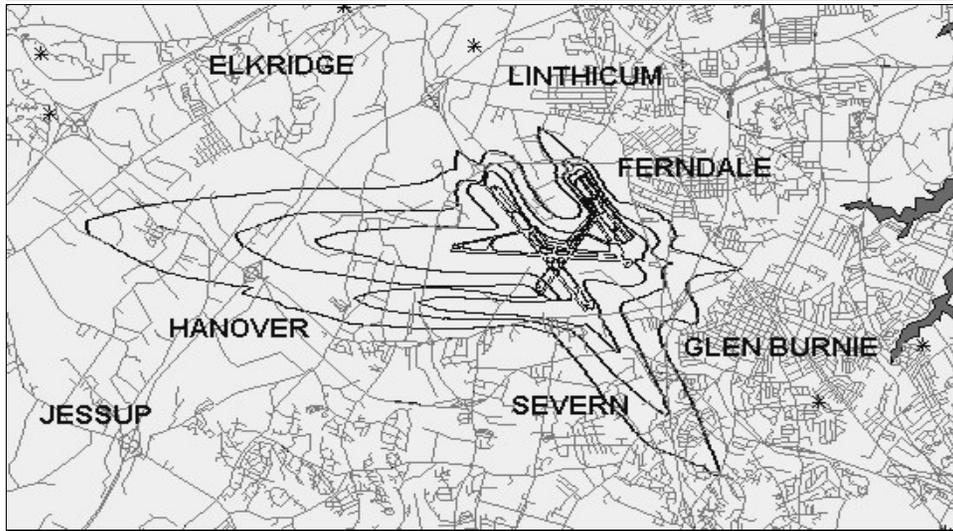




Maryland Aviation Administration

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

	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	95.7	38.4	33.1	22.9	11.6	8.5	210.2
System Preservation Minor Projects	80.6	76.5	91.9	80.0	61.6	62.3	452.9
<u>Development & Evaluation Program</u>	<u>5.6</u>	<u>7.4</u>	<u>6.0</u>	<u>1.5</u>	<u>-</u>	<u>-</u>	<u>20.5</u>
SUBTOTAL	181.9	122.3	131.0	104.4	73.2	70.8	683.6
<u>Capital Salaries, Wages & Other Costs</u>	<u>5.9</u>	<u>6.1</u>	<u>6.3</u>	<u>6.4</u>	<u>6.5</u>	<u>6.7</u>	<u>37.9</u>
TOTAL	187.8	128.4	137.3	110.8	79.7	77.5	721.5
Special Funds	53.6	58.3	60.8	43.9	40.0	41.1	297.7
Federal Funds	44.5	28.0	36.7	33.3	16.6	16.3	175.4
Other Funding *	89.7	42.1	39.8	33.6	23.1	20.1	248.4
<u>Other Funding Breakdown*</u>							
RAA	8.0	8.0	6.0	6.0	6.0	4.0	38.0
PFC	57.2	32.6	31.3	27.6	17.1	16.1	181.9
MEDCO	15.9	1.5	2.5	-	-	-	19.9
MdTA	8.4	-	-	-	-	-	8.4
COPS	-	-	-	-	-	-	-
CFC	<u>0.2</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.2</u>
	89.7	42.1	39.8	33.6	23.1	20.1	248.4



PROJECT: Noise Zone Land Acquisition Program

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

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

STATUS: MAA has acquired 249 properties through FY 2005.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

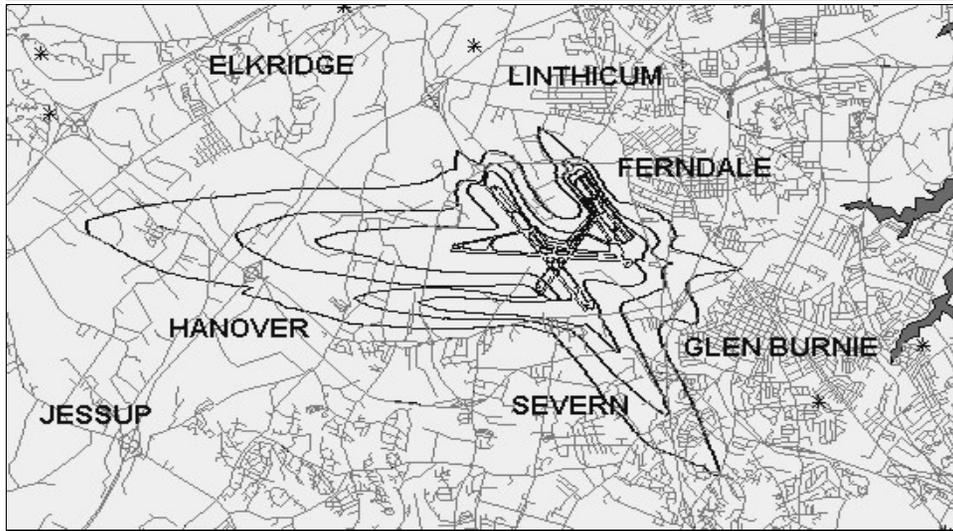
ASSOCIATED IMPROVEMENTS:

Homeowner Assistance Program -- Line 2

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
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	34,304	33,774	375	155	0	0	0	0	530	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	34,353	33,823	375	155	0	0	0	0	530	0
Federal-Aid	26,613	23,687	0	2,926	0	0	0	0	2,926	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2007	AIP	2,926



STATUS: MAA has participated in the soundproofing of 587 properties and sales assistance for 113 homes through FY 2005.

PROJECT: Homeowner Assistance Program

DESCRIPTION: This voluntary program provides for the mitigation of aircraft noise and improvement of land-use compatibility around BWI. 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 avigation easement for each participating property.

JUSTIFICATION: This program enhances the environment of neighboring communities by providing noise mitigation for homeowners residing within the BWI Airport Noise Zone starting with the most severely impacted communities.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

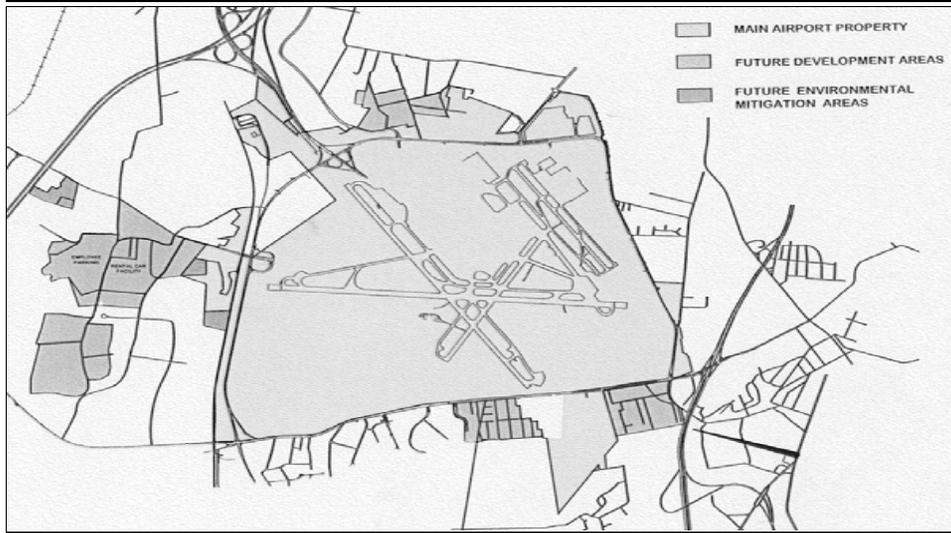
ASSOCIATED IMPROVEMENTS:

Noise Zone Land Acquisition Program -- Line 1

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increase of \$1.9 million due to the addition of FY 2011.

