



Maryland Transportation Authority

BOARD MEETING

TUESDAY, DECEMBER 18, 2025

MARYLAND TRANSPORTATION AUTHORITY
2310 BROENING HIGHWAY
2ND FLOOR TRAINING ROOM
BALTIMORE, MD 21224

IN-PERSON AND LIVESTREAM



MARYLAND TRANSPORTATION AUTHORITY BOARD MEETING

2310 Broening Highway * 2nd Floor Training Room * Baltimore, MD 21224

DECEMBER 18, 2025 9:00 AM

This meeting will be livestreamed on the [MDTA Board Meeting Page](#)

NOTES:

- This is an In-Person Open Meeting being conducted via livestreaming.
- The public is welcome to watch the meeting at the link above.
- *If you wish to comment on an agenda item, please email your name, affiliation, and the agenda item to nhenson@mdta.state.md.us no later than 5:00pm on Tuesday, December 16. You **MUST** pre-register and attend the meeting in person to comment.* Once pre-registered, all pertinent information will be emailed to you.

AGENDA

OPEN SESSION – 9:00 AM

Call Meeting to Order

1. **Approval** – Open Session Meeting Minutes of November 25, 2025 Chair 5 min.
2. **Resolution** – Years of Service Recognition – Recognition for One Retired Employee Bruce Gartner 5 min.
3. **Approval** – Contract Awards Jeffrey Davis 15 min.
 - HT-3023-0000 – Baltimore Harbor Tunnel (BHT) Facility-Wide Signing Upgrades
 - KB-3020-0000 – Curtis Creek Drawbridge Rehabilitation and Resiliency
 - MR-3040-0000R – On-Call Miscellaneous Paving Repairs
4. **Approval** – Contract Modifications Jeffrey Davis 15 min.
 - MA-2868-0000 – Electronic Toll System (ETC 3G) Customer Service Center Services – Collection - Contract Modification No. 5
 - MA-2257-0000 – Electronic Toll System (ETC 3G) Toll System and Services - Contract Modification No. 4
5. **Approval** – Chesapeake Bay Crossing Study: Tier 2 NEPA – MDTA Recommended Preferred Alternative Approval Melissa Williams Heather Lowe 30 min.
6. **Approval** – Legislative Proposals Bradley Ryon 15 min.
 - Authority to Notice Registered Owners of a Class G Vehicle
 - Revenue Bond Cap Increase
7. **Approval** – MDTA Board Resolution 25-02 – Series 2026 Bonds Allen Garman 5 min.
8. **Update** – 1st Quarter Operating Budget Comparison – Review of Actual vs. Projected Fiscal Year 2026 Operating Budget Spending Jeffrey Brown 5 min.
9. **Update** – 1st Quarter Capital Budget Comparison – Review of Actual vs. Projected Fiscal Year 2026 Capital Budget Spending Jennifer Stump 5 min.

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING
DECEMBER 18, 2025 9:00 AM

AGENDA
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|---|-----------------|---------|
| 10. <u>Update</u> – <u>Quarterly Update on Traffic and Revenue</u> – Update on the Actual Performance of Traffic and Revenue Compared to the Forecast through September 30, 2025 | Walt Laun | 5 min. |
| 11. <u>Update</u> – <u>Audit Committee Update</u> - Verbal | Member Ardinger | 5 min. |
| 12. <u>Update</u> – <u>Executive Director’s Report</u> – Verbal | Bruce Gartner | 10 min. |
| <u>Vote to Adjourn Meeting</u> | | |

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

TUESDAY, NOVEMBER 25, 2025
9:00 A.M.

2310 BROENING HIGHWAY, BALTIMORE MD 21224
IN-PERSON & LIVESTREAMED OPEN MEETING

OPEN SESSION

Samantha J. Biddle, Chair

MEMBERS ATTENDING:

Dontae Carroll – via Phone
Maricela Cordova
William H. Cox, Jr.
Mario J. Gangemi
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen - Phone
Samuel D. Snead – via Phone
John F. von Paris

STAFF ATTENDING:

Lt. Col. Ronce Alford
Jeffrey Brown
Kevin Cullity
Jeffrey P. Davis
Allen Garman
Bruce Gartner
James Harkness
Natalie Henson
Walter Laun
Megan Mohan, Esq.
Mary O’Keeffe
John Sales
Col. Joseph Scott
Deb Sharpless
Cheryl Sparks
Jason Stolicny
Jennifer Stump
Bradley Tanner
Brian Wolfe

OTHERS ATTENDING:

Erick Ferris, WMAR
Hayes Gardner, Baltimore Banner
Jaclyn Hartman, Assistant Secretary, MDOT
Austin Korycki, Del. Bob Long Staffer
Bob Long, Delegate, District 6 – Baltimore County
Steuart Pittman, Anne Arundel County Executive
William Seymour, SB
Tiana Wynn, SB

At 9:02 a.m. Chair Samantha J. Biddle called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held in-person at MDTA Headquarters, 2310 Broening Highway, Baltimore MD 21224 and was livestreamed on the MDTA Board Meeting web page.

APPROVAL – AMENDMENT OF AGENDA TO MOVE AGENDA ITEM # 4 – CONTRACT AWARDS AFTER AGENDA ITEM # 11 – CONTRACT MODIFICATION

Prior to beginning the Agenda, Chairman Biddle asked the MDTA Board for a motion to amend the agenda by moving Agenda Item # 4 – Contract Awards after Agenda Item # 11 – Contract Modification.

Upon motion by Member William H. Cox, Jr. and seconded by Member John F. von Paris, the amendment to the agenda was unanimously approved.

APPROVAL – OPEN SESSION MEETING MINUTES OF OCTOBER 30, 2025

Upon motion by Member Mario J. Gangemi, and seconded by Member Cynthia D. Penny-Ardinger, the open session meeting minutes of the MDTA Board meeting held on October 30, 2025 were unanimously approved.

APPROVAL – CLOSED SESSION MEETING MINUTES OF OCTOBER 30, 2025

Upon motion by Member William H. Cox, Jr., and seconded by Member Maricela Cordova, the closed session meeting minutes of the MDTA Board meeting held on October 30, 2025 were unanimously approved.

UPDATE – FISCAL YEAR 2025 INDEPENDENT AUDITORS' FINANCIAL STATEMENTS AUDIT AND SERVICE ORGANIZATION CONTROL (SOC) 1 AND SOC 2 REPORTS

Mr. William Seymour, representing the Maryland Transportation Authority's Independent Auditor - SB & Company, presented the results of the Fiscal Year (FY) 2025 financial statements and Service Organization Control (SOC) audits conducted for the Maryland *E-ZPass*® System.

Mr. Seymour gave an overview of the key areas of emphasis, internal controls, required auditor communications, and future considerations regarding the MDTA's financial statements. An unmodified opinion was issued.

As it pertains to the SOC audits, exceptions (*i.e.*, findings) were noted related to the timeliness of disaster recovery testing (TransCore) and organization and human resources and confidentiality (Kapsch). Irrespective of the findings, unmodified opinions were issued for the SOC 1 Type 2 and SOC 2 Type 2 audits.

APPROVAL – FISCAL YEAR 2027 PRELIMINARY OPERATING BUDGET

Mr. Jeffrey Brown requested MDTA Board approval of the Preliminary Fiscal Year (FY) 2027 Operating Budget.

Mr. Brown explained that the proposed FY 2027 Preliminary Operating Budget of \$463.1 million represents a \$0.9 million, or 0.2%, increase versus the FY 2026 Amended Operating Budget. Several of the key changes include the transfer of IT personnel costs to contractual services and increases in *E-ZPass*® service center (tolling vendor) costs, building/road repair and maintenance costs, and insurance costs. These increases were partially offset by reduced vehicle purchases, reduced credit card fees, and various other smaller reductions.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Maricela Cordova, the Preliminary Fiscal Year (FY) 2027 Operating Budget was unanimously approved.

UPDATE – FRANCIS SCOTT KEY BRIDGE

Mr. James Harkness and Mr. Brian Wolfe updated the MDTA Board on the program scope, cost, and schedule for the reconstruction efforts of the Francis Scott Key Bridge.

They explained that the Maryland Transportation Authority (MDTA) continues to work in partnership with the Federal Highway Administration to quickly and safely advance the rebuilding of the Francis Scott Key Bridge and the project's development and design progression has resulted in an updated cost estimate range of \$4.3-\$5.2 billion with an anticipated open-to-traffic date in late 2030.

They further explained that preliminary estimates for the cost and timeline of the rebuild were made less than two weeks after the initial incident in March 2024, prior to any design or engineering studies. Since then, national economic conditions have changed significantly and material costs have increased dramatically. Pre-construction activities, updated datapoints and advanced design – not available in the immediate days following the bridge collapse – have been used to inform the MDTA on an updated estimated cost and schedule for the project. After negotiations with the progressive design builder Kiewit are complete, MDTA anticipates the final cost of the project will be within the estimated price range.

The increased length of the main span, now 1,665 feet, has resulted in an increase of the overall span of the bridge and the height of the main piers. The increased size accommodates larger marine traffic and is needed to comply with current guidelines from the American Association of State Highway and Transportation Officials for new bridges. The size and cost of the pier protection, the extent of which was not accounted for in the preliminary estimate, adds an additional cost to the project. The towers needed to accommodate both the length and 230-foot height of the bridge deck, add a significantly higher cost than initial assumptions.

According to the Federal Highway Administration, highway construction costs have increased approximately 72% in the last five years, which has led to an uncertain construction and bonding market nationwide. Inflation remains a risk to the cost of materials and contractors continue to price that risk into their bids. The cost of raw materials and labor remains constantly in flux. When pricing construction jobs, uncertainty equates to risk, which impacts cost.

The State has, and will continue to make, substantial financial commitments and contributions to support the Key Bridge reconstruction, including advancing upfront construction costs and contributing hundreds of millions of dollars in insurance proceeds toward the rebuilding effort.

The project is making significant progress in the design and pre-construction phases, and groundbreaking for the new bridge is expected to occur in the coming months. The MDTA is working to expedite the delivery of a new bridge and acknowledges the impact the loss of the Key Bridge has on the Baltimore region, from longer commute times to financial strain on businesses in our State. The MDTA and the Maryland Department of Transportation remain committed to mitigating the impacts of the loss of the bridge throughout the rebuild process. This includes providing travelers with the best real-time information possible, adjusting transport operations and providing new travel options, all with the goal of reducing congestion and impacts to our local communities.

At the conclusion of this presentation, Anne Arundel County Executive Steuart Pittman and Delegate Bob Long (District 6, Baltimore County) gave public comment.

Anne Arundel County Executive Steuart Pittman commended the MDTA for their speed, safety, professionalism, and extraordinary transparency on this project. He also stated that he is aware that there are factors outside of the MDTA's control impacting the updated cost estimate of the new bridge. He ended his comment by thanking the MDTA and expressing his solidarity.

Delegate Bob Long thanked the MDTA team for everything that has been accomplished and how fast the MDTA has been able to get things done. His concern is the new timeline for the rebuild. He stated that time is of the essence for the people that he represents as the bridge was the lifeline of his district and that tunnel traffic isn't getting any better. He requests that MDTA and all its partners work together in a timely manner to get the new bridge built.

APPROVAL – FINAL FISCAL YEAR 2026 – 2031 CONSOLIDATED TRANSPORTATION PROGRAM (CTP)

Ms. Jennifer Stump requested MDTA Board approval for the proposed Final Fiscal Year (FY) 2026-2031 Consolidated Transportation Program (CTP). She explained that the six-year FY 2026-2031 budget in the proposed CTP is \$8.4 billion.

The proposed CTP reflects a net increase in the six-year FY 2026-2031 budget of \$3.4 billion. The net FY 2026-2031 increase is the result of the following:

- Added two system preservation projects, one environmental project, and one information technology project for a net increase of \$7.4 million.
- The construction phase of five projects was funded for a total of \$284.1 million transferred from the reserves as design reached 60% level and cost estimates were established on fully developed scopes.
- Ten projects were completed or cancelled which netted no budget changes in the FY 2026-2031 period.
- Adjusted cash flows and funded changes in engineering and/or construction budgets for ninety-seven projects for a net budget increase of \$3.4 billion.
- The allocated reserves had a net decrease of \$339.7 million, and the unallocated reserves remained the same.

Upon motion by Member Mario J. Gangemi and seconded by Member Maricela Cordova, the Final Fiscal Year 2026 – 2031 Consolidated Transportation Program was unanimously approved.

UPDATE – TRAFFIC AND REVENUE FORECAST UPDATE

Mr. Walter Laun briefed the MDTA Board on the annual update to the Traffic and Revenue (T&R) forecasts for all facilities.

Mr. Laun explained that each year, an update to the ten-year traffic and revenue forecast is prepared by independent Consultants. The MDTA selected CDM Smith through a competitive process to provide the T&R forecast. The forecast is built on historical data from the MDTA's facilities and national, regional, and State socioeconomic data, such as population, employment, unemployment, real income per capita, real gross domestic product, inflation, and fuel prices. The T&R forecast also accounts for, among other things, video toll collection and enforcement, traffic impacts associated with the FSK rebuild, the I-95 ETL expansion, and near-term T&R growth trends.

Mr. Laun then provided the following key takeaways:

- The current T&R forecast (FY 2025 – 2031) projects total system revenue (including administrative) will increase by \$33.4 million, or 0.6%, when compared to the October 2024 T&R Forecast Update.
 - The increase in revenue is mainly attributable to increased collections from the Central Collection Unit (CCU) for MDTA's video tolls and civil penalty fees, partially offset by reduced revenues associated with the revised opening date of the Key Bridge. Other contributors include re-benchmarking the forecast to reflect the latest trends that include additional transactions on the Intercounty Connector (ICC) and an increase in the average toll rate on the I-95 Express Toll Lanes (ETL).
- The November 2025 forecast assumes the Francis Scott Key Bridge reopens at the end of calendar year 2030, revised from 2028.

- The Intercounty Connector (ICC) in-lane revenue is projected to increase compared to the previous forecast.
- The I-95 Express Toll Lanes (ETL) in-lane revenue is projected to increase compared to the previous forecast.
- Projected administrative toll revenue increased by \$104.1 million, or 27.8%, compared to the previous forecast. This increased assumption is in response to the timely submission of MVA and CCU referrals coupled with the resumption of the Maryland State Tax Refund Intercept Program (TRIP).

APPROVAL – FISCAL YEAR (FY) 2026 – 2031 FINANCIAL FORECAST

Ms. Deborah Sharpless requested MDTA Board approval of the Fiscal Year (FY) 2026-2031 Financial Forecast.

Ms. Sharpless explained that this forecast includes the Fall 2025 Traffic and Revenue (T&R) Forecast Update, the Final FY 2026 - 2031 CTP, and the Preliminary FY 2027 Operating Budget. The forecast also incorporates intermediate-term borrowings to align with anticipated federal reimbursement cashflows for the Key Bridge Rebuild.

She further explained the key component comparisons between the current 6-year forecast and June 2025 forecast are:

- *Total revenue:* Total revenue remains relatively flat throughout the FY 2026 – 2031 forecast period, declining by a cumulative \$2.2 million. The decline in total revenue is primarily attributed to a \$71.1 million decrease in in-lane toll revenue caused by the shift in the reopening date of the Key Bridge Rebuild, offset by a \$69.6 million increase in toll administrative revenue mostly due to improved performance of the Central Collections Unit.
- *Operating budget expenses:* Operating budget expenses decrease by \$33.8 million throughout the 6-year forecast period. The decrease is primarily attributed to a preliminary FY 2027 operating budget growth rate that is less than the assumed growth rate in the prior forecast.
- *Capital budget expenses:* Capital budget expenses increase by \$3.4 billion compared to the Draft FY 2026-2031 CTP. The budget range for the Key Bridge Rebuild was updated with the design progress and has not been publicly available since the original preliminary estimate prepared within two weeks of the bridge collapse. For financial forecasting purposes, it is prudent to model the high end of the cost range. Aside from the net increase in the Key Bridge Rebuild project, the other components of the CTP are essentially unchanged over the six-year program period.
- *Debt issuances:* Revenue bond issuances increase by \$700.1 million throughout the forecast period, primarily due to intermediate-term financings for the FSK Bridge Rebuild prior to federal reimbursements that are modeled with lag.
- *Debt Service:* Debt service increases by \$81.5 during the forecast period due to the intermediate-term, interest-only financings for the FSK Bridge Rebuild project.
- *Insurance Funds:* Of the \$350 million of insurance proceeds, \$25 million was used for federally eligible debris and salvage costs and the remaining \$325 million is currently being spent on federally eligible construction costs.

- *Federal Funds:* Consistent with the State's request, the federal government has appropriated \$217 million in funds for the Key Bridge Rebuild. Federal reimbursements are conservatively modeled with one-year lags in the FY 2027- 2033 period. The forecast incorporates full federal reimbursement. Ineligible project expenses may be incorporated into future forecasts as these expenses are known.
- *Toll increase:* Based on the current forecast estimates, beginning in FY 2028, a systemwide toll increase will be necessary to maintain 2.0 times debt service coverage throughout the remainder of the FY 2026-2031 forecast period.

Upon motion by Member Maricela Cordova and seconded by Member Cynthia D. Penny-Ardinger, the Fiscal Year 2026-2031 Financial Forecast was unanimously approved.

UPDATE – BI-ANNUAL REVIEW OF REVENUE SUFFICIENCY

Mr. Allen Garman presented to the MDTA Board the Bi-Annual Review of Revenue Sufficiency update. The MDTA Board Operating Policy requires a biannual review of revenue sufficiency to determine if current rate and fee levels are appropriate relative to projected operating costs and capital spending. The most recent financial forecast shows that current toll rates, fees, and discounts provide adequate revenues through fiscal 2027 to meet forecasted spending and all legal and policy requirements.

