

Department of Legislative Services
Maryland General Assembly
2020 Session

FISCAL AND POLICY NOTE
Third Reader - Revised

House Bill 620

(Delegate Love, *et al.*)

Environment and Transportation

Finance

Baltimore-Washington International Thurgood Marshall Airport - Security
Screening Checkpoint - Charitable Donations

This bill requires the Executive Director of the Maryland Aviation Administration (MAA) to work with the House of Ruth Maryland (HRM) to install secure donation boxes at the entrance to each security screening checkpoint at the Baltimore-Washington International Thurgood Marshall Airport (BWI Marshall Airport). Money collected in the donation boxes must be used only to support HRM.

Fiscal Summary

State Effect: Minimal increase in Transportation Trust Fund (TTF) revenues from donations; TTF expenditures increase correspondingly as donations are provided to HRM. TTF expenditures may increase further, by as much as \$20,000 annually beginning in FY 2021, to place and maintain the donation boxes, as discussed below.

Local Effect: The bill does not materially affect local operations or finances.

Small Business Effect: None.

Analysis

Current Law/Background:

The Maryland Aviation Administration and BWI Marshall Airport

MAA, as a unit of the Maryland Department of Transportation, has responsibility for fostering, developing, and regulating aviation activity throughout the State. MAA is

responsible for operating, maintaining, and developing BWI Marshall Airport (a State-owned airport) as a major center of commercial air carrier service in the State.

House of Ruth Maryland

HRM was founded in May of 1977 by a coalition of women's organizations, religious groups, service providers, and elected officials to provide a safe haven for victims of domestic violence and their children. HRM is recognized as one of the nation's most comprehensive domestic violence centers and has a staff of more than ninety individuals. In fiscal 2017, HRM provided services to 13,856 individuals.

Donation Boxes in Other Airports

In 2013, Denver International Airport implemented a similar program; donation boxes are placed outside security checkpoints, and funds are used to support homeless individuals. According to a [2016 press release](#), the airport collected about \$96,000 in 2014 and \$87,000 in 2015. Since that time, a number of other airports around the world, including in Phoenix, Arizona, have implemented similar programs.

State Fiscal Effect: Assuming that donations are deposited into TTF before being distributed to HRM, TTF revenues increase due to any donations collected by MAA. TTF expenditures increase correspondingly as MAA provides the donations to HRM. Because BWI Marshall Airport has not previously implemented a donation box program, the total amount of revenue that may be generated cannot be reliably estimated. *For contextual purposes*, as noted above, Denver International Airport collected an average of \$91,000 annually in 2014 and 2015. However, Denver International Airport serves significantly more passengers than BWI Marshall Airport on an annual basis. Accordingly, donations are not anticipated to be significant.

TTF expenditures may further increase by up to \$20,000 annually beginning in fiscal 2021. This estimate includes \$5,000 in costs in fiscal 2021 only to purchase the donation boxes, which assumes that MAA uses the type of donation boxes used by Denver International Airport. It also includes costs for MAA to contract with its existing cash collection service to handle the money collected as a result of the bill (estimated at \$15,000 in fiscal 2021 and \$20,000 annually thereafter). To the extent HRM pays for any of these costs, the effect on TTF expenditures is less.

Additional Comments: MAA advises that placing donation boxes in front of security checkpoints may result in additional security risks, depending on how the donations boxes are implemented. To the extent security issues arise, MAA advises that it may need additional law enforcement personnel.

Additional Information

Prior Introductions: SB 368 of 2019, a similar bill, passed the Senate with amendments, but received an unfavorable report from the House Environment and Transportation Committee. SB 320 of 2018, a similar bill, received a hearing in the Senate Budget and Taxation Committee, but no further action was taken. Its cross file, HB 1231, received a hearing in the House Environment and Transportation Committee, but no further action was taken.

Designated Cross File: None.

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

Fiscal Note History: First Reader - February 12, 2020
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