

MDOT RESPONSE TO DLS ANALYSIS

DLS Budget Analysis Issues

1. Aircraft Noise Continues to Plague Residents (Page 20)

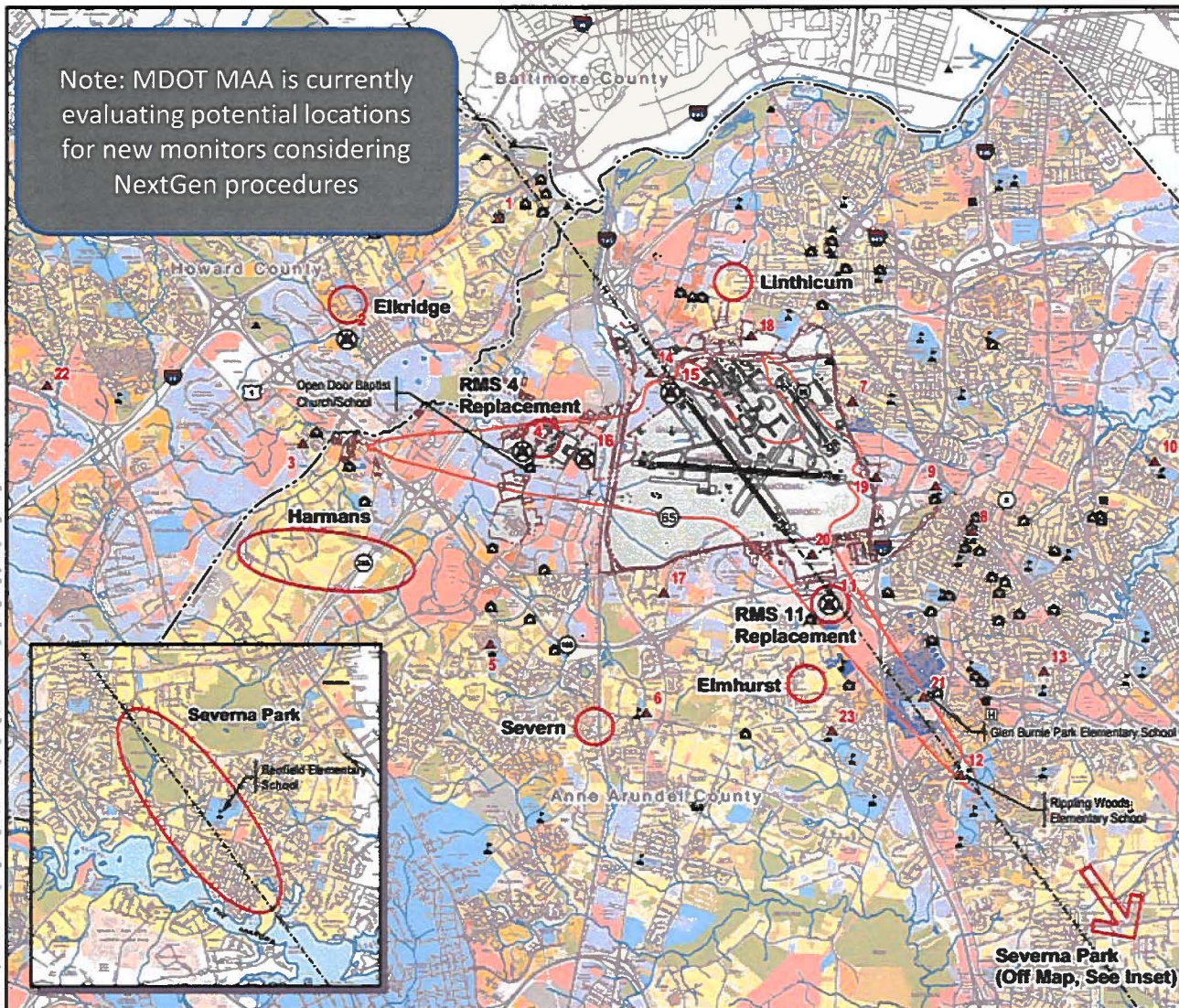
MAA should comment on the replacement project, with emphasis on how the new systems may increase the fidelity of sound mapping and reporting. Further, MAA should comment generally on the difficulties of sound mapping and reporting at BWI Marshall Airport.

