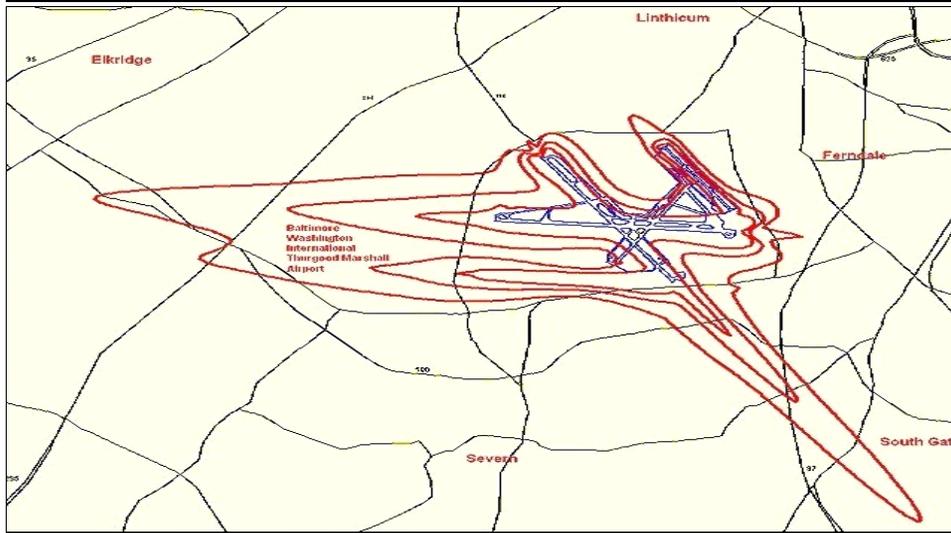


MARYLAND AVIATION ADMINISTRATION

**MARYLAND AVIATION ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	139.0	141.0	156.7	3.8	0.9	0.9	442.4
System Preservation Minor Projects	65.5	47.9	21.8	25.1	38.3	32.9	231.5
<u>Development & Evaluation Program</u>	<u>0.7</u>	<u>1.7</u>	<u>1.0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>3.4</u>
SUBTOTAL	205.2	190.6	179.5	28.9	39.2	33.8	677.3
<u>Capital Salaries, Wages & Other Costs</u>	<u>6.1</u>	<u>6.1</u>	<u>6.1</u>	<u>6.1</u>	<u>6.1</u>	<u>6.1</u>	<u>36.6</u>
TOTAL	211.3	196.7	185.6	35.0	45.3	39.9	713.9
Special Funds	84.2	82.1	60.2	25.4	41.0	35.6	328.5
Federal Funds	25.0	23.2	4.3	4.3	4.3	4.3	65.3
Other Funding *	102.1	91.4	121.1	5.4	-	-	320.1
<u>Other Funding Breakdown*</u>							
CFC	3.2	2.9	-	-	-	-	6.1
PFC	45.1	28.1	75.5	5.4	-	-	154.1
PFC Bond	50.9	60.4	45.5	-	-	-	156.9
RAA	1.0	-	-	-	-	-	1.0
TSAOTA	1.9	-	-	-	-	-	1.9
	<u>102.1</u>	<u>91.4</u>	<u>121.1</u>	<u>5.4</u>	<u>-</u>	<u>-</u>	<u>320.1</u>



PROJECT: Noise Zone Land Acquisition Program

DESCRIPTION: This program promotes compatible land use around Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall). This is accomplished through the purchase of residential properties offered voluntarily for sale by owners within designated impacted noise areas.

PURPOSE & NEED SUMMARY STATEMENT: The Maryland Environmental Noise Act requires the Maryland Aviation Administration (MAA) to minimize the impact of aircraft related noise on people living near BWI Marshall. The purpose of this program is to purchase, at fair market value, the most severely impacted residential properties within the BWI Marshall Noise Zone, in accordance and consistent with local zoning.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 Homeowner Assistance Program -- Line 2

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

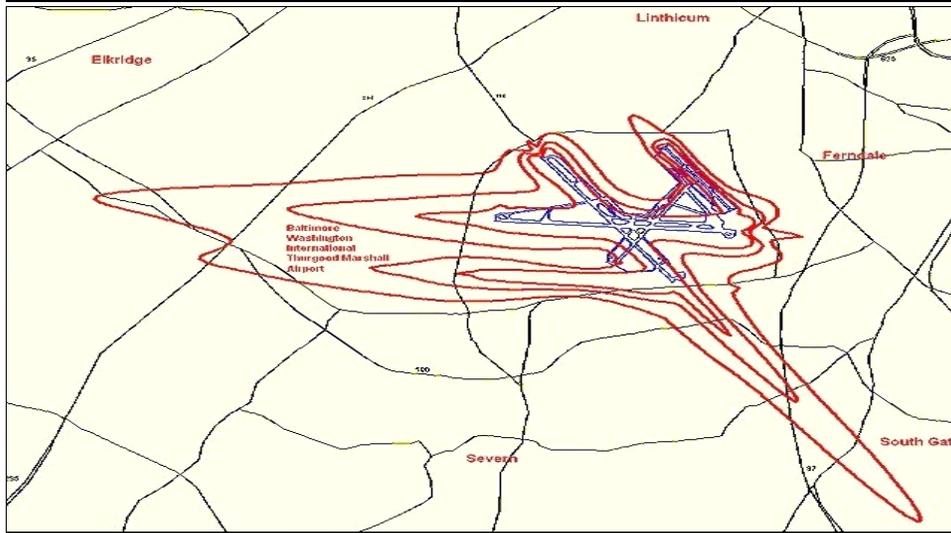
- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This program enhances the environment of neighboring communities by providing noise mitigation through the purchase of residential properties from people living within designated noise zones near BWI Marshall.