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 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	431	321	50	60	0	0	0	0	110	0
Right-of-way	30,850	20,053	1,050	1,993	1,994	1,920	1,920	1,920	10,797	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	31,281	20,374	1,100	2,053	1,994	1,920	1,920	1,920	10,907	0
Federal-Aid	21,761	11,372	0	5,729	1,364	1,376	1,376	544	10,389	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2007	AIP	7,093
RW	2008	AIP	1,376
RW	2009	AIP	1,376
RW	2010	AIP	544



STATUS: Ongoing.

PROJECT: Protective Land Acquisition Program

DESCRIPTION: This program provides for the purchase of property in the immediate vicinity of BWI and/or Martin State (MTN) airports to ensure its availability in future years for potential aviation purposes.

JUSTIFICATION: This multi-year program provides the opportunity to protect property for future airport-related facilities, environmental requirements, and to ensure compatible land-use around the airports.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Reduction of \$5.0 million reprogrammed to higher priority projects.

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 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	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	0	0	0	0	0	0	0	0	0	0
Right-of-way	22,092	12,092	500	500	1,500	2,500	2,500	2,500	10,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	22,092	12,092	500	500	1,500	2,500	2,500	2,500	10,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction started in FY 2003. Terminal/Concourse A opened May 18, 2005. Reconstructed Concourse B connector to open late January 2006.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Transportation Security Administration reimbursed a portion of the baggage screening system costs.

PROJECT: New Terminal A/B Expansion at BWI

DESCRIPTION: This project provides for the construction of a new 11-gate Terminal/Concourse A and full reconstruction of a portion (4 gates) of Concourse B. Project includes demolition of the original 3-gates on Concourse A, construction of a new ticketing concourse, security, and concession areas, 11 new passenger gates and holdrooms, moving walkways, baggage claim areas on the lower level, and airline operations and support areas. Four gates of the existing Concourse B will also be fully reconstructed to include expanded hold rooms, concessions, moving sidewalks, other passenger amenities and airline support space.

JUSTIFICATION: Expansion of the Terminal is necessary to accommodate the continued expansion of domestic air service.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

15R Parallel Taxiway and Aircraft Parking Ramp at BWI -- Line 5
Terminal Entrance Roadway Improvements, Phase II at BWI -- Line 6

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	33,046	29,804	3,242	0	0	0	0	0	3,242	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	186,454	160,432	26,022	0	0	0	0	0	26,022	0
Total	219,500	190,236	29,264	0	0	0	0	0	29,264	0
Federal-Aid	10,000	0	10,000	0	0	0	0	0	10,000	0

USAGE: Accommodate projected 210 daily flights.

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

Other funding is Maryland Economic Development Corporation (MEDCO) and revenue bonds supported by Passenger Facility Charge (PFC).



PROJECT: Terminal Entrance Roadway Improvements, Phase II, Upper Level Roadway Widening and Pedestrian Overpasses at BWI

DESCRIPTION: The project includes new enclosed, elevated pedestrian skywalks with moving walkways from the existing Hourly Garage to the terminal building at Concourses A, B, and D over the upper level roadway. The project also widens the upper level roadway to add new public curbside and two new lanes for use by commercial and airport shuttle vehicles. Further, the project includes enhancements to the terminal by replacing the front window wall to improve circulation plus flooring and aesthetic improvements.

JUSTIFICATION: This project is necessary to address projected upper level roadway capacity requirements and terminal circulation. The project will also help relieve traffic congestion.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

New Terminal A/B Expansion at BWI -- Line 4

STATUS: Construction underway. Skywalk at Concourse D opened in November 2003, Concourse B Skywalk opened in May 2004, Hourly Garage central spine opened November 2004, and Concourse A skywalk opened May 2005. Front window wall replacement complete. Roadway work to continue in multiple phases through 2006.

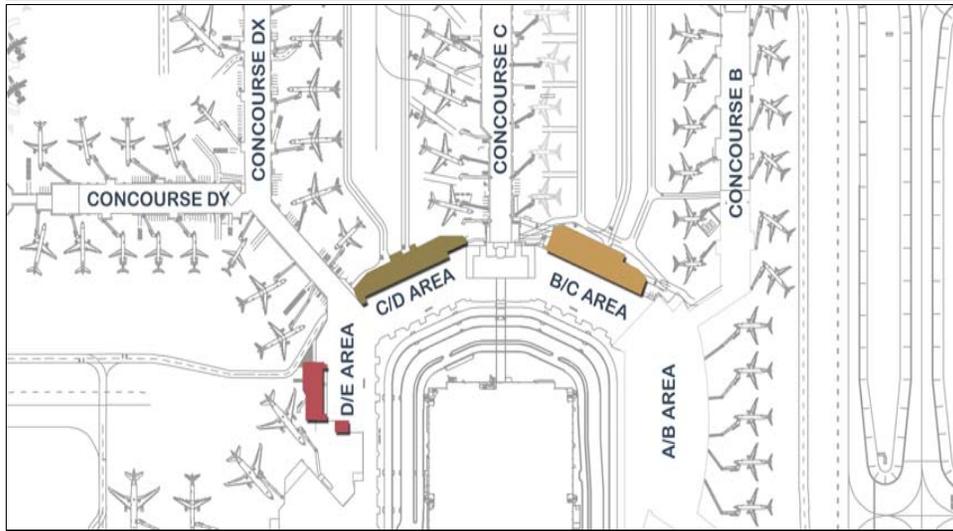
SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Project cost increased \$4.8 million due to unforeseen conditions and rephasing/acceleration of certain phases.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input 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 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	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	10,170	9,945	225	0	0	0	0	0	225	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	176,306	132,743	37,982	5,581	0	0	0	0	43,563	0
Total	186,476	142,688	38,207	5,581	0	0	0	0	43,788	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 3.5% annual passenger growth.

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

Other funding is revenue bonds supported by a Passenger Facility Charge (PFC) and airport parking revenue.



STATUS: Design underway. Construction to start Summer 2006.

PROJECT: Concourse D/E Baggage Screening System and Baggage Claim Expansion at BWI

DESCRIPTION: This project will reconfigure the existing baggage screening and baggage make-up system to a fully integrated baggage security and handling system. Improvements will include changes to the baggage system configuration, sort loop, equipment, and expansion of the current building structure. Work will also include upgrade of the baggage claim area.

JUSTIFICATION: The ability to maintain 100 percent electronic baggage screening, while achieving the necessary capacity to meet projected airline departure flight schedules, is dependent upon BWI attaining the maximum utilization of bag screening technology. The project will also address baggage claim crowding.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Concourse B/C Baggage Screening System & Baggage Claim Expansion at BWI -- Line 14

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: New project added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,165	0	468	931	766	0	0	0	2,165	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,500	0	0	9,718	13,573	10,241	968	0	34,500	0
Total	36,665	0	468	10,649	14,339	10,241	968	0	36,665	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 3.5% annual passenger growth.

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

Other funding source is Passenger Facility Charge (PFC) revenue.
1539



STATUS: Design complete. Construction start Winter 2005.

PROJECT: Midfield Complex - Aircraft Hangar at Martin Airport

DESCRIPTION: This project provides for the construction of a 20,000 square foot hangar in the midfield complex area for public aircraft maintenance and storage, and aviation-related support activities. Additional access improvements include public use ramp and taxiway upgrade.

