

**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  

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MARYLAND AVIATION ADMINISTRATION

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

	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>FY 2031</u>	<u>SIX - YEAR TOTAL</u>
<b><u>Major Construction Program</u></b>	<b>262.7</b>	<b>218.0</b>	<b>136.4</b>	<b>46.0</b>	<b>20.3</b>	<b>25.3</b>	<b>708.6</b>
	45.0	149.0	84.4	34.4	15.0	19.4	347.3
System Preservation	185.3	53.5	40.6	8.0	1.5	2.3	291.2
Expansion/Efficiency	27.2	12.0	8.0	0.0	0.3	-	47.5
Safety & Security	3.0	3.5	3.5	3.5	3.5	3.5	20.5
Local Funding	2.1	0.0	-	-	-	-	2.1
Administration							
<b><u>Major Development &amp; Evaluation Program</u></b>	<b>4.2</b>	<b>21.7</b>	<b>26.4</b>	<b>3.0</b>	<b>-</b>	<b>-</b>	<b>55.3</b>
	0.6	7.8	10.6	-	-	-	19.0
System Preservation	3.6	13.9	12.9	-	-	-	30.4
Expansion/Efficiency	0.0	-	3.0	3.0	-	-	6.0
Administration							
<b><u>Minor Program</u></b>	<b>53.6</b>	<b>25.8</b>	<b>19.1</b>	<b>15.1</b>	<b>17.6</b>	<b>23.7</b>	<b>154.9</b>
	23.3	15.0	12.5	10.1	12.7	18.7	92.2
System Preservation	9.8	2.1	0.1	0.1	-	-	12.1
Expansion/Efficiency	8.7	1.7	2.0	-	-	-	12.5
Safety & Security	7.4	5.3	3.3	4.0	4.2	1.5	25.8
Environment	4.4	1.6	1.2	1.0	0.7	3.5	12.4
Administration							
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<b>7.5</b>	<b>7.7</b>	<b>5.7</b>	<b>5.7</b>	<b>5.9</b>	<b>6.5</b>	<b>39.1</b>
	<b>328.0</b>	<b>273.2</b>	<b>187.7</b>	<b>69.8</b>	<b>43.8</b>	<b>55.5</b>	<b>957.9</b>
Special Funds	87.0	70.7	63.7	33.5	33.3	46.1	334.3
Federal Funds	43.6	105.1	64.7	21.9	10.6	9.4	255.3
Other Funds	197.3	97.3	59.2	14.4	0.0	-	368.3
<b><u>TOTAL Special Funds Breakdown</u></b>							
Transportation Trust Fund	87.0	70.7	63.7	33.5	33.3	46.1	334.3
<b>SPECIAL FUNDS TOTAL</b>	<b>87.0</b>	<b>70.7</b>	<b>63.7</b>	<b>33.5</b>	<b>33.3</b>	<b>46.1</b>	<b>334.3</b>
<b><u>Other Funds Breakdown</u></b>							
Other (Not GO Bonds)	197.3	97.3	59.2	14.4	0.0	-	368.3
<b>OTHER FUNDS TOTAL</b>	<b>197.3</b>	<b>97.3</b>	<b>59.2</b>	<b>14.4</b>	<b>0.0</b>	<b>-</b>	<b>368.3</b>



**PROJECT:** Regional Aviation Assistance Program

**DESCRIPTION:** The Statewide Aviation Grant Program provides State funding to match federal funding to government or public-owned airports for the repair and upgrade of runways, taxiways, ramps, and lighting systems, as well as for the removal of trees and other obstacles from runway approaches. If the airport meets the program criteria, the Federal Aviation Administration (FAA) will cover 90% of the costs with the State and the airport each contributing five percent of the total project cost. Assistance is also provided to private-owned airports, open to the public, for financial grants to improve runways, taxiways, navigation aids, and other safety related projects.

**PURPOSE & NEED SUMMARY STATEMENT:** This program supports the goals of the Maryland Department of Transportation to meet air service needs of Maryland and to promote safety and security, environmental stewardship, and economic development. There are over 130 licensed and registered airports in the State, of which 34 are public use facilities with three offering air carrier service.

**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

**STATUS:** The program has twenty (20) active projects at the start of FY 2026 and will award twenty (20) new projects at various airports across the State in FY 2026.

<b>POTENTIAL FUNDING SOURCE:</b> <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	118	0	0	118	0	0	0	0	0	118	0
Right-of-way	229	229	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	98,852	78,470	3,566	2,883	3,500	3,500	3,500	3,500	3,500	20,383	0
Total	99,199	78,698	3,566	3,001	3,500	3,500	3,500	3,500	3,500	20,501	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	99,199	78,698	3,566	3,001	3,500	3,500	3,500	3,500	3,500	20,501	0
Other	0	0	0	0	0	0	0	0	0	0	0

0221, 1105, 1106, 1107

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
The cost increased by \$3.5M due to the addition of FY 2031 funding.

**USAGE:** N/A

**OPERATING COST IMPACT:** N/A



**PROJECT:** Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport

**DESCRIPTION:** This project provides infrastructure improvements in support of the development of a commercial service aircraft maintenance facility at BWI Marshall Airport. The improvements include utility infrastructure and site grading. Landside and airside access routes will be provided to support operations.

**PURPOSE & NEED SUMMARY STATEMENT:** At BWI Marshall Airport, Southwest Airlines needs to perform periodic or incidental maintenance on their aircraft. There is insufficient space at either their gates or within the terminal and adjacent areas to perform aircraft maintenance functions. The site provides sufficient area for a facility that will support aircraft maintenance needs.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Community and Support the Economy
- ☐ Promote Environmental Stewardship

**EXPLANATION:** This project provides Southwest Airlines with a location to locally perform periodic or incidental maintenance on their aircraft fleet. Reliable aircraft ensures the airline maintains schedules and minimizes delay impacts on passengers. Opening of the facility will increase local employment. BWI Marshall Airport supports the movement of people, goods and the State’s economy.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

**STATUS:** Project is in the final phase of construction. Substantial completion September 2025. Punchlist items underway.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,195	6,017	255	178	0	0	0	0	0	178	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	41,774	38,346	2,047	3,428	0	0	0	0	0	3,428	0
Total	47,969	44,363	2,302	3,607	0	0	0	0	0	3,607	0
Federal-Aid	3,211	3,211	264	0	0	0	0	0	0	0	0
Special	44,758	41,151	2,038	3,607	0	0	0	0	0	3,607	0
Other	0	0	0	0	0	0	0	0	0	0	0

9720, 9721, 9722; Federal funding was CARES stimulus.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
None.

**USAGE:** Accommodate projected airline maintenance needs.

**OPERATING COST IMPACT:** Cost responsibility of Southwest Airlines.



**PROJECT:** BC Apron Reconstruction, Infill & Taxiway Improvements at BWI Marshall Airport

**DESCRIPTION:** This project funds a series of phases to complete the overall development objective of BC Apron Reconstruction, Infill & Taxiway Improvements that is aligned with the FAA Airport Capital Improvement Plan (ACIP). The first phase of the program is the relocation of the Airfield Lighting Vault (ALV), which was completed in July 2024. Demolition of the existing vault and infill of those areas with apron pavement is included in the current project phase. The remaining phases (BC Alley Reconstruction and Concourse C Apron Reconstruction) will follow after completion of the Concourse A/B Connector and BHS Program. This will provide enough gate capacity airport-wide to mitigate the operational impacts to airlines located in the BC Alley.

**PURPOSE & NEED SUMMARY STATEMENT:** The project will enhance airfield safety and operations through reconstruction of pavement to meet FAA standards. In addition, the proposed alignment will address deficiencies in the current alignment that do not meet current FAA Design Standards. Finally, the improvements will increase capacity at BWI Marshall by removing the operation constrictions at the entrance to BC Alley.

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

- ☒ Enhance Safety and Security
- ☒ Serve Community and Support the Economy
- ☒ Deliver System Quality
- ☐ Promote 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

**EXPLANATION:** This project provides compliance with FAA Part 139 regulations. New airfield lighting control and infrastructure combined with new aircraft travel patterns that increase airfield capacity ensure airfield movement and safety is maximized. BWI Marshall Airport supports the movement of people, goods and the State's economy.

**STATUS:** Construction for Airfield Lighting Vault Relocation - Phase 1 completed July 2024. Phase 2 is anticipated to begin July 2026 (after completion of the Concourse A/B Connector and BHS Program due to gate capacity in the project area). Airfield projects are staggered to accommodate flight activity and lessen restrictions.

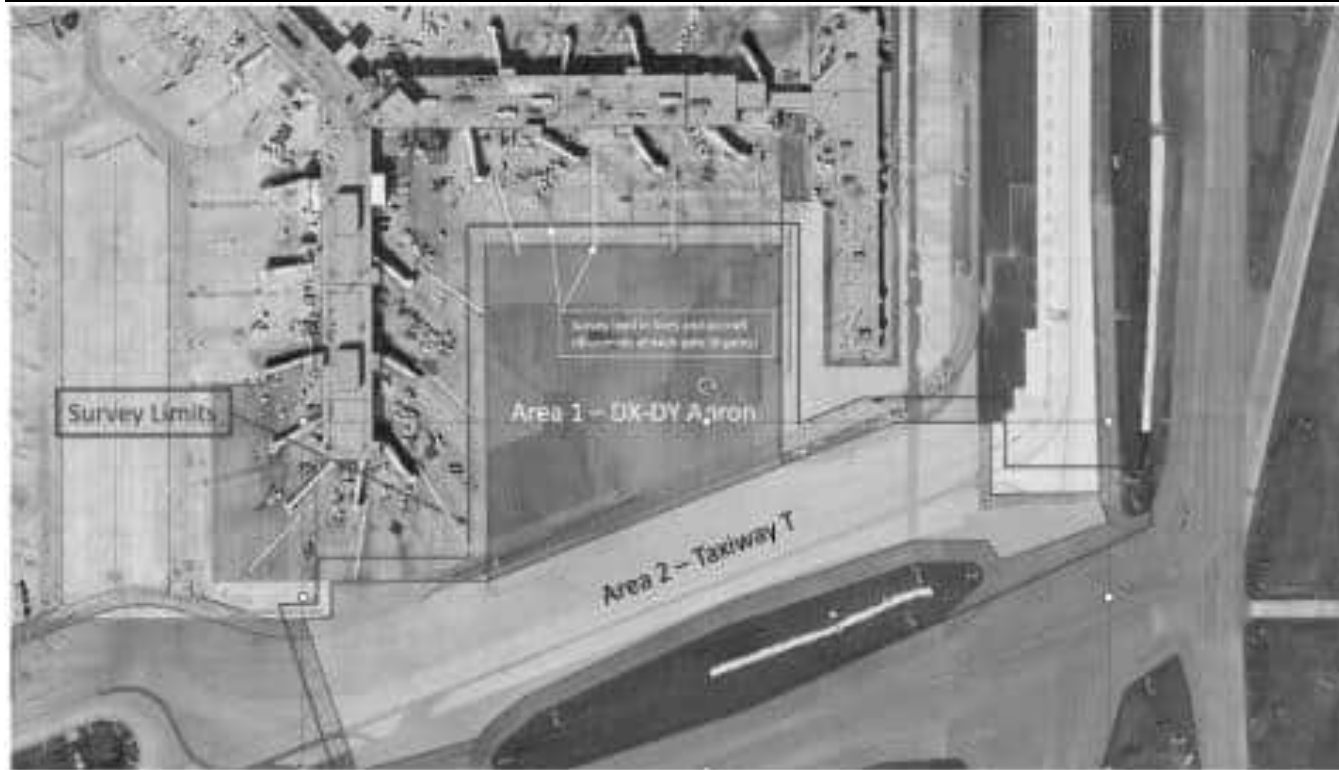
POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	15	15	0	0	0	0	0	0	0	0	0
Engineering	8,302	2,696	151	869	1,248	2,132	174	1,184	0	5,606	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	64,140	24,640	3,462	321	8,349	15,219	4,261	11,350	0	39,500	0
Total	72,457	27,351	3,613	1,190	9,596	17,351	4,435	12,533	0	45,106	0
Federal-Aid	52,292	18,383	2,305	519	9,596	14,394	0	9,400	0	33,909	0
Special	20,165	8,969	1,308	672	0	2,957	4,435	3,133	0	11,196	0
Other	0	0	0	0	0	0	0	0	0	0	0

0265, 0336, 2196

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
The cost decreased by \$5.0M due to a revised cost estimate.

**USAGE:** Improve standards and accommodate projected annual flight operations.

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



**PROJECT:** DX/DY Apron Pavement Rehab at BWI Marshall Airport

**DESCRIPTION:** This project will provide a comprehensive pavement rehabilitation to the DX-DY Apron that is aligned with the FAA Airport Capital Improvement Plan (ACIP). The Pavement Condition Index for these pavements ranges from 45-59 (out of 100), which ranks in the poor to low-end of fair range. The pavement distresses include medium and high severity weathering, alligator cracking and block cracking. The project will include all grading, pavement, lighting, signage, installation of an oil-water separator and all related infrastructure.

**PURPOSE & NEED SUMMARY STATEMENT:** The project will enhance airfield safety and operations through reconstruction of pavement to meet FAA standards. In addition, the proposed alignment will address deficiencies in the current alignment that do not meet current FAA Design Standards.

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

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Community and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality      | <input type="checkbox"/> Promote Environmental Stewardship                  |

**EXPLANATION:** This project provides for compliance with FAA Part 139 regulations. The improvements enhance safety by reducing the risk of aircraft damage in the apron area. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and minimize Foreign Object Debris (FOD) that could impact the aircraft. BWI Marshall Airport supports the movement of people, goods and the State's economy.

