would be left in the dark.

He pointed out that the resolution language states that the contract is between Howard County and ABCx2 and that the Roundtable does not have organizational or legal structure to enter into a contract with a consultant.

Ms. Reese asked if there was an approximate timeline of when the committees would report back to the Roundtable. Mr. Chancellor replied that a meeting between the Technical Committee, MAA, and HMMH needs to be held to determine a timeline. Ms. Higgs stated that she has some familiarity with ABCx2 as they were active at the UC Davis Symposium that she attended. She also explained that she has recent experience getting a noise monitor on her property thanks to Mr. Rineer, Mr. Shank, Mr. Bassarab, and Ms. Karen Harrell, and that it was left in place two weeks longer than normal. Her area has experienced a lot of east flow aircraft recently as opposed to the usual west flow arriving aircraft traffic. She received the report from the noise monitoring which indicated that the day-night average (DNL) sound level increased by two decibels compared to three years ago. She stated that 15 flights were measured at over 81 decibels and up to 89 decibels over her house and altitudes varied from 1,713 to 2,664 feet. She believes that with better measurements and equipment in place to measure, her area will be over 65 DNL. She appreciated MAA setting up the equipment and was very impressed with the process. She stated that Mr. Rineer and Mr. Bassarab were present when MAA's consultants set up the noise

monitors and the consultants contacted her to let her know when they were coming out. She suggested that those in attendance encourage their constituents to have the noise monitors on their property.

Mr. Brent Girard, from the Office of Senator Chris Van Hollen, stated that the Senator was not permitted to support a specific private company or organization for a contract, but he believes the members of the working group at Reagan National Airport (DCA) from Montgomery County would say that ABCx2 was instrumental in developing their new proposal for flight changes. He described flight changes such as moving flight paths away from residential areas and that ABCx2 worked with air traffic controllers and the FAA to come up with a proposal of changes that would likely work. The proposal was recently voted on and passed unanimously by the working group. Ms. Higgs stated that she had been following the DCA Working Group and noted that they had sent several proposals to the PBN Working Group. She asked if any of the proposals had been implemented. Mr. Evan Reese replied that the DCA Working Group had submitted individual requests based on individual procedures as opposed to the package of multiple procedural changes that HMMH helped the Technical Committee develop and submit to the PBN Working Group. He stated that if the Roundtable's proposal to the PBN Working Group was broken down, it contains approximately 300 line item changes. Mr. Reese reiterated that the Technical Committee was under a compressed timeline and that all issues were not addressed in the proposal submitted to the PBN Working Group.

Mr. Ramond Robinson explained that Anne Arundel County has been coordinating with Howard County and that he has had discussions with Mr. Gartner about the proposal. He stated that Anne Arundel County was in the process of reviewing the possibility of working with private consultants. He also stated that he was glad to hear about Ms. Jung's experience at MACO and that money is available in Anne Arundel County. Mr. Gartner reiterated that he had been in discussions with Mr. Robinson and that they collaborate on other transportation issues. He explained that this process was not to take away from the work that the MAA was doing, but to offer a technical resource.

Ms. Reese stated that it was important to realize that the support the Roundtable's proposal to the PBN Working Group has received is unprecedented. She noted that an airline, Southwest, endorsed and helped in its development, and HMMH is top of the field in this area. Ms. Reese explained that the Roundtable does not want to lose that support or undermine that partnership and that the resolution to partner with ABCx2 would be in addition to that relationship. She continued that addressing the ANOMS system is going to serve so many people in Howard County, and hopefully Anne Arundel County, well. She reiterated that the resolution would not subtract from what has been done and that the Roundtable still needs HMMH, MAA, and the airlines. Ms. MacDonald agreed with Ms. Reese and stated that it would be an added piece that would not interfere with the current relationship with MAA, HMMH, and the airlines.

Mr. Scott Phillips asked how the information obtained as a result of the resolution would be used to make a difference. He stated that it seemed as if the current metrics were biased and wondered if a simulation was being done before and after NextGen. He commented that of course it would be louder after NextGen, but sound levels could still fall under 65 DNL. He asked how the resolution would be used to support actual change for people in the communities. Mr. Chancellor replied that the resolution would be a very important infrastructure piece that will provide data needed to make good decisions.