JUSTIFICATION: Currently accommodations at Martin State Airport for storage of larger corporate jets and business aircraft is inadequate. Multiple firms have expressed interest in hangar spaces. It is essential to build hangars that will accommodate larger corporate jets and provide quality of hangars commensurate with the type of premium aircraft utilized by customers.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

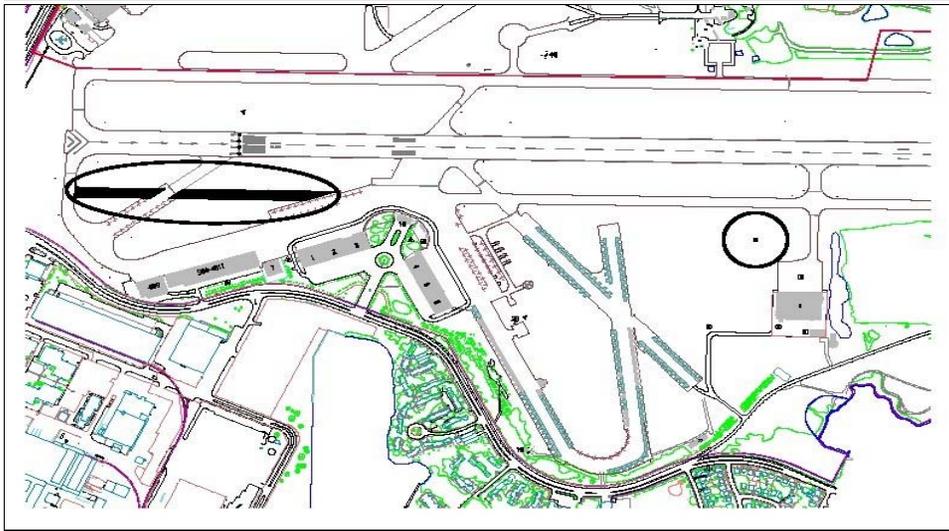
ASSOCIATED IMPROVEMENTS:

- Midfield Complex - Airport Operations and FBO Facility at MTN -- Line 18
- Midfield Complex - Second Aircraft Hangar at MTN -- Line 19

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: This project may be considered for use with other funding options.

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 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	500	324	153	23	0	0	0	0	176	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	7,150	0	2,092	5,058	0	0	0	0	7,150	0	
Total	7,650	324	2,245	5,081	0	0	0	0	7,326	0	
Federal-Aid	600	0	177	423	0	0	0	0	600	0	

OPERATING COST IMPACT: Operation cost will be recovered through common use fees.



PROJECT: Midfield Complex - New Air Traffic Control Tower and Taxiway Extension at Martin Airport

DESCRIPTION: This project provides for the construction of a new Air Traffic Control Tower to be located in the midfield complex area at MTN. The new control tower will be significantly higher to provide Federal Aviation Administration (FAA) with improved line of sight, especially covering the extension of Taxiway F.

JUSTIFICATION: A new control tower and extension to Taxiway F will provide for greater visibility and more efficient aircraft control in and around MTN. The existing 74 ft. control tower is over 50 years-old, and has exceeded its useful life.

STATUS: Design underway. Increase in the height of the tower by 50 percent to meet FAA line of site standard. Taxiway construction to start in Summer 2006, with tower construction to start in Spring 2007.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

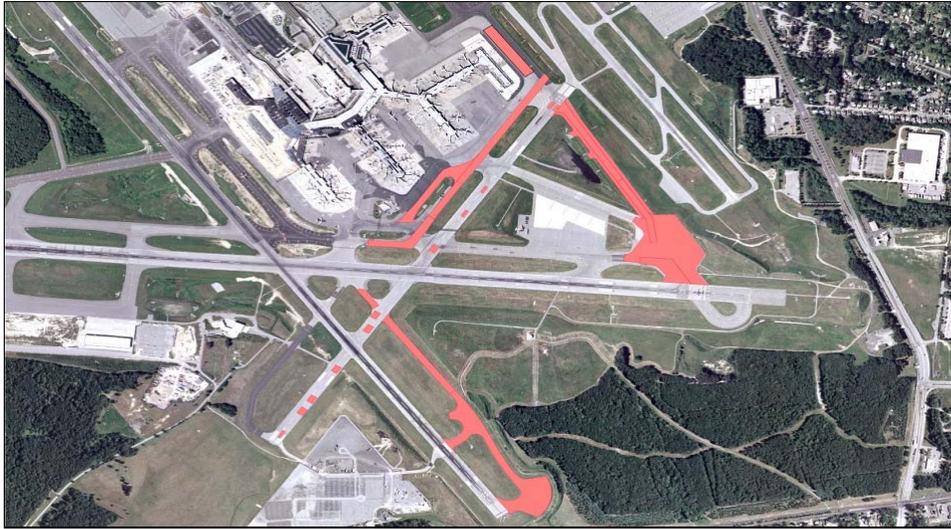
None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increased \$4.5 million based on new estimates addressing increase in material costs for the taxiway extension.

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 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,170	0	607	563	0	0	0	0	1,170	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,353	0	0	3,538	6,955	1,860	0	0	12,353	0
Total	13,523	0	607	4,101	6,955	1,860	0	0	13,523	0
Federal-Aid	5,795	0	0	3,005	2,547	243	0	0	5,795	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2006	AIP	4,845

OPERATING COST IMPACT: Operating cost will be recovered through common use fees.



PROJECT: Airfield Pavement Improvement Program at BWI

DESCRIPTION: This project includes the reconstruction and overlay of multiple taxiways, and the reconstruction of aircraft ramp areas between Concourses D & E and Concourses C & D. The work includes pavement removal and reconstruction, improvements to drainage structures, upgrades to deicing collection facilities, installation of centerline lighting on taxiways, and ramp lighting. The work will be accomplished in multiple phases to minimize impacts to airfield operations and maintain appropriate access for terminal gate usage.

JUSTIFICATION: The project will enhance airfield safety and operations through reconstruction of pavement, drainage structures, and upgrade of airfield lighting to meet FAA standards. The improvements will also upgrade the deicing fluid collection system. The areas identified for upgrades were determined through independent pavement analysis as required by FAA.

STATUS: Airfield taxiway paving to begin in Spring 2006. D & E ramp paving to begin Summer 2006; and C & D ramp paving to begin in Summer 2007

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added to the Construction Program from the Systems Preservation Program.

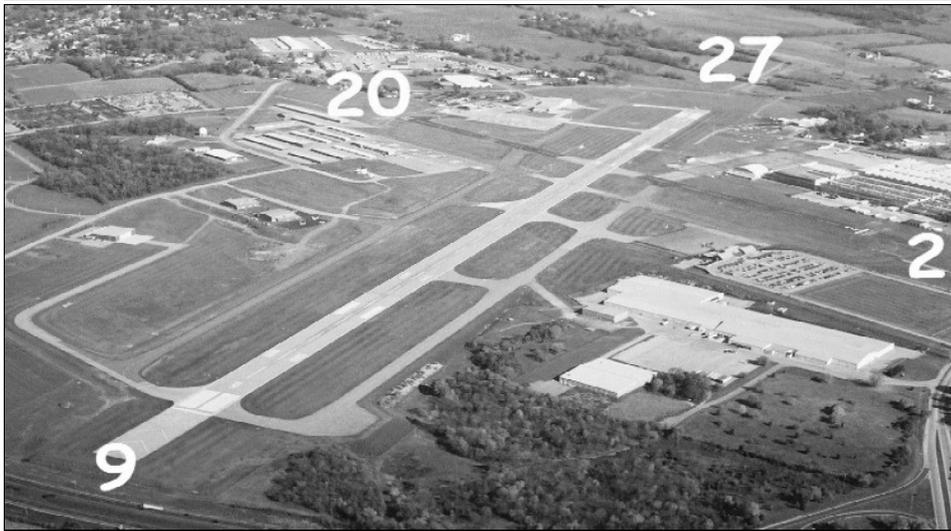
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,323	40	624	1,392	2,355	912	0	0	5,283	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	61,769	0	928	13,356	26,960	20,525	0	0	61,769	0
Total	67,092	40	1,552	14,748	29,315	21,437	0	0	67,052	0
Federal-Aid	48,562	0	789	10,336	21,359	16,078	0	0	48,562	0

Other funding source is Passenger Facility Charge (PFC) revenue.