APPROVAL – CONTRACT MODIFICATION

- **KB-4903-0000 – Key Bridge Rebuild Progressive Design Build – Modification 2**

Mr. James Harkness requested approval from the MDTA Board of Modification 2 for Contract No. KB-4903-0000, the Key Bridge Progressive Design-Build (PDB) contract, for additional Early Work Package Funding (EWP) to continue critical path work on the Key Bridge Rebuild.

Mr. Harkness explained that on May 29, 2025, the Board approved Contract Modification 1 to KB-4903-0000, which allowed for the issuance of EWPs for the Key Bridge Rebuild project. Additionally, the Board authorized a not-to-exceed amount of \$250,000,000.00 for EWPs, with the specific EWP approval authority delegated to the Chief Engineer.

He further explained that the materials and work authorized under the initial \$250 million are significant in cost and scope. To continue progressing critical path work over the coming months, additional funding is required. The Office of Engineering and Construction, in coordination with the PDB, has reviewed scopes of work and estimated costs for work necessary to progress the construction critical path, including continued pile installation, trestle installation, footing material procurement, and additional pile material procurement.

This work requires the authorization of an additional \$95 million in early works funding, increasing the not-to-exceed authorization to \$345 million. The cumulative total of EWPs shall not exceed \$345 million without Board approval.

Upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the Members unanimously gave approval of Modification 2 for Contract No. KB-4903-0000, the Key Bridge Progressive Design-Build (PDB) contract, and a not-to-exceed amount of \$345 million to negotiate Early Work Packages (EWP).

APPROVAL – CONTRACT AWARDS

- **FT-3028-0000 – Miscellaneous Structural Repairs Inside Fort McHenry Tunnel**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. FT-3028-0000 - Miscellaneous Structural Repairs Inside Fort McHenry Tunnel with Restoration East, LLC in the amount of \$5,268,778.00.

Mr. Davis explained that the work to be performed under this contract is located at the Fort McHenry Tunnel on I-95 in Baltimore City. The work locations are the Southbound (SB) and Northbound (NB) roadways designated as Bores 1 and 2 (SB) and Bores 3 and 4 (NB). The scope of work includes miscellaneous structural concrete and steel repairs throughout the tunnel, ceiling and wall tiles replacement, and retaining wall repairs at the entrance and exit of the tunnel portals.

Upon motion by Member William H. Cox, Jr. and seconded by Member Jeffrey S. Rosen, the Members unanimously approved Contract No. FT-3028-0000 - Miscellaneous Structural Repairs Inside Fort McHenry Tunnel.

- **MR-3043-0000 – On-Call Structural Repairs and Miscellaneous Modifications**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. MR-3043-0000 - On-Call Structural Repairs and Miscellaneous Modifications. This is a multi-award for three (3) contracts with not-to-exceed contract amounts. The three (3) bidders with their contract limits are listed below.

Brawner Builders, Inc.	Not-to-Exceed Amount of \$15,500,000.00
M.D. Miller t/a The Marksmen	Not-to-Exceed Amount of \$14,500,000.00
Concrete General, Inc.	Not-to-Exceed Amount of \$11,000,000.00

Mr. Davis explained that the contracts are to provide labor, equipment, and materials necessary to perform miscellaneous structural, concrete, and other related repairs, upgrades, replacements, and new construction as directed by the MDTA project manager. This work may be required on any portion (bridge, tunnel, highway, building, and all appurtenances) of any of the MDTA's facilities.

Upon motion by Member Mario J. Gangemi and seconded by Member Maricela Cordova, the Members unanimously approved execute Contract No. MR-3043-0000 - On-Call Structural Repairs and Miscellaneous Modifications.

- **MA-3024-0000 – System-Wide CCTV Replacement**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. MA-3024-0000 – System-Wide CCTV Replacement with Aldridge Electric, Inc. in the amount of \$9,978,509.27.

Mr. Davis explained that the work to be performed under this contract is located along multiple MDTA facilities including the Baltimore Harbor Tunnel, Fort McHenry Tunnel, Francis Scott Key Bridge, John F. Kennedy Memorial Highway, Thomas J. Hatem Memorial Bridge, Intercounty Connector, and William Preston Lane Jr. Memorial Bridge facilities. The project will upgrade existing CCTV roadway cameras and camera lowering system, upgrade existing tunnel cameras with new PTZ cameras, upgrade existing CCTV security cameras, and upgrade fiber optic communication equipment including a new fiber optic backbone installation.

This contract received a single bid. The procurement officer made several efforts to increase awareness of the project through direct solicitation and extension of the bid due date to offer prospective bidders sufficient time to respond. When the single bid was received, the procurement officer evaluated Aldridge Electric, Inc. and determined their bid is fair and reasonable and that the firm is qualified to complete this specialized work.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Cynthia D. Penny-Ardinger, the Members unanimously approved Contract No. MA-3024-0000 – System-Wide CCTV Replacement.

- **J01B5600027 – IBM Maximo Consulting Services**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Sole Source Contract No. J01B5600027 - IBM Maximo Consulting Services with IBM Corporation in the amount of \$5,065,328.80 for a term of five (5) years.

Mr. Davis explained that this Sole Source Contract is to provide consulting services for the IBM Maximo system currently utilized by the MDTA as its asset management system. The services include architects, delivery consultants, and project managers which will be utilized to build and upgrade the current Maximo system to the Maximo Application Suite (MAS) version 9. A Sole Source procurement is required because IBM Corporation is the developer and proprietary owner of the Maximo software and only technicians from IBM can provide the upgrades required for MAS version 9.

As this project exceeds MDTA's delegated authority, this will be presented at the next available BPW meeting.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Cynthia D. Penny-Ardinger, the Members unanimously approved Sole Source Contract No. J01B5600027 - IBM Maximo Consulting Services.

APPROVAL – QUARTERLY REVIEW OF INVESTMENT STRATEGY AND BENCHMARKS

Mr. Kevin Cullity requested MDTA Board approval to continue with the current investment strategies and benchmarks for all accounts.

Mr. Cullity explained that for the period ended September 30, 2025, investments conformed to Investment Policy limitations. Portfolio structuring by account adhered to Board approved strategy and should remain consistent, despite short-term return volatility associated with the interest rate environment. Management does not attempt to time market rate changes and duration targeted reserves maintain consistent structures. Chosen strategies and benchmark indices represent a reasonable and prudent compromise between long-term, multiyear return/income focus and tolerance for return volatility. The longer duration strategies employed in certain reserves generate higher return volatility with expected higher average annual returns over multiyear periods. No changes in performance strategy or benchmarks are recommended.

Upon motion by Member John F von Paris and seconded by Member Cynthia D. Penny-Ardinger, continuation of the current investment strategies and benchmarks for all accounts was unanimously approved.

UPDATE – FISCAL YEAR 2025 REVENUE ASSURANCE METRICS

Mr. Walter Laun provided the Maryland Transportation Authority (MDTA) Board with an annual update of the disposition of toll transactions.

Mr. Laun explained the following key takeaways: 1) Approximately 94% of total lane transactions in Fiscal Year (FY) 2024 and FY 2025 are expected to be collected; and 2) The percentage of revenue collected from total lane transactions remained consistent year-over-year.

UPDATE - EXECUTIVE DIRECTOR'S REPORT

Mr. Bruce Gartner began his report by thanking everyone on the team who has put in many hours, stretching into the evenings and weekends, to prepare the Board materials for this meeting.

Mr. Gartner then updated the Board on the FSK site visits that were held for media and elected officials; the conclusion of the MDOT CTP tour meetings; the November 22 Bridge Dedication Ceremony to Army Private First Class Justin R. Davis; and the 40th Anniversary of the Fort McHenry Tunnel. He also reminded the Board of the upcoming December 10 Police Graduation and December 11 Police Promotional Ceremony.

Mr. Gartner also took a moment to recognize that this was Chief Financial Officer Deborah Sharpless' last Board Meeting before retirement.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member William H. Cox, Jr. and seconded by Member Jeffrey S. Rosen, the Members unanimously voted to adjourn the meeting at 11:10 a.m.

The next MDTA Board Meeting will be held on Thursday, December 18, 2025 at 9:00 a.m. at MDTA, 2310 Broening Highway, Baltimore MD and will be livestreamed on the MDTA Board web page.

APPROVED AND CONCURRED IN:

Samantha J. Biddle, Chair

TAB 2

RESOLUTION

Recognizing the Services of **Deborah E. Sharpless, CPA**

WHEREAS, Deborah Sharpless began her service with the State of Maryland in January 1996 at the Maryland Lottery and Gaming Control Agency, where she served as Internal Audit Chief and later as Controller, and began her Maryland Transportation Authority (MDTA) career as Chief Financial Officer in September 2008, and

WHEREAS, Ms. Sharpless continued to progress within the MDTA taking on increasing responsibilities throughout her tenure including a period of several years, where she served as Deputy Executive Secretary and guided the agency through significant changes in tolling rates and discount programs, and

WHEREAS, She was the steady hand behind some of the most complex financial decisions in the Authority's history, including major capital milestones such as the Intercounty Connector, the I-95 Express Toll Lanes, Travel Plaza Redevelopment and the new Nice/Middleton Bridge, as well as the aftermath of the Key Bridge collapse, and

WHEREAS, Ms. Sharpless championed the transition to modernized electronic tolling, led Video Tolling reforms, and took on a national leadership role through the E-ZPass Interagency Group earning admiration across the entire tolling industry, and

WHEREAS, She went above and beyond to strengthen interagency communications, identify inefficiencies and implement corrective process improvements; helped establish consistent financial and management reporting standards, and successfully led the agency

through multiple audits, federal reporting cycles, and legislative budget analyses with accuracy and professionalism; and

WHEREAS, As a 2017 Leadership Maryland graduate Ms. Sharpless was dedicated to her profession -- mentoring, developing and establishing succession pathways for the next generation of MDTA financial leaders; serving on numerous national and regional boards, including the E-ZPass Interagency Group Executive Management Committee (Director, Vice Chair, and Chair), the International Bridge, Tunnel & Turnpike Association, the Conference of Minority Transportation Officials, and Women's Transportation Seminar, which honored her with 2013 WTS Woman of the Year, and

WHEREAS, Ms. Sharpless will leave behind a 30-year legacy of character, integrity, professionalism, and unwavering service to the MDTA family, where her husband David served and son David Jr. continues to serve, we are grateful for her leadership, her kindness, and her loyalty, and she will be deeply missed as she transitions into the next chapter of her professional life, one she looks forward to sharing with her family, especially her five grandchildren; her loyal companion pup Woody; and continuing the cherished annual family trips that reflect her life-long love of Disney magic; and

THEREFORE BE IT RESOLVED, On the occasion of Deborah Sharpless' retirement from her distinguished career of exemplary service, the Chairman and Members of the Maryland Transportation Authority Board hereby express to Ms. Sharpless their most sincere appreciation for her excellence and commitment, and

BE IT FURTHER RESOLVED, That this Resolution be entered into the minutes of the MDTA Board meeting of December 18, 2025, and a copy, appropriately framed, be presented to Ms. Sharpless at her retirement celebration as an expression of the MDTA Board's appreciation and esteem.

TAB 3



Board Members:

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: HT-3023-0000 – Baltimore Harbor Tunnel (BHT) Facility-Wide Signing Upgrades
DATE: December 18, 2025

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract No. HT-3023-0000 – Baltimore Harbor Tunnel (BHT) Facility-Wide Signing Upgrades.

SUMMARY

The work to be performed under this contract is located along the entire I-895 BHT facility including ramps and some approaches to I-895. The project will upgrade signing including new ground mounted signing, new cantilever and overhead signs and sign structures including entrance signs with Dynamic Message Signs (DMS). This project is located in Baltimore County, Baltimore City, Anne Arundel County, and Howard County.

This contract received a single bid. The procurement officer made several efforts to increase awareness of the project through direct solicitation and extension of the bid due date to offer prospective bidders sufficient time to respond. A single bid was received from McLean Contracting Company (McLean) and initially rejected due to issues with their MBE submittal. McLean protested and was able to demonstrate they met the MBE goal and the rejection was overturned. The procurement officer then evaluated McLean and determined their bid is fair and reasonable and that the firm is qualified to complete the specialized work in the contract (such as the ITS integrations and DMS signage).

RECOMMENDATION

To execute HT-3023-0000 – BHT Facility-Wide Signing Upgrades.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

AUTHORITY PROJECT SUMMARY

HT-3023-0000 BHT Facility Wide Signing Upgrades

PIN NUMBER 2614
CONTRACT NUMBER HT-3023-0000
CONTRACT TITLE BHT Facility Wide Signing Upgrades

PROJECT SUMMARY The work to be performed under this contract is located along the entire I-895 Baltimore Harbor Tunnel facility including ramps and some approaches to I-895. The project will upgrade signing including new ground mounted signing, new cantilever and overhead signs and sign structures including entrance signs with Dynamic Message Signs (DMS). This project is located in Baltimore County, Baltimore City, Anne Arundel County and Howard County.

SCHEDULE

ADVERTISEMENT DATE 6/2/2025
ANTICIPATED NOTICE TO PROCEED DATE Feb-26
DURATION (CALENDER DAYS) 730

MBE PARTICIPATION

OVERALL MBE
AFRICAN AMERICAN
ASIAN AMERICAN
HISPANIC AMERICAN
WOMEN
VSBE

(\$) Advertised GOAL (%)	Proposed GOAL (%)
20.00%	20.12%
0.00%	
0.00%	
0.00%	
0.00%	
1.00%	1.01%

ENGINEER'S ESTIMATE (EE) \$11,159,564.25

BID RESULTS

BID AMOUNT (\$) **% VARIANCE TO EE**

BID PROTEST YES ☒ NO ☐

Mclean Contracting Company \$12,800,000.00 14%

FUNDING SOURCE 100% **TOLL REVENUE**



Maryland
Transportation
Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Samantha J. Biddle Chair

Board Members:

Dontae Carroll	Cynthia D. Penny-Ardinger
Maricela Cordova	Jeffrey S. Rosen
William H. Cox, Jr.	Samuel D. Snead, MCP, MA
Mario J. Gangemi, P.E.	John F. von Paris

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: KB-3020-0000 – Curtis Creek Drawbridge Rehabilitation and Resiliency Project
DATE: December 18, 2025

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract No. KB-3020-0000 – Curtis Creek Drawbridge Rehabilitation and Resiliency Project.

SUMMARY

The work to be performed under this Contract is located on I-695 (Baltimore Beltway) at Curtis Creek. The scope of work includes superstructure rehabilitation work on both the inner and outer loop drawbridges to ensure continued operation of the structures as part of MDTA's ongoing system preservation efforts. The work includes replacement of portions of the concrete decks and parapets, strengthening the existing steel girders, repairing the existing steel catwalks, maintenance of traffic, replacement of traffic signals and low level lighting, and other miscellaneous repairs as detailed in the contract documents.

RECOMMENDATION

To execute Contract No. KB-3020-0000 – Curtis Creek Drawbridge Rehabilitation and Resiliency Project.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

ATHORITY PROJECT SUMMARY

KB-3020-0000 CURTIS CREEK DRAWBRIDGE REHABILITATION AND RESILIENCY PROJECT

PIN NUMBER 2619
CONTRACT NUMBER KB-3020-0000
CONTRACT TITLE Curtis Creek Drawbridge Rehabilitation and Resiliency Project

PROJECT SUMMARY The work to be performed under this Contract is located on I-695 (Baltimore Beltway) at Curtis Creek. The scope of work includes superstructure rehabilitation work on both the inner and outer loop drawbridges to ensure continued operation of the structures as part of MDTA's ongoing system preservation efforts. The work includes replacement of portions of the concrete decks and parapets, strengthening the existing steel girders, repairing the existing steel catwalks, maintenance of traffic, replacement of traffic signals and low level lighting and other miscellaneous repairs as detailed in the Contract documents.

SCHEDULE

ADVERTISEMENT DATE 6/24/2025
ANTICIPATED NOTICE TO PROCEED DATE Jan-26
DURATION (CALENDAR DAYS) 540

DBE PARTICIPATION

OVERALL MBE
AFRICAN AMERICAN
ASIAN AMERICAN
HISPANIC AMERICAN
WOMEN
NATIVE AMERICAN
VSBE

**(
Advertised
GOAL (%)**
**Proposed
GOAL (%)**

0.00% -
 - -
 - -
 - -
 - -
 - -
 0.00% -

ENGINEER'S ESTIMATE (EE) \$15,529,717.78

BID RESULTS

BID AMOUNT (\$) **% VARIANCE TO EE**

BID PROTEST YES ☐ NO ☒

Cianbro Corporation \$14,299,576.00 -8%
Kokosing Construction Company, Inc. \$15,304,998.20 -1%
M.D. Miller Co., Inc. T/A The Marksmen Co. \$16,280,832.28 5%

FUNDING SOURCE 52% TOLL REVENUE
 48% FEDERAL INFRA GRANT



**Maryland
Transportation
Authority**

Wes Moore, Governor
Aruna Miller, Lt. Governor
Samantha J. Biddle Chair

Board Members:

Dontae Carroll	Cynthia D. Penny-Ardinger
Maricela Cordova	Jeffrey S. Rosen
William H. Cox, Jr.	Samuel D. Snead, MCP, MA
Mario J. Gangemi, P.E.	John F. von Paris

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement, Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: MR-3040-000-000R – On-Call Miscellaneous Paving Repairs
DATE: December 18, 2025

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract No. MR-3040-000-000R – On-Call Miscellaneous Paving Repairs.

SUMMARY

This contract includes performing paving work on both asphalt and concrete pavement, as well as upgrades, and new construction related to concrete traffic barriers, roadside drainage features, and slope stabilization. All work under this contract will be performed as on-call work order assignments directed by the MDTA Engineer. The work under this contract will be performed at all MDTA facilities.