He stated that the Roundtable has complained and berated FAA for coming up with a national program (NextGen) without a comprehensive cost-benefit analysis. He explained that the FAA has shown the benefits and ignored the costs, such as daily, horrendous noise pollution in the communities. To measure and gauge the impact of the noise, accurate on-the-ground measurements are needed, such as those that can be collected with ANOMS. Mr. Chancellor stated the resolution is part of determining what is happening on the ground, measuring the changes after the PBN Working Group implements the Technical Committee's proposal, and determining if the changes in the proposal are doing what was anticipated. He explained that if the sound levels on the ground are known, then that data can be shared with MAA, airlines, FAA, and legislators at all levels to show what is occurring. Mr. Chancellor believes the lack of data available for a project of national importance is behind the curve. Mr. Philips thanked Mr. Chancellor and agreed that a cost-benefit analysis was a good idea. He asked that the group remember that huge differences in impact will be observed based on three things he has noticed, which are not in any of the current noise regulations or rules:

1. A-level versus C-level noise weighting.
2. The fact that noise is compressed into short periods of time but is assessed using a 24-hour measurement. He believes the psychological impact on people must be considered. For example, Mr. Philips asked if 15-20 flights are going over your home between 6 am and 7 am, what would be the psychological impact? He stated that the flights might not make a big difference in noise over a 24-hour period but could have a tremendous impact on stress levels if it happens every morning.
3. Comparing background noise (ambient) levels to noise levels when planes fly over. Mr. Philips stated he has measured that noise levels at his property in Oakland Mills, and they are 13 times louder when planes fly over. He revealed that he lives approximately 1,000 feet from US 29, and it would take years for a roadway to be approved if it created the amount of noise as the aircraft. He believes the comparative measurement could help others understand why we are so upset about this.

Mr. Reese agreed with Mr. Philips and stated that all of the day-night metrics and the way regulations understand aircraft and airport noise are inadequate and dated and go back to the 1950s. Mr. Reese loves that Howard County has come to the Roundtable for input on how to build this new body of knowledge using ANOMS and to hopefully develop regulations or proposals on how to better understand the noise so it can be better regulated and/or mitigated. He stated that ideally the FAA would do this, but the FAA refused to define the problem until the Technical Committee did it for them. He went on to state that he believed the research proposed in the resolution would be foundational and important to the next iteration of proposals to the PBN Working Group.

Mr. Chancellor made a motion that the resolution, as written, be accepted by the Roundtable. Ms. MacDonald seconded the motion and proceeded to call a vote of the Roundtable members in attendance. The vote in favor of accepting the resolution as written passed unanimously.

### 3. ROUNDTABLE COMMITTEE UPDATES

Ms. MacDonald began the Committee Updates with the Legislative Committee.

Legislative – Ms. Jung presented a summary of the Committee’s thoughts regarding the legislative agenda. The Committee is not proposing any new legislation yet, but they may pursue it soon because it has to be filed in the state legislature well before the legislative session starts. She stated that in the past, the Roundtable has received support from several legislators including Sen. Pam Beidel, Sen. Elfreth, Sen. Guzzone, Sen. Fry Hester, Sen. Lam, Del. Terri Hill, Sen. Riley, and the Anne Arundel County Council. Ms. Jung specifically noted Sen. Lam and Del. Hill, who are both physicians, have been involved in and sponsored legislation for the medical study on the health effects of aircraft noise. She believes that the study is near completion, and she hopes to have it in the near future. Ms. Jung hopes that the study with the ANOMS sound measurement data will help the Committee put forth a legislative agenda that is backed by science and data. She stated the committee has been reviewing four areas:

1. Pursue legislative initiatives to address the concerns outlined in the Roundtable’s response to the FAA noise survey and the ANZ reauthorization.
2. Deploy the data from the Howard County and Anne Arundel County noise monitoring contractors to accurately quantify the pain people are feeling from plane noise and use the information to pursue appropriate legislative solutions.
3. Consider the impact of plane noise on undeveloped land in legislation to require disclosures of the noise levels on such properties. She stated that in Howard County there are plans to develop the Gateway area with housing, and people would be moving there unaware of the aircraft noise that is present.
4. Pursue legislation that would give Maryland residents a role in the decision-making process regarding the growth of BWI Marshall Airport. She believes it is an issue that must be addressed and that people in Anne Arundel County and Howard County deserve answers on what is happening with the airport, its growth, and how it is impacting the hundreds of thousands of people that live nearby.