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PE	2006	AIP	5,970
CO	2007	AIP	42,000
PE	2008	AIP	592

USAGE: Accommodate projected 3.5% annual passenger growth

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



PROJECT: Hagerstown Airport Expansion

DESCRIPTION: This project provides for a multi-year project to expand runway 09-27 at Hagerstown Regional Airport. The project will lengthen the runway from 5,500 feet to 7,000 feet, and includes associated land acquisitions, hold apron, stormwater management, roadway and bridge improvements to US 11.

JUSTIFICATION: The runway 09-27 improvements will correct numerous non standard conditions, most importantly, the lack of adequate Runway Safety Area (RSA) beyond the ends of the pavement. Also, the existing runway length limits the Airport in accommodating larger aircraft necessary to meet the growth in the region. The extension will better facilitate larger aircraft, as well as, avoid reduction of runway length as an alternative resolution of RSA issues.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Federal, State, and Local commitment obtained. All components in design with embankment construction and storm water management underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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 2005			2006	20072008.....2009.....			.....2010.....	.....2011.....
Planning	0	0	0	0	0	0	0	0	0	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	57,611	7,699	10,445	10,333	8,333	6,333	6,222	4,060	45,726	4,186
Total	57,611	7,699	10,445	10,333	8,333	6,333	6,222	4,060	45,726	4,186
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2006	AIP	8,000
CO	2007	AIP	6,000
CO	2008	AIP	6,000
CO	2009	AIP	6,000
CO	2010	AIP	4,000

USAGE: Approximately 59,000 annual passengers.

The cost shown includes federal AIP funds which go directly to the County and are being shown as Other funds. Cost shown does not include Washington County contribution. MDOT contributing \$10.6 million to the project.



STATUS: Phase 1 planning studies underway.

PROJECT: BWI Master Plan

DESCRIPTION: Study to identify long-term (25-year) projection, location and extent of BWI facility improvements, as required to meet future aviation demand. Study will require in-depth evaluations of many factors, including future air service, runway and terminal capacities, environmental and community impact considerations.

JUSTIFICATION: To undertake a comprehensive analysis of BWI's facilities and infrastructure to determine what improvements are necessary to support air travel through 2030. The most recent BWI master plan was approved in 1987. Most projects envisioned in the 1987 Plan have been constructed. BWI and the aviation industry have changed significantly since the completion of the last master plan.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

People Mover System at BWI -- Line 13

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increase of \$6.0 million due to the addition of the next Master Plan development phase.

<u>POTENTIAL FUNDING SOURCE:</u>		<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 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	10,451	451	3,500	2,500	2,500	1,500	0	0	10,000	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	10,451	451	3,500	2,500	2,500	1,500	0	0	10,000	0
Federal-Aid	7,500	0	3,225	1,275	1,875	1,125	0	0	7,500	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PP	2006	AIP	550
PP	2007	AIP	3,200

USAGE: Determine facility improvements needed to accommodate future aviation demand.



STATUS: Preliminary planning and environmental analysis underway.

PROJECT: People Mover System at BWI

DESCRIPTION: The project involves concept definition and preliminary environmental studies for a people mover system at BWI. The proposed Phase I system includes an alignment from the terminal building to the Consolidated Rental Car Facility including the BWI Rail Station and connections to parking facilities.

JUSTIFICATION: The proposed people mover system will provide the necessary additional capacity to address the projected increase in passenger levels and resultant traffic congestion on the terminal roadway system at BWI. A people mover system will allow for better access and traffic management of the multiple modes of transportation serving the airport, private vehicles, shuttle buses, and commercial vehicles. The system will also improve air quality. The study will be coordinated with the Master Plan effort.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

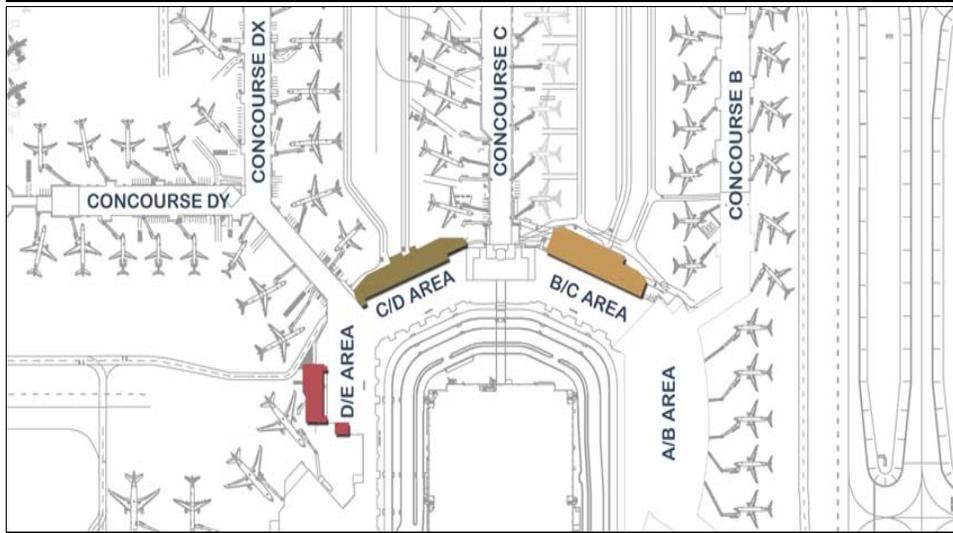
ASSOCIATED IMPROVEMENTS:

BWI Master Plan -- Line 12

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

		<u>POTENTIAL FUNDING SOURCE:</u>									
		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2008....	....2009....	....2010....	....2011....		
Planning	2,000	118	855	1,027	0	0	0	0	1,882	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	2,000	118	855	1,027	0	0	0	0	1,882	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

USAGE: Accommodate projected 3.5% annual passenger growth.



STATUS: Design underway.

PROJECT: Concourse B/C Baggage Screening System and Baggage Claim Expansion at BWI

DESCRIPTION: This project will reconfigure the existing baggage screening and baggage make-up system to a fully integrated baggage security and handling system. Improvements will include changes to the baggage system configuration, equipment, and expansion of the current building structure. Work will also include upgrade of the baggage claim area.

