



Wes Moore  
Governor  
Aruna Miller  
Lieutenant Governor  
Paul J. Wiedefeld  
Secretary

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**J00I00 Maryland Department of Transportation  
Maryland Aviation Administration  
Fiscal Year 2026 Operating Budget  
Response to Department of Legislative Services Analysis**

Senate Budget and Taxation Committee  
Public Safety, Transportation, and Environment Subcommittee  
Chair Michael Jackson  
February 7, 2025

House Appropriations Committee  
Transportation and the Environment Subcommittee  
Chair Courtney Watson  
February 13, 2025

**J00I00 MDOT – Maryland Aviation Administration  
Fiscal Year 2026 Operating Budget  
Response to Department of Legislative Services Analysis**

***Operating Budget Recommended Actions***

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- 1. Delete funding for a new information technology tech support position, the agency should reclassify an existing vacant position instead. (Page 25)**

**MDOT Response:**

The Department respectfully does not concur with the DLS recommendation. This position will support the Department's cybersecurity efforts. Security of the nation's critical transportation infrastructure requires focus on both physical security as well as cybersecurity of the State's transportation assets. The Department has been aggressively filling vacancies through its 'Taking you Places' recruitment campaign and has one of the lowest vacancy rates amongst all State agencies.

***PAYGO Budget Recommended Actions***

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- 1. Concur with Governor's Allowance. (Page 25)**

**MDOT Response:**

The Department concurs with the DLS recommendation.



**BWI** BALTIMORE/WASHINGTON  
INTERNATIONAL  
*Thurgood Marshall*  
AIRPORT

**MARTIN**  
STATE AIRPORT



# Maryland Department of Transportation Maryland Aviation Administration

Fiscal Year 2026 Budget Overview  
Presentation to Budget Committees

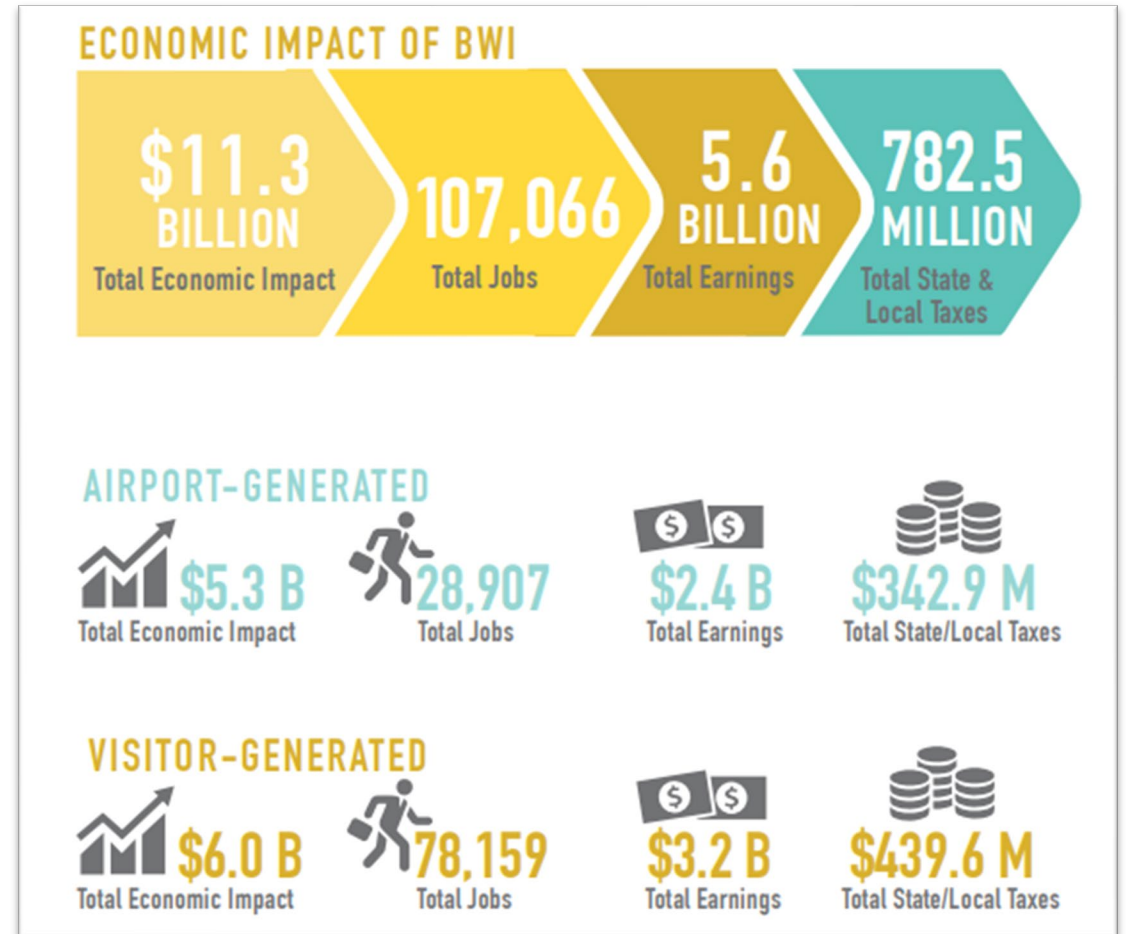
*2025 Session*



# BWI Marshall Economic Impact

Airport and visitor generated economic impact

- BWI Marshall is one of Maryland's **key** economic engines.
- Development and operation of the airport is funded on the State and Federal levels with transportation user fees – not general tax funds.
- The economic benefits of the airport, however, are realized by everyone throughout the state.