RECOMMENDATION

To execute Contract No. MR-3040-000-000R – On-Call Miscellaneous Paving Repairs.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

AUTHORITY PROJECT SUMMARY

MR-3040-000-000R - On-Call Miscellaneous Paving Repairs

PIN NUMBER 2653
CONTRACT NUMBER MR-3040-0000R
CONTRACT TITLE On-Call Miscellaneous Paving Repairs

PROJECT SUMMARY This contract includes performing paving work on both asphalt and concrete pavement, as well as upgrades, and new construction related to concrete traffic barriers, roadside drainage features and slope stabilization. All work under this contract will be performed as on-call work order assignments directed by the MDTA Engineer. The work under this contract will be performed at all Maryland Transportation Authority (MDTA) facilities.

SCHEDULE

ADVERTISEMENT DATE 9/11/2025
ANTICIPATED NOTICE TO PROCEED DATE Feb-26
DURATION (CALENDER DAYS) 1,095

MBE PARTICIPATION

OVERALL MBE
AFRICAN AMERICAN
ASIAN AMERICAN
HISPANIC AMERICAN
WOMEN
VSBE

(\$)	
Advertised	Proposed
GOAL (%)	GOAL (%)
19.00%	19.00%
0.00%	0.00%
0.00%	0.00%
0.00%	0.00%
0.00%	0.00%
1.00%	1.00%

ENGINEER'S ESTIMATE (EE) \$14,805,385.00

BID RESULTS

BID AMOUNT (\$) **% VARIANCE TO EE**

BID PROTEST YES ☐ NO ☒

Allan Myers MD, Inc.	\$12,998,211.12	-12%
Gray & Son, Inc.	\$13,415,370.42	-9%
P. Flanigan & Son, Inc.	\$14,282,253.42	-3%

FUNDING SOURCE 100% TOLL REVENUE

TAB 4



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Samantha J. Biddle, Chair

Board Members:
Dontae Carroll
Maricela Cordova
William H. Cox, Jr.
Mario J. Gangemi, P.E.
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead, MCP, MA
John F. von Paris

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement, Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: MDTA Electronic Toll Collection (ETC-3G) Customer Service Center Services, Contract NO. MA-2868-0000 – Contract Modification No. 5
DATE: December 18, 2025

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Modification No. 5 for Contract No. MA-2868-0000 with TransCore LP. Final approval of this Modification is contingent upon the Board of Public Works (BPW) approval at the next available meeting.

BACKGROUND

Contract MA 2868-000 was competitively solicited and awarded to Transcore Limited Partnership (aka Transcore, LP) on February 21, 2018, in the amount of \$200,428,772.81 to furnish and provide Customer Service Center Services and Systems for the operation of the Electronic Toll Collection System. To date, there have been four contract modifications. Modification No. 1 was approved by the BPW on July 22, 2022, for \$63,106,810.98. Modification No. 2 was approved by the BPW on July 7, 2023, for \$44,317,717.58. Modification No. 3 was approved by the BPW on August 28, 2024, for \$49,159,268.19. Lastly, Modification No. 4 was approved by the BPW on October 1, 2025. Modification No. 4 was a no-cost modification related to business requirements and a non-compensable time extension for certain phases of the contract. The current contract value is \$357,012,569.56.

The proposed Modification No. 5 includes an adjustment to the calculation of a Key Performance Indicator (KPI) and increases funding for new business requirements and Operations and Maintenance (O&M).

SUMMARY

As shown below, the net increase for Modification No. 5 is \$38,518,558.29. This includes an additional \$61,662,773.43 for O&M activities and the application of \$23,144,215.14 in unused funds from Years 1 and 2 of the contract. If approved, the new contract total will be \$395,531,127.85.

Modification #4 Contract Value	\$357,012,570
Modification #5 (O&M Activities)	
Pre-Registered Accounts	\$ 34,500,000
Other Recurring O&M Needs (routine postage, citations, NOTDs, etc.)	19,762,773
NOTD (second mailing & related postage)	4,800,000
Transponder fulfillment	2,600,000
	\$ 61,662,773
Unused Funds from Years 1 & 2	\$ (23,144,215)
Modification #5 (Net Increase)	\$ 38,518,558
New Total Contract Value	\$ 395,531,128

O&M: Modification No. 5 increases the original O&M line items for Phase IV in years 5 and 6 by \$61,662,773.43. The increase is primarily due to (1) changes in certain line items associated with the overnight transition to all-electronic tolling (AET) due to the COVID-19 pandemic; (2) correcting an error in pre-registered account quantities in the Request for Proposals; (3) the inclusion of new business requirements that support the MDTA's toll collection initiatives which are aimed at increasing the MDTA's revenue attainment (e.g., second payment warning notice and altering the bundling requirement for Notices of Toll Due mailings); and (4) transponder fulfillment.

KPI – Employee Turnover: Modification No. 5 changes the calculation of the annual turnover rate which is currently based on a 90-day probationary period to a 180-day probationary period. The purpose of this change is to provide a fair and more equitable way of calculating the annual turnover rate.

RECOMMENDATION

Approval of Contract Modification No. 5 for Contract No. MA-2868-0000 with TransCore LP.



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Samantha J. Biddle, Chair

Board Members:
Dontae Carroll
Maricela Cordova
William H. Cox, Jr.
Mario J. Gangemi, P.E.
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead, MCP, MA
John F. von Paris

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement, Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: MDTA Electronic Toll Collection (ETC-3G) Toll System and Services, Contract No. MA-2257-0000 – Contract Modification No. 4
DATE: December 18, 2025

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Modification No. 4 for Contract No. MA-2257-0000 with Kapsch TrafficCom USA Inc. Final approval of this Modification is contingent upon the Board of Public Works (BPW) approval at the next available meeting.

BACKGROUND

Contract MA 2257-000 was competitively solicited and awarded to Kapsch TrafficCom USA Inc. (Kapsch), on February 21, 2018, in the amount of \$71,911,342.78. The contract requires Kapsch to furnish and provide Operator Electronic Toll Collection Technology and Associated Subsystem Components and Services for the operation of the Electronic Toll Collection System. Modification No. 1 was approved on July 22, 2022, for \$8,764,758.28. Modification No. 2, a no-cost modification, was approved on July 7, 2023. Modification No. 3 was approved on August 28, 2024, for \$16,130,376.68. The current contract value is \$96,806,477.74.

The proposed Modification No. 4 will (1) update the language of the Key Performance Indicators (KPI) for Video Toll Review and Trip Building; and (2) increase the original Operations and Maintenance (O&M) line items due to the conversion from cash to All-Electronic Tolling (AET) and the completion of task orders related to the I-95 Express Toll Lanes (ETL) Northbound Extension, and double blind image review being performed by Kapsch's subcontract IntelliRoad.

SUMMARY

As shown in the table below, the net increase of Modification No. 4 is \$19,788,506.44. This includes an additional \$21,890,738.00 in funds for O&M activities and the application of \$2,102,231.56 in unused funds from Years 1 and 2 of the Contract. If approved, the new contract total will be \$116,594,984.18.

Modification #3 Contract Value	\$ 96,806,478
Modification #4 (O&M Activities)	
AET - O&M Support of Lane Equipment	\$ 5,890,738
IntelliRoad Image Reviews	5,000,000
Other (FSK Rebuild, I-95 ETL adjustments, force majeure, etc.)	<u>11,000,000</u>
	\$ 21,890,738
Unused Funds from Years 1 & 2	\$ (2,102,232)
Modification #4 (Net Increase)	\$ 19,788,506
New Total Contract Value	\$ 116,594,984

O&M: Modification No. 4 will increase Phase IV O&M line items by \$5,890,738.00 for years 5 and 6. The increase is due to the earlier than anticipated conversion from cash to AET during the COVID-19 pandemic. Additionally, \$5,000,000.00 is being added to the contract to create an operating line item for double-blind image review. The modification also reflects the inclusion of additional allowance funding in the amount of \$11,000,000.00 to complete the Francis Scott Key (FSK) Bridge Rebuild, account for I-95 ETL cost adjustments, force majeure incidents, MD Integrated System for Transaction Analytics and Reporting, and future task orders to improve and enhance customer service.

KPI – Double-Blind Reviews: As a result of the implementation of double-blind image review, trip processing will change. Double-blind image review will enhance image review accuracy to minimize the number of customers receiving incorrect bills due to incorrect license plate data. This helps to maximize revenue by reducing the number of rejection errors and toll disputes.

The amended KPI contract language accounts for the inclusion of double-blind image review as part of the quality image review process.

RECOMMENDATION

Approval of Contract Modification No. 4 for Contract No. MA-2257-0000 with Kapsch TrafficCom USA Inc.

TAB 5



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Samantha J. Biddle, Chair

Board Members:
Dontae Carroll
Maricela Cordova
William H. Cox, Jr.
Mario J. Gangemi, P.E.
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead, MCP, MA
John F. von Paris

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Planning & Program Development, Melisa Williams
SUBJECT: Chesapeake Bay Crossing Study: Tier 2 NEPA Decision: MDTA's Recommended Preferred Alternative
DATE: December 18, 2025

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to seek your approval of Alternative C as MDTA's Recommended Preferred Alternative for the Chesapeake Bay Crossing Study: Tier 2 NEPA and proceed with public hearings in early February 2026.

SUMMARY

The Chesapeake Bay Crossing Study: Tier 2 NEPA (Tier 2 Study) is a National Environmental Policy Act (NEPA) study underway by the Maryland Transportation Authority (MDTA). The purpose of the Tier 2 Study is to address existing and future transportation capacity needs and access across the Chesapeake Bay and at the Chesapeake Bay Bridge approaches along the U.S. 50/301 corridor. The Tier 2 Study is evaluating measures to reduce congestion; improve travel times and reliability, mobility, and roadway deficiencies; and accommodate maintenance activities and navigation. The Tier 2 Study is also considering objectives for environmental responsibility, as well as cost and financial responsibility.

This memorandum outlines the Maryland Transportation Authority's (MDTA's) Recommended Preferred Alternative (MDTA-RPA), Alternative C, for the Tier 2 Study. This alternative maintains the six existing lanes on the Western Shore, increases capacity to eight lanes across the Bay, and maintains the six existing lanes on the Eastern Shore. Alternative C includes a southern bridge location, with one new span located just south of the existing Bay Bridge spans and one span between the existing spans. The existing spans would be removed. It also includes transit-

related and Transportation Systems Management (TSM)/Transportation Demand Management (TDM) improvements, and further consideration of a shared use path option.

The MDTA respectfully requests your approval of this alternative so the proposed February 2026 Public Hearings for the Chesapeake Bay Crossing Study: Tier 2 NEPA (Tier 2 Study) may proceed. Holding these hearings in February 2026 is essential to meet the federally required two-year NEPA schedule. It is anticipated that the Federal Highway Administration (FHWA) will identify their selected alternative in their Record of Decision (ROD) in November 2026.

ANALYSIS

MDTA's RPA, Alternative C, provides two new four-lane bridge spans with shoulders across the Chesapeake Bay. It removes the existing Bay Bridge spans, thereby addressing existing roadway deficiencies, supporting future maintenance needs, and providing higher navigational clearance consistent with the new Key Bridge and recent recommendations by the National Transportation Safety Board (NTSB). Alternative C also has the lowest cost and the least environmental impacts compared to the other build alternatives.

The alternatives studied by MDTA include the No-Build and six build alternatives. All of the build alternatives include removal of the existing spans, transit-related and Transportation Systems Management (TSM)/Transportation Demand Management (TDM) improvements, and consideration of a shared use path option. Summaries of the alternatives are included below.

Alternative A (No-Build): Retains the existing six lanes along U.S. 50/301 on the Western Shore, five lanes across the existing Chesapeake Bay Bridge, and existing six lanes along U.S. 50/301 on the Eastern Shore.

Alternative B: Maintains the six existing lanes along U.S. 50/301 on the Western Shore, increases capacity to eight lanes across the Bay, and maintains the six existing lanes on the Eastern Shore. Alternative B includes a northern bridge location, with one span located just north of the existing spans and one span between the existing spans.

Alternative C (MDTA-RPA): The MDTA RPA maintains the six existing lanes along U.S. 50/301 on the Western Shore, increases capacity to eight lanes across the Bay, and maintains the six existing lanes on the Eastern Shore. Alternative C includes a southern bridge location, with one span located just south of the existing spans and one span between the existing spans.

Alternative D: Increases U.S. 50/301 capacity on the Western Shore to eight lanes, increases capacity to eight lanes across the Bay, and increases capacity on the Eastern Shore to eight lanes. Alternative D includes a northern bridge location, with one span located just north of the existing spans and one span between the existing spans.

Alternative E: Increases U.S. 50/301 capacity on the Western Shore to eight lanes, increases capacity to eight lanes across the Bay, and increases capacity on the Eastern Shore to eight lanes. Alternative E includes a southern bridge location, with one span located just south of the existing spans and one span between the existing spans.

Alternative F: Increases U.S. 50/301 capacity on the Western Shore to eight lanes, increases capacity to ten lanes across the Bay, and increases capacity on the Eastern Shore to eight lanes. Alternative F includes a northern bridge location, with one span located just north of the existing spans and one span between the existing spans.

Alternative G: Increases U.S. 50/301 capacity on the Western Shore to eight lanes, increases capacity to ten lanes across the Bay, and increases capacity on the Eastern Shore to eight lanes. Alternative G includes a southern bridge location, with one span located just south of the existing spans and one span between the existing spans.

The MDTA RPA is the alternative that MDTA believes would best fulfill the study's purpose and need in consideration of environmental impacts and cost. The public and agencies will have the opportunity to provide comments on the MDTA-RPA and the forthcoming Draft Environmental Impact Statement (DEIS) during the Public Hearings in February 2026 and associated official comment period. The Federal Highway Administration (FHWA) will identify their Selected Alternative in the Record of Decision (ROD) anticipated Fall 2026.

ATTACHMENT

- PPT Presentation

Chesapeake
BAY CROSSING STUDY
TIER 2 NEPA

MDTA Board Meeting

December 18, 2025

Why a New Bridge is Needed

- ▶ Not enough travel lanes
- ▶ Severe bottleneck at the Bay Bridge
- ▶ Frequent two-way operations
- ▶ Narrow lanes and no shoulders
- ▶ Aging bridge spans
- ▶ Ship height clearance constraints

The Recommendation: A New Modern Bay Bridge

- ▶ Replaces existing spans with two new four-lane spans
- ▶ Limits frequent two-way operations
- ▶ Provides:
 - Full shoulders for maintenance and emergencies
 - 230-foot navigation clearance
 - Transit commitments
- ▶ Includes Optional Shared-Use Path (SUP)

Alternative C is the Study Team's Recommended Preferred Alternative

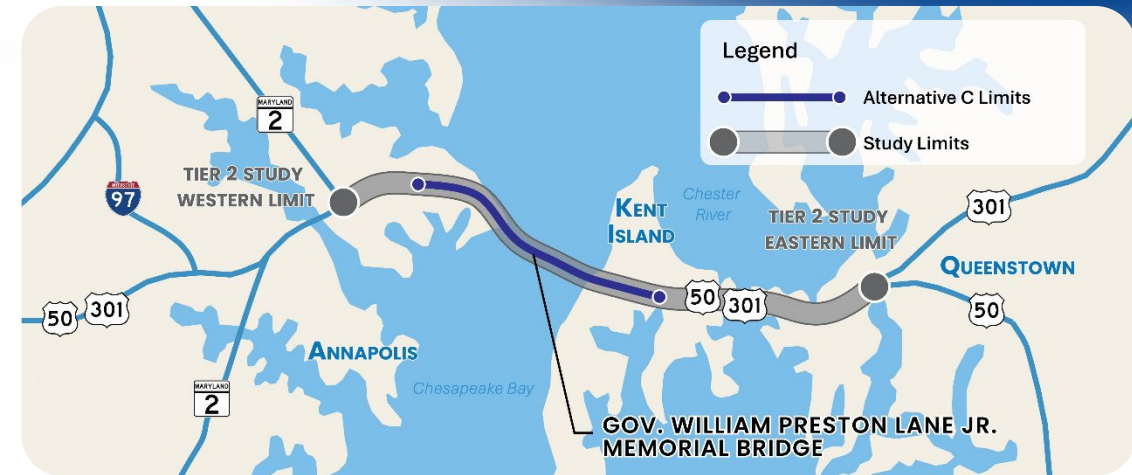
- Removes the bottleneck at the Bay Bridge in both directions on a non-summer weekday and eastbound on a summer weekend day.
- Has the least environmental impact to:
 - Parks
 - Historic properties
 - Private properties
 - Wetlands, non-tidal surface waters, and other natural resources
- Is the least costly alternative.
 - Without SUP: \$14.8 to 16.4 Billion*
 - With Optional SUP: \$16.1 to \$17.6 Billion*

**This is a planning level cost estimate.*

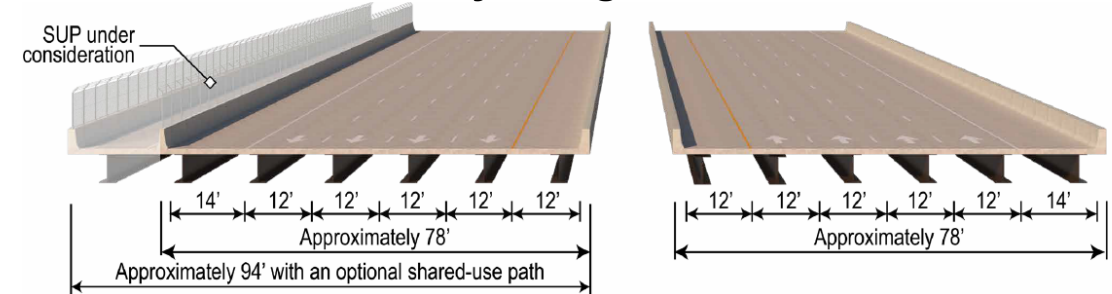


Alternative C Design Features

- Includes two new four-lane bridge spans with full shoulders across the Chesapeake Bay, including:
 - 12-foot wide travel lanes
 - 12-foot-wide shoulders along the median and 14-foot wide outside shoulders
 - 230 feet vertical clearance to the underside of the main span
 - 3.0% maximum bridge grade
- Locates a new eastbound structure south of the existing eastbound span.
- Locates a new westbound structure between the two existing spans.
- Includes pier protection to meet current standards.
- Includes financial commitments for transit-related improvements and an optional bicycle and pedestrian shared-use path.
- Widens U.S. 50/301 to eight lanes (four per direction) from west of Oceanic Drive to east of Cox Creek to allow sufficient room to transition to the new bridge crossing, including:
 - 12-foot-wide shoulders along the median and outside travel lanes

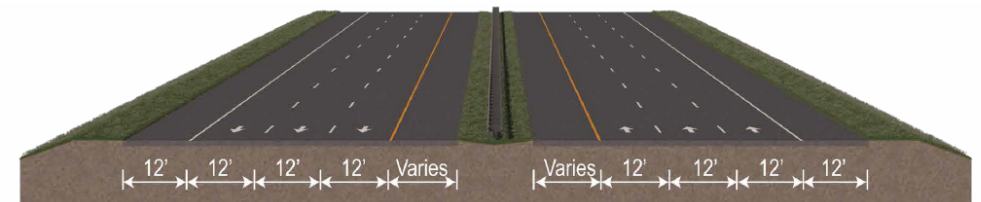


New Bay Bridge – 8 Lanes



Note: The typical section does not represent the locations of the structures relative to the existing structures or each other.