STATUS: MAA has acquired 250 properties through FY 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016....	.....2017....	.....2018....	.....2019....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	49	49	0	0	0	0	0	0	0	0
Right-of-way	39,441	33,814	350	277	5,000	0	0	0	5,627	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	39,490	33,863	350	277	5,000	0	0	0	5,627	0
Federal-Aid	23,687	23,687	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.



PROJECT: Homeowner Assistance Program

DESCRIPTION: This voluntary program provides for the mitigation of aircraft noise and improvement of land-use compatibility around BWI Marshall. Homeowners may elect to either sell their home, with the State ensuring a fair market value, or have their house soundproofed to reduce interior noise levels. The State receives an aviation easement for each participating property.

PURPOSE & NEED SUMMARY STATEMENT: This program enhances the environment of neighboring communities by providing noise mitigation for homeowners residing within the BWI Marshall Airport Noise Zone starting with the most severely impacted communities.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

Noise Zone Land Acquisition Program -- Line 1

EXPLANATION: This program enhances the environment of neighboring communities by providing homeowner noise mitigation for people living within designated noise zones near BWI Marshall.

STATUS: MAA has participated in the soundproofing of 676 properties and sales assistance for 113 homes through FY 2013.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	20152016....2017....		2018....	.....2019....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	457	442	3	3	3	3	3	0	15	0	
Right-of-way	28,116	22,496	936	937	937	937	937	936	5,620	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	28,573	22,938	939	940	940	940	940	936	5,635	0	
Federal-Aid	16,052	11,372	780	780	780	780	780	780	4,680	0	



PROJECT: Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall

DESCRIPTION: The project represents the initial phase of the Runway Safety Area (RSA) and Pavement Management Program (PMP) Improvements. Interim pavement repairs necessary to support changing aircraft traffic patterns during the construction phasing include Runway 4-22 and multiple taxiways, plus construction access and vehicle service road repairs. Also, included is the pavement rehabilitation and standards compliance improvements necessary at the intersection of Runways 10-28 and 15R-33L.

PURPOSE & NEED SUMMARY STATEMENT: FAA mandates compliance with Runway Safety Area standards by December 2015, in addition, FAR 14 CFR Part 139.305 requires MAA to keep airfield pavement free of cracks and surface variations that could impair directional control of air carrier aircraft. The proposed work will allow MAA to meet the RSA mandate and address Pavement Condition Index ratings of fair or lower. This project will preserve existing airfield capacity by ensuring the continued long-term use of runways, aprons, taxiways and taxilanes located at the busiest areas of airfield operations and minimize the exposure of aircraft to Foreign Object Debris (FOD).

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 4.
- Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall -- Line 5.
- Runway Safety Area, Standards and Pavement Improvements Phase 4 at BWI Marshall -- Line 6.
- Runway Safety Area, Standards and Pavement Improvements Phase 5 at BWI Marshall -- Line 7.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and surface variations that could impair directional control of the aircraft. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Taxiways A, D, K, and P were completed in August 2012. Intersection of Runways 10-28 and 15R-33L was completed in 2011. Runway 15L-33R and multiple taxiway improvements were completed in 2013.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increase of \$1.1 million due to transfer from Phase 5 on Line 7 for Runway 15L-33R interim taxiway pavement maintenance.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost will be recovered through airport user fees.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2016....	....2017....	....2018....	....2019....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,069	2,029	40	0	0	0	0	0	40	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	14,091	13,433	658	0	0	0	0	0	658	0	
Total	16,160	15,462	698	0	0	0	0	0	698	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

7725, 7740, 7741, 7742, 7754, 7756, 7757, 7758, 7760, 7761, 7770, 7771, 7772, 7773



PROJECT: Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall

DESCRIPTION: The project represents the second phase of the Runway Safety Area (RSA), Standards Compliance and Pavement Management Program (PMP) Improvements. This project consists of the design and construction of the Runway 10-28 RSA compliance, standards and PMP improvements to meet Federal Aviation Administration (FAA) standards. Runway improvements will include grading, pavement rehabilitation, pavement markings, and lighting relocation, as well as, connecting taxiways, and property acquisitions.

PURPOSE & NEED SUMMARY STATEMENT: FAA mandates compliance with Runway Safety Area standards by December 2015, in addition, FAR 14 CFR Part 139.305 requires MAA to keep airfield pavement free of cracks and surface variations that could impair directional control of air carrier aircraft. The proposed work will allow MAA to meet the RSA mandate and address Pavement Condition Index ratings of fair or lower. This project will preserve existing airfield capacity by ensuring the continued long-term use of runways, aprons, taxiways and taxilanes located at the busiest areas of airfield operations and minimize the exposure of aircraft to Foreign Object Debris (FOD).

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall -- Line 3.
- Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall -- Line 5.
- Runway Safety Area, Standards and Pavement Improvements Phase 4 at BWI Marshall -- Line 6.
- Runway Safety Area, Standards and Pavement Improvements Phase 5 at BWI Marshall -- Line 7.