Ms. Reese added that the Committee would also be looking at federal and state recognition of the environmental impact of the commercial aviation and growth of the airport, including looking into environmental justice. She stated there are laws in Maryland that address exposure to environmental pollution, e.g., an industrial site, and that aviation noise has not been considered as an environmental pollutant in this manner. Ms. Reese explained that the Roundtable has heard from many people about exhaust particulate collecting on surfaces outside their homes and the smell of aircraft exhaust. She added that you can still be exposed to pollutants even if you cannot smell or see them.

She stated that the Roundtable needed to look at the FAA and their lack of transparency in how they implemented NextGen, as this lack of transparency may continue to be a problem since the FAA has a strained relationship with the public. She explained that the FAA is one of two federal agencies that does not have to take public bids. Ms. Reese reiterated that the Legislative Committee would be looking



at legislation that can help ensure that in Maryland we have transparency with the growth of BWI Marshall.

Ms. Reese asked that the Roundtable send a letter to Anne Arundel County formally asking them to join in the partnership between the Roundtable and Howard County laid out in the resolution. She suggested that the Legislative Committee could draft the letter and the Roundtable would vote to approve it.

Ms. Reese thanked Ms. Jung for her work to make the funds from Howard County available; she also thanked Mr. Gartner and Howard County Executive Calvin Ball.

Technical Committee – Mr. Chancellor stated that the Technical Committee had no additional information to share beyond the development of the resolution.

Communications – Ms. Higgs stated that following last meeting’s discussion on social media, she looked at Facebook and Instagram to find information on aircraft noise and other Roundtables. She stated that she looked at BWI Quiet, a page that Mr. Drew Roth of the Roundtable moderates, and Montgomery County Quiet Skies. She reported very low activity and number of posts on both sites. Ms. Higgs recommends not focusing on social media right now but thinks that links to the MAA website about Roundtable meeting dates, times, and meeting minutes should be consistently posted on the BWI Quiet Facebook page. She offered to post the information if Mr. Roth was unable to do so (Mr. Roth was not present at the meeting). Ms. Higgs explained that social media is not a great avenue for the Roundtable due to the need to review and vet posts, which would delay the immediacy of social media.

Ms. Higgs would like to encourage the county representatives to add links to the MAA website and the Roundtable’s information on the Howard County and Anne Arundel County Government webpages. She stated she had not heard if anyone had successfully done so since the previous meeting. Ms. MacDonald stated that Ms. Higgs would now have a great reason to contact the counties about posting the links because MAA was rolling out a new website.

Mr. Girard stated that Senator Van Hollen reached out to the U.S Environmental Protection Agency (EPA) years ago asking for better regulations on particulate matter emissions or at least studies to show the effects from aircrafts. The EPA stated that they were working on implementing some regulations, but that work was delayed. Mr. Girard said that Senator Van Hollen received an update from EPA earlier this year that a proposal for new regulations on particulate matter should be finalized by the end of this year and implemented by May 2022.

Mr. Girard stated that Senator Van Hollen’s office recently submitted report language to the Transportation – Housing and Urban Development (THUD) Appropriations Subcommittee relating to DNL metrics for noise. He was unsure if it would be included in upcoming legislation, but the language called for the National Academies of Sciences, Engineering, and Medicine to conduct a report on metrics to replace the reliance on DNL as the sole metric used to assess aviation noise impacts. He explained that the study would be from a non-biased source as opposed to a previous study conducted by the FAA that concluded that DNL was the best way to assess noise. Mr. Girard stated that he would know within a few weeks if it was accepted. Ms. Higgs asked Mr. Girard to send an email when it was voted on, which he agreed to do.

#### 4. MDOT MAA UPDATE

PBN Working Group – Mr. Shank shared that yesterday he was informed that FAA is scheduling the next PBN Working Group meeting for November 2-4, 2021.

Discussion of Gates – Mr. Shank stated that he did not have any update on the arrival and departure gates at the airport and that MAA is working the plan that they presented. He reminded everyone of a discussion in a previous meeting (July 17, 2018) about the opening of temporary gates for Southwest Airlines.