Western and Eastern Shore – 6 Lanes



Economic Benefits

The MDTA used regional economic analysis models to estimate the impact of the alternatives on the economy and employment. Based on the economic analysis, Alternative C would have the following benefits from construction:

Construction Phase:

- Brings between \$17 to \$23 billion into the local economy
- Creates 61,300 to 75,600 jobs (with 76% direct employment of construction workers)
- Creates \$4.2 to \$6 billion in wages during the construction period
- Boosts the regional GDP by \$10.5 to \$12.9 billion (includes value added from direct on-site workers, indirect supply chain value added, and induced spending by workers)



Economic Benefits (Cont'd)

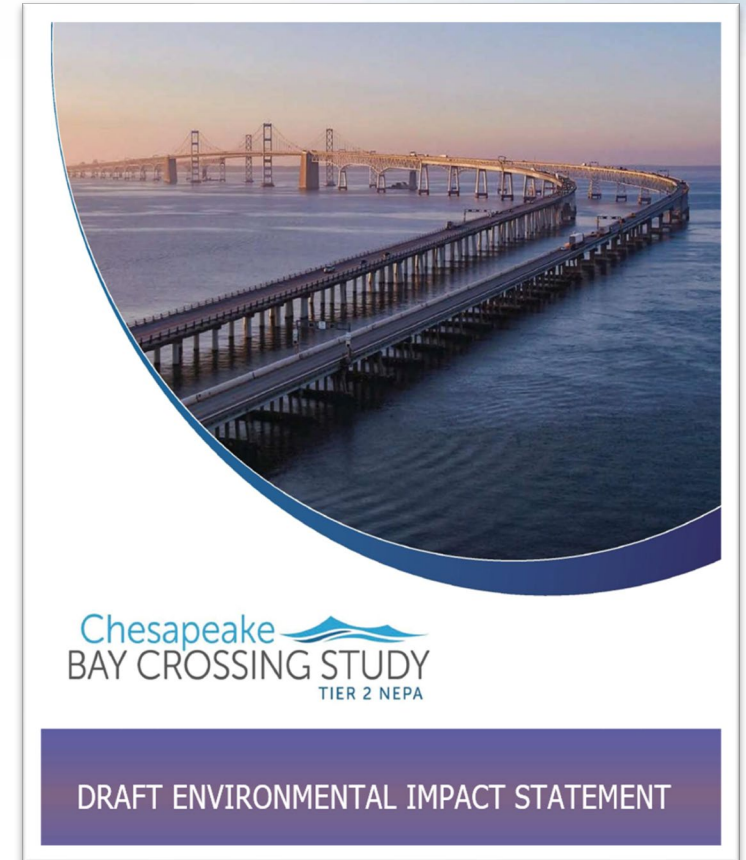
Port of Baltimore Benefits from Bay Bridge Improvements:

- Matches the 230-foot vertical clearance of the new Francis Scott Key Bridge
- Maintains the shipping channel through the Chesapeake Bay, providing clearance for larger cargo carriers and cruise lines
- Allows for larger vessels, which will allow more cargo and increased revenue
- Contributes to additional port, rail, trucking, and construction jobs through increased port activity
- Attracts companies that rely on large shipments
- Allows Baltimore to continue to be a top-tier port on the East Coast



What's Next

- ▶ The Draft EIS, which will share MDTA's Recommended Preferred Alternative, is anticipated to be published in January 2026.
- ▶ Draft EIS public hearings are anticipated in February 2026.
 - Two in-person public hearings
 - One virtual public hearing



Anticipated Next Steps following the DEIS Public Hearings



NOVEMBER 2026

Tier 2 Study Final EIS/ROD
Selected Alternative
Identified



**FALL 2026 –
SPRING 2028**

Procurement for
Final Design



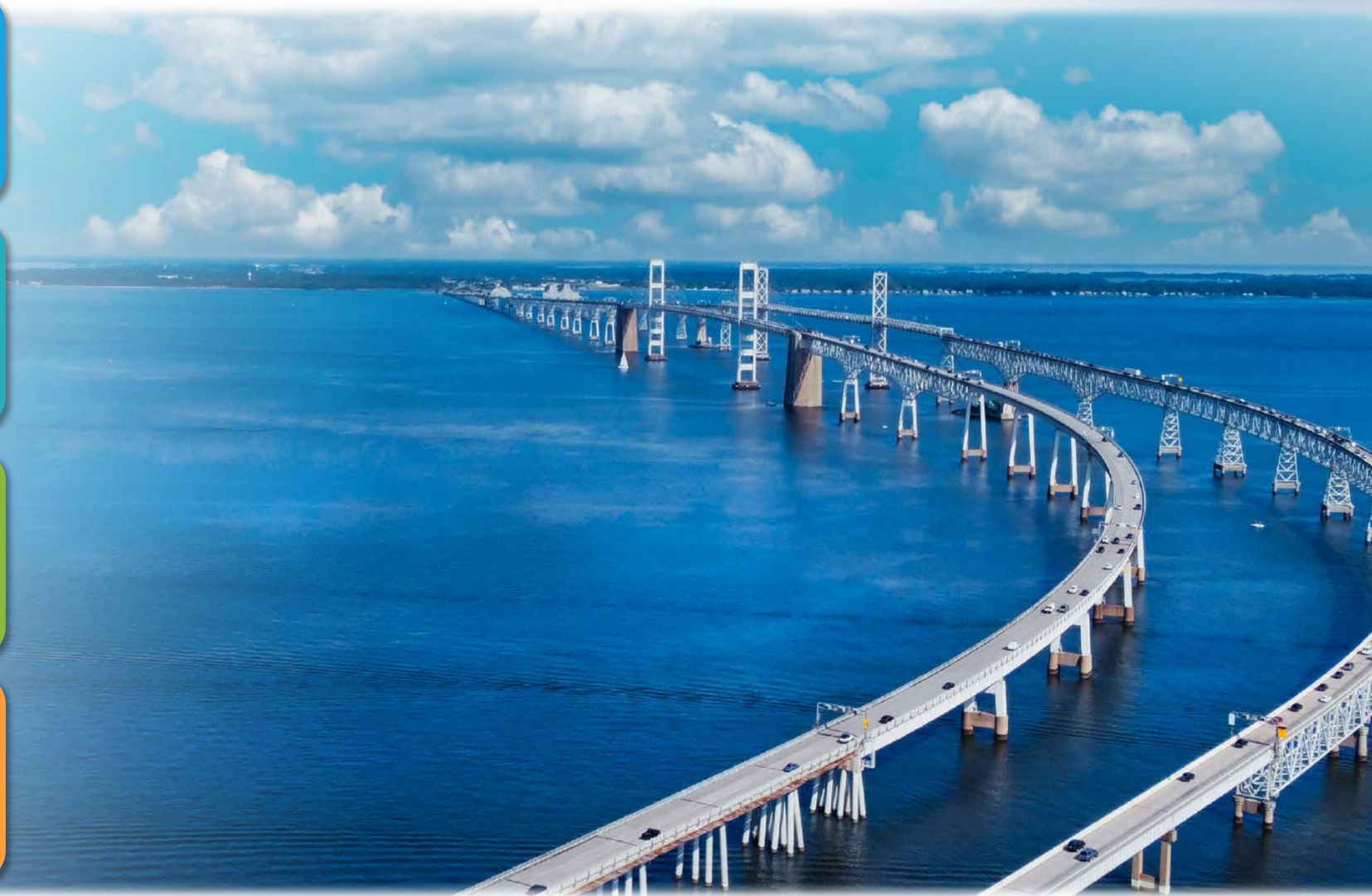
SPRING 2028

Begin Final Design



SUMMER 2032

Begin Construction



Chesapeake BAY CROSSING STUDY

TIER 2 NEPA

Thank you!



TAB 6



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Samantha J. Biddle, Chair

Board Members:
Dontae Carroll
Maricela Cordova
William H. Cox, Jr.
Mario J. Gangemi, P.E.
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead, MCP, MA
John F. von Paris

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Manager of Government Affairs Bradley Ryon
SUBJECT: Legislative Proposal for 2026 Maryland Legislative Session – Class G Tolling
DATE: December 18, 2025

PURPOSE

To obtain approval from the Maryland Transportation Authority (MDTA) Board for a 2026 legislative proposal to allow the MDTA to notice the owner of a Class G vehicle (trailer) when the owner of the motorized vehicle cannot be determined.

SUMMARY

Maryland Code, Transportation §21-1414 uses the term “motor vehicle” throughout the statute to describe MDTA’s ability to issue a Notice of Toll Due (NOTD) or Citation for toll transactions that are not paid at the time of travel via a valid *E-ZPass* account.

The term “motor vehicle” is defined in Maryland Code, Transportation (TR) §11-135 as a vehicle that is self-propelled and not operated on rails. MDTA’s corresponding regulations in COMAR 11.07.07.02 B (28) references TR §11-135 for the definition of a motor vehicle.

By definition, a Class G vehicle operating on MDTA roadways is not self-propelled since it cannot be driven without using a motorized vehicle. Consequently, the owner of the Class G vehicle cannot be noticed since the trailer does not meet the definition of a motor vehicle subject to noticing under State law. This proposal would allow NOTDs to be issued to the registered owner of a Class G vehicle when the license plate of the motorized vehicle towing the Class G vehicle (camper, horse trailer, etc.) is not clearly visible/identified. The Class G license plate would be used as a last resort to collect the tolls due. Class G vehicles include utility trailers (such as those used by landscaping companies), boat trailers, camping trailers, freight trailers, or semi-trailers.

If approved by the Board, this proposal will be submitted during the 2026 Maryland General Assembly Legislative Session as a Department of Transportation departmental bill.

ANALYSIS

In order to issue a toll notice to a vehicle, an image of the front or rear license plate of the motor vehicle must be captured. If both the front and rear license plates of a motor vehicle are missing, obscured, or the image of the plate is not useable for tolling purposes, sending a NOTD to the registered owner is impossible and results in a loss of revenue for MDTA. One way to capture this type of lost revenue is to have the ability to toll the registered owner of the Class G vehicle (trailer) that is attached to the motor vehicle.

As an example of the revenue impact, the MDTA's inability to collect tolls from a motor vehicle with an obscured or missing front mounted license plate results in the dismissal of about 670,000 vehicle transactions. The MDTA estimates that it loses approximately \$14.6 million annually in uncollected revenue from all 3+ axle vehicles due to its inability to notice the owner of a Class G vehicle.

The owner of the Class G vehicle still would be able to transfer liability to the registered owner of the motorized vehicle. For example, MDTA would accept a Rate Confirmation document or another legal binding agreement document as proof of liability that is used within the trucking industry. The MDTA would also accept the bill of lading or shipping documents as proof of liability.

If MDTA is given authority to send NOTDs to the registered owner of the Class G vehicle, tolls could be collected which support the operation and maintenance of MDTA facilities. This proposal would improve MDTA's collection efforts and revenue attainment.

If passed, the proposed legislation would take effect January 1, 2027.

RECOMMENDATION

Approval of the legislative proposal that would allow the MDTA to notice the owner of a Class G vehicle (trailer).

ATTACHMENTS

- Class G PowerPoint
- Legislative Bill Language



Maryland
Transportation
Authority

Class G Vehicle Proposed Legislation

2026 Maryland Legislative Session



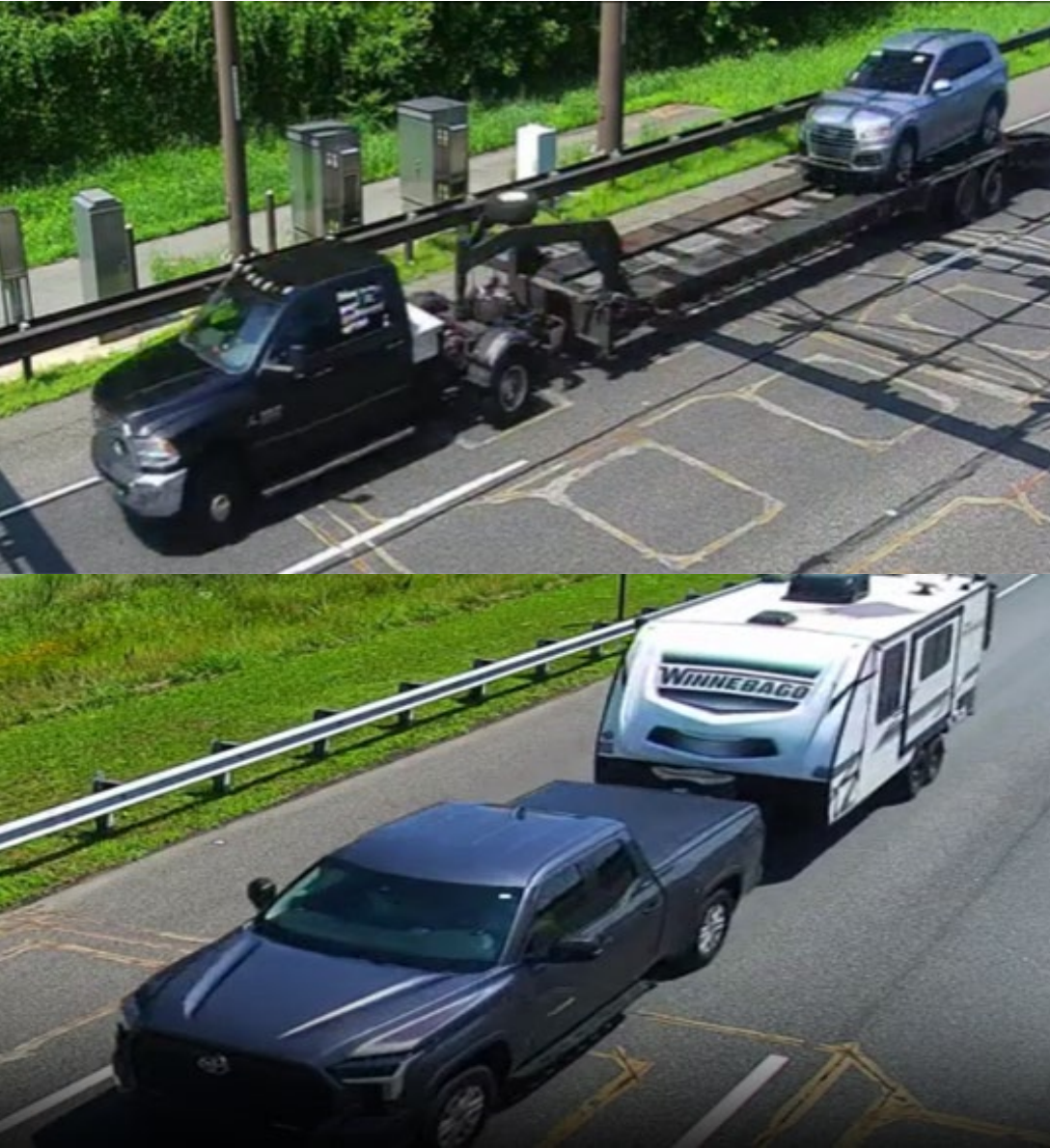
What is a Class G Vehicle?

- Maryland's Transportation Article, §13–927, defines a class G vehicle as a trailer or semitrailer that can be classified as “nonfreight” or “freight”.
- A nonfreight trailer or semitrailer is a vehicle designed for towing by a Class A (passenger) vehicle, a Class M (multipurpose) vehicle, or a Class E (truck) vehicle.
 - Examples include boat trailers, camping trailers, travel trailers, horse trailers, or utility trailers.
- A freight trailer or semitrailer shall be designed for towing by a Class E (truck) or Class F (tractor) vehicle.