December 2023

# General Aviation & Regional Aviation Economic Benefits to State of Maryland

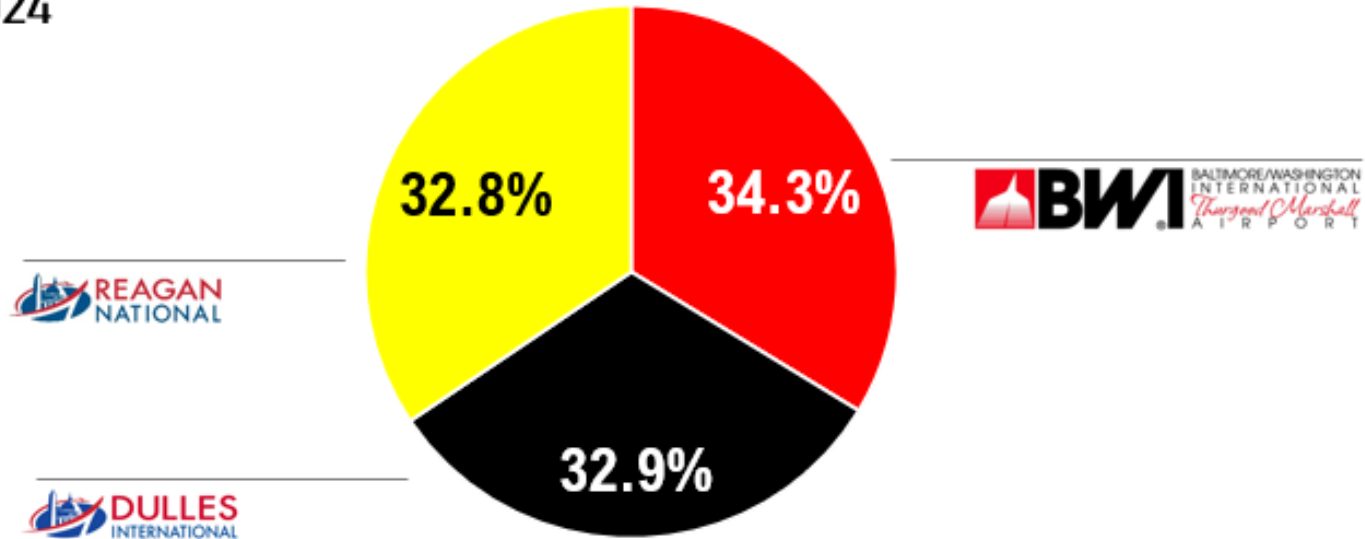
- 33 Public Use Airports in Maryland (excluding BWI Marshall)
- Martin State Airport generates 31% of the total economic activity



# BWI Marshall – Market Share

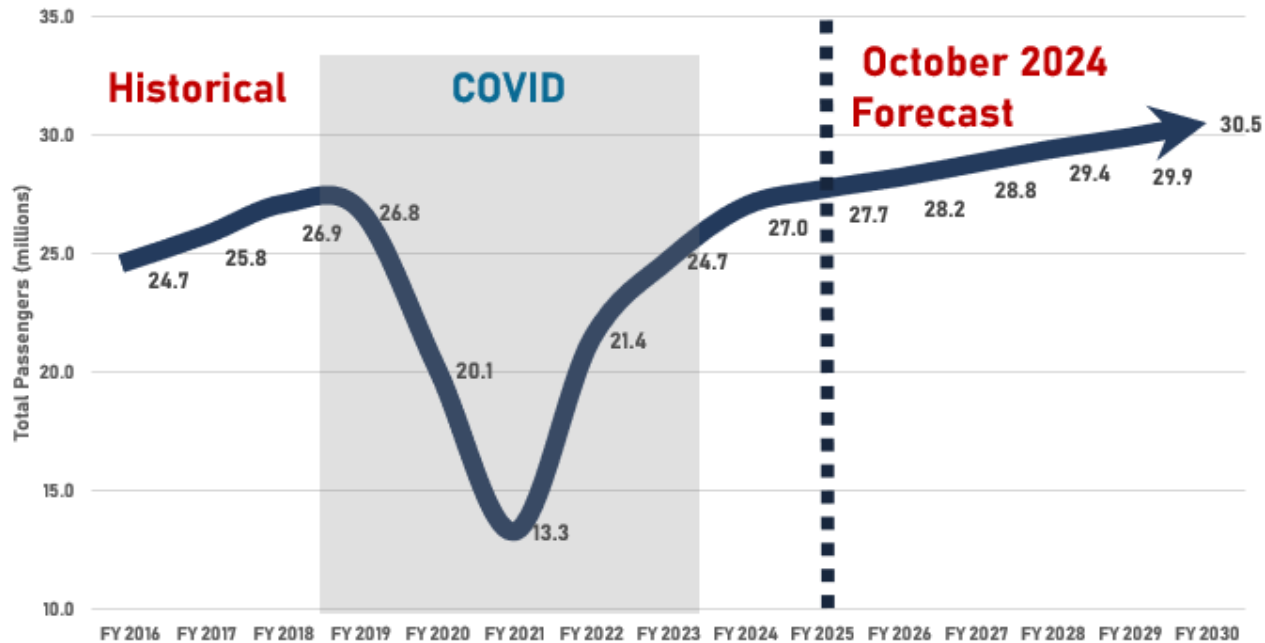
In FY 2024, BWI Marshall had the largest passenger market share in the region

Baltimore/Washington Region Market Share of Total Passengers  
FY 2024



# BWI Marshall – Airport Traffic & Forecast

FY 2024 total passengers (27.0M) sets new record



## Total Passengers

- FY 2024 Actual = 27.0M
- FY 2025 Forecast = 28.0M\*
- FY 2026 Forecast = 28.1M\*\*

\*2.5% Increase

\*\*FAA Terminal Area Forecast (TAF) 2% increase

## FY 2024

- Passengers increased 9.5%
- BWI Marshall set a record of over 27M total passengers.