JUSTIFICATION: The ability to maintain 100 percent electronic baggage screening, while achieving the necessary capacity to meet projected airline departure flight schedules, is dependent upon BWI attaining the maximum utilization of bag screening technology. The project will also address baggage claim crowding.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

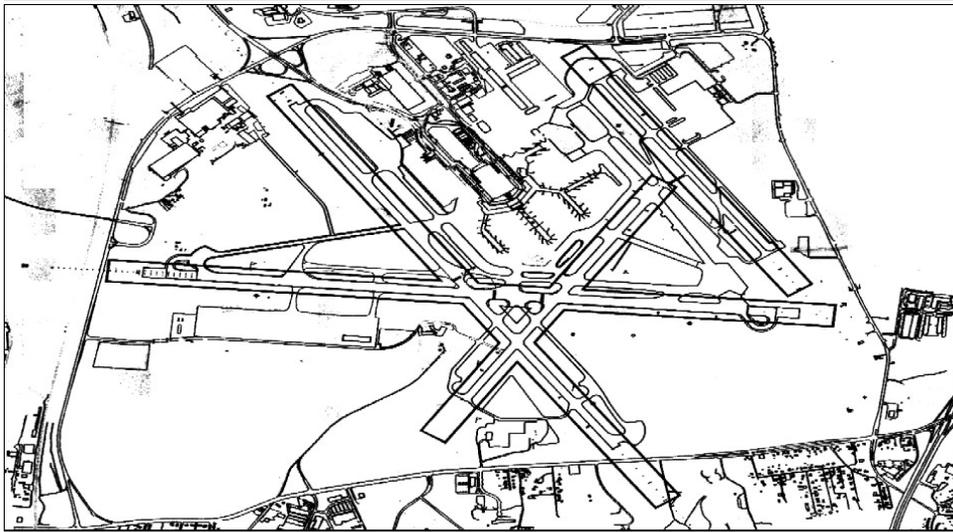
Concourse D/E Baggage Screening System & Baggage Claim Expansion at BWI -- Line 8

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Reduction of \$.8 million based on latest design estimate.

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 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,758	1,705	1,197	559	297	0	0	0	2,053	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	3,758	1,705	1,197	559	297	0	0	0	2,053	0
Federal-Aid	2,500	1,705	795	0	0	0	0	0	795	0

USAGE: Accommodate projected 3.5% annual passenger growth.

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



PROJECT: Interim Airport Layout Plan Environmental Assessment at BWI

DESCRIPTION: This project provides for the study of the environmental impact of all capital projects shown on the current 2010 Airport Layout Plan. Projects include: runway safety area, terminal, fuel farm improvements, administrative office building, perimeter roadway, fire facility, hourly garage, midfield cargo extension, second FBO, gas station, airport hotel, Northrop Grumman apron and hangar, and GSE building.

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 2010 Airport Layout Plan.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

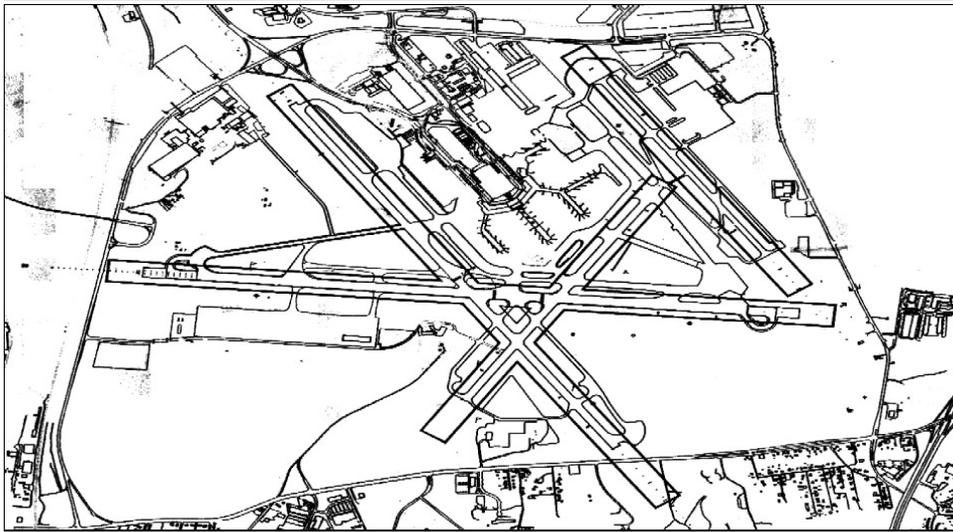
ASSOCIATED IMPROVEMENTS:

- Runway Safety Area Improvements at BWI -- Line 16
- Airport Administration Office Building at BWI -- Line 17
- Northwest Quadrant Airfield Perimeter Roadway at BWI -- Line 20

STATUS: Environmental analysis to begin in FY 2007.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Project cashflow delayed from FY 2005 to FY 2007 to reflect schedule for start of contract for environmental assessment.

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 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,380	0	0	1,213	167	0	0	0	1,380	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	1,380	0	0	1,213	167	0	0	0	1,380	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



STATUS: Preliminary design to begin in FY 2007.

PROJECT: Runway Safety Area Improvements at BWI

DESCRIPTION: The project will define the improvements necessary to bring the Runway Safety Areas (RSA) at both ends of runways at BWI into compliance with current Federal Aviation Administration (FAA) standards.

JUSTIFICATION: The RSA is intended to provide an extended level of safety at the end of all runways where overruns, veer-offs and undershoots are more likely to occur. To comply with the FAA requirements, the MAA will evaluate methods to further enhance RSAs at BWI, and provide a safer operating area.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Interim Airport Layout Plan Environmental Assessment at BWI -- Line 15
 Northwest Quadrant Airfield Perimeter Roadway at BWI -- Line 20

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: New project added to the Development and Evaluation Program.

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 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	700	0	0	123	577	0	0	0	700	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	700	0	0	123	577	0	0	0	700	0
Federal-Aid	525	0	0	92	433	0	0	0	525	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PE	2007	AIP	525



STATUS: Planning complete. Design projected to begin in FY 2007.

PROJECT: Airport Administrative Office Building at BWI

DESCRIPTION: A new 124,500 square foot office building to accommodate Maryland Aviation Administration and aviation related lease space. The MAA staff are currently located in the BWI Terminal Building and multiple satellite locations. The new facility will consolidate MAA management and staff into one location.

JUSTIFICATION: Due to increasing commercial demands for space in the BWI Terminal Building, numerous MAA offices have relocated to leased offices at various locations around BWI. This detrimentally impacts communication and coordination between the various remote office locations, the Executive Offices, and others located in the terminal. Increased demand for leaseable space in the terminal will further accentuate the problem.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

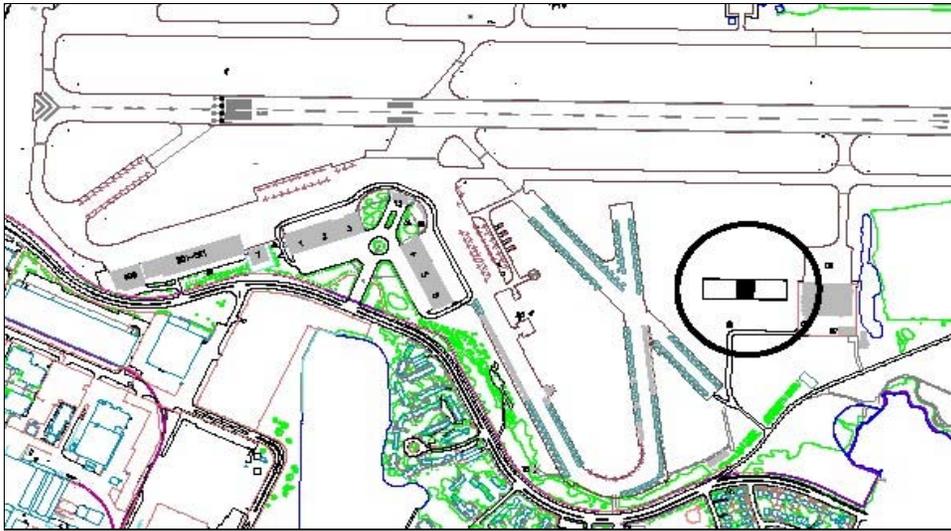
ASSOCIATED IMPROVEMENTS:

Interim Airport Layout Plan Environmental Assessment at BWI -- Line 15

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: New project added to Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:										
				<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,000	0	0	1,545	2,455	0	0	0	4,000	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	4,000	0	0	1,545	2,455	0	0	0	4,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Anticipate Maryland Economic Development Corporation (MEDCO) to be other funding source.