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

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

**STATUS:** Construction start anticipated Spring 2026.

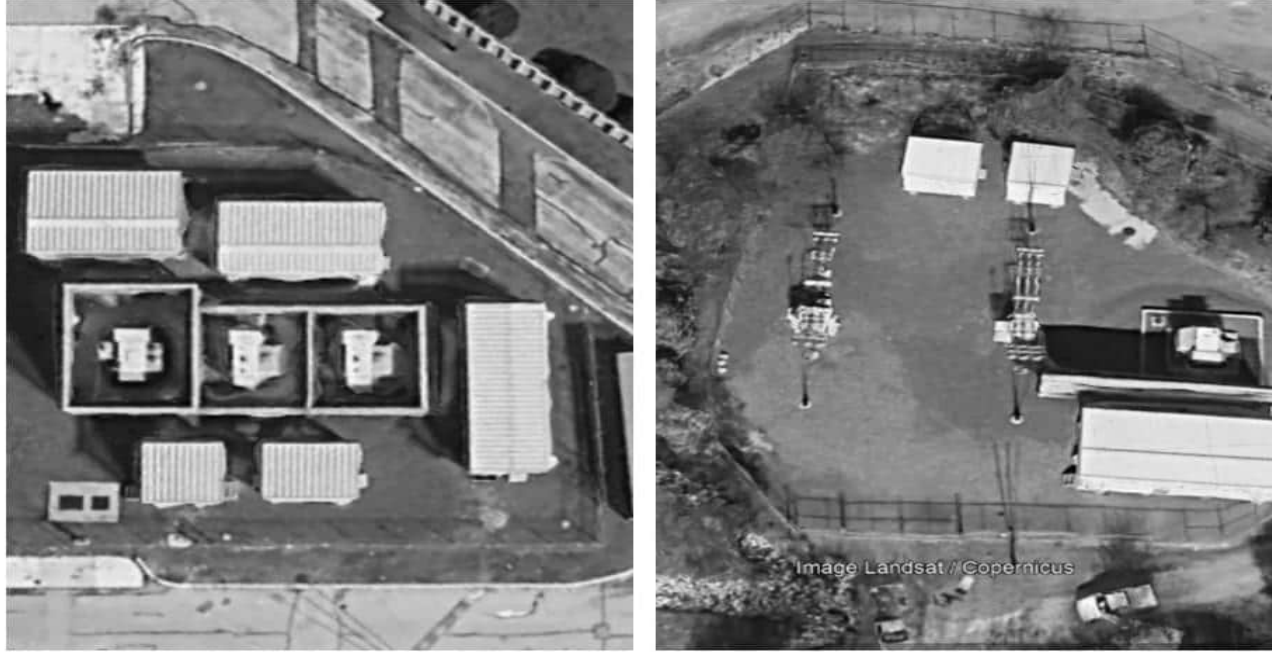
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	...2028...	...2029...	...2030...	...2031...	0	0
Engineering	1,432	891	208	501	16	24	0	0	0	541	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	34,983	88	88	1,150	17,727	16,017	0	0	0	34,894	0
<b>Total</b>	<b>36,414</b>	<b>980</b>	<b>297</b>	<b>1,651</b>	<b>17,743</b>	<b>16,041</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35,435</b>	<b>0</b>
Federal-Aid	26,884	618	117	0	14,057	12,209	0	0	0	26,267	0
Special	9,530	362	180	1,651	3,686	3,831	0	0	0	9,168	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

None.

**USAGE:** Improve standards and accommodate projected annual flight operations.

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



**PROJECT:** Electrical Substations Reconstruction at BWI Marshall Airport

**DESCRIPTION:** This project replaces aging utility infrastructure at the airport. Specifically, this project will (1) reconstruct the North and South BGE Substations, replacement of 35kV switchgears, replacement of meters and relays in the 15kV switchgears, and (2) replace electrical Substation ST-AB including new switchgear, main load interrupters, and transformers.

**PURPOSE & NEED SUMMARY STATEMENT:** The equipment is 25 to 30 years old and has reached the end of its useful life. The replacement of the substations will consolidate equipment into one location and provide connections to the BGE sources. In addition, the replacement of switchgear and transformer equipment will increase reliability of the electrical distribution system and maintain operational resiliency.

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

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Community and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality      | <input type="checkbox"/> Promote Environmental Stewardship                  |

**EXPLANATION:** This project improves utility infrastructure that supports airport operations. BWI Marshall Airport supports the movement of people, goods and State economy.

- SMART GROWTH STATUS:**
- |  |   |
|--|---|
| <input type="checkbox"/> Project Not Location Specific   | <input type="checkbox"/> Not Subject to PFA Law     |
| <input checked="" type="checkbox"/> Project Inside PFA   | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**STATUS:** Construction is substantially complete for North/South BGE Substations, only punchlist items remaining. Construction started for replacement of Substation ST-AB with completion anticipated in September 2026.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER				
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,577	1,605	165	1,953	19	0	0	0	0	1,972	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	26,457	19,330	10,101	5,001	2,125	0	0	0	0	7,127	0
Total	30,034	20,935	10,266	6,954	2,144	0	0	0	0	9,099	0
Federal-Aid	1	1	0	0	0	0	0	0	0	0	0
Special	11,774	9,837	4,040	1,197	740	0	0	0	0	1,937	0
Other	18,259	11,097	6,227	5,757	1,404	0	0	0	0	7,162	0

0170, 0254; Federal funding was CARES stimulus; Other funding source is Passenger Facility Charge (PFC) revenue.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

None.

**USAGE:** Accommodate projected annual passenger growth.

**OPERATING COST IMPACT:** Cost fully recovered through airport user fees.





**PROJECT:** North Cargo Pavement Rehabilitation at BWI Marshall Airport

**DESCRIPTION:** This project will rehabilitate the North Cargo pavement area at BWI Marshall that is aligned with the FAA Airport Capital Improvement Plan (ACIP). The construction will be done in three phases. Phase 1 (outlined in blue) is pavement rehabilitation of Taxilane J and pavement reconstruction of cargo positions F18-F20 in concrete. Phase 2 (outlined in green) is rehabilitation/replacement of the pavement for cargo positions F1-F5 and concrete pavement rehabilitation of parking positions F6-F9. Phase 3 is the concrete pavement rehabilitation of the entire cargo ramp between cargo buildings D&E including parking positions F10-F17 and the taxilane in-between.

**PURPOSE & NEED SUMMARY STATEMENT:** The 2023 Pavement Condition Index (PCI) report identified the North Cargo pavement in the recommended five-year CIP program as the PCI is considered very poor to fair condition. The proposed improvements will improve the operational conditions and reduce future maintenance costs, needs, and operational impacts.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:  
☒ Enhance Safety and Security ☐ Serve Community and Support the Economy  
☒ Deliver System Quality ☐ Promote Environmental Stewardship

**EXPLANATION:** This project provides compliance with FAA Part 139 regulations to ensure airfield movement and safety is maximized.

**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

**STATUS:** Design underway for Phases 1 and 2. 100% submission expected March 2026.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,100	76	76	80	486	972	486	0	0	2,024	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	34,578	0	0	0	7,000	14,000	13,578	0	0	34,578	0
Total	36,678	76	76	80	7,486	14,972	14,064	0	0	36,602	0
Federal-Aid	27,358	0	0	0	5,644	11,288	10,427	0	0	27,358	0
Special	9,320	76	76	80	1,842	3,685	3,637	0	0	9,244	0
Other	0	0	0	0	0	0	0	0	0	0	0

0404, 0769

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** Added to Primary Construction Program.

**USAGE:** Accommodate projected annual flight operations.

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





**PROJECT:** Runway 10/28 Rehabilitation at BWI Marshall Airport

**DESCRIPTION:** This project will resurface the longest runway at BWI Marshall as well as Runway 10/28 and Runway 15R-33L intersection that is aligned with the FAA Airport Capital Improvement Plan (ACIP). The project will include additional pavement repairs as needed, and tie-ins to adjacent taxiways and runway. The runway edge lights, centerline lights, threshold lights and touchdown zone lights will all be updated to the latest LED lights. The runway surface sensors will also be replaced.

**PURPOSE & NEED SUMMARY STATEMENT:** To maintain a safe runway with minimal surface defects, the pavement surface needs to be replaced periodically. The 2023 Pavement Condition Index (PCI) report identified Runway 10-28 in the recommended five-year CIP programs as the PCI will be falling into the fair range over the next few years. Additionally, while the runway is closed, all existing pavement lighting will be replaced with LED lights to reduce power usage and maintenance.

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

<input checked="" type="checkbox"/> Enhance Safety and Security	<input type="checkbox"/> Serve Community and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input checked="" type="checkbox"/> Promote Environmental Stewardship

**EXPLANATION:** This project provides compliance with FAA Part 139 regulations to ensure airfield movement and safety is maximized.

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

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

**STATUS:** MDOT is able to advance this project to the construction phase because of the funding provided by the Governor and Legislature in the last session. Increased State funding allows the ability to leverage \$64.2M in Federal funding. Design underway. Meetings with Airline Technical Committee ongoing.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE	2025	2026	2027	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,113	1,181	1,178	633	3,299	0	0	0	0	0	3,932	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	72,404	0	0	0	72,404	0	0	0	0	0	72,404	0
Total	77,517	1,181	1,178	633	75,703	0	0	0	0	0	76,336	0
Federal-Aid	57,303	0	0	0	57,303	0	0	0	0	0	57,303	0
Special	20,214	1,181	1,178	633	18,400	0	0	0	0	0	19,033	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** The cost increased \$64.1M due to project acceleration from previous schedule of Federal projects and programs (re-evaluated project timeline and critical need).

**USAGE:** Improve standards and accommodate projected annual flight operations.

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



**PROJECT:** Runway 15R/33L Pavement Mill and Overlay at BWI Marshall Airport

**DESCRIPTION:** This project will resurface runway 15R/33L at BWI Marshall that is aligned with the FAA Airport Capital Improvement Plan (ACIP). The project will include additional pavement repairs as needed, and tie-ins to adjacent taxiways and runway. The runway edge lights, centerline lights, threshold lights and touchdown zone lights will all be updated to the latest LED lights. The runway surface sensors will also be replaced.

**PURPOSE & NEED SUMMARY STATEMENT:** To maintain a safe runway with minimal surface defects, the pavement surface needs to be replaced periodically. The 2023 Pavement Condition Index (PCI) report identified Runway 15R/33L in the recommended five-year CIP program as the PCI will be falling into the fair range over the next few years. Additionally, while the runway is closed, all existing pavement lighting will be replaced with LED lights to reduce power usage and maintenance.

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

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Serve Community and Support the Economy      |
| <input checked="" type="checkbox"/> Deliver System Quality      | <input checked="" type="checkbox"/> Promote Environmental Stewardship |

**EXPLANATION:** This project provides compliance with FAA Part 139 regulations to ensure airfield movement and safety is maximized.

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

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

**STATUS:** Project anticipated for FY 2031 due to reprioritization of Federal projects and programs.

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)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,184	0	0	0	0	0	0	0	1,184	1,184	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	11,350	0	0	0	0	0	0	0	11,350	11,350	0
<b>Total</b>	<b>12,533</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,533</b>	<b>12,533</b>	<b>0</b>
Federal-Aid	9,400	0	0	0	0	0	0	0	9,400	9,400	0
Special	3,133	0	0	0	0	0	0	0	3,133	3,133	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** Added to Primary Construction Program.

**USAGE:** Accommodate projected annual flight operations.

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



**PROJECT:** Runway 15L/33R & Associated Taxiways - Pavement Rehabilitation at BWI Marshall Airport

**DESCRIPTION:** This project will provide a comprehensive pavement rehabilitation of the small commercial service Runway 15L/33R (for general aviation) and connecting taxiways that is aligned with the FAA Airport Capital Improvement Plan (ACIP). The 2023 Pavement Management Plan (PMP) Pavement Condition Index (PCI) for these pavements ranges from 54 to 84 (out of 100). The pavement distresses include alligator cracking, block cracking and weathering. The Project will include pavement, grading and related infrastructure improvements.

**PURPOSE & NEED SUMMARY STATEMENT:** The project will enhance airfield safety and operations through pavement rehabilitation to meet FAA standards. It will also improve the functional and structural service life of the existing pavement.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Community and Support the Economy
- ☐ Promote Environmental Stewardship

- 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

**EXPLANATION:** This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. The improvements enhance safety by reducing the risk of aircraft damage on the airfield. Pavement improvements to FAA standards ensure airfield pavement is free of cracks and maximizes aircraft safety. BWI Marshall Airport supports the movement of people, goods and the State’s economy.

**STATUS:** Project deferred until FY 2028 due to reprioritization of Federal projects and programs.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,184	0	0	0	0	1,184	0	0	0	1,184	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	11,350	0	0	0	0	11,350	0	0	0	11,350	0
Total	12,533	0	0	0	0	12,533	0	0	0	12,533	0
Federal-Aid	9,400	0	0	0	0	9,400	0	0	0	9,400	0
Special	3,133	0	0	0	0	3,133	0	0	0	3,133	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Cost decreased by \$1.7M due to Federal eligibility with revised cost estimate.

**USAGE:** Improve standards and accommodate projected annual flight operations.

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

**PURPOSE & NEED SUMMARY STATEMENT:** The project will enhance airfield safety and operations through reconstruction of pavement to meet Federal Aviation Administration (FAA) standards. In addition, the proposed alignment will address deficiencies in the current alignment that do not meet current FAA Design Standards.

<input checked="" type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Community and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input type="checkbox"/>	Promote Environmental Stewardship

SMART GROWTH STATUS:		<input type="checkbox"/> Project Not Location Specific	<input type="checkbox"/> Not Subject to PFA Law
<input checked="" type="checkbox"/>	Project Inside PFA	<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Project Outside PFA	<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	PFA Status Yet to Be Determined	<input type="checkbox"/>	Exception Granted

**STATUS:** Construction complete December 2025.

[illegible]

**USAGE:** Improve standards and accommodate projected annual flight operations.

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



**PURPOSE & NEED SUMMARY STATEMENT:** The project will enhance airfield safety and operations through reconstruction of pavement to meet FAA standards. The areas identified for upgrades were determined through independent pavement analysis as required by the FAA. Pavement sections within the limits of the project have PCI ranges from fair to poor according to the 2023 Pavement Management Plan (PMP) Update. In addition, the replacement of taxiway lighting and signage will enhance safety and energy efficiency.

