

**Maryland Aviation Commission Annual Report
Transportation Article, § 5-201.2**

A Report for the Maryland General Assembly

January 2022

MSAR #268

Maryland Department of Transportation
Maryland Aviation Administration

Introduction

The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) offers this report in response to language contained in Chapter 457, Acts of 1994 (Transportation Article §5-201.2). The language states:

(a) Subject to § 2-1246 of the State Government Article, the Commission shall report by January 15 of each year to the General Assembly on the activities of the Commission during the previous year.

(b) The report shall include:

(1) A review of the financial and operational results for all State-owned airports during the previous year and any recommendations of the Commission for future changes in legislation, capital funding, or operational flexibility;

(2) Subject to review by the Department of Budget and Management, an estimate of all expenditures necessary for the operation of the Commission. The estimate shall identify staff resources allocated to the Commission that are provided by the Department or other State agencies; and

(3) Actions taken by the Commission pursuant to § 5-201.1(a) of this subtitle, including the consideration of the comparative status of employees serving at comparable airports or aeronautical agencies.

Background

Creation of the Maryland Aviation Commission

The 1994 General Assembly passed Chapter 457, Acts of 1994 (Transportation Article, §5-201.2 (c)) creating the Maryland Aviation Commission, effective October 1, 1994. The Commission is the successor to the Baltimore/Washington International Airport Commission, a gubernatorial advisory panel created in September 1993 by Executive Order.

The Maryland Aviation Commission consists of nine voting members. Eight of the members are appointed by the Governor with the advice and consent of the Senate, with the Secretary of the Maryland Department of Transportation serving as Chair and ninth voting member, and the Secretary of the Maryland Department of Commerce serving as a nonvoting ex officio member. The Commission's duties include:

- Establishment of policies to improve and promote Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall) as an airport of service to the Washington-Baltimore Metropolitan area;
- Approval of regulations for the operation of State-owned airports prior to adoption by the Executive Director of the MDOT MAA;
- Direction to the MDOT MAA in developing and implementing airport management policy for all State-owned airports;
- Approval of major capital projects at State-owned airports as defined in the Transportation Article, §2-103.1(a) (4), Annotated Code of Maryland;
- Consideration of information and advice from air carriers, airport concessionaires, the airport support services industry and citizen advisory groups in carrying out the provisions of law relating to the Maryland Aviation Commission; and

- Determination of qualifications, appointment, and compensation of 12 senior management personnel positions and provide advice to the Chair on the appointment or removal of the Executive Director.

Maryland Aviation Commission Members

- Gregory Slater, Chairman (Secretary, MDOT)
- Vishal Amin
- T. Chineta K. Davis
- W. Drew Hawkins
- José Morales
- Raymond C. Nichols
- Calvin D. Peacock
- Ivory Tucker, Esq.
- David L. Winstead, Esq.
- Kelly Schulz (Secretary, , Maryland Department of Commerce
 - ex officio, nonvoting member

Message from the Chairman

The MDOT MAA and the Maryland Aviation Commission work collaboratively to provide a first-rate aviation system that serves our state’s residents, visitors, and businesses. Maryland’s airports help drive economic activity and benefit our communities.

I remain incredibly proud of our employees and the accomplishments of our airports as we continue to recover from the COVID-19 pandemic. Dedicated MDOT MAA employees work diligently to ensure safe, healthy airports and are committed to enhancing the travel experience for our customers.

At BWI Marshall Airport, employees and stakeholders continue to operate the airport as Maryland’s gateway to the globe. BWI Marshall maintains its position as a major economic engine and the busiest airport in the Baltimore-Washington region. In March 2021, Airports Council International World (ACI World) announced the results of the Airport Service Quality (ASQ) Awards, where BWI Marshall Airport was named the top North American airport in its size category for the annual awards. The ASQ program recognizes global airports for delivery of the best customer service as measured by passengers. For our employees and partners to receive this recognition was an incredible achievement, even more so as the aviation industry recovers from the pandemic. The prestigious award reflects our customers’ confidence and appreciation for the travel services provided at BWI Marshall Airport.

Martin State Airport continues to serve a critical role as a major general aviation reliever airport. A variety of important services are provided at Martin State, including corporate and private aircraft services, flight training, law enforcement, and military aviation with the Maryland Air National Guard. Several important capital improvements at the airport are planned for the near future, including airfield improvements, new aircraft hangars, and a new air traffic control tower. The MDOT MAA Office of Regional Aviation Assistance plays an important role by supporting and regulating 35 public-use airports statewide. The office manages a grant program that provides funding for important capital projects at these general aviation airports. State

support helps ensure safe, convenient airports in communities across Maryland.

I want to acknowledge and thank the Maryland Aviation Commission for its leadership and support. The commission's guidance is appreciated as our MDOT MAA professionals work for the successful, safe operation of Maryland's airport system. I also recognize all MDOT MAA employees for their commitment to outstanding airport facilities and services. As our industry continues to face one of the most challenging periods in its history, the MDOT MAA staff offers a high level of service for our customers.

Overview of MAA Airport Activities and Accomplishments for 2021

The MDOT MAA is responsible for fostering safe and efficient operations, economic viability, and environmental stewardship in aviation activity state-wide. The MDOT MAA operates two airports: BWI Marshall and Martin State Airport (Martin). In addition, the MDOT MAA Office of Regional Aviation Assistance develops and regulates aviation activities at Maryland's 33 public-use airports. These efforts are guided by an MDOT mission, which reads:

"The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities."

Baltimore/Washington International Thurgood Marshall Airport

Based on economic data from Calendar Year (CY) 17, BWI Marshall supports 106,488 total jobs in the regional economy. Further, BWI Marshall produces \$4.1 billion in personal wages and is responsible for \$9.3 billion in business revenue for the State. The overall activity at BWI Marshall Airport produces an estimated \$579 million in tax revenue for State and local governments.

In Fiscal Year (FY) 21, 13.3 million passengers flew through BWI Marshall. BWI Marshall remained the busiest airport in the Baltimore-Washington region, ahead of both Dulles and Reagan National airports. BWI Marshall has, on average, more than 240 daily departures to 76 nonstop destinations.

Martin State Airport

Martin State Airport is home to the Maryland State Police Aviation Command Headquarters and the Maryland Air National Guard, along with Baltimore County and Baltimore City Police Aviation Units. Martin continues to provide quality facilities and services in support of over 250 aircraft based at the airport and those visiting the greater Baltimore metropolitan area from around the world.

In FY 21, Martin handled over 86,000 aircraft operations and generated over \$9 million in revenue. Aviation fuel sales in FY 21 totaled just over 1.3 million gallons.

After a 70 percent decline in aircraft operations in the months following the outbreak of the COVID-19 virus, Martin has seen a resurgence of flight activity and monthly aircraft operations has surpassed pre-COVID-19 pandemic numbers. Martin welcomed two new flight schools to

the airport this year, bringing the total to four flight schools offering both fixed wing and rotary wing training options.

Martin continues to be an economic engine for the State, supporting both national and international business travel. Economic data from CY 17 indicates that Martin supports more than 2,400 total jobs and generates \$297 million in business revenues. The associated State and local tax revenues were \$41.9 million.

