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By: Senator DeGrange

Introduced and read first time: February 6, 2004

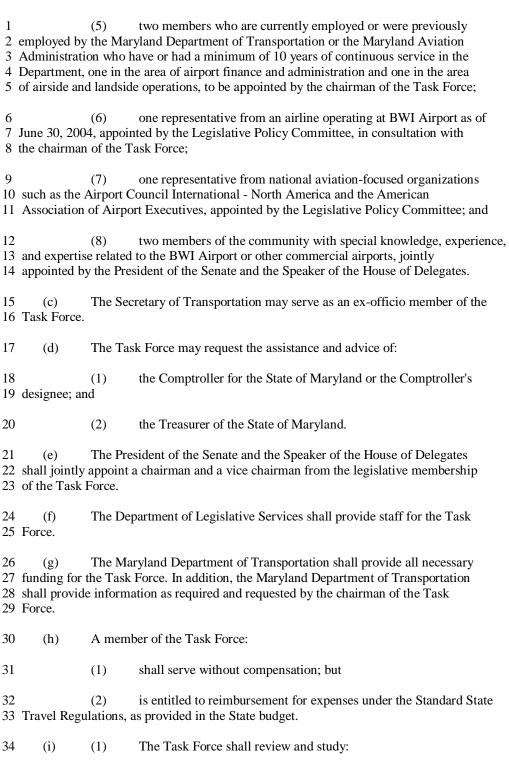
Assigned to: Finance

A BILL ENTITLED

1 AN ACT concerning

- Task Force to Study Governance of Baltimore-Washington International (BWI) Airport
- 4 FOR the purpose of establishing the Task Force to Study the Governance of
- 5 Baltimore-Washington International (BWI) Airport; providing for the
- 6 membership and staffing of the Task Force; requiring the Task Force to study
- 7 certain issues related to BWI Airport governance and report to the Governor and
- 8 the General Assembly on or before a certain date; requiring the Task Force to
- 9 make recommendations with regard to governance at BWI Airport; prohibiting
- members of the Task Force from receiving certain compensation but authorizing
- the reimbursement of certain expenses; providing for the termination of this Act;
- and generally relating to a Task Force to Study the Governance of BWI Airport.
- 13 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF
- 14 MARYLAND, That:
- 15 (a) There is a Task Force to Study the Governance of Baltimore-Washington 16 International (BWI) Airport.
- 17 (b) The Task Force consists of the following 13 members:
- 18 (1) two members of the Senate, appointed by the President of the Senate;
- 19 (2) two members of the House of Delegates, appointed by the Speaker of 20 the House of Delegates;
- 21 (3) one member elected from and by the membership of the Maryland
- 22 Aviation Commission, who has served for a minimum of 5 years on the Commission,
- 23 to be jointly appointed by the President of the Senate and the Speaker of the House of
- 24 Delegates;
- 25 (4) two members representing the counties that are located in the
- 26 current BWI Airport Noise Zone, to be jointly appointed by the President of the
- 27 Senate and the Speaker of the House of Delegates, and the appointments shall be
- 28 from recommendations on a list provided by the respective county executives;

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			the governance structures of other large commercial airports gement, concessions contracting, master lease t and the airlines, and security issues;	
4		(ii)	the financial structure of other large commercial airports;	
5 6	capital budgets from	(iii) the past 1	financial information covering BWI Airport operating and 0 years;	
7 8	Airport for the past 1	(iv) 0 years;	passenger, cargo volume, and aircraft operation trends at BWI	
11	(v) financial forecasts including operating and capital development plans for BWI Airport covering at least the next 5 years, including alternative financial mechanisms that are in use today by other publicly owned large commercial airports;			
	(vi) passenger, cargo, and aircraft operations forecasts at BWI Airport for at least the next 5 years and the ability of BWI Airport infrastructure to meet that demand;			
16		(vii)	staffing information for State employees at BWI Airport; and	
19	(viii) industry benchmark data including revenue per enplaned passenger, cost per enplaned passenger, and tenant (airline and concessions) contributions to the BWI Airport finance model in comparison to other commercial airports.			
	(2) For purposes of this subsection, the Task Force shall consider as a "large commercial airport" any airport operating in the United States that serves more than 1,000,000 passengers enplaned per year.			
24	(j) The Ta	sk Force 1	may:	
25	(1)	request	the assistance of the Federal Aviation Administration;	
26 27	(2) of all previous gover		the Maryland Department of Transportation to supply copies dies of BWI Airport for review by the Task Force;	
30	(3) require the Maryland Aviation Administration to provide technical and financial information to include copies of lease agreements between the airport and various parties, copies of operational contracts, and other data as may be requested by the Task Force;			
32	(4)	consult	other airport trade organizations;	
33 34	(5) Airport;	consult	community associations from areas surrounding BWI	
35 36	(6) conduct site visits to BWI Airport to see operating activities and capital improvements underway at BWI Airport;			

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- 1 (7) conduct site visits to other airports to view their facilities, planning 2 process, and governance structures; and
- 3 (8) review qualifications statements and proposals from technically 4 qualified consultants who may be required to provide an independent analysis of the
- 5 current BWI Airport governance and recommendations for alternatives for
- 6 consideration by the Task Force.
- 7 (k) The Task Force shall make recommendations regarding:
- 8 (1) an appropriate governance structure for BWI Airport including any 9 concerns or benefits to changing the current structure; and
- 10 (2) regulatory, administrative, or legislative changes needed to allow 11 BWI Airport to function more efficiently and more like an independent business.
- 12 (l) The Task Force shall report its findings and recommendations to the
- 13 Governor and, subject to § 2-1246 of the State Government Article, to the General
- 14 Assembly on or before December 31, 2004.
- 15 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect
- 16 July 1, 2004. It shall remain effective for a period of 2 years and, at the end of June
- 17 30, 2006, with no further action required by the General Assembly, this Act shall be
- 18 abrogated and of no further force and effect.