



February 1, 2023

The Honorable Melony Griffith, Chair
Senate Finance Committee
3 East Miller Senate Office Building
Annapolis MD 21401

Re: Opposition to SB 162 – Maryland Aviation Commission - Duties, Composition, and Member Orientation

Dear Chair Griffith and Committee Members:

The BWI Business Partnership respectfully submits the attached correspondence from several partner organizations who are opposed to Senate Bill 162.

Sincerely,

Gina Stewart
The BWI Business Partnership
Executive Director



February 1, 2023

The Honorable Melony Griffith, Chair
Senate Finance Committee
3 East
Miller Senate Office Building
Annapolis, Maryland 21401

Re: Senate Bill 162 Maryland Aviation Commission – Duties, Composition, and Member Orientation

Dear Chair Griffith and Finance Committee Members:

Airport Design Consultants, Inc. (ADCI) is opposed to Senate Bill 162 Maryland Aviation Commission – Duties, Composition, and Member Orientation. As one of Maryland’s leading airport engineering and construction management firms, the continued growth and expansion at Baltimore Washington International Thurgood Marshall Airport (BWI Marshall) is crucial to our company’s future. Therefore, we are opposed to Senate Bill 162 as it is directly in conflict with our firm’s current and future stability and growth.

ADCI, located in Howard County, is minority owned and employs more than 70 full time professionals all working toward improving the State and Nation’s system of airports. We provide professional airfield planning, design, program management, and construction management services to BWI Marshall Airport as well as several other satellite airports in Maryland and the region.

ADCI and our employees depend upon BWI Marshall Airport as one of our most prolific airport clients and nearly all of our employees routinely are engaged on BWI projects. In addition to several employees working full time on BWI Marshall projects from our Ellicott City Headquarters, ADCI also employs staff that report directly to the Airport. The vitality and continuous growth and improvement of BWI Marshall is critical to our firm’s existence.

BWI Marshall Airport also provides broader benefits to the Baltimore region and the State of Maryland. The airport supports, directly and indirectly, over 106,000 jobs – more than 70 of which are ADCI employees. It has an annual economic impact of \$9.3 billion, and provides annual tax revenue of nearly \$600 million to State and local governments.

ADCI is concerned that without planned improvements and future expansion at BWI, our organization will not remain in its current configuration and may result in employee cuts.



The Honorable Melony Griffith, Chair

1/30/2023

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ADCI is concerned that the bill singles out one aspect of airport operations as a priority in commission membership, MAA policies, and other commission duties. This focus on noise and health related concerns over all other issues threatens future growth and expansion of the airport and its services. In addition, the bill fails to acknowledge that BWI and the commission already address environmental and health concerns related to current operations and proposed expansions. The commission and BWI Marshall Airport have demonstrated a long-standing commitment to environmental protection, proactive planning and reducing and mitigating aircraft noise. We are also concerned that 4 of the 9 commission members would represent those who prioritize limiting noise over all other airport priorities, Boards and commissions work best when their members offer varying skill sets and points of view.

Due to its potential to stall or even prevent the growth and expansion needed at BWI Marshall, we are opposed to Senate Bill 162 and respectfully request the Senate Finance Committee report the bill unfavorably. We implore the committee to give a "No" vote and I thank you for your attention on this important matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Cedrick A. Johnson".

Cedrick A. Johnson, PE, President & CEO
ADCI



February 1, 2023

The Honorable Melony Griffith, Chair
Senate Finance Committee
3 East
Miller Senate Office Building
Annapolis, Maryland 21401

Re: Senate Bill 162 Maryland Aviation Commission – Duties, Composition, and Member Orientation

Dear Chair Griffith and Finance Committee Members:

Dream Management, Inc.(DMI) is opposed to Senate Bill 162 Maryland Aviation Commission – Duties, Composition, and Member Orientation. As one of the companies providing critical passenger transportation to the airport’s employees and patrons, DMI depends on the continued growth and expansion of Baltimore Washington International (BWI) airport, which we consider as a crucial source of employment and revenue for DMI.

Dream Management, Inc., located in the Baltimore City, employs more than 65 individuals, some of them working at the County Connector, shuttling riders from Arundel Mills mall, the Amazon warehouse, Amtrak station, and the light rail going back and forth to and from the airport terminal.

BWI Marshall Airport also provides broader benefits to the Baltimore region and the State of Maryland. The airport supports, directly and indirectly, over 106,000 jobs. It has an annual economic impact of \$9.3 billion, and provides annual tax revenue of nearly \$600 million to State and local governments.

Dream Management, Inc. is concerned that without planned improvements and future expansion at BWI, our organization will not remain competitive in the passenger transportation industry. Our visitors will lose valuable time due to air and baggage delays, and shipments to our customers will be delayed, causing our customers to turn to flying using a modern, expanding airport somewhere else. If this could happen, the BWI and Amazon number of employees we transport will be reduced or get stagnant due to the potential restrictions caused by Senate Bill 162.

