

Department of Legislative Services

Maryland General Assembly

2001 Session

FISCAL NOTE

Senate Bill 276

(Senator DeGrange, *et al.*)

Finance and Budget and Taxation

Commerce and Government Matters

**Department of Transportation - Citizens Committee for the Enhancement of
Communities Surrounding Baltimore-Washington International Airport**

This bill creates an 11-member Citizens' Committee for the Enhancement of Communities Surrounding Baltimore-Washington International Airport and directs the committee to evaluate livability issues that affect communities in the most recent certified noise zone or within two miles of the noise zone, develop projects to address transportation issues that affect livability, and make recommendations to the Secretary of Transportation for project funding.

The bill requires the Secretary to consider the committee's recommendations and permits the Secretary to make grants-in-aid to fund recommended projects. The Secretary must identify in the department's annual budget an amount designated for such grants-in-aid, and in doing so must consider the number of aircraft operations for the most recent available calendar year. The budget amount must be equal to at least one dollar for every takeoff and landing of an aircraft at the airport. The bill also requires the Maryland Aviation Administration (MAA) to provide staff support to the committee.

Fiscal Summary

State Effect: Transportation Trust Fund expenditures would increase by at least \$316,700 in FY 2002, assuming the Secretary of Transportation makes a grant-in-aid which is approved during the budget process. Out-year expenditures are based on the projected level of aircraft takeoffs and landings through calendar 2004.

(in dollars)	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	316,700	332,500	348,100	360,300	370,700
Net Effect	(\$316,700)	(\$332,500)	(\$348,100)	(\$360,300)	(\$370,700)

Note:() = decrease; GF = general funds; FF = federal funds; SF = special funds; - = indeterminate effect

Local Effect: None.

Small Business Effect: None.

Analysis

Current Law: A noise zone is defined as an area of land surrounding an airport within which the cumulative noise exposure (the measurement of aircraft noise over a 24-hour period) is equal to or greater than the lowest limit for cumulative noise exposure established by the Executive Director of the MAA.

Background: The Maryland Environmental Noise Act requires the MAA to minimize the impact of aircraft noise. The MAA operates both an acquisition and homeowner assistance program that gives homeowners in the noise zone the option of having their homes soundproofed or selling their property to the MAA at fair market value. The State has spent approximately \$21.8 million under these programs to soundproof homes and schools and acquire property. The population of the most recent certified noise zone is approximately 3,400. Citizens who live near BWI Airport have expressed concern about the potential impact of the expansion of the airport.

State Expenditures: The MAA advises that 316,703 takeoffs and landings occurred at BWI in calendar 2000. At this level, the Secretary would be required to include at least \$316,702 in the fiscal 2002 budget for grants to fund projects recommended by the committee. This amount will vary depending on the number of annual takeoffs and landings -- the MAA advises that the number will increase between 2.9 and 5% in calendar 2001-2004. DLS assumes that the staffing for the committee can be provided with existing resources. Committee members are not entitled to reimbursement under Standard State Travel Regulations.

Additional Information

Prior Introductions: None.

Cross File: None.

Information Source(s): Department of Transportation (Maryland Aviation Administration), Department of Legislative Services

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