



Maryland Transportation Authority

BOARD MEETING

THURSDAY, JULY 31, 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

JULY 31, 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 5:00 p.m. on Tuesday, July 29. 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. <u>Approval</u> – <u>Open Session Meeting Minutes of June 26, 2025</u> | Chairman | 5 min. |
| 2. <u>Resolution</u> – <u>Years of Service Recognition</u> – Recognition for One Retired Employee | Bruce Gartner | 5 min. |
| 3. <u>Approval</u> – <u>Contract Awards</u> <ul style="list-style-type: none">• SV-00211398 – Tactical Medical Director Services – Sole Source• MT-00211460 – Janitorial Services at Baltimore Harbor Tunnel (BHT) and Fort McHenry Tunnel (FMT) Facilities – Community Services Contract• MT-00211428 – On-Call Plumbing Maintenance Services for MDTA Northern Region Facilities• MT-00211510 – On-Call Plumbing Maintenance Services for MDTA Central Region Facilities | Patricia Tracey | 15 min. |
| 4. <u>Update</u> – <u>Legislative Reports Submitted to the Legislature</u> <ul style="list-style-type: none">• Francis Scott Key Bridge Reconstruction | Brian Wolfe | 10 min. |
| 5. <u>Update</u> – <u>MDTA Police Public Security</u> – Verbal | Col. Joseph Scott | 10 min. |
| 6. <u>Update</u> – <u>Executive Director’s Report</u> – Verbal | Bruce Gartner | 10 min. |

Vote to go into Closed Session

CLOSED SESSION – Expected Time 9:55 AM

- | | | |
|----------------------------------|--------------------------|---------|
| 7. To Discuss Public Security | Col. Joseph Scott | 15 min. |
| 8. To Discuss Pending Litigation | Kimberly Millender, Esq. | 15 min. |

Vote to Return to Open Session

Vote to Adjourn Meeting

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, JUNE 26, 2025
9:00 A.M.

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

OPEN SESSION

Paul J. Wiedefeld, Chairman

MEMBERS ATTENDING:

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

STAFF ATTENDING:

Lt. Col. Ronce Alford
Jeffrey Brown
Carl Chamberlin
Percy Dangerfield
Jeffrey Davis
Bruce Gartner – via Telephone
David Goldsborough
Chantelle Green
Natalie Henson
Richard Jaramillo
Kendra Joseph
Jeanne Marriott
Kimberly Millender, Esq.
Simon Najjar
Col. Joseph Scott
Deborah Sharpless
Cheryl Sparks
Jennifer Stump
Bradley Tanner
Paul Trentalance
Ishtiaque Tunio
Khadriah Ward
Brian Wolf
Brian Wolfe

OTHERS ATTENDING:

Samantha Biddle, Deputy Secretary, MDOT

At 9:00 a.m. Chairman Paul J. Wiedefeld 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 – OPEN SESSION MEETING MINUTES OF MAY 29, 2025

Upon motion by Member William H. Cox, Jr. and seconded by Member Mario J. Gangemi, the open session meeting minutes of the MDTA Board meeting held on May 29, 2025 were unanimously approved.

APPROVAL – CLOSED SESSION MEETING MINUTES OF MAY 29, 2025

Upon motion by Member Mario J. Gangemi and seconded by Member John F. von Paris, the closed session meeting minutes of the MDTA Board meeting held on May 29, 2025 were unanimously approved.

APPROVAL – CONTRACT AWARD

- **HT-3019-0000 – Baltimore Harbor Tunnel (BHT) Maintenance/Auto Building HVAC System and Roof Replacement**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract HT-3019-0000 – Baltimore Harbor Tunnel (BHT) Maintenance/Auto Building HVAC and Roof Replacement with Fresh Air Concepts, LLC in the bid amount of \$5,330,000.00.

Mr. Davis explained that this project includes the replacement of the HVAC system and roof at the Maintenance/Auto Building at the BHT Facility. Project work includes: 1.) Replacement of the HVAC system; 2.) Removal and Replacement of the existing membrane roof and the repair and refinish of the existing metal roof; and 3.) Upgrades of interior ceiling, lighting, fire alarm system, and other building elements that are impacted by the HVAC equipment replacement.

He also explained that a protest was received alleging the lowest bidder was not responsive. The procurement officer reviewed the bid documents and determined that Fresh Air Concepts, LLC was both responsive and responsible. The protest was denied. No appeal was filed.