Regional Aviation Assistance

The MDOT MAA continues to foster and develop aviation in Maryland by providing support for airport infrastructure improvements to meet a wide variety of business and personal needs. In FY 21, \$36.26 million was invested into Maryland's regional airport infrastructure (excluding BWI Marshall and Martin). The MDOT MAA provided over \$2.16 million in grants for airport improvements, while the Federal Aviation Administration (FAA) contributed \$33.1 million and airport owners invested \$1 million.

Pandemic-specific relief aid under the federal Coronavirus Aid, Relief, and Economic Security Act (CARES), Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Rescue Plan Act (ARPA) appropriated to Maryland's regional airports (excluding BWI Marshall and Martin State) totaled \$25.5 million. These funds were used at the public-use airports for facility cleaning and recovery costs, as well as support for the aviation business at the airports.

Despite the challenges of the pandemic and while partnering with the aviation industry, the FAA, and the Maryland Airport Managers Association (MAMA), the MDOT MAA continues to support aviation safety programs and aviation promotional activities to encourage the use of Maryland's aviation gateways. Most of the support has been through virtual gatherings, meetings, and seminars. The MDOT MAA continues to support MAMA in the *Explore Maryland by Air* program, designed to encourage flyers and non-flyers to visit the many regional airports across the State.

The MDOT MAA continues to support the growing interest in Unmanned Aircraft Systems (UAS) and is engaged in supporting and promoting safe, responsible use of UAS and their integration into the National Airspace System. The MDOT MAA has outreach tools for the UAS community available through social media and our websites to encourage safe UAS operations. The MDOT MAA continues to work with our regional airport stakeholders in developing best practices for safe flight operations while maximizing life's opportunities that UAS technology brings.

Planning and Engineering

The DC Metroplex BWI Community Roundtable (Roundtable) is an initiative of the MDOT MAA, formed at the request of the FAA. The Roundtable provides a vehicle for the FAA to engage with community residents to address noise issues related to the FAA's implementation of the Next Generation Air Transportation System in the region and receive a consensus recommendation from representatives of the affected communities. The MDOT MAA engaged elected officials to appoint Roundtable representatives from local districts to participate. The Roundtable has been meeting monthly since March 2017, with participation from the MDOT

MAA, air carriers, and business aviation representatives who serve as technical advisors. The success of this effort comes from the commitment of all involved to recognize and identify the problem and work together toward a viable solution. The technical proposal was presented to the Roundtable in October 2019. The Roundtable approved and voted to send the technical proposal to the FAA for consideration in November 2019. The Roundtable and FAA in-person meetings were paused in March 2020 due to meeting restrictions associated with the COVID-19 pandemic. The Roundtable resumed meeting virtually in November 2020, meeting eight times virtually through the remainder of the fiscal year. Beginning in July 2021, the Roundtable meetings moved to a hybrid format, with meetings planned throughout the remainder of the calendar year.

In April 2021, the updates to the Airport Noise Zones (ANZ) for both BWI Marshall and Martin State Airports became effective. The ANZs are a valuable tool used by the State and counties in promoting compatible land use around these two State-owned and operated airports. The ANZ describes the noise environment around an airport for a 10-year planning horizon by contours of equal noise exposure, which represents the noise that occurs during an average 24-hour day in terms of the Day-Night Average Sound Level (DNL, Ldn). The updated process included the involvement of a Stakeholder Advisory Committee, a public workshop, and a hearing. The Final ANZs for BWI Marshall and Martin State Airports, as well as materials from the Stakeholder Advisory Committee meetings, can be viewed at the MDOT MAA Community Relations Webpage.¹

In October 2017, the MDOT MAA began the process of replacing an older noise and operations monitoring system with new equipment. A total of 24 new noise permanent monitors were installed throughout the communities surrounding BWI Marshall, along with a new software configuration program, portable noise monitoring units, and a publicly accessible website.

Over the last five years (2015-2020), air cargo tonnage at BWI Marshall has increased at an average annual rate of 19 percent, more than doubling the volume processed in 2015. Much of this can be attributed to the shift in consumer buying patterns to e-commerce and last-mile delivery. With the opening of the new Midfield Cargo building towards the end of 2019, BWI Marshall has become one of Amazon's top five busiest air cargo facilities in the nation, out of more than 35, and currently employs 1,200-1,500 people. As of 2020, BWI Marshall has 57 percent of the regional market share, handling more cargo than Dulles International and Reagan National airports combined. Moving forward, the MDOT MAA continues to explore opportunities to accommodate growth in both the domestic and international air cargo markets.²

The MDOT MAA's Transportation Community Enhancement Grant program supports neighbors who live in the communities impacted by noise from BWI Marshall's daily operations by providing an opportunity to apply for transportation-related grants. Typical enhancement projects include sidewalk repairs and speed bumps. Grant applications are reviewed by a committee of 11 members that have been appointed by the Secretary of the MDOT. During FY 21, a total of three grants totaling \$164,020 were recommended for award.

In 2020, the Permit Section approved 74 permits with a total estimated construction cost of \$28 million. AFCO contributed to \$20 million with the Cargo Building H Improvements, adding HVAC and a new emergency electrical generator and the Cargo Building G Improvements,

¹ <https://marylandaviation.com/maa-community-relations/>

² <https://www.wmar2news.com/news/local-news/governor-hogan-tours-one-of-the-busiest-amazon-air-facilities-in-the-world>

renovating the interior offices and factory floor area. Concessions contributed \$2.5 million with the addition of Miss Shirley's and R&R Restaurant on Concourse A as well as various renovations in over 15 tenant spaces.

BWI Marshall Residential Sound Insulation Program

The MDOT MAA strives to be a “good neighbor” within the community and has been participating in the FAA’s voluntary CFR Part 150 Airport Noise Compatibility Program since the mid-1980s. Under this program, the sound insulation of eligible residences and schools intends to mitigate aircraft noise impacts to within federally accepted levels, which, in turn, will improve the quality of life for citizens and help preserve the long-term operational sustainability of the airport. To date, more than 700 homeowners and four schools have participated in the BWI program. The MDOT MAA is embarking on the next phase of the program, which includes sound insulation for up to 136 single-family homes and 17 multifamily structures (comprised of 344 units). The program is eligible for federal Airport Improvement Program (AIP) funding assistance and the current multi-year phase will be pursued over multiple construction packages, all at no cost to eligible homeowners. The MDOT MAA secured a Program Management consultant in early 2020 to formalize the program and perform many of the work efforts. Homeowner outreach, eligibility vetting, and design are anticipated to begin in late 2021 pending FAA approval of the implementation plan.

