

IV. PROJECT READINESS

This section provides a summary of requested documentation to demonstrate project readiness, relative to Technical Capacity and Financial Completeness, and demonstrates that the Study can be completed in a timely manner.

IV.1 Study Schedule

The planned timeline for the Study is summarized in [Figure 4: Study Schedule](#) on the following page. Pending notification of a FY 2024 RAISE grant award, MAA anticipates approximately 18 months from notice to proceed (NTP) to study completion, with project initiation beginning by January 2025 and all Study deliverables and final documentation complete by end of June 2026. This timeline will allow the Study to be complete in advance of the obligation deadline of September 30, 2028 and far in advance of the expenditure deadline of September 30, 2033, and execution is consistent with similar planning studies regularly undertaken by MAA.

As indicated in Figure 4, MAA will seek community input through targeted public and agency engagement (Task No. 2). Meaningful community engagement will include both those that will directly benefit from the Study outcome (airport employees, visitors and residents), and other and interested stakeholders (transit advocates, community associations). MAA's activities will emphasize outreach to airport employees and visitors and residents of disadvantaged communities or other communities with environmental justice concerns that may be affected by the Study recommendations.

Figure 4: Study Schedule

No.	Task Name	2025												2026					
		1st Quarter			2nd Quarter			3rd Quarter			4th Quarter			1st Quarter			2nd Quarter		
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1	Project Initiation		*																
2	Targeted Public and Agency Engagement			*				*	*							*			
3	Establish Existing Conditions																		
4	Airport Needs Assessment				*														
5	Site Development Planning Parameters						*												
6	Concept Development and Screening/Refinement							*			*								
7	Preferred Concept and Cost Estimate																		
8	Implementation and Impact Analyses																		
9	Final Report and Deliverables																	*	

* Indicates Kick-off Meeting (Task 1), Public & Agency Engagement Touchpoints (Task 2), and Stakeholder Steering Committee Workshops (Tasks 4, 5, 6 & 9)

IV.2 Technical Capacity Assessment

MAA has the demonstrated technical capacity to successfully deliver the Study in compliance with applicable Federal requirements, with demonstrated experience in administering Federal funds.

Federal Funding

MAA has significant experience implementing Federally funded transportation planning and construction projects and has the necessary local match resources committed to complete the proposed Study (see commitment letter [here](#)). Grants are managed by the Office of Capital Programs who reports directly to the Chief Financial Officer for MAA within the Division of Business Development and Management. The Office of Capital Programs coordinates with the Office of Finance for payment and with the Division of Planning and Engineering for project and contract management. The FAA follows the Federal grant procedures and MAA is familiar with the standard documentation and paperwork required for the grant process from award to closeout. MAA is currently managing 13 grants valued at over \$132M. MAA's recent and active grant program activity includes:

Airport Improvement Program (AIP) and Passenger Facility Charge (PFC) Grants: MAA is an annual recipient of FAA Airport Improvement Program (AIP) grants, which support planning and development of public-use airports. Additionally, MAA is often the recipient of AIP discretionary grants to support planning and construction.

AIP grants have been used for planning of key infrastructure projects both on and off-airport. MAA has programmed over \$250 million through FY 2029 in anticipated AIP Federal funding to construct critical airfield and terminal improvement projects at BWI Marshall and Martin State Airports.

MAA collects Passenger Facility Charges, a capped fee paid by every eligible passenger at commercial airports controlled by public agencies, to further support operations and maintenance. PFCs have been used by MAA to support airfield improvements, environmental mitigation and property acquisition.

Bipartisan Infrastructure Law - Airport Terminal Program: The Infrastructure Investment and Jobs Act established a competitive grant program to support airport terminal development projects that address the aging infrastructure of the nation's airports. BWI Marshall Airport was recently awarded over \$14.5 million to replace up to 14 passenger boarding bridges.

Covid Relief Grants: MAA was provided relief under the Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748, Public Law 116-136). MAA received \$87 million and allocated funds to both operating and capital expenditures.

Sustainability Grants: MAA has recently been awarded \$1.2 million in planning grants specific to sustainability and decarbonization, in response to the FAA's Airports Climate Challenge initiative to support the Biden administration's goals to achieve net-zero emissions of greenhouse gases (GHG) economy-wide by 2050.

Federal Regulations

MAA has a thorough understanding and successful track record of complying with Federal contract and procurement requirements as applicable, including but not limited to: Title VI/Civil Rights requirements, Buy America provisions, Americans with Disabilities Act, Uniform Relocation Assistance and Real Property Acquisition Act, Davis Bacon Act, Federal Motor Vehicle Safety Standards, and/or the Federal Motor Carrier Safety Regulations. As a multi-modal and aviation facility, MAA stakeholders and tenants include other Federal agencies (Department of Homeland Security and Customs and Border Protection). Construction contracts, including terminal development programs, have successfully complied with and will continue to comply with Buy America provisions. MAA complies with all FAA federal contracting requirements for applicable architectural/engineering services, including the contracts that will support this project. MAA commits to complying with all applicable Federal contract and procurement requirements in undertaking the proposed Study and any subsequent capital investments based on the Study recommendations.

Project Planning and Project Delivery

MAA has successfully delivered planning studies that culminated in necessary and beneficial Airport development, including many of a similar scope and complexity as the proposed Study. Recent studies include: 2015 Airport Layout Plan Update; 2018 C/D Connector and ATCT Program Definition; 2020 BWI EA and Section 4(f) Determination; Pavement Management Program; 2020 Airport Noise Zone (ANZ) Update; Concourse A/B Connector and Baggage Handling System Planning and Design; and 2023 C/D Connector Program Concept Schematic Design. MAA professional planning and engineering staff consistently engage qualified consultants to conduct planning, environmental and design work in compliance with FAA, State and local requirements. Study recommendations that are prioritized for implementation will be programmed in the CTP and added to the TIP/STIP in coordination with the MPO, as appropriate.

Planning studies undertaken for MAA are developed with careful consideration regarding scope and schedule. Regular meetings with consultants and key stakeholders ensure work is tracking with the budget and schedule and potential out-of-scope items are identified and addressed early. If Study costs exceed the projected cost of \$1,000,000, additional costs would be borne by MAA to complete the intended scope of work. No additional Federal funds will be required to complete the Study scope committed to by MAA in this application.

MAA engages professional planning services through multiple Comprehensive Airport Planning Services contracts, and currently retains three qualified firms with similar and recent experience. The scope of the Study aligns with the industry leading expertise contracted by MAA. MAA is well positioned to mobilize the necessary staff support to undertake the Study.

IV.3 Financial Completeness Assessment

MAA is funded through the MDOT TTF, and the agency's financial condition and capacity to manage grants is very strong, as described above. Please see the [2023 Comprehensive Annual Financial Report](#) prepared by the [MDOT Office of Finance](#).

MDOT issued its first series of BWI Marshall Airport Special Transportation Project Revenue Bonds in February 2021. In 2023, Fitch Ratings affirmed at 'A' the rating on approximately \$410.4 million of series 2021A and series 2021B special transportation project revenue bonds. The bonds

will be repaid from airport revenues. MAA intends to pursue a third series of approximately \$225 million in 2024 for the completion of funding for the Concourse A/B Connector & Baggage Handling System Project.

Information provided in the Project Budget section describes a complete and committed available funding package, based upon an available local match funding source and reasonable cost estimates for the proposed Study. MAA's Letter of Financial Commitment can be reviewed [here](#).

IV.4 Environmental Risk Assessment

As MAA seeks funds for a Planning Study grant, no environmental risk analysis is required.