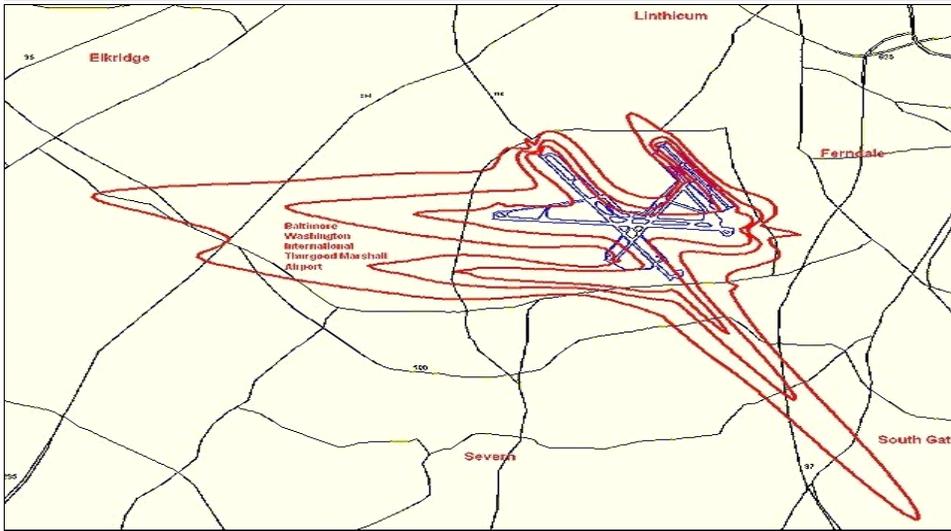


MARYLAND AVIATION ADMINISTRATION

**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	128.3	152.8	143.1	0.9	0.9	0.9	427.0
System Preservation Minor Projects	44.8	32.6	24.8	25.1	38.3	32.9	198.5
<u>Development & Evaluation Program</u>							
	1.1	1.5	0.5	-	-	-	3.1
SUBTOTAL	174.2	187.0	168.4	26.1	39.2	33.8	628.6
<u>Capital Salaries, Wages & Other Costs</u>							
	6.1	6.1	6.1	6.1	6.1	6.1	36.6
TOTAL	180.3	193.1	174.5	32.2	45.3	39.9	665.2
Special Funds							
Federal Funds	65.7	75.7	57.4	25.4	41.0	35.6	300.8
	23.3	13.9	14.7	4.3	4.3	4.3	64.7
Other Funding *							
	91.3	103.5	102.4	2.5	-	-	299.7
<u>Other Funding Breakdown*</u>							
CFC	2.8	1.1	0.2	-	-	-	4.1
PFC	17.5	27.5	70.5	2.5	-	-	118.0
PFC Bond	68.6	74.9	31.7	-	-	-	175.2
RAA	1.0	-	-	-	-	-	1.0
TSAOTA	1.4	-	-	-	-	-	1.4
	91.3	103.5	102.4	2.5	-	-	299.7



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:

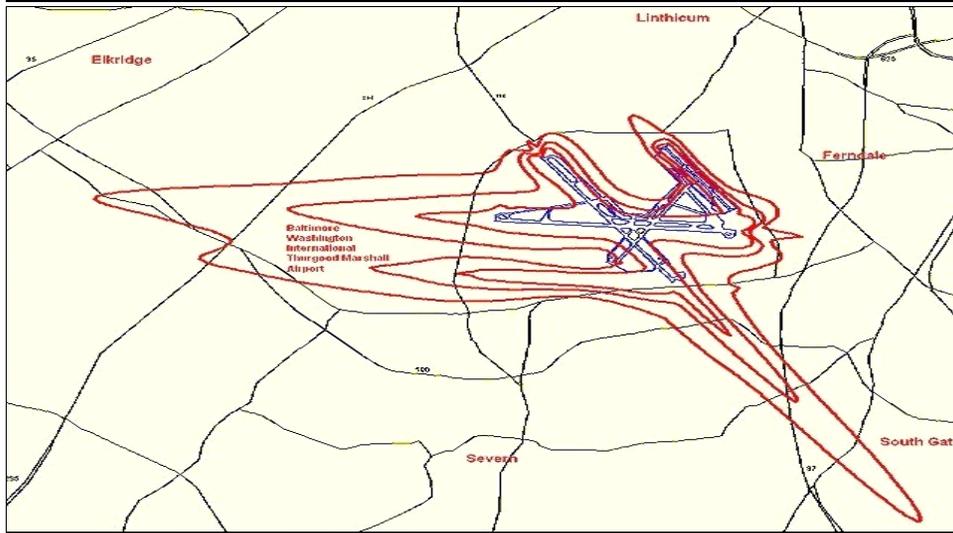
- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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		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	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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

