

**J00I00**  
**Maryland Aviation Administration**  
**Maryland Department of Transportation**

***Operating Budget Data***

(\$ in Thousands)

	<b>FY 15</b> <b><u>Actual</u></b>	<b>FY 16</b> <b><u>Working</u></b>	<b>FY 17</b> <b><u>Allowance</u></b>	<b>FY 16-17</b> <b><u>Change</u></b>	<b>% Change</b> <b><u>Prior Year</u></b>
Special Fund	\$187,314	\$186,258	\$186,506	\$249	0.1%
Deficiencies and Reductions	0	0	-137	-137	
<b>Adjusted Special Fund</b>	<b>\$187,314</b>	<b>\$186,258</b>	<b>\$186,370</b>	<b>\$112</b>	<b>0.1%</b>
Federal Fund	776	646	646	0	
Deficiencies and Reductions	0	0	0	0	
<b>Adjusted Federal Fund</b>	<b>\$776</b>	<b>\$646</b>	<b>\$646</b>	<b>\$0</b>	<b>0.0%</b>
<b>Adjusted Grand Total</b>	<b>\$188,090</b>	<b>\$186,903</b>	<b>\$187,015</b>	<b>\$112</b>	<b>0.1%</b>

- The fiscal 2017 allowance increases by \$248,829, or 0.1%, in special funds, with no change in federal funds.
- Personnel costs increase by \$857,739, primarily due to increases in health and pension contributions.

Note: Numbers may not sum to total due to rounding.

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## ***PAYGO Capital Budget Data***

(\$ in Thousands)

	Fiscal 2015	Fiscal 2016		Fiscal 2017
	<u>Actual</u>	<u>Legislative</u>	<u>Working</u>	<u>Allowance</u>
Special	\$91,491	\$87,839	\$132,926	\$115,025
Federal	31,906	25,248	22,345	5,478
<b>Subtotal</b>	<b>\$123,398</b>	<b>\$113,087</b>	<b>\$155,271</b>	<b>\$120,503</b>
Other funds	90,827	101,800	86,200	75,600
<b>Total</b>	<b>\$214,125</b>	<b>\$214,887</b>	<b>\$241,471</b>	<b>\$196,103</b>

- The fiscal 2016 pay-as-you-go (PAYGO) working appropriation increases by \$42.2 million, primarily due to an increase in system preservation projects.
- The fiscal 2017 PAYGO allowance decreases by \$34.8 million compared to the fiscal 2016 working appropriation primarily due to a reduction in system preservation projects and a reduction in spending on runway safety improvements as the project nears completion.

## ***Operating and PAYGO Personnel Data***

	<u>FY 15 Actual</u>	<u>FY 16 Working</u>	<u>FY 17 Allowance</u>	<u>FY 16-17 Change</u>
Regular Operating Budget Positions	451.50	451.50	451.50	0.00
Regular PAYGO Budget Positions	<u>49.00</u>	<u>49.00</u>	<u>49.00</u>	<u>0.00</u>
<b>Total Regular Positions</b>	<b>500.50</b>	<b>500.50</b>	<b>500.50</b>	<b>0.00</b>
Operating Budget FTEs	0.50	0.50	0.50	0.00
PAYGO Budget FTEs	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
<b>Total FTEs</b>	<b>0.50</b>	<b>0.50</b>	<b>0.50</b>	<b>0.00</b>
<b>Total Personnel</b>	<b>501.00</b>	<b>501.00</b>	<b>501.00</b>	<b>0.00</b>

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	<u>FY 15</u> <u>Actual</u>	<u>FY 16</u> <u>Working</u>	<u>FY 17</u> <u>Allowance</u>	<u>FY 16-17</u> <u>Change</u>
<b>Vacancy Data: Regular Positions</b>				
Turnover and Necessary Vacancies, Excluding New Positions		29.83	5.96%	
Positions and Percentage Vacant as of 1/1/16		28.00	5.59%	

- The fiscal 2017 allowance for personnel remains unchanged.
- The budgeted turnover rate in fiscal 2017 is 5.96%, requiring 29.83 vacant positions. As of January 1, 2016, the department had 28.0 vacant positions for a turnover rate of 5.59%.

## ***Analysis in Brief***

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### **Major Trends**

**Total Passengers Increase:** Passenger traffic at Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall Airport) was an estimated 23.1 million passengers in calendar 2015, an increase of 3.4% from calendar 2014.

**Passenger Market Share Flat:** BWI Marshall Airport served 34% of the passengers in the market that consists of Reagan National Airport, Dulles International Airport, and BWI Marshall Airport in calendar 2015. The current market share is slightly lower than its 2012 peak of 35.1%.

