

**BALTIMORE/WASHINGTON INTERNATIONAL AIRPORT  
NEIGHBORS COMMITTEE MEETING  
November 6, 2006  
Meeting Summary**

The Baltimore/Washington International Airport (BWI) Neighbor's Committee serves as liaison between the Airport and the surrounding communities to ensure continuing and timely discussion of mutual Airport and community interests. Such interests include, but are not limited to: (1) highway access (2) long-range plans (3) operational procedures (4) parking (5) noise and (6) other environmental and land use concerns. This committee serves as a forum for exchanging information, ideas and suggestions.

INTRODUCTION

The BWI Neighbor's Committee convened on November 6, at 7:00 p.m. in the Maryland Aviation Administration (MAA) Assembly Rooms A and B, 991 Corporate Boulevard, Linthicum, Maryland 20901.

VICE CHAIRMAN'S COMMENTS

Ms. Nancy Brown, the BWI Neighbor's Committee Vice Chairman, opened the meeting by introducing herself.

ENVIRONMENTAL ASSESSMENT

Vice Chairman Brown introduced Robin Bowie, Manager of the Division of Environmental Planning with the Maryland Aviation Administration (MAA). Ms. Bowie stated that she will be giving a brief overview of the environmental assessment that MAA is preparing for the Federal Aviation Administration (FAA).

The study area was noted on a map and is divided into the Dorsey Road corridor, lower Ridge Road, and the new Ridge Road or corporate Boulevard area. Thirteen residential parcels along Dorsey Road were part of the noise compatibility program. There is no airport development designated for these parcels, and release of this land would be consistent with the FAA grant assurances. All thirteen of these properties will be released in their entirety.

Concerning the lower Ridge Road area, MAA worked with Anne Arundel County to determine if they had any future development for this area within the next five to ten years. Anne Arundel County indicated that they were looking at making some road improvements along Ridge Road, Smith Farm Road and Dorsey Ridge Roads. After working with Anne Arundel County, it was determined that they would need a few areas along Ridge Road, which covers about sixteen MAA owned properties, and would be limited to rights-of way so there will only be partial releases.

Upper Ridge Road was then discussed. When MAA was developing the Consolidated Rental Car facility, the tenant parking lot and the bus maintenance facility, there was a right-of-entry agreement with Anne Arundel County which allowed MAA to do construction work on County property and vice versa. This allows for the clean up of legal issues and the ability to complete the proper paperwork to finish the project.

The New Ridge Road is also known as Corporate Boulevard and covers about eight MAA properties. It's an extension of the MDOT roadway which they want to continue to this area – noted on map. MAA does not own this property. It is privately owned. Ms. Bowie noted some other property that MAA wants to release to they can expand some conservation easements within the Stony Run watershed. This could be done by an exchange with the property owner that MAA would like to have.

MAA has been doing some data collection of forest resources, wetlands surveys, threatened and endangered species, and historic archeological studies on these areas over the summer. With regard to the impact assessment, MAA has to identify the potential impacts resulting from the anticipated development to occur on these released properties. Additionally, the potential permitting requirements have to be identified, but would be the responsibility of those people who actually purchase the properties.

The proposed federal action does not include the actual construction by MAA or FAA and mitigation and permitting design will not be required under the CA. Any past, present or future development will be discussed in the cumulative impact section.

A question was asked concerning the total acreage and what percentages currently zoned as residential and commercial. Ms Bowie noted on the map the areas to be released in the zoned commercial area including the ones along Dorsey Road. She also stated that the total acreage will be in the draft environmental assessment in the spring, and there will be a public workshop at that time.

Ms. Ellen Sample noted that the majority of the property being released in this EA had been previously purchased with noise mitigation funding because they were considered incompatible for noise sensitive uses such as schools or residences, and they are currently in a commercial, industrial classification not residential.

#### VICE CHAIRMAN'S COMMENTS AND COMMUNITY ENHANCEMENT GRANT PROGRAM SUMMARY

Ms. Nancy Brown asked all attendees and Committee members in attendance to introduce themselves.

Ms. Brown proceeded to give a report on the Community Enhancement Grant program. In FY'06 nine Community Enhancement grants were awarded. Linthicum-Shipleigh Improvement Association received two grants totaling \$62,505.28 for sidewalks. Glen Burnie Improvement Association received two grant for sidewalks totaling \$37,690.