BWI Marshall Environmental Assessment

In accordance with the National Environmental Policy Act (NEPA), the MDOT MAA received a favorable Finding of No Significant Impact (FONSI) / Record of Decision (ROD) from the FAA in September 2020 on the BWI Environmental Assessment for Airport Layout Plan Phase 1 Improvements after holding two virtual public workshops during the pandemic; these were the first virtual workshops the FAA has ever performed for a NEPA evaluation. The MDOT MAA is now implementing the proposed actions and can seek FAA funding for eligible project components. The proposed action includes projects related to capacity, operational efficiency, standards compliance, improved customer service, and system preservation. System preservation projects include airspace and navigational aid protection, snow removal equipment storage and maintenance facilities, and multiple airfield and landside pavement rehabilitation projects. The finding and associated documents can be found on the MAA Environmental Planning webpage.³

Martin State Airport Environmental Assessment

In partnership with the FAA and in accordance with the NEPA, the MDOT MAA continues to advance the Environmental Assessment for near term improvements at Martin State Airport. Two virtual public workshops were held in March 2021 with the public comment period closing March 29, 2021. Interagency coordination is ongoing to better inform the FAA’s pending environmental determination. The proposed action includes projects related to capacity, operational efficiency, standards compliance, improved customer service, and system preservation. System preservation projects include airspace and navigational aid protection, wildlife hazard mitigation, security fence replacement, and multiple airfield pavement

³ <https://marylandaviation.com/environmental/environmental-planning/>

rehabilitation projects. Additional information on the Environmental Assessment can be found on the MAA Environmental Planning website.⁴

BWI Marshall Forest Conservation Easement

Working collaboratively with the Maryland Department of Natural Resources (DNR), the MDOT MAA is in the process of finalizing a Forest Conservation Easement (FCE) of over 122 acres, which encompass 84 acres of wetlands of special state concern. The FCE, once finalized, will benefit rare, threatened, and endangered species located within the easement, as well as the MDOT MAA, by serving as a ‘forest mitigation bank’ to support ongoing airport development.

BWI Marshall Kitten Branch Stream Restoration

Kitten Branch Stream Restoration Project, a compensatory mitigation project for unavoidable impacts to Kitten Branch as a result of safety related projects at BWI Marshall Airport, continues ongoing monitoring and adaptive management. Objectives of this project include channel stability, vigorous vegetative establishment, and low invasive species coverage, all which are continuing to improve. Phase 3 adaptive management repairs to enhance geomorphic stability have been designed with construction proposed in early 2022.

Martin State Airport Chesapeake Bay Critical Area Memorandum of Understanding

In a joint effort with the Chesapeake Bay Critical Area Commission (Commission), the MDOT MAA updated the existing Memorandum of Understanding (MOU) between the agencies. The Commission regulates projects and impacts within the Chesapeake Bay Critical Area. The updated MOU allows more flexibility for both the Commission and the MDOT MAA to implement and maintain specified categories of projects, as well as expedites project application and review processes.

Environmental compliance activities at both BWI Marshall and Martin State continued with the completion of yearly reviews for Spill Prevention, Control and Countermeasures Plans, Stormwater Pollution Preventions Plans, and Asbestos Management Plans. Other compliance activities included Title V Permit reporting, continuous training of BWI Marshall and Martin State employees in stormwater pollution control, hazardous waste management, asbestos and lead-based paint awareness, and emergency spill response requirements. The MDOT MAA continues to perform necessary inspections, sampling, testing, and reporting to maintain compliance with National Pollution Discharge Elimination System permits.

MAA – Capital Program: BWI Marshall Terminal Complex Enhancements

New FAA Air Traffic Control Tower (ATCT)

Collaboration with the FAA on the replacement BWI Marshall ATCT siting studies continued in FY21. A key meeting was held at the FAA’s Airport Facility Terminal Integration Laboratory (AFTIL) in October 2019 that virtually modeled the airfield to confirm line-of-sight from the proposed ATCT and MAA’s strategic airport development plan.

⁴ <https://marylandaviation.com/environmental/environmental-planning/>

The MDOT MAA has implemented and continues to maintain an ISO 14001-based Environmental Management System (EMS) across all levels of the organization. The purpose of the EMS is to protect the environment and support a proactive approach to environmental risk management. EMS workgroups set objectives that proactively evaluate impacts to the environment. As part of the new ATCT and on-going efforts to improve environmental performance, the MDOT MAA has also initiated two studies created by the Sustainability Section in conjunction with the FAA. One will site a location for the development of a new or supplemental ground movement radar system, ASDE-X, sustainability plan. The second study will site a potential replacement to the Airfield Surveillance Radar (ASR) program.

Concourse 'A' Extension

In August 2020, the MDOT MAA opened the new five gate extension of Concourse A, which added important services and amenities for travelers and supports further growth from Southwest Airlines. The \$48 million improvement project consists of a 55,000 square-foot, five-gate extension to Concourse A. The project includes new airline hold rooms and jet bridges, upgraded restrooms, and three new food and retail concessions. This project received five awards from the Maryland Quality Initiative (MdQI) including the 2021 Project of the Year. These new gates are a critical enabler to the future Concourse A/B Connector and Baggage Handling System (BHS) Improvement Project, which is currently in design and will require the temporary closure of five existing gates during its construction.

New Restroom Improvement Project

The design of the Restroom Improvement Program was completed, and the project was advertised and awarded. The initial notice to proceed (INTP) was issued in October 2021, with completion expected in January 2024. The Restroom Improvement Program includes six new sets of restrooms, which include two new restroom sets in the B, C, and D Concourses. Each set of restrooms includes a Men's Restroom, Women's Restroom, and a suite with Adult Change, Nursing Room, and Family Restrooms. The new restrooms include full-height stalls and state-of-the-art technology. Increasing the size of the individual stalls for the comfort of the passenger, the restroom design has created building additions which add an architectural feature to the exterior facades of the terminal.

A/B Connector and BHS Project

Design of the Concourse A/B Connector and Baggage Handling System (BHS) progressed through several bid packages and was on track for the first guaranteed maximum price (GMP) package advertisement when the project was placed on hold in April 2020 due to the COVID-19 pandemic. In February 2021, the program design was completely restarted with a reduction of \$98 million in funding. Major objectives of the original project are being maintained. The scope of the project includes a terminal expansion between Concourses A and B to provide a passenger connector between the two concourses, five relocated gates with expanded hold rooms, new concessions, airline operations space, and a new in-line baggage screening and handling system capable of accommodating approximately eight Explosive Detection System machines meeting the latest TSA design requirements. As part of the project, capacity upgrades are required at the central utility plant and energy efficient lighting improvements will be included on the adjacent lower-level roadway to comply with the Maryland State Energy Code. Construction under a

construction manager at risk (CMAR) delivery methodology will begin in winter 2022, with completion in fall 2026.

DX/DY Concourse HVAC System Improvements

The DX/DY concourses' HVAC system improvement project, originally constructed in 1984 and 1987, was designed and awarded. The INTP was issued in October 2021 and the project has an anticipated completion date in April 2023. The project includes the upgrade of the Concourse D Chiller Plant, the replacement of the existing direct expansion air handlers, the replacement of the variable air volume (VAV) boxes in the terminals, and the replacement of the central concourse ceilings with an architectural enhanced ceiling system.