Mr. Chancellor stated that he asked for this subject to be added to the agenda. He stated that in June 2021, the Governor made a big announcement about the opening of five new gates and a food court. Mr. Chancellor was confused because he understood that the five gates were to be temporary and were only opened to replace five existing gates that were closed during the remodel of the Southwest Airlines baggage claim area. He stated that the Roundtable is concerned about new and additional air traffic and stated that only Mr. Shank could tell them how many additional planes would result from this. He wants to make sure that the five new gates that were part of the Southwest renovation have not been made permanent without our knowledge and discussion.

Ms. Reese stated that there was supposed to be a vote by the Board of Public Works before reopening the previously closed gates regarding the permanency of the temporary gates. Mr. Shank replied that he did not know the status of the vote. Ms. Reese asked if the temporary gates were still open and if the previously closed gates were reopened. Mr. Shank replied that there are still gate closures and that the baggage handling project is moving forward, but there had been delays due to the COVID-19 pandemic. Mr. Chancellor asked Mr. Shank if the estimated completion date of the baggage handling project was available to the public. Mr. Shank replied that when MAA goes to the Board of Public Works for the next improvement package, that will be part of the conversation. Mr. Chancellor asked Mr. Shank if MAA would inform the Roundtable when the estimated completion date would be set. He then explained that the Roundtable assumes that once the completion date is set, the vote on whether or not to keep the five temporary gates open would occur.

Mr. Shank stated that he was confused as to the connection between the estimated completion date of the baggage handling project and the Roundtable. Mr. Chancellor explained that the Roundtable wants to have a voice at the Board of Public Works, and they believe an additional five gates at BWI Marshall Airport would be detrimental to the community. He stated that there is no way of knowing how many additional flights could occur per gate but estimated it could be in the tens of thousands. Mr. Chancellor continued that adding tens of thousands of flights to the region, given what has been discussed and experienced over the last four years, is something the Roundtable wants to be aware of. He asked Mr. Shank again if MAA would let the Roundtable know when an estimated date of completion is set, or if the Roundtable have to find the information on their own. Mr. Shank replied that he did not have a firm schedule and reiterated that the schedule was behind due to the Covid-19 pandemic. He reminded everyone that information on the baggage handling projects were contained in the July 2018 meeting

minutes and that the Board of Public Works meetings minutes are public. He stated that as soon as he had better information that he could expand upon, he would if it made sense to do so.

Ms. Jung asked who in the State of Maryland is pushing for the continued expansion of BWI Marshall Airport, and listed the Governor, Secretary of Transportation, the head of MAA, or the airlines as possibilities. She asked where the pressure for expansion originates, as the response seems to always be in favor of expansion. Mr. Shank replied that he couldn't provide a specific answer to that question but pointed out that before projects are executed, they go before the Board of Public Works for approval. He stated that projects are based on planning from FAA forecasts for aircraft operation and passenger growth across the county, and the presence of gates do not determine growth but instead are responses to growth. He explained that in this case, the original plan had these temporary gates as part of the A/B Concourse as a deferred action. However, the gates currently ameliorate the closure of gates due to the baggage handling renovation project. He stated that when the renovations are complete, the gates will remain.

Mr. Chancellor stated that the concern is that the airports chase market share and that demand is always used as the rationale for growth. He stated that what the Roundtable has heard and is hearing from the community is that the noise is bad and is getting worse. He wanted to know what will happen with the airport. Mr. Shank replied that he understood the issue and restated that ultimately, these issues cross the desk of the Board of Public Works, but they must be backed with planning and demand. "Build it and they will come" is not the way it works these days. Mr. Shank asserted that any capital development of substance goes through an environmental process that gives the public an opportunity to comment. He thinks that MAA has been far more inclusive of the public than other airports and what was done by the FAA before implementing NextGen. He explained that the process for NextGen did follow the National Environmental Policy Act (NEPA). Mr. Shank stated that MAA follows NEPA and if an issue stands out, they will present it, but that the MAA's role with the Roundtable is to focus on developing propositions and proposals and implementing PBN improvements to and from the airport. He stated that other subjects, such as planning and environmental processes, are addressed in other venues. Mr. Shank explained that the NEPA process is advertised in the Federal Register, local newspapers, and/or directly with communities to make sure people can weigh in.