**Cost and Non-airline Revenue Per Enplaned Passenger Both Decline:** The cost per enplaned passenger at BWI Marshall Airport declined from \$9.88 to \$9.85 in fiscal 2015, much lower than its regional competitors. Non-airline revenue per enplaned passenger declined slightly to \$10.06 from \$10.16.

**Financial Results:** The Maryland Aviation Administration (MAA) operating revenues are expected to increase by 1.67% in fiscal 2017, driven by a 4.25% increase in concession revenue. Combined with a tiny increase in operating expenditures, net operating income is expected to increase by 10.49% in fiscal 2017.

### **Operating Budget Recommended Actions**

1. Concur with Governor's allowance.

## **PAYGO Budget Recommended Actions**

1. Concur with Governor's allowance.

## **Updates**

***No Bids to Build BWI Marshall Airport Hotel:*** No bidders submitted proposals to build a hotel next to the BWI Marshall Airport hourly parking garage and linked to the terminal via skywalk by the September 2015 deadline. MAA is interviewing prospective developers and hotel operators, and based on feedback from potential bidders, MAA will put out a revised request for proposal and lease agreement in mid-2016.

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**Maryland Department of Transportation**

## ***Budget Analysis***

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### **Program Description**

The Maryland Aviation Administration (MAA) has responsibility for fostering, developing, and regulating aviation activity throughout the State. MAA is responsible for operating, maintaining, and developing the State-owned Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall Airport) as a major center of commercial air carrier service in the State and Martin State Airport (MTN) as a general aviation reliever facility and as a support facility for the Maryland Air National Guard and the Maryland State Police. MAA has identified the following key goals:

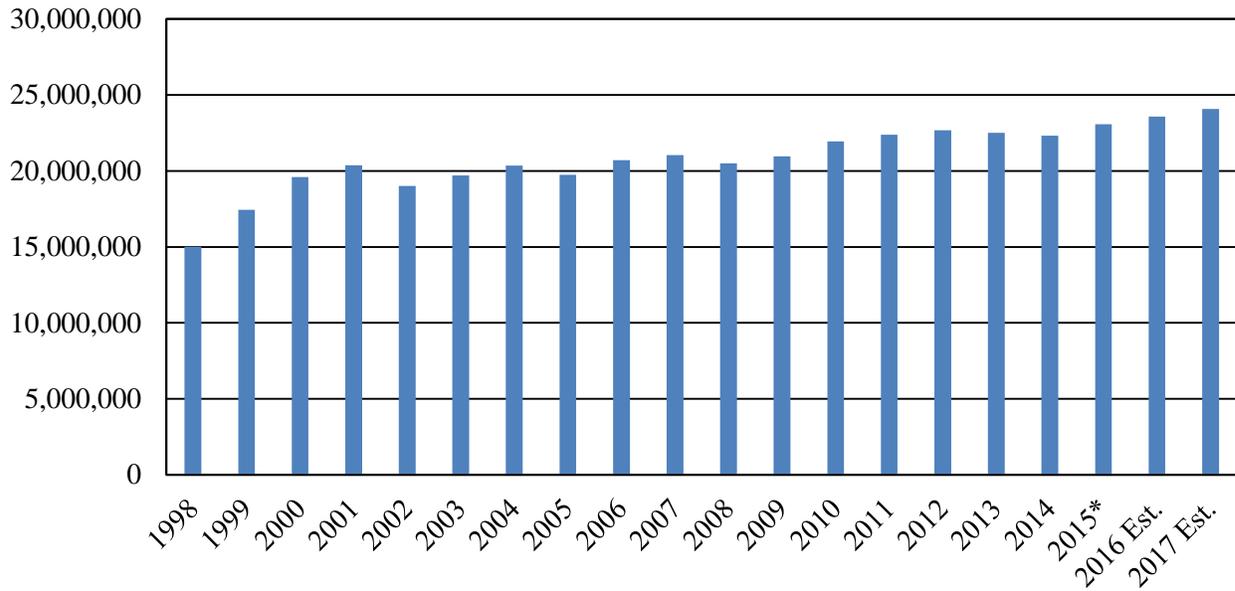
- keeping BWI Marshall Airport passengers, tenants, and facilities safe;
- operating BWI Marshall Airport efficiently and effectively;
- attracting, maintaining, and expanding air service; and
- providing exceptional service.

### **Performance Analysis: Managing for Results**

#### **1. Total Passengers Increase**

Passenger traffic at BWI Marshall Airport was an estimated 23.1 million passengers in calendar 2015, an increase of 3.4% from calendar 2014. As shown in **Exhibit 1**, over the last two decades, passengers have increased from 15.0 million in calendar 1998 to 23.1 million in calendar 2015. Since calendar 2008, BWI Marshall Airport has seen steady growth in passengers despite the economic downturn. Beginning in calendar 2013, the decline in passengers is largely attributable to the impact of the federal budget shutdown, sequestration, and the weak economy. It appears that decline has been halted, with continued passenger growth expected in calendar 2016 and 2017. Southwest Airlines remains the dominant airline at BWI Marshall Airport. For the 12-month period ending in October 2015, Southwest Airlines' share of passengers totaled 71.0%. The next largest carrier is American, which accounts for 9.2% of passengers.