<input checked="" type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Community and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input checked="" type="checkbox"/>	Promote Environmental Stewardship

☐ Project Not Location Specific ☐ Not Subject to PFA Law

**EXPLANATION:** This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. The improvements enhance safety by reducing the risk of aircraft damage in the taxiway area. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and minimize Foreign Object Debris (FOD) that could impact the aircraft. BWI Marshall Airport supports the movement of people, goods and the State's economy.

**STATUS:** Construction complete October 2025.

[illegible]

None.

**USAGE:** Accommodate projected annual flight operations.

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



**PROJECT:** Snow Equipment Replacement at BWI Marshall and Martin State Airports

**DESCRIPTION:** Replacement of 39 existing pieces of snow removal equipment dating from 1999 to 2013, with 32 pieces of new equipment. Some equipment will be multi-functional and replace the equivalent of two existing pieces. New equipment replaced includes plow and broom trucks, plow trucks, tow behind brooms, spreaders, and snow blower equipment.

**PURPOSE & NEED SUMMARY STATEMENT:** BWI Marshall Airport has approximately 20 million square feet of priority 1 airfield pavement area to keep clear of snow and receives approximately 18 inches of snow per year. The current snow equipment has reached the end of its useful life and needs to be replaced.

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

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Serve Community and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality      | <input type="checkbox"/> Promote Environmental Stewardship       |

**EXPLANATION:** This project provides the equipment necessary to maintain airport operations safely during a snow event. BWI Marshall and Martin State Airports support the movement of people, goods and State economy.

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

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

**STATUS:** Procurement currently underway.

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)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	...2028...	...2029...	...2030...	...2031...	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	19,399	10,517	2,697	4,747	4,135	0	0	0	0	8,882	0
<b>Total</b>	<b>19,399</b>	<b>10,517</b>	<b>2,697</b>	<b>4,747</b>	<b>4,135</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,882</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,750	1,750	0	0	0	0	0	0	0	0	0
Other	17,649	8,767	2,697	4,747	4,135	0	0	0	0	8,882	0

0262; Other funding source is Passenger Facility Charge (PFC) revenue.

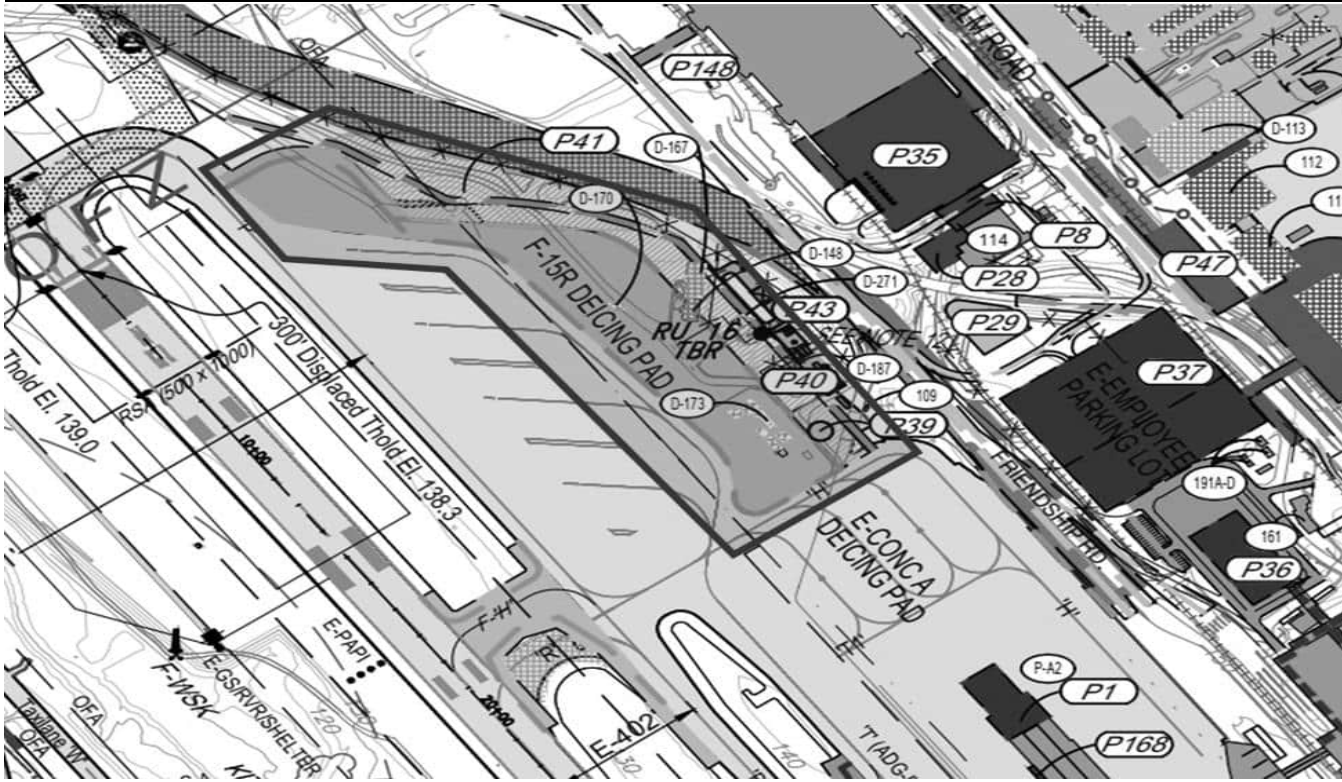
**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

None.

**USAGE:** Maintain airport and airfield operations during a snow event.

**OPERATING COST IMPACT:** Cost fully recovered through airport user fees.





**PROJECT:** Deicing Pad Expansion at BWI Marshall Airport

**DESCRIPTION:** This project scope was reduced to only include joint repairs and pavement restriping on the Runway 15R Deicing Pad. It will no longer enlarge the Runway Deicing Pad.

**PURPOSE & NEED SUMMARY STATEMENT:** The project will enhance airfield capacity by allowing efficient movement of aircraft during deicing operations.

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

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Community and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality      | <input type="checkbox"/> Promote Environmental Stewardship                  |

**EXPLANATION:** This project will expand the deicing capacity at BWI Marshall Airport to meet the future demands of flight operations. Pavement improvements and realignment to FAA standards ensure airfield pavement is free of cracks and maximizes aircraft safety. BWI Marshall Airport supports the movement of people, goods and the State's economy.

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

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

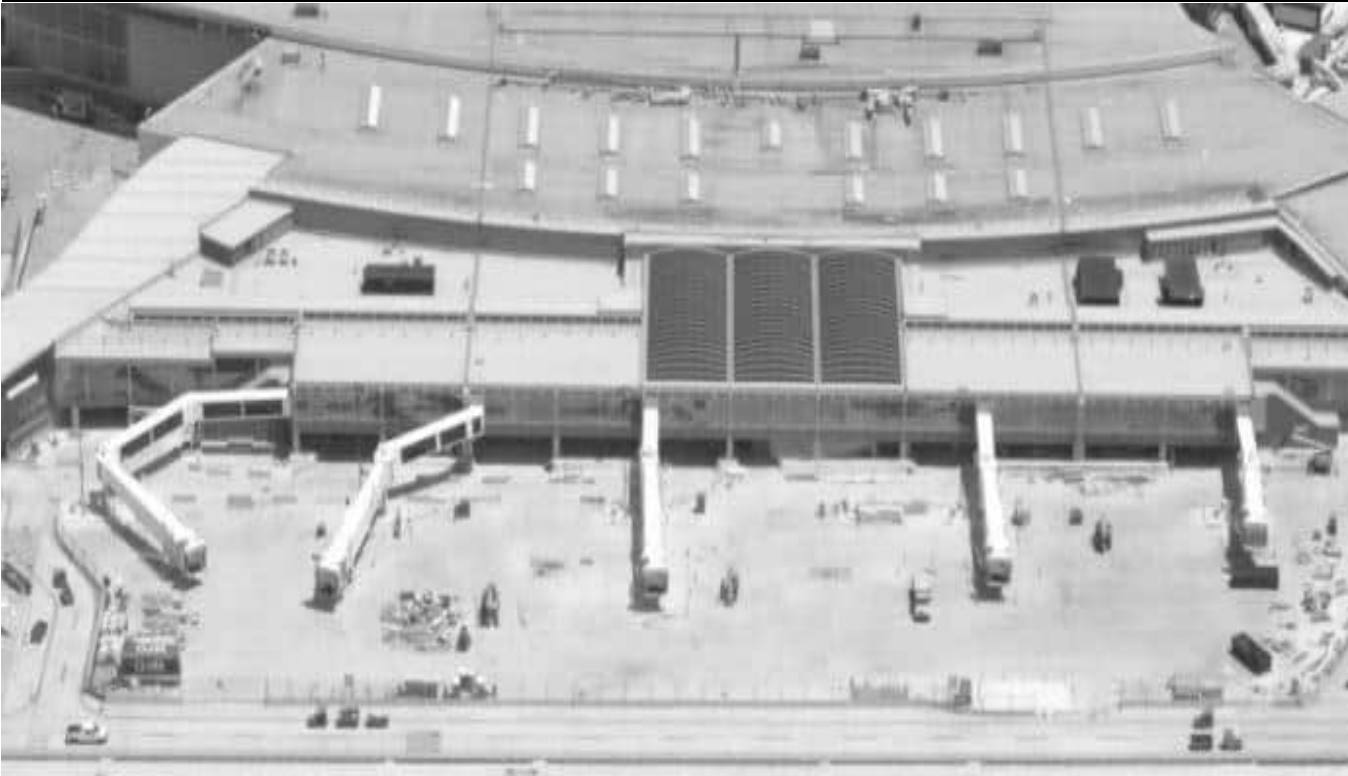
**STATUS:** Project scope reduced to only include joint repairs and pavement restriping on the Runway 15R Deicing Pad, which is completed.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** Removed from Primary Construction Program and was downsized due to lack of funding. Project is now under Comprehensive Paving Improvements in the Minor Projects Program.

**USAGE:** Accommodate projected annual flight operations.

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



**PROJECT:** Concourse A/B Connector and Baggage Handling System Replacement at BWI Marshall Airport

**DESCRIPTION:** This project will comprise of a two-level building addition between Concourses A and B to provide space for a new fully in-line baggage handling system, operational spaces, a connector between the concourses, upgrades to the Central Utility Plant and lower-level roadway improvements. The project will also provide expanded holdrooms, automated exit lanes, new Passenger Boarding Bridges, new restrooms, and concessions space.

**PURPOSE & NEED SUMMARY STATEMENT:** The ability to maintain 100 percent electronic baggage screening, while achieving the necessary capacity to meet projected airline departure flight schedules that are using aircraft with larger seating capacity is dependent upon attaining the maximum utilization of bag screening technology. In addition, the project will expand holdrooms to ensure required capacity relative to aircraft seats, improve passenger amenities, and provide a same level connection between the two concourses. Central Utility Plant upgrades are necessary to keep up with airport expansion in order to provide cooling of the terminal complex.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Community and Support the Economy
- ☐ Promote Environmental Stewardship

**EXPLANATION:** Passenger ease of movement and providing travel options are some of the primary focuses of the airport. These improvements provide travel flexibility and capacity for new or expanding airline service. BWI Marshall Airport supports the movement of people, goods and the State's economy.

- 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

**STATUS:** Construction is 85% complete with total project completion expected in July 2026. Permanent Checked Baggage Inspection System and Checked Baggage Reconciliation Area operational in October 2025. Holdrooms expected to be operational early January 2026.

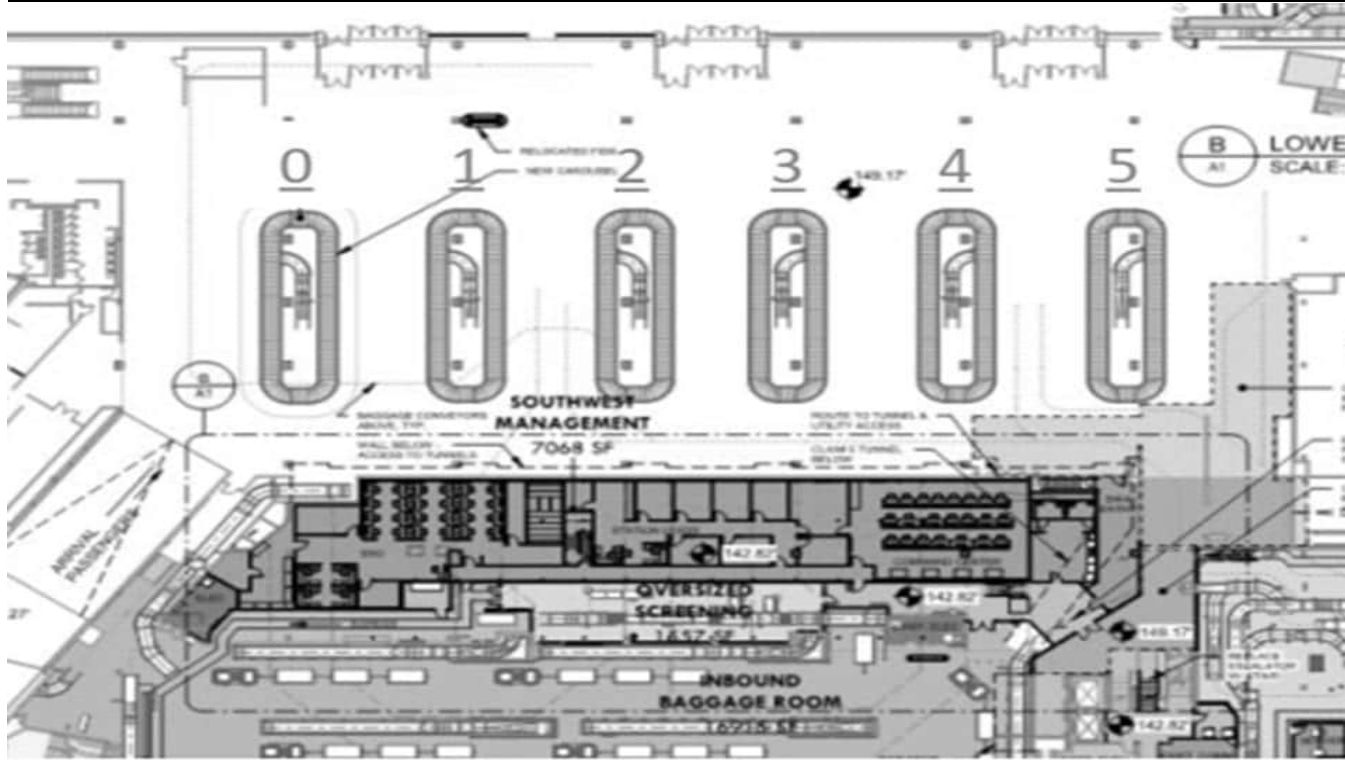
POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	95,352	68,008	6,103	27,344	0	0	0	0	0	27,344	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	395,619	285,823	124,135	108,700	1,096	0	0	0	0	109,796	0
Total	490,971	353,831	130,238	136,044	1,096	0	0	0	0	137,140	0
Federal-Aid	38,469	30,844	17,836	7,626	0	0	0	0	0	7,626	0
Special	27,517	27,352	125	165	0	0	0	0	0	165	0
Other	424,985	295,635	112,278	128,254	1,096	0	0	0	0	129,350	0

9597, 0232, 0233, 0234; Other funding source is Special Transportation Project Revenue Bonds. Federal funding is past CARES stimulus and current Bipartisan Infrastructure Law Airport Terminal Program Grant.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
None.