Electrical System Improvement Projects

The BGE Feeder Upgrade Project – Phase 1 was advertised and awarded with a Notice-to-Proceed in January 2021 and an expected completion date in February 2022. The project will improve the electrical system reliability and includes the replacement of transformer T1, which has been in service for over 43 years. The project will also provide liquid containment for transformer T1 as well as upgrade the site lighting to LED for energy efficiency and added safety.

The BGE Feeder Upgrade Project – Phase 2 is currently in design with an expected advertisement date in January 2022. The project will continue to improve the overall electrical system reliability with the installation of a new double-ended 35kV switchgear at the North and South substations and the installation of new BGE service feeders into the North and South switchgears.

Parking Guidance System: The Hourly Garage Parking Guidance System has reached the end of its useful life and a project to replace the system has been advertised and is expected to be awarded in January 2022. The project will replace the parking space monitoring sensors and associated signage. The project will also include maintenance of the system for five years.

BWI Marshall - Airside Improvements

Taxiway T

The Reconstruction of Taxiway T (Phase 1A) was initiated under a fast-track program schedule in March of 2020 to capture significant FAA AIP funding available, including the local 25 percent matching funds available due to the CARES Act. The project was successfully bid and awarded and obtained an FAA grant of \$11.4 million against a low bid of \$11.2 million, allowing some of the grant money to apply to soft costs. Construction was initiated in March 2021 and the project is on schedule to be complete in late October, ahead of schedule and within budget.

Airline Maintenance Facility

The Airline Maintenance Facility continues to progress towards construction start. The MDOT MAA has successfully advertised and awarded both the site preparation package and the Taxiway F Relocation (Phase 1) package. Initial construction administrative activities are

underway, and we anticipate a full construction NTP to be issued in October 2021. Southwest Airlines has restarted the final design of the facility itself and submitted preliminary plans for the MDOT MAA to review. The design will be finalized and submitted for final airspace review by FAA in early 2022.

Taxiway F (Phase2) and R/W Intersection

The next phase of the relocation of Taxiway F (Phase 2) design is underway; this phase of construction will extend the taxiway from Taxiway F Phase 1 towards the Runway 10 end. In addition, the MDOT MAA has initiated a pavement condition study for the intersection of Runways 15R-33L and 10-28. These two runways handle all the larger aircraft movements at BWI Marshall and phasing of any proposed repairs will be of the utmost importance. The pavement condition assessment will be complete in November and the MDOT MAA will prioritize, design, and coordinate any required pavement repairs to ensure minimum disruption to the airlines.

RTR & Midfield VSR

Several airfield rehabilitation projects continued to make progress, including the construction completion of the Runway 15R-33L Repairs, bidding and award of the RTR Relocation, and completion of the construction of the Midfield VSR Reconstruction between Gates G and N. In addition, the MDOT MAA anticipates the potential for additional federal funding in the near-term and is accelerating the design of several airfield packages to capture the potential funding.

Airfield Lighting Vault (ALV)

The design for the replacement of the existing Airfield Lighting Vault (ALV) at BWI Marshall continues to make progress. The bidding documents are complete, and the project is scheduled for a February 2022 advertisement to secure bids in time for submission for a FAA AIP FY22 Discretionary Grant.

Cargo Facility

The MDOT MAA continues to support the growth of air cargo services via Amazon at Midfield Cargo. We have provided Building Permit and Program Management support for the Renovation to Cargo Building G and supported approximately 36 ten (10) improvements to the site in calendar year 2021, including trailers, security improvements, HVAC improvements, utility and generator improvements, aircraft and vehicle parking layouts, and lighting improvements.

BWI Marshall - Landside Improvements

Long-Term Parking Lot A Culvert and Parking Lot B

Landside facility improvements, including the completion of culvert repairs to Long-Term Lot A and the design of pavement rehabilitation to Long-Term Lot B, continue. The Lot B package will also include LED lighting improvements to the lot.

CRCF – Bus Maintenance Facility Equipment (BMF) Replacement

The bus wash equipment, maintenance bays, CNG detection system and lighting were replaced and upgraded at the BMF. The project will provide added safety to the employees working at the facility.

Hourly Garage Storm Water Pumps

The storm water pumps at the Hourly Garage were replaced due to corrosion and damage. The new storm water pumps will ensure that any future storms and flooding are safely discharged away from the hourly garage to increase passenger safety.

Hourly Garage Level 6 Ramps

The exterior ADA access ramps to the terminal on the 6th level of the Hourly Parking Garage had been severely deteriorating due to the weather, and some of the safety handrails had been broken. The project replaced the existing ramps, handrails, and re-striped the areas around the ramps to increase the safety to passengers entering and exiting the terminals.

Electric Vehicle Charging

In May 2021, the MDOT MAA and BGE installed new electric vehicle charging stations at BWI Marshall Airport. The four new DC fast charging (DCFC) stations located in the airport's Cell Phone Lot will allow motorists to charge their electric vehicles while waiting for airline passengers to arrive at the airport. The four new state-of-the-art, 150kW DCFC charging stations provide up to an 80 percent charge in as little as 15 minutes. The fast chargers are the first of this speed and capacity that BGE is installing in Maryland. The utility company is also working to place six additional DC fast charging stations in the airport's rideshare lot, which serves as a staging area for rideshare drivers. BWI Marshall Airport also has ten existing electric vehicle charging stations in the Daily Garage and Hourly Garage that were first installed in 2011.

Martin State (MTN) Capital Projects

Snow Removal Equipment Building

To protect and extend the useable lifespan of Martin State Airport's specialized airfield snow removal equipment, the MDOT MAA constructed a 12,000 SF storage building. Prior to this, equipment was stored outside, uncovered, and exposed to the elements. The building provides pull-through access to optimize the site and operational efficiency. This building is considered the first phase of an equipment storage facility with future building expansion of 5,600 SF and a separate 9,900 SF critical equipment storage building planned into the site design.

Storm Damage

A storm severely damaged the roofs at Martin State Airport's Hangars 1 and 2. The project will repair the damaged tenant areas and replace the existing offices on the second level with new modular spaces for the tenants. The project is scheduled to be completed in March 2022.

Special Achievements and Awards

The MDOT MAA projects continue to be recognized locally, regionally and internationally garnering several awards.

Industry Awards

- 2021 CMAA Baltimore Chapter – CM Project Achievement Award: Midfield Taxilane Rehabilitation Project
 - With the increasing demand for air cargo facilities, rehabilitation of the Midfield Cargo Complex taxiway was needed to provide reliable access from a growing cargo operator’s new 200,000 SF high-use cargo building and apron to the main runways. This project rehabilitated over 95,000 SY of existing asphalt taxiway and added 13,700 SY of new concrete taxiway providing direct access to the Runway 10 end.
- ACI Maryland Chapter “Excellence in Concrete” Award: Midfield Taxilane Rehabilitation Project
- ACEC/MD “Excellence in Engineering” 2021 Award – Concourse A Improvements Phase II Project

MDQI Awards

- MdQI Project of the Year Over \$5M – MDOT-MAA BWI Concourse A Improvements Phase II
- MBE/WBE Award (Construction) – Elite Wall Systems for BWI Concourse A Improvements Phase II (MAA)
- MBE/WBE Award (Engineering)– ADCI for BWI Concourse A Improvements Phase II (MAA)
- Subcontractor Award (Engineering) – The Sheward Partnership for BWI Concourse A Improvements Phase II (MAA)
- MDOT/ Municipal Award Under \$5 Million - Mathison Way Pavement Rehabilitation
- MDOT/Municipal Award Over \$5M – BWI Concourse A Improvements Phase II (MAA)

Partnering Awards

- International Partnering Institute 2021 Partnered Project of the Year – Midfield Taxilane Rehabilitation Project

Marketing and Air Service Development

In response to the COVID-19 pandemic, the MDOT MAA ceased all marketing ad spending in March 2020. As local, State, and federal governments urged people to stay home, the agency provided customers uplifting and informative communications, emphasizing the message, “we’re all in this together.”