**Exhibit 1**  
**Total Passengers at Baltimore/Washington International**  
**Thurgood Marshall Airport**  
**Calendar 1998-2017 Est.**



\*2015 data represents the 12-month period ending November 30, 2015.

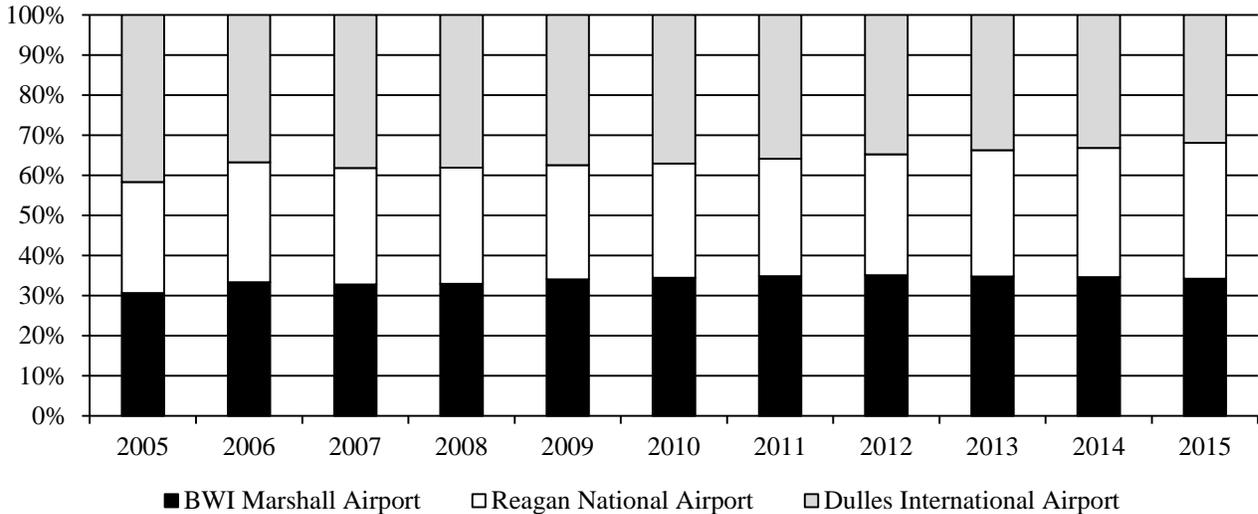
Source: Maryland Aviation Administration

## 2. Passenger Market Share Flat

In order for BWI Marshall Airport to experience growth in business, it must remain competitive with other airports. In addition to competing with other airports nationally and internationally, BWI Marshall Airport must also compete for passengers closer to home in the Washington region due to the proximity of the Washington Dulles International Airport (Dulles International Airport) and, to a lesser extent, Ronald Reagan Washington National Airport (Reagan National Airport).

As shown in **Exhibit 2**, BWI Marshall Airport maintained its market share in calendar 2015 relative to Reagan National Airport and Dulles International Airport. Over time, BWI Marshall Airport has been able to take market share from Dulles International Airport and increase its market share from approximately 31.0% to 34.0%, a slight decrease from the calendar 2012 peak of 35.1%.

**Exhibit 2  
Passenger Market Share  
Calendar 2005-2015**



BWI Marshall Airport: Baltimore/Washington International Thurgood Marshall Airport  
 Dulles International Airport: Washington Dulles International Airport  
 Reagan National Airport: Ronald Reagan Washington National Airport

Note: 2015 data represents the 12-month period ending November 30, 2015.

Source: Maryland Aviation Administration

**3. Cost and Non-airline Revenue Per Enplaned Passenger Both Decline**

Two important financial calculations considered in regard to airports are the cost per enplaned passenger (CPE) and the non-airline revenue per enplaned passenger. Non-airline revenue includes parking, concessions, rental cars, and other revenue sources. In regard to the CPE, part of BWI Marshall Airport’s success has been its ability to maintain low CPE rates, which attracts and retains low-cost carriers such as Southwest Airlines. At BWI Marshall Airport, like all airports, operating costs are passed on to airlines through building rent, landing fees, and other user charges. Therefore, both MAA and the airlines have an interest in keeping operating costs as low as possible.