STATUS: Construction began Summer 2012. Runway 10-28 RSA and pavement rehabilitation were completed in August 2013. Amtrak obstructions modifications, property acquisitions, and a portion of Taxiway C will continue into FY 2016.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security Environmental Stewardship
- System Preservation Community Vitality
- Quality of Service Economic Prosperity

EXPLANATION: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and surface variations that could impair directional control of the aircraft. BWI Marshall supports the movement of people, goods and State economy.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

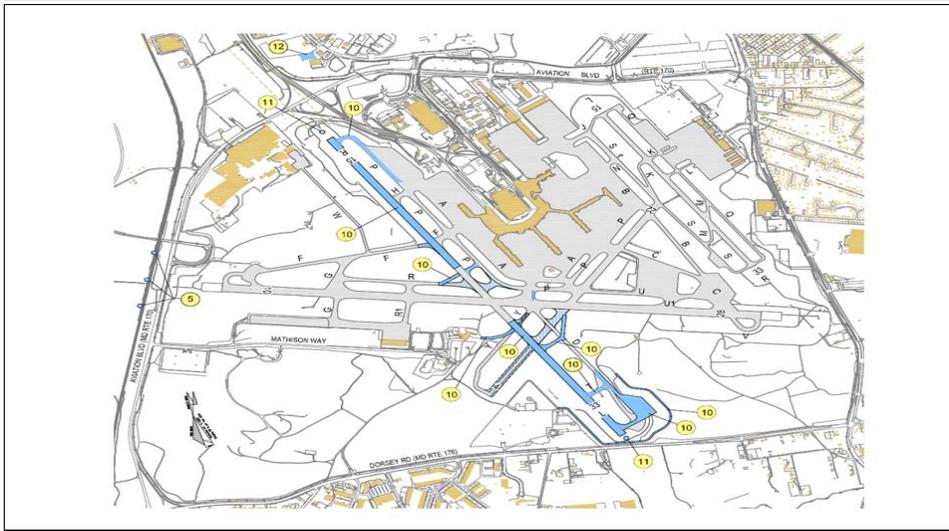
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	20152016.....2017.....			.....2018.....	.....2019.....
Planning	37	0	37	0	0	0	0	0	37	0
Engineering	11,702	8,786	2,244	336	336	0	0	0	2,916	0
Right-of-way	1,408	3	1,405	0	0	0	0	0	1,405	0
Construction	51,425	38,212	6,181	3,100	3,932	0	0	0	13,213	0
Total	64,572	47,001	9,867	3,436	4,268	0	0	0	17,571	0
Federal-Aid	22,148	18,408	1,469	2,271	0	0	0	0	3,740	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increase of \$0.9 million results from the allocation of program management to the various RSA projects.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost will be recovered through airport user fees.

Other funding sources are Passenger Facility Charge (PFC) revenue and revenue bonds supported by PFC revenue. 7805, 7806, 7807, 7808, 7809, 7810, 7813, 7865, 7866



PROJECT: Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall

DESCRIPTION: This project consists of the design and construction of the Runway Safety Area (RSA), and Pavement Management Program (PMP) improvements, other Facility Airport Layout Plan (ALP) improvements, and airfield pavement reconstruction to meet Federal Aviation Administration (FAA) standards. Improvements will include Runway 15R-33L, as well as, connecting taxiways, taxilanes, and adjacent deicing pads.

PURPOSE & NEED SUMMARY STATEMENT: FAA mandates compliance with Runway Safety Area standards by December 2015, in addition, FAR 14 CFR Part 139.305 requires MAA to keep airfield pavement free of cracks and surface variations that could impair directional control of air carrier aircraft. The proposed work will allow MAA to meet the RSA mandate and address Pavement Condition Index ratings of fair or lower. This project will preserve existing airfield capacity by ensuring the continued long-term use of runways, aprons, taxiways and taxilanes located at the busiest areas of airfield operations and minimize the exposure of aircraft to Foreign Object Debris (FOD).

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall -- Line 3.
- Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 4.
- Runway Safety Area, Standards and Pavement Improvements Phase 4 at BWI Marshall -- Line 6.
- Runway Safety Area, Standards and Pavement Improvements Phase 5 at BWI Marshall -- Line 7.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security Environmental Stewardship
- System Preservation Community Vitality
- Quality of Service Economic Prosperity

EXPLANATION: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and surface variations that could impair directional control of the aircraft. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Runway 15R-33L project status: - Kitten Branch Stream Diversion completed in March 2013. - Deicing pad construction completed in November 2013. - Standards Compliance Earthwork is underway with a Summer 2014 completion. - Runway RSA and pavement rehabilitation underway with a Fall 2015 completion.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost decrease of \$87.2 million due to transfer of \$80.7 million to Phase 4 on Line 6 and \$6.5 million resulting from favorable bids for projects in FY 2013.

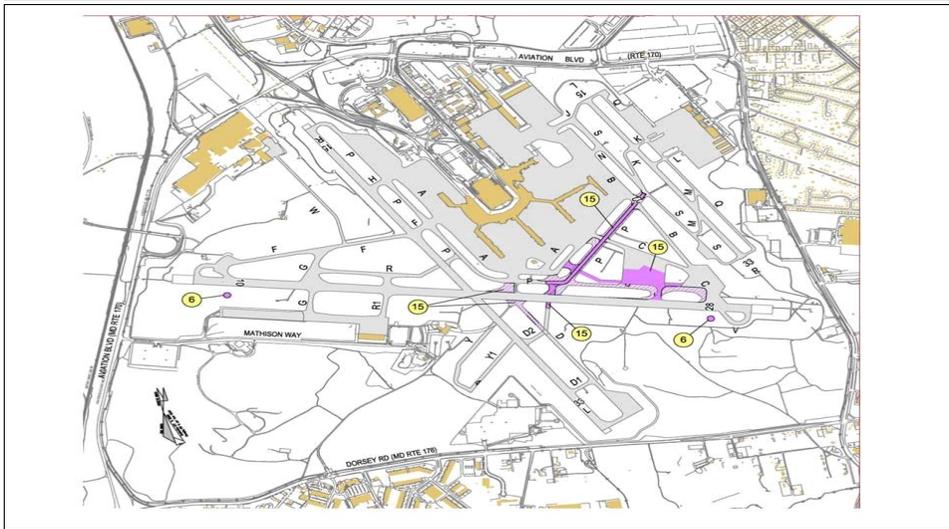
USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost will be recovered through airport user fees.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	26,729	20,977	3,921	749	1,082	0	0	0	5,752	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	123,534	6,037	46,789	48,324	22,384	0	0	0	117,497	0	
Total	150,263	27,014	50,710	49,073	23,466	0	0	0	123,249	0	
Federal-Aid	33,897	1,033	21,012	11,852	0	0	0	0	32,864	0	

Other funding sources are Passenger Facility Charge (PFC) revenue and revenue bonds supported by PFC revenue.