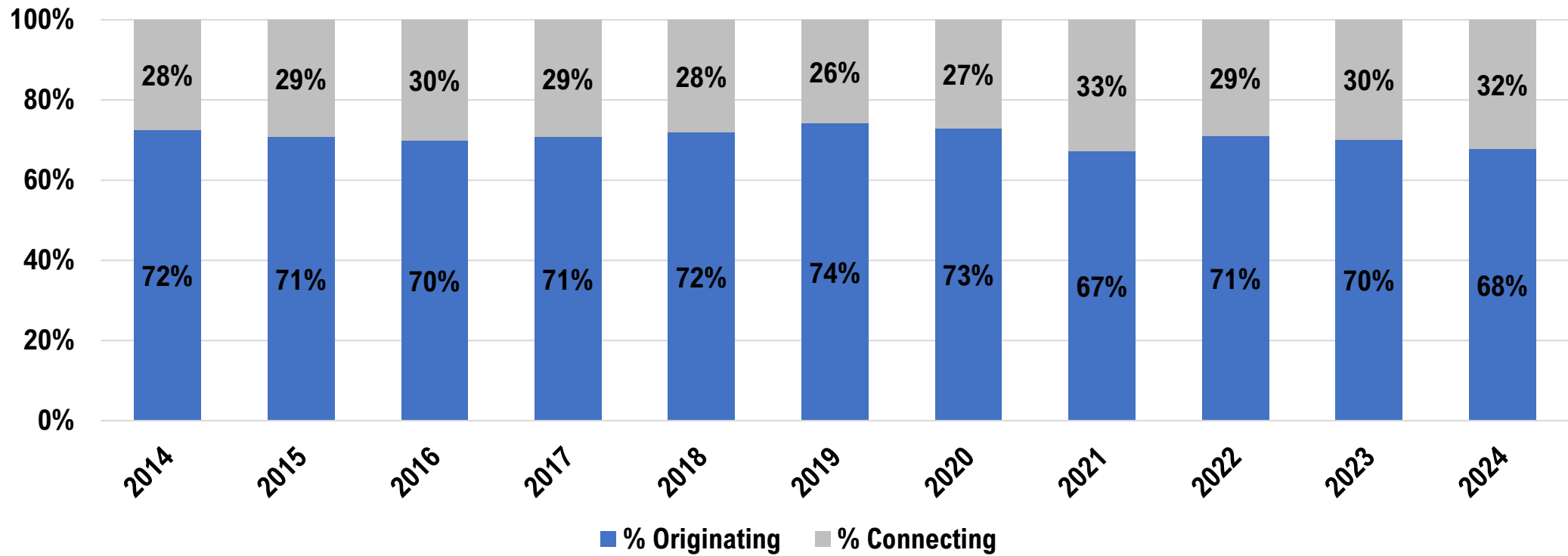
## FY 2025

- FYTD Actual = 13.8M



# BWI Marshall - Originating vs. Connecting Passengers


Historical Enplaned Passengers by Component by Fiscal Year





# BWI Marshall – Cost Per Enplanement (CPE)

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 <b>BWI</b> BALTIMORE/WASHINGTON INTERNATIONAL AIRPORT <i>Thurgood Marshall</i>	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
<b>CPE</b>	\$9.86	\$9.51	\$9.34	\$9.33	\$9.33	\$12.55	\$16.43	\$11.95	\$10.79	\$10.65

## Baltimore/Washington Regional CPE Comparison



Airport	Report Year 2023 CPE	Report Year 2024 CPE
IAD	\$15.71	\$13.98
DCA	\$9.38	\$9.05
PHL	\$15.38	\$15.03
BWI	\$10.79	\$10.65

Source: MAA; FAA-5100-127 Report (Operating and Financial Summary);

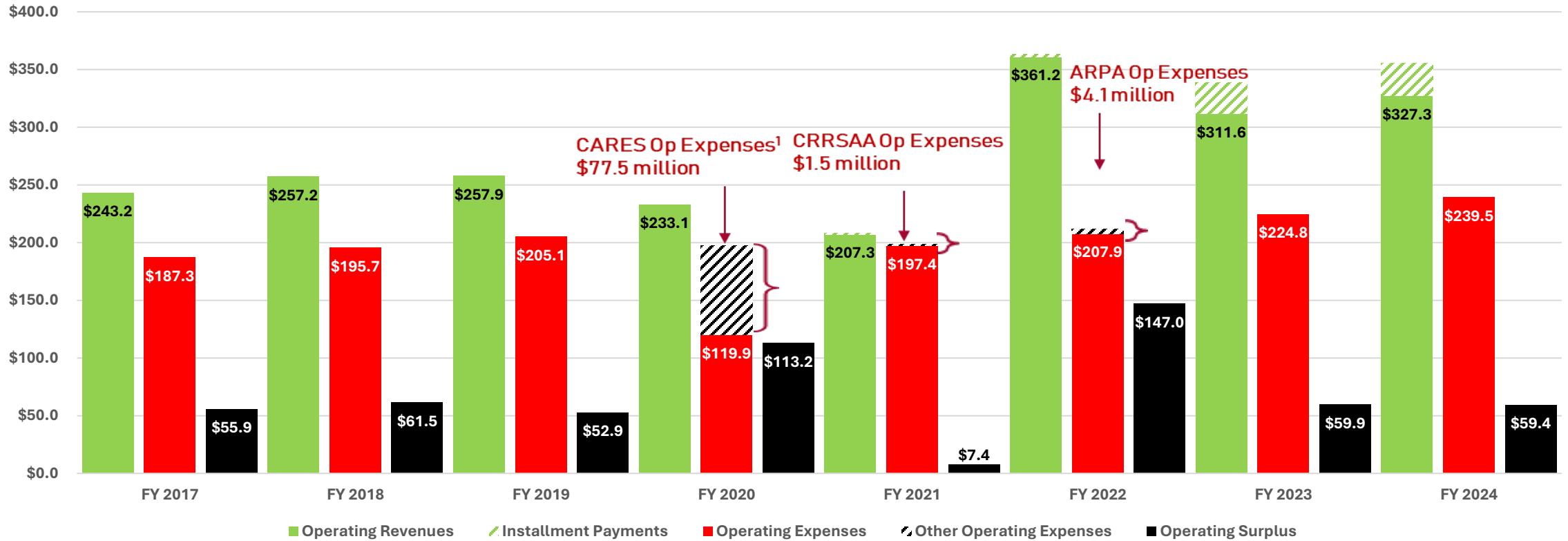
\*Signatory only for comparison only.