**USAGE:** Accommodate projected annual passenger growth.

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



**PROJECT:** Concourse A/B Bag Claim 0-5 Reconfiguration at BWI Marshall Airport

**DESCRIPTION:** This project will replace the five (5) existing baggage claim carousels and inbound lines with new carousels in Concourse A/B as well as install one (1) new additional baggage claim carousel. When complete, there will be a total of six (6) baggage claim carousels to accommodate Concourse A/B.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing baggage claim carousels are 20 years old and beyond their useful life. Additional baggage claim capacity is needed to meet passenger demand on Concourse A/B.

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

- |                                     |                             |                                     |   |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input type="checkbox"/>            | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Community and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality      | <input type="checkbox"/>            | Promote Environmental Stewardship       |

**EXPLANATION:** This project provides for modernizing aging bag claim equipment as well as expands capacity by providing an additional bag claim carousel. BWI Marshall Airport supports the movement of people, goods and State economy.

**SMART GROWTH STATUS:**

- | SMART GROWTH STATUS:                |                                 | <input type="checkbox"/> Project Not Location Specific | <input type="checkbox"/> Not Subject to PFA Law |
|-------------------------------------|---------------------------------|--|---|
| <input checked="" type="checkbox"/> | Project Inside PFA              | <input type="checkbox"/>                               | Grandfathered                                   |
| <input type="checkbox"/>            | Project Outside PFA             | <input type="checkbox"/>                               | Exception Will Be Required                      |
| <input type="checkbox"/>            | PFA Status Yet to Be Determined | <input type="checkbox"/>                               | Exception Granted                               |

**STATUS:** Construction ongoing with anticipated completion by May 2026.

<div> <div>POTENTIAL FUNDING SOURCE:</div> <div> <input checked="" type="checkbox"/> SPECIAL           <input type="checkbox"/> FEDERAL           <input type="checkbox"/> GENERAL           <input checked="" type="checkbox"/> OTHER         </div> </div>											
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	218	199	0	19	0	0	0	0	0	19	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	30,327	9,160	9,160	21,167	0	0	0	0	0	21,167	0
<b>Total</b>	<b>30,545</b>	<b>9,359</b>	<b>9,160</b>	<b>21,186</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21,186</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	214	195	0	19	0	0	0	0	0	19	0
Other	30,330	9,164	9,160	21,167	0	0	0	0	0	21,167	0

**0258; Other funding source is Passenger Facility Charge (PFC) revenue.**

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

None.

**USAGE:** Accommodate existing and projected annual passenger demand.

**OPERATING COST IMPACT:** Cost fully recovered through airport user fees.

**PROJECT:** Concourse E Outbound Baggage Handling System Expansion at BWI Marshall Airport

**DESCRIPTION:** The project includes replacement of the existing legacy outbound baggage conveyors dating from the original opening of Concourse E in 1997 and is nearing the end of its useful life. Also included is the installation of one additional baggage make-up belt and one additional explosive detection system (EDS) machine on Concourse E.

**PURPOSE & NEED SUMMARY STATEMENT:** The replacement of the legacy conveyors is needed to preserve the capacity of the outbound baggage handling system in Concourse E to get checked baggage to the outgoing aircraft from the ticket counters and Federal Inspection Services recheck area. The installation of the third explosive detection system machine and baggage makeup unit is needed to enhance the capacity of the outbound baggage handling system to meet current demand. The third explosive detection system machine will also enhance the security of the airport by ensuring all outbound baggage is screened in a timely manner.

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

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Serve Community and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality      | <input type="checkbox"/> Promote Environmental Stewardship       |

**EXPLANATION:** This project replaces infrastructure that supports airport operations and enhances security. BWI Marshall Airport supports the movement of people, goods and State economy.

**SMART GROWTH STATUS:**

- |  |   |
|--|---|
| <input type="checkbox"/> Project Not Location Specific   | <input type="checkbox"/> Not Subject to PFA Law     |
| <input checked="" type="checkbox"/> Project Inside PFA   | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**STATUS:** Construction is 32% completed with anticipated completion March 2027.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,275	2,217	304	530	1,132	396	0	0	0	2,058	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	39,248	49	49	14,838	22,041	2,320	0	0	0	39,199	0
Total	43,523	2,266	353	15,368	23,173	2,716	0	0	0	41,257	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,035	1,035	0	0	0	0	0	0	0	0	0
Other	42,488	1,231	353	15,368	23,173	2,716	0	0	0	41,257	0

0251; Other funding source is Passenger Facility Charge (PFC) revenue.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

None.

**USAGE:** Accommodate existing and projected annual passenger demand.

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



**PROJECT:** Passenger Movement Modernization at BWI Marshall Airport

**DESCRIPTION:** The Passenger Movement Modernization Program is a multiyear program to replace aging infrastructure related to improving the efficiency and movement of passengers in the terminal building. The program will address replacing Passenger Boarding Bridges (PBBs), terminal vestibule doors, elevators, escalators and moving walkways to improve the movement of travelers and their bags between aircraft and ground transportation. Phase I will replace fourteen (14) PBBs, upgrade six (6) escalators and upgrade four (4) elevators. Phase II will include replacement of forty (40) terminal vestibule doors on the upper and lower levels of the terminal building.

**PURPOSE & NEED SUMMARY STATEMENT:** BWI Marshall Airport's infrastructure has exceeded their useful life of 15-20 years and have become difficult to maintain and keep in service due to availability of parts and materials. The project will ensure that passengers with disabilities and reduced mobility continue to have equal access to the terminal building while boarding aircraft comfortably and safely. Passenger Boarding Bridges will come equipped with wheelchair lifts, ramps and handrails to ensure all passengers can board safely.

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

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Serve Community and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality      | <input type="checkbox"/> Promote Environmental Stewardship       |

**EXPLANATION:** Passenger ease of movement is a primary focus of the airport. BWI Marshall Airport supports the movement of people, goods and the State's economy.

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

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

**STATUS:** Phase 1: Construction of PBBs expected to start Fall 2026. Construction is 63% complete for elevator upgrades.

Phase 2: Design completed for terminal vestibule door replacement. Construction anticipated Spring 2026.

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)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	...2028...	...2029...	...2030...	...2031...	0	0
Engineering	3,381	2,550	1,657	831	0	0	0	0	0	831	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	80,066	480	480	9,488	36,450	24,195	9,453	0	0	79,586	0
<b>Total</b>	<b>83,447</b>	<b>3,030</b>	<b>2,137</b>	<b>10,319</b>	<b>36,450</b>	<b>24,195</b>	<b>9,453</b>	<b>0</b>	<b>0</b>	<b>80,417</b>	<b>0</b>
Federal-Aid	14,574	0	0	4,244	4,168	6,163	0	0	0	14,574	0
Special	19,957	3,030	2,137	5,925	6,290	4,711	0	0	0	16,926	0
Other	48,917	0	0	150	25,993	13,321	9,453	0	0	48,917	0

0261, 0269, 0511; Federal funding is Bipartisan Infrastructure Law Airport Terminal Program Grant. Other funding source is Passenger Facility Charge (PFC) revenue.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** The cost increased by \$52.0M due to the addition of PFC funding reflective of the 100% engineer's estimate and inclusion in a PFC application.

**USAGE:** Accommodate projected annual passenger growth.

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





**PROJECT:** Multi Use Flight Information Display Systems (MUFIDS) Replacement at BWI Marshall Airport

**DESCRIPTION:** This project replaces the Multi Use Flight Information Display Systems (MUFIDS) and associated Airport Operational Database (AODB). The equipment being replaced is Flight Information Display System (FIDS), Baggage Information Display System (BIDS), Gate Information Display System (GIDS), Digital Wayfinding Displays, and Ticket counter LED signage. Also included is a new Gate Management System for use by Airport Operations.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing MUFIDS equipment is 10-15 years old and was installed between 2010 and 2015. The existing hardware is reaching the end of support and sales life. Most parts are no longer manufactured; system software and cyber security is no longer offered or supported and there is limited overall systemwide engineering support available.

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

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Serve Community and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality      | <input type="checkbox"/> Promote Environmental Stewardship       |

**EXPLANATION:** Passenger ease of movement is a primary focus of the airport. This new equipment will assist the traveling public by providing flight and baggage information. The Gate Management System will assist MAA with aircraft parking, gate utilization and revenue management. BWI Marshall Airport supports the movement of people, goods and the State's economy.

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

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

**STATUS:** MDOT is able to advance this project to the construction phase because of the funding provided by the Governor and Legislature in the last session. Procurement underway.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	0	0	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,400	0	0	0	0	8,400	0	0	0	8,400	0
Total	8,400	0	0	0	0	8,400	0	0	0	8,400	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,400	0	0	0	0	2,400	0	0	0	2,400	0
Other	6,000	0	0	0	0	6,000	0	0	0	6,000	0

0447; Other funding source is Passenger Facility Charge (PFC) revenue.

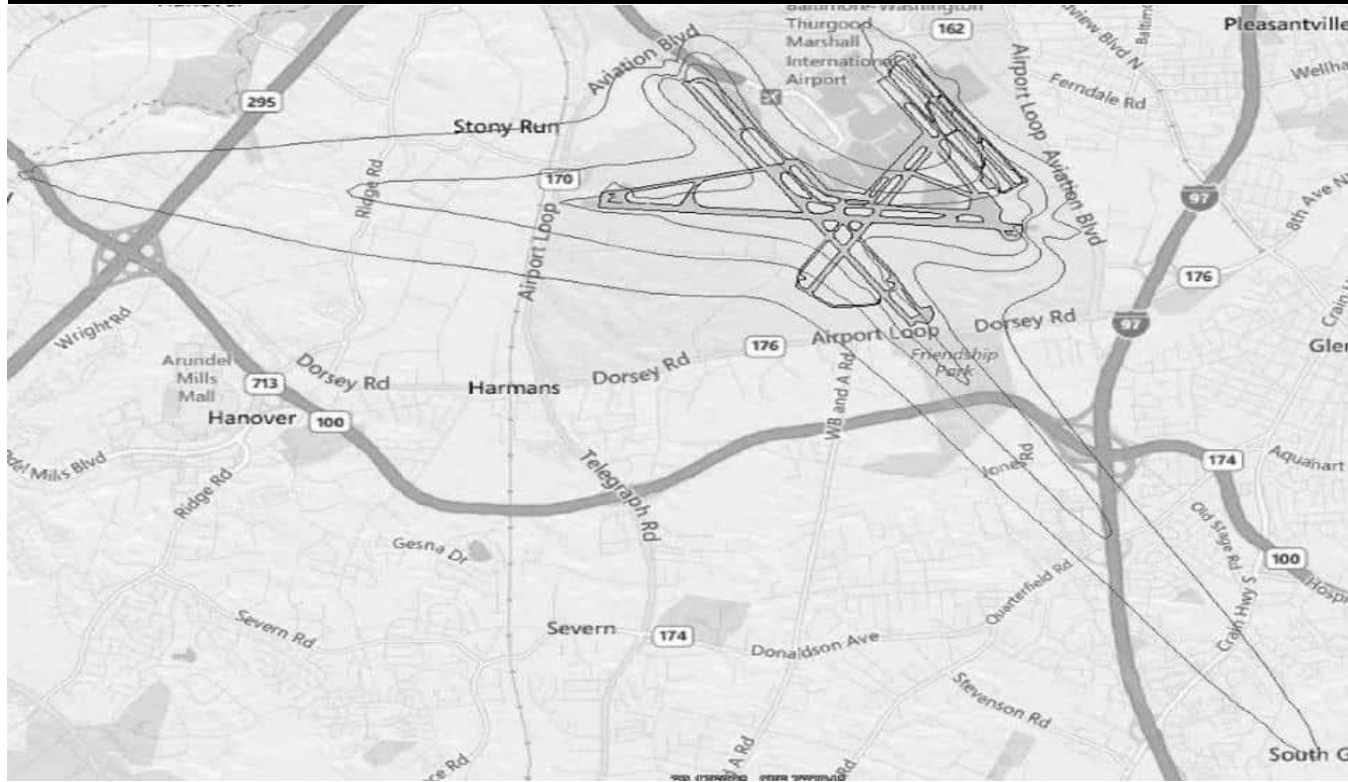
**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

Cost decreased by \$1.6M due to scope reduction with revised cost estimate.

**USAGE:** Preservation of airport infrastructure.

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





**PROJECT:** Residential Sound Insulation Program

**DESCRIPTION:** This voluntary program provides for the mitigation of aircraft noise for residential properties that currently fall within the 65 DNL Noise Exposure Map (NEM) contour approved by the Federal Aviation Administration. Under this multi-year program, eligible homeowners may elect to have their homes sound insulated to an interior noise level of 45 DNL in accordance with MAA and FAA standards. The program also includes voluntary residential property acquisition for specific eligible properties within the approved 65 DNL contour. The State will receive an aviation easement for each property participating in the program.

