

Department of Legislative Services
 Maryland General Assembly
 2022 Session

FISCAL AND POLICY NOTE
 First Reader

House Bill 1103 (Delegate Hill, *et al.*)
 Appropriations

Transportation – Maryland Aviation Infrastructure Impacts Commission

This bill establishes the Maryland Aviation Infrastructure Impacts Commission to, among other things, (1) study information related to the public health, medical, and environmental impacts of commercial aviation infrastructure on individuals residing in nearby communities and (2) make related recommendations. By January 1 each year, the commission must submit a report of its activities to specified legislative committees. For each of fiscal 2024 through 2027, the Governor must include in the annual budget bill an appropriation of at least \$430,000 to the commission. **The bill takes effect July 1, 2022, and terminates July 1, 2027.**

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) and/or general fund expenditures increase by \$430,000 annually from FY 2024 through 2027 due to the mandated appropriation. Although discretionary, this analysis assumes that \$430,000 is also provided in FY 2023, as discussed below. Revenues are not affected. **This bill establishes a mandated appropriation from FY 2024 through 2027.**

(in dollars)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Revenues	\$0	\$0	\$0	\$0	\$0
GF/SF Exp.	430,000	430,000	430,000	430,000	430,000
Net Effect	(\$430,000)	(\$430,000)	(\$430,000)	(\$430,000)	(\$430,000)

Note:() = decrease; GF = general funds; FF = federal funds; SF = special funds; - = indeterminate increase; (-) = indeterminate decrease

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

Small Business Effect: Minimal.

Analysis

Bill Summary: The bill establishes the criteria, processes, and procedures by which commission members must be selected. Commission members may not receive compensation but are entitled to reimbursement for expenses. A chair, vice chair, and secretary must be selected by a vote of the commission members; these individuals constitute an executive committee, which is authorized to employ staff, including an executive director. The executive director must (1) work with the commission to determine study priorities; (2) execute the research agenda of the commission; and (3) in collaboration with the commission, develop the required report.

The commission must:

- study information related to the public health, medical, and environmental impacts on individuals residing in communities surrounding new and existing commercial aviation infrastructure, including hard infrastructure, such as construction projects, and soft infrastructure, such as flight paths and related procedures, with a primary emphasis on Baltimore-Washington International (BWI) Thurgood Marshall Airport;
- conduct additional studies necessary to accomplish the commission's goals; and
- make recommendations to the General Assembly regarding (1) public policy implications arising from studies conducted by or on behalf of the commission; (2) the content of aviation infrastructure plans, including the impact on local land use plans; and (3) the appropriate balance between the State's competing needs for commercial aviation-related infrastructure and economic growth and the quality of life in communities impacted by commercial aviation-related infrastructure.

In making recommendations, the commission must consider information and advice from the (1) Maryland Attorney General; (2) the Maryland Aviation Administration (MAA); (3) the Maryland Department of Transportation (MDOT); (4) citizen advisory groups; (5) experts in the fields of health, medicine, and the environment; (6) the air carrier industry; (7) the airport concessionaire industry; and (8) the airline support services industry. The commission (1) must work in collaboration with a school of public health selected by the commission and (2) is authorized to contract with a vendor for specified purposes to assist in gathering data to support research projects and policy recommendations.

MDOT and MAA must promptly notify the commission of any infrastructure projects relating to commercial aviation. Any agency or unit of State government must respond to a request for information from the commission in a timely and thorough manner.

Current Law: MAA, as a unit of MDOT, has responsibility for fostering, developing, and regulating aviation activity throughout the State. MAA is responsible for operating, maintaining, and developing the BWI Thurgood Marshall Airport, a State-owned airport, as a major center of commercial air carrier service in the State.

State Expenditures: For each of fiscal 2024 through 2027, the Governor must include in the annual budget bill an appropriation of at least \$430,000 to the commission. Although the bill does not specify a fund source for the mandated appropriation, it is assumed that the appropriation is made from either TTF, the general fund, or a combination of those two fund sources. Accordingly, TTF and/or general fund expenditures increase by \$430,000 annually from fiscal 2024 through 2027 due to the mandated appropriation.

Even though funding for the commission is discretionary prior to fiscal 2024, this analysis assumes that funding is also provided in fiscal 2023 so that the commission can begin its work once it is established on the bill's July 1, 2022 effective date.

Other affected State agencies can cooperate with the commission using existing budgeted resources.

Additional Information

Prior Introductions: None.

Designated Cross File: SB 658 (Senator Lam, *et al.*) - Finance.

Information Source(s): Maryland Department of Transportation; Department of Budget and Management; Department of Legislative Services

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