Upon motion by Member William H. Cox, Jr. and seconded by Member Maricela Cordova, the Members unanimously approved Contract HT-3019-0000 – Baltimore Harbor Tunnel (BHT) Maintenance/Auto Building HVAC and Roof Replacement.

- **MT-00211391 – HVAC and ATC Maintenance and Repairs for the MDTA William Preston Lane (Bay Bridge) (WPL) Facilities**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. MT-00211391 – HVAC and ATC Maintenance and Repairs for MDTA William Preston Lane (Bay Bridge) (WPL) Facilities with Denver-Elek in the bid amount of \$1,111,523.00.

Mr. Davis explained that the purpose of the project is to retain the services of a qualified contractor to provide HVAC, ATC, and Water Treatment Services for MDTA's WPL Facilities. The provider shall furnish all labor, materials, supplies, equipment, supervision, services, and related incidentals for HVAC, ATC Maintenance and Repairs, and Water Treatment Services.

He further explained that the procurement officer rejected one of the bidders who then submitted a protest. The protest was denied, and the bidder appealed. That appeal was denied by the Maryland State Board of Contract Appeals.

We anticipate presenting this contract at the July 2, 2025 BPW meeting.

Upon motion by Member Mario J. Gangemi and seconded by Member Cynthia D. Penny-Ardinger, the Members gave unanimous approval of Contract No. MT-00211391 – HVAC and ATC Maintenance and Repairs for MDTA William Preston Lane (Bay Bridge) (WPL) Facilities.

- **MT-00211341 – Overhead and Building Door Maintenance, Repair, Replacement, and Inspection for MDTA Facilities**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. MT-00211341 – Overhead and Building Door Maintenance, Repair, Replacement, and Inspection for MDTA Facilities with Miner Ltd/Bob's Overhead Doors in the bid amount of \$750,000.00.

Mr. Davis explained that the purpose of the project is to retain the services of a qualified contractor to provide overhead door maintenance and services at the MDTA facilities. Five bids were received, but one bid was rejected for being non-responsive. The lowest responsive bidder was Miner Ltd/Bob's Overhead Door.

This contract is for a base term of three (3) years and a single two-year renewal option for a total of \$750,000.00 over five (5) years. As this contract exceeds the MDTA's delegated authority, the award of this contract would be pending approval at the soonest available BPW meeting.

Upon motion by Member Maricela Cordova and seconded by Member Mario J. Gangemi, the Members gave unanimous approval of Contract No. MT-00211341 – Overhead and Building Door Maintenance, Repair, Replacement, and Inspection for MDTA Facilities.

- **MT-0211382 – Janitorial Services at Point Breeze**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. MT-00211382 – Janitorial Service at Point Breeze with National Centers on Institutions and Alternatives (NCIA) in the bid amount of \$1,491,639.79.

Mr. Davis explained that this Community Services contract provides comprehensive janitorial services including supervision, supplies, labor, and equipment at the Point Breeze facility by NCIA. The Pricing and Selection Committee approved the rates for these services on May 16, 2025. Janitorial supplies are included in the contract total and the contract specifies that supplies be purchased from Blind Industries of Maryland, also a Community Services Provider.

This Contract is for a base term of three (3) years and a single two-year renewal option for a total \$1,491,639.79 over five (5) years. As this contract exceeds the MDTA's delegated authority, the award of this contract would be pending approval at the soonest available BPW meeting.

Upon motion by Member Cynthia D. Penny-Ardinger and seconded by Member Maricela Cordova, the Members unanimously approved Contract No. MT-00211382 – Janitorial Service at Point Breeze.

APPROVAL – CONTRACT MODIFICATION

- **MA-2868-0000 – MDTA Electronic Toll Collection (ETC-3G) Customer Service Center Services – Contract Modification No. 4 (MOD 4)00211251 – Traffic and Revenue Forecast Services**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract Modification No. 4 (MOD 4) of Contract No. MA-2868-0000 – MDTA Electronic Toll Collection (ETC-3G) Customer Service Center Services.

Mr. Davis explained that the key takeaways of this modification (1) updates the system requirements specified in the Request for Proposals (RFP) to align with MDTA's current business rules, operational needs, and customer payment options; (2) allow for better contract management and accountability; and (3) does not include any financial increases.

Mr. Davis further explained that pursuant to §11-204 of the State Finance and Procurement Article, Annotated Code of Maryland, the MDTA is requesting the Board of Public Works' (BPW) approval of retroactive MOD 4 Contract No. MA-2868-000 for ETC-3G Customer Service Center Systems and Services. This item is scheduled to be presented to the BPW on August 6, 2025.