**PURPOSE & NEED SUMMARY STATEMENT:** This program enhances the home environment for residents in communities neighboring BWI Marshall Airport that are located within the 65 DNL contour by providing sound insulation improvements to eligible homes. Long term compatible land use is promoted through voluntary property acquisition of eligible properties based on local land use plans and zoning.

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

- |  |   |
|--|---|
| <input type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Community and Support the Economy |
| <input type="checkbox"/> Deliver System Quality      | <input checked="" type="checkbox"/> Promote Environmental Stewardship       |

**EXPLANATION:** This program enhances the environment of neighboring communities by providing residential sound mitigation for people living within designated noise zones near BWI Marshall Airport or acquires eligible residential parcels to accelerate transition to compatible land use.

- SMART GROWTH STATUS:**
- |  |   |
|--|---|
| <input type="checkbox"/> Project Not Location Specific   | <input type="checkbox"/> Not Subject to PFA Law     |
| <input checked="" type="checkbox"/> Project Inside PFA   | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**STATUS:** This is a multi-phase program. Four Federal AIP grants have been received to date for program planning, design and construction. Three phases are complete and one phase is in construction. Two additional phases have been designed but are deferred pending FAA required update to the BWI Marshall CFR Part 150 Noise Compatibility Plan which is programmed to take place 2026-2028, after which new phases will be defined and pursued.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,829	3,960	976	3,664	56	0	1,148	0	0	4,868	0
Right-of-way	1,433	727	0	(0)	0	706	0	0	0	706	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,117	2,617	1,473	1,353	3,250	7,900	8,997	0	0	21,500	0
Total	34,379	7,304	2,448	5,017	3,306	8,607	10,145	0	0	27,075	0
Federal-Aid	27,801	6,040	2,017	4,114	2,645	6,885	8,116	0	0	21,761	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	6,578	1,264	431	903	661	1,721	2,029	0	0	5,314	0

2197; Other funding source is Passenger Facility Charge (PFC) revenue.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

None.

**USAGE:** This is a community-based program.

**OPERATING COST IMPACT:** N/A



**PROJECT:** Consolidated Rental Car Facility Improvements at BWI Marshall Airport

**DESCRIPTION:** Improvements will be phased over multiple years and include the reallocation of the rental car operators, customer service counters, associated wayfinding signage, restriping of exterior fire lanes, and reconfiguring the entry/exit plaza. Also included is an upgrade to the Fire Suppression & Alarm System. The Consolidated Rental Car Facility (CRCF) shuttle buses will also be refurbished which will extend their useful life by three years.

**PURPOSE & NEED SUMMARY STATEMENT:** A Facility Condition Assessment was completed for the Consolidated Rental Car Facility outlining the need for these improvements. Reallocation of tenant lease areas is required by the tenant lease agreements.

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

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Serve Community and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality      | <input type="checkbox"/> Promote Environmental Stewardship       |

**EXPLANATION:** This project will replace aging infrastructure to maintain current and future levels of service.

**SMART GROWTH STATUS:**

- |  |   |
|--|---|
| <input type="checkbox"/> Project Not Location Specific   | <input type="checkbox"/> Not Subject to PFA Law     |
| <input checked="" type="checkbox"/> Project Inside PFA   | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**STATUS:** Design underway. Ongoing coordination with Rental Car Consortium.

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)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	...2028...	...2029...	...2030...	...2031...	0	0
Engineering	3,424	211	211	718	1,585	910	0	0	0	3,213	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	22,380	0	0	5,382	10,908	6,090	0	0	0	22,380	0
<b>Total</b>	<b>25,804</b>	<b>211</b>	<b>211</b>	<b>6,100</b>	<b>12,493</b>	<b>7,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,593</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	25,804	211	211	6,100	12,493	7,000	0	0	0	25,593	0

0509, 0516, 0753; Other funding source is Customer Facility Charge (CFC) revenue.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** The cost decreased by \$10.3M due to project consolidation and revised estimate.

**USAGE:** Accommodate projected annual rental car operations.

**OPERATING COST IMPACT:** None.



**PROJECT:** Runway Improvement Program at Martin State Airport

**DESCRIPTION:** The program will fund a series of projects that include rehabilitation of the runway and taxiway pavements, lowering of the Amtrak catenaries north of the airfield, vegetative obstruction removal both on- and off-airport property, and replacement of outdated systems that are at the end of their useful life. Phase I of the program will include the runway and taxiway pavement rehabilitation, Amtrak catenary lowering and necessary planning and environmental review activities to reclaim and obtain the published 8,100 feet of usable runway. Phase II of the program will complete the necessary obstruction removal and associated environmental mitigation as well as Navaid relocations.

**PURPOSE & NEED SUMMARY STATEMENT:** Runway 15-33 at Martin State Airport (MTN) needs significant pavement rehabilitation/reconstruction. The concrete section has expanded due to reactivity with the ground water, which causes cracking and heaving. The existing runway does not meet FAA Standards in several aspects including width, profile, and transverse grade. Likewise, the connecting taxiway geometry needs improvements and the Amtrak catenary needs lowering to ensure they meet FAA Standards. Rehabilitation efforts coincided with the Maryland Air National Guard's infrastructure needs to support a flying mission in Maryland. Partnership with the Maryland Air National Guard has helped secure \$32M in Department of Defense Federal Funds towards completion of this project.

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

- ☒ Enhance Safety and Security
- ☒ Serve Community and Support the Economy
- ☒ Deliver System Quality
- ☐ Promote Environmental Stewardship

**EXPLANATION:** Improvements enhance safety by reducing the risk of aircraft damage and maintaining navigable airspace per FAA standards. Pavement improvements and realignment to FAA standards ensure airfield pavement is free of cracks and maximizes aircraft safety. Martin State Airport supports the movement of people, goods and the State's economy.

- 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

**STATUS:** Construction of runway complete. Amtrak catenary lowering is at 30% design. Obstruction removal is in advanced planning and permitting phase, with FAA coordination and approvals ongoing. NAVAID relocation preliminary design is complete.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	1,580	606	606	974	0	0	0	0	0	974	0
Engineering	2,572	2,152	412	420	0	0	0	0	0	420	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	39,125	32,029	20,526	0	378	1,377	2,201	1,117	2,023	7,096	0
Total	43,277	34,786	21,544	1,395	378	1,377	2,201	1,117	2,023	8,491	0
Federal-Aid	34,296	29,973	19,213	366	378	1,377	2,201	0	0	4,323	0
Special	8,981	4,813	2,331	1,029	0	0	0	1,117	2,023	4,169	0
Other	0	0	0	0	0	0	0	0	0	0	0

0274, 0275, 0451, 0452; Federal Funding secured through the Department of Defense (DOD).

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** The cost decreased by \$8.1M due to construction completing under budget.

**USAGE:** Accommodate current and future civilian and military flight operations. Standards compliance, improved utility, enhanced operational safety and level of service.

**OPERATING COST IMPACT:** Some operating costs recoverable from Martin State Airport user fees.



**PROJECT:** Airport Traffic Control Tower at Martin State Airport

**DESCRIPTION:** This project replaces the Airport Traffic Control Tower (ATCT) built in 1942, one of the nation's oldest, greatly improving overall controller line-of-sight, depth perception, ADA compliance, and working environment. The new tower will be a stand-alone facility located near the airfield midpoint, on an elevated site providing climate change and operational resiliency.

**PURPOSE & NEED SUMMARY STATEMENT:** A relocated tower with its midpoint location and 36-foot higher elevation provides controllers with greater visibility of the Airport Operations Area and non-movement areas and ability to track aircraft and ground operations. It will also include modern equipment with enhanced safety measures and ADA compliant access. By elevating the tower site, the design provides resiliency against weather and flooding in this coastal location.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☐ Serve Community and Support the Economy
- ☐ Promote Environmental Stewardship

**EXPLANATION:** This project provides for funding to replace aging infrastructure that supports airport and flight operations. Martin State Airport supports the movement of people, goods and the State's economy.

- 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

**STATUS:** Construction started May 2025 and is 33% complete. Completion anticipated September 2026.

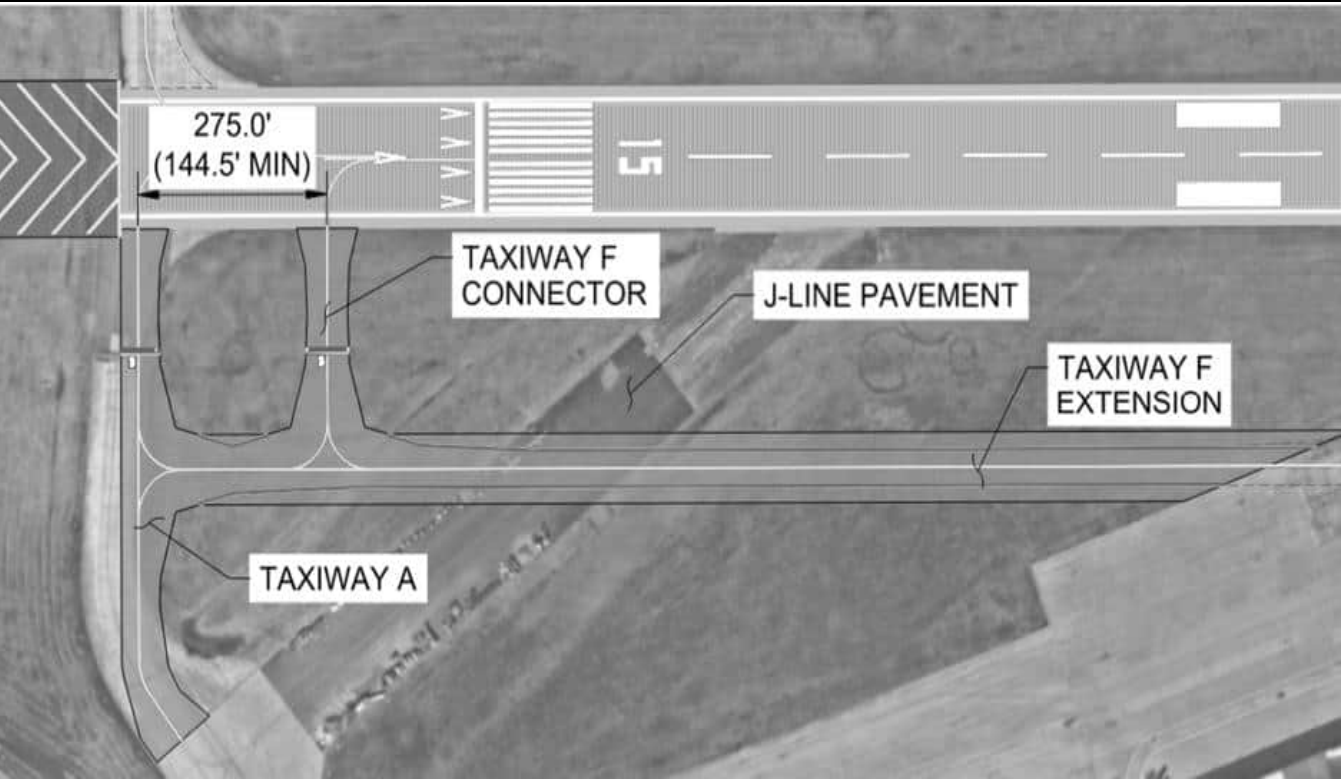
POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,565	2,733	544	832	0	0	0	0	0	832	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	23,753	1,302	1,301	7,089	8,332	7,030	0	0	0	22,451	0
Total	27,318	4,034	1,844	7,921	8,332	7,030	0	0	0	23,284	0
Federal-Aid	10,802	2,123	1,173	6,227	1,861	591	0	0	0	8,679	0
Special	16,516	1,912	672	1,694	6,471	6,439	0	0	0	14,604	0
Other	0	0	0	0	0	0	0	0	0	0	0

1121; Federal funding is Bipartisan Infrastructure Law Airport Terminal Program Grant.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** The cost increased by \$3.5M due to contract bid amount and award.

**USAGE:** Accommodate current and future flight operations.

**OPERATING COST IMPACT:** Some operating costs recoverable from Martin State Airport user fees.



**PROJECT:** Taxiway F Extension at Martin State Airport

**DESCRIPTION:** The extension of Taxiway F (the primary civilian taxiway) to the Runway 15 end will result in a full-length parallel taxiway which will provide unobstructed line-of-sight from the Airport Traffic Control Tower (ATCT), and it will improve airfield circulation and reduce aircraft taxi time. All taxiway lighting and signage will be replaced with LED infrastructure and drainage improved to alleviate runoff onto Wilson Point Road.

**PURPOSE & NEED SUMMARY STATEMENT:** The project will enhance airfield safety and operations through provision of clear line of sight from the existing and planned ATCT sites to all operational areas. In addition, the revised parallel alignment will reduce taxi length and meet all current FAA Standards.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Community and Support the Economy
- ☒ Promote Environmental Stewardship

**EXPLANATION:** This project enhances safety by improving line of sight. Pavement improvements to FAA standards ensure airfield pavement maximizes aircraft safety. Martin State Airport supports the movement of people, goods and the State's economy.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

**STATUS:** Design and engineering for Taxiway F Extension expected to start in 2027; design and engineering for Drainage Improvements expected to start in 2030 after coordination with Federal Highway Administration (FHA).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	801	241	216	0	415	48	0	89	9	561	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,164	0	0	0	2,340	1,207	0	314	302	4,164	0
Total	4,965	241	216	0	2,756	1,255	0	403	311	4,724	0
Federal-Aid	3,950	0	0	0	2,695	1,255	0	0	0	3,950	0
Special	1,015	241	216	0	61	0	0	403	311	774	0
Other	0	0	0	0	0	0	0	0	0	0	0

0273, 0277

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Design and engineering has been delayed a year since previous Final CTP.