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: Cashflow resumes in FY 14 after being delayed 1 year due to the updating of the the Noise Exposure map.

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	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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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. 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 air carrier aircraft.

STATUS: Taxiways A, D, K, and P complete August 2012. Intersection of Runways 10-28 and 15R-33L, and several other taxiway improvements completed in 2011.

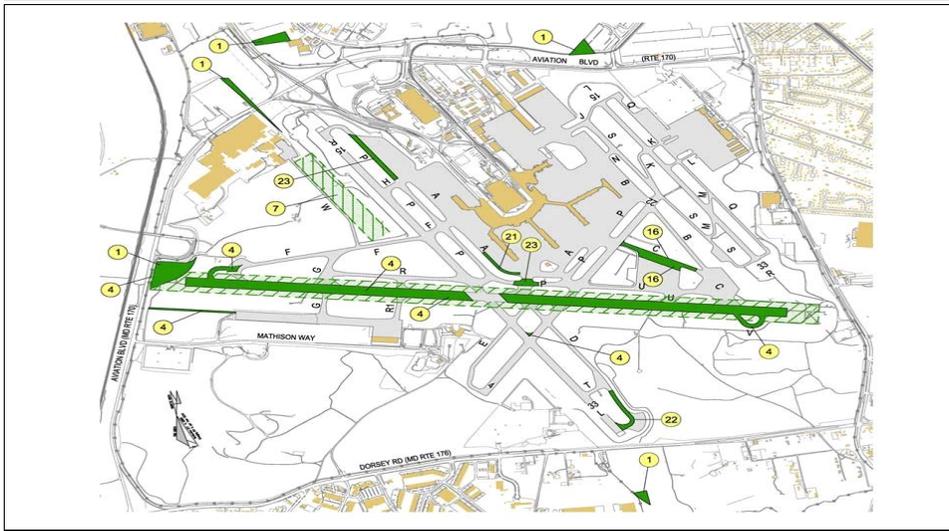
SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost decrease of \$0.2 million of final costs reflects several projects being completed under budget.

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)	CURRENT 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	1,965	1,965	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	12,925	12,925	0	0	0	0	0	0	0	0	
Total	14,890	14,890	0	0	0	0	0	0	0	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



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.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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. 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 air carrier aircraft.

STATUS: Construction began Summer 2012. Runway 10-28 RSA and pavement rehabilitation complete August 2013. Amtrak obstructions modifications and property acquisitions underway.