The Legislative Proposal

- By definition, a Class G vehicle operating on MDTA roadways is not self-propelled since it cannot be driven without using a motorized vehicle.
 - Consequently, the owner of the Class G vehicle cannot be sent a Notice of Toll Due (NOTD) since the trailer does not meet the definition of a motor vehicle subject to noticing under State law. Maryland law requires the MDTA to use either the front or rear license plate on a motorized vehicle for tolling purposes.
- When the front and rear license plates on a motor vehicle are missing, obscured, or the image of the plate is not useable for tolling purposes, the proposed legislation authorizes the MDTA to notice the owner of a “Class G vehicle” for a toll that is incurred.





Why is this Proposal Needed?

- In order to issue a NOTD to a vehicle, an image of the front or rear license plate of the motor vehicle must be captured.
 - Missing or obscured plates can make sending a NOTD to the registered owner impossible and results in a loss of revenue for the MDTA.
 - There are numerous states that DO NOT require a front license plate for non-commercial vehicles, such as Delaware, North Carolina, and Pennsylvania.

- This proposal would improve MDTA's collection efforts and revenue attainment.
 - The MDTA estimates that it loses approximately \$14.6 million annually in uncollected revenue due to its inability to notice the owner of a Class G vehicle.
 - One way to capture this type of lost revenue is to have the ability to toll the register owner of the Class G vehicle (trailer) when the owner of the motorized vehicle cannot be determined.

Do Other States Notice Class G Vehicles?

- **Ohio, Pennsylvania, and Rhode Island** use the license plate on a Class G vehicle for tolling purposes.
 - These states use a Class G vehicle's plate for tolling purposes as a last option when there is no readable license plate image for the vehicle pulling the trailer.
 - Like these states, Maryland would notice Class G vehicles as a last option - current tolling procedures would remain the same.



Transfer of Liability

- The MDTA's policy regarding transfer of liability would not be changed; therefore, the owner of the Class G vehicle still can transfer toll liability to the registered owner of the motorized vehicle.
 - For example, the MDTA would accept the Rate Confirmation document or another legally binding agreement document that is used within in the trucking industry as proof of liability.
 - The MDTA would also accept the bill of lading or shipping document as proof of liability. This document lists the name of the company responsible for transporting the load.



A BILL ENTITLED

AN ACT concerning

Article - Transportation

FOR THE PURPOSE OF ALLOWING THE MARYLAND TRANSPORTATION AUTHORITY TO NOTICE THE REGISTERED OWNER OF A CLASS G VEHICLE CLASSIFIED AS FREIGHT OR NONFREIGHT

BY repealing and reenacting, with amendments,
Article - Transportation
Section 21-1414
Annotated Code of Maryland

SECTION 1: BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
That the Laws of Maryland read as follows:

§21–1414.

(a) (1) In this section the following words have the meanings indicated.

(2) “Authority” means the Maryland Transportation Authority

(3) “CLASS G VEHICLE” IS AS DEFINED UNDER §13–927 OF THIS ARTICLE.

[(3)] (4) “Electronic toll collection” means a system in a toll collection facility that is capable of collecting information from a motor vehicle **OR CLASS G VEHICLE** for use in charging tolls.

[(4)] (5) “Notice of toll due” or “notice” means an administrative notice of a video toll transaction.

[(5)] (6) “Person alleged to be liable” means:

(i) The registered owner of a motor vehicle **OR CLASS G VEHICLE** involved in a video toll transaction; or

(ii) A person to whom a registered owner of a motor vehicle **OR CLASS G VEHICLE** has transferred liability for a video toll transaction in accordance with this section and the regulations of the Authority.

[(6)] (7) “Recorded image” means an image of a motor vehicle **OR CLASS G VEHICLE** passing through a toll collection facility recorded by a video monitoring system:

(i) On:

1. One or more photographs, micrographs, or electronic images;
2. Videotape; or
3. Any other medium; and

(ii) Showing either the front or rear of the motor vehicle **OR CLASS G VEHICLE** on at least one image or portion of tape and clearly identifying the license plate number and state of the motor vehicle **OR CLASS G VEHICLE**.

[(7)] (8) “Registered owner” means, with respect to a motor vehicle **OR CLASS G VEHICLE**, the person or persons designated as the registered owner in the records of the government agency that is responsible for motor vehicle **OR CLASS G VEHICLE** registration.

[(8)] (9) “Toll collection facility” means any point on an Authority highway where a toll is incurred and is required to be paid.

[(9)] (10) “Toll violation” means the failure to pay a video toll within the time prescribed by the Authority in a notice of toll due.

[(10)] (11) “Video monitoring system” means a device installed to work in conjunction with a toll collection facility that produces a recorded image when a video toll transaction occurs.

[(11)] (12) “Video toll” means the amount assessed by the Authority when a video toll transaction occurs.

[(12)] (13) “Video toll transaction” means any transaction in which a motor vehicle **OR CLASS G VEHICLE** does not or did not pay a toll at the time of passage through a toll collection facility with a video monitoring system.

(b) (1) Except as provided in subsection (g) of this section, the registered owner of a motor vehicle **OR CLASS G VEHICLE** shall be liable to the Authority for payment of a video toll as provided for in the regulations of the Authority.

(2) The Authority shall send the registered owner of a motor vehicle **OR CLASS G VEHICLE** that has incurred a video toll a notice of toll due.

(3) Except as provided in subsection (g) of this section, the person alleged to be liable who receives a notice of toll due shall have at least 30 days to pay the video toll.

(c) (1) Failure of the person alleged to be liable to pay the video toll under a notice of toll due by the date stated on the notice shall constitute a toll violation subject to a civil citation and a civil penalty, which shall be assessed 15 days after the toll violation occurs, as provided for in the regulations of the Authority.

(2) A registered owner of a motor vehicle **OR CLASS G VEHICLE** shall not be liable for a civil penalty imposed under this section if the operator of the motor vehicle **OR CLASS G VEHICLE** has been convicted of failure or refusal to pay a toll under § 21–1413 of this subtitle for the same violation.

(d) (1) The Authority or its duly authorized agent shall send a citation via first-class mail, no later than 60 days after the toll violation, to the person alleged to be liable under this section.

(2) Personal service of the citation on the person alleged to be liable shall not be required, and a record of mailing kept in the ordinary course of business shall be admissible evidence of the mailing of the notice of toll due and citation.

(3) A citation shall contain:

- (i) The name and address of the person alleged to be liable under this section;
- (ii) The license plate number and state of registration of the motor vehicle **OR CLASS G VEHICLE** involved in the video toll transaction;
- (iii) The location where the video toll transaction took place;
- (iv) The date and time of the video toll transaction;
- (v) The amount of the video toll and the date it was due as stated on the notice of toll due;
- (vi) A copy of the recorded image;
- (vii) A statement that the video toll was not paid before the civil penalty was assessed;
- (viii) The amount of the civil penalty; and
- (ix) The date by which the video toll and civil penalty must be paid.

(4) A citation shall also include:

- (i) Information advising the person alleged to be liable under this section of the manner and the time in which liability alleged in the citation may be contested;

(ii) The statutory defenses described in subsection (g) of this section that were originally included in the notice of toll due; and

(iii) A warning that failure to pay the video toll and civil penalty, to contest liability in the manner and time prescribed, or to appear at a trial requested is an admission of liability and a waiver of available defenses and may result in the refusal or suspension of the motor vehicle **OR CLASS G VEHICLE** registration and referral for collection.

(5) A person alleged to be liable receiving the citation for a toll violation under this section may:

(i) Pay the video toll and the civil penalty directly to the Authority; or

(ii) Elect to stand trial for the alleged violation.

(6) (i) If the person alleged to be liable under this section fails to elect to stand trial or to pay the prescribed video toll and civil penalty within 30 days after mailing of the citation, or is adjudicated to be liable after trial, or fails to appear at trial after having elected to stand trial, the Authority or its duly authorized agent may:

1. Collect the video toll and the civil penalty by any means of collection as provided by law; and

2. Notify the Administration of the failure to pay the video toll and civil penalty in accordance with subsection (i) of this section.

(ii) No additional hearing or proceeding is required before the Administration takes action with respect to the motor vehicle **OR CLASS G VEHICLE** of the registered owner under subsection (i) of this section.

(e) (1) A certificate alleging that a toll violation occurred and that the video toll payment was not received before the civil penalty was assessed, sworn to or affirmed by a duly authorized agent of the Authority, based upon inspection of a recorded image and electronic toll collection records produced by an electronic toll collection video monitoring system shall be evidence of the facts contained therein and shall be admissible in any proceeding alleging a violation under this section without the presence or testimony of the duly authorized agent who performed the requirements under this section.

(2) The citation, including the certificate, shall constitute prima facie evidence of liability for the toll violation and civil penalty.

(f) Adjudication of liability under this section:

- (1) Shall be based upon a preponderance of evidence;
- (2) May not be deemed a conviction of a registered owner of a motor vehicle under the Motor Vehicle Code;
- (3) May not be made part of the registered owner's motor vehicle operating record; and
- (4) May not be considered in the provision of motor vehicle insurance coverage.

(g) (1) If, at the time of a video toll transaction, a motor vehicle **OR CLASS G VEHICLE** is operated by a person other than the registered owner without the express or implied consent of the registered owner, and if the registered owner by the date stated on the notice of toll due provides the Authority or its duly authorized agent with a notarized admission by the person accepting liability which shall include that person's name, address, and driver's license identification number, then the person accepting liability shall be liable under this section and shall be sent a notice of toll due.

(2) If the registered owner is a lessor of motor vehicles **OR CLASS G VEHICLES**, and at the time of the video toll transaction the motor vehicle **OR CLASS G VEHICLE** involved was in the possession of a lessee, and the lessor by the date stated on the notice of toll due provides the Authority or its duly authorized agent with a copy of the lease agreement or other documentation acceptable to the Authority identifying the lessee, including the person's name, address, and driver's license identification number or federal employer identification number, then the lessee shall be liable under this section and shall be sent a notice of toll due.

(3) If the motor vehicle **OR CLASS G VEHICLE** involved in a video toll transaction is operated using a dealer or transporter registration plate, and at the time of the video toll transaction the motor vehicle **OR CLASS G VEHICLE** was under the custody and control of a person other than the owner of the dealer or transporter registration plate, and if the owner of the dealer or transporter registration plate by the date stated on the notice of toll due provides to the Authority or its duly authorized agent a copy of the contractual agreement or other documentation acceptable to the Authority identifying the person, including the person's name, address, and driver's license identification number, who had custody and control over the motor vehicle **OR CLASS G VEHICLE** at the time of the video toll transaction, then that person and not the owner of the dealer or transporter registration plate shall be liable under this section and shall be sent a notice of toll due.

(4) IF A CLASS G VEHICLE INVOLVED IN A VIDEO TOLL TRANSACTION WAS IN THE CUSTODY AND CONTROL OF A MOTOR VEHICLE IN TOW, AND IF THE REGISTERED OWNER OF THE CLASS G VEHICLE BY THE DATE STATED ON THE NOTICE OF TOLL DUE PROVIDES TO THE AUTHORITY OR ITS DULY AUTHORIZED AGENT A COPY OF THE CONTRACTUAL AGREEMENT OR OTHER DOCUMENTATION ACCEPTABLE TO THE AUTHORITY IDENTIFYING THE PERSON, INCLUDING THE PERSON’S NAME, ADDRESS, AND DRIVER’S LICENSE IDENTIFICATION NUMBER, WHO HAD CUSTODY AND CONTROL OVER THE CLASS G VEHICLE AT THE TIME OF THE VIDEO TOLL TRANSACTION, THEN THAT PERSON AND NOT THE OWNER OF THE CLASS G VEHICLE SHALL BE LIABLE UNDER THIS SECTION AND SHALL BE SENT A NOTICE OF TOLL DUE.

[(4)] (5) If a motor vehicle, **CLASS G VEHICLE** or registration plate number is reported to a law enforcement agency as stolen at the time of the video toll transaction, and the registered owner by the date stated on the notice of toll due provides to the Authority or its duly authorized agent a copy of the police report substantiating that the motor vehicle **OR CLASS G VEHICLE** was stolen at the time of the video toll transaction, then the registered owner of the motor vehicle **OR CLASS G VEHICLE** is not liable under this section.

(i) (1) The Administration shall refuse or suspend the registration of a motor vehicle **OR CLASS G VEHICLE** that incurs a toll violation under this section if:

(i) The Maryland Transportation Authority notifies the Administration that a registered owner of the motor vehicle **OR CLASS G VEHICLE** has been served with a citation in accordance with this section and has failed to:

1. Pay the video toll and the civil penalty for the toll violation by the date specified in the citation; and

2. Contest liability for the toll violation by the date identified and in the manner specified in the citation; or

(ii) The Maryland Transportation Authority or the District Court notifies the Administration that a person who elected to contest liability for a toll violation under this section has failed to:

1. Appear for trial or has been determined to be guilty of the toll violation; and

2. Pay the video toll and civil penalty.

(2) In conjunction with the Maryland Transportation Authority, the Administration may adopt regulations and develop procedures to carry out the refusal or suspension of a registration under this subsection.

(3) The procedures in this subsection are in addition to any other penalty provided by law for a toll violation under this section.

(4) This subsection may be applied to enforce a reciprocal agreement entered into by the State and another jurisdiction in accordance with § 21–1415 of this subtitle.

SECTION 2. AND BE IT FURTHER ENACTED THAT THIS ACT SHALL TAKE EFFECT
JANUARY 1, 2027.



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Samantha J. Biddle, Chair

Board Members:
Dontae Carroll
Maricela Cordova
William H. Cox, Jr.
Mario J. Gangemi, P.E.
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead, MCP, MA
John F. von Paris

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Manager of Government Affairs Bradley Ryon
SUBJECT: Legislative Proposal for 2026 Maryland Legislative Session – Revenue Bond Cap Increase
DATE: December 18, 2025

PURPOSE

To obtain approval from the Maryland Transportation Authority (MDTA) Board for a 2026 legislative proposal to increase the MDTA's revenue bond cap to \$5 billion from \$4 billion.

SUMMARY

Md. Code, Transportation §4–306 establishes that “revenue bonds secured by toll revenue may be issued in any amount as long as the aggregate outstanding and unpaid principal balance of the revenue bonds secured by toll revenue and revenue bonds of prior issues does not exceed \$4,000,000,000 on June 30 of any year.” The legislative proposal seeks to increase MDTA's bonding limit to \$5 billion from \$4 billion in response to near term financing needs associated with the toll facilities capital preservation program, as well as financing needs specific to the Francis Scott Key (FSK) Bridge reconstruction prior to Federal Highway Administration (FHWA) reimbursements and potential legal recovery.

If approved by the Board, this proposal will be submitted during the 2026 Maryland General Assembly Legislative Session as a Department of Transportation departmental bill.

ANALYSIS

The proposed legislation is needed because there is an implicit need to provide interim financing for all FSK Bridge reconstruction costs. Along with the reimbursement driver, the six-year capital program, excluding the FSK Bridge, exceeds \$3 billion. Depending on the federal reimbursement speed, FSK Bridge financing needs may cause debt to rise more quickly during the six-year program period and exceed the \$4 billion bonding limit in fiscal year 2027.

Lower bonding limit hampers the legally required capital maintenance of the tolling facilities. Some portion of capital preservation projects is financed over the useful lives of the improvements and the remaining portion is funded on a PAYGO basis from net operating revenues. Recognizing the legal requirement to maintain the facilities in good working condition, a bonding capacity of less than \$5 billion could require a larger increase in tolling rates/revenues to support a larger proportion of PAYGO funding. Additionally, the need to fund the FSK Bridge reconstruction costs prior to federal reimbursements may necessitate substantial short-term financings during the multiyear construction period. Without increased bonding capacity, larger increases in toll revenues are needed to fund interim FSK Bridge costs from a larger percentage of PAYGO funding.

RECOMMENDATION

Approval of the legislative proposal that would increase the MDTA's bond cap to \$5 billion.

ATTACHMENT

- Legislative Bill Language

A BILL ENTITLED

AN ACT concerning

Article - Transportation

FOR the purpose of allowing the Maryland Transportation Authority to issue revenue bonds not to exceed \$5,000,000,000 on June 30 of any year.

BY repealing and reenacting, with amendments,
Article - Transportation
Section 4-306
Annotated Code of Maryland

SECTION 1: BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
That the Laws of Maryland read as follows:

§4–306.

(a) Except as provided in subsection (b) of this section, revenue bonds may be issued by the Authority:

(1) Without obtaining the consent of any instrumentality, agency, or unit of this State; and

(2) Without any proceedings or the happening of any conditions or things other than those specifically required by this subtitle.

(b) (1) (i) Subject to subparagraph (ii) of this paragraph, revenue bonds secured by toll revenue may be issued in any amount as long as the aggregate outstanding and unpaid principal balance of the revenue bonds secured by toll revenue and revenue bonds of prior issues does not exceed [\$4,000,000,000] **\$5,000,000,000** on June 30 of any year.

(ii) The maximum aggregate amount of revenue bonds that may be outstanding and unpaid under subparagraph (i) of this paragraph shall be reduced by the amount of:

1. Any loan extended to the State under the federal Transportation Infrastructure Finance and Innovation Act; and

2. Any line of credit extended to the State under the federal Transportation Infrastructure Finance and Innovation Act, to the extent the State draws on the line of credit.

(2) Except as otherwise provided in this section and § 4–205 of this title, without the

approval of the General Assembly, the Authority may issue bonds to refinance all or any part of the cost of a transportation facility project for which the Authority previously issued bonds authorized under this subtitle.

SECTION 2. AND BE IT FURTHER ENACTED That this act shall take effect October 1, 2026.

TAB 7



Board Members:

MEMORANDUM

TO: MDTA Board
FROM: Deputy Director of Finance Allen Garman
SUBJECT: MDTA Board Resolution 25-02, Municipal Financing
DATE: December 18, 2025

PURPOSE OF MEMORANDUM

Explain the purpose of MDTA Board Resolution 25-02 for Municipal Financing and request approval for delegated authority. The resolution authorizes the issuance of toll revenue bonds to finance a portion of capital projects in calendar 2026. The resolution was reviewed at the December 4 Finance and Administration Committee meeting and recommended to proceed for full board for approval.