- MDOT MAA’s new Noise and Operations Monitoring System (NOMS) will consist of a fully integrated system to manage and analyze acoustic data, aircraft flight track data and noise complaints in support of MDOT MAA’s Noise Abatement Program and will include 24 permanent noise monitoring stations and three portable noise monitors.
- The age of the existing system results in difficulties due to failing original equipment (only 5 of 23 original noise monitors remain fully operational), the difficulty in obtaining replacement parts, and outdated technology.
- The new system will increase the fidelity of sound mapping and reporting by increasing the overall number of permanent noise monitoring stations to 24, each with state-of-the-art noise monitors, by making data available for viewing with geographic information systems, by displaying noise metric measurements in chart and graphical format, by making weather information available at each monitor, by providing the ability to record live Air Traffic Control communications, by providing three new portable noise monitors, and by providing the public with access to actual radar data and noise levels at each monitor through a web-based portal.
- MDOT MAA awarded a construction and 5-year maintenance contract in Spring 2017. Beginning in Fall 2017, MDOT MAA began removing and replacing existing noise monitors and is continuing to work to obtain necessary easements.
- MDOT MAA’s new NOMS is scheduled to be fully operational by April 30, 2019.

See Figure 1:

Figure 1. Noise and Operations Monitoring system

FIGURE 1. NOISE AND OPERATIONS MONITORING SYSTEM



Noise Monitor Locations
Figure 24

- Noise Monitor Location
 - Former Noise Monitor Location; Equipment has been dismantled and will be relocated.
 - Proposed Noise Monitor Site Location
 - Forecast 2019 Dist. Contour
 - BWI Airport Property
 - Future Airport Runways (2019)
 - Future Helicopter Pad (2019)
- Land Use
- | | |
|-----------------------------------|------------------------------|
| Residential | Public Use |
| Multi-Family Residential | Commercial |
| Transient Lodging | Exempt Commercial |
| Mobile Home | Manufacturing and Production |
| Mixed Use Residential | Recreational Open Space |
| Undeveloped Residential | Vacant / Undefined |
| Residential, Previously Mitigated | |
- Roads
 - River or Stream
 - County Boundary
 - Water
 - School
 - Place of Worship
 - Nursing Home
 - Historic Site
 - Hospital

Note: All previously mitigated areas are considered compatible

Date Sources: Maryland Aviation Administration;
Maryland State Highway Administration; Anne Arundel & Howard County;
Maryland Department of Planning; Environmental Systems Research Group, Inc.