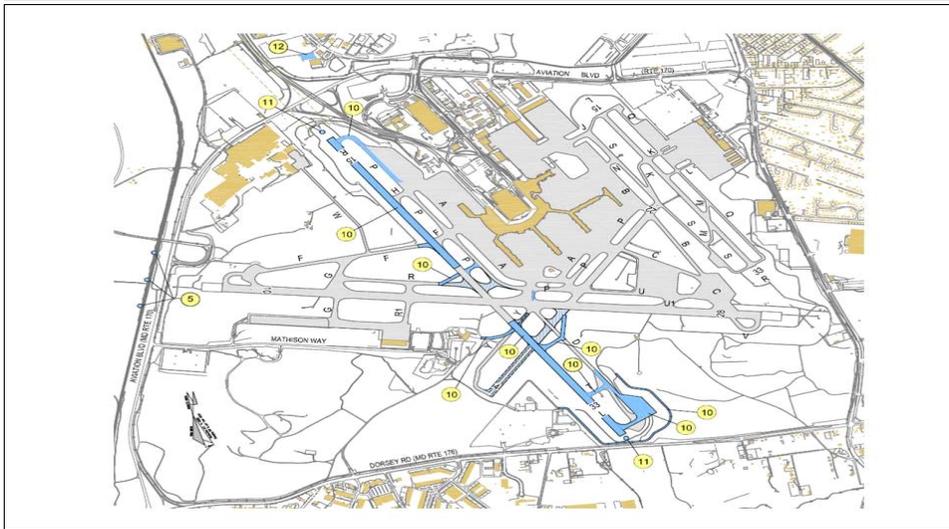
SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost decrease of \$2.2 million reflects the result of favorable bids for the runway rehabilitation. Cashflow change reflects the delay in obstructions modification and property acquisitions.

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	7,505	6,717	788	0	0	0	0	0	788	0	
Right-of-way	1,403	0	1,403	0	0	0	0	0	1,403	0	
Construction	52,552	43,705	1,791	3,115	3,941	0	0	0	8,847	0	
Total	61,460	50,422	3,982	3,115	3,941	0	0	0	11,038	0	
Federal-Aid	21,758	18,762	777	2,219	0	0	0	0	2,996	0	

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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. 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 air carrier aircraft.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost decrease of \$86.8 million due to transfer of \$85.2 million to Phase 4 on Line 6 and \$1.6 million resulting from favorable bids for enabling projects in FY 2013.

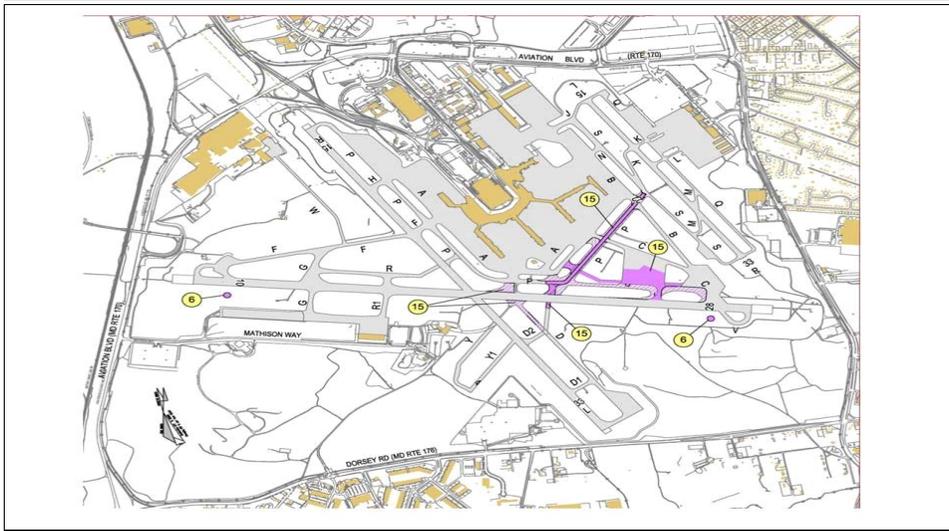
USAGE: Accommodate projected annual passenger growth.

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	24,080	17,553	3,175	1,913	1,439	0	0	0	6,527	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	126,598	5,570	49,072	49,013	22,943	0	0	0	121,028	0	
Total	150,678	23,123	52,247	50,926	24,382	0	0	0	127,555	0	
Federal-Aid	41,492	1,033	20,187	9,813	10,459	0	0	0	40,459	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.