7731, 7743, 7755, 7769, 7811, 7812, 7815, 7816, 7817, 7818, 7819, 7820, 7821, 7826, 7827, 9800



PROJECT: Runway Safety Area, Standards and Pavement Improvements Phase 4 at BWI Marshall

DESCRIPTION: This project consists of the design and construction of the Pavement Management Program (PMP) improvements, other Facility Airport Layout Plan (ALP) improvements, and airfield pavement reconstruction to meet Federal Aviation Administration (FAA) standards. Improvements will include Runway 15L-33R, as well as, new exit taxiways, taxiways, and a dual parallel taxiway around the terminal.

PURPOSE & NEED SUMMARY STATEMENT: FAA mandates compliance with Runway Safety Area standards by December 2015, in addition, FAR 14 CFR Part 139.305 requires MAA to keep airfield pavement free of cracks and surface variations that could impair directional control of air carrier aircraft. The proposed work will allow MAA to meet the RSA mandate and address Pavement Condition Index ratings of fair or lower. This project will preserve existing airfield capacity by ensuring the continued long-term use of runways, aprons, taxiways and taxiways located at the busiest areas of airfield operations and minimize the exposure of aircraft to Foreign Object Debris (FOD).

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall -- Line 3.
- Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 4.
- Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall -- Line 5.
- Runway Safety Area, Standards and Pavement Improvements Phase 5 at BWI Marshall -- Line 7.

STATUS: Runway 15L-33R RSA improvements are underway. Conversion of Runway 4-22 into new Taxiway P design is underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Formerly part of Runway Safety Area, Standards and Pavement Improvements Phase 3, Line 5.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost will be recovered through airport user fees.

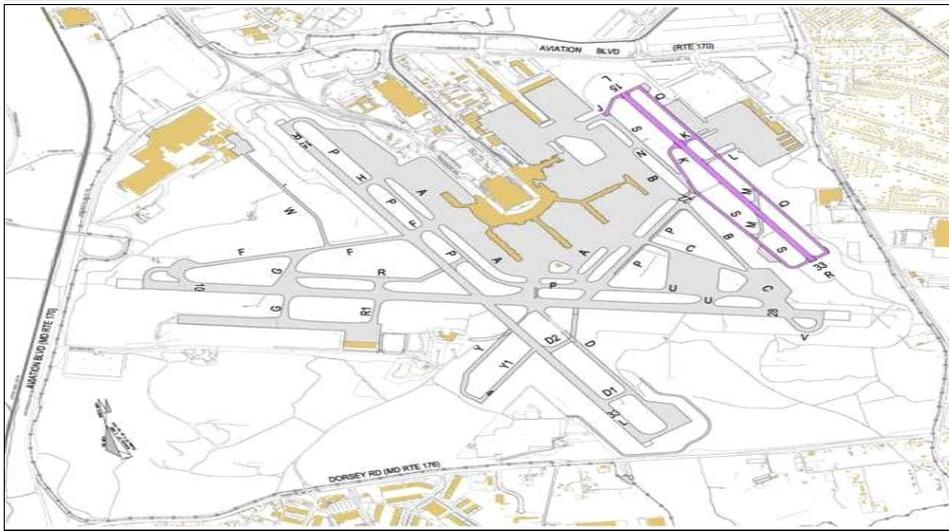
STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security Environmental Stewardship
- System Preservation Community Vitality
- Quality of Service Economic Prosperity

EXPLANATION: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and surface variations that could impair directional control of the aircraft. BWI Marshall supports the movement of people, goods and State economy.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	7,681	4,556	2,429	400	296	0	0	0	3,125	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	73,049	1	7,504	14,211	51,333	0	0	0	73,048	0	
Total	80,730	4,557	9,933	14,611	51,629	0	0	0	76,173	0	
Federal-Aid	7,204	0	0	7,204	0	0	0	0	7,204	0	

Other funding sources are Passenger Facility Charge (PFC) revenue and revenue bonds supported by PFC revenue. 7726, 7836, 7837, 7846, 7847, 7855, 7856, 7857



PROJECT: Runway Safety Area, Standards and Pavement Improvements Phase 5 at BWI Marshall

DESCRIPTION: This project consists of the design and construction of the Pavement Management Program (PMP) improvements, other Facility Airport Layout Plan (ALP) improvements, and airfield pavement reconstruction to meet Federal Aviation Administration (FAA) standards. Improvements in the final phase of the program includes pavement rehabilitation of taxiways and taxiways, and alternate routes used during RSA and PMP construction.

PURPOSE & NEED SUMMARY STATEMENT: FAA mandates compliance with Runway Safety Area standards by December 2015, in addition, FAR 14 CFR Part 139.305 requires MAA to keep airfield pavement free of cracks and surface variations that could impair directional control of air carrier aircraft. The proposed work will allow MAA to meet the RSA mandate and address Pavement Condition Index ratings of fair or lower. This project will preserve existing airfield capacity by ensuring the continued long-term use of runways, aprons, taxiways and taxiways located at the busiest areas of airfield operations and minimize the exposure of aircraft to Foreign Object Debris (FOD).