Ms. Jung stated that even before a project gets to the Board of Public Works, money and a budget must exist somewhere for it to start. She stated that presumably it starts with the Governor in conversations with the Secretary of Transportation about annual budgets and that it continues with conversations between the Secretary of Transportation and the heads of each transportation agency, including Ricky Smith, Executive Director of MAA. Ms. Jung stated that based on her experience as a legislator, these decisions are budget-based and start at the top, and she assumes that is the case in this situation. She continued that although Mr. Shank stated that additional gates are a response to growth and demand, at some point one of the decision makers could say enough and limit growth. She suggested that until we can deal with the issue of aircraft noise due to the implementation of NextGen and do something to respond to the people that live under these highways, then the airport should not be expanded. Ms. Jung believes that the FAA would respond to the state refusing additional air traffic because of impacts to residents and maybe change how they do things. She stated that she is not blaming the MAA, but she is trying to look at it from a big picture perspective and have the MAA help to stop this process.

Ms. Jung stated that maybe the Governor needs to reject expansion until the FAA does what we need them to do. Ms. Kimberly Pruium pulled up the Board of Public Works website and stated that there was a meeting scheduled for tomorrow (September 15, 2021) with MAA on the agenda. She asked Mr. Shank if he could speak to the 11.9 million dollars that MAA was requesting and stated that she wanted to make sure that the Roundtable was not missing anything related to the expansion of the airport. Ms. Pruium navigated to the summary page and stated that the money was related to multiple projects with tasks including design, construction, completion of an airline maintenance facility and taxiway relocation, and concessions. Mr. Shank replied that the construction tasks all went through the NEPA environmental assessment, including public meetings, presentations, and an FAA review. Ultimately the project received a finding of no significant impact and is now going through the process of contractually following up on what has been approved.

Ms. Higgs stated that maybe the Roundtable needed a process to identify when MAA initiatives go through the environmental process. Ms. MacDonald added that the Roundtable needed to better monitor the status of relevant projects. Ms. Higgs agreed and added "...to monitor and take action." Ms. Reese asked when the project went through the environmental process. Mr. Kevin Clarke, MAA Director of Planning and Environmental Services, stated that the NEPA environmental assessment had been going on for four years and concluded with the federal finding in September 2020 after two virtual public meetings held in May 2020. Ms. Reese stated that the Roundtable did not receive a heads up about the public meetings. Mr. Shank replied that the focus of the Roundtable is PBN and that is what MAA is there to support: FAA airspace arrivals and departures.

Ms. Reese replied that it is not just PBN, but the resolution of NextGen, which is more than PBN. She asked Mr. Shank how the Roundtable could address NextGen if the airport keeps changing and building? She stated that the members of the Roundtable are assigned from a district to understand what is going on within their respective districts, and now they are hearing about maintenance facilities and taxiway relocations that will affect their districts. She asked how the members of the Roundtable are supposed to do their job if they are not getting this type of information from MAA. Mr. Shank replied that information is being disseminated to the public through the media. Ms. Reese asked Mr. Shank if he thought, in good faith, that there should be transparency because it seems like the Roundtable is still being seen as an adversary. Mr. Shank stated that he had his focus on what the Charter says. He asserted that the MAA has agreed to administratively help the Roundtable, which was formed at the request of the FAA, to respond to the issues that arose from the implementation of NextGen. He stated that the other items go through other mechanisms. He noted that the environmental process goes out to communities, is advertised in local papers, and goes to community associations to follow the NEPA process. Ms. Reese replied to Mr. Shank that she is surprised and that MAA's motto is "be better".

She stated that Mr. Shank has said that they went to the community, but the Roundtable members are community representatives who did not get the information on the projects. Mr. Shank apologized and explained that the information was sent to community representatives whose interest is the community, and that the Roundtables interest and focus is NextGen. Ms. Higgs replied that there is a relationship between NextGen and adding more flights. She stated that she understood what Mr. Shank was saying but does not understand how the Roundtable can just address NextGen without realizing the extent of the damage that has been done and understanding more flights could be added. Mr.

