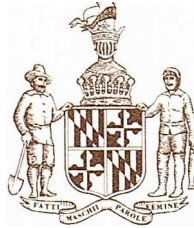


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Health and Government
Operations Committee

Subcommittees
Government Operations and
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Public Health and Minority
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THE MARYLAND HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401

SUPPORT

HB204 - Maryland Aviation Commission – Duties, Composition, and Member Orientation

February 7, 2023

Dear Chair Barnes, Vice-chair Chang and Members of the Appropriation Committee,

The Maryland Aviation Commission, along with its executive director, governs the Maryland Aviation Association (MAA) in its responsibility for fostering, developing, and regulating aviation activity throughout the State through development, maintenance, and operating of State-owned airports, including BWI Thurgood Marshall Airport.

The commission is responsible for: • establishing policies directed toward MAA's ability to improve and promote the role of BWI Thurgood Marshall Airport as an airport of service to the Washington-Baltimore metropolitan area; • approving regulations for the operation of State-owned airports, as specified.

The (MAA) established the DC Metroplex BWI Community Roundtable Working Group (BWI Roundtable) at the request of the FAA in 2016 to make recommendations to the FAA in response to increased noise and other complaints and concerns raised by the communities in the wake of implementation of NextGen Air Transportation System, a series of interlinked programs and policies implemented by the Federal Aviation Administration (FAA) to improve the efficiency of air traffic. The Round Table has been an important voice for residents and partner with MAA in understanding and addressing the adverse impacts of NexGen on regional communities.

The clumsy roll-out of the FAA's NextGen, was a wakeup call on how extensively the operational and capital changes at the airport can affect the community. **HB204** is away of minimizing the risk of future growth and change occurring without forethought and forewarning regarding community impacts. It is a way of ensuring that such decisions and the decisions around the funding of them are inclusive of the State's broader interests.

- **HB204** changes MAC's current charge of improving and promote the role of the Baltimore–Washington International Thurgood Marshall Airport as an airport of service to the Washington–Baltimore metropolitan area to doing so in a way that best mitigates negative impacts on the maintenance of healthy and livable communities. Such negative health and environments impacts have real short- and long-term costs to the State's economy through health care and job loss and should be weighed along with the projected economic benefits.

- **HB204** requires MAC consider information and advice from not only carriers, concessionaires, and the airline support services industries, but also from the employees, local government, and impacted communities.
- **HB204**, through the BWI Roundtable or its successor, gives the community a say on the nominees, without changing the makeup of the commission.
- Finally, **HB204** adds training for commission members on how to meet the dual mission.

Thurgood Marshall BWI Airport is a valuable State asset, but it does not exist and operate in a silo. Its success or failure has widespread implications and how the taxpayers' dollars should be spent in a manner that considers the wider implications on taxpayers as well. More inclusive discussion and planning has the added benefit of allowing impacted jurisdictions to take future change at and around BWI into consideration when making their own decisions around zoning and development.

According to the 1/25/23 edition Business Monthly 1/25/23 (<https://bizmonthly.com/smith-bwi-marshall-has-v-shaped-recovery/>) Ricky Smith's the MAA Executive Director, BWI Marshall airport generates a \$9.3 billion impact in the region, creates and supports 106,000 jobs, \$4.1 billion in total earning power and \$592 million in state and local taxes. Investments will be needed for the facility to reach the Federal Aviation Administration's forecast of 35 million passengers by 2030 at which point the economic impact would rise to \$13 billion; however, "Everything" from the roads to the facilities "will then be too small" and require updates.

We want the airport and tourist industries to thrive. We want to be good stewards of the taxpayer dollar. We want to be a state where communities are healthy and thriving for generations to come. These should not be seen as competing goals. **HB204** helps us do all three. I urge a favorable report.

A handwritten signature in black ink, appearing to read "Ricky Smith", with a stylized flourish at the end.