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall -- Line 3.
- Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 4.
- Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall -- Line 5.
- Runway Safety Area, Standards and Pavement Improvements Phase 4 at BWI Marshall -- Line 6.

STATUS: Design underway.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security Environmental Stewardship
- System Preservation Community Vitality
- Quality of Service Economic Prosperity

EXPLANATION: This project provides for compliance with FAA Part 139 regulations. Part 139 pavement improvements and FAA standards will ensure airfield pavement is free of cracks and surface variations that could impair directional control of the aircraft. BWI Marshall supports the movement of people, goods and State economy.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	20152016.....2017.....	2018.....2019.....	YEAR	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,026	0	150	689	187	0	0	0	1,026	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	13,344	0	0	1,382	11,962	0	0	0	13,344	0	0
Total	14,370	0	150	2,071	12,149	0	0	0	14,370	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost decrease results from the transfer of \$1.1 million to Phase 1 on Line 3 for interim taxiway maintenance.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost will be recovered through airport user fees.

Other funding source is Passenger Facility Charge (PFC) revenue. 7724, 7732, 7733, 7738, 7748, 7767



PROJECT: Integrated Life-Safety and Security Systems at BWI Marshall Airport

DESCRIPTION: These projects provide for the replacement of numerous, disparate, end of life cycle facility monitoring, emergency response and security systems. The use of new technologies will allow the integration of Consolidated Dispatch Center (CDC) systems with Closed Circuit Television (CCTV) and Controlled Access Security System (CASS). Improvements will include replacement of the MODUCOM fire alert and fire alarm system, terminal-wide CCTV and CASS systems, automation of the dispatching system, monitoring/control workstations, access detection, and event monitoring.

PURPOSE & NEED SUMMARY STATEMENT: Federal Aviation Administration (FAA) and Transportation Security Administration (TSA) regulations require BWI Marshall to provide adequate safeguards to prevent unauthorized entry to secure areas, maintain event records, and meet standards for incident response.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Replacement of the aged security monitoring and dispatching systems improves compliance with FAA Part 139 and TSA security regulations. These modern security monitoring and response alert systems will enhance the safety and security of all airport users.

STATUS: Systems substantially complete June 2013.

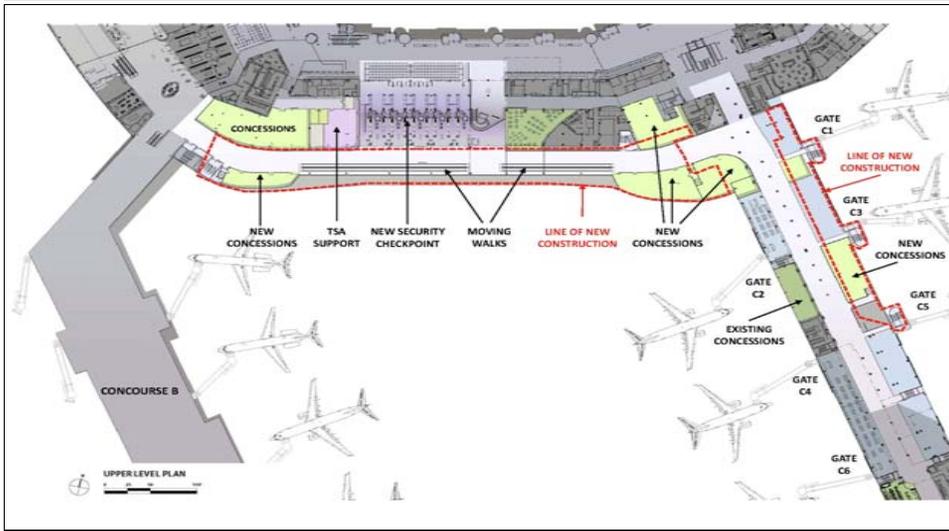
POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	20152016....2017....		2018....	.....2019....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,687	5,081	606	0	0	0	0	0	606	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	42,524	36,756	5,768	0	0	0	0	0	5,768	0	
Total	48,211	41,837	6,374	0	0	0	0	0	6,374	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increase of \$0.6 million reflects increased cost of construction design assistance.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost will be recovered through airport user fees.

Other funding sources are Passenger Facility Charge (PFC) revenue and TSA grant. 7200, 7402, 7403, 7404



PROJECT: B/C Connector at BWI Marshall Airport

DESCRIPTION: The terminal improvements in this project include the relocation of the Concourse C passenger screening checkpoint to the B/C terminal zone, the addition of a secure-side connector between Concourses B and C, the widening of Concourse C, the conversion of the existing Concourse C entrance into egress space, provision for moving walkways, reconfigured holdrooms and improved passenger amenities.

PURPOSE & NEED SUMMARY STATEMENT: The project will significantly reduce congestion in the passenger security screening checkpoints, bring existing terminal facilities in compliance with current fire/life safety codes, enhance baggage handling capacity, and provide passengers with ease of movement between multiple concourses without the need to exit and return through security.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Passenger ease of movement and security is a primary focus of the airport. These improvements provide the flexibility and capacity to rebalance security screening needs between Concourses A, B and C, as well as capacity for new or expanding airline service by eliminating aircraft restrictions due to current holdroom sizes. Brings concourses up to current fire/life safety codes. BWI Marshall supports the movement of people, goods and State economy.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

None.