MOD 4 aligns the system requirements stated in the RFP to the system design, tested, implemented, and accepted. System requirements are tracked on a Requirements Traceability Matrix (RTM). Of the 2,397 requirements tracked on the RTM, nearly 20% of the original requirements were updated or removed (300 updates; 175 removals). Most of the changes related to:

- deleting references to the Alliance for Toll Interoperability (ATI) Hub, which is no longer in operation;
- including requirements for the Pay-by-Plate (PBP) payment option; and
- removing requirements for pre-registered video toll accounts payment option (PBP replaced this option).

These changes were necessitated to build a modern system that aligned with the adoption of All-Electronic Tolling (AET), technology standards, MDTA's operational needs, and customer expectations. Between the time when the RFP was advertised in August 2016 and system acceptance in April 2025, the MDTA toll collections went cashless through the adoption of AET, technologies advanced, and more was learned about customer expectations. By updating the system requirements, the MDTA improves its ability to manage this complex contract and ensure vendor accountability.

The MDTA understands that retroactive contract actions are not favored. The MDTA has been working on documenting and ensuring agreement among the parties since the Fall of 2023. Ensuring the completeness and accuracy of the collective changes required substantial time. The MDTA believes the end result will serve the needs of the agency and its customers.

Upon motion by Member Maricela Cordova and seconded by Member John F. von Paris, the Members gave unanimous approval of Contract Modification No. 4 (MOD 4) of Contract No. MA-2868-0000 – MDTA Electronic Toll Collection (ETC-3G) Customer Service Center Services.

APPROVAL – MUNCASTER MILL ROAD BRIDGE OVER MD 200 DEDICATION TO ARMY PFC JUSTIN R. DAVIS

Mr. Carl Chamberlin requested MDTA Board approval, pursuant to MDTA Board Policy A-MDT-STDR-0101, regarding the request by Senator Nancy King (District 39) and Delegate Greg Wims (District 39) to dedicate the MDTA-owned Muncaster Mill Road Bridge over MD 200 (ICC) in Rockville, MD to Army PFC Justin R. Davis.

Mr. Chamberlin explained that Army PFC Justin R. Davis enlisted in the United States Army in 2005 when he was 19 years old. Driven by a passion and purpose to serve his Country, Justin attended boot camp at Ft. Benning, Georgia. After graduation from Ft. Benning, Justin was stationed at Ft. Drum, New York, and deployed with the 1st Battalion, A Company 1-32 Infantry in 2006 to Afghanistan.

On June 25, 2006, Justin was KIA in the Korengal Valley (near Kunar Province), when he was attacked by indirect fire while on patrol during combat operations. He was assigned to the 1st Battalion, 32nd Infantry Regiment, 3rd Brigade Combat Team, 10th Mountain Division (Light Infantry) Fort Drum, New York.

Justin graduated from Col. Zadok Magruder High School in Rockville, Maryland in 2005. He played running back on the school's football team and was a member of the JROTC. He was an active member of the Mt. Calvary Church in Rockville, Maryland. Justin was a courageous young man who had a passion for life, a passion for people, and most of all a passion for serving.

Upon motion by Member Maricela Cordova and seconded by Member Cynthia D. Penny-Ardinger, the Members unanimously gave approval to dedicate the MDTA-owned Muncaster Mill Road Bridge over MD 200 (ICC) in Rockville, MD to Army PFC Justin R. Davis.

APPROVAL – FISCAL YEAR (FY) 2026 FINAL OPERATING BUDGET

Mr. Jeffrey Brown requested approval from the MDTA Board for the Fiscal Year (FY) 2026 Final Operating Budget. The Trust Agreement requires the approval of a final budget on or before July 1.

Mr. Brown explained that the proposed FY 2026 Final Operating Budget of \$461.1million, represents a \$10.6 million, or 2.3%, increase versus the FY 2026 Preliminary Operating Budget. The key drivers of the increase are mandated personnel expenses, insurance costs, management study activities, other land vehicles, additional costs to outfit police vehicles, and increased *E-ZPass*[®] Service Center costs. These costs are partially offset by a reduction in new vehicle purchases following the FY transfer of MDTA Police take home vehicles from the FY 2026 budget to the FY 2025 budget and the capitalization of certain engineering costs (*i.e.*, the transfer of operating costs to the capital budget).

Upon motion by Member John F. von Paris and seconded by Member Mario J. Gangemi, the Members unanimously approved the FY 2026 Final Operating Budget.