As shown in **Exhibit 3**, BWI Marshall Airport’s CPE decreased slightly to \$9.85 per passenger, while non-airline revenue also decreased slightly to \$10.06 per passenger. BWI Marshall Airport continues to remain well below the cost average for other regional airports – Reagan National Airport, Dulles International Airport, and Philadelphia International Airport. These lower costs per passenger make BWI Marshall Airport an attractive airport for airlines.

**Exhibit 3**  
**Cost and Non-airline Revenue Per Enplaned Passenger**  
**Fiscal 2011-2017 Est.**

	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>Est.</u> <u>2016</u>	<u>Est.</u> <u>2017</u>
<b>Cost Per Enplaned Passenger</b>							
BWI Marshall Airport	\$9.18	\$9.29	\$9.50	\$9.88	\$9.85	\$9.95	\$9.77
Regional Airports Average	14.83	15.91	17.38	17.01	16.86	17.59	18.04
<b>Non-airline Revenue Per Enplaned Passenger</b>							
BWI Marshall Airport	\$10.31	\$10.13	\$11.09	\$10.16	\$10.06	\$9.71	\$9.69
Regional Airports Average	10.80	10.88	12.04	12.82	–	–	–

BWI Marshall Airport: Baltimore/Washington International Thurgood Marshall Airport

Note: The amount shown as the fiscal 2015 cost per enplaned passenger is an estimate only. Actual revenue data for fiscal 2015 for regional airports is not yet available. Projections of revenues for regional airports are not available.

Source: Maryland Aviation Administration

#### **4. Financial Results**

Unlike most other State agencies that rely solely on the State for all support, MAA receives operating revenues that help offset its expenditures. Its profitability determines how much the Transportation Trust Fund (TTF) must provide as a subsidy. Although MAA revenues have typically covered its operating expenses, MAA relies on the TTF or other non-MAA financing mechanisms to fund its capital program.

**Exhibit 4** shows MAA special fund revenues and expenditures. In fiscal 2017, revenues are expected to increase from fiscal 2016 levels by 0.42%. Combined with a slightly smaller increase in operating expenditures, net operating income is expected to increase by 1.8% in fiscal 2017.

**Exhibit 4**  
**Special Fund Revenues and Expenditures**  
**Fiscal 2014-2017**

	<u>2014</u>	<u>2015</u>	<u>Work.</u> <u>Approp.</u> <u>2016</u>	<u>Allowance</u> <u>2017</u>	<u>\$ Change</u> <u>2016-2017</u>	<u>% Change</u> <u>2016-2017</u>
<b>Operating Revenues</b>						
Flight Activities	\$61,057	\$60,882	\$62,278	\$64,035	\$1,757	2.82%
Rent and User Fees	62,545	65,225	65,970	67,817	1,847	2.80%
Concessions	77,421	85,449	84,827	82,057	-2,770	-3.27%
Other Revenues	2,646	2,078	3,240	3,308	68	2.10%
Martin State Airport	8,784	8,484	8,214	8,247	33	0.40%
<b>Revenues Subtotal</b>	<b>\$212,453</b>	<b>\$222,118</b>	<b>\$224,528</b>	<b>\$225,465</b>	<b>\$937</b>	<b>0.42%</b>
Operating Expenditures <sup>1</sup>	\$170,473	\$187,314	\$186,258	\$186,506	\$248	0.13%
<b>Net Operating Income</b>	<b>\$41,980</b>	<b>\$34,804</b>	<b>\$38,270</b>	<b>\$38,959</b>	<b>\$689</b>	<b>1.80%</b>
Capital Expenditures <sup>1</sup>	\$55,622	\$91,491	\$132,926	\$115,025	-\$17,901	-13.47%
<b>Net Income/Loss</b>	<b>-\$13,642</b>	<b>-\$56,687</b>	<b>-\$94,656</b>	<b>-\$76,066</b>	<b>\$18,590</b>	<b>19.64%</b>

<sup>1</sup> Includes special funds only.

Source: Maryland Aviation Administration

It is important to note that in looking at MAA capital expenditures in a business manner, consideration should be given to the fact that capital expenditures are often paid for in a single year, or over multiple years, which decreases TTF expenditures for other purposes. Reimbursement from the airlines (through the Use and Lease Agreement) actually takes place over 5 to 20 years, meaning that revenues and capital expenditures may not match in a year-to-year comparison.

## **Fiscal 2016 Actions**

### **Cost Containment**

While the Maryland Department of Transportation (MDOT) was not subject to the fiscal 2016 across-the-board 2% reduction, it did list areas in which costs could be reduced by that amount. MAA said it would reduce operating expenditures by \$2.5 million in special funds by shifting some personnel and maintenance costs to the capital program, more efficiently scheduling for shuttle services, and reducing security costs with the closure of one checkpoint. Rather than amending the working appropriation, MDOT will cancel funds at the end of fiscal 2016.