The Provinces Civic Association received \$3,616 for a gateway sign. North Linthicum Improvement Association was awarded \$45,997 for sidewalks. The Village of Olde Mill Community Association received a grant of \$41,317 for sidewalks. The Montgomery Woods Condominium Association received \$31,018.52 for sidewalks.

The budget for FY'07 is \$313,187. Prior to the meeting this evening \$99,150 had been awarded. Under the FY'07 budget, a grant was awarded to Village of Olde Mill Community Association and North Linthicum Improvement Association for sidewalks in the amounts of \$54,631 and \$44,519 respectively.

### WIDENING OF ROUTE 295

Ms. Brown introduced Lindsay Bobian from the Maryland State Highway Administration (SHA). After a brief comment, Ms. Bobian introduced Bryan Townsend, a consultant with Witman, Reckart & Associates.

Mr. Townsend noted that he has been working on the MD 295 widening from Interstate 195 to the Baltimore Beltway for the past 18 months. A lane will be added to the median in the north and southbound directions from Interstate 195 and tie into the section of the Baltimore Beltway that is six lanes.

The ramp that goes from the airport to MD 295 north will become the right lane temporarily. The two existing lanes will become the left and center lane. From southbound MD 295 the current left exit to the airport will become an exit lane only and the right and center lanes will be through lanes. The entire median will have to be regraded.

A question was asked about the construction start and completion dates. Mr. Townsend stated that the construction will begin in June of 2007 and be completed around the summer of 2009. All current lanes will remain open except for some night work.

Based on other questions, Mr. Townsend indicated that there would be about two miles of construction. Also, the project did not require the need to take any right-of-way.

When asked the primary reason for this project, Mr. Townsend indicated that it is a capacity project although it would contribute to a safer roadway.

Mr. Townsend then introduced Alvaro Sifuentes, a consultant with SHA. Mr. Sifuentes is working on a planning study concerning the widening of MD 295 from the Maryland 100 interchange to I-195. This study does not have funding for design, construction or right-of-way.

SHA is looking at a proposed interchange at MD 295 and Hanover Road as well as improvements to Hanover Road from High Tech Drive in Howard County to MD 170 in Anne Arundel County.

The proposed typical section for Hanover Road will be two lanes in each direction with a 20 foot median. It will be a bicycle compatible road with a ten-foot hiker-biker trail on the north side and a potential sidewalk on the south side.

SHA is coordinating with MAA and FAA on the environmental document, and there will be a public hearing in the spring of 2007.

A question was asked about an environmental assessment study that was discussed at the last meeting. Mr. Townsend answered that about 400 square feet of wetland and 4,500 square feet of waters of the U.S. would be impacted. He indicated that none of the areas carry water year round.

When asked what is meant by waters of the U.S., Mr. Townsend explained that an environmental consultant would look at the hydraulic resources that exist in an area. This could include ditches in the median created by the original construction of MD 295 which is what the majority of waters of U.S. in this are.

These waters are broken down into three groups. A perennial is an active stream that is active all year. A seasonable stream is called intermittent and ephemeral waters of the U.S. will carry water in a storm event. About half of their impacts are ephemeral and half are intermittent and there are no impacts to permanent waterways.

When asked about wetlands, Mr. Townsend noted that two small wetlands would be impacted. One was created by a ditch to MD 295 where water sits and is able to sustain wetland life.

When asked about traffic volume forecasts, Mr. Siguentes indicated this information is available on SHA's website under projects. Mr. Townsend noted that the 2009 projected average daily traffic is shy of 108,000 and the design hourly volume is 8,700.

#### NOISE COMPATIBILITY PROGRAM AND NOISE ZONE UPDATE

Ms. Brown introduced Ms. Ellen Sample, Manager of the Office of Noise, Real Estate, and Land Use Compatibility Planning with MAA. Ms. Sample reported on the Noise Zone update and the Noise Compatibility Program.

The Airport Noise Zone update and the Noise Compatibility Program (NCP) require a public participation process which includes an Advisory Committee. Members of the Advisory Committee include individuals from the BWI Neighbors Committee, FAA, aviation representatives, planning agencies from Howard and Anne Arundel Counties, Maryland Aviation Administration, and elected officials.

The Airport Noise Zone update includes the development of airport noise contours for a base-year, five-year and ten-year contour. This is used to control

incompatible land uses around BWI Airport so residences are not built in an area that exceeds the noise level of 65 db.

The Noise Compatibility Program is a federal program that includes a base-year contour and a five-year contour. The purpose of this program is to identify properties that are within the 65 db contour and are eligible for noise mitigation funding either through soundproofing or resale assurance.