APPROVAL – DRAFT FISCAL YEAR (FY) 2026-2031 CONSOLIDATED TRANSPORTATION PROGRAM (CTP)

Ms. Jennifer Stump requested approval of the proposed Draft Fiscal Year (FY) 2026-2031 Consolidated Transportation Program (CTP).

Ms. Stump explained that the six-year FY 2026-2031 budget in the proposed CTP is \$5.1 billion. The proposed CTP reflects a net increase in the six-year FY 2026-2031 budget of \$144.8 million. The net FY 2026-2031 increase is the result of the following:

- Increase in the six-year CTP budget by \$112.0 million for the Francis Scott Key Bridge (FSK). The budget reflects the original cost estimate that was prepared for the FSK Bridge Rebuild within two weeks of the bridge collapse. The cost estimate will be updated prior to the next MDTA bond sale.
- Decrease in the six-year CTP budget by \$9.4 million for the Nice/Middleton Bridge.
- Decrease in the six-year CTP budget by \$12.2 million for the I-95 ETL Northern Extension.
- Increase in the six-year CTP budget by \$109.9 million for all projects except Key Bridge, Nice/Middleton Bridge, I-95 ETL Northern Extension, and Reserves
- Decrease in the Allocated and Unallocated Reserves by \$55.4 million.

Ms. Stump further explained that the FY 2025 expenditures were \$584.6 million vs. \$765.5 million in the Final FY 2025-2030 CTP. FY 2025 underspending was \$180.9 million and has been rolled over into the Draft FY 2026-2031 CTP.

Upon motion by Member William H. Cox, Jr. and seconded by Member Cynthia D. Penny-Ardinger, the Members unanimously approved the Draft FY 2026-2031 Consolidated Transportation Program.

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

Ms. Chantelle Green requested approval from the MDTA Board for the Fiscal Year (FY) 2026-2031 Financial Forecast. Ms. Green explained key takeaways of the FY 2026-2031 Financial Forecast, which include:

- The MDTA remains in compliance with its financial goals and legal standards through FY 2027.
- The budget for the Francis Scott Key (FSK) Bridge Rebuild reflects the original cost estimate that was prepared for the FSK Bridge Rebuild within two weeks of the bridge collapse. The cost estimate will be updated later this year.
- 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 John F. von Paris and seconded by Member Mario J. Gangemi, the Members unanimously approved the FY 2026-2031 Financial Forecast.

UPDATE – BI-ANNUAL REVIEW OF REVENUE SUFFICIENCY

Ms. Chantelle Green provided the MDTA Board with an update on the bi-annual review of revenue sufficiency. The most recent financial forecast shows that current toll rates, fees, and discounts provide enough revenue through Fiscal Year 2027 to meet forecasted spending and meet all legal and policy requirements.

UPDATE – MDTA’S TRAVEL PLAZAS

Mr. Simon Najar updated the MDTA Board on the progress of operations at the Maryland House and Chesapeake House Travel Plazas.

Mr. Najar explained that in 2012, the MDTA entered into a Lease and Concession Agreement with Areas USA MDTP, LLC (Areas USA), to undertake the redevelopment (including financing) and long-term operations and maintenance of the travel plazas. Pursuant to the public-private partnership (P3) arrangement, the MDTA retains oversight of the travel plazas for a period of 35 years. Mr. Najar gave a presentation that provided a brief overview of the contract award and agreement; Areas USA history and expertise; current operations at the travel plazas; and future outlook.

UPDATE – MAJOR PROJECTS UPDATE

Mr. Brian Wolfe updated the MDTA Board on the status of Major Projects in the Capital Program.

Mr. Wolfe explained that as of June 11, 2025, there are thirteen major projects in the Capital Program. Eleven of the projects are under construction, and two are under design. This update includes projects funded for construction in the current Consolidated Transportation Program and includes six projects valued in excess of \$100 million. There are three projects from the \$1.1 billion I-95 ETL Northbound Expansion program.

UPDATE – DIVISION OF INFORMATION TECHNOLOGY (DOIT) MAJOR PROJECTS UPDATE

Mr. David Goldsborough updated the MDTA Board on the Division of Information Technology (DoIT) major projects. As of June 26, 2025, DoIT maintains an active portfolio of 21 projects and continued support of the third-generation tolling system (3G) program.