## Proposed Budget

As shown in **Exhibit 5**, the fiscal 2017 allowance increases by \$248,829, or 0.1%, in special funds. There is no change in the federal funds allowance.

**Exhibit 5**  
**Proposed Budget**  
**MDOT Maryland Aviation Administration**  
**(\$ in Thousands)**

<b>How Much It Grows:</b>	<b><u>Special</u> <u>Fund</u></b>	<b><u>Federal</u> <u>Fund</u></b>	<b><u>Total</u></b>
Fiscal 2015 Actual	\$187,314	\$776	\$188,090
Fiscal 2016 Working Appropriation	\$186,258	\$646	\$186,903
Fiscal 2017 Allowance	<u>\$186,506</u>	<u>\$646</u>	<u>\$187,152</u>
Fiscal 2016-2017 Amount Change	\$249	\$0	\$249
Fiscal 2016-2017 Percent Change	0.1%		0.1%

**Where It Goes:**

**Personnel Expenses**

Regular earnings .....	-\$216
Employee and retiree health insurance .....	716
Retirement system contributions and law enforcement officer pension contributions ..	607
Social Security .....	-31
Workers' and unemployment compensation premium assessments .....	-212
Turnover adjustments.....	-6

**Other Changes**

Equipment repair and maintenance.....	1,298
Other contractual services.....	923
Software maintenance for Business/Lease Management System and web support services .....	304
Gas and Propane aligned with fiscal 2015 actuals .....	242
Airport vegetation control aligned with fiscal 2015 actuals .....	210
Housekeeping aligned with fiscal 2015 actuals .....	150
Insurance paid to State Treasurer's Office.....	52
Data processing supplies.....	50

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**Where It Goes:**

Extermination.....	38
Non-Department of General Services rent.....	-125
Telephone aligned with fiscal 2015 actuals .....	-150
Water.....	-172
Motor vehicle gas and oil.....	-176
Security .....	-549
Electricity aligned with fiscal 2015 actuals .....	-2,800
Other .....	96
<b>Total</b>	<b>\$249</b>

Note: Numbers may not sum to total due to rounding.

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**Salary Increments**

The fiscal 2017 budget bill includes funds for a salary increment increase in the Department of Budget and Management. The MAA operating budget portion of the increment increase is \$464,738 in special funds. Federally funded salary increment increases are expected to be added later by budget amendment.

**Personnel Changes**

Personnel costs increase by \$857,739, with increases of \$715,746 in health insurance costs and \$606,718 in pension costs offset by reductions in regular earnings and workers compensation and unemployment compensation premium assessments.

**Other Changes**

Other large changes include a \$2.8 million reduction in electricity to align with actual spending. A \$1.3 million increase in equipment repair and maintenance is mostly tied to added costs related to the expanding size of the terminal, including maintenance of standby emergency backup life safety systems, equipment and maintenance for passenger loading bridges, heating and ventilating units operation and maintenance, and new wayfinding systems for passengers.

Security costs are reduced by \$549,300 as part of cost containment. MAA eliminated one manned security gate by expanding its secured area and installing identification card readers and shifted the cost of a vehicle-only entry point to the capital program to achieve the savings.

Other contractual services increased by \$923,364, primarily due to BWI Marshall Airport adding Automated Passport Control kiosks to expedite the customs process for passengers reentering the United States.

## PAYGO Capital Program

### Program Description

The MAA capital program provides for the development and maintenance of facilities at BWI Marshall Airport and MTN. MAA undertakes projects that meet the demands of commercial and general aviation for both passenger and cargo activities at BWI Marshall Airport. At MTN, facilities improvements and rehabilitation activities such as runway and taxiway improvements, building and system renovations, and various maintenance projects are implemented.

### Fiscal 2016 to 2021 Consolidated Transportation Program

The MAA total capital program from fiscal 2016 to 2021 totals \$601.4 million, a decrease of \$13.1 million compared to the fiscal 2015 to 2020 *Consolidated Transportation Program (CTP)*. Funding for projects in the fiscal 2016 to 2021 CTP is largely devoted to concourse improvements and minor system preservation projects.

### Fiscal 2017 Capital Allowance

**Exhibit 6** shows the fiscal 2017 capital allowance for MAA by project and program along with estimated total project costs and six-year funding included in the CTP. The International Concourse Extension enters the main construction phase in fiscal 2017 and is the largest project in this CTP.

