



**Maryland Aviation Infrastructure Impacts Commission  
SB 658 & HB 1103**

**Proposed legislation in 2022 General Assembly Legislation Session**

**Senator Sponsor\* & Co-Sponsors:**

**Senator Clarence Lam\***  
**Senator Guy Guzzone**  
**Senator Katie Fry Hester**  
**Senator Ed Reilly**  
**Senator Sarah Elfreth**

**House Sponsor\* & Co-Sponsors:**

**Delegate Terri Hill\***  
**Delegate Eric Ebersole**  
**Delegate Jessica Feldmark**  
**Delegate Jen Terrasa**

**Presented by Legislative Committee of the DC Metroplex BWI Community Roundtable  
February 15, 2022**



**“Good decisions come from good data. In the upcoming years, the MDOT MAA will make decisions on the schedule and frequency of operations, on the expansion of cargo operations, and on the construction of an additional runway. The surrounding communities will benefit if these decisions are informed by solid data on the impact of airport operations.”**

Source: January 2020 BWI Community Roundtable Resolution passed in support of SB0814 - University of Maryland, Baltimore - Study on the Health Effects of Air Traffic



## **Maryland Aviation Infrastructure Impacts Commission - Background:**

- Since inception, the Roundtable has sought to educate decision makers about our limited ability to effectively address most of the negative environmental and quality of life issues generated by the concentrated NextGen flight paths at BWI-Marshall airport.
- That effort led to the General Assembly passing SB 0184, the University of Maryland, Baltimore - Study on the Health Effects of Air Traffic in 2020, which is underway at this point.
- Sensitive to the continued complaints of their constituents and increasingly aware of the Roundtable's limitations, legislators are seeking to give communities a more robust voice in seeking a renewed balance between the dual imperatives of airport-related economic growth and citizens rights to health and a sustainable quality of life in their chosen communities.



## **Maryland Aviation Infrastructure Impacts Commission - Purpose and Mission**

The goal of the Commission is to provide legislators with the best available science-based information related to the impacts on communities of commercial aviation infrastructure in the State in order to allow them to better balance the needs of communities with the needs of the commercial aviation industry and its traditional stakeholders.



## Maryland Aviation Infrastructure Impacts Commission - Concept

The Commission is designed to:

- re-introduce the long-held balance between the State's interests in airport-related economic development and community health and individual quality of life that was disrupted by the introduction of NextGen at BWI Marshall
- advise the General Assembly on public health and environmental considerations related to infrastructure at the State-owned airports under the jurisdiction of the Maryland Department of Transportation
- create a proactive process that establishes goals and policies for directing and managing research into pertinent issues
- inform such policy topics as future growth and development, needed updates to COMAR, zoning and housing, public health, environmental protection and aviation-related information availability and transparency



## **Maryland Aviation Infrastructure Impacts Commission** - Summary of Key Elements

- Five-year State of Maryland Commission to advise the General Assembly and inform the public.
- To study the health and environmental impacts of commercial aviation in certain communities in Maryland affected by State-owned airports, with a primary emphasis on BWI.
- Create reports and recommendations related to impacts on communities surrounding new and existing commercial aviation infrastructure (both hard and soft).
- Controlled by community advocates, but drawing on knowledge of health and environment experts, as well as advice from the Maryland Attorney General, the Administration, MDOT/MAA, Citizen Advisory Groups, the Air Carrier industry, the Airport Concessionaire industry and the airline support services industry.



## Maryland Aviation Infrastructure Impacts Commission - Why the need?

- Emerging international research is attempting to *understand the entire range of health and environmental issues resulting from the projected growth of commercial aviation.*
- *The BWI Roundtable's role is limited* to monitoring the implementation of flight procedures, identifying alternative routings and procedures, evaluation noise and environmental effects of flight path changes and making recommendations to the FAA.
- *The BWI Roundtable is an initiative of MDOT's MAA, at the request of the FAA* and is not capable of addressing the research required to understand and craft solutions to the full range of issues raised by NextGen and the growth of commercial aviation in the region.
- While the BWI Roundtable has worked effectively with our partners, especially Southwest Airlines and the MAA, and the FAA to redesign some NextGen flight paths, *our efforts will only have a positive effect at the margins of a much larger problem in the region resulting from NextGen* and the projected growth of commercial aviation.



## **Maryland Aviation Infrastructure Impacts Commission - Potential Areas of Public Policy Impact**

- Environmental protections and mitigations
- Physical and mental health
- Quality of Life
- Local land use plans ( zoning, housing, noise mitigations and investments)
- COMAR modernization for commercial aviation-related noise pollution
- Alternatives and choices (quantified to the extent possible)
- Greater information and transparency for all public resources utilized for commercial aviation-related infrastructure





## Maryland Aviation Infrastructure Impacts Commission - Governance

- Controlled by community advocates, but balanced by individuals with expertise in health, environment, aviation, noise pollution research and airport-related pollution and land use.
- Thirteen (13) commissioners with three (3) chosen by the governor, five (5) chosen by the president of the senate and five (5) chosen by the speaker of the house.
- Executive Committee of Chair, Vice Chair and Secretary selected by commission members solely from among the Community Advocates.
- The Executive Committee will evaluate candidates for Executive Director, who will then be selected by a majority vote.
- A member of the Commission may not be a representative or an employee of any entity whose principal activities are related to the operation of the State-owned airports.

**No Conflict of Interest with the mission of the Commission**



## **Maryland Aviation Infrastructure Impacts Commission - Governance continued**

Individuals to be selected from a list of individuals nominated by the following county delegations whose communities are affected significantly by commercial aviation operations,

- Anne Arundel
- Baltimore County
- Howard
- Montgomery

Each county delegation shall nominate five individuals.

Three of the five nominations shall be community advocates who reside in the respective counties.

No fewer than seven (7) of the thirteen (13) total commissioners shall be community advocates.



## **Maryland Aviation Infrastructure Impacts Commission - Staffing and Budget**

*Staffing is key to a consistent maintenance of effort and to commission effectiveness*

The Executive Director will,

1. Execute the research agenda
2. Manage the preparation of reports and recommendations for the General Assembly, and
3. Prepare an Annual Report on the Commission's activities to the Senate Education, Health and Environmental Affairs Committee and the House Environment and Transportation Committee.

The total budget for the Commission is expected to be not less than \$430,000, the great majority of which will be dedicated to research and data gathering, rather than overhead.

It is expected that the Commission will be housed in a School of Public Health



## **Maryland Aviation Infrastructure Impacts Commission - BWI Community Roundtable Role**

1. Each County delegation shall submit a list of nominees to the Roundtable.
2. The Roundtable will evaluate the nominees based on criteria designed to ensure, among other things, that impacted communities are represented.
3. The Roundtable will make recommendations to the County delegations for the final nominees to be presented for consideration.



## Maryland Aviation Infrastructure Impacts Commission - Conclusion

1. NextGen not only revolutionized the regional and national airspaces, but it also disrupted all prior State of Maryland environmental and public policy frameworks related to commercial aviation infrastructure.
2. Currently, no entity is organized to effectively evaluate all the issues related to commercial aviation growth and highly concentrated flight paths over communities.
3. The Commission will have the requisite legislative mandate, governance, staffing and funding to bring understandable and actionable recommendations for legislators to serve the State's dual imperatives of economic growth and the health of its citizens and the environment.



**Maryland Aviation Infrastructure Impacts Commission**

# QUESTIONS AND DISCUSSION