STATUS: Design to start in FY 2007.

PROJECT: Midfield Complex - Airport Operations and Fixed Based Operator Facility at Martin Airport

DESCRIPTION: This facility will house the MAA Office of Airport Operations and Fixed Base Operator (FBO) offices. The facility, located in the Midfield Complex, will provide additional space necessary to provide support services for airport tenants/business and other customer needs. This building will also house flight schools, aircraft sales companies, and other aviation related businesses.

JUSTIFICATION: The Administration and the FBO Offices have been located in the existing Administration Building since 1975 and have outgrown available space. These functions, flight schools, and aircraft sales companies presently located in the Administration Building and Hangars 4-6 will be relocated to the new facility. This centralized location will provide operation oversight and tenants will have easy access to services provided by the Administration and the FBO. Further, this will also provide for increased hangar rental revenues.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

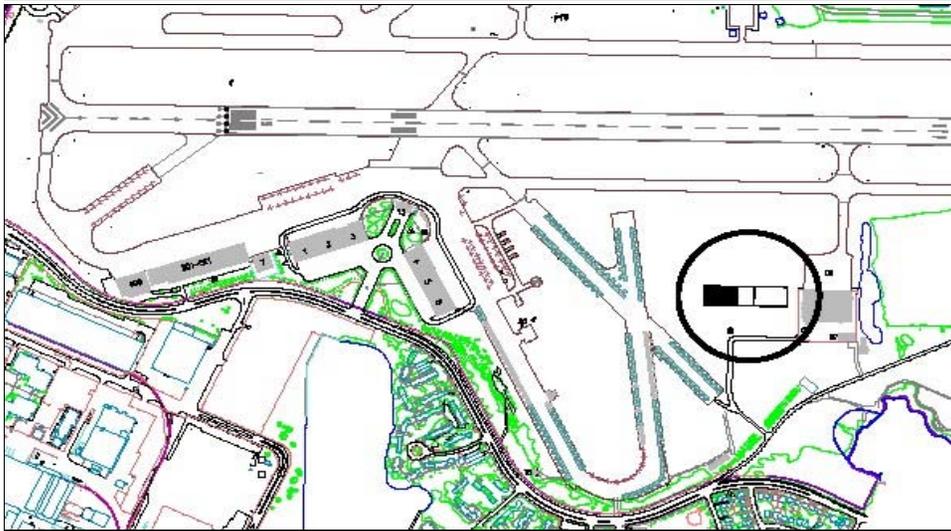
ASSOCIATED IMPROVEMENTS:

- Midfield Complex - Aircraft Hangar at MTN -- Line 9
- Midfield Complex - Second Aircraft Hangar at MTN -- Line 19

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	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	175	0	0	175	0	0	0	0	175	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	175	0	0	175	0	0	0	0	175	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

OPERATING COST IMPACT: Operating cost will be recovered through common use fees.



STATUS: Design to start in FY 2007.

PROJECT: Midfield Complex - Second Aircraft Hangar at MTN

DESCRIPTION: This project provides for the design of a second 20,000 square foot hangar in the midfield complex area for public aircraft servicing and storage, and aviation related support activities.

JUSTIFICATION: Currently accommodations at Martin State Airport for storage of larger corporate jets and business aircraft is inadequate. Demand exceeds currently planned hangar additions in the Construction Program as multiple firms have expressed interest in hangar spaces. It is essential to build hangars that will accommodate larger corporate jets and provide quality of hangars commensurate with the type of premium aircraft utilized by customers.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

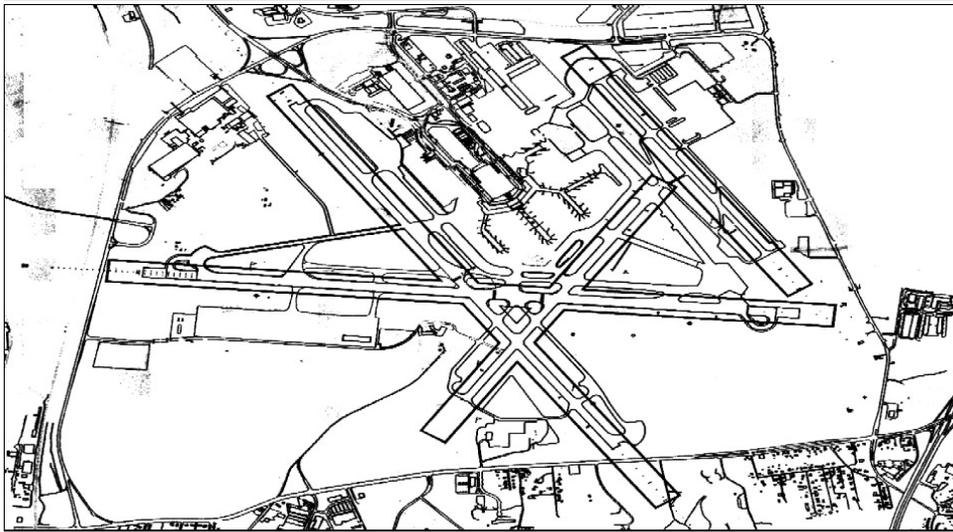
ASSOCIATED IMPROVEMENTS:

- Midfield Complex - Aircraft Hangar at MTN -- Line 9
- Midfield Complex - Airport Operations and FBO Facility at MTN -- Line 18

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	200	0	0	200	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	0	200	0	0	0	0	200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

OPERATING COST IMPACT: Operating cost will be recovered through common use fees.



STATUS: Planning to start in FY 2007.

PROJECT: Northwest Quadrant Airfield Perimeter Roadway at BWI

DESCRIPTION: This project addresses one quadrant of a proposed perimeter roadway at BWI. The northwest sector will provide direct airside access from Concourse A to the Midfield Cargo Complex area. Upon completion, the roadway will separate dedicated airside vehicles from aircraft operating within the airport operations area, eliminating potential hazards and reducing response times for all airside vehicles, particularly emergency and security vehicles.

JUSTIFICATION: As BWI traffic grows overall, associated surface and air traffic will increase Airport operation delay time. The perimeter roadway will alleviate additional delays caused by unnecessary ground vehicle movement within the aircraft operations area.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Interim Airport Layout Plan Environmental Assessment at BWI -- Line 15
Runway Safety Area Improvements at BWI -- Line 16

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: New project added to the Development and Evaluation Program.

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 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	100	0	0	100	0	0	0	0	100	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	100	0	0	100	0	0	0	0	100	0
Federal-Aid	75	0	0	75	0	0	0	0	75	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PP	2007	AIP	75

USAGE: Accommodate projected 3.5% annual passenger growth.