**Exhibit 6**  
**Maryland Aviation Administration PAYGO Capital Allowance**  
**Fiscal 2017**  
**(\$ in Thousands)**

<u>Jurisdiction</u>	<u>Project Description</u>	<u>2017</u>	<u>Total Cost</u>	<u>Six-year Total</u>
<b>Projects</b>				
Anne Arundel	International Concourse Extension at BWI Marshall Airport <sup>1</sup>	\$36,468	\$118,496	\$116,285
Anne Arundel	D/E Connector at BWI Marshall Airport	57,049	137,407	104,735
Anne Arundel	Runway Safety Area, Standards and Pavement Improvements at BWI Marshall Airport	30,897	337,648	100,692
Anne Arundel	International Checked Baggage Inspection System at BWI Marshall Airport	13,065	22,086	22,046
Anne Arundel	Loading Bridge Replacement Program at BWI Marshall Airport	5,222	12,484	9,077

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<u>Jurisdiction</u>	<u>Project Description</u>	<u>2017</u>	<u>Total Cost</u>	<u>Six-year Total</u>
Anne Arundel	Homeowner Assistance Program	940	28,575	5,637
Anne Arundel	Parking Revenue Control System at BWI Marshall Airport	-	9,803	3,200
Anne Arundel	Environmental Assessment at BWI Marshall Airport	854	2,000	2,000
Baltimore County	Environmental Assessment at Martin State Airport	-	1,875	661
<b>Subtotal – Projects</b>		<b>\$144,495</b>	<b>\$670,374</b>	<b>\$364,333</b>
<b>Programs</b>				
Statewide	System Preservation and Minor Projects	\$44,700	n/a	\$234,200
Statewide	Capital Salaries	6,900	n/a	37,800
<b>Subtotal – Programs</b>		<b>\$51,600</b>		<b>\$272,000</b>
<b>Total – Projects and Programs</b>		<b>\$196,095</b>	<b>\$670,374</b>	<b>\$636,333</b>

BWI Marshall Airport: Baltimore/Washington International Thurgood Marshall Airport  
 PAYGO: pay-as-you-go

<sup>1</sup> Project moved from the development and evaluation program to the construction program in this *Consolidated Transportation Program*.

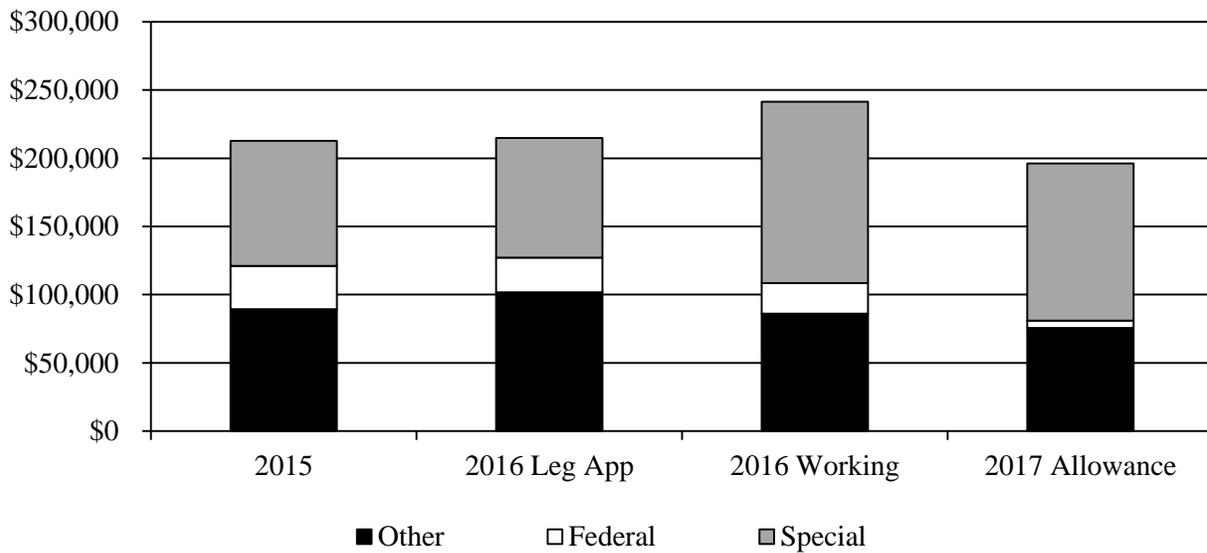
Source: Maryland Department of Transportation, 2016-2021 *Consolidated Transportation Program*

### **Fiscal 2016 and 2017 Cash Flow Analysis**

**Exhibit 7** shows that the fiscal 2016 working appropriation increased by \$42.2 million (not including nonbudgeted funds) compared to the legislative appropriation. Including nonbudgeted funds, the increase is \$26.6 million and includes the following:

- a \$31.2 million increase for system preservation projects;
- an \$18.6 million decrease for several phases of federally mandated runway safety and pavement improvements, which are nearing completion; and
- a \$17.9 million increase for the International Concourse Extension, which has been moved from the Development and Evaluation program to the Construction program.