Notes(s): FAA report year is the Airport's Fiscal Year

1/ MWA Reports Signatory Only, Report Year is Calendar Year. 2024 shown is forecast and official data not yet reported. [Financial and Statistics | mwaa.com](https://www.mwaa.com)

2/ PHL and BWI report year ends June 30<sup>th</sup>

# MAA Historical Financials – Special Funds



Note(s): All currency numbers are rounded.

Coronavirus Aid, Relief, and Economic Security Act (CARES), Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), American Rescue Plan Act (ARPA)

1/ Includes an additional \$2.4 million in CARES funding that was received through the State's COVID-19 relief fund. MAA also contributed \$12.5 million in CARES funding for Capital Expenses.

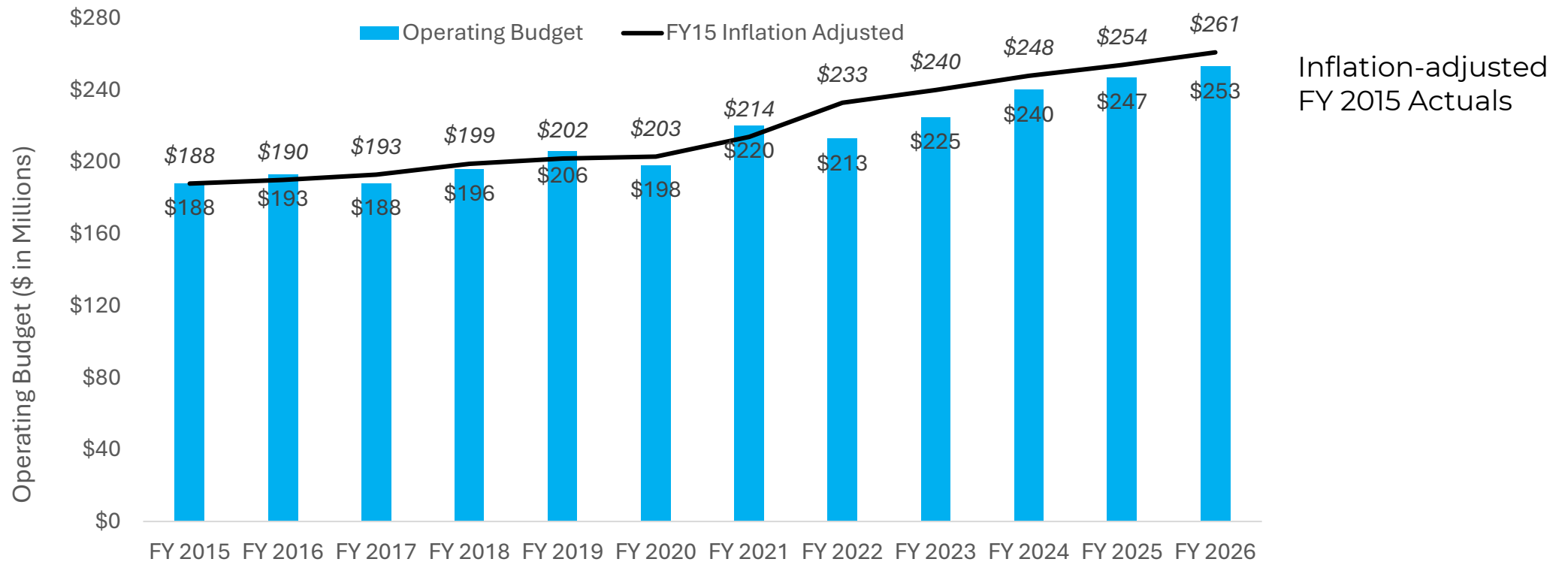
2/ Operating Expenses are net of LEO grant \$645,500. FY24 Grant is last year of grant at \$597,500. FY23, 22 and 21 expenses net of TSA reimbursement for COVID cleaning expenses \$500,709, \$626,995 and \$56,904, respectively.

3/ FY21 and FY22 surpluses includes federal money \$21 million and \$79 million, respectively. The federal money reimbursed TSO for a \$100 million TTF loan from 2015.

4/ Amounts listed do not include direct Transportation Trust Fund reimbursements for prior fiscal year advances (\$25M in 2017, \$21M in 2018 and \$22M in 2019).

# Operating Budget Growth

- Average Annual Growth of 3.0%
- Budget has not kept up with Inflation, Terminal Building Expansion & Passenger Growth