Concerning the Airport Noise Zone update, the base-year and five-year contours are available tonight for you to review. The ten-year contour is currently in the process of being completed. After the contours are completed, a worse case scenario will be picked for each contour and this will create the airport noise zone contours.

Once that is completed, a land use inventory will be put together to identify the properties that fall within the contours, a public hearing will be conducted and the documentation will be incorporated in the Code of Maryland and recorded in the land records of Anne Arundel County and Howard County.

An integrated noise model is used to develop the noise contours. It uses aircraft operations data taken 24 hours a day for 365 days. It takes into consideration the type of aircraft, the direction the aircraft is flying, noise footprints and runway use. This includes operations between 7:00 p.m. and 7:00 a.m. which receive a 10 decibel penalty.

The noise exposure maps were accepted by the FAA in April of 2006. MAA is currently updating the Noise Compatibility Program to implement the noise exposure maps.

MAA will do an evaluation of the noise rule on Runway 15L 33R as part of the Noise Compatibility Program. It currently uses a predicted noise level based on the integrated noise model so the pilots cannot use their certification data to determine whether or not they can use the runway.

Expanding the sound insulation program to the 65 DNL contour is also something MAA would like to do. MAA has soundproofing to the 70 DNL.

MAA will upgrade the noise monitoring system. There are currently 19 permanent noise monitors and four portable monitors. Sites currently recommended for new noise monitors include Elkridge, Elmhurst, Hanover, Linthicum, Severna Park and Severn. These recommendations are based on input from the Advisory Committee meetings and communities requesting further noise analysis.

In answering a question concerning the use of data from the noise monitors, Ms. Sample explained the data from the noise monitors is not part of the Integrated Noise Model. However, it measures the airport noise in that particular area and any changes in noise levels can be monitored.

A question was asked about extending the safety area of the runway. Mr. Wayne Schuster, the Director of Planning at Maryland Aviation Administration addressed this issue. Mr. Schuster noted that in 1989 FAA changed their rules to add a runway safety area of 1000'.

At BWI, Runway 15R 33L does not have the required 1000' extension. A study was done in 2003 and one in 2004 to look at this problem. The preferred alternative is to move forward with the tunneling of Dorsey Road underneath what would be the extended safety area.

Currently, MAA is in the initial stages of the next step which conducting an environmental assessment. Any options would have to be discussed with the public. In the summer or fall of 2007, MAA would be in a position to discuss the environmental assessment of all the alternatives. Congress has mandated that all airports meet this standard by 2015.

Someone asked about a parallel runway being built in the next five to ten years. Mr. Schuster noted that a parallel runway has been on the master plan since 1987. To date, that runway has not been needed. However, if the master plan was updated, it would probably find that somewhere around 2020 or 2025, we would start to see a need for an additional runway.

A question was asked as to why the contours have expanded. Ms. Sample responded that it is due to the increase in the number of operations.

When asked if MAA is doing anything environmentally to mitigate the jet fuel in the air, Mr. Schuster indicated that MAA has nothing to do with the airlines and the fuel they use. He indicated that he is not aware of the airlines making any changes to the type of fuel they use mainly due to safety issues. He also noted that pilots do not dump fuel unless there is an extreme emergency, but there is the odor of fuel around the airport. He also noted that Joanne Brooks is in charge of environmental compliance for MAA.

A resident of a new development in Howard County commented on the amount of air traffic they are experiencing. Ms. Sample explained the flight patterns and airport noise zone in that particular area. Mr. Schuster and Ms. Sample also discussed the process of obtaining a building permit and the Board of Airport Zoning Appeals.

### SPEAKERS

Ms. Angela Ting, a resident of Village of Dorchester, spoke about the amount of aircraft noise her community is experiencing. She submitted a petition of 231 signatures requesting to have their neighborhood monitored for noise and to have MAA look into modifying the noise abatement guidelines for Runway 10-28.

Ms. Laura Graham asked if anyone at MAA knew about An audit by the Office of Legislative Audits the found that the MAA failed to seize 2.5 million in federal grant

available for communities affected by the noise zone. Ms. Sample commented that this pertains to soundproofing and that we currently don't have grants in place because MAA is in the process of updating the noise exposure maps. However, MAA can request these grant retroactively. She was told that Ms. Karen Kuzinski would be the person to contact at MAA concerning this issue.

Whereupon, the meeting was adjourned at 8:30 p.m.