**Exhibit 7  
Cash Flow Changes  
Fiscal 2015-2017**



Source: Maryland Department of Transportation, 2016-2021 *Consolidated Transportation Program*

The fiscal 2017 allowance (including nonbudgeted funds) is \$45.4 million less than the working appropriation, primarily due to a reduction in minor system preservation projects and a reduction in spending on runway safety improvements as various phases of that project come to a conclusion. The other funding category is primarily made up of passenger facility charges; beginning in fiscal 2018, that revenue will be used to reimburse the TTF for the financing of the D/E Connector and the International Concourse E Extension projects.

**Projects Removed from the Development and Evaluation Program**

The Exit Lane Technology at BWI Marshall Airport was removed from the development and evaluation program to minor programs.

## ***Operating Budget Recommended Actions***

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1. Concur with Governor's allowance.

***PAYGO Budget Recommended Actions***

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1. Concur with Governor's allowance.

## ***Updates***

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### **1. No Bids to Build BWI Marshall Airport Hotel**

The MAA plans to build a hotel next to the hourly parking garage and linked to the terminal via a skywalk hit a snag in fall 2015 when no bidders submitted proposals to build the hotel by the September 2015 deadline. MAA issued a Request for Proposal (RFP) to enter into a long-term lease – likely 50 years – with a developer in order to complete the project. The developer would be responsible for the design, construction, finance, operation, and maintenance of the hotel. The RFP also stipulated that the developer would be required to pay for necessary utility and road access upgrades, which may have been a disincentive to potential bidders. MAA is interviewing prospective developers and hotel operators to examine if the utility and road requirement or other factors contributed to the lack of bids. Based on feedback from potential bidders, MAA will put out a revised RFP and lease agreement in mid-2016.

***Current and Prior Year Budgets***

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**Current and Prior Year Budgets  
Maryland Aviation Administration  
(\$ in Thousands)**

	<b><u>General Fund</u></b>	<b><u>Special Fund</u></b>	<b><u>Federal Fund</u></b>	<b><u>Reimb. Fund</u></b>	<b><u>Total</u></b>
<b>Fiscal 2015</b>					
Legislative Appropriation	\$0	\$179,659	\$655	\$0	\$180,314
Deficiency Appropriation	0	0	0	0	0
Cost Containment	0	0	0	0	0
Budget Amendments	0	7,787	121	0	7,908
Reversions and Cancellations	0	-131	0	0	-131
<b>Actual Expenditures</b>	<b>\$0</b>	<b>\$187,314</b>	<b>\$776</b>	<b>\$0</b>	<b>\$188,090</b>
<b>Fiscal 2016</b>					
Legislative Appropriation	\$0	\$185,766	\$646	\$0	\$186,411
Budget Amendments	0	492	0	0	492
<b>Working Appropriation</b>	<b>\$0</b>	<b>\$186,258</b>	<b>\$646</b>	<b>\$0</b>	<b>\$186,903</b>

Note: The fiscal 2016 working appropriation does not include deficiencies or reversions. Numbers may not sum to total due to rounding.

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## **Fiscal 2015**

MAA finished fiscal 2015 approximately \$7.8 million above its legislative appropriation.

### **Special Funds**

MAA increased its special fund appropriation by \$7.5 million via amendment due to higher costs related to unanticipated winter precipitation levels. Another amendment increased the appropriation by \$322,536 for the cost-of-living adjustment. MAA cancelled approximately \$131,000 due to lower than expected health insurance costs.

### **Federal Funds**

A federal fund amendment increased the appropriation by \$121,000 for the Canine Explosive Detection Squad at BWI.

## **Fiscal 2016**

The fiscal 2016 appropriation increased by \$491,999 for the salary increment increase.