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2006 and Prior</u>			
<u>Airport Technology</u>			
1	Redundant IT Facility/MIS Office Relocation (1222)	1,489	Complete
2	Pavement Management BWI/MTN (1389)	1,625	Underway
3	MAA Airport Technology Master Plan & Strategic Plan (1330)	835	Underway
4	BWI IT Infrastructure (1291)	400	Underway
5	IT Equipment (1456)	803	Underway
6	IT Services (1455)	190	Underway
7	MUFIDS/BIDS Upgrade - CRCF & Concessions/Pier C (1604)	1,205	Underway
<u>Airside Development</u>			
8	Sawmill Creek Watershed Enhancements (1087)	124	Complete
9	BWI Airport Gate Management Hardware/Software (1314)	564	Complete
10	Installation of Cable/Conduit for Airfield Lighting (1180)	378	Complete
11	Airfield Signs and Guardlights/Installation of Airfield Signs (1541)	226	Complete
12	Apron Lighting Improvements, Phase I (1286)	681	Complete
13	Lockout/Tagout for Airfield Lighting Regulators (1398)	112	Complete
14	15R Triturator and Power Gate A Access Improvement (1452)	5,001	Underway
15	B/C Airfield Ramp Regrading (1510)	14,231	Underway
16	BWI Aerial Survey & Obstruction Removal (1313)	350	Underway
17	Wetland Mitigation (1024)	172	Underway
18	Additional Glycol Collection Tank # 3 (1318)	1,395	Spring, 2006
19	Airfield Ramp Rehab/Airfield Concrete Structure & Drain Replacement (1465)	2,925	Spring, 2006
20	Airside Taxiway Paving Rehab (1469)	1,222	Spring, 2006
21	B/C Airfield Ramp Regrading, Phase II (1610)	6,060	Spring, 2006
22	Fire Training Facility & Fire Pit Improvements (1454)	1,557	Spring, 2006
23	Underground Airfield Fire Hydrants (5) (1521)	1,668	Spring, 2006

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2006 and Prior (cont'd)</u>			
<u>Annual</u>			
24	Comprehensive Regional Air Passenger Survey (1486)	40	Underway
25	Comprehensive Paving 2006 (1467)	3,920	Spring, 2006
26	Terminal Spaceframe Inspection (7000)	120	Spring, 2006
<u>Baltimore/Washington</u>			
27	Landside Structures Program Management (1115)	8,536	Complete
28	Comp. Plan - Runway Safety Areas Study (1123)	2,335	Complete
29	Comprehensive Design Services - AE01-007-010 (1185)	2,824	Complete
30	Comprehensive Design - AE99-006 (1055)	1,730	Underway
31	Comprehensive Design Services- AE99-005 (1054)	2,477	Underway
32	Comprehensive Construction Management & Inspection Services (1188)	1,482	Underway
33	Comprehensive Planning- AE-01-006/013 (1186)	2,897	Underway
34	A/E Consultants for Building Permits (1390)	400	Underway
35	Comprehensive Acoustical Services- SV-02-009 (1184)	675	Underway
36	Environment Consultant -AE02-003 (1183)	2,048	Underway
37	Wildlife Management Plan (1181)	735	Underway
38	Commercial Facilities Planning Consultant (1416)	1,000	Underway
39	Comp Environmental Planning AE-05-003-005 (1460)	1,000	Underway
40	Fire Protection Engineer Services (1173)	100	Underway
41	Comp. Architectural Engineering Design Services (1324)	3,300	Underway
42	Comprehensive Airport Facilities Planning (1459)	1,374	Underway
43	Comprehensive Aviation Planning Services (1113)	1,354	Underway
44	Comprehensive Environmental Compliance Services (1461)	1,250	Underway
45	Comprehensive Intermodal & Terminal Planning Services (1114)	1,268	Underway
46	Comprehensive Financial Services (1271)	883	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2006 and Prior (cont'd)</u>			
<u>Equipment</u>			
47	Emergency Call Box Replacement/Installation (1512)	450	Complete
48	Front End Loader - Additional FY04 (1400)	309	Complete
49	Crash Truck 433 - Replacement (1333)	670	Complete
50	Crash Truck 434 - Replacement (1393)	670	Complete
51	Debris Sweeper for Airfield Ramp - Additional (1564)	130	Complete
52	Highspeed Multifunction Units - Lease Units Purchase (7305)	1,300	Complete
53	Street Sweeper - Replacement Equipment (1443)	129	Complete
54	Tow Truck - 5 Ton Vehicle Replacement (1442)	126	Complete
55	Hydraulic "V" Box Spreader - Three Trucks for Snow Removal (1445)	588	Underway
56	Solid Chemical Truck & Snow Removal V Box Spreader - Additional (1231)	196	Underway
57	V- Box Spreader Trucks /Two Snow Removal (1230)	392	Underway
58	Fuel Tanker - 2700 Gallon Vehicle Replacement (1440)	126	Underway
59	Highspeed Multifunction Units - Purchase Two New Units (7306)	1,600	Underway
60	Highspeed Snow Plows Units - Five New (7309)	1,296	Underway
61	Liquid Chemical Tanker -Two Additional FY04 (1401)	438	Underway
62	Paint Truck - Replacement (1559)	264	Underway
63	Replace Glycol Recovery Vehicles (3) (1619)	850	Underway
64	Snowblowers - Three Additional (1224)	1,207	Underway
65	Snowplows (2) (7310)	69	Underway
66	Towbehind Broom - Seven New Unit (7308)	1,312	Underway
<u>Information Technology CTIPP</u>			
67	MUFIDS/BIDS Upgrade, Ph I (1335)	3,290	Complete
68	800 Mhz Emergency Digital Trunked Radio System (1334)	9,214	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2006 and Prior (cont'd)</u>			
<u>Landside Development</u>			
69	Maintenance Complex Rehab (1086)	8,364	Complete
70	MAC Building Renovations (1161)	8,760	Complete
71	Public Awareness Program (1254)	1,486	Complete
72	Comprehensive Paving, 2002 (1257)	2,317	Complete
73	BWI Landscaping (1377)	659	Complete
74	Tenant Mods (1277)	840	Complete
75	Comprehensive Paving at BWI- FY04 (1392)	2,775	Complete
76	Landside Operations Center (1446)	1,028	Complete
77	Plumbing Repairs at Self Maintenance & ARFF Buildings (1409)	168	Complete
78	West Tenant Lot Pavement Improvements (1470)	1,080	Complete
79	MdTA Police OT-Movement of Traffic (1378)	511	Underway
80	BWI Airport Gateway Treatment Study (1591)	200	Underway
81	FY05 Comprehensive Paving (1448)	2,658	Underway
82	Hourly Parking Garage Renovation (1464)	3,968	Underway
83	Bridge Inspection (SHA Consultant) (1023)	40	Underway
84	CNG Fueling Station (1431)	3,669	Underway
85	Pay on Foot in the Daily Garage (1626)	700	Underway
86	UR - Fire Protection - Hourly Garage Improvements (1474)	3,529	Underway
87	UR - Water System - Exterior Water Valve Replacement (1355)	417	Underway
88	Rental Car Facility Bus Improvements (7300)	454	Spring, 2006
<u>Martin State</u>			
89	Environmental Assessment (1411)	346	Complete
90	Obstruction Survey (1508)	10	Complete
91	Rehab of Plumbing System (1365)	782	Complete
92	Strawberry Point Lighting (1362)	286	Complete
93	Electrical Switch Gear Upgrades (1360)	803	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2006 and Prior (cont'd)</u>			
<u>Martin State (cont'd)</u>			
94	Fire Hydrant Replacement (1509)	209	Complete
95	Fuel Truck Containment Area (1528)	547	Complete
96	HVAC Upgrade-Maint. Shop, Admin. Bldg. & Hangers 4-6 (1432)	1,298	Complete
97	Tenant Mods (1199)	305	Complete
98	Runway Rehabilitation (1093)	678	Underway
99	Fuel Farm Renovations (1530)	1,138	Spring, 2006
<u>Regional Aviation</u>			
100	Cambridge/Dorchester County Airport Grant (1234)	1,001	Complete
101	State Public/Private Heliport-Vertiport System Plan Study (1235)	337	Complete
102	Aid to Public/Private Airports (MAPA-90%) (1106)	1,000	Underway
103	Regional Airport Standardization Program (1227)	211	Underway
104	Regional Aviation Program (1107)	410	Underway
105	St. Mary's County Airport (1108)	270	Underway
106	Statewide Aviation Grants (AIP-5%) (1105)	750	Underway
107	Statewide - Airport Pavement (1607)	500	Spring, 2006
108	Statewide - Airport System Plan (ASP) Update/Revision (1608)	500	Spring, 2006
<u>Security</u>			
109	Security Initiatives (1298)	1,630	Underway
110	Engineering & Facilities Emergency Mapping Mgmt Phase I (1623)	675	Underway
111	BWI Perimeter Gates & Fencing Improvements (1245)	256	Underway
112	Perimeter Intrusion Detection Systems (PIDS) (1613)	15	Underway
113	Security CCTV Upgrades (1246)	2,149	Spring, 2006