Dream Management, Inc. is concerned that the bill singles out one aspect of airport operations as a priority in commission membership, MAA policies, and other commission duties. This focus on noise and health related concerns over all other issues threatens future growth and expansion of the airport and its services. In addition, the bill fails to acknowledge that BWI and the commission already address environmental and health concerns related to current operations and proposed expansions.

The commission and BWI Marshall Airport have demonstrated a long-standing commitment to environmental protection, proactive planning and reducing and mitigating aircraft noise. We are also concerned that 4 of the 9 commission members would represent those who prioritize limiting noise over all other airport priorities, Boards and commissions work best when their members offer varying skill sets and points of view.

Due to its potential to stall or even prevent the growth and expansion needed for The BWI airport and the entire regional and state economies to grow, we are opposed to Senate Bill 162 and respectfully request the Finance Committee report the bill unfavorably.

We want to make clear that the legitimate concerns of the Commission related to the noise and the potential health issues should be considered involving innovating ideas without hindering the necessary BWI Airport's growth and expansion.

We want to thank you for considering giving a No vote on Senate Bill 162.

Sincerely,

A handwritten signature in black ink, appearing to read 'Luis Gutierrez', with a large, stylized flourish at the end.

Luis Gutierrez, MBA
President/CEO
DREAM MANAGEMENT, INC.
210 W 28th Street
Baltimore, MD 21211



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*City of Baltimore Minority Certified Service Supplier
Maryland State Certified Minority Business Enterprise*

February 1, 2023

The Honorable Melony Griffith, Chair
Senate Finance Committee
3 East, Miller Senate Office Building
Annapolis, Maryland 21401

Re: Senate Bill 162 Maryland Aviation Commission – Duties, Composition, and Member Orientation

Dear Chair Griffith and Finance Committee Members:

M4 Security is voicing their opposition to Senate Bill 162 Maryland Aviation Commission – Duties, Composition, and Member Orientation.

M4 Security is a small business in the Greater Baltimore area. We pride ourselves in employing local workers. We greatly respect BWI as a major economic engine for our region, supporting thousands of jobs and generating billions of dollars in economic activity. The airport supports, directly and indirectly, over 106,000 jobs. It has an annual economic impact of \$9.3 billion and provides annual tax revenue of nearly \$600 million to State and local governments. M4 Security worries that Senate Bill 162 may negatively impact this workforce, reducing their ability to participate in the Baltimore economy, pay taxes and contribute to the overall well-being of the community.

M4 Security can only show admiration for the steadiness of management and operations at BWI and respectfully asks the committee to take this into consideration. Even with the COVID-19 pandemic, BWI over the past several years has grown. BWI, the 22nd busiest airport in the U.S., accommodated 27 million passengers in 2019, a record-setting year. After seeing flights and riders plummet during the early days of the pandemic, BWI projects to bounce back to 26 million passengers this year. The airport now serves about 70,000 passengers a day, with 330 daily departures. M4 Security fears that Senate Bill 162 may interrupt planned improvement and expansion at BWI, and that future development may be stunted.

M4 Security is very much involved in the Baltimore business community and sees a growing trend in many out-of-state companies moving into our area. Cost of living and doing business in Baltimore is relatively low compared to other major metropolitan areas on the East Coast. The city has a growing technology and innovation sector. BWI is a valuable part of a strong and vital transportation infrastructure necessary to our business community. BWI, for many, will be the first impression of our region. Let's keep BWI as our best face forward.

Sincerely,

Malcolm Day
Chief Operating Officer
M4 Security



January 30, 2023

The Honorable Melony Griffith, Chair
Senate Finance Committee
3 East
Miller Senate Office Building
Annapolis, Maryland 21401

Re: Senate Bill 162 Maryland Aviation Commission – Duties, Composition, and Member Orientation

Dear Chair Griffith and Finance Committee Members:

ITnova, LLC is opposed to Senate Bill 162 Maryland Aviation Commission – Duties, Composition, and Member Orientation.

ITnova is an IT & Engineering consulting company which provides services to the State of Maryland. ITnova employs 40 people with diversity backgrounds and skills including technicians, software developers, engineers, data scientist, project managers and more. Our company's headquarters are in Glen Burnie MD 21061. We have been in Anne Arundel County since the beginning back in 2011. Furthermore, ITnova is an advocate for the Hispanic Community in Anne Arundel County. ITnova is part of the board of the Maryland Hispanic Business Conference an organization. The goal of this organization is to provide a space for Hispanic Business Owners to get together and promote networking, growth, business training, and awareness about the policies in the State of Maryland that could impact our businesses and community. The continued growth and expansion at Baltimore/Washington International Thurgood Marshall Airport (BWI) are crucial to our company's future and our Hispanic Community.