Chancellor agreed that there is a relationship but pointed out that Mr. Shank had a point about the focus of the Roundtable, that the Charter says what the Roundtable is focused on and what they are supposed to do. He stated that the Charter was voted on by all the members and had focused the Roundtable on PBN and procedural aspects, but it does have some language about the broader effects of NextGen. He suggested that if the Roundtable wanted to go beyond just NextGen, they should think about looking at the Charter. He stated that when the Charter was created, no one knew what to expect, but now they know that this is a bigger issue than just procedures. Mr. Chancellor reiterated that Mr. Shank was focused on what MAA agreed to focus on, which is NextGen. Mr. Shank mentioned that the County Executives from both counties are informed during the environmental process. He stated that the Roundtable's focus has been on PBN and that it has taken considerable resources but is a worthy cause. Mr. Shank says he would like to stay focused on what they are trying to achieve and mentioned the upcoming PBN Working Group meeting planned in November.

Ms. Reese asked Mr. Shank what the capacity of the airport is, and at what fraction of capacity is the airport currently operating. Mr. Shank said he would have to get back to Ms. Reese with the answer. He stated that there had been a change in fleets and that operations are lower, but planes are larger. He reiterated that gates do not drive operations. Ms. Reese stated that at a previous meeting, Mr. Shank gave a percentage of the current capacity of the airport at the time and gave a capacity limit before the need for another runway. Mr. Shank replied that not all construction was to increase capacity, saying that some projects, such as the taxiway Tango project, are for maintenance or in response to standards and code compliance. Mr. Clarke asked Ms. Reese if she was specifically referring to airfield capacity and noted that different pieces of the airport have different levels of capacity. Mr. Shank explained that the capacity of the airport would have been presented in the public domain during the airport's master planning process and that it is also discussed in the environmental studies.

Ms. Moss stated that the whole discussion was a lesson for the Roundtable to learn; if there is information we need, we have to figure out how to get that information and not rely on other people. Ms. MacDonald asked Mr. Shank if the project information sent to the public during the environmental process is posted on MAA's website. Mr. Shank confirmed that the information is posted.

Ms. Higgs asked if the next meeting's agenda could include a line item to discuss how the Roundtable would get information going forward. Ms. MacDonald replied yes and added that there could be interim meetings amongst the members to discuss and brainstorm ideas.

### New Website

Mr. Rineer gave a preview of the new website. He stated that changes are still going to be made but the site, accessible via Airport Noise at [marylandaviation.com](http://marylandaviation.com), is live. He stated that the old site ([maacommunityrelations.com](http://maacommunityrelations.com)) is still active but that users will be redirected to the new site. Mr. Rineer demonstrated how to navigate the site to find Roundtable information:

- Environmental Tab – located across the top of the home page at [marylandaviation.com](http://marylandaviation.com). Clicking on this displays a drop-down list.
- From here, click on Airport Noise Tab – this tab leads to the Airport Noise page, which displays several box icons labeled with different subject matter, including DC Metroplex BWI Community

Roundtable, Noise Complaints, and Online Noise & Flight Tracking (WebTrak). Users can click on the boxes to access the subject matter webpages.

The DC Metroplex BWI Community Roundtable webpage includes the Roundtable's purpose, links to register for Roundtable meetings, and past meeting materials. Ms. MacDonald noted that the information was in a different order than on the previous webpage, but she thinks it makes sense. She encouraged Roundtable members to explore the new site. Mr. Rineer mentioned the BWI eNews Express, which is used to send out information to the public such as runway closures, Roundtable Meeting information, and other notifications. Ms. MacDonald asked if people could sign up to receive notifications for environmental compliance information. Mr. Rineer replied that currently those notices do not go out via the eNews Express and that those notifications would come from Kevin Clarke's office in conjunction with the NEPA process.

## **5. PUBLIC COMMENT**

Ms. MacDonald thanked Mr. Rineer and moved on to Public Comments.

Mr. Rineer stated that there were a few comments were made in the initial registration, but they were covered in the during the meeting. He reminded everyone online to use the raise hand feature if they wanted to comment.