**USAGE:** Accommodate projected annual flight operations.

**OPERATING COST IMPACT:** Some operating costs recoverable from Martin State Airport user fees.





**PROJECT:** Air Operations Area Fence Upgrade at BWI Marshall Airport

**DESCRIPTION:** This project includes enhanced security by removing and replacing 8' perimeter security fencing with 10' perimeter security fence. It also includes gate hardening by installing manual crash beam barriers at certain gates and automatic wedge plate barriers at others with integrated access control and bollards.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to provide visual deterrents, additional security and enhanced protective measures for BWI Marshall Airport.

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

- ☒ Enhance Safety and Security
- ☐ Serve Community and Support the Economy
- ☐ Deliver System Quality
- ☐ Promote Environmental Stewardship

**EXPLANATION:** The improvements enhance airport and passenger safety. BWI Marshall Airport Security supports the movement of people, goods and the State's economy.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

**STATUS:** Construction complete July 2025.

POTENTIAL FUNDING SOURCE:											
<div><input checked="" type="checkbox"/> SPECIAL<input checked="" type="checkbox"/> FEDERAL<input type="checkbox"/> GENERAL<input type="checkbox"/> OTHER</div>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,004	864	145	140	0	0	0	0	0	140	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,771	8,064	7,947	707	0	0	0	0	0	707	0
Total	9,775	8,929	8,092	847	0	0	0	0	0	847	0
Federal-Aid	64	64	0	0	0	0	0	0	0	0	0
Special	9,711	8,864	8,092	847	0	0	0	0	0	847	0
Other	0	0	0	0	0	0	0	0	0	0	0

2352; Federal funding was CARES stimulus.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
None.

**USAGE:** Safety and security.

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





**DESCRIPTION:** This project expands the North Area Fuel Farm by adding two 16,800 BBL above ground storage tanks with new supply lines, filtration, and pumps to transport Jet-A fuel to designated locations. A new upsized water line will be installed to facilitate a completed fire protection loop around the fuel farm, expand the capacity, and modernize the existing infrastructure.

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

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

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

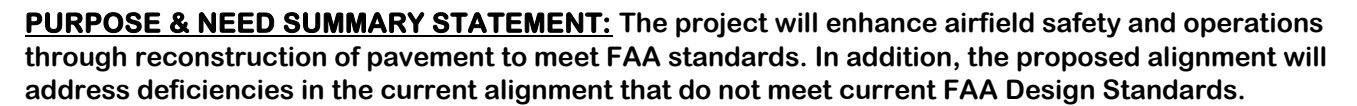
**STATUS:** Construction complete July 2025.

[illegible]

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

**USAGE:** Accommodate projected annual flight operations.

**OPERATING COST IMPACT:** Cost responsibility of Baltimore Fuel Farm Consortium.



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

**STATUS:** Construction complete July 2025.

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

PAGE MAA--26



**PROJECT:** Enterprise IT Capital Program - MAA OTTS

**DESCRIPTION:** This is the MDOT Enterprise Information Technology (IT) Program. This program supports IT projects which enhance MDOT's information technology infrastructure and strategy, including cybersecurity, innovation, IT oversight responsibilities, hardware/software upgrades, and end-of-life replacements.

**PURPOSE & NEED SUMMARY STATEMENT:** These reflected capital funds contribute to the MDOT Enterprise Information Technology Program.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Community and Support the Economy
- ☒ Promote Environmental Stewardship

**EXPLANATION:** Information technology supports the MDOT enterprise. Information technology enhances MDOT's ability to achieve its goals by supporting specific transportation projects and information technology projects that enhances the safety, security, and efficiency of MDOT.

- 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

**STATUS:** IT projects are ongoing.

<div> <div>POTENTIAL FUNDING SOURCE:</div> <div> <input checked="" type="checkbox"/> SPECIAL           <input type="checkbox"/> FEDERAL           <input type="checkbox"/> GENERAL           <input checked="" type="checkbox"/> OTHER         </div> </div>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	592	534	532	59	0	0	0	0	0	59	0
Engineering	4,127	3,246	572	244	75	242	75	245	0	881	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	57,913	32,776	4,053	8,415	4,299	2,322	709	2,484	6,909	25,138	0
<b>Total</b>	<b>62,633</b>	<b>36,556</b>	<b>5,158</b>	<b>8,717</b>	<b>4,374</b>	<b>2,564</b>	<b>784</b>	<b>2,729</b>	<b>6,909</b>	<b>26,077</b>	<b>0</b>
Federal-Aid	187	187	0	0	0	0	0	0	0	0	0
Special	52,213	33,739	3,960	7,037	451	564	784	2,729	6,909	18,475	0
Other	10,232	2,630	1,198	1,680	3,922	2,000	0	0	0	7,602	0

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
New PIF

**USAGE:** Enhance MDOT's information technology infrastructure and strategy.

**OPERATING COST IMPACT:** N/A

0166, 0225, 0281, 0300, 0374, 0479, 0514, 0515, 0518, 0522, 0524, 0526, 0654, 0726, 0728, 0733; Other funding source is Passenger Facility Charge (PFC) revenue.



**PROJECT:** D/E Bag Claim Expansion at BWI Marshall Airport

**DESCRIPTION:** This project will construct one new baggage claim carousel along with the associated bag feed belt for Concourse D/E. It includes minor demolition and the fit-out of vacant shell space including architectural, mechanical and electrical improvements.

**PURPOSE & NEED SUMMARY STATEMENT:** Additional inbound baggage claim capacity is needed to accommodate increased traffic from airlines on Concourse D/E.

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

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Community and Support the Economy
- ☐ Promote Environmental Stewardship

**EXPLANATION:** This project expands capacity by providing an additional bag claim carousel. BWI Marshall Airport supports the movement of people, goods and State economy.

- SMART GROWTH STATUS:**
- ☐ Project Not Location Specific
- ☐ Not Subject to PFA Law
- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

**STATUS:** Design underway.

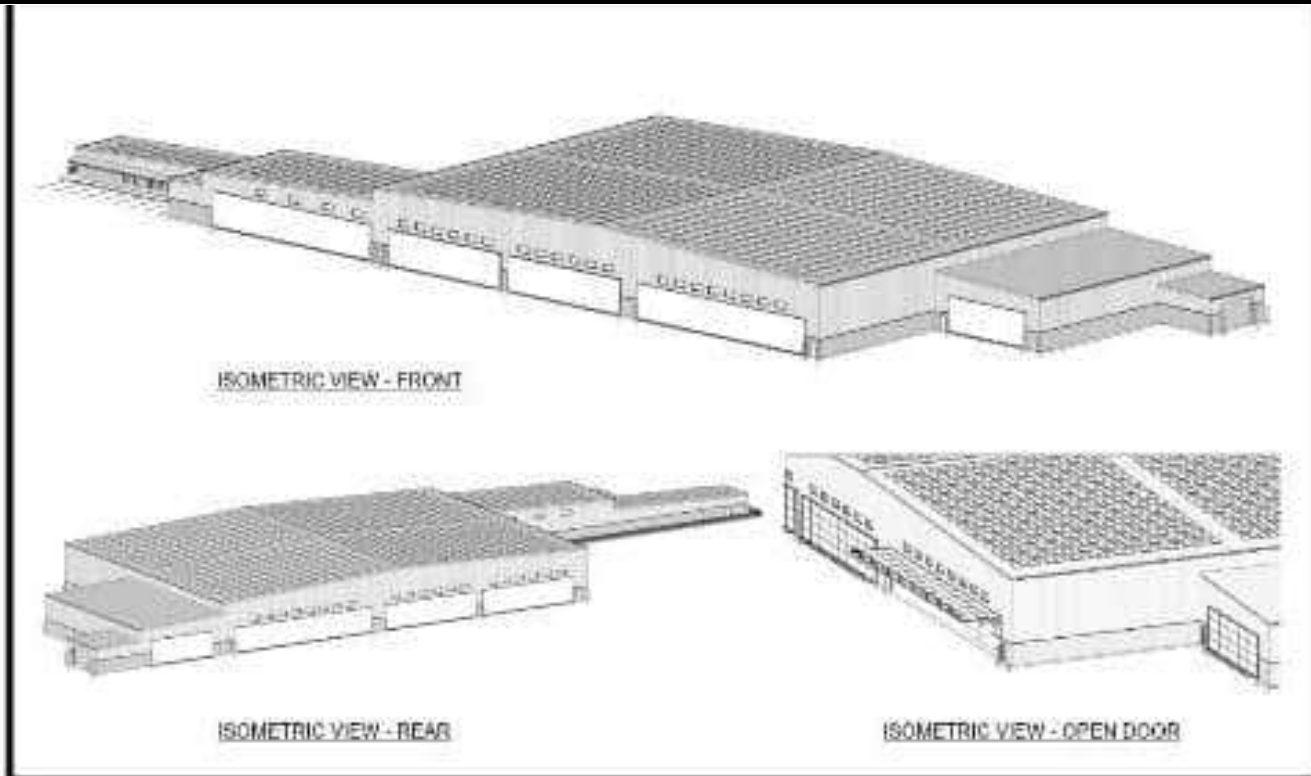
<b>POTENTIAL FUNDING SOURCE:</b>											
				<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,590	2,083	324	1,507	0	0	0	0	0	1,507	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	15,041	23	23	0	4,755	8,886	1,377	0	0	15,018	0
Total	18,631	2,106	346	1,507	4,755	8,886	1,377	0	0	16,525	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,016	1,714	100	55	624	624	0	0	0	1,302	0
Other	15,615	393	247	1,452	4,131	8,262	1,377	0	0	15,222	0

0236, 0342; Other funding source is Passenger Facility Charge (PFC) revenue.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Cost increased by \$9.0M due to the addition of future PFC bond funding.

**USAGE:** Accommodate projected annual passenger growth.

**OPERATING COST IMPACT:** Cost fully recovered through airport user fees.



**PROJECT:** Snow Removal Equipment Building at BWI Marshall Airport

**DESCRIPTION:** Construction of a new, free-standing Snow Removal Equipment (SRE) building in the existing uncovered equipment storage yard adjacent to the BWI Marshall fuel farm. This site is also being considered for solar panel installation.

**PURPOSE & NEED SUMMARY STATEMENT:** Snow removal equipment is expensive and critical to maintaining airfield operations during snow and inclement weather events. Currently the equipment is stored outside and is subject to the elements, which lessens the usable life and increases maintenance cost of the equipment. A covered storage area will extend the life and protect the investment in the equipment, ensuring operational resiliency.

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

- |  |   |
|--|---|
| <input type="checkbox"/> Enhance Safety and Security       | <input type="checkbox"/> Serve Community and Support the Economy      |
| <input checked="" type="checkbox"/> Deliver System Quality | <input checked="" type="checkbox"/> Promote Environmental Stewardship |

**EXPLANATION:** This project will ensure that snow removal equipment is properly maintained throughout its useful life.

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

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

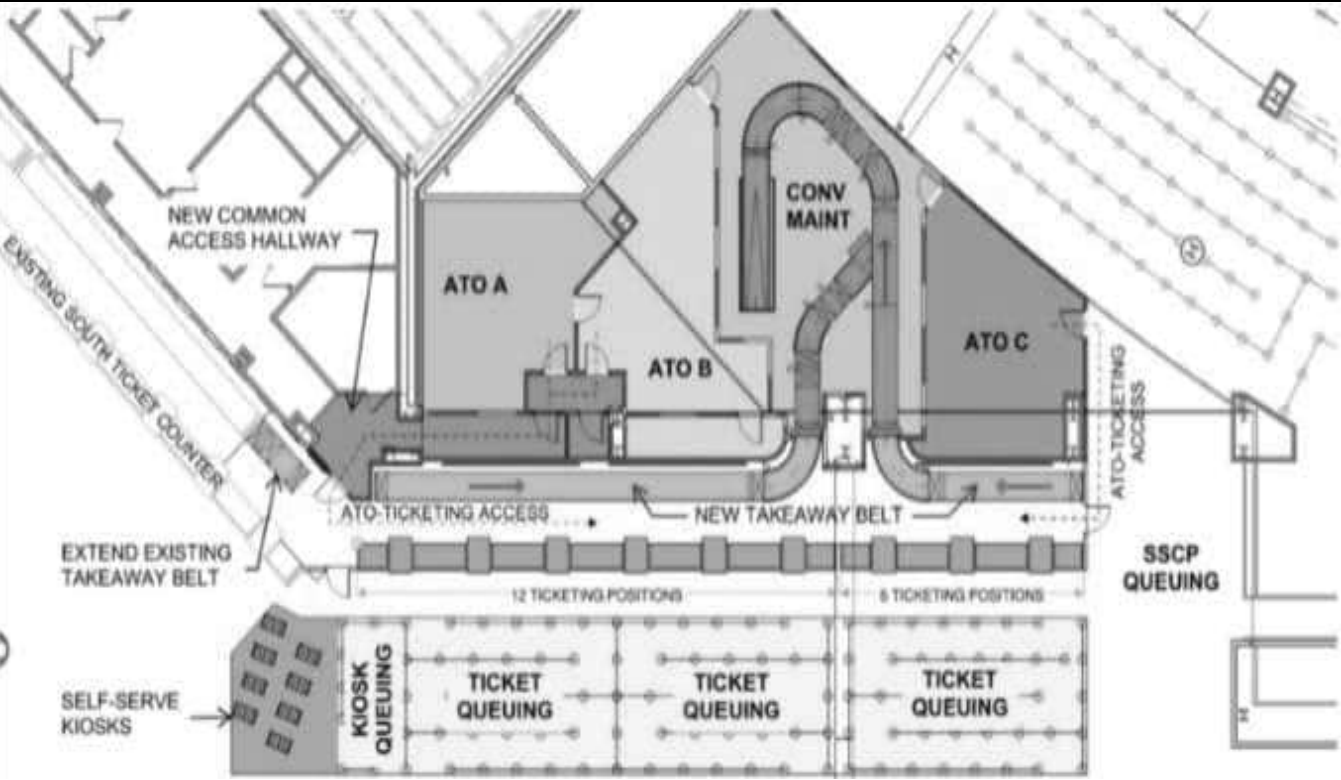
**STATUS:** Project has been deferred due to other priorities.