**Object/Fund Difference Report  
MDOT – Maryland Aviation Administration**

<u>Object/Fund</u>	<u>FY 15 Actual</u>	<u>FY 16 Working Appropriation</u>	<u>FY 17 Allowance</u>	<u>FY 16 - FY 17 Amount Change</u>	<u>Percent Change</u>
<b>Positions</b>					
01 Regular	451.50	451.50	451.50	0.00	0%
02 Contractual	0.50	0.50	0.50	0.00	0%
<b>Total Positions</b>	<b>452.00</b>	<b>452.00</b>	<b>452.00</b>	<b>0.00</b>	<b>0%</b>
<b>Objects</b>					
01 Salaries and Wages	\$ 42,448,115	\$ 41,534,680	\$ 42,529,355	\$ 994,675	2.4%
02 Technical and Spec. Fees	1,733,527	1,908,709	2,102,878	194,169	10.2%
03 Communication	1,224,007	1,667,775	1,517,775	-150,000	-9.0%
04 Travel	242,944	242,969	242,969	0	0%
06 Fuel and Utilities	13,954,071	17,104,302	14,471,412	-2,632,890	-15.4%
07 Motor Vehicles	3,612,062	3,377,085	3,260,309	-116,776	-3.5%
08 Contractual Services	80,481,572	83,448,138	85,399,118	1,950,980	2.3%
09 Supplies and Materials	8,696,900	6,564,925	6,764,925	200,000	3.0%
10 Equipment – Replacement	116,617	23,990	0	-23,990	-100.0%
11 Equipment – Additional	126,223	0	0	0	0.0%
12 Grants, Subsidies, and Contributions	968,111	977,482	970,572	-6,910	-0.7%
13 Fixed Charges	19,486,689	19,355,333	19,256,806	-98,527	-0.5%
14 Land and Structures	14,999,237	10,697,742	10,635,840	-61,902	-0.6%
<b>Total Objects</b>	<b>\$ 188,090,075</b>	<b>\$ 186,903,130</b>	<b>\$ 187,151,959</b>	<b>\$ 248,829</b>	<b>0.1%</b>
<b>Funds</b>					
03 Special Fund	\$ 187,314,075	\$ 186,257,630	\$ 186,506,459	\$ 248,829	0.1%
05 Federal Fund	776,000	645,500	645,500	0	0%
<b>Total Funds</b>	<b>\$ 188,090,075</b>	<b>\$ 186,903,130</b>	<b>\$ 187,151,959</b>	<b>\$ 248,829</b>	<b>0.1%</b>

Note: The fiscal 2016 working appropriation does not include deficiencies or reversions. The fiscal 2017 allowance does not include contingent reductions.

**Fiscal Summary**  
**MDOT – Maryland Aviation Administration**

<u>Program/Unit</u>	<u>FY 15 Actual</u>	<u>FY 16 Wrk Approp</u>	<u>FY 17 Allowance</u>	<u>Change</u>	<u>FY 16 - FY 17 % Change</u>
2021 BWI Marshall Airport	\$ 179,677,305	\$ 178,857,942	\$ 179,270,273	\$ 412,331	0.2%
2022 Martin State Airport	7,988,028	7,589,160	7,416,840	-172,320	-2.3%
2023 Regional Air Development	424,742	456,028	464,846	8,818	1.9%
2030 Facilities and Capital Equipment	118,184,012	150,935,000	120,453,000	-30,482,000	-20.2%
1270 Unknown Title	5,206,060	3,200,000	0	-3,200,000	-100.0%
1931 Unknown Title	0	902,000	0	-902,000	-100.0%
2044 Unknown Title	0	179,000	0	-179,000	-100.0%
7200 Unknown Title	-6,843	0	0	0	0%
7403 Unknown Title	14,355	5,000	0	-5,000	-100.0%
7405 Unknown Title	0	50,000	50,000	0	0%
<b>Total Expenditures</b>	<b>\$ 311,487,659</b>	<b>\$ 342,174,130</b>	<b>\$ 307,654,959</b>	<b>-\$ 34,519,171</b>	<b>-10.1%</b>
Special Fund	\$ 278,805,167	\$ 319,183,630	\$ 301,531,459	-\$ 17,652,171	-5.5%
Federal Fund	32,682,492	22,990,500	6,123,500	-16,867,000	-73.4%
<b>Total Appropriations</b>	<b>\$ 311,487,659</b>	<b>\$ 342,174,130</b>	<b>\$ 307,654,959</b>	<b>-\$ 34,519,171</b>	<b>-10.1%</b>

Note: The fiscal 2016 working appropriation does not include deficiencies or reversions. The fiscal 2017 allowance does not include contingent reductions.

**Budget Amendments for Fiscal 2016**  
**Maryland Department of Transportation**  
**Maryland Aviation Administration – Operating**

<b><u>Status</u></b>	<b><u>Amendment</u></b>	<b><u>Fund</u></b>	<b><u>Justification</u></b>
Approved	\$491,999	Special	Salary increase.
Pending	241,998	Special	Realign Office of Administrative Hearings and Workers' Compensation Costs.

Source: Maryland Department of Transportation

**Budget Amendments for Fiscal 2016**  
**Maryland Department of Transportation**  
**Maryland Aviation Administration – Capital**

<b><u>Status</u></b>	<b><u>Amendment</u></b>	<b><u>Fund</u></b>	<b><u>Justification</u></b>
Approved	\$64,854	Special	Salary increase.
Pending	6,999	Special	Realign Office of Administrative Hearings and Workers' Compensation costs across MDOT.
Pending	45,022,634 -2,903,000	Special Federal	Amend the working appropriation to reflect the fiscal 2016 to 2021 Consolidated Transportation Program.
Projected	10,000,000	Federal	Increased funding made available for final phase of runway safety project.

Source: Maryland Department of Transportation