STATUS: B/C Connector and Security Checkpoint opened to use April 2013. Construction of Concourse C Widening began December 2012 and has an early 2014 completion.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increase of \$5.5 million for construction costs relating to difficulty of renovating and adding to oldest portion of terminal and safety improvements. Project cashflow revisions based on construction work schedules and timing of expenditures.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost will be recovered through airport user fees.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2016....	.....2017....	.....2018....	.....2019....		
Planning	1,072	1,072	0	0	0	0	0	0	0	0	
Engineering	14,833	9,998	4,835	0	0	0	0	0	4,835	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	94,858	53,499	41,354	5	0	0	0	0	41,359	0	
Total	110,763	64,569	46,189	5	0	0	0	0	46,194	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

Other funding sources are Passenger Facility Charge (PFC) revenues.

9862, 9863, 9865, 9866, 9867, 9868, 9869, 9882, 9883, 9885, 9886, 9887, 9888, 9889



PROJECT: D/E Connector at BWI Marshall Airport

DESCRIPTION: The terminal improvements in this project include the relocation and consolidation of the Concourses D and E passenger screening checkpoints, the addition of a secure-side connector between Concourses D and E, the conversion of the existing Concourse D and E entrances into egress space, baggage screening improvements, and improved passenger amenities.

PURPOSE & NEED SUMMARY STATEMENT: The project will significantly reduce congestion in the passenger security screening checkpoints, bring existing terminal facilities in compliance with current fire/life safety codes, enhance baggage handling capacity, and provide passengers with ease of movement between multiple concourses without the need to exit and return through security.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Passenger ease of movement and security is a primary focus of the airport. These improvements provide the flexibility and capacity to rebalance security screening needs between Concourses D and E, as well as capacity for new international or expanding airline service by eliminating aircraft restrictions due to current holdroom sizes. Brings concourses up to current fire/life safety codes. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Preliminary planning is underway. Design started in September 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2016....	.....2017....	.....2018....	.....2019....		
Planning	309	221	88	0	0	0	0	0	88	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	125,000	0	11,000	60,509	53,491	0	0	0	125,000	0	
Total	125,309	221	11,088	60,509	53,491	0	0	0	125,088	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Project moved from the Development and Evaluation Program to Construction Program. Second phase of the Terminal Modernization Program.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost will be recovered through airport user fees.

Other funding sources are Passenger Facility Charge (PFC) revenues. 2007, 2009



PROJECT: Parking Revenue Control System at BWI Marshall Airport

DESCRIPTION: The project provides for the replacement of the existing parking system that tracks revenues and parking lot usage for management of the facilities and issues tickets to patrons using the various surface and garage facilities. The new system will bring the latest parking technology including varying payment and ticket options to each of the two garages and surface lots.

PURPOSE & NEED SUMMARY STATEMENT: A reliable system is an inherent necessity to efficiently monitor and control revenue in a parking operation. The end of life age of the current system infrastructure, need for dependable revenue control, and the availability of cost efficient new technologies will help safeguard BWI Marshall's largest revenue generator.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: Replacement of the aged parking revenue system provides ease of access and enhanced payment options for airport users. An updated parking system will improve space management, provide for flexible pricing and enhance financial reporting. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Construction will start in January 2014.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	20152016....2017....			....2018....	....2019....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,323	855	264	204	0	0	0	0	468	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,483	11	2,457	6,015	0	0	0	0	8,472	0
Total	9,806	866	2,721	6,219	0	0	0	0	8,940	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost reduction of \$2.0 million reflects the result of favorable bids for construction, design and inspection services.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost will be recovered through parking revenues.



PROJECT: Loading Bridge Replacement Program at BWI Marshall Airport

DESCRIPTION: This project consists of the purchase and installation of 13 new passenger loading bridges. All new passenger loading bridges on common use gates are being equipped with PCAir, 400 HZ power units and bag slides.

PURPOSE & NEED SUMMARY STATEMENT: These passenger loading bridges are designated as replacements of existing loading bridges which have reached or exceeded their useful life, as well as those required for ongoing capital improvements. The replacement of the loading bridges is essential to supporting the safe movement of passengers on and off aircraft using terminal facilities.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Safety & Security | <input checked="" type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: Replacement of the aged passenger loading bridges supports the safe movement of passengers on and off aircraft. The addition of PCAir and 400 HZ power units will facilitate alternative fuel usage and improve air quality.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Design underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: New project added to the Construction Program.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost will be recovered through airport user fees.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2016....	....2017....	....2018....	....2019....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,872	0	0	576	864	432	0	0	1,872	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	10,608	0	0	3,264	4,896	2,448	0	0	10,608	0	
Total	12,480	0	0	3,840	5,760	2,880	0	0	12,480	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

Other funding sources are Passenger Facility Charge (PFC) revenue.
2015



PROJECT: Environmental Assessment at Martin State Airport

DESCRIPTION: This project provides for the study necessary for the environmental assessment of Phase 1 capital projects shown on the Martin State Airport Airport Layout Plan (ALP) approved by the FAA in July 2011.

JUSTIFICATION: In accordance with Federal Aviation Administration Order 5050.4B, Airport Environmental Handbook, MAA must determine the environmental consequences of capital project development as proposed by the Airport Layout Plan.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Environmental assessment underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					
					.....2016....	.....2017....	.....2018....	.....2019....		
Planning	1,471	251	546	674	0	0	0	0	1,220	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,471	251	546	674	0	0	0	0	1,220	0
Federal-Aid	276	69	110	97	0	0	0	0	207	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: New project added to the Development and Evaluation Program.

2010, 2011, 2012



PROJECT: Environmental Assessment at BWI Marshall Airport

DESCRIPTION: This project provides for the study necessary for the environmental assessment of Phase 1 capital projects shown on the Airport Layout Plan (ALP) to be completed by 2020.