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)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	...2028...	...2029...	...2030...	...2031...	0	0
Engineering	2,083	997	801	1,085	0	0	0	0	0	1,085	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,083</b>	<b>997</b>	<b>801</b>	<b>1,085</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,085</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,083	997	801	1,085	0	0	0	0	0	1,085	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** The cost decreased by \$15.8M due to the project being deferred and removed from FAA's Airport Improvement Program.

**USAGE:** Preserve snow removal equipment to maintain its useful life.

**OPERATING COST IMPACT:** N/A



**PROJECT:** Ticket Counter Expansion Program at BWI Marshall Airport

**DESCRIPTION:** This program includes ticket counter expansions for Concourse A/B and Concourse E. These two expansions will increase common use capability and flexibility for our air carries as well as provide additional check-in counters, kiosks, bag belts, airline ticket office space and queuing areas to accommodate airline growth and new market entrants.

**PURPOSE & NEED SUMMARY STATEMENT:** Capacity improvements are needed primarily in check-in facilities. The intent of these projects is to address passenger demand growth with facility enhancements that maximize the use of the existing facility before a major terminal expansion project would be required.

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

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Community and Support the Economy
- ☐ Promote Environmental Stewardship

- 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

**EXPLANATION:** Passenger ease of movement is a primary focus of the airport. These improvements provide capacity for new or expanding airline service. BWI Marshall Airport supports the movement of people, goods and the State's economy.

**STATUS:** MDOT is able to advance this project to the construction phase because of the funding provided by the Governor and Legislature in the last session. Design completed. BPW date pending.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,306	2,117	1,718	564	534	1,091	0	0	0	2,189	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	23,021	0	0	411	10,832	11,779	0	0	0	23,021	0
Total	27,327	2,117	1,718	975	11,365	12,870	0	0	0	25,211	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	7,866	946	547	259	2,162	4,499	0	0	0	6,921	0
Other	19,461	1,171	1,171	716	9,203	8,371	0	0	0	18,290	0

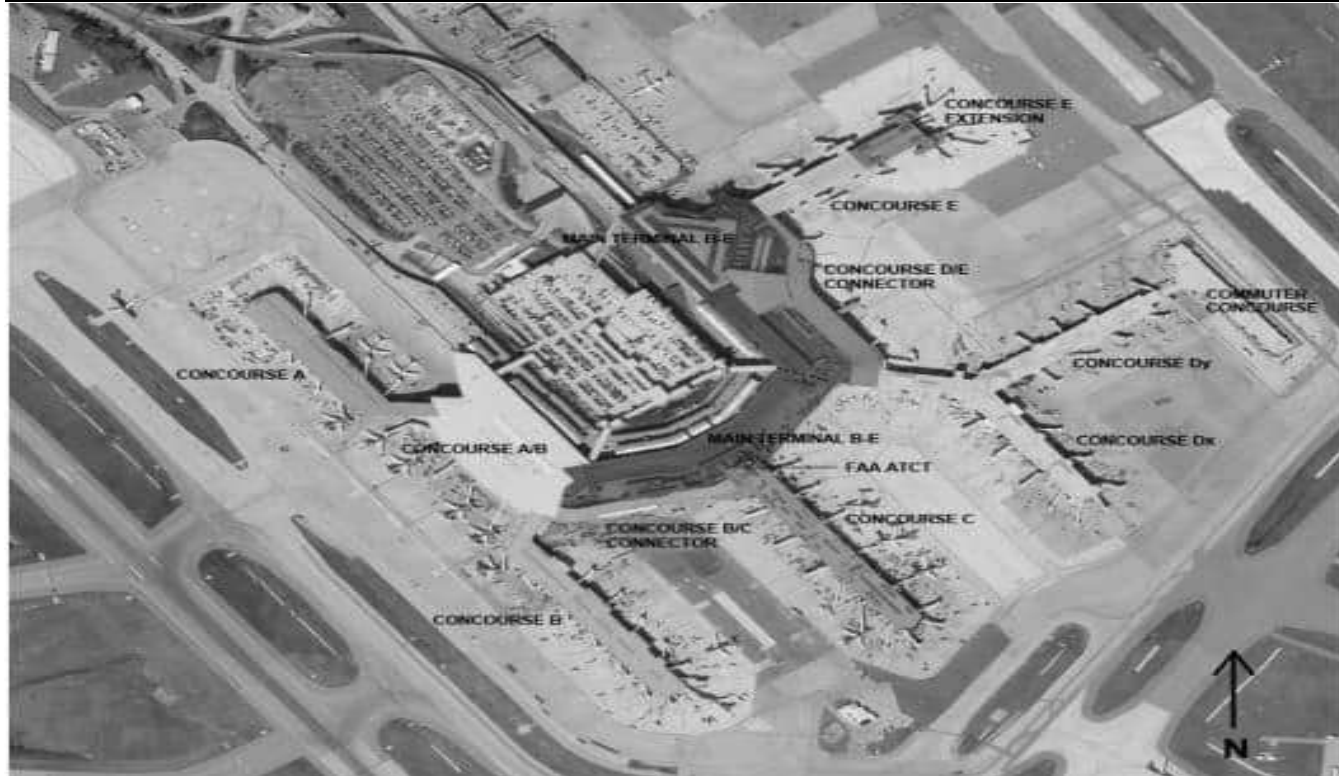
0235, 0340; Other funding source is Passenger Facility Charge (PFC) revenue.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** The cost increased \$1.9M due to revised cost estimate.

**USAGE:** Accommodate projected annual passenger growth.

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





**DESCRIPTION:** This phased project replaces the terminal roof, skylights and drainage systems. The existing roof exhibits significant wear, deterioration, delamination, ponding, sealant failures and underlying moisture. The skylights are metal framed with fiberglass panels, which are in fair to poor condition requiring replacement. The skylights be replaced with metal-framed glass skylights utilizing insulating laminated low-e glazing panels. The first phase of this project replaces the roof on Concourse B. Additional phases include roof replacement on Concourse C, Concourse D and Concourse E. The roof replacement for Concourse A/B is being completed as part of the A/B Connector & Baggage Handling System project.

**PURPOSE & NEED SUMMARY STATEMENT:** The overall general condition of the terminal and concourse roof areas varies from good to poor. An extensive replacement program needs to be initiated in the near term and extend over the next 20 years to re-establish quality roof surfaces and skylights for the airport complex.

<input type="checkbox"/>	Enhance Safety and Security	<input type="checkbox"/>	Serve Community and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input type="checkbox"/>	Promote Environmental Stewardship

SMART GROWTH STATUS:		<input type="checkbox"/> Project Not Location Specific	<input type="checkbox"/> Not Subject to PFA Law
<input checked="" type="checkbox"/>	Project Inside PFA	<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Project Outside PFA	<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	PFA Status Yet to Be Determined	<input type="checkbox"/>	Exception Granted

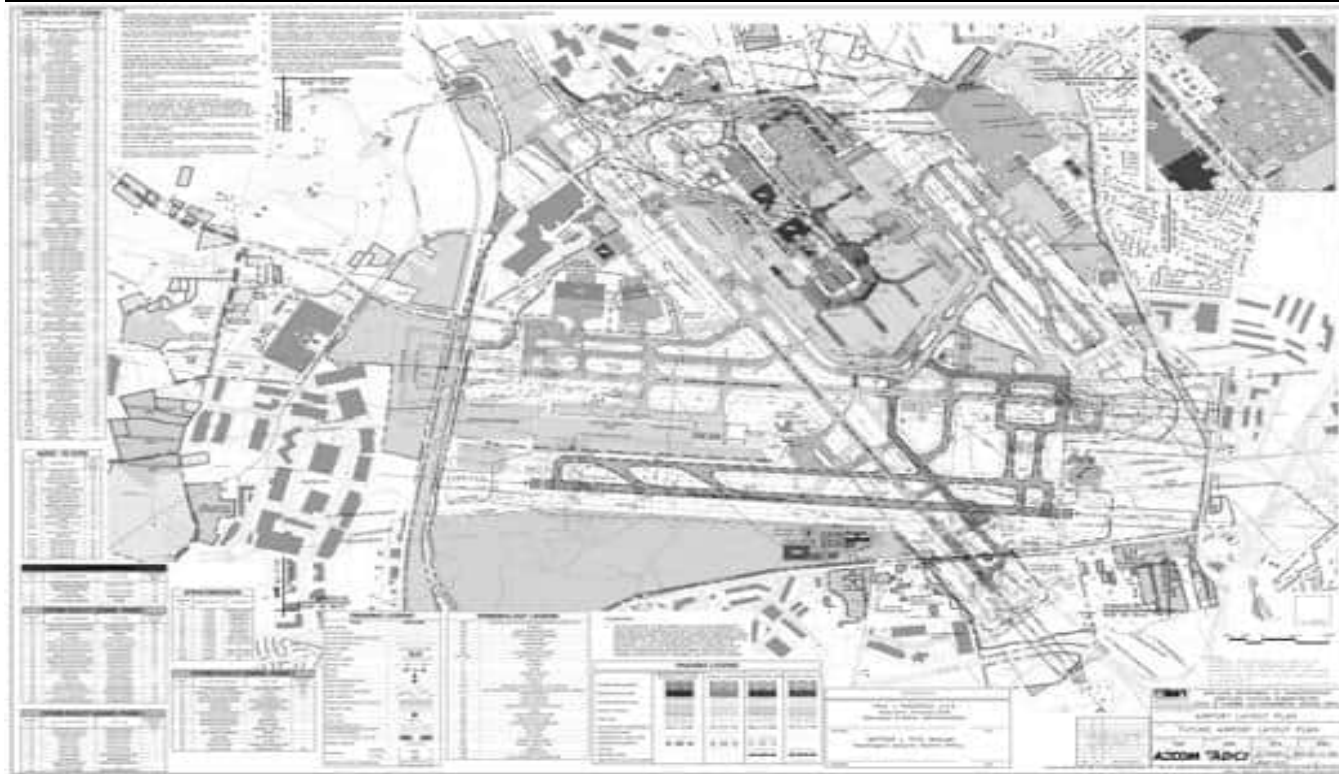
**STATUS:** MDOT is able to advance this project to the design phase because of the funding provided by the Governor and Legislature in the last session. Design underway.

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)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE			
						...2028...	...2029...	...2030...	...2031...					
Planning	0	0	0	0	0	0	0	0	0	0	0			
Engineering	2,438	1,246	798	606	293	293	0	0	0	1,192	0			
Right-of-way	0	0	0	0	0	0	0	0	0	0	0			
Utilities	0	0	0	0	0	0	0	0	0	0	0			
Construction	17,785	0	0	0	7,503	10,282	0	0	0	17,785	0			
Total	20,223	1,246	798	606	7,796	10,575	0	0	0	18,977	0			
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0			
Special	3,286	1,246	798	606	717	717	0	0	0	2,040	0			
Other	16,937	0	0	0	7,079	9,858	0	0	0	16,937	0			

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** The cost increased by \$14.5M due to the addition of future PFC Bond funding.

**USAGE:** Preservation of airport infrastructure.

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



**DESCRIPTION:** This project is dedicated to developing an updated, comprehensive Airport Master Plan and Airport Layout Plan for BWI Marshall Airport following Federal Aviation Administration (FAA) guidance and airport industry best practices.

**PURPOSE & NEED SUMMARY STATEMENT:** The last full Master Plan update was completed in 2011. Most of the identified early phase capital projects are completed or underway. Market, industry and socio-economic conditions have changed since 2011. This project will identify and validate the path forward for BWI Marshall to meet the growing air travel needs of the region, provide operational resiliency, and promote compatible land within the surrounding areas.

<b>X</b>	Enhance Safety and Security	<b>X</b>	Serve Community and Support the Economy
<b>X</b>	Deliver System Quality	<b>X</b>	Promote Environmental Stewardship

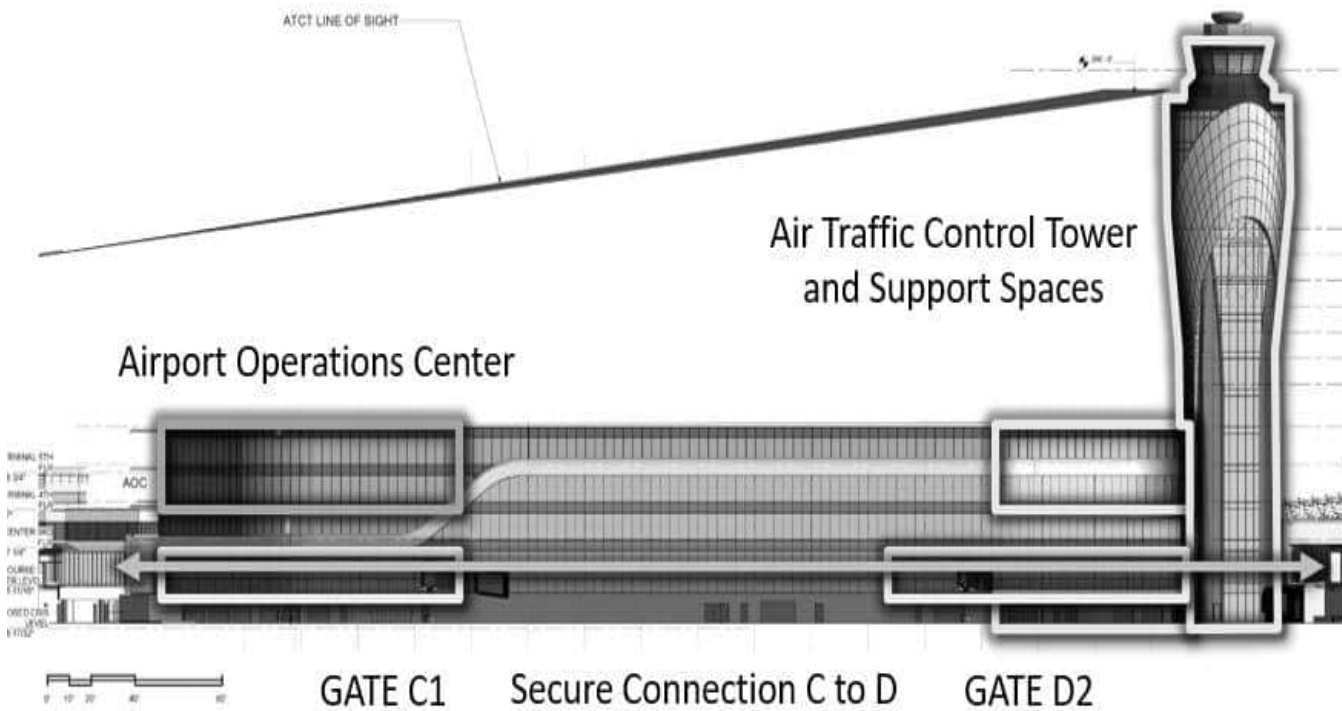
SMART GROWTH STATUS:		<input type="checkbox"/> Project Not Location Specific	<input type="checkbox"/> Not Subject to PFA Law
<input checked="" type="checkbox"/>	Project Inside PFA	<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Project Outside PFA	<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	PFA Status Yet to Be Determined	<input type="checkbox"/>	Exception Granted

**STATUS:** Scope of work and funding coordination with the FAA is underway.

[illegible]

**USAGE:** Accommodate projected annual passenger growth.

**OPERATING COST IMPACT: N/A**



**PROJECT:** Airport Traffic Control Tower, Concourse C/D Baggage Handling System and Connector Project at BWI

**DESCRIPTION:** This project will replace the existing 70+ year old Airport Traffic Control Tower (ATCT). Additional elements of the project include expanded baggage handling capability, right-sizing two passenger holdrooms, additional security screening lanes, consolidated Airport Operations Center, expanded concessions space, improved restrooms and consolidated airport and FAA operational spaces. It will also construct the final post-security passenger connector between concourses C and D. This is a Project Labor Agreement candidate project.

