

Department of Legislative Services
Maryland General Assembly
2005 Session

FISCAL AND POLICY NOTE
Revised

House Bill 189

(Delegate Burns, *et al.*)

Health and Government Operations

Education, Health, and Environmental Affairs

**Baltimore-Washington International Airport and Other State Facilities, Roads,
and Bridges - Naming**

This bill renames the Baltimore-Washington International Airport (BWI) as the Baltimore-Washington International Thurgood Marshall Airport upon ratification by the Board of Public Works (BPW) and establishes an Advisory Committee on the Naming of State Facilities, Roads, and Bridges.

Fiscal Summary

State Effect: No effect in FY 2006. Transportation Trust Fund expenditures would increase to alter signs at BWI and for other changes associated with the name change, if the name change is ratified by BPW. However, the timing and amount of the expenditures is contingent on future budget appropriations. Staffing the advisory committee could be handled with existing resources.

Local Effect: None.

Small Business Effect: None.

Analysis

Bill Summary: The committee consists of nine members and will be staffed by the Department of Legislative Services. The committee must consider and evaluate requests to name State facilities in honor or memory of individuals. This does not apply to facilities at public institutions of higher education. The committee must submit an annual

report to the General Assembly containing recommendations about such requests by January 1 of each year.

The Maryland Aviation Commission (MAC) must change the existing signs at BWI to reflect the renaming of the airport, but no schedule is established for this to occur. Letterhead, business cards, and other documents must be replaced when the existing stock runs out. No other changes to reflect the name have been mandated. Funding for the implementation of the name change (*i.e.*, replacement of signs, etc.) must be limited to funds provided in the State budget.

Current Law: BWI started as Friendship International Airport and was purchased by the State in 1972 (Chapter 180). MAC, which oversees the Maryland Aviation Administration (MAA), establishes policies for BWI and approves policies and regulations for the operation of Martin State Airport and for major capital projects. The commission is under the organizational direction of the Maryland Department of Transportation (MDOT).

Background: Thurgood Marshall was born in Baltimore in 1908. He attended Howard University Law School, graduating in 1933. The following year he began working with the Baltimore branch of the National Association for the Advancement of Colored People (NAACP). His first major case was *Murray v. Pearson* (1935), forcing the University of Maryland to admit an African American student to its law school. In 1930 Marshall had been rejected from the same school based on race.

Marshall became one of the most prominent civil rights attorneys in the nation, arguing 32 cases before the Supreme Court and winning 29 of them, including *Shelley v. Kraemer* (1948), which made racial covenants in real estate unenforceable, and *Brown v. Topeka Board of Education* (1954). Marshall was named as a judge to the Court of Appeals of the Second Circuit in 1961, and became the United States Solicitor General in 1965. In 1967, Marshall became the first African American justice to serve on the Supreme Court, serving for 24 years before his retirement. He died in 1993.

State Expenditures: The bill requires that expenditures for renaming the airport be limited to the amount appropriated for this purpose in the State budget. As no funds were appropriated for this purpose in the fiscal 2006 budget, there would be no expenditures in fiscal 2006. The amount of expenditures in subsequent years, and the years that those expenditures would occur, would depend on BPW ratification of the name change as well as the amount appropriated for this purpose in future years, which cannot be reliably estimated at this time.

The only mandated expenditure is for MAC to alter signs at the airport to reflect the full name of the airport: “Baltimore-Washington International Thurgood Marshall Airport.” Although the signs would need to be altered eventually, no timetable is given. Funds could be appropriated in future years to alter signs on a schedule, altering a few at a time, or all at once. The total cost to alter these signs would be about \$425,000.

The bill does not mandate the alteration of highway signs, repainting of buses, or altering other materials at the airport to reflect the full name of the airport. However, the bill only precludes such expenditures in fiscal 2006. If funds were appropriated in the State budget for this purpose, it is assumed that the State Highway Administration (SHA) or MAA would proceed with these expenditures.

MAA estimates that the cost of repainting a bus is \$2,000 per bus. There are 65 buses at BWI; repainting all of them would cost approximately \$130,000.

SHA estimates that it could cost as much as \$1.5 million to alter signs on Maryland highways to reflect the full name of the airport. SHA advises that this estimate is dependent on the number of signs that need to be changed and the length of the name change. Depending on the size of the newly designed sign, new support structures could be needed as well. Legislative Services advises that this is an estimate; if the new signs are not significantly larger or heavier than existing signs, the cost could be significantly lower.

Staffing the Advisory Committee on the Naming of State Facilities, Roads, and Bridges could be handled with existing resources.

Small Business Effect: Small businesses that operate at the airport could change their printed materials, revise web sites, and repaint their vehicles to reflect the full name of the airport, adding to their expenses; however, given that BWI will still be the first three initial of the airport’s name, this is unlikely.

Additional Information

Prior Introductions: None.

Cross File: None.

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

Fiscal Note History: First Reader - January 31, 2005
ncs/ljm Revised - House Third Reader - April 1, 2005
Revised - Enrolled Bill - May 9, 2005

Analysis by: Nora C. McArdle

Direct Inquiries to:
(410) 946-5510
(301) 970-5510