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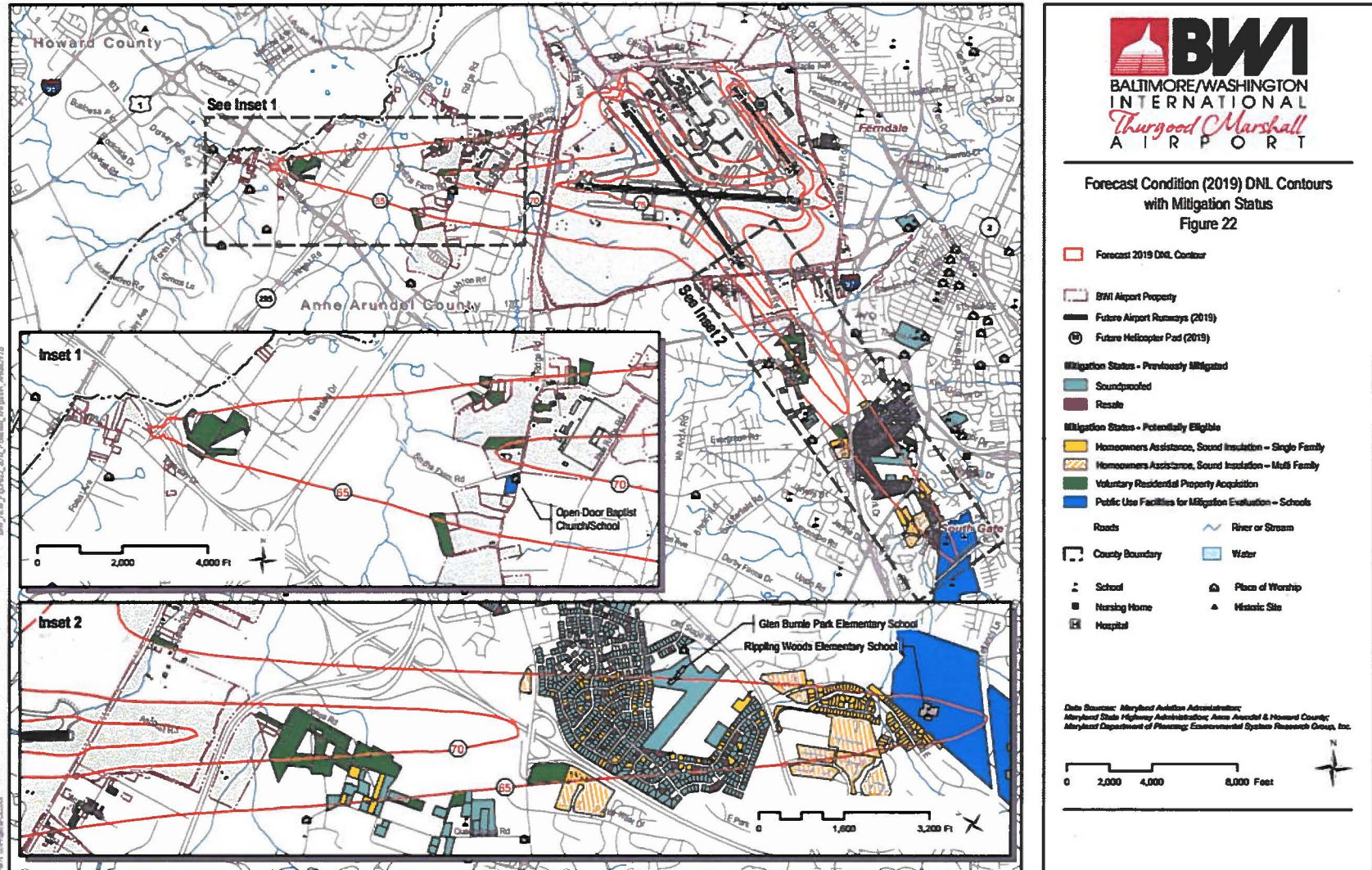
MAA should comment on the eligibility requirements to participate in the RSIP and the potential fiscal impact on the Transportation Trust Fund.

- Eligibility for the Residential Sound Insulation Program (RSIP) includes: 1) properties being located within the current FAA-accepted Noise Exposure Map (NEM) Day/Night Average Sound Level (DNL) 65 decibels (dB) noise contour, 2) structures being determined to have an average interior noise level of DNL 45 dB or greater, and 3) structures built prior to October 1, 1998.
- There are currently approximately 170 single-family residences and 488 multi-family units (located in five complexes) within the DNL 65 dB forecast 2019 NEM.
- MDOT MAA proposes to fund the program with 80 percent with an FAA Airport Improvement Program (AIP) noise grant and the remaining 20 percent from Passenger Facility Charges (PFC). Implementation of the program is estimated to cost \$45 million.
- The plan has been that funding for the RSIP will not impact the Transportation Trust Fund.

See Figure 2:

- Figure 2. Completed and Potentially Eligible Mitigation

FIGURE 2. COMPLETED AND POTENTIALLY ELIGIBLE MITIGATION



June 2016

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Further, MAA should comment on the number of pre-NextGen implementation requests to participate versus the number of requests for relief following the implementation of NextGen.

- MDOT MAA sent a letter to potentially eligible single-family homeowners in June 2017 indicating that property owners met the first level of eligibility (located within the current FAA-accepted Noise Exposure Map DNL 65 dB noise contour).
- Requests to participate in the RSIP will be taken once MDOT MAA initiates the RSIP in FY 2019.

See Figure 3:

- Figure 3. Comparison of forecast 2019 Noise Exposure Map (used for mitigation) and Draft EA 2020 Noise Exposure Contour (inclusive of current NextGen procedures)

Figure 3. Comparison of forecast 2019 Noise Exposure Map (used for mitigation) and Draft EA 2020 Noise Exposure Contour (inclusive of current NextGen procedures)



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MAA should comment on the location of the highest density clusters of complaints following the implementation of NextGen and the location of these clusters relative to the Noise Exposure Map.

- The majority of noise complaints in 2017 originated from Columbia (approximately 35%), followed by Hanover (16%), Severn (13%), Elkridge (9%), Millersville (8%), and Ellicott City (6%).