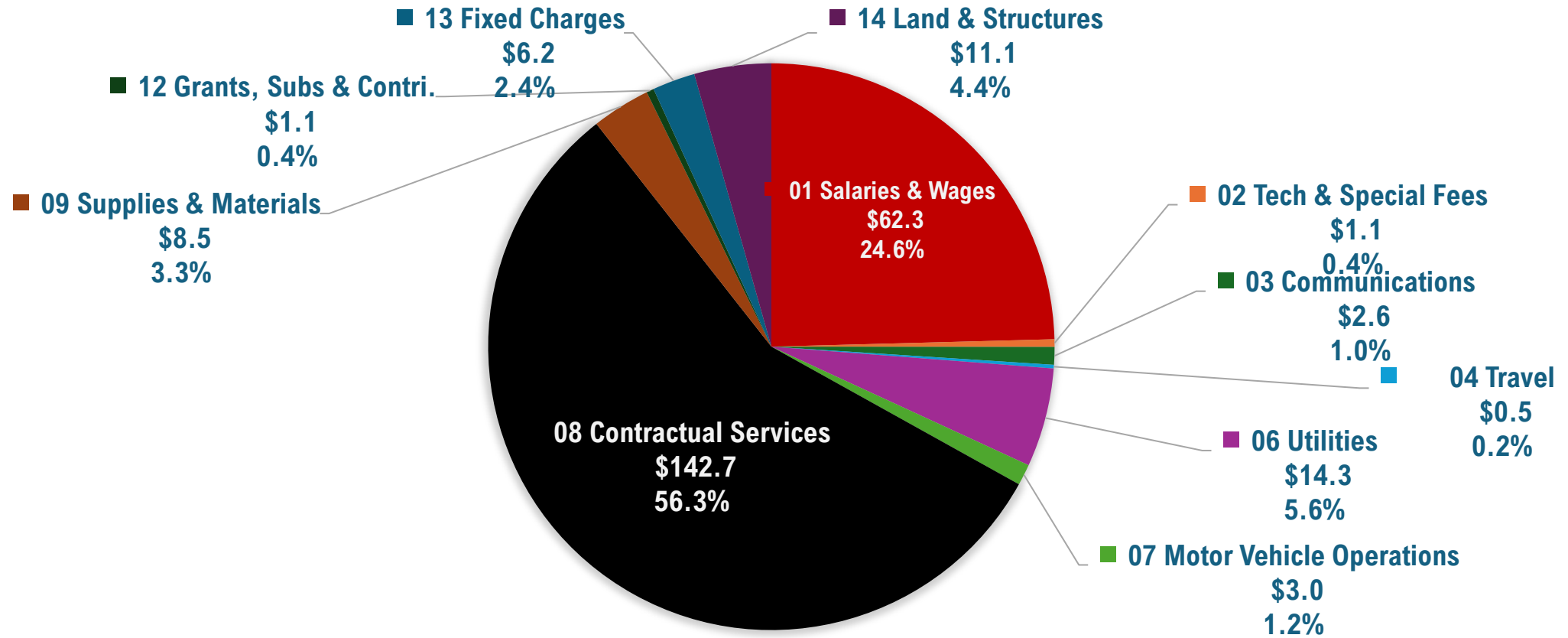
## Notes

1/ Actual spending through FY 2024; FY 2025 and 2026 Budget.

2/ FY2025 excludes pending budget amendment \$7.9M

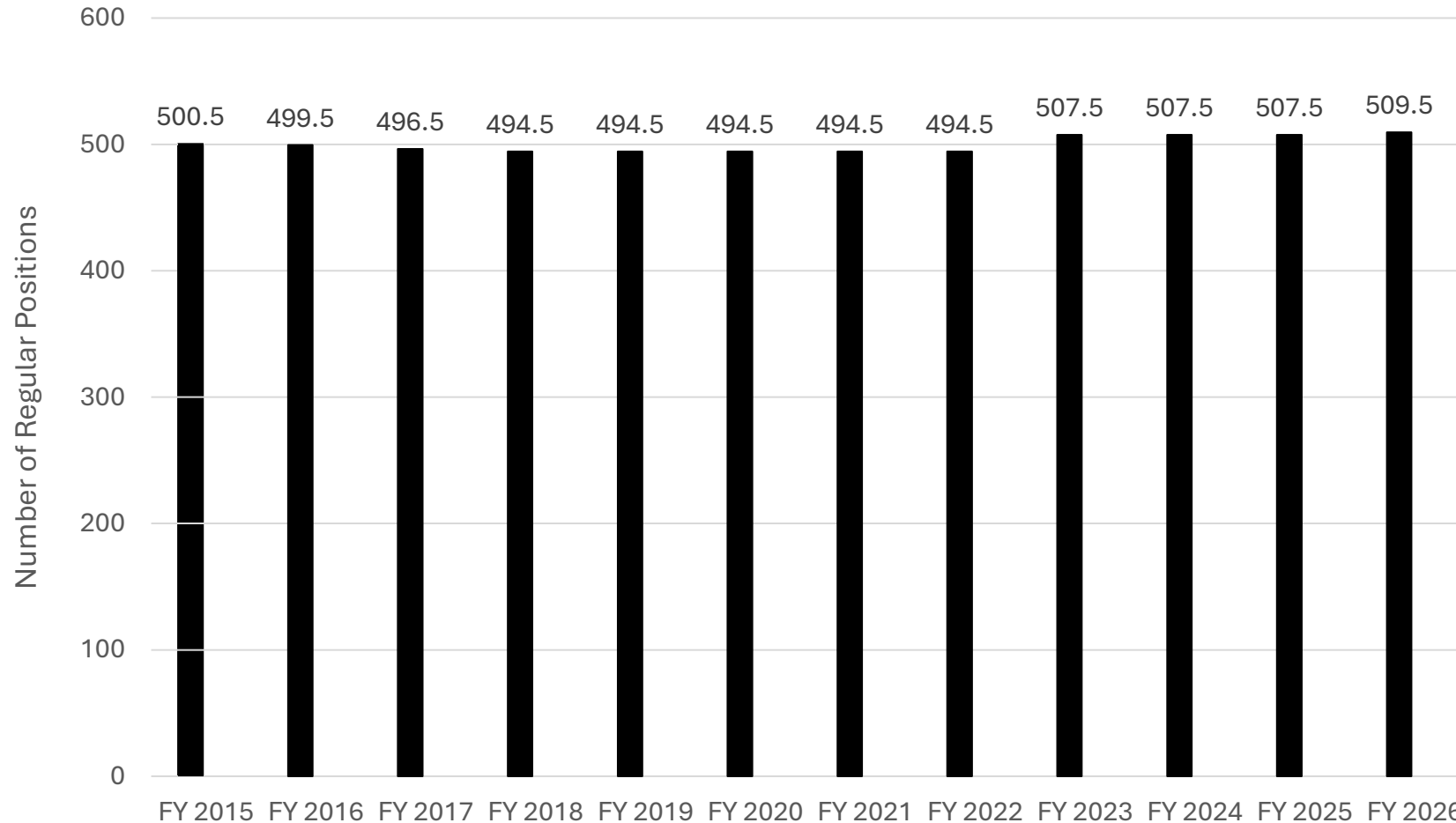
3/ FY 2024 excludes \$11.4M in Federal Expenditures for ARPA Concessionaire Grant

# FY 2026 Operating Budget - \$253.3 Million



# Budgeted Position Overview

- FY2023 – MAA acquired 13 fire fighter positions from the Federal Government abolishment of these positions at Martin State Airport

