

**BALTIMORE/WASHINGTON INTERNATIONAL
THURGOOD MARSHALL AIRPORT
NEIGHBORS COMMITTEE MEETING**

**May 18, 2010
Meeting Summary**

The Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall) 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 May 18 at 7:02 p.m. in the Maryland Aviation Administration (MAA) Assembly Rooms A and B, 991 Corporate Boulevard, Linthicum, Maryland 21090.

CHAIRMAN'S COMMENTS

Mr. Melvin Kelly, the BWI Neighbor's Committee Chairman, opened the meeting by having everyone introduce themselves.

UPDATE OF MD 295 BRIDGE PROJECTS

Mr. Kelly introduced Mr. Bob Rager from the State Highway Administration (SHA). Mr. Rager indicated that he wanted to discuss SHA projects close to the Airport. He noted that the widening of MD 295 will continue throughout 2010 and will include median work, clearing, grading and drainage work. The project is still on track to be completed by 2011.

One of the questions SHA receives quite often concerns why traffic can't use the completed portions of the new lanes. These lanes are still closed to protect the work zones for both the motorists and workers. There is not enough room in that stretch to taper it down. SHA will not open the lanes until they are completed in their entirety.

SHA just started a deck replacement to northbound and southbound Ridge Road over MD 295. This project will run through the spring of 2011. Half of the bridge will be rehabbed and then traffic will be switched to the other half and the second half of the bridge will be rehabbed.

This is done to avoid road closures. Initially SHA planned on closing Ridge Road for twelve weeks. However, local residents noted at a public meeting that the detour

route often gets flooded during the summer months. So, SHA decided not to close the road.

There are three more bridge projects on MD 295 close to the Airport. The first one is going to be Hammonds Ferry Road over MD 295. This is also a deck replacement for both northbound and southbound bridges over MD 295. This will be advertised in the fall of 2010 with a start time of the spring 2011. Right now SHA plans on having a closure of Hammonds Ferry Road and a fairly short detour around it. However this could change because SHA would like to package that project with the Nursery Road project.

The Nursery Road project is scheduled for the spring of 2011. SHA engineers are looking at ways to gain efficiencies by packaging both of these projects as one bid for contractors. When it goes out to bid this fall, hopefully it can be put together and have one contractor bid on both bridge projects and start the projects at the same time.

The term “structurally deficient” is often used in the media or public. SHA rates bridges according to the various parts. The bridges being discussed have structurally deficient decks which mean the decks are deteriorated. It’s not a safety hazard, but they are put in a queue to replace them.

The last project is the bridge on West Nursery Road over MD 295 which won’t start until the spring of 2012. Traffic will be running on a parallel span or temporary bridge. They are using a temporary bridge because it would be difficult to close that road and use a detour due to the high traffic volume.

Mr. Glendenning asked about the need to close Hammonds Ferry Road. Mr. Rager noted that it would probably be closed during the summertime to avoid impacting school bus routes. He also asked if someone from SHA would be available to address the community association. Mr. Rager noted that public meetings will be held somewhere between mid to late summer, and SHA will work closely with the communities.

Mr. Hanna asked if these projects have been funded yet. The Hammonds Ferry Road project along with the Nursery Road project has been packaged together and has been funded. The West Nursery Road project is two years out and it is not known whether or not it has been funded.

Mr. Bristow asked if the sides of the bridges/uprights are going to be done on the Ridge Road project. Mr. Rager asked if he meant the parapets/walls. He indicated yes. The stone façade that has been on there for years will have to be picked off, salvaged and palletized and taken away from the job. This also includes taking down the four beams that hold the stone façade up.

This will involve a temporary, short-term closure of MD 295 during very off-peak hours. The closures will very short in durations, about 15 minutes at a time.

The stone will not be going back there. Some of the stone will be reused on the abutments. The remainder will be palletized and taken back to an SHA storage shop.

No further questions were asked.

UPDATE OF MD 295 WIDENING PROJECT

Mr. Kelly introduced Ms. Lindsay Bobian from SHA. The widening of MD 295 has been going on for some time now and SHA is in the process of completing Phase I. Phase I is from MD 695 to Nursery Road. The grading is being finished, and the third lane has been paved.