**PURPOSE & NEED SUMMARY STATEMENT:** Provides a secure connector allowing uninhibited passenger flow between all gates and concourses while decreasing walking distances particularly for connecting passengers. Replaces an outdated ATCT and accommodates ADA access and equipment modernization while improving controller line of sight to the airfield. Provides terminal facilities and amenities to meet current and growing passenger travel demands and replaces aging infrastructure and systems some over 74 years old.

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

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Community and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality      | <input type="checkbox"/> Promote Environmental Stewardship                  |

**EXPLANATION:** Passenger ease of movement is a primary focus of the airport. BWI Marshall Airport supports the movement of people, goods and the State's economy.

- SMART GROWTH STATUS:**
- |  |   |
|--|---|
| <input type="checkbox"/> Project Not Location Specific   | <input type="checkbox"/> Not Subject to PFA Law     |
| <input checked="" type="checkbox"/> Project Inside PFA   | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**STATUS:** Preliminary planning underway. 30% bridging document to be completed by October 2026 to address the siting and airspace.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER				
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	2,305	2,178	293	128	0	0	0	0	0	128	0
Engineering	6,699	1,683	5	2,516	2,500	0	0	0	0	5,016	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,004	3,861	298	2,643	2,500	0	0	0	0	5,143	0
Federal-Aid	71	71	0	0	0	0	0	0	0	0	0
Special	4,934	3,790	298	643	500	0	0	0	0	1,143	0
Other	4,000	0	0	2,000	2,000	0	0	0	0	4,000	0

2216, 0272; Federal funding was CARES stimulus. Other funding source is Passenger Facility Charge (PFC) revenue.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

The cost increased by \$5M due to the addition of design funding to complete the 30% bridging document.

**USAGE:** Accommodate projected annual passenger growth.

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

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND AVIATION ADMINISTRATION - LINE 34**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Airport Technology</u>				
MAAPRJ000312	Aircraft Gate Management System	\$	1,500	-
<u>Airport Utilities</u>				
MAAPRJ000415	Airfield Lighting and Cable Rehabilitation	\$	6,000	Design Underway
MAAPRJ000477	Fire Sprinklers for Fleet Maintenance Bldg 137	\$	118	Design Underway
MAAPRJ000508	Bldg 129 Code Compliance and Renovations	\$	366	Design Underway
MAAPRJ000537	North Cargo Substation	\$	355	FY 2028
MAAPRJ000539	CUP Cooling Tower Refurbishment	\$	478	Design Underway
MAAPRJ000540	Remediation of Swaying Domestic Water Pipes	\$	665	Design Underway
<u>Annual Fees and Inspection Program</u>				
MAA7000	Terminal Spaceframe Inspection	\$	852	Ongoing
<u>Architecture</u>				
MAAPRJ000231	Architect Initiatives	\$	501	Ongoing
<u>Building Permits &amp; Inspections</u>				
MAAPRJ000164	Building Permits and Inspections	\$	1,760	Ongoing
<u>Commercial Management</u>				
MAAPRJ000227	Facility Condition Assessments (OCM)	\$	2,339	Ongoing
<u>Consolidated Rental Car Facility</u>				
MAA2132	CRCF - BMF Equipment Replacement	\$	2,093	Ongoing
MAAPRJ000242	CRCF – Facility Improvements (old)	\$	429	Design Underway

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND AVIATION ADMINISTRATION - LINE 34**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Construction Management &amp; Inspection</u></b>			
MAAPRJ000208	Comp CMI SBR AE19-006 (Drive)	\$ 5,903	Ongoing
MAAPRJ000209	Comp CMI SBR AE19-002 (Brudis)	\$ 518	Ongoing
MAAPRJ000210	Comp CMI SBR AE19-004 (Specialized)	\$ 1,323	Ongoing
MAAPRJ000211	Comp CMI SBR AE19-005 (Mimar)	\$ 1,663	Ongoing
<b><u>D/E Connector</u></b>			
MAAPRJ000371	Concourse D/E Connector Patio Roof Leak Repair	\$ 460	Design Underway
<b><u>Engineering Program Support</u></b>			
MAAPRJ000538	Construction Management Software	\$ 951	Underway
MAAPRJ000694	Environmental, Social, Governance (ESG) Strategy and Reporting	\$ 67	Underway
<b><u>Environmental Compliance</u></b>			
MAAPRJ000199	Comp Environmental Compliance SV20-007	\$ 10,253	Ongoing
MAAPRJ000222	Terminal Environmental Mitigation MC21-006	\$ 381	Ongoing
MAAPRJ000523	eGSE Chargers and Supporting Infrastructure	\$ 5,083	Design Underway
MAAPRJ000730	BWI Diesel Fuel Tank Emergency Repairs	\$ 1,084	-
MAAPRJ000762	BWI Loading Rack Containment and Canopy Cover	\$ 114	-
<b><u>Environmental Planning</u></b>			
MAAPRJ000195	Comp Environmental Planning AE-21-001	\$ 5,274	Ongoing
MAAPRJ000214	Stream & Wetland Restoration Mitigation Services MC 20-014	\$ 316	Ongoing
MAAPRJ000223	USDA Wildlife Management Services	\$ 3,602	Ongoing
MAAPRJ000440	BWI On Airport Obstruction Removal	\$ 138	Design Underway
MAAPRJ000453	MTN Decarbonization Study	\$ 300	Study Underway
MAAPRJ000454	BWI Decarbonization Study	\$ 1,271	Study Underway
MAAPRJ000478	Solar Feasibility	\$ 221	Study Underway



**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND AVIATION ADMINISTRATION - LINE 34**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<b><u>Future Development</u></b>				
MAA2044	Airport Road Electronic Signage Repl	\$	993	Deferred
MAA2354	Concourse D/E Ambiance	\$	63	Underway
<b><u>GIS</u></b>				
MAA2040	Airport Project Administration System (AirPass)	\$	2,618	Underway
MAA2079	Security and Life Safety Systems CAD Update	\$	1,290	Ongoing
MAA2222	MDOT Asset Management	\$	2,510	Underway
MAA7600	Facility Management Program	\$	2,719	Ongoing
<b><u>Information Technology CTIPP</u></b>				
MAA7405	Permanent Noise Monitoring System	\$	2,370	Ongoing
<b><u>Loading Bridges</u></b>				
MAAPRJ000721	Consolidated Mechanical Program	\$	305	-
MAAPRJ000763	PBB PC Air Lowering and Tunnel Roller Replacement	\$	442	-
<b><u>Misc Office Support</u></b>				
MAA2311	Safety Management Support	\$	431	Underway
<b><u>MTN Facilities</u></b>				
MAA9431	MTN Tree Obstruction Removal	\$	5,920	Study Underway
MAAPRJ000444	MTN Airport Catenary Lowering - Amtrak Design Agreement	\$	321	Design Underway
MAAPRJ000695	MTN Sanitary Sewage Discharge	\$	56	Design Underway
<b><u>Noise Support</u></b>				
MAA2307	BWI Part 150 / Airport Noise Zone Update	\$	4,371	Underway
MAA2309	BWI Community Roundtable	\$	950	Ongoing
MAA2318	Comp Acoustical Services Contract SV 19-001	\$	2,456	Ongoing

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**MARYLAND AVIATION ADMINISTRATION - LINE 34**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<b><u>Operating Facilities</u></b>				
MAA1931	Hourly Garage Parking Guidance System Replacement	\$	3,941	Under Construction
MAAPRJ000250	ARFF Heating and Vehicle Exhaust Systems Replacement	\$	1,586	Under Construction
MAAPRJ000338	ARFF Kitchen	\$	1,249	Design Underway
MAAPRJ000418	BWI ATCT Refurbishment	\$	3,235	Planning Underway
MAAPRJ000423	Replace Parking Signs on Daily Garage (Large "P"sign)	\$	100	Concepts Underway
MAAPRJ000438	Additional Runway Deicing Tank Loading Facility	\$	65	Design Completed
MAAPRJ000541	Grounds Maintenance Building Rehab Study	\$	200	Study Underway
MAAPRJ000667	BWI Parking Facility Repairs	\$	8,944	Design Underway
MAAPRJ000698	Rehabilitation of the underside of the Upper Level Roadway	\$	131	Design Underway
MAAPRJ000715	Modular Trailer at Bldg 137 (Auto Shop)	\$	323	-
<b><u>Pavement Mgmt - BWI Airside</u></b>				
MAAPRJ000309	Erosion Repairs	\$	2,526	Design Underway
MAAPRJ000341	Expand Group V Aircraft Parking Position (Convert Manager's Lot)	\$	5,409	Design Underway
MAAPRJ000696	TWY C Emergency Erosion Repairs	\$	426	Under Construction
MAAPRJ000705	BWI Runway 10-28 Crack Sealing	\$	100	Design Underway
<b><u>Pavement Mgmt -BWI Landside</u></b>				
MAAPRJ000155	Long Term Lot B Pavement Rehab	\$	4,309	Under Construction
MAAPRJ000366	Comprehensive Paving Improvements CO22-005	\$	2,428	Ongoing
MAAPRJ000603	Elkridge Landing Employee Lot Repairs (2023 PMP 28-03)	\$	1,325	Design Underway
<b><u>Planning</u></b>				
MAA2193	FIS Hall Reconfiguration	\$	354	Study Underway
MAAPRJ000167	Regional Air Passenger Survey	\$	400	Ongoing
MAAPRJ000310	Roadway & Curbside Capacity Analysis	\$	309	Planning Underway
<b><u>Pre-Construction Project Env, Plan, Eng</u></b>				
MAA1943	Pavement Management Plan - BWI/MTN	\$	4,479	Ongoing
MAA1959	BWI Aerial Photogrammetry & Airspace Analysis	\$	706	Ongoing

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**MARYLAND AVIATION ADMINISTRATION - LINE 34**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<b><u>Real Estate Services</u></b>				
MAA7018	Real Estate Property Services	\$	771	Ongoing
MAA7810	10-01 RPZ Property Acquisition	\$	1,701	Underway
MAAPRJ000163	Real Estate Services SV-20-006	\$	557	Underway
MAAPRJ000485	Real Estate Consulting Support SV-25-002	\$	1,190	-
<b><u>Regional Aviation</u></b>				
MAAPRJ000181	MD Aviation System Plan Update	\$	346	Underway
<b><u>Roofs and Windows</u></b>				
MAAPRJ000703	Roof at Ground Maintenance Complex (Bldg 117 and 118)	\$	232	Design Underway
MAAPRJ000754	Building 115 (Bunkhouse) Roof Overlay	\$	125	-
MAAPRJ000755	Glass Window Repairs	\$	117	-
<b><u>Security</u></b>				
MAA2345	MTN AOA Fence Upgrade	\$	1,836	Under Construction
MAAPRJ000723	BWI Security Towers (Allied Security)	\$	235	-
<b><u>Taxiway F</u></b>				
MAAPRJ000443	Taxiway F Relocation - Phase 2 (Wetland)	\$	0	Design Underway
<b><u>Tenant Facilities</u></b>				
MAA7500	Terminal Leasehold Modifications	\$	2,624	Ongoing
MAAPRJ000724	Cargo Building 107 (Concession Delivery Distribution Center)	\$	500	-
MAAPRJ000751	Concession Redevelopment Consultant Support	\$	1,000	-
<b><u>Terminal Facilities</u></b>				
MAAPRJ000279	Checkpoint D/E Expansion	\$	8,002	Design Underway
MAAPRJ000480	Landside Trash Compactor	\$	73	Design Underway

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**MARYLAND AVIATION ADMINISTRATION - LINE 34**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Terminal Facilities</u>				
MAAPRJ000517	Concourse B Roof Replacement	\$	-	Design Underway
MAAPRJ000697	BWI Roadway Canopy Fire Damage Repair	\$	1,134	Under Construction
MAAPRJ000701	BWI Terminal Carpet Replacement	\$	758	Design Underway
<u>Vehicles and Equipment</u>				
MAA2053	Operating Vehicles	\$	6,555	Ongoing
MAA2198	BWI Mobile Stairs and Medical Lift	\$	1,185	Underway
MAAPRJ000228	BWI Equip Replacement FY 2023	\$	1,920	Underway
MAAPRJ000229	MTN Equip Replacement FY 2023	\$	632	Underway
MAAPRJ000725	MDTA Police Vehicles	\$	6,016	-
MAAPRJ000764	ARFF Battery Tool and Lifting Bags	\$	222	-