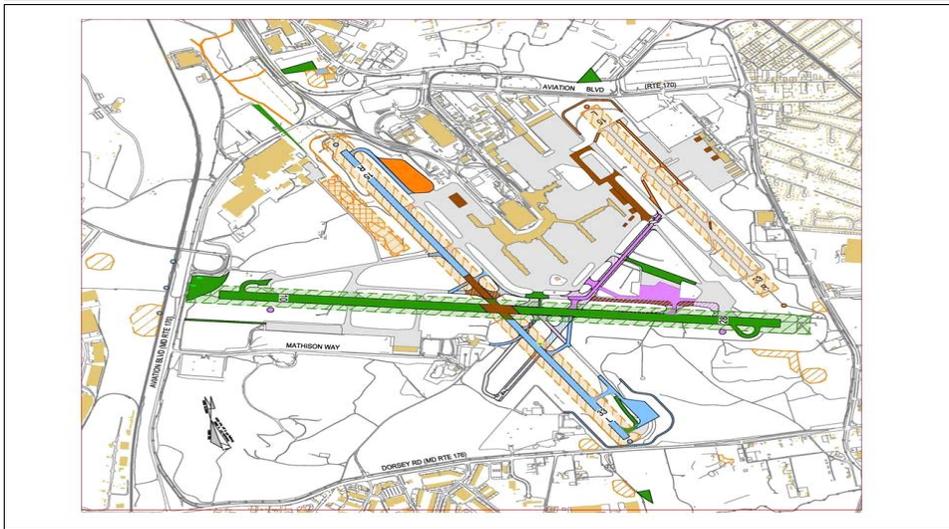
STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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. 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 air carrier aircraft.

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	6,411	2,767	1,154	1,896	594	0	0	0	3,644	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	78,859	382	8,042	27,861	42,574	0	0	0	78,477	0	
Total	85,270	3,149	9,196	29,757	43,168	0	0	0	82,121	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	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 taxilanes, 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 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 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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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. 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 air carrier aircraft.

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	1,126	0	250	689	187	0	0	0	1,126	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	14,444	0	1,100	1,382	11,962	0	0	0	14,444	0	
Total	15,570	0	1,350	2,071	12,149	0	0	0	15,570	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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.

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.

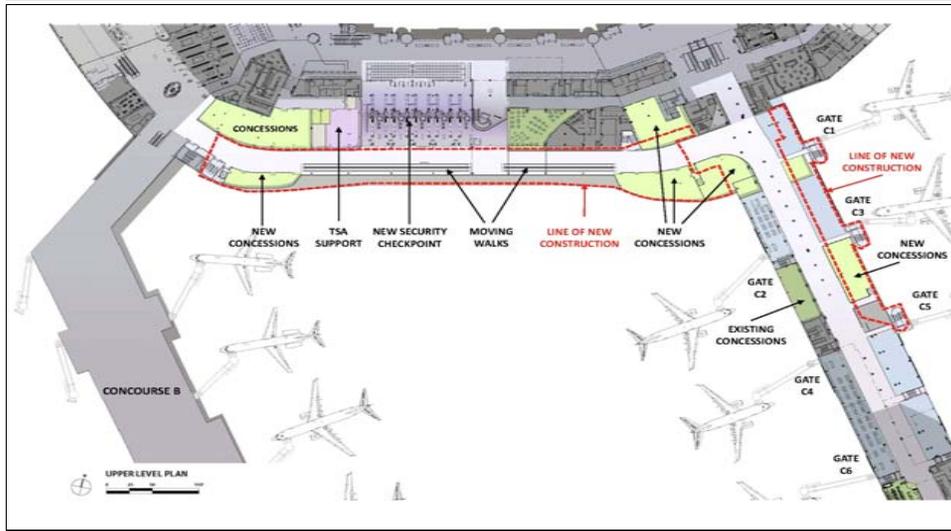
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE 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	5,552	5,552	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	42,584	36,069	6,515	0	0	0	0	0	6,515	0
Total	48,136	41,621	6,515	0	0	0	0	0	6,515	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. Cashflow change reflects timing change of expenditures.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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.