See Table and Figures:

- Table 1. 2017 Complaints and Complainants by City (Top 15)

TABLE 1. 2017 COMPLAINTS AND COMPLAINANTS BY CITY

Rank	City	Complainants	Within DNL 65 dB Noise Contour*	Complaints	Percent of Total Complaints
1	Columbia	149	-	5684	35%
2	Hanover	49	2	2618	16%
3	Severn	117	-	2060	13%
4	Elkridge	66	-	1463	9%
5	Millersville	66	-	1242	8%
6	Ellicott City	77	-	921	6%
7	Pasadena	16	-	473	3%
8	Severna Park	147	-	435	3%
9	Glen Burnie	69	4	272	2%
10	Catonsville	97	-	204	1%
11	Crownsville	51	-	113	1%
12	Linthicum	23	-	107	1%
13	Annapolis	41	-	102	1%
14	Gaithersburg	3	-	95	1%
15	Jessup	7	-	57	0%
	All other areas	125	-	274	2%
Total		1103	6	16120	100%

* 2014 Noise Exposure Map

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DLS Budget Analysis Issues (Continued)

2. On-site Hotel Replacement Plan Still Up in the Air: (Page 21)

MAA should comment on the status of the hotel project and the proposed project revisions. Further, MAA should comment on the need for an in-terminal hotel considering that many hotel facilities are within a short distance of BWI Marshall Airport

MDOT Response:

US airports who have developed on-airport and in-terminal hotels have a record of success and MDOT MAA believes that a BWI Marshall hotel can also be successful. MDOT MAA believes that a key to a successful airport hotel development is properly positioning the hotel to access airport passengers. The previous location, although on airport, would have required passengers to either walk long distances to the hotel or use a shuttle to access the hotel. Either option would severely diminish the competitive advantage of an airport-owned hotel. Therefore, MDOT MAA is planning an in-terminal location that positions the hotel to be easily accessible to airport passengers. As we continue to evaluate the in-terminal location, MDOT MAA is also evaluating options for a new Air Traffic Control Tower (ATCT), Federal Aviation Administration (FAA) offices, consolidated Airport Emergency Operations Center, new checkpoint, and expanded bag claim and bag screening for Concourse C. One alternative under consideration is to combine the in-terminal hotel with the aforementioned projects

Additional planning and analysis is required and will take some time. The vision of the hotel and the larger C/D Connector Program would set apart BWI Marshall from its competitors and drive passenger demand. BWI Marshall competes with other airports in the region and we continue to evaluate any and all competitive advantages we can develop to differentiate Maryland's flagship airport from Washington and Philadelphia region airports.

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Fiscal 2018 Actions

3. **Growth in Terminal Size at BWI Marshall Airport Leads to Increased Contract Costs.** (Page 14)

MAA should comment on its ability to manage costs associated with passenger and terminal growth in fiscal 2019 and the out-years.

MDOT Response:

The DLS analyst asks how MDOT MAA can sustain growth. MDOT MAA has indicated before that in the coming years additional appropriations will be required in terms of capital and operating to meet projected growth including new debt service to fund much needed capital projects focused on growth as well as operating funds to maintain airport facilities to meet the needs and expectations of airport customers. As we have in the past, MDOT MAA will continue to seek efficient and effective methods and strategies to providing airport services without unnecessary cost. This management philosophy has been an imperative element of the airport's competitive advantage in the regional market. To the extent that we can manage BWI Marshall's Cost Per Enplanement at a competitive level, we will be in the best position to attract and retain air carriers that provide service to new and existing domestic and international destinations. As we expand to new and existing markets, more passengers in the airport's expanding catchment area will find BWI Marshall as their airport of choice.

Air service growth at BWI Marshall equates to more economic impact and more economic benefits for the State. BWI Marshall is among the top "economic engines" for the State of Maryland. The Governor recently announced that BWI Marshall generates \$9.3 billion in economic impact for the State. Airport investment is prudent; airport investment generates revenues to the State; airport investment equates to good jobs for Marylanders.

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Operating Budget Recommended Actions

1. Concur with the Governor's allowance.

MDOT Response:

The Department respectfully concurs with the recommendation.

Paygo Capital Budget Recommended Actions

1. Concur with the Governor's allowance.

MDOT Response:

The Department respectfully concurs with the recommendation.