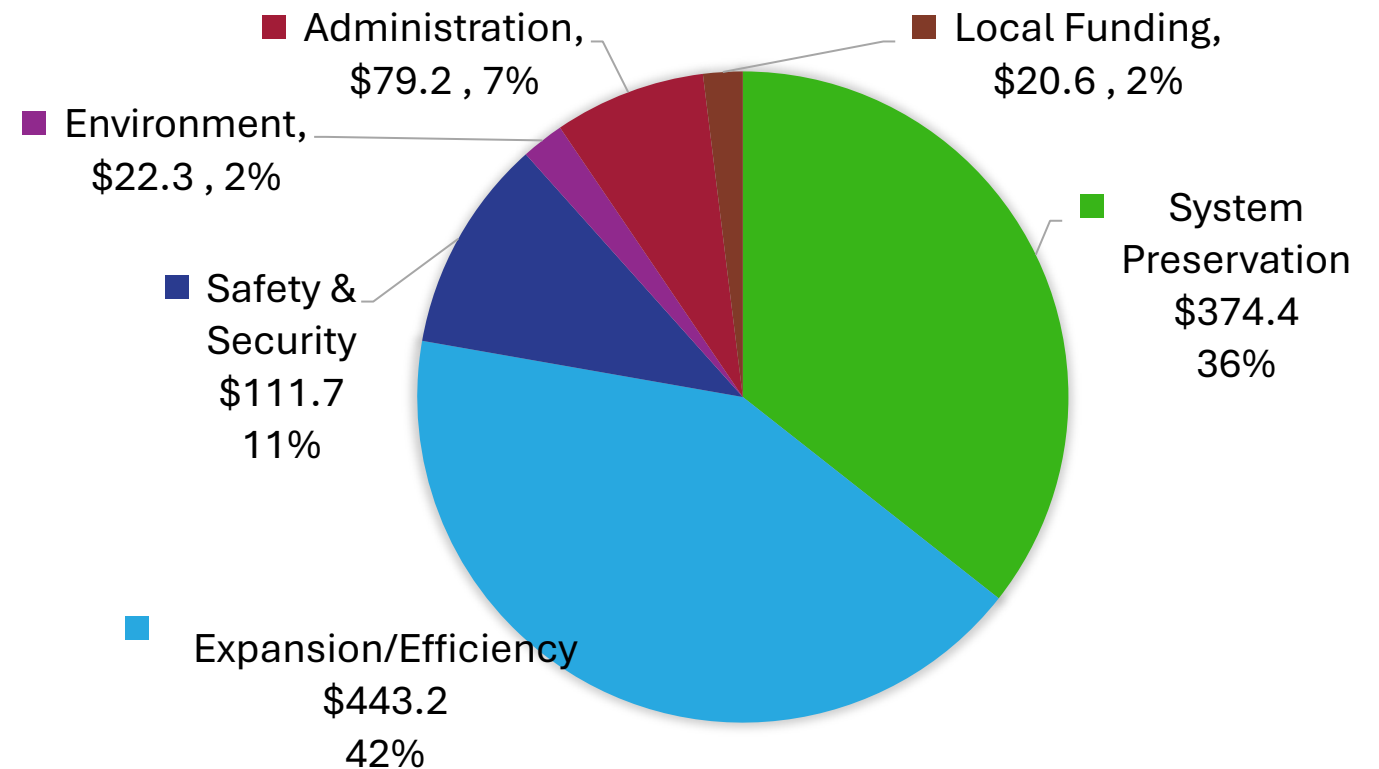


Notes: Program 2 and 3. Excluding Fire fighter positions, MAA has remained relatively flat decreasing 0.8% since 2015.

# \$1.1 Billion 6-Year Capital Investment in MAA

MAA's 6-year capital budget includes

- \$359.0 million in Transportation Trust Fund dollars
- \$269.9 million in Federal funds
- \$422.4 million in other funds



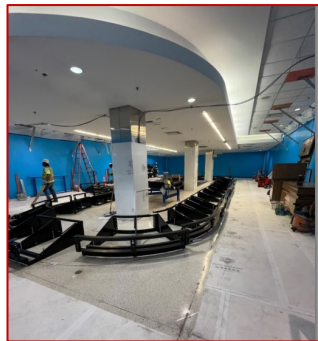
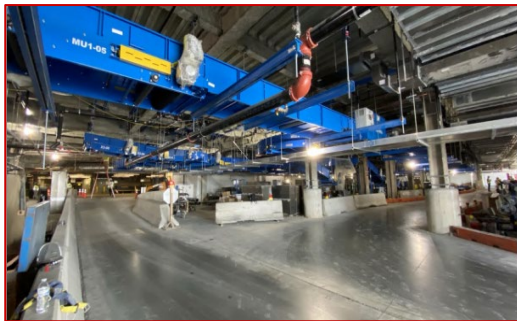
# Capital Projects

Baltimore/Washington International Thurgood Marshall Airport





# Concourse A/B Connector and Baggage Handling System (BHS) Improvements



**PROGRAM COST - \$502.5 million**

**OPENING DECEMBER 2025**

- A/B Connector and BHS to provide optimal operational efficiency.
- MAA Bond Sale completed in November 2024 to generate \$207.3M to complete project.
- Fitch upgraded financial rating to A+

## Project Funding Sources

TTF	\$27,565,810
Federal Grant	\$38,083,783
PFC Paygo	\$27,275,995
Revenue Bonds	\$409,596,318
<b>Total</b>	<b>\$502,521,906</b>

# Airline Maintenance Facility Infrastructure



**PROGRAM COST - \$47.7 million**

**OPEN TO USE MARCH 2025 – RIBBON CUTTING ANTICIPATED MAY 2025**

- Project currently 88% complete.
- MAA Project is to complete site and infrastructure costs to facility hangar construction by Southwest. Final grading, stormwater, fencing, and vehicle roads are remaining major work items.
- Southwest is completing facility and apron construction.