BWI Marshall Airport also provides broader benefits to the Baltimore region and the State of Maryland. The airport supports, directly and indirectly, over 106,000 jobs. It has an annual economic impact of \$9.3 billion and provides annual tax revenue of nearly \$600 million to State and local governments.

ITnova, LLC is concerned that without a board working towards all the aspects of the Airport, the impact of this bill will result in lack of business in the community as well as for our company ITnova.

With a new government in place, our understanding is that transparency, diversity, and inclusion are a critical moving forward. ITnova is concerned that this bill is not clear and transparent. The document is not clear about:

- Bill's intent
- Bill's purpose
- Reason of changes
- Expected outcome



Furthermore, the bill does not provide a whole picture so any person of the community can understand. Any bill should clearly identify the intent, the purpose and more importantly the impact that this will have in our businesses and communities. It singles out one aspect of airport operations as a priority in commission membership, MAA policies, and other commission duties. This focus on noise and health related concerns over all other issues threatens future growth and expansion of the airport and its services.

ITnova has been supported many nonprofit boards including The Arc, The Anne Arundel Community College foundation, the Center of Help, the Severna Park High School Business Partnerships, and the Maryland Hispanic Business Conference. As part of our experience in these boards, embracing diversity, thoughts and ideas from different perspectives is crucial so policies and actions are a reflection of collaboration, agreement, coming together, and more importantly compromise.

Due to its potential to stall or even prevent the growth and expansion needed for ITnova, LLC and our economy to grow, **we are opposed to Senate Bill 162** and respectfully request the Senate Finance Committee report the bill unfavorably.

Sincerely,

A handwritten signature in blue ink, appearing to read "Carolina Seldes", written over a faint circular stamp or watermark.

Carolina Seldes,
President & CEO
ITnova, LLC



January 31, 2023

The Honorable Melony Griffith
Chair, Senate Finance Committee
Miller Senate Office Building, 3 West
11 Bladen Street
Annapolis, MD 21401

Dear Chair Griffith:

On behalf of Airlines for America (A4A)¹, the trade association for the leading U.S. passenger and cargo airlines, I provide the following comments on SB0162. SB0162 would, among other provisions, establish certain policies related to healthy and livable communities and require that certain members of the Maryland Aviation Commission appointed by the Governor are to be selected from candidates designated by the DC Metroplex BWI Community Roundtable A4A.

Robust mechanisms already exist to comprehensively review and communicate potential impacts of aviation projects, including the “hard infrastructure such as construction projects” and so-called “soft infrastructure projects such as flight paths and related procedures” explicitly mentioned in the bill. BWI Marshall and other Maryland airports, together with the Federal Aviation Administration (FAA), conduct comprehensive evaluations of aviation projects in accordance with the National Environmental Protection Act (NEPA). For example, the FAA – which has **exclusive** authority to develop, approve and implement flight procedures – undertakes necessary NEPA reviews before approving and implementing those procedures. A4A strongly supports efforts to communicate these impacts to the public and has championed and led efforts to improve the FAA’s process for developing new flight procedures to better ensure communities are heard and their views are taken into account as the procedures are developed and implemented. A4A members also have proactively engaged with communities, participating directly in community roundtables dedicated to addressing aircraft noise issues at airports throughout the country, including the citizen-led BWI Community Roundtable. Similarly, all major airport development (e.g., construction) projects requiring FAA approval are studied and the results reported to the public in accordance with NEPA. This is on top of the approval process for major capital projects that is conducted by the Maryland General Assembly, the Maryland Department of Transportation and the Maryland Board of Public Works, all of which provide avenues for public comment.

Regarding health impacts, the FAA has, among other efforts, established a cooperative aviation research organization co-led by Washington State University and the Massachusetts Institute of

¹ A4A’s members are Alaska Airlines, Inc.; American Airlines Group, Inc.; Atlas Air, Inc.; Delta Air Lines, Inc.; Federal Express Corporation; Hawai’ian Airlines, Inc.; JetBlue Airways Corp.; Southwest Airlines Co.; United Airlines Holdings, Inc.; and United Parcel Service Co. Air Canada, Inc. is an associate member.

Technology – the Aviation Sustainability Center (also known as the Center of Excellence for Alternative Jet Fuels and Environment, ASCENT) – which undertakes multiple research projects to understand such health impacts and ensures public policy is based on peer-reviewed science. Currently, the FAA is undertaking a comprehensive review of aviation noise policy which will be informed by such research (see *Overview of FAA Aircraft Noise Policy and Research Efforts: Request for Input on Research Activities to Inform Aircraft Noise Policy*.⁸⁶ Fed. Reg 2722 (January 13, 2021). With respect to noise monitoring, the establishment of a virtual noise monitoring system authorized in the bill is unnecessary given the robust noise monitoring program already in place at BWI and administered by the Maryland Department of Transportation’s Maryland Aviation Administration.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'S Williams', is positioned above the typed name.

Sean Williams
Vice President, State and Local Government Affairs
swilliams@airlines.org