JUSTIFICATION: In accordance with Federal Aviation Administration Order 5050.4B, Airport Environmental Handbook, MAA must determine the environmental consequences of capital project development as proposed by the Airport Layout Plan.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: BWI Marshall revision of the Airport Layout Plan being submitted to the FAA in December 2013.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: New project added to the Development and Evaluation program.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016....	.....2017....	.....2018....	.....2019....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,000	0	0	1,000	1,000	0	0	0	2,000	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,000	0	0	1,000	1,000	0	0	0	2,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Exit Lane Technology at BWI Marshall Airport

DESCRIPTION: This project provides for the evaluation, planning and preliminary engineering of potential options for automating deplaning passenger exit lane monitoring across the airport.

JUSTIFICATION: Under the Aviation and Transportation Security Act, Public Law 107-71 of November 2001, the Transportation Security Administration (TSA) assumed responsibility for staffing exit lanes at airports across the country. TSA has proposed an amendment to the Airport Security Program that would require airport operators to assume access control responsibility at exit lanes controlled by TSA. This project will identify technology to assist BWI Marshall in providing adequate safeguards to prevent unauthorized entry to secure areas.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Preliminary evaluations underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	200	0	200	0	0	0	0	0	200	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	200	0	200	0	0	0	0	0	200	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: New project added to the Development and Evaluation Program.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 16

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2014 and Prior</u>			
<u>Airport Technology</u>			
1	Hourly Garage Parking Guidance System Upgrade (1931)	935	Summer, 2014
2	Permanent Noise Monitoring System Replacement (7405)	1,513	Winter, 2014
3	IT Equipment (1456)	8,700	Ongoing
<u>Airside Development</u>			
4	Terminal Building Head Knocker Protection (1924)	925	Complete
5	BWI New Air Traffic Control Tower (1939)	154	Underway
6	BWI Noise Exposure Map (1913)	376	Underway
7	Comprehensive Paving FY 2013 (1908)	9,305	Underway
<u>Annual</u>			
8	Bridge Inspection (SHA Consultant) (1023)	1,267	Underway
9	Roadway Sign Structure Inspection (1906)	23	Underway
10	Wildlife Deterrent Unit Inspections (1904)	20	Underway
11	Comprehensive Regional Air Passenger Survey (1486)	108	Underway
12	Terminal Spaceframe Inspection (7000)	90	Underway
13	Wildlife Mitigation (2006)	5	Underway
14	Real Estate Administrative Services (7019)	305	Ongoing
15	Real Estate Property Services (7018)	222	Ongoing
16	Parking Garage Structure Inspection (1463)	451	Ongoing
<u>Baltimore/Washington</u>			
17	Pavement Management BWI/MTN (1389)	1,869	Complete
18	Comp Arch Eng Design Services (1902)	3	Underway
19	Wildlife Hazard Assessment (1903)	54	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 16 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2014 and Prior (cont'd)</u>			
<u>Baltimore/Washington (cont'd)</u>			
20	Comp Acoustical Services Contract (1918)	621	Underway
21	Comp Arch Eng Design Services (1915)	2,202	Underway
22	Comp Professional Program Mgmt (1916)	400	Underway
23	BWI Hotel (2008)	310	Underway
24	Capital Financial Services (2018)	650	Underway
25	Prof Services GIS, SUE and Engineering Data (2016)	901	Underway
26	Wildlife Management Services (2019)	328	Underway
27	Comp Airport Planning Services (1951)	400	Underway
28	Comp Arch Eng Design Services (1955)	400	Underway
29	Comp Const Mgmt Services - SBR (1952)	40	Underway
30	Const Mgmt Services (1953)	600	Winter, 2014
31	MBE Support Services (1950)	90	Underway
32	Fire Protection Engineer Services (1173)	324	Ongoing
33	Comp Arch Eng Design Services (7015)	3,343	Ongoing
34	Comp Construction Mgmt & Inspection (7016)	3,405	Ongoing
35	Comprehensive AIT Services (1291)	417	Ongoing
36	Building Permits and Inspections (1390)	1,085	Ongoing
37	Comp Airport Planning Services (1901)	3,947	Ongoing
38	Comp Construction Mgmt & Inspection (8016)	409	Ongoing
39	Comp Environmental Planning (1900)	2,474	Ongoing
<u>Consol Rental Car Facility</u>			
40	CRCF Exterior Facility Improvements (1973)	1,029	Complete
41	CRCF Interior Facility Improvements (1970)	1,287	Complete
42	CRCF Stormwater Mgmt Pond Rehabilitation (1974)	179	Complete
43	CRCF Garage Improvements (1971)	2,531	Underway
44	CRCF Bus Fleet Refurbishment (1972)	1,082	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 16 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2014 and Prior (cont'd)</u>			
<u>Consol Rental Car Facility (cont'd)</u>			
45	CRCF New Tenant Additional Walkway (1977)	265	Summer, 2014
46	CRCF Signage Revisions (1975)	258	Spring, 2014
47	CRCF Walkway to Tenant Parking (1976)	830	Spring, 2014
<u>Environmental Compliance</u>			
48	Terminal Environmental Mitigation (8105)	252	Ongoing
49	Comp Environmental Compliance (9407)	3,772	Ongoing
50	Comp Environmental Compliance (9408)	1,036	Ongoing
<u>Equipment</u>			
51	ARFF Equip Repl - Pumper (1992)	519	Complete
52	BWI Sweeper - Replacement (1991)	299	Complete
53	Snow Equip Repl - M-B Tow Broom (1990)	228	Complete
54	Aircraft Rescue Firefighting (ARFF) Unit - Replacement (9200)	935	Complete
55	Medic Unit - Replacement (9406)	204	Complete
56	Quint - Replacement (9201)	800	Complete
57	Shift Commander Response Vehicle (9425)	158	Complete
58	Portable Emergency Power (9315)	1,431	Underway
59	ARFF Equip Repl - Rescue Truck (1985)	502	Underway
60	MAA Shuttle Bus Mid-Life Overhaul (1930)	5,390	Underway
61	MTN Snow Equip Repl - Front End Loader (1980)	200	Underway
62	MTN Snow Equip Repl - Front End Loader (1981)	200	Underway
63	MTN Snow Equip Repl - FWD Snow Blower (1982)	500	Underway
64	Snow Equip - Multi Task Snow Removal Units (2) (1983)	1,400	Underway
65	Snow Equip - New Edge Light Plow (1984)	427	Underway
66	MTN Equip Repl - Dump Truck (1987)	75	Spring, 2014