Organic social media content became the MDOT MAA’s primary driver of messaging to stay connected with the customer. Through this channel, the agency was able to help mitigate the spread of COVID-19 by sharing information pertaining to CDC guidelines, State-wide mask mandates, and MDOT MAA measures ensuring safety once travel was restored.

State restrictions on large gatherings transformed the MDOT MAA's annual Synergy Business Networking and Career Fair into a Microsoft Teams LIVE event. Executive Director Ricky Smith hosted the webinar on May 28, 2020, to present airport updates, along with details on new procurement processes. The success of this effort launched a quarterly program of webinars throughout FY 2021 for MBE, Tenant, and Consultant audiences.

Through a competitive bid process, a 10-year contract with Clear Channel Airports (CCA) to provide a cutting-edge advertising network began April 1, 2020. The new advertising network at BWI Marshall includes:

- Head-on Zeus digital network capturing 100% of arriving and departing traffic
- Baggage claim digital network
- Multiple wall wrap application opportunities including glass, column, and jet bridge wraps
- FID advertising network
- Tension fabric displays with Maryland-centric theming
- Overhead soffits
- Digital projection
- Floor exhibits
- Multiple passenger engagement opportunities
- Exterior banners and
- LCD network inside rental car shuttle buses

This contract, previously held by JCDecaux, further augments Clear Channel Airports' position as the leading out of home media provider in the Baltimore and Washington, D.C. metropolitan areas as the company's roadside displays reach over 80 percent of the Washington, D.C. market and 99 percent of the Baltimore region weekly.

Marketing is an essential part to the MDOT MAA's recovery building post-COVID-19 pandemic. As such, strategies were adapted, and a 'Welcome Back' campaign launched in October of 2021. The campaign encourages travelers to fly again while illustrating the steps the MDOT MAA has taken to ensure safety. The campaign offers an integrated approach of traditional and digital media and targets families, millennials, and business and leisure travelers.

Business Development and Management

Pandemic Relief for Our Partners

Soon after Maryland's State of Emergency was declared due to COVID-19, the MDOT MAA Office of Commercial Management (OCM) began formulating an aggressive and appropriate inter-terminal concessionaire and rental car relief program.

The program was driven by the belief that the MDOT MAA's concessionaires and rental car companies are true partners and that their success is inextricably tied to MDOT MAA's success, both from the commercial and customer service perspective. With respect to the rental car operations, the MDOT MAA provided financial relief by suspending for nine months their minimum monthly guarantee obligation and allowed the rental car operators to consolidate their

respective operations. The fixed rent then became a tiered structure until the end of their contract term.

Regarding the in-terminal food and beverage and retail sub-tenants, the MDOT MAA allowed operators to set opening and closures, and hours of operation that best suited their labor challenges and financial constraints. With passenger traffic falling to 95 percent, contractual enforcement of operating hours would have led to multiple defaults and sub-tenant business failures. In addition, the in-terminal food and beverage and retail sub-tenants received financial relief in the form of the cessation of their minimum monthly rental obligations. Finally, all subtenants received a two-year sub-lease extension to account for the pandemic recovery period and “make up” for lost revenues.

These relief measures were approved by the Maryland Board of Public Works in February 2021. Regarding relief for airline partners, the MDOT MAA provided terminal rent and fees deferral for three months, from April 202 to June 2020, that was paid back to the MDOT MAA in twelve equal monthly installments over the fiscal year. In addition, the MDOT MAA froze the BWI Marshall landing fee through Calendar Year 2020 and reset the landing fee effective January 2021.

The parking concession is the largest revenue concession contract at BWI Marshall. This revenue concession model failed as soon as the pandemic began. In March 2020, the MDOT MAA suspended the minimum monthly guarantee and effective July 1, 2020, switched to a management/expense contract to ensure continuous parking operations through and beyond the pandemic. Several other businesses were granted financial relief in the form of fixed fee suspensions and rent deferrals, including airline catering and other revenue businesses that support airport operations.

Federal Funding Strategy and Implementation

The Office of Capital Programs acted on three federal statutes that went into effect in FY 2021 including CARES, CRRSAA and ARPA. The MDOT MAA applied for and received approximately \$87 million through the Federal Aviation Administration. These federal funds were used to off-set operating expenses, capital expenses, and some debt service obligations. Under CRSSA, the MDOT MAA was allocated approximately \$21 million, most of which has been received and applied to a debt service obligation. Under ARPA, the MDOT MAA is entitled to approximately \$95 million, most of which will also be applied to debt service obligations.

New Revenue Bond Structure

In February 2021, The Office of Finance and the Office of Capital Programs collaborated with the MDOT in issuing its first Airport Special Transportation Project Revenue Bonds. These bonds are backed solely with airport revenues which are pledged to support bond repayment. This first series, Series A, was for \$220 million and used to re-fund two other outstanding bonded debt: MEDCO bonds used for the construction of Terminal A/B and parking bonds that were used for construction of the Daily Garage.

This historic first airport revenue bond issuance by the MDOT achieved investment grade ratings from rating agencies, were significantly oversubscribed, and achieved significant interest savings

at a low rate of interest. In July 2021, the MDOT issued its second series, Series B, for \$200 million in new funding which also received investment grade ratings and favorable interest rates. This new funding will be used for the Terminal A/B Connector & Baggage Handling System Project. A third series of approximately \$225 million is planned for 2023 for the completion of funding for the aforementioned project.

FY 2021 Profit and Loss Statement

The COVID-19 Pandemic had a historically detrimental impact on the MDOT MAA's financial performance in FY 2021. Net operating revenues, such as airline rates & charges, concession, and parking revenues, fell over \$48 million or 21 percent in FY 2021 almost entirely due to the sudden and sharp reduction in passenger activity. The MDOT MAA operating expenses increased by \$1.5 million or less than 1 percent over the FY 2020-FY 2021 period.

Large hub commercial airports have a large portion of fixed expenses which do not track to passenger activity as do operating revenues. Additional COVID-19 expenses were also incurred, including increases in custodial, maintenance, and related supply costs. In FY 2021, without consideration of various federal funding, the MDOT MAA net operating result was -\$14 million, falling by over \$49 million versus FY 2020, the first fiscal year of the COVID-19 pandemic.