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2006 and Prior (cont'd)</u>			
<u>Terminal Development</u>			
114	County Sewer and Water Capital Improvements (1028)	4,687	Complete
115	Forced Main Sewer Line Installation - Parallel Line (D) (1407)	1,456	Complete
116	Terminal Bldg Interior Mods (1447)	871	Complete
117	Lightning Strike Study (1458)	17	Complete
118	Terminal Bag Claim & Concourse Ltg Upgrade (1140)	6,185	Underway
119	Tenant Modifications (1417)	599	Underway
120	Heating & Ventilation, Water Heaters, and Controls Replacement at BWI (1302)	1,792	Underway
121	Tenant and Safety Modifications (1457)	875	Underway
122	Terminal Building Interior Modifications (1450)	3,388	Underway
123	UR - Electrical System - BWI SCADA System (1229)	80	Underway
124	Airline Relocation (1511)	1,385	Underway
125	Baggage Handling System Upgrades (7001)	4,000	Underway
126	Terminal Piers Jetway Door Replacement (1410)	87	Underway
127	UR - Fire Protection - Sprinkler Zone Control Valve Relocation (1363)	473	Underway
128	Painting Terminal Exterior - Airside (7301)	5,189	Spring, 2006
129	Sanitary Sewer Main Rehab Phase II (1453)	2,805	Spring, 2006
130	Terminal Building Interior Modifications (7014)	1,076	Spring, 2006
<u>FY 2007</u>			
<u>Airport Technology</u>			
131	CORE Network Upgrades (7400)	725	Summer, 2006
132	Equipment and Safety Training System (7303)	1,500	Summer, 2006
133	External IT Infrastructure Upgrades (7401)	1,845	Summer, 2006
134	EZ-Pass Commercial Vehicle Fee Collection (1397)	250	Summer, 2006
135	IT Equipment (1456)	559	Summer, 2006
136	IT Services (1455)	110	Summer, 2006

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2007 (cont'd)</u>			
<u>Airport Technology (cont'd)</u>			
137	CADD Based Facility Management Software (7600)	250	Fall, 2006
138	Exit Lane Technology (7208)	925	Fall, 2006
139	Consolidated Dispatch Center (7200)	2,693	Spring, 2007
140	Parking Revenue Control System (1270)	4,027	Spring, 2007
<u>Airside Development</u>			
141	D/E Airfield Ramp Paving Improvements (7011)	14,690	Summer, 2006
142	UR - Airfield Lighting Cable Replacement (1351)	2,912	Summer, 2006
143	Wetland Mitigation (1024)	621	Summer, 2006
170	Airside Taxiway Paving Rehab (1469)	7,539	Summer, 2006
<u>Annual</u>			
144	Comprehensive Regional Air Passenger Survey (1486)	125	Summer, 2006
145	Airfield Structures Inspections (7005)	75	Fall, 2006
146	Airport Obstruction - Survey (7201)	755	Fall, 2006
147	Landside Pavement Evaluation (7006)	137	Fall, 2006
148	Roadway Bridge Inspection (7004)	261	Fall, 2006
149	Terminal Tenant Modifications FY 07 (7500)	500	Fall, 2006
<u>Baltimore/Washington</u>			
150	Acoustical Services Contract (1485)	358	Fall, 2006
151	Mall Area Development (1119)	100	Spring, 2007

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2007 (cont'd)</u>			
<u>Equipment</u>			
152	Paramedic Transport Unit - Ambulance - Replacement (7202)	170	Fall, 2006
<u>Landside Development</u>			
153	Bridge Inspection (SHA Consultant) (1023)	47	Summer, 2006
154	Existing Fire Station Office Living Area Improvements (7203)	171	Summer, 2006
155	Terminal Complex Roadway Resurfacing (7008)	969	Spring, 2007
171	Existing Fire Station Expansion and Fuel Dispensing System (1520)	160	Spring, 2007
172	Widen Lower Level Airport Exit Roadway to I-195 Westbound (7009)	301	Spring, 2007
<u>Martin State</u>			
156	Connection to Airport Water Supply for Fire Suppression System (1433)	1,385	Summer, 2006
157	Hangar Ramp Extension (1196)	5,280	Summer, 2006
158	Runway Rehabilitation (1093)	1,134	Summer, 2006
159	Stormwater Management (1094)	660	Summer, 2006
173	Runway Lighting Vault Upgrade (7105)	50	Summer, 2006
<u>Regional Aviation</u>			
160	Aid to Public/Private Airports (MAPA-90%) (1106)	1,000	Summer, 2006
161	Regional Airport Standardization Program (1227)	125	Summer, 2006
162	Regional Aviation Program (1107)	305	Summer, 2006
163	Statewide Aviation Grants (AIP-5%) (1105)	750	Summer, 2006
<u>Security</u>			
164	BWI Perimeter Gates & Fencing Improvements (1245)	600	Summer, 2006

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2007 (cont'd)</u>			
<u>Security (cont'd)</u>			
165	Perimeter Intrusion Detection Systems (PIDS) (1613)	506	Summer, 2006
166	BWI Airport Mobile Command Post Vehicle (1532)	1,000	Spring, 2007
174	Redesign of Checkpoint J (7205)	26	Spring, 2007
<u>Terminal Development</u>			
167	Secondary Containment for Electrical Transformers (7101)	1,234	Summer, 2006
168	Terminal Piers Jetway Door Replacement (1410)	437	Summer, 2006
169	Terminal Space Frame Lighting (1436)	768	Summer, 2006



Glossary

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Chesapeake Highway Advisories Routing Traffic – Maryland’s program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity.
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project.
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service.
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated.
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements.
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements.
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources.
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area.
(PP)	Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities.
(PE)	Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared.
(RW)	Right-of-Way: Acquisition of land for transportation projects.
(CO)	Construction.
(IN)	Inflated Cost.
(FA)	Federal-aid.
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

(IM)	Interstate Maintenance category of federal aid.
(BR)	Bridge Replacement/Rehabilitation category of federal aid.
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid.
(DEMO)	Specific projects identified in federal legislation for demonstration purposes.