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 a Fall 2013 completion.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost increase of \$2.9 million for construction costs to accommodate the needs of the airlines/tenants. 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	15,606	12,370	3,236	0	0	0	0	0	3,236	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	91,517	57,586	33,931	0	0	0	0	0	33,931	0	
Total	108,195	71,028	37,167	0	0	0	0	0	37,167	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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

9020, 9862, 9863, 9864, 9865, 9866, 9867, 9868, 9869, 9881, 9882, 9883, 9884, 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 widening of Concourse D, the conversion of the existing Concourse D and E entrances into egress space 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 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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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.

STATUS: Preliminary planning underway. Design start 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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			YEAR 2014	YEAR 20152016....2017....		2018....	....2019....
Planning	75	75	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	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	0
Total	125,075	75	11,000	60,509	53,491	0	0	0	125,000	0	0
Federal-Aid	0	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.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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.

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: Selections underway with Fall notice to proceed targeted.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Cost reduction of \$0.3 million reflects accepted design costs and cashflow is revised based on the projected work schedule.

USAGE: Accommodate projected annual passenger growth.

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

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				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			YEAR 2014	YEAR 2015	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			FOR PLANNING PURPOSES ONLY
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,323	854	265	204	0	0	0	0	469	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	10,320	11	5,264	5,045	0	0	0	0	10,309	0	0
Total	11,643	865	5,529	5,249	0	0	0	0	10,778	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: Airport Layout Plan Environmental Assessment at Martin State Airport

DESCRIPTION: This project provides for the study and design work necessary for the environmental impact assessment of all 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 5050.4A, 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	1,363	272	558	533	0	0	0	0	1,091	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	1,363	272	558	533	0	0	0	0	1,091	0
Federal-Aid	230	52	89	89	0	0	0	0	178	0

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

2010, 2011, 2012



PROJECT: Airport Layout Plan Environmental Assessment at BWI Marshall Airport

DESCRIPTION: This project provides for the study and design work necessary for the environmental impact assessment of all capital projects shown on the Airport Layout Plan (ALP) revision with proposed development before 2020.

JUSTIFICATION: In accordance with Federal Aviation Administration Order 5050.4A, 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 September 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		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.....	TOTAL	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	0	500	1,000	500	0	0	0	2,000	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,000	0	500	1,000	500	0	0	0	2,000	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 14