# Taxiway F Relocation– Phase 2



**PROGRAM COST - \$31.4 million**

**TARGET COMPLETION – FY 2026**

- Project Currently 55% Complete.
- Second phase of Taxiway F Relocation to comply with FAA standards for airfield geometry. The project will relocate the FAA ALSF shelter (and associated infrastructure) and construct a new concrete taxiway connecting Taxiway F Phase 1 and Runway 10.
- First phase of Taxiway F Relocation complete; new alignment provides access to the Airline Maintenance Facility.

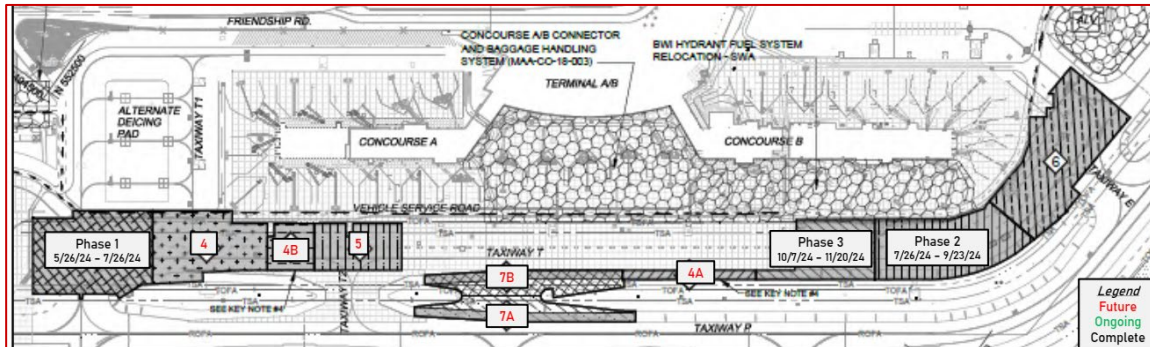
# Taxiway T Reconstruction – Phases 2 & 3



**PROGRAM COST - \$40.3 million**

**TARGET COMPLETION – FY 2026**

- Project Currently 41% Complete.
- Reconstruction of most distressed pavements starts at the Runway 15R deicing pad and extends to the limits of the previous TW T Phase 1 project at TW T2; and from eastern edge of Phase 1 to TW E near the airfield lighting vault.



# BWI DX/DY Apron Reconstruction



**PROGRAM COST - \$36.2 million**

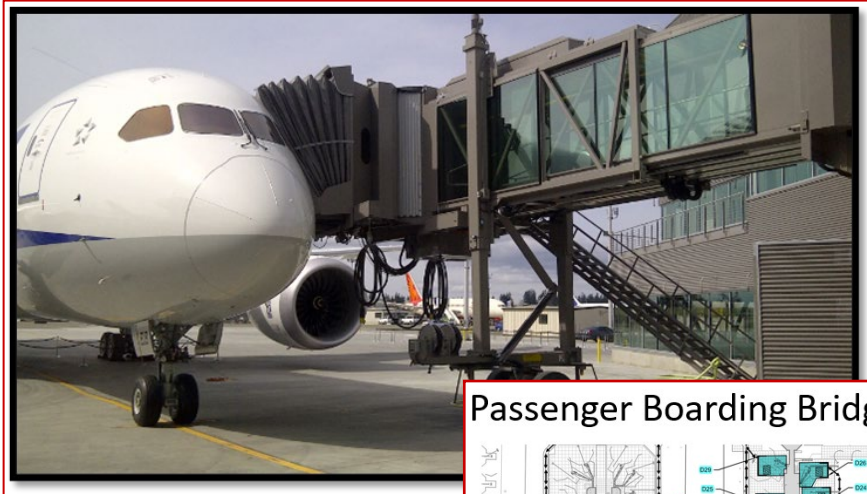
**ANTICIPATED CONSTRUCTION START –  
MARCH 2025**

**Target Completion – FY 2027**

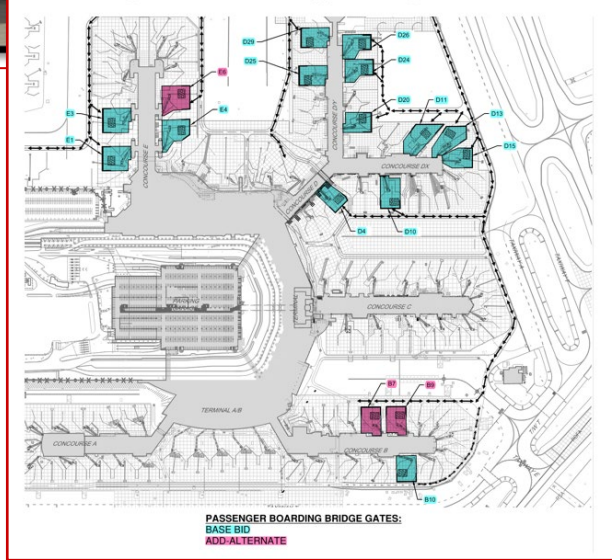
- Phased pavement reconstruction of DX/DY Apron and adjacent TWY T in Concrete.
- Replacement of incandescent lighting & provide new illuminated signage.



# Passenger Boarding Bridge Replacement



Passenger Boarding Bridge Locations



**PROGRAM COST - \$22.3 million**

**ANTICIPATED CONSTRUCTION START – MARCH 2025**

**Target Completion – FY 2028**

- Replacement of existing Passenger Boarding Bridges (PBBs) at 17 gates leased by various airline tenants at BWI Marshall.
- Includes baggage chutes and stairs, wheelchair lifts at specific gates, the gate rotunda, and the rotunda pedestal column.
- \$14.5M was secured in FAA ATP Funding in FFY24.