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 16 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2014 and Prior (cont'd)</u>			
<u>Equipment (cont'd)</u>			
67	MTN Equip Repl - Dump Truck (1988)	75	Spring, 2014
68	MTN Equip Repl - Tractor (1989)	104	Spring, 2014
<u>Landside Development</u>			
69	Amtrak Station Design Planning (9422)	503	Complete
70	Hourly Garage Inspection Improvements (9415)	2,332	Complete
71	Construction Material Storage Building (9404)	52	Summer, 2014
72	MAA 991 Leasehold Improvements (9501)	463	Underway
73	Terminal Roadway Overhead Sign Structure Replacement (2020)	742	Underway
74	Parking Lot Bus Shelter Replacement (2021)	2,886	Underway
75	Daily Garage Inspection Repairs (1921)	2,630	Spring, 2014
76	BWI Hotel - Former Four Points (2038)	3,500	Underway
<u>Martin State</u>			
77	MTN Obstruction Removal (9431)	319	Spring, 2014
<u>Regional Aviation</u>			
78	Regional Airports Economic Impact Study (2013)	178	Complete
79	Aid to Public/Private Airports (MAPA-90%) (1106)	1,250	Underway
80	Regional Aviation Program (1107)	600	Underway
81	Statewide Aviation Grants (AIP-5%) (1105)	2,000	Underway
<u>Security</u>			
82	TSA Baggage Screening Improvements Ph 1 (9000)	1,509	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 16 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2014 and Prior (cont'd)</u>			
<u>Security (cont'd)</u>			
83	Gate J Improvements (1922)	139	Complete
84	TSA Baggage Screening Improvements Ph 2 (8999)	2,054	Spring, 2014
85	TSA Piers A/B Bag Screening Equip Replacement (8998)	17	Underway
86	Security Initiatives (1298)	3,224	Ongoing
<u>Terminal Development</u>			
87	Chesapeake Lounge Renovation (9423)	327	Complete
88	Lease Agreement Assets (9884)	1,485	Complete
89	Terminal Carpet Replacement Phase 2 (2023)	1,414	Complete
90	Terminal Interior / Exterior Modifications (1914)	4,267	Complete
91	USO Lounge Renovations (7502)	335	Complete
92	Terminal Improvement Project (7017)	7,828	Underway
93	ADA Restroom Access and Improvements (9418)	176	Underway
94	Advance Construction Costs (9020)	2,174	Underway
95	BWI and MTN Facility Improvements (2025)	13,876	Underway
96	Miscellaneous Structural Improvements (2022)	624	Underway
97	Observation Gallery Improvements (9881)	1,507	Underway
98	Terminal Interior / Exterior Modifications (2014)	7,710	Underway
99	BWI Facility Improvements (2026)	6,679	Underway
100	MER 3-4 Sanitary Sewer Line Evaluation and Remediation (2024)	182	Underway
101	County Sewer and Water Capital Improvements (1028)	1,198	Ongoing
102	Facility Management Program (7600)	376	Ongoing
103	Utilities Connection (7020)	268	Ongoing
104	Terminal Leasehold Modifications (7500)	1,743	Ongoing
105	International Building Expansion (9700)	7,637	Spring, 2014

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 16 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2015</u>		
	<u>Airside Development</u>		
106	ARFF Station HVAC Replacement (1927)	2,034	Summer, 2014
	<u>Baltimore/Washington</u>		
107	Pavement Management BWI/MTN (1943)	250	Summer, 2014
	<u>Consol Rental Car Facility</u>		
108	CRCF - New Tenant Access Road (1978)	315	Summer, 2014
109	CRCF Bus Maintenance Facility Improvements (1979)	200	Summer, 2014
	<u>Equipment</u>		
110	Snow Equip Repl - Runway Blowers (3) (1995)	1,725	Summer, 2014
111	ARFF Eqmt Repl - Rescue Truck Unit #30001 (1993)	947	Fall, 2014
112	ARFF Equip Repl - Ambulance Unit #30094 (1994)	258	Fall, 2014
113	Equip Repl - Sweeper Trucks (3) (1996)	947	Fall, 2014
114	Snow Equip New - Edge Light Plow (1) (1997)	607	Fall, 2014
	<u>Martin State</u>		
115	MTN Additional Storage Tanks in Fuel Farm - Design (9420)	10	Summer, 2014
116	MTN Air Traffic Control Tower (1121)	950	Summer, 2014
	<u>Regional Aviation</u>		
117	Aid to Public/Private Airports (MAPA-90%) (1106)	1,250	Summer, 2014
118	Regional Aviation Program (1107)	600	Summer, 2014

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 16 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2015 (cont'd)</u>		
	<u>Regional Aviation (cont'd)</u>		
119	Statewide Aviation Grants (AIP-5%) (1105)	1,000	Summer, 2014
	<u>Terminal Development</u>		
120	BWI Motor Control Centers 1 through 7 Replacement (1925)	3,670	Summer, 2014
121	Terminal Space Frame Painting (1926)	5,787	Summer, 2014