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	Spring, 2014
2	Permanent Noise Monitoring System Replacement (7405)	1,513	Fall, 2013
3	IT Equipment (1456)	15,766	Ongoing
	<u>Airside Development</u>		
4	Comprehensive Paving FY 2012 (9008)	8,447	Complete
5	Terminal Building Head Knocker Protection (1924)	906	Complete
6	BWI Marshall New Air Traffic Control Tower (1939)	136	Underway
7	BWI Noise Exposure Map (1913)	291	Underway
8	Comprehensive Paving FY 2013 (1908)	9,652	Underway
	<u>Annual</u>		
9	Bridge Inspection (SHA Consultant) (1023)	1,228	Underway
10	Terminal Spaceframe Inspection (7000)	275	Underway
11	Roadway Sign Structure Inspection (1906)	23	Underway
12	Wildlife Deterrent Unit Inspections (1904)	20	Underway
13	Comprehensive Regional Air Passenger Survey (1486)	100	Underway
14	Real Estate Administrative Services (7019)	324	Ongoing
15	Real Estate Property Services (7018)	232	Ongoing
16	Parking Garage Structure Inspection (1463)	505	Ongoing
	<u>Baltimore/Washington</u>		
17	Wildlife Management Plan (1181)	1,132	Complete
18	Acoustical Services Contract (1485)	727	Complete
19	OECM - AEIS Mapping Validation (1723)	1,691	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 14 (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	BWI Hotel (2008)	185	Underway
21	Capital Financial Services (2018)	250	Fall, 2013
22	Comp Const Mgmt Services (1952)	40	Spring, 2014
23	Comp Airport Planning Services (1951)	400	Spring, 2014
24	Comp Arch Eng Design Services (1955)	400	Spring, 2014
25	Const Mgmt Services (1953)	200	Spring, 2014
26	MBE Support Services (1950)	90	Spring, 2014
27	Prof Services GIS, SUE and Engineering Data (2016)	300	Spring, 2014
28	Fire Protection Engineer Services (1173)	281	Ongoing
29	Comp Arch Eng Design Services (7015)	3,111	Ongoing
30	Comp Construction Mgmt & Inspection (7016)	3,656	Ongoing
31	Pavement Management BWI/MTN (1389)	1,869	Ongoing
32	Comprehensive AIT Services (1291)	448	Ongoing
33	Building Permits and Inspections (1390)	1,171	Ongoing
34	Comp Airport Planning Services (1901)	3,578	Ongoing
35	Comp Arch Eng Design Services (1902)	14	Ongoing
36	Comp Construction Mgmt & Inspection (8016)	509	Ongoing
37	Comp Environmental Planning (1900)	2,235	Ongoing
38	Comp Acoustical Services Contract (1918)	616	Ongoing
39	Comp Arch Eng Design Services (1915)	1,977	Ongoing
40	Comp Professional Program Mgmt (1916)	400	Ongoing
41	Wildlife Management Services (2019)	275	Ongoing
	<u>Consol Rental Car Facility</u>		
42	CRCF Stormwater Mgmt Pond Rehabilitation (1974)	184	Complete
43	CRCF Exterior Facility Improvements (1973)	950	Underway
44	CRCF Garage Improvements (1971)	2,495	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 14 (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 Interior Facility Improvements (1970)	1,200	Underway
46	CRCF Bus Fleet Refurbishment (1972)	1,082	Underway
<u>Environmental Compliance</u>			
47	Terminal Environmental Mitigation (8105)	286	Ongoing
48	Comp Environmental Compliance 10-001A (9407)	3,681	Ongoing
49	Comp Environmental Compliance 10-001B (9408)	1,040	Ongoing
<u>Equipment</u>			
50	Portable Emergency Power (9315)	1,429	Complete
51	ARFF Equip Repl - Pumper (1992)	519	Complete
52	BWI Sweeper - Replacement (1991)	299	Complete
53	MAA Shuttle Bus Mid-Life Overhaul (1930)	5,500	Underway
54	ARFF Equip Repl - Fire Engine Unit #30055 (1986)	474	Fall, 2013
55	ARFF Equip Repl - Rescue Truck Unit #30004 (1985)	263	Fall, 2013
56	Medic Unit - Replacement (9406)	204	Underway
57	MTN Snow Equip Repl - Front End Loader #9755 (1980)	200	Fall, 2013
58	MTN Snow Equip Repl - Front End Loader #9756 (1981)	200	Fall, 2013
59	MTN Snow Equip Repl - FWD Snow Blower #9254 (1982)	400	Fall, 2013
60	Shift Commander Response Vehicle (9425)	158	Fall, 2013
61	Snow Equip - Mini VAMMAS Snow Removal Units (2) (1983)	1,350	Fall, 2013
62	Snow Equip - New Hagie Plow Sweeper (1984)	475	Fall, 2013
63	Snow Equip Repl - M-B Tow Broom (1990)	70	Underway
64	Aircraft Rescue Firefighting (ARFF) Unit - Replacement (9200)	935	Underway
65	Quint - Replacement (9201)	800	Underway
66	MTN Equip Repl - Dump Truck #9777 (1987)	75	Spring, 2014