Operations and Maintenance

The FAA conducts an annual comprehensive inspection and audit of commercial airports for compliance with federal aviation safety regulations as outlined in Title 14, Code of Federal Regulations Part 139, Certification of Airports. BWI Marshall successfully completed the annual Airport Safety and Certification Inspection with zero findings.

During 2021, the MDOT MAA Office of Airport Security continued to work through the pandemic as the credentialing office witnessed a drastic fluctuation of airport badges being returned due to operation suspension, closure, reduction-in-force, and employment separations.

Simultaneously, the MDOT MAA saw a significant increase in employee staffing that the credentialing office processed in the Cargo Operations to meet the demand of goods being shipped. As the community resumed operations and in preparation for the peak summer travel season, the team processed hundreds of new applicants for airport badges. During this time, the team adhered to the established safety protocols and implemented remote training options to simplify airport badge renewal options. Continued adherence to all federal mandates was successfully achieved as noted during regulatory inspections and audits. Credentialing operations were maintained throughout the entire fiscal year.

In the first nine months of 2021, the BWI Airport Fire & Rescue Department (FRD) responded to 2,401 incidents, of which 1,408 were on the BWI Marshall campus and 992 were in support of mutual aid partners. Of the 2,401 incidents, 733 were for fire-related incidents and 1,668 were medical. Also, through this period of 2021, FRD's mutual aid colleagues responded to a total of 183 separate apparatus incidents on the BWI Marshall campus. Of those responses to BWI Marshall, 96 were from the Anne Arundel County Fire Department, 80 from the Baltimore County Fire Department, and 7 from the Howard County Fire Rescue Department. Additionally, so far during calendar year 2021, the FRD responded to 85 COVID-19 related incidents. Most of these incidents involved patients that were categorized as "Persons Under Investigation" (PUI)

and some were determined to be COVID-19 positive cases which were assessed, treated, and transported to various hospitals by BWI FRD emergency medical personnel.

The Office of Custodial Services (OCS) worked with the BWI Cleaning Contractors to develop and implement a comprehensive, multi-layered cleaning and disinfecting program designed to safeguard the Terminal Building using EPA Rated disinfectants to kill the coronavirus. This initiative included contractual amendments to our cleaning contract, and contracts with our federal stakeholders, to ensure our policies and procedures met or exceeded the recommendations and requirements of the CDC.

Routine Cleaning Adjustment

Areas of the Terminal Building, where the public may frequently touch, such as elevator buttons, door handles, and handrails, were identified as “High Touch Point Areas” (HTP). A BWI Cleaning Contractor performs the Daily Touch Point disinfection cleaning.

OCS has put in place and maintains over 30 stand-alone hand sanitizer dispenser units throughout the Terminal Building.

Comprehensive Cleaning Addition

BWI’s Cleaning Contractor was requested by OCS and authorized to procure a third-party contractor with equipment. This third-party contractor disinfects the Terminal Building nightly, utilizing the latest electrostatic spraying technology and disinfecting products EPA rated to kill coronavirus.

Emergency Cleaning

The BWI Go team can respond to COVID-19 cleaning and disinfecting requests on a 24/7 basis with Electrostatic Sprayers, with EPA-approved disinfectant, in areas throughout the terminal complex. This initiative allows any room with a reported positive case to be safely reused within hours rather than days.

GBAC STAR Program

In response to the COVID-19 pandemic, BWI Marshall applied for and received the Global Biorisk Advisory Council Star Accreditation Program on Cleaning, Disinfection, and Infectious Disease Prevention for Facilities (GBAC STAR Program).

The GBAC STAR Program establishes requirements to assist facilities in their cleaning, disinfection, and infectious disease prevention work practices to control risks associated with infectious agents. It is performance-based and requires facilities to demonstrate that appropriate cleaning, disinfection, and infectious disease prevention work practices, protocols, procedures, and systems have been established and implemented.

Airport Technology

When Governor Hogan announced the COVID-19 State of Emergency on March 12, 2020, MDOT MAA’s work environment changed radically. MDOT MAA employees had to adjust immediately to the situation and continue to serve the traveling public. Successfully, the Division

of Airport Technology (DAT) responded by establishing remote connectivity for MDOT MAA employees.

The DAT team contacted sister State agencies to see if there were any available laptops in their inventories, and after receiving a few laptops from other agencies, an order was then placed with an external vendor for additional laptops. After the laptops were in house, the IT helpdesk team configured the laptops and distributed them to MDOT MAA employees within 48 hours of receipt of these new laptops. The IT team was able to establish over 200 VPN connections to MDOT MAA's network. These VPN connections allowed employees to access critical business applications and systems necessary to perform their work responsibilities from their homes.

Towards the beginning of the State of Emergency, the IT helpdesk team responded to more than 350 trouble tickets. Most of these tickets involved the IT team addressing end user issues such as "unable to connect", "unable to print", and a variety of physical hardware connectivity problems. Since March 2020, the DAT team provided IT support during the entire 15 months the State of Maryland (and the MDOT MAA) remained under a "State of Emergency".

Checkpoint Wait Times and CrowdVision Systems

As COVID-19 restrictions remain in place in airports nationwide, the Checkpoint Wait Time and CrowdVision social distancing systems continue to be an essential source of information for the traveling public. Both the Checkpoint Wait Time and CrowdVision systems use lidar technology to detect the location and density of passengers waiting at Security checkpoints.

The detection is accomplished by a lidar sensor emitting pulsed light waves into the surrounding environment. These pulsed light waves bounce off surrounding objects and return to the lidar sensor. The lidar sensor then calculates the distance the pulses traveled. This process is repeated millions of times per second to create a precise, real-time, three dimensional map of the environment.

The data collected by the lidar sensor is used to approximate the time it will take passengers to move through the security line. The data is also used to approximate the distances between passengers, which helps maintain social distancing. Real-time results are updated every few minutes from both systems and displayed on the Multi-User Flight Information Display System (MUFIDS) located at the checkpoints.

WiFi and Distributed Antenna System (DAS) System

Airport Service Quality (ASQ) scores for BWI's WiFi/Cellular service are on the rise. With the onboarding of a new service provider in 2020, internet access speeds have increased from 2mbps to 65mbps in most areas in the terminal, and reached 100mbps in select areas. With this vast improvement in speeds, WiFi service at BWI remains fast and free. These high connection speeds allow passengers to download large work files in seconds, stream video, FaceTime, and more.

As of September 2021, the number of users logging on to the WiFi network averaged 40,000 per week. Since 2020, WiFi and Cellular service has been added to the car rental facility, as well as select areas in the hourly parking garages.

Virtual Information Desks (VITs)

During the height of the COVID-19 pandemic, BWI's "Pathfinders" volunteer group were forced to stay out of the airport and work remotely. Since the Pathfinders play a vital role in relaying information to BWI passengers, a work around was introduced to the traveling public: a virtual information desk (VIT). The VITs were first deployed in November 2020 as a pilot program. Since that time, three VITs have been installed and operate daily from 6 a.m. to 10 p.m. VITs are located at the A/B Upper and Lower-Level information desks and in the Customer Experience office area.