# Capital Projects

Martin State Airport



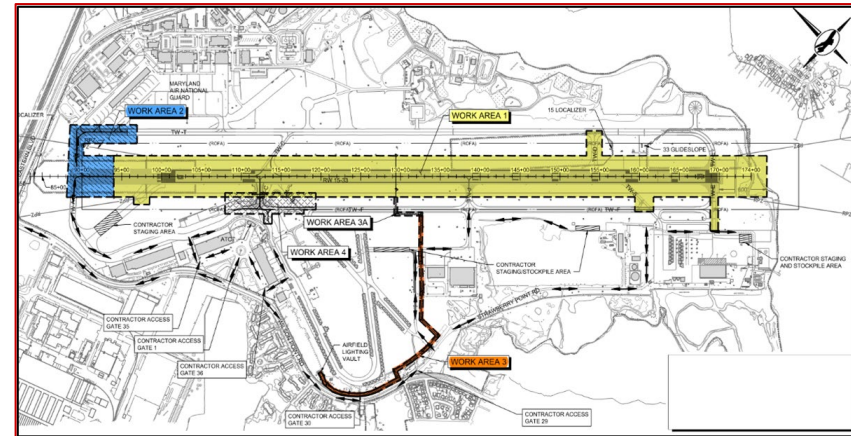


# MTN Runway 15-33 Rehabilitation

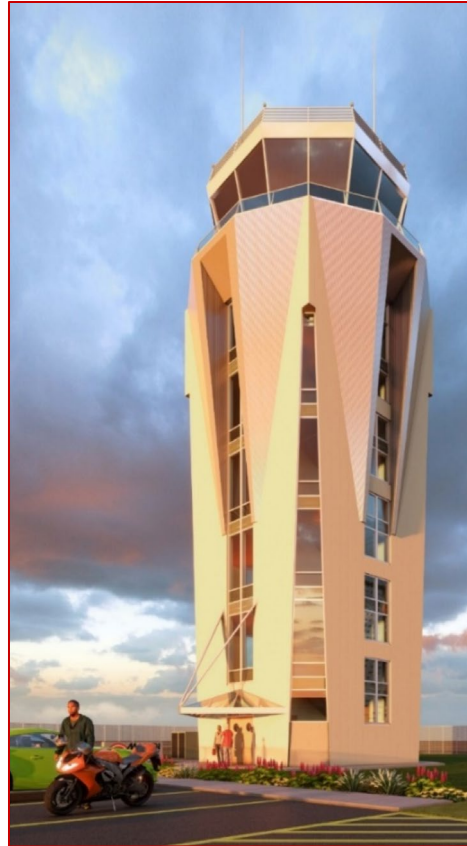
**PROGRAM COST - \$36.2 million**

**COMPLETED SEPTEMBER 2024**

- MANG secured \$32M in Federal Funding to complete project.
- Rehab full Runway 15-33 existing length of 8,100-LF.
- Rehab portions of Connector Taxiways A, E & T.
- Work accomplished in 3 concurrent construction phases.



# MTN New Air Traffic Control Tower (ATCT)



**PROGRAM COST - \$23.8 million**

**ANTICIPATED CONSTRUCTION START –  
MARCH 2025**

**Target Completion – FY 2028**

- New ATCT with associated access drive, parking lot, utilities.
- Relocated 2,600 feet Southeast of existing ATCT to remain for better visibility and unobstructed view of MTN Runway 15-33.
- \$6.4M was secured in FAA ATP Funding in FFY24 and FFY25.



# Financials

- MAA was upgraded by Fitch
  - Fitch upgraded Revenue Bonds from A to A+
  - Fitch upgraded PFC Revenue Bonds from A- to A



Debt (\$Millions)	Amount Issued	Debt O/S (Principal) as of June 30, 2025	Annual Debt Service	FY 25 Debt Service	Fitch/Moody's Ratings	FY25 Forecasted Coverage Ratio	FY26 Forecasted Coverage Ratio
Special Transportation Project Revenue Bonds	\$630.2	\$576.6	\$41.6	\$33.3	A+/A1	3.51	3.01
Passenger Facility Charge (PFC) Bonds	\$291.7	\$149.2	\$23.2	\$23.2	A/A2	2.18	2.22
Customer Facility Charge (CFC) Bonds	\$117.3	\$54.9	\$9.1	\$8.9	A3	2.03	2.07
Appropriated Other Debt	\$80.1	\$30.3	\$7.1	\$7.1	N/A	N/A	N/A
<b>Total Debt</b>	<b>\$1,119.3</b>	<b>\$811.0</b>	<b>\$81.0</b>	<b>\$72.5</b>			

Notes

1/ Revenue Bonds – Series 2021A matures 2031, Series 2021B matures 2052, Series 2024A matures 2054. Rate covenant requirement 1.25x. Forecasted coverage from Series 2024A Official Statement.

2/ PFC Bonds – Series 2012A matures 2032, Series 2012B matures 2027, Series 2014 matures 2034 and Series 2019 matures 2039. No rate covenant requirement. Forecasted coverage from MAA PFC Sources & Uses report as of January 2025.

3/ CFC – Series 2002 matures 2033. Rate covenant 1.25x. Forecasted coverage from MAA CFC Sources & Uses report as of October 2024.

4/ Appropriated Debt – Energy Performance Contracts PEPCO loan matures 2026, COPs Pier B matures 2025, COPs 2019 Parking Shuttle Buses matures 2034 and MDTA Loan matures 2034.

5/ Ratings

[Fitch Rates Maryland DOT's Ser 2024A Rev Bonds \(BWI Marshall Airport\) 'A+'; Upgrades Parity Bonds](#)

[Fitch Upgrades Maryland Transport Auth.'s PFC Revs \(BWI Marshall Airport\) to 'A'; Outlook Stable](#)

# Key Priorities

- Foster Statewide Aviation
- Address Aging Infrastructure
- Increase Capacity
- Maintain a State of Good Repair
- Focus on Operational Safety, Security and the Passenger Experience
- Promote Operational Efficiency and Environmental Stewardship
- Largest Investment Areas
  - Aging Infrastructure and Capacity
    - AB Connector and Baggage Handling System
  - Aging Infrastructure
    - Passenger Boarding Bridge Replacement Program
    - Martin Air Traffic Control Tower Replacement
  - Airfield Pavement Management
    - Taxiways N & N1
    - DX/DY Apron Reconstruction
    - Taxiway T
    - Taxiway F
    - MTN Runway 15-33 Rehabilitation