SUMMARY

The Municipal Financing Resolution authorizes a \$600 million bond issuance to finance a portion of capital projects in calendar 2026. The financing is expected in the next four months and will be sized to account for the capital program, net operating revenues, bond premium, debt service reserve funding, and costs of issuance.

The \$600 million limit contained in the resolution is based on the most recent official forecast approved by the MDTA Board in November 2025. Based on realized fiscal 2026 capital spending, more precise financing needs will be known in coming months. Resolution 25-02 amends Resolution 25-01 that was approved in April, extending the deadline to December 2026 from December 2025. With delegated authority granted in the prior resolution, management is currently working with bond counsel and Municipal Advisors on the Official Statement development and other elements of the financing process that comfortably requires 90-days to complete.

The Executive Director and Chief Financial Officer (CFO) will have the authority to manage the bond sale and closing, including the award of the 2026 bonds to the successful underwriting firm(s) or negotiation of terms for a private placement. The resolution also provides for authority to select other service providers and to prepare and execute all closing documents, certificates, and bond forms.

Resolution 25-02 contains the following limiting and reporting provisions:

1. Par Amount – Limited to \$600 million.
2. Bond Sale Date – No later than December 31, 2026.
3. Bond Sale Reports on Results – Provided by the Executive Director and CFO at the first Board meetings after the sale dates.

RECOMMENDATION

Approve Board Resolution 25-02 for delegated authority to finance a portion of the capital program in calendar 2026.

ATTACHMENTS

- Board Resolution 25-02, Municipal Financing

**MARYLAND TRANSPORTATION AUTHORITY
RESOLUTION 25-02**

A RESOLUTION REGARDING THE ISSUANCE BY THE MARYLAND TRANSPORTATION AUTHORITY (THE “MDTA”) OF ITS SPECIAL OBLIGATION REVENUE BONDS, SERIES 2026 (THE “2026 BONDS”) FOR THE PURPOSE OF (I) FINANCING AND REFINANCING THE ACQUISITION, CONSTRUCTION AND EQUIPPING OF CERTAIN TRANSPORTATION FACILITIES PROJECTS AND (II) REFUNDING CERTAIN OUTSTANDING OBLIGATIONS OF THE MDTA ISSUED FOR THE PURPOSE OF FINANCING AND REFINANCING THE ACQUISITION, CONSTRUCTION AND EQUIPPING OF CERTAIN TRANSPORTATION FACILITIES PROJECTS; APPROVING THE PREPARATION AND DISTRIBUTION OF A PRELIMINARY AND A FINAL OFFICIAL STATEMENT, A SUPPLEMENTAL TRUST AGREEMENT, AN ESCROW DEPOSIT AGREEMENT AND OTHER TRANSACTION DOCUMENTS; AUTHORIZING THE SOLICITATION AND SELECTION OF PROVIDERS OF PROFESSIONAL SERVICES; AUTHORIZING CERTAIN OFFICERS TO DETERMINE MATTERS PERTAINING TO THE SALE AND ISSUANCE OF THE 2026 BONDS, INCLUDING THE FINANCING STRUCTURE AND TERMS; AUTHORIZING, SPECIFYING, DETERMINING AND APPROVING CERTAIN OTHER MATTERS PERTAINING TO THE 2026 BONDS.

WHEREAS, the Maryland Transportation Authority, an agency of the State of Maryland (the “MDTA”), adopts this Resolution 25-01 (“**Resolution 25-01**”) for the purpose of authorizing the issuance of the 2026 Bonds in an aggregate principal amount not to exceed **Six Hundred Million Dollars (\$600,000,000)**; and

WHEREAS, the MDTA is authorized under Sections 4-101 through 4-405 of the Transportation Article of the Annotated Code of Maryland (2015 Replacement Volume, as supplemented) (the “**Act**”) to finance “transportation facilities projects” (as defined in the Act), to issue revenue bonds for the purpose of financing the cost of transportation facilities projects, to issue revenue bonds for the purpose of refunding any of its outstanding revenue bonds and to perform any actions necessary or convenient to carry out the powers granted in the Act; and

WHEREAS, the MDTA has entered into the Second Amended and Restated Trust Agreement dated as of September 1, 2007 (as previously amended and supplemented, the “**Master Trust Agreement**”), with The Bank of New York Mellon (successor to The Bank of New York), as trustee (the “**Trustee**”); and

WHEREAS, pursuant to Sections 2.01 and 2.04 of the Master Trust Agreement, the MDTA has issued its Transportation Facilities Projects Revenue Refunding Bonds, Series 2017 (Tax-Exempt Bonds) dated July 27, 2017 (the “**Series 2017 Bonds**”), Transportation Facilities Projects Revenue Bonds dated June 25, 2020 (the “**Series 2020 Bonds**”), Transportation Facilities Projects Revenue Bonds dated April 7, 2021 (the “**Series 2021A Bonds**”), Transportation Facilities Projects Revenue Refunding Bonds, Series 2022 (Tax-Exempt Bonds) dated May 5, 2022 (the “**Series 2022 Bonds**”), Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge Replacement Project (TIFIA – 20221007A) TIFIA Bond (the “**2022 TIFIA Bond**”), Transportation Facilities Projects Revenue Refunding Bonds, Series 2024A (Tax-Exempt Bonds) dated March 5, 2024 (the “**Series 2024A Bonds**”), and

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WHEREAS, the Series 2017 Bonds, the Series 2020 Bonds, the Series 2021A Bonds, the Series 2022 Bonds, the 2022 TIFIA Bond, and the Series 2024A Bonds, currently outstanding (the “**Outstanding Prior Bonds**”) were issued for the purpose of financing and refinancing the design, construction and equipping of Transportation Facilities Projects (as defined in the Master Trust Agreement) or any Improvements (as defined in the Master Trust Agreement);; and

WHEREAS, Section 2.04 of the Master Trust Agreement provides that the MDTA may from time to time issue Additional Bonds (as defined in the Master Trust Agreement) in accordance with the terms and conditions set forth in the Master Trust Agreement for the purpose, among others, of (i) paying all or any part of the cost of any additional Transportation Facilities Projects (as defined in the Master Trust Agreement) or any Improvements (as defined in the Master Trust Agreement) or (ii) providing funds for refunding all or a portion of the bonds then outstanding of any or all series, whether or not such bonds are then subject to redemption, including providing for the payment of any redemption premium due or to become due thereon, interest to accrue to the selected redemption or maturity date, any serial maturities to become due prior to the selected redemption or maturity date and any expenses in connection with such refunding; and

WHEREAS, pursuant to the terms of Section 11.01 of the Master Trust Agreement, the MDTA may without notice to or consent of the owner of any Bond or Parity Indebtedness

enter into a supplemental trust agreement amending and supplementing the Master Trust Agreement to provide for the issuance of Additional Bonds. MDTA desires to issue Additional Bonds (the “**2026 Bonds**,” as defined herein) to be secured by the Master Trust Agreement and a supplemental trust agreement equally and ratably with any portion of the Outstanding Prior Bonds that may remain outstanding after issuance of the 2026 Bonds; and

WHEREAS, the MDTA desires to authorize the sale and issuance of the 2026 Bonds for the purpose of (i) refunding all or a portion of the Outstanding Prior Bonds or all or a portion of any principal maturities thereof (collectively, the “**Refunded Bonds**”) and (ii) financing the design, construction and equipping of any additions, improvements and enlargements to the Transportation Facilities Projects and any other transportation facility projects designated under the Master Trust Agreement and any trust agreements supplementing and amending thereto as Transportation Facilities Projects (the “2026 Project”), provided that certain conditions set forth in this Resolution are met.

NOW, THEREFORE, BE IT RESOLVED BY THE MARYLAND TRANSPORTATION AUTHORITY, as follows:

Section 1. The MDTA hereby authorizes the issuance of its Special Obligation Revenue Bonds, Series 2026 (the “**2026 Bonds**”), in one or more series as the bond issue may be further designated by the Executive Director of the MDTA (the “**Executive Director**”), in an aggregate principal amount not to exceed **Six Hundred Million Dollars (\$600,000,000)** for the purpose of (i) refunding and redeeming the Refunded Bonds,(ii) financing and refinancing the 2026 Project, (iii) optionally depositing funds into a debt service reserve fund, (iv) optionally paying interest on the 2026 Bonds, and (v) paying the costs related to the issuance of the 2026 Bonds.

Section 2. The 2026 Bonds shall be issuable as fully registered bonds without coupons in denominations of \$5,000 or any integral multiple thereof, and sold in one or more series. The 2026 Bonds are special obligations of the MDTA payable, as to principal and interest, solely from the revenues and funds pledged thereto under the Master Trust Agreement, as amended and supplemented, and are not and shall not be deemed (i) to be general obligations of the MDTA, (ii) to constitute obligations of the Department of Transportation of Maryland, or (iii) to constitute a debt or a pledge of the faith and credit or the taxing power of the State of Maryland or any political subdivision thereof.

Section 3. Bond Sale.

(a) The MDTA hereby authorizes its Executive Director to sell the 2026 Bonds in one or more sales by either competitive bidding or private negotiation (including but not limited to a direct placement with a financial institution) as determined to by the Executive Director, with the advice of the Chief Financial Officer of the MDTA (the “**Chief Financial Officer**”), its bond counsel, its financial advisors and, as appropriate, other officers and staff of the MDTA, to be the most advantageous for the MDTA, provided that such sales must occur no later than **December 31, 2026**, unless a later sale date is approved by future resolution of the MDTA.

(b) The Executive Director is authorized to determine, with the advice of the Chief Financial Officer, its bond counsel, its financial advisors and, as appropriate, other officers and staff of the MDTA, the rate or rates of interest to be borne by the 2026 Bonds or the method of determining the rates (such rates of all or a portion of the 2026 Bonds may be fixed or variable), if all or a portion of the 2026 Bonds will be sold with taxable or tax-exempt interest, the dates of principal and interest payments and final maturity of the 2026 Bonds, provided that the date of final maturity of the 2026 Bond shall not exceed (i) the useful life of the assets financed with respect to the proceeds used for 2026 Projects and (ii) the final maturity of the Refunded Bonds with respect to proceeds used to refund the Refunded Bonds.

(c) If the Executive Director determines to sell all or a portion of the 2026 Bonds by the solicitation of competitive bids, the MDTA hereby authorizes the Executive Director, with the assistance of the Chief Financial Officer, its bond counsel, its financial advisors and, as appropriate, other officers and staff of the MDTA, (1) to determine the means for the submission of competitive bids, including but not limited to electronic bids via such service provider as the Executive Director deems appropriate, (2) to determine the terms and conditions for such sale, including but not limited to, the conditions for acceptance of bids and the criteria for the selection of a winning bidder, subject to the limitations set forth in this Resolution, (3) to prepare a notice of sale setting forth the terms and conditions of such sale (the “**Notice of Sale**”), and (4) to advertise such sale, including but not limited to publication of the Notice of Sale or a summary thereof by any electronic medium, financial journal or such other manner as the Executive Director shall deem appropriate, at least ten days before the date set for the receipt of bids.

(d) If the Executive Director determines to negotiate the terms of the sale of all or a portion of the 2026 Bonds, the MDTA hereby authorizes the Executive Director, with the assistance of the Chief Financial Officer, its bond counsel, its financial advisors and, as appropriate, other officers and staff of the MDTA, (1) to solicit and accept proposals for the

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purchase of the 2026 Bonds on a private, negotiated basis, and (2) to negotiate an agreement for the purchase of the 2026 Bonds (a “**Bond Purchase Agreement**”), in accordance with the limitations set forth in this Resolution.

(e) The Executive Director and the Chief Financial Officer shall each provide a report of the results of any sale of the 2026 Bonds at the first meeting of the MDTA Board occurring after such sale of the 2026 Bonds.

Section 4. The Executive Director is hereby authorized to engage, as appropriate, the services of a trustee, a registrar, a paying agent, an escrow agent, a verification agent, an underwriter, a feasibility consultant, engineers, accountants, printers and such other service providers as the Executive Director deems appropriate from time to time with respect to the 2026 Bonds and the Refunded Bonds.

Section 5. The MDTA hereby authorizes the Executive Director, Chief Financial Officer and other staff of the MDTA, with the assistance of its bond counsel and its financial advisors, to prepare a preliminary official statement, a final official statement, a private placement memorandum or any other form of offering document (each referred to herein as, an “**Official Statement**”) for the sale of the 2026 Bonds and to distribute each Official Statement to the entities that they shall deem appropriate.

Section 6. Subject to the terms set forth in this Resolution, the MDTA hereby authorizes its Executive Director, with the assistance of other officers of the MDTA, counsel to the MDTA, its bond counsel, financial advisors, and staff, to prepare (i) one or more supplements to the Master Trust Agreement (each, a “**Supplemental Trust Agreement**”), (ii) one or more bond certificates for the 2026 Bonds (each, a “**Bond Certificate**”), (iii) an escrow deposit agreement or an escrow letter (the “**Escrow Deposit Agreement**”), if required, (iv) one or more continuing disclosure agreements (each, a “**Continuing Disclosure Agreement**”) to assist the underwriters of the 2026 Bonds in complying with the requirements of Rule 15c2-12 adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934, (v) a bond payment insurance policy (a “**Municipal Bond Policy**”), if deemed appropriate, and (vi) a municipal bond debt service reserve insurance policy (a “**Reserve Fund Policy**”), if deemed appropriate in place of a funded debt service reserve, as the same may be amended from time to time.

Section 7. The Chairman of the MDTA (the “**Chairman**”) and the Executive Director are hereby authorized to execute and deliver on behalf of the MDTA each Bond Certificate by their manual or facsimile signatures. The Executive Director is hereby authorized to cause an original or facsimile of the official seal of the MDTA to be imprinted on each Bond Certificate.

Section 8. The MDTA hereby authorizes the Chairman and the Executive Director, or either of them, to execute and deliver on behalf of the MDTA, as appropriate, an Official Statement, a Supplemental Trust Agreement, a Bond Purchase Agreement, an Escrow Deposit Agreement, a Continuing Disclosure Agreement, a Municipal Bond Policy, a Reserve Fund Policy and such other documents, certificates and agreements deemed appropriate by the Chairman or the Executive Director (collectively, together with the Bond Certificates, the “**Bond Documents**”).

RESOLUTION 25-02

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The execution and delivery by them of the Bond Documents shall be conclusive evidence of their final approval.

Section 9. The MDTA hereby covenants that it will take, or refrain from taking, any and all actions necessary to comply with the provisions of Section 103 and Sections 141 through 150 of the Internal Revenue Code of 1986, as amended (the “**Code**”), applicable to the 2026 Bonds in order to preserve the status of the interest on the 2026 Bonds as excluded from gross income for federal income tax purposes. Without limiting the generality of the covenant set forth in the preceding sentence, (a) the MDTA will not use or permit the use of any of the proceeds of the 2026 Bonds or any of the funds of the MDTA in such manner as would cause the interest on the 2026 Bonds to be included in gross income for federal income tax purposes, (b) the MDTA will regulate the investment of the proceeds of the 2026 Bonds so as not to cause any of the 2026 Bonds to be an “arbitrage bond” within the meaning of Section 148 of the Code and the Income Tax Regulations thereunder, (c) the MDTA will, if and to the extent necessary make periodic determinations of the rebate amount and timely pay any rebate amount, or installment thereof, to the United States of America, (d) the MDTA will prepare and timely file Internal Revenue Service Form 8038-G, Information Return for Tax-Exempt Governmental Obligations, and (e) the Executive Director and Chief Financial Officer are hereby authorized and directed to prepare or cause to be prepared and to execute and deliver any certificate or other document which may be required in order to assure compliance with the applicable provisions of Section 103 and Sections 141 through 150 of the Code, and the Income Tax Regulations thereunder.

Section 10. The Chairman and the Executive Director are hereby authorized to specify, prescribe, determine, provide for or approve, all within the limitations of this Resolution and the Act, all other matters, details, forms, documents and procedures pertaining to the sale(s), security, issuance, delivery and payment of or for the 2026 Bonds, including (without limitation) the execution, acknowledgment, sealing and delivery of Bond Documents by the Chairman, Executive Director or any other duly qualified employee, agent or officer of the MDTA as are or may be necessary or appropriate to consummate the transactions contemplated by this Resolution in accordance with the Act and this Resolution.

Section 11. The MDTA hereby authorizes its Executive Director and all other proper officers of the MDTA to create, supplement, amend, execute, and deliver documents, certificates, notices and agreements related to the Refunded Bonds and to take such actions or cause to be taken such actions as shall be necessary, proper and convenient for carrying out the purposes of this Resolution, including expending funds and incurring costs.

Section 12. This Resolution shall be effective immediately upon its adoption.

Dated as of: **December 18, 2025**

RESOLUTION 25-02

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WITNESS:

MARYLAND TRANSPORTATION AUTHORITY

Bruce Gartner
Executive Director

Samantha J. Biddle
Chair

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

Megan Mohan
Assistant Attorney General
Deputy Principal Counsel

TAB 8



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Samantha J. Biddle, Chair

Board Members:
Dontae Carroll
Maricela Cordova
William H. Cox, Jr.
Mario J. Gangemi, P.E.
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead, MCP, MA
John F. von Paris

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Budget Jeffrey Brown
SUBJECT: Fiscal Year (FY) 2026 Amended Operating Budget vs. Actual Spending Review
DATE: December 18, 2025

PURPOSE

The purpose of the memorandum is to report on first quarter FY 2026 spending compared to the FY 2026 Amended Operating Budget.