The VIT Pathfinder/Passenger interaction is as follows:

- An "All-in-One" monitor is positioned at the Information Desk.
- A secure "Teams" connection is established between the BWI Pathfinder and the "All-in-One" monitor.
- The passenger approaches the VIT and is greeted by the Pathfinder.
- From there, the two communicate as usual, with the added benefit of being socially distanced.

Robots

The six robots overseen by the MDOT MAA's Customer Experience team are operating in the Southwest baggage claim areas. The robots are used by passengers to answer frequently asked questions and provide ground transportation, parking, and wayfinding information. The robots can speak in multiple languages: English, Spanish, Korean, Chinese and French. Passengers can interact with the robots in two ways, either by speaking directly to the robot or by using the touchscreen tablet display mounted on the robot.

Adhering to COVID-19 safety precautions, the robots have been outfitted with hand sanitizing dispensers for passenger use before and after each robot interaction. All robot and passenger interactions are closely tracked and reported monthly to the MDOT MAA. The data gathered is continuously being used to determine any robot programming revisions needed to stay current with passenger demands.

Actions Taken by the Maryland Aviation Commission

The Commission was briefed regularly and consulted on the following air service trends and air service marketing efforts as well as mid-year and year-end financial results. The Commission was also routinely informed and reviewed airport operational activities and aviation security issues, various airport construction projects, State and federal legislative issues impacting BWI Marshall, and COVID-19 impacts and pandemic recovery plans.

The Commission approved the following major capital projects for the FY 2022-2027 period:

Future Development Projects Moved to Construction Program	
Project Name	Cost
North Fuel Farm	\$16,800,000 TEC
Perimeter Fence	\$11,300,000 TEC
Existing Projects Previously Approved for BWI	
Project Name	Cost
Taxiway T Reconstruction Phase 1	\$13,115,000 TEC
Airfield Lighting Vault Relocation	\$12,100,000 TEC
Conc. A/B Connector & Baggage Handling System Construction	\$452,000,000 TEC
Shuttle Bus Replacement	\$41,300,000 TEC
BWI Concourse D HVAC Replacement	\$26,500,000 TEC
FIS Hall Reconfiguration	\$20,000,000 TEC
Restroom Improvement Program	\$67,600,000 TEC
Residential Sound Mitigation Program	\$34,400,000 TEC
Taxiway F Relocation	\$21,800,000 TEC
Aircraft Maintenance Facility	\$54,400,000 TEC

**No new Major Capital Projects were added or moved to Design and Engineering during the final CTP update.*

The Maryland Aviation Commission approved the revised and proposed updated Airport Noise Zone and Noise Abatement Plan for BWI Marshall. The proposed amendment is to Regulation .01 and .12 under COMAR 11.03.01 and COMAR 11.03.01.01-1 Incorporation by Reference.

The Maryland Aviation Commission approved the revised and proposed updated Airport Noise Zone and Noise Abatement Plan for MTN, as to be provided for in amendments to COMAR 11.03.02.10 Certified Airport Noise Zone and COMAR 11.03.01.01-1 Incorporation by Reference.

FINANCIAL RESULTS

**Maryland Aviation Administration
Baltimore/Washington International Thurgood Marshall Airport
and Martin State Airport
Comparative Statement of Revenue, Expense, and Income
(Thousands)**

	FY 2021	FY 2020	Difference	% Change
TTF Revenue and Expense				
TTF Operating Revenue	\$ 184,854	\$ 233,082	\$ (48,228)	-20.7%
TTF Revenue - Federal	\$ 21,462	\$ 77,522	\$ (56,060)	-72.3%
MAA Operating Expense	\$ 198,943	\$ 197,398	\$ 1,545	0.8%
TTF Surplus/(Deficit)	\$ 7,374	\$ 113,206	\$ (49,773)	-44.0%
Non-TTF				
Non-Operating Revenue	\$ 36,700	\$ 66,477	\$ (29,777)	-44.8%
Non-TTF Debt Service	\$ 34,801	\$ 47,126	\$ (12,324)	-26.2%
Non-TTF Surplus/(Deficit)	\$ 1,898	\$ 19,352	\$ (17,453)	-90.2%
Total MAA Surplus/(Deficit)	\$ 9,272	\$ 132,558	\$ (123,286)	-93.0%
Capital Program Expenditures	\$ 77,186	\$ 153,022	\$ (75,836)	-49.6%
Enplanements	6,645,250	10,034,304	(3,389,054)	-33.8%

FINANCIAL RESULTS

Maryland Aviation Administration Statement of Revenue Fiscal Year Ending June 30, 2021 and 2020

	FY 2021	FY 2020	Difference	% Change
<u>BWI Operating Revenue (TTF)</u>				
Flight Activities	\$ 53,659,142	\$ 63,803,472	\$ (10,144,330)	-15.9%
Rents & User Fees	\$ 75,331,974	\$ 79,200,949	\$ (3,868,975)	-4.9%
Public Parking	\$ 18,271,571	\$ 29,822,747	\$ (11,551,176)	-38.7%
Rental Cars	\$ 10,032,329	\$ 14,021,165	\$ (3,988,835)	-28.4%
Retail, Food & Beverage	\$ 7,456,065	\$ 14,673,589	\$ (7,217,524)	-49.2%
Other Passenger Concessions	\$ 3,582,103	\$ 7,684,263	\$ (4,102,160)	-53.4%
Non-Passenger Concessions	\$ 2,770,552	\$ 4,682,835	\$ (1,912,282)	-40.8%
Other Revenue	\$ 5,773,246	\$ 9,938,817	\$ (4,165,571)	-41.9%
Total BWI Operating Revenue	\$ 176,876,982	\$ 223,827,835	\$ (46,950,853)	-21.0%
MTN Operating Revenue (TTF)	\$ 8,996,269	\$ 9,253,831	\$ (257,562)	-2.8%
Total MAA Operating Revenue	\$ 185,873,251	\$ 233,081,666	\$ (47,208,415)	-20.3%
Revenue Bond Debt Service¹	\$ (1,019,133)	\$ -	\$ (1,019,133)	-
MAA Operating Revenue to the TTF	\$ 184,854,118	\$ 233,081,666	\$ (48,227,548)	-20.7%
Other Revenues to the TTF²				
CRRSAA	\$ 21,462,068			
CARES		\$ 75,107,395		
Department of Health		\$ 2,414,922		
Total Other Revenues to the TTF	\$ 21,462,068	\$ 77,522,317	\$ (56,060,249)	
Total TTF Revenue	\$ 206,316,186	\$310,603,983	\$(104,287,797)	-33.6%
<u>Non-Operating Revenue</u>				
Customer Facility Charges	\$ 5,062,734	\$ 10,959,158	\$ (5,896,423)	-53.8%
Passenger Facility Charges	\$ 23,356,806	\$ 39,583,343	\$ (16,226,537)	-41.0%
Trustee Retained Parking Revenue	\$ 9,327,592	\$ 12,820,009	\$ (3,492,417)	-27.2%
Interest Income	\$ (1,047,253)	\$ 3,114,744	\$ (4,161,998)	-133.6%
Total Non-Operating Revenue	\$ 36,699,879	\$ 66,477,254	\$ (29,777,375)	-44.8%
Total MAA Revenue	\$ 244,035,198	\$ 377,081,237	\$ (133,046,039)	-35.3%

FINANCIAL RESULTS

Maryland Aviation Administration Statement of Expense Fiscal Year Ending June 30, 2021 and 2020

Notes:

1/ 2021A Revenue Bonds Debt Service

Payment

2/ FY2020 received \$75,107,395 from FAA CARES and \$2,414,922 Department of Health to offset expenses to the TTF.