Mr. Mark Peterson – Mr. Peterson gave an overview of Maryland's five-year Capital Improvement Program process. An expansion of the airport would be a part of this program. He stated that in the first step in the process, agencies use their operating funds to present proposed programs to the Department of Budget and Management. If the proposal is approved, the agency uses its operating funds to prepare the part 2 program, which is a justification for the program and includes the figures, numbers, and impacts of the project. If part 2 is approved by the Department of Budget and Management, the program is developed into a scope of work. The scope of work is then reviewed by the Department of Budget and Management, along with other project scopes, to compete for funding. He concluded by saying there is no way that the Southwest gates just appeared. They have been at this for years and whether it was the Governor, or David Brinkley at the Department of Budget and Management, or whether it was pressure from the agency, this process is how it got to the Board of Public Works. Mr. Peterson recalled that the Governor did say that the five gates would not be activated unless he approved it. He has not seen any approval anywhere so far.

Mr. Jimmy Pleasant – Mr. Pleasant stated that he has aircraft from three different runways flying over his house. He stated that the FAA has said they do not control operation levels. He said that the Detroit airport did a study using permanent noise monitors and FAA models and included 20 additional portable noise monitors in various locations. He believes that the key is placing the monitors in quiet communities. Mr. Pleasant stated that the FAA threshold for a noise impact in areas with noise levels between 45 DNL and 60 DNL is an increase of five dB DNL, saying that the FAA would not allow flights in these areas if noise increased more than five dB DNL. He stated that there was never a study done at his house or neighborhood and that for the NextGen noise study they used one location off MD 100 and one was off of Waterloo Road over a mile from his property. He stated that in Detroit, they found a

decrease in the 65 dB DNL contour but in the 60-65 dB DNL contour they have found an increase of three dB DNL or more. Mr. Pleasant stated that he has had a 27-dB increase at his home since NextGen and when he had MAA do sound monitoring, it captured 110 aircraft departures over his home at over 80-90 dB. Earlier this evening, he discussed with Mr. Chancellor that Los Angeles Airport (LAX) sued the FAA and the judge ruled that they violated environmental laws because they implemented changes from NextGen without doing a noise study.

Ms. Anne Cowles – Ms. Cowles stated that she could relate to Mr. Pleasant’s issues. She lives in Montgomery County, but she does not want to live in her home anymore. She stated that she is hanging in there and that she is happy there are so many people willing to use their time to try to understand what is happening. She takes a lot of videos and posts them on BWI Quiet. She called the videos dramatic and that she has so much noise and pollution all the time. She stated If her videos could ever be used to help in some way to let her know.

Ms. Laura Donovan – Ms. Donovan asked about the Anne Arundel representation. Ms. Lacey was Vice Chair at last meeting Ms. Donovan attended and she is not sure if Dan Woomer was still on the Roundtable. Mr. Rineer named Ms. Moss and Mr. Robinson as representatives from Anne Arundel County. Ms. MacDonald added that the Vice Chair, Mr. Austin Holley, was from Anne Arundel County. Ms. Reese stated the according to the Charter, both county councils should have elected members on the Roundtable. She noted that Howard County provided a council member (Ms. Jung) and a representative of the County Executive Office (Ms. Pruim) and she shares Ms. Donovan’s concern about a lack of representation from Anne Arundel County. She thanked Ms. Donovan for being vocal and trying to get a town hall with the County Executive and asked her to keep it up. Ms. Reese stated that the Anne Arundel County members of the Roundtable are also speaking up and hopefully the County Executive will hear it.

Ms. Donovan stated that she recalled the Governor saying that he would let the five additional gates go through, but that there would be a clause where the issue would be revisited to vote on whether to operate the gates, setting the date as a date after he would be out of office. Ms. Reese thought that it was just a joke and that the vote would happen before the end of his term, but she stated that it was confusing and that she would have an update at the next meeting.

## **6. PLANNING FOR NEXT MEETING**

Ms. MacDonald opened discussion on dates for the next meeting. It was mentioned that October 12<sup>th</sup> would be the next meeting date. As October 12<sup>th</sup> immediately follows a state holiday, Mr. Rineer suggested that the next meeting be set for the third Tuesday in October (October 19<sup>th</sup>). There were no objections. The next meeting date was set for October 19<sup>th</sup> at 7pm and will be a hybrid meeting.

## **7. ADJOURN**

Nancy Higgs motioned to adjourn. Ms. Moss seconded. The meeting adjourned at 9:13.