SHA is getting ready to install the cable guard rail along MD 295. This should start in late May or early June. The new landscaping went in during the fall/winter, but more will be installed during Phase I.

Phase II is between Nursery Road and MD 195. SHA is in the process of clearing and grading for the third lane which will be installed. SHA is also working on the foundations for the new overhead signs that are going to be going up in the corridor.

Ramp "B", southbound on MD 295 to MD 195 to the Airport, is going to be patched and paved sometime this summer or fall. It will remain a left exit. Concrete patches have to be poured with twelve hours for curing. Sometimes the patches span the entire road. SHA is working on a plan to keep the ramp open during this project.

Along MD 195, there is a Relay community noise barrier project that is underway. That's being done between the I-95 interchange and Route 1/Washington Boulevard. It should be completed about July 2011. They've been drilling the caissons for the five walls. In a week or so they should actually be installing the posts along Wall A, which is the wall closer to the I-95 interchange. There is also some sewer work being done on Francis Avenue which will start over the next three weeks.

The MD 295 project has a fall 2011 completion date. A barrel-man sign has been put up with the latest completion date for the project.

NOISE TRENDS FOR THE FOURTH QUARTER OF 2009

Mr. Kelly introduced Mr. Arnie Vale with the MAA Noise Office.

Mr. Vale discussed the community relations website which started last year. The web address is www.communityrelations.com. The website contains information about the everyday questions received by the MAA Noise Office.

Shortly the website will allow for filing of noise complaints online. After completing a form online and clicking the submit button, the form will be sent to the noise abatement e-mail account. A person from the noise office will follow up on the complaint.

Ms. Brown asked if the person's contact information would have to be included on the form. Mr. Vale responded that contact information of the person completing the form would be needed. This insures that the complaint is legitimate and the noise office can contact that person if a return call is requested.

Ms. Sample noted that the address of the complainant is needed in order to plot it on a map so their complaint can be researched.

The portable noise monitoring request form will also be online. Mr. Hanna asked if after filling out a form, you could get data from a specific monitoring station or all of them. Mr. Vale responded that this is a request form to have a temporary noise monitor set up on your property for about a week or two. There could be a waiting list since this is also done for Martin State Airport.

The quarterly noise reports can be found on the community relations website. It can be viewed online, printed or downloaded to your computer.

Mr. Hanna asked if the noise monitors have been replaced. Ms. Sample responded that MAA is still in the process of trying to get funding for the monitors.

Mr. Hanna asked if they will be online when they get replaced. Ms. Sample indicated that technology has changed so much and the capability of getting live information is so much better now, but it is uncertain if this can be done when we get the new monitors.

Mr. Faith asked if the form indicated a response time. The form doesn't but it could be added. A discussion took place concerning a response time to complaints. It was noted that the data needed to research complaints comes from the FAA Potomac Tracon and they do not release this information for about a week.

It was also asked if after filling out a complaint form there was an automatic response indicating that it had been delivered. Mr. Vale stated that not at this time, but it is something that could be considered.

The average daily jet operations for the fourth quarter of 2009 were 583 flights. That's close to a 1% increase from the same time last year.

The average nighttime passenger jet operations were 42 flights. This is down by 12 flights for the same time last year.

Nighttime cargo operations stayed the same as last year with an average of seven flights. That stayed the same for the last quarter.

There were 45 calls for the fourth quarter of 2009. There were 22 individual callers.

Mr. Vale showed graphs of flight corridors for jet operations. The first one showed west flow operations. The Airport operates in a west flow direction about 70% of the time.

Other flight corridors were shown. The main one is westbound departing off of Runway 28 going straight out west over Columbia. The second most commonly used is Corridor B which departs off of Runway 28 and turns left at 3 DME.

The main departure for east flow operations is off of 15R with a right turn at 1 DME. Corridor N is the second most common one in east flow operations.

The next graph showed the procedures of 15R departures that go out 1 DME (Distance Measuring Equipment) before turning right. Mr. Vale then showed graphs depicting arrivals for both east flow and west flow operations.

Following was a graph depicting arrivals on 33L. The noise abatement procedure for this arrival is for aircraft to remain above 3,000' at 10 DME. This only applies to flights using the visual flight rule (VFR) not an instrument approach.