FY2021 received \$21,462,068 from CRRSSAA. \$20M to payback TSO for \$100M State Advance for PFC12.

\$1,405,068 to use for COPS Shuttle Bus Debt Service and \$57,000 for Martin Expenses.

	FY 2021	FY 2020 ⁴	Difference	% Change
<u>BWI Operating Expense (TTF)</u>				
Salaries and Wages ¹	\$ 46,985,958	\$ 44,889,629	\$ 2,096,330	4.7%
Technical and Special Fees	\$ 2,188,280	\$ 2,002,301	\$ 185,979	9.3%
Communications	\$ 1,048,917	\$ 1,439,335	\$ (390,418)	-27.1%
Travel	\$ 16,224	\$ 137,116	\$ (120,892)	-88.2%
Fuel and Utilities	\$ 11,711,410	\$ 11,463,142	\$ 248,268	2.2%
Motor Vehicle Operations	\$ 1,581,430	\$ 2,241,787	\$ (660,357)	-29.5%
Contractual Services ²	\$ 97,623,149	\$ 95,293,655	\$ 2,329,494	2.4%
Supplies and Materials	\$ 4,867,820	\$ 3,510,265	\$ 1,357,554	38.7%
Replacement Equipment	\$ 97,929	\$ 215,257	\$ (117,328)	-54.5%
Additional Equipment	\$ 75,982	\$ 71,680	\$ 4,302	6.0%
Grants/Subsidies/Contributions	\$ 1,082,757	\$ 1,073,843	\$ 8,914	0.8%
MEDCO and COPS Debt Service ³	\$ 7,325,573	\$ 17,914,040	\$(10,588,468)	-59.1%
Other Fixed Charges	\$ 2,236,935	\$ 1,443,198	\$ 793,737	55.0%
Land and Structures	\$ 13,501,383	\$ 7,588,374	\$ 5,913,009	77.9%
Total BWI Operating Expense	\$190,343,747	\$189,283,624	\$ 1,060,123	0.6%
MTN Operating Expense (TTF) ⁵	\$ 8,269,659	\$ 7,724,679	\$ 544,980	7.1%
Regional Aviation (TTF)	\$ 329,239	\$ 389,199	\$ (59,960)	-15.4%
Total MAA Operating Expense	\$ 198,942,645	\$197,397,502	\$ 1,545,144	0.8%
Federal Reimbursements	\$ (1,462,068)	\$(75,107,395)		
Department of Health		\$ (2,414,922)		
Total TTF Operating Expense	\$ 197,480,577	\$119,875,185	\$ 77,605,393	64.7%
<u>Non-TTF Debt Service Expense</u>				
Passenger Facility Charge Backed Debt	\$ 23,331,855	\$ 20,010,531	\$ 3,321,324	16.6%
Customer Facility Charge Backed Debt	\$ 8,941,166	\$ 8,949,026	\$ (7,860)	-0.1%
Parking Debt ⁶	\$ 2,528,375	\$ 18,166,000	\$(15,637,625)	-86.1%

Total Non-TTF Debt Service Expense	\$ 34,801,396	\$ 47,125,557	\$(12,324,161)	-26.2%
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Total MAA Expense	\$ 233,744,041	\$244,523,059	\$(10,779,017)	-4.4%
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Capital Program Expenditures

State Funds - TTF	\$ 49,890,897	\$ 63,767,642	\$(13,876,745)	-21.8%
Federal Funds - CARES		\$ 12,583,155	\$(12,583,155)	-100.0%
Federal Funds	\$ 7,560,235	\$ 15,708,064	\$ (8,147,829)	-51.9%
Other Financing ⁷	\$ 19,734,977	\$ 60,963,139	\$(41,228,162)	-67.6%

Total Capital Program Expenditures	\$ 77,186,109	\$153,022,000	\$(61,959,146)	-40.5%
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Notes:

1/ FY 2021 Salary expenses are net of State ARPA Response pay \$603,572

2/ BWI is net of Federally funded reimbursable contractual security related expenses of \$645,500 in FY2021 and \$621,500 in FY2020 and net of TSA reimbursement for COVID-19 Cleaning FY20 \$5,137 and FY21 \$626,995.

3/ FY2021 gross of Federal Stimulus CRRSAA reimbursement \$1,405,068

February 2021 MAA Refunded MEDCO Debt with 2021A Revenue Bonds

4/ FY2020 gross of Federal Stimulus - CARES Reimbursement \$75,107,395 and Department of Health reimbursement \$2,414,922

5/ FY2021 gross of Federal Stimulus CRRSAA reimbursement \$57,000

6/ Refunded 2012A&B Parking debt February 2021 with 2021A Revenue Bonds

7/ Other financing includes Passenger Facility Charges, Customer Facility Charges, Revenue Bonds, MDTA Loan FY2020 corrected to reconcile to financial year end

**BALTIMORE/WASHINGTON INTERNATIONAL
THURGOOD MARSHALL AND MARTIN STATE AIRPORTS
AVIATION ACTIVITY**

	<u>FY 2021</u>	<u>FY 2020</u>	<u>Difference</u>	<u>% Change</u>
BWI Domestic Passengers	12,750,679	19,189,979	(6,439,300)	(33.5%)
BWI International Passengers	512,513	854,548	(342,035)	(40.0%)
BWI Total Passengers*	13,263,192	20,044,527	(6,781,335)	(33.8%)
BWI Aircraft Operations	182,549	224,257	(41,708)	(18.6%)
MTN Aircraft Operations	86,451	82,682	3,769	5%

PASSENGER ACTIVITY COMPARISON FOR FY 2021

	<u>BWI Marshall</u>	<u>Dulles</u>	<u>Reagan National</u>
Total Commercial Passengers	13,263,192	8,738,479	7,190,104
Percent Change over FY 2020	(33.8%)	(51.2%)	(58.0%)

Total Regional Market:	<u>2021</u>	<u>2020</u>
	29,191,775	55,081,381

NOTE: Statistical data is subject to change as subsequent information is received from airlines.

*Total Passengers include both enplaned and deplaned passengers.

**MARYLAND AVIATION COMMISSION COSTS
FISCAL YEAR 2021***

Technical and Special Fees		\$11,400.00
Travel Reimbursement to the Commissioners for Meetings		\$0
Contractual Services:		\$226.00
Public Notice Advertisements for Commission Meetings	\$226	
Food Services	\$0	
Miscellaneous		\$0
Total Maryland Aviation Commission Cost		<u>\$11,626.00</u>

*Fiscal Year 2021: July 1, 2020 to June 30, 2021