KEY TAKEAWAY

As of September 30, 2025, 19% of the budget was spent compared to a target of 25%. All Object Codes were at or below budget spending levels. The seasonality of the expenses, the timing of invoices, and the year-end accruals heavily impacted 1st quarter performance.

SUMMARY

Budget analysis threshold: More than \$500,000 budgeted with variances greater than +/- 5% of the targeted spending level.

- Salaries & Wages/Technical & Special Fees (**Object 01 & 02 - \$249.9M Budget**) is at targeted spending levels with a 24% spend rate.
- Communications (**Object 03 - \$4.2M Budget**) is below budget with an 8% spend rate primarily driven by the State Radio Invoice.
 - State Paid Telecomm (**State Radio Invoice - (Object 0305 - \$2.0M Budget)**) is below budget with a 0% spend rate because the invoice has not yet been issued.
- Travel (**Object 4 - \$571K Budget**) is below budget with a 12% spend rate. Seasonality (heavier spending in 3rd and 4th quarters) accounts for the underspend.

- Fuel and Utilities (**Object 06 - \$5.3M Budget**) is below budget with a 16% spend rate.
 - Utilities-Electricity (**Object 0620 - \$4.2M Budget**) is close to budget with an 18% spend rate.
- Motor Vehicle Operations & Maintenance (**Object 07 - \$21.8M Budget**) is below budget with a 9% spend rate.
 - Vehicle Purchases (**Object 0701 - \$19.1M Budget**) is below budget with an 8% spend rate. This is dependent on when we receive orders.
 - Vehicles Gas & Oil (**Object 0702 - \$4.0M Budget**) is below budget with a 13% spend rate.
 - Vehicles Maintenance & Repair (**Object 0703 - \$2.7M Budget**) is below budget with a 6% spend rate. This activity does not occur smoothly throughout the year.
 - Large Vehicle Maintenance & Repair (**Object 0732 - \$2.5M Budget**) is below budget with a 10% spend rate. This activity does not occur smoothly throughout the year.
- Contractual Services (**Object 08 - \$151.5M Budget**) is below budget with a 13% spend rate.
 - Advertising (**0801 - \$3.3M Budget**) is below budget with a negative 11% spend rate due to accrual activity. Also, promotional activity is typically heavier in the 3rd and 4th quarters.
 - Engineers (**0807 - \$35.9M Budget**) is below budget with a 6% spend rate as activity is heavier in the 3rd and 4th quarters.
 - Equipment Repairs & Maintenance (**0809 - \$2.1M Budget**) is above budget with an 86% spend rate. One-time Rubrik charges (backup services) drive this performance, but we expect this to be on budget for the year.
 - Building/Road Repairs & Maintenance (**0812 - \$16.2M Budget**) is below budget with a negative 3% spend rate due to fiscal year end accruals. Activity is heavier in the 3rd and 4th quarters.
 - Education & Training (**0819 - \$1.3M Budget**) is close to budget with a 15% spend rate.
 - Management Studies (**0821 - \$6.9M Budget**) is below budget with a 7% spend rate due to the timing of the activity.
 - Security Services (**0823 - \$1.2M Budget**) is below budget with an 8% spend rate.
 - IT Services (**0841 through 0869 - \$13.9M Budget**) is on budget with a 29% spend rate.
 - Telecomm (**0849 - \$613K Budget**) is below budget with a 3% spend rate due to the timing of invoices.
 - Application Software Maintenance (**0862 - \$1.5M Budget**) is above budget with a 40% spend rate due to charges for body worn cameras. This is expected to be on budget; however, this requires monitoring to ensure compliance with the budget.
 - System Software Maintenance (**086 - \$1.0M Budget**) is above budget with a 63% spend rate due to the Consulting and Technical Services (CATS) and Rubrik (software) charges.
 - Outside Services Computers (**0869 - \$550K Budget**) is above budget with a 67% spend rate due to OpenGov (budgeting) and Salesforce (Human resources) charges. This is expected to be on budget.

- *E-ZPass*® Service Center Costs (**0873 - \$45.5M Budget**) is below budget with a 16% spend rate.
 - Other Contractual Services (**0899 - \$4.3M Budget**) is below budget with a 7% spend rate primarily due to MSP overhead charges.
- Supplies & Materials (**Object 09- \$11.2M Budget**) is below budget with an 7% spend rate.
 - Roadway Maintenance (**0905 - \$761K Budget**) is below budget with a 10% spend rate. Activity is higher in the 3rd and 4th quarters.
 - Salt (**0906 - \$1.7M Budget**) is at a 0% spend rate due to seasonality
 - Uniforms (**0912 - \$1.3M Budget**) is below budget with an 15% spend rate. This cost is driven by when the orders are received.
 - Ammunition (**0934 - \$755K Budget**) is below budget with a 4% spend rate. This cost is driven by when the orders are received.
 - Transponders (**0951 - \$4.1M Budget**) expense is below budget with an 7% spend rate. This is due to fiscal year-end accrual activity.
- Replacement Equipment (**Object 10 - \$2.0M Budget**) is below budget with an 8% spend rate.
 - Microcomputers (**Object 1033 - \$1.0M Budget**) is below budget with a 1% spend rate. This is dependent upon when orders are received.
 - Other Replacement Equipment (**Object 1099 - \$541K Budget**) is below budget with a 1% spend rate. This is dependent upon when orders are received.
- Additional Equipment (**Object 11 - \$2.6M Budget**) is below budget with a 6% spend rate mostly due the timing of orders.
 - Additional Radios & Electronic Equipment (**Object 1119 - \$665k Budget**) is below budget with a 1% spend rate.
 - Other Additional Equipment (**Object 1199 - \$1.4M Budget**) is below budget with a 7% spend rate.
- Fixed Costs (**Object 13 - \$12.9M Budget**) is on budget with a 24% spend rate.
 - Insurance (**Object 1302 \$907K Budget, Object 1309 - \$11.6M Budget**) are below budget with a 0% spend rate due to the timing of invoices.
 - Bad Debt (**Object 1320 - \$50K Budget**) is above budget with a 5,655% spending rate. This is due to uncollectible damage expense that occurred at the Bay Bridge in 2016.

ATTACHMENT

- Budget vs Actual by Object 1st Qtr. FY 2026

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Three Months Ending Tuesday, September 30, 2025

	Expenditures		YTD		%
	This Month	Budget	Expense	Balance	Spent
OBJECT 01 Salaries and Wages					
0101 REGULAR EARNINGS	\$12,639,258	\$152,589,257	\$28,029,290	\$124,559,967	18.37%
0102 ADDITIONAL ASSISTANCE		194,092		194,092	0.00%
0104 OVERTIME EARNINGS	822,828	6,107,621	1,814,319	4,293,302	29.71%
0104 OVERTIME EARNINGS - SNOW	33,879	1,279,686	35,048	1,244,638	2.74%
0105 SHIFT DIFFERENTIAL		983,391	5,122	978,269	0.52%
0110 MISCELLANEOUS P/R ADJUSTMENTS		259,750	18,780	240,970	7.23%
0111 ACCRUED LEAVE PAYMENTS		192,471	138,031	54,439	71.72%
0112 RECLASSIFICATIONS		403,865		403,865	0.00%
0151 SOCIAL SECURITY CONTRIBUTIONS		10,936,678	10,333	10,926,346	0.09%
0152 HEALTH INSURANCE		21,801,255	57,985	21,743,270	0.27%
0154 RETIREE'S HLTH INSURANCE PREM		13,019,894	11,455	13,008,439	0.09%
0161 EMPLOYEES RETIREMENT SYSTEM		19,650,180	9,429	19,640,751	0.05%
0165 STATE POLICE RETIREMENT SYSTEM		5,204,476	240,003	4,964,473	4.61%
0169 LAW ENFORCEMNT OFF PENSION SYS		23,925,977		23,925,977	0.00%
0171 BURDEN EXPENSE	13,485,861		28,588,394	(28,588,394)	0.00%
0172 DEFERRED COMPENSATION MATCH		358,077	2,325	355,752	0.65%
0174 UNEMPLOYMENT COMPENSATION		222,105	1,079	221,026	0.49%
0175 WORKERS COMPENSATION		3,633,039		3,633,039	0.00%
0189 TURNOVER		(12,922,298)		(12,922,298)	0.00%
0199 OTHER FRINGE BENE - CLOTH ALLOW		859,111	205,483	653,628	23.92%
Total Object 01	26,981,826	248,698,628	59,167,076	189,531,552	23.79%
Object 02 Technical and Special Fees					
0202 PER DIEM PAYMENTS	8,069	125,000	14,069	110,931	11.26%
0209 ADMIN/MGMT SERVICES SUPPORT		3,000		3,000	0.00%
0211 EMPLOYEE AWARDS		1,000		1,000	0.00%
0220 SPECIAL PAYMENTS PAYROLL		1,118,978		1,118,978	0.00%
Total Object 02	8,069	1,247,978	14,069	1,233,909	1.13%
Object 03 Communications					
0301 POSTAGE	2,729	51,600	13,253	38,347	25.68%
0302 TELEPHONE	1,527	880,904	47,280	833,624	5.37%
0303 TELECOMMUNICATIONS	48,517	803,730	160,282	643,448	19.94%
0305 STATE PAID TELECOMMUNICATIONS		2,000,000		2,000,000	0.00%
0306 CELL PHONE EXPENDITURES	66,882	663,181	124,288	538,893	18.74%
Total Object 03	119,654	4,399,415	345,103	4,054,312	7.84%
Object 04 Travel					
0401 IN STATE/ROUTINE OPERTN TRAVEL	2,213	51,377	4,829	46,548	9.40%
0402 INSTATE/CONF/SEMINR/TRNG TRAVEL	5,577	95,098	7,634	87,464	8.03%
0403 OUTSTATE/ROUTINE OPERTN TRAVEL	1,724	63,393	3,494	59,898	5.51%
0404 OUTSTATE/CONF/SEMINR/TRNG TRAVEL	32,371	360,978	51,270	309,708	14.20%
Total Object 04	41,884	570,846	67,227	503,618	11.78%
Object 06 Fuel and Utilities					
0603 FUEL-OIL #2		149,300	13,603	135,697	9.11%
0606 FUEL-NATURAL GAS/PROPANE	2,594	486,434	7,812	478,622	1.61%
0620 UTILITIES-ELECTRICITY	335,499	4,248,405	748,715	3,499,690	17.62%
0621 UTILITIES-WATER/SEWAGE	4,018	416,703	70,275	346,428	16.86%

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Three Months Ending Tuesday, September 30, 2025

	Expenditures		YTD		%
	This Month	Budget	Expense	Balance	Spent
Total Object 06	342,112	5,300,842	840,405	4,460,437	15.85%
Object 07 Motor Vehicle Operations and Maint					
0701 PURCH VEH-CAR,LIGHT TRUCK	290,650	9,110,000	714,750	8,395,250	7.85%
0702 VEHICLE GAS & OIL	431,640	4,025,750	521,648	3,504,102	12.96%
0703 VEHICLE MAINTENANCE & REPAIR	47,513	2,721,700	174,507	2,547,193	6.41%
0704 INSURANCE		407,863		407,863	0.00%
0721 VEHICLE GAS & OIL - WATERCRAFT	1,621	49,347	5,827	43,520	11.81%
0722 VEHICLE MAINT & REPAIR - WATER	351	111,431	1,726	109,705	1.55%
0724 BOAT SLIP RENTAL/LAUNCHING FEES		4,200		4,200	0.00%
0730 PURCH VEH-OTHER LAND VEH - DUMP, TRACTOR		1,816,000	5,313	1,810,687	0.29%
0731 GAS & OIL - OTHER LAND VEHICLES	171,499	1,000,000	212,165	787,835	21.22%
0732 LG VEHICLE MAINT & REPAIR	87,535	2,500,000	236,956	2,263,044	9.48%
0732 LG VEHICLE MAINT & REPAIR-SNOW			1,727	(1,727)	0.00%
0789 COMMUTER CHARGE	(2,678)	(5,000)	(4,575)	(425)	91.50%
0799 OTHER MOTOR VEHICLE CHARGES		50,000	5,389	44,611	10.78%
Total Object 07	1,028,131	21,791,291	1,875,434	19,915,857	8.61%
Object 08 Contractual Services					
0801 ADVERTISING/LEGAL PUBLICATION	23,932	3,278,691	(374,341)	3,653,032	(11.42%)
0802 APPLICATIONS SOFTWARE MAINT	47	100,000	47	99,953	0.05%
0804 PRINTING/REPRODUCTION	3,262	33,250	3,613	29,637	10.87%
0807 ENGINEERS	356,439	3,150,000	326,915	2,823,085	10.38%
0807 ENGINEERS - Environmental (MA0967)	193,376	4,000,000	213,880	3,786,120	5.35%
0807 ENGINEERS - Highways (MA0983)	7,069	235,000	7,069	227,931	3.01%
0807 ENGINEERS - Architectural (MA2395)	65,949	400,000	66,828	333,172	16.71%
0807 ENGINEERS - ITS/Electrical (MA2226)	44,404	1,180,000	21,223	1,158,777	1.80%
0807 ENGINEERS - Structural (MA2055)	30,841	1,825,000	33,571	1,791,429	1.84%
0807 ENGINEERS - Traffic (MA2181)	85,693	1,700,000	60,202	1,639,798	3.54%
0807 ENGINEERS - Asset Mgmt (MA2869)	67,233	800,000	67,233	732,767	8.40%
0807 ENGINEERS - On-Call (All MR)	1,103,766	6,700,000	980,622	5,719,378	14.64%
0807 ENGINEERS - Annual Insp(MA2471)	443,252	15,950,000	368,324	15,581,676	2.31%
0808 EQUIPMENT RENTAL	46,817	544,018	76,011	468,007	13.97%
0809 EQUIPMENT REPAIRS & MAINT	3,700	2,123,609	1,833,182	290,427	86.32%
0810 EXTERMINATION	109	17,413	109	17,304	0.62%
0812 BUILDING/ROAD REPAIRS & MAINT	366,307	16,176,962	(95,162)	16,272,123	(0.59%)
0812 BLDG/ROAD REP & MAINT - On-Call	352,023		(326,588)	326,588	0.00%
0813 JANITORIAL SERVICES	158,312	1,944,667	422,185	1,522,482	21.71%
0814 GROUNDS MAINTENANCE		86,700	2,790	83,910	3.22%
0815 LAUNDRY	121	3,400	281	3,119	8.26%
0817 LEGAL SERVICES	95	477,850	83,325	394,525	17.44%
0819 EDUCATION/TRAINING CONTRACTS	59,334	1,328,188	195,128	1,133,060	14.69%
0820 MEDICAL CARE	18,652	594,720	53,624	541,096	9.02%
0821 MGMT STUDIES AND CONSULTANT	365,506	6,947,572	487,537	6,460,035	7.02%
0823 SECURITY SERVICES	93,529	1,241,976	103,713	1,138,263	8.35%
0824 LABORATORY SERVICES		44,278		44,278	0.00%
0825 VETERINARIAN	2,016	31,565	6,163	25,402	19.53%
0826 FREIGHT AND DELIVERY	761	17,841	1,402	16,439	7.86%
0827 TRASH AND GARBAGE REMOVAL	42,423	474,648	99,306	375,342	20.92%
0828 OFFICE ASSISTANCE		62,000	6,478	55,522	10.45%

SUMMARY

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Three Months Ending Tuesday, September 30, 2025

	Expenditures	Budget	YTD	Balance	%
	This Month		Expense		Spent
0829 FISCAL SERVICES	1,643,361	15,715,250	3,552,849	12,162,401	22.61%
0841 DP CENTRAL PROCESS SVC		900,000	71,326	828,674	7.93%
0843 DP COMMUNICATIONS CONTROLLE	34,943	400,000	34,943	365,057	8.74%
0849 TELECOMM LINES, MODEMS & CON	16,245	613,538	16,245	597,293	2.65%
0854 COMPUTER MAINTENANCE CTRCT	24,313	100,000	88,111	11,889	88.11%
0858 SOFTWARE LICENSES	63,486	123,750	75,918	47,832	61.35%
0861 APPL SOFTWARE ACQUISITION		50,000		50,000	0.00%
0862 APPL SOFTWARE MAINTENANCE	27,418	1,501,000	598,191	902,809	39.85%
0864 SYSTEMS SOFTWARE MAINTENANC	16,002	1,000,000	626,379	373,621	62.64%
0865 OUTSIDE SVCS-SYS ANALYSIS&DSC	556,713	8,000,000	1,980,418	6,019,582	24.76%
0866 OUTSIDE SVCS-PROGRAMMING	37,235	500,000	146,449	353,551	29.29%
0869 OUTSIDE SVCS-COMPUTER USAGE	22,740	550,000	371,142	178,858	67.48%
0872 IT OUTSIDE SVCS - CONSULTING SVC		6,000		6,000	0.00%
0873 OUTSIDE SVC - E-Z PASS SVC CENTI	625,448	45,500,000	7,496,902	38,003,098	16.48%
0874 OFFICE OF ATTORNEY GENERAL FEE		44,265		44,265	0.00%
0875 RETIREMENT AGENCY ADMIN FEE		232,588		232,588	0.00%
0876 STATEWIDE DOIT SERVICES		125,000		125,000	0.00%
0894 STATEWIDE PERSONNEL SYS ALLOC		41,676		41,676	0.00%
0897 STATE ENTERPRISE BUDGET SYSTEM		348,402		348,402	0.00%
0899 OTHER CONTRACTUAL SVC-NON DI	31,900	4,310,702	298,561	4,012,141	6.93%
Total Object 08	7,034,771	151,531,519	20,082,104	131,449,415	13.25%
Object 09 Supplies and Materials					
0901 AGRICULTURE	595	53,090	8,355	44,735	15.74%
0902 OFFICE SUPPLIES	14,843	446,169	48,322	397,847	10.83%
0903 ELECTRICAL MATERIALS	8,755	492,291	37,038	455,253	7.52%
0904 BUILDING & HOUSEHOLD SUPPLIES	28,753	488,712	67,568	421,144	13.83%
0905 ROADWAY MAINT MATERIALS	23,716	761,477	73,742	687,735	9.68%
0906 SALT/SNOW MELTING MATERIALS		1,661,500		1,661,500	0.00%
0908 HOUSEKEEPING SUPPLIES	1,129	74,266	10,851	63,415	14.61%
0909 MEDICAL SUPPLIES	332	44,807	5,653	39,154	12.62%
0912 WEARING APPAREL-UNIFORMS EMI	76,435	1,293,258	194,085	1,099,173	15.01%
0915 LIBRARY SUPPLIES		29,975	2,181	27,794	7.28%
0917 SMALL TOOLS	26,918	348,519	41,937	306,582	12.03%
0918 VETERINARY SUPPLIES	1,436	29,381	2,473	26,908	8.42%
0920 FOOD	9,731	194,784	18,471	176,313	9.48%
0926 DATA PROCESSING SUPPLIES	655	32,435	3,232	29,203	9.96%
0934 AMMO GUNS FIRING RANGE SUPPLI	6,953	754,811	26,918	727,893	3.57%
0951 E-ZPASS TRANSPONDERS	(298,540)	4,115,000	268,145	3,846,855	6.52%
0999 OTHER SUPPLIES AND MATERIALS	(3,158)	369,319	22,702	346,617	6.15%
Total Object 09	(101,445)	11,189,794	831,672	10,358,122	7.43%
Object 10 Replacement Equipment					
1009 REPL HUMAN ENVIRONMENTAL EQUIP			4,088	(4,088)	0.00%
1013 REPL MAINTENANCE & BUILDING E	64,271	296,600	95,825	200,775	32.31%
1015 REPL OFFICE EQUIPMENT	18,411	106,357	31,489	74,868	29.61%
1019 REPL RADIOS & ELECTRONIC EQUIP		66,000	7,372	58,628	11.17%
1033 REPL DP EQUIP-MICROCOMPUTER	1,890	1,005,200	14,818	990,382	1.47%
1036 REPL DP EQUIP-PERIPHERALS		14,400		14,400	0.00%
1099 OTHER REPLACEMENT EQUIPMENT	6,312	541,266	6,312	534,954	1.17%