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 14 (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 #9778 (1988)	75	Spring, 2014
68	MTN Equip Repl - Tractor #9898 (1989)	104	Spring, 2014
<u>Landside Development</u>			
69	Hourly Garage Inspection Improvements (9415)	2,317	Complete
70	Hourly Garage Tunnel Repair (9322)	1,340	Complete
71	Amtrak Station Design Planning (9422)	503	Complete
72	Construction Material Storage Building (9404)	52	Underway
73	MAA 991 Leasehold Improvements (9501)	255	Underway
74	Terminal Roadway Overhead Sign Structure Replacement (2020)	1,046	Underway
75	Parking Lot Bus Shelter Replacement (2021)	2,819	Underway
76	Daily Garage Inspection Repairs (1921)	2,120	Underway
<u>Martin State</u>			
77	MTN Water Supply for Fire System (1433)	2,608	Complete
78	MTN Obstruction Removal (9431)	319	Spring, 2014
<u>Regional Aviation</u>			
79	Regional Airports Economic Impact Study (2013)	144	Complete
80	Aid to Public/Private Airports (MAPA-90%) (1106)	1,250	Underway
81	Regional Aviation Program (1107)	600	Underway
82	Statewide Aviation Grants (AIP-5%) (1105)	1,500	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 14 (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</u>			
83	Security Initiatives (1298)	10,084	Ongoing
84	TSA Baggage Screening Improvements Ph 1 (9000)	1,905	Complete
85	Gate J Improvements (1922)	139	Complete
86	TSA Baggage Screening Improvements Ph 2 (8999)	1,415	Underway
<u>Terminal Development</u>			
87	ADA Restroom Access Study (9418)	75	Complete
88	FAA Control Tower Glass Replacement (1940)	2,485	Complete
89	Pier C Gravity Sewer Main Improvements (8305)	457	Complete
90	VALE Solar Funding Evaluation (9424)	155	Complete
91	Chesapeake Lounge Renovation (9423)	327	Complete
92	Pier C Sewer Line Replacement (1941)	418	Complete
93	Terminal Carpet Replacement Phase 2 (2023)	945	Complete
94	Terminal Interior / Exterior Modifications (1914)	4,231	Complete
95	USO Lounge Renovations (7502)	334	Complete
96	Terminal Improvement Project (7017)	7,844	Underway
97	MER 3-4 Sanitary Sewer Line Evaluation (2024)	177	Underway
98	Miscellaneous Structural Improvements (2022)	591	Underway
99	Terminal Interior / Exterior Modifications (2014)	9,840	Underway
100	County Sewer and Water Capital Improvements (1028)	10,391	Ongoing
101	Facility Management Program (7600)	359	Ongoing
102	Utilities Connection (7020)	263	Ongoing
103	Terminal Leasehold Modifications (7500)	1,700	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2015</u>		
	<u>Airside Development</u>		
104	ARFF Station HVAC Replacement (1927)	2,034	Fall, 2014
	<u>Baltimore/Washington</u>		
105	Capital Financial Services (2018)	250	Summer, 2014
106	Pavement Management BWI/MTN (1943)	250	Summer, 2014
107	Prof Services GIS, SUE and Engineering Data (2016)	300	Summer, 2014
	<u>Equipment</u>		
108	ARFF Eqmt Repl - Rescue Truck Unit #30001 (1993)	947	Fall, 2014
109	ARFF Equip Repl - Ambulance Unit #30094 (1994)	258	Fall, 2014
110	Snow Equip New - Hagie Plow/Sweeper (1) (1997)	490	Fall, 2014
111	Snow Equip Repl - Runway Blowers (3) (1995)	1,082	Fall, 2014
112	Snow Equip Repl - Sweeper Trucks (3) (1996)	947	Fall, 2014
	<u>Martin State</u>		
113	MTN Additional Storage Tanks in Fuel Farm - Design (9420)	10	Spring, 2015
114	MTN Air Traffic Control Tower (1121)	950	Spring, 2015
	<u>Regional Aviation</u>		
115	Aid to Public/Private Airports (MAPA-90%) (1106)	1,250	Summer, 2014
116	Regional Aviation Program (1107)	600	Summer, 2014
117	Statewide Aviation Grants (AIP-5%) (1105)	1,000	Summer, 2014

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2015 (cont'd)</u>			
<u>Terminal Development</u>			
118	BWI Motor Control Centers 1 through 7 Replacement (1925)	3,670	Spring, 2015
119	Terminal Space Frame Painting (1926)	5,851	Spring, 2015