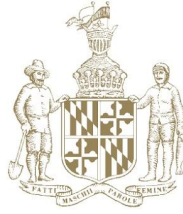


TERRI L. HILL, M.D.
Legislative District 12
Baltimore and Howard Counties



Annapolis Office
The Maryland House of Delegates
6 Bladen Street, Room 214
Annapolis, Maryland 21401
410-841-3378 · 301-858-3378
800-492-7122 Ext. 3378
Fax 410-841-3197 · 301-858-3197
Terri.Hill@house.state.md.us

Health and Government Operations
Committee

Subcommittees

Government Operations
and Health Facilities

Public Health and
Minority Health Disparities

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

District Office
410-884-4380
Fax 410-884-5481

March 2, 2021

Support
HB1180 Property Tax Credit - Airport Noise Zones- Eligibility

Dear Chair Kaiser, Vice-chair Washington and members of the Ways and Means Committee,

HB1180 is enabling legislation that:

1. lowers, from 75 LDN to 65 LDN, the threshold at which a resident located within a Thurgood Marshall BWI Airport noise contour may be eligible for a county or municipal property tax credit, and
2. allows the county or municipality to structure the noise property tax credit as a tiered system.

With the change in flight patterns and lowering of plane altitudes over residential areas surrounding Baltimore Washington Thurgood (BWI) Airport in 2015, noise pollution and bombardment has become a significant problem for many residents in communities along the new flight paths. According to the Maryland Department of Transportation Quarterly Noise Report, BWI receives over one thousand noise complaints a day, with more than 120,000 noise complaints being received from April to [June of 2019](#).

The Federal Aviation Administration characterizes noise levels above 65 LDN as “significant” air traffic noise exposure. There is, in fact, some evidence that negative health impacts begin to be experienced at exposure levels as low as 40-45 LDN. The BWI noise study that is currently underway as a result of legislation introduced last session will, hopefully, help clarify these risks. As noted in this [Journal of Noise and Health](#) study, air traffic noise pollution is more than an annoyance in the surrounding residential communities; disrupting sleep, adversely affecting children’s academic performance, and even increasing the risk of developing cardiovascular disease.

The noise contour lines currently used by the Maryland Aviation Administration are drawn only at 75 LDN and 65 LDN and are out of date, based on the current flight patterns. The noise tax credit was established as a type of hazard pay and to facilitate residents’ adaptation of noise shielding abatements. The change in threshold legislated under **HB 1180** better captures the groups impacted in the affected Anne Arundel, Baltimore, and Howard County communities. The allowance of a tiered system gives greater flexibility to the local jurisdictions to adjust the credit based on a property’s proximity to the airport, noise exposure, or other factors.

I ask for a favorable report in **HB 1180**.

A handwritten signature in black ink, appearing to read 'Terri Hill'.