SUMMARY

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Three Months Ending Tuesday, September 30, 2025

	<u>Expenditures</u>		<u>YTD</u>		<u>%</u>
	<u>This Month</u>	<u>Budget</u>	<u>Expense</u>	<u>Balance</u>	<u>Spent</u>
Total Object 10	90,883	2,029,823	159,902	1,869,921	7.88%
Object 11 Additional Equipment					
1102 ADDT'L AUDIO-VISUAL EQUIP		6,500		6,500	0.00%
1103 ADDT'L CLEANING EQUIPMENT		10,000		10,000	0.00%
1109 ADDT'L HUMAN ENV EQUIP		1,000	3,426	(2,426)	342.58%
1113 ADDT'L MAINT & BLDG EQUIP	28,876	253,000	39,511	213,489	15.62%
1115 ADDT'L OFFICE EQUIPMENT	4,528	238,590	13,507	225,082	5.66%
1119 ADDT'L RADIOS & ELECTRONIC EQ	2,043	665,000	3,588	661,412	0.54%
1133 ADDT'L DP EQUIP-MICROCOMPUTER		20,000		20,000	0.00%
1199 OTHER ADDITIONAL EQUIPMENT	75,336	1,378,962	101,203	1,277,759	7.34%
Total Object 11	110,783	2,573,052	161,235	2,411,816	6.27%
Object 13 Fixed Charges					
1301 RENT			229,632	(229,632)	0.00%
1302 INSURANCE COVERAGE PAID TO STO		907,813		907,813	0.00%
1303 RENT PAID TO DGS		1,100		1,100	0.00%
1304 SUBSCRIPTIONS	433	29,020	3,576	25,444	12.32%
1305 ASSOCIATION DUES	159	283,857	2,731	281,126	0.96%
1308 LICENSES		9,720	754	8,966	7.76%
1309 INSURANCE (NON STO PAYMENTS)		11,596,368		11,596,368	0.00%
1320 BAD DEBT EXPENSE	4,637	50,000	2,827,315	(2,777,315)	5654.63%
Total Object 13	5,228	12,877,878	3,064,009	9,813,870	23.79%
Total All Objects	35,661,896	462,211,066	86,608,236	375,602,830	18.74%

TAB 9



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Samantha J. Biddle, Chair

Board Members:

Dontae Carroll	Cynthia D. Penny-Ardinger
Maricela Cordova	Jeffrey S. Rosen
William H. Cox, Jr.	Samuel D. Snead, MCP, MA
Mario J. Gangemi, P.E.	John F. von Paris

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Assistant Capital Program Manager Jennifer Stump
SUBJECT: First Quarter Review of Fiscal Year 2026 Capital Budget vs. Actual Spending
DATE: December 18, 2025

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to update the MDTA Board on the status of actual Fiscal Year (FY) 2026 capital spending against the FY 2026 capital budget in the FY 2026-2031 Draft Consolidated Transportation Program (CTP). This information was also presented to the MDTA Finance and Administration Committee on November 13, 2025.

SUMMARY

As of September 30, 2025, 7.2% of the FY 2026 budget was spent as compared to the targeted spending level of 25%. The total budget for FY 2026 is \$1.15 billion. The actual spending through the first quarter was \$83.6 million. The first quarter percentage is low because there are outstanding accruals for work completed in FY 2025.

ANALYSIS

Ninety-five of the 102 projects budgeted in FY 2026 were within the acceptable spending limits of 0% to 50% (plus or minus 25% of the 25% target). Due to normal lags in invoicing, generally two months, a plus or minus 25% threshold was determined to be reasonable.

Actual spending through the first quarter for ten projects with FY 2026 budgets over \$10 million was \$56.5 million. The ten projects are detailed in Attachment A.

ATTACHMENT

- Attachment A – FY 2026 Capital Program Spending – Ten Projects with FY 2026 Budgets over \$10 Million.

**FY 2026 Capital Program Spending
Compared to Draft FY 2026-2031 CTP Budget
Ten Projects with FY 2026 Budgets over \$10M**

Project Name	FY 2026 Budget Draft FY26-31 CTP (\$ Million)	FY 2026 Actual thru 09/30/2025 (\$ Million)	FY 2026 1st Qtr Spend Rate	FY 2026 Budget Remaining (\$ Million)
Key Bridge Rebuild	\$685.0	\$8.6	1%	\$676.4
I-95 ETL NB Transition - MD 24 Interchange Reconstruction	\$78.7	\$21.6	27%	\$57.1
I-95 ETL NBE MD 24 to Bynum Run	\$31.0	\$6.2	20%	\$24.8
Rehab Decks of EB Span - Phase I Deck Widening & Replacement of Deck Truss Spans	\$30.0	\$7.3	24%	\$22.7
Envelope Repair and Switchgear Replacements at BHT Vent Buildings	\$22.0	\$4.8	22%	\$17.2
I-695 Ramps to I-95 Northbound Express Toll Lanes	\$21.1	\$0.1	1%	\$20.9
I-95/Belvidere Road Interchange	\$15.9	-\$1.1	-7%	\$16.9
Cleaning and Painting of the Hatem Bridge	\$15.5	\$4.8	31%	\$10.7
10-Year Equipment Budget - FY 2018 through FY 2027	\$14.5	\$3.7	25%	\$10.9
FMT Facility-wide Zone Paint Program	\$11.8	\$0.5	4%	\$11.4
Total	\$925.5	\$56.5	6.1%	\$869.0

TAB 10



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Samantha J. Biddle, Chair

Board Members:
Dontae Carroll
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Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead, MCP, MA
John F. von Paris

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Revenue Manager Walter Laun
SUBJECT: First Quarter Fiscal Year 2026 Traffic and Revenue Performance
DATE: December 18, 2025

PURPOSE OF MEMORANDUM

To provide the Maryland Transportation Authority (MDTA) Board with a quarterly and year-to-date update regarding traffic and toll revenue trends compared to the previous year and the forecast. This item was presented to the Finance and Administration Committee on November 13, 2025.

KEY TAKEAWAYS

- For the quarter ending September 30, 2025, overall collected revenue was above forecast by \$3.8 million.
- The overperformance is primarily driven by the following:
 - 2-Axle *E-ZPass*[®] revenue at the Fort McHenry Tunnel (\$2.2 million).
 - Continued improvement of the collection of Video Tolls (\$0.4 million).
 - Civil Penalty Fees (\$0.7 million) by the Central Collection Unit (CCU).

ANALYSIS

This quarterly review looks at traffic and toll revenue trends and compares actual system-wide experience with traffic and toll revenue forecasts. CDM Smith tracks and evaluates the performance of traffic at the lane level and traffic and revenue collected on a cash basis.

FY 2026 Actuals compared to FY 2025 Actuals & FY 2026 Forecast vs FY 2026 Actuals

Combined Facilities (including Administrative Revenue)														
TRANSACTIONS (in Millions)								REVENUE (in Millions)						
	FY25	FY26			FY26			FY25	FY26			FY26		
	Actual	Actual	Diff	% Change	Forecast	Diff	% Diff	Actual	Actual	Diff	% Change	Forecast	Diff	% Diff
Qtr. 1	40.8	41.2	0.4	0.9%	41.3	(0.1)	-0.3%	\$ 192.4	\$ 204.8	\$ 12.4	6.5%	\$ 201.0	\$ 3.8	1.9%
YTD Totals	40.8	41.2	0.4	0.9%	41.3	(0.1)	-0.3%	\$ 192.4	\$ 204.8	\$ 12.4	6.5%	\$ 201.0	3.8	1.9%

*Note: Numbers may not sum due to rounding

As shown in the table above, for the quarter ended September 30, 2025, systemwide transactions totaled 41.2 million and corresponding toll and administrative revenue totaled \$204.8 million. This represents an increase of 0.4 million transactions, or 0.9%, compared to the same period last year. Year-to-date revenue increased by \$12.4 million, or 6.5%, compared to the same period last year. The increase in transactions and revenue was attributed to the improved collection of video tolls, civil penalty fees, completion of Phase I of the I-95 ETL Northbound Extension, and a catch up in the delay of New York toll processing.

For the quarter ending September 30, 2025, actual revenue was above forecast by \$3.8 million. The variance between forecasted and actual performance was mainly due to higher than projected *E-ZPass* revenue at the Fort McHenry Tunnel and improved video toll and civil penalty fee collections.

ATTACHMENTS

- Attachment A: Summary of Revenue
- Attachment B: Comparison of Official Forecast to Actual Toll Revenue Performance
- Attachment C: Analysis of Actual Toll Revenue Performance & Financial Forecast Differences
- Attachment D: FY 2026 Forecast vs Actual Revenue – by Facility
- Attachment E: FY 2026 Forecast vs. Actual Revenue – By Payment Method

Attachment A

Summary of Revenue
FY2026 Forecasted and Actual Revenue Comparison
July 1, 2025 to September 30, 2025

	E-ZPass®	Video, Administrative ¹ & Pay-By-Plate	Total
Forecast Revenue	\$162,292,216	\$38,682,370	\$200,974,586
Actual Revenue	164,604,990	40,190,721	204,795,710
Difference	\$2,312,773	\$1,508,350	\$3,821,124

¹ Includes items such as Hatem Bridge discount plan (\$20.00 annual plan), oversize permit fees, transponder sales, civil penalties, unused trips, commercial post-usage discount & monthly account fees (non-Maryland addresses).

Attachment B

Comparison of Official Forecast to Actual Toll Revenue Performance
July 1, 2025 to September 30, 2025

Toll Revenue Forecast:	\$200,974,586
Actual Revenue:	
<i>E-ZPass</i>	164,604,990
Pay-By-Plate	1,600,573
Video Toll	19,681,775
Administrative Toll	18,908,373
Total Actual Revenue	204,795,710
Actual Revenue less Forecasted Revenue	3,821,124

Attachment C
Analysis of Actual Toll Revenue Performance & Financial Forecast Differences
July 1, 2025 to September 30, 2025

Actual Revenue less Forecasted Revenue		\$3,821,124
Forecast Assumption Differences:		
<i>E-ZPass</i> Daily Average Traffic Higher than Forecasted (FY2026) - ongoing	2,312,773	
<i>Pay-By-Plate</i> Usage Higher than Forecasted (FY2026) - ongoing	141,365	
<i>Video Toll</i> Collections Higher than Forecasted (FY2026) - one-time	371,813	
<i>Administrative Toll Revenue</i> Higher than Forecasted (FY2026) - one-time (CPFs +\$0.7M)	995,172	
Total Forecast Assumption Differences	\$	3,821,124
Unreconciled/Analyzed Difference	\$	0

Attachment D
FY 2026 Forecast vs. Actual Revenue – By Facility

Legacy Facilities						
			July	August	September	Total
			Forecast	Actual	Difference	
E-ZPass			\$ 45,608,376	\$ 46,392,126	\$ 46,987,393	\$ 138,987,895
			49,741,684	46,421,797	45,577,368	\$ 141,740,848
			4,133,307	29,671	(1,410,025)	\$ 2,752,954
Video, Pay-By-Plate & Other			11,309,886	10,854,221	10,993,512	\$ 33,157,620
			11,681,277	11,642,537	11,154,353	\$ 34,478,167
			371,391	788,317	160,840	\$ 1,320,548
Total			56,918,263	57,246,347	57,980,905	\$ 172,145,515
			61,422,961	58,064,335	56,731,720	\$ 176,219,016
			\$ 4,504,698	\$ 817,988	\$ (1,249,185)	\$ 4,073,501

Intercounty Connector						
			July	August	September	Total
			Forecast	Actual	Difference	
E-ZPass			\$ 6,105,071	\$ 5,364,197	\$ 5,820,118	\$ 17,289,386
			5,632,920	5,632,412	5,711,018	\$ 16,976,350
			(472,152)	268,215	(109,099)	\$ (313,036)
Video, Pay-By-Plate & Other			1,783,455	1,687,946	1,763,709	\$ 5,235,110
			1,909,346	1,786,071	1,720,105	\$ 5,415,522
			125,891	98,125	(43,604)	\$ 180,412
Total			7,888,526	7,052,143	7,583,827	\$ 22,524,496
			7,542,265	7,418,483	7,431,124	\$ 22,391,872
			\$ (346,261)	\$ 366,340	\$ (152,703)	\$ (132,624)

I-95 Express Toll Lanes						
			July	August	September	Total
			Forecast	Actual	Difference	
E-ZPass			\$ 1,971,477	\$ 2,122,168	\$ 1,921,290	\$ 6,014,935
			1,969,844	1,983,962	1,933,989	\$ 5,887,795
			(1,633)	(138,206)	12,699	\$ (127,140)
Video, Pay-By-Plate & Other			98,383	95,555	95,703	\$ 289,641
			106,635	95,229	95,168	\$ 297,032
			8,252	(325)	(535)	\$ 7,391
Total			2,069,859	2,217,722	2,016,994	\$ 6,304,576
			2,076,478	2,079,191	2,029,157	\$ 6,184,827
			\$ 6,619	\$ (138,531)	\$ 12,163	\$ (119,749)

All Facilities						
			July	August	September	Total
			Forecast	Actual	Difference	
			\$ 66,876,648	\$ 66,516,213	\$ 67,581,726	\$ 200,974,586
			71,041,704	67,562,009	66,192,001	\$ 204,795,714
			\$ 4,165,056	\$ 1,045,796	\$ (1,389,725)	\$ 3,821,128

Attachment E
FY 2026 Forecast vs. Actual Revenue – By Payment Method

E-ZPass					
		July	August	September	Total
Forecast	Legacy	45,608,376	46,392,126	46,987,393	\$ 138,987,895
	ICC	6,105,071	5,364,197	5,820,118	\$ 17,289,386
	ETL	1,971,477	2,122,168	1,921,290	\$ 6,014,935
	Total	53,684,924	53,878,491	54,728,801	\$ 162,292,216
Actual	Legacy	49,741,684	46,421,797	45,577,368	\$ 141,740,848
	ICC	5,632,920	5,632,412	5,711,018	\$ 16,976,350
	ETL	1,969,844	1,983,962	1,933,989	\$ 5,887,795
	Total	57,344,447	54,038,171	53,222,375	164,604,994
Difference		\$ 3,659,523	\$ 159,680	\$ (1,506,426)	\$ 2,312,777

Video, Pay-By-Plate & Other					
		July	August	September	Total
Forecast	Legacy	11,309,886	10,854,221	10,993,512	\$ 33,157,620
	ICC	1,783,455	1,687,946	1,763,709	\$ 5,235,110
	ETL	98,383	95,555	95,703	\$ 289,641
	Total	13,191,724	12,637,721	12,852,925	\$ 38,682,370
Actual	Legacy	\$ 11,681,277	\$ 11,642,537	\$ 11,154,353	\$ 34,478,167
	ICC	1,909,346	1,786,071	1,720,105	\$ 5,415,522
	ETL	106,635	95,229	95,168	\$ 297,032
	Total	13,697,257	13,523,838	12,969,626	40,190,721
Difference		\$ 505,533	\$ 886,116	\$ 116,701	\$ 1,508,350

All Revenue					
		July	August	September	Total
Forecast	\$	66,876,648	\$ 66,516,213	\$ 67,581,726	\$ 200,974,586
Actual		71,041,704	67,562,009	66,192,001	\$ 204,795,714
Difference	\$	4,165,056	\$ 1,045,796	\$ (1,389,725)	\$ 3,821,128

TAB 11

VERBAL

TAB 12

VERBAL