BWI AIRPORT LAND RE-USE PLAN

Mr. Kelly introduced Ms. Ellen Sample, Director of Noise, Real Estate and Land Use Planning for the MAA. Ms Sample commented that this is the last BWI Neighbors Committee meeting for Mr. Vale. He will be taking a position elsewhere and she thanked him for all of the work he has done for the Committee.

Ms. Sample indicated that she would be giving an update of the Re-use Plan MAA's been working on the past several months with regard to properties that have been purchased with noise funds from the Federal Aviation Administration.

MAA has been purchasing properties for about 20 years that had been residentially zoned then re-zoned as commercial or industrial properties due to the amount of aircraft noise.

The FAA came out in February of 2008 with a program guidance letter giving all airports instruction on developing a plan. They instructed them to identify the noise land, do an inventory, identify if the property is going to be either re-used or disposed. The MAA has been going through this process.

The MAA has inventoried 202 parcels. A draft of this project was sent to the FAA, and they sent comments back to the MAA. These comments are currently being reviewed and MAA will respond to them.

Once the disposal process is determined, the properties will be sold. The FAA put in 80% of the funds when the properties were initially purchased. That 80% at today's fair market value will then go into an escrow account so the MAA can continue the soundproofing program for all AIP eligible projects. It's actually a means for them to recycle the funds they've given us in the past back into our airport so that we can continue.

The MAA would like to keep 45 of the parcels as "airport development property" while the other 157 parcels would be disposed of. Properties located within the perimeter fence would be retained. There is an employee parking lot that provides bus transportation for employees back and forth to the airport that would also be retained.

There are a few parcels west of the airport that have been used for mitigation for projects that have been done on the airport previously. Some projects include the midfield cargo complex, the bus maintenance facility, and the remote overnight parking lot.

When you disturb an area through construction, whether you interfere with the wetlands area or you take down trees, you have to replace it elsewhere. Those properties have been utilized for that. Those parcels are considered being held for airport development for environmental mitigation.

There is another group of parcels along Ridge Road that we're proposing to keep for future mitigation in the event they need to remove trees elsewhere around the airport. You need to maintain them off airport property within the same watershed.

The rest of the parcels have been identified into four different phases based on those that we think might move quickly in this market. This is a proposal. MAA is still working through the process with FAA.

Mr. Glendenning asked if the properties that are going to be disposed of going for commercial use? Ms. Sample stated that all these properties are currently zoned commercial and industrial. Very few are still zoned residential. MAA has worked with Anne Arundel County on this.

Mr. Kelly asked if an auction process was going to be used when disposing of the properties. Ms. Sample noted that they would be disposed of by auction. MAA is working with the Maryland Department of Transportation (MDOT) with regard to the specific process. If an auction wasn't successful, it could go to a negotiated sale.

This is a lengthy process, but hopefully the final documentation will be submitted and approved in the next couple of months.

Mr. Bristow asked if the public could get a copy of the parcels by address or location once it is finalized. Ms. Sample stated that the properties are inventoried by street address, parcel, lot and block. However, MAA doesn't want to give out that information until they have approval from FAA.

COMMUNITY ENHANCEMENT GRANT PROGRAM SUMMARY

Mr. Kelly gave an update of the Community Enhancement Grant Program. In FY'10 the Committee recommended a total of eight grants to six communities. The communities included Greater Ferndale Civic Association (2 grants), Olde Mill Condominium III (2 grants), Hawk Ridge Homeowners Association, Montgomery Woods Condo Association, Fox Chase Townhouse Association and Linthicum-Shipley Improvement Association

These grants totaled \$245,426 with over \$30,000 left. The budget for FY'11 is \$268,000.

At the last Committee meeting a discussion took place on the process of making recommendations. Senator DeGrange was there and discussed the intention of the legislation.

The Committee is going to meet in August to review the grant guidelines. No grant applications will be accepted until after that meeting. The Committee may make recommendations to change the guidelines to the Secretary of the Maryland Department of Transportation.

With no further questions, Mr. Kelly made a motion to adjourn the meeting at 7:47 p.m.