Some of the significant initiatives that DoIT continues to work on include the following:

- HR Central Conversion
- Scheduling System Enhancements
- Maximo Spatial
- Dynamics SL Upgrade
- HRIS
- Data Center Enhancements Project
- Police BWC
- Maximo 9 Upgrade
- Procurement Milestone Tracking (PMR)

UPDATE – CIVIL RIGHTS AND FAIR PRACTICES (CRFP) SOCIOECONOMIC PROGRAMS STATUS

Ms. Khadriah Ward updated the MDTA Board on MDTA’s progress toward achieving the legislatively mandated socioeconomic program goals for the 3rd Quarter of Fiscal Year (FY) 2025, which covers the performance period of July 1, 2024 to March 31, 2025 (Q3 FY 2025).

These programs include the following:

- Disadvantaged Business Enterprise (DBE) Program;
- Minority Business Enterprise (MBE) Program;
- Small Business Reserve (SBR) Program; and
- Veteran-Owned Small Business Enterprise (VSBE) Program.

UPDATE – AUDIT COMMITTEE

Member William H. Cox, Jr. presented an update on the Audit Committee meeting that took place on June 10, 2025. The Office of Audits is on track to complete the thirteen audits in the Fiscal Year (FY) 2025 Audit Plan by September 2025. Currently three audits are complete and eight are in progress.

One internal audit report (Inventory Controls of Capital and Non-Capital Equipment Audit) was presented and the Committee was satisfied with the results of this audit.

UPDATE - EXECUTIVE DIRECTOR’S REPORT

Mr. Percy Dangerfield updated the Board on the following items: Mr. Brian Wolf, MDTA’s Deputy Director of Construction, was named MDOT Safety Champion at the June 11 MDOT Safety Fair; MDTA’s northbound MD 24 Auxiliary Lane from MD 924 to singer Road is now completed; the next Bay Bridge Reconstruction Advisory Group (BBRAG) meeting is scheduled for July 9; and the MDTA Policy Promotional Ceremony is also scheduled for July 9.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member Mario J. Gangemi and seconded by Member Cynthia D. Penny-Ardinger, the Members unanimously voted to adjourn the meeting at 10:22 a.m.

The next MDTA Board Meeting will be held on Thursday, July 31, 2025 at 9:00 a.m. at MDTA, 2310 Broening Highway, Baltimore MD and will be livestreamed on the MDTA Board webpage.

APPROVED AND CONCURRED IN:

Paul J. Wiedefeld, Chairman

TAB 2

Cheryl A. Dickinson

Administrative Officer III

WHEREAS, Cheryl Dickinson began her Maryland Transportation Authority (MDTA) career as an MDTA Police Officer I in July 1983, and

WHEREAS, Mrs. Dickinson continued to progress within the MDTA and was promoted to MDTA Police Officer II in July 1984, and to MDTA Telecommunicator in December 1991, and

WHEREAS, She continued to build on her knowledge and skills, and Mrs. Dickinson was promoted to Administrative Assistant II in March 2000, and to Administrative Assistant III in January 2003, and

WHEREAS, With hard work and determination, Ms. Dickinson was promoted to Administrative Assistant, Executive in February 2005, and to Administrative Officer III in July 2008, a position held until retirement, and

WHEREAS, She has been with the MDTA through economic highs and lows, technological advancements, unique life events such as the pandemic, and more office relocations than her coworkers can count. Her institutional knowledge and ability to keep things organized and on schedule and avert crises with her timely problem-solving skills will be sorely missed. Her coworkers have expressed, as she has chosen to close the laptop and open a new chapter, that they hope her retirement is filled with all of the adventures that she desires, now

THEREFORE BE IT RESOLVED, On the occasion of Cheryl Dickinson's retirement from her distinguished career of exemplary service, the Chairman and Members of the Maryland Transportation Authority Board hereby express to Ms. Dickinson 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 July 31, 2025, and a copy, appropriately framed, be presented to Ms. Dickinson as an expression of the MDTA Board's appreciation and esteem.

TAB 3



**Maryland
Transportation
Authority**

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, Chairman

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: Contract SV-00211398 – Tactical Medical Director Services
DATE: July 31, 2025

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute the Sole Source Contract No. SV-00211398 – Tactical Medical Director.

SUMMARY

The purpose of the project is to retain the services of Johns Hopkins University, Department of Emergency Medicine, Division of Special Operations, to provide 24/7 Tactical Physician Services, emergency medical consultation, and specialized Tactical Medicine training for MDTA Police (MDTAP). The provider shall furnish all personnel, consultation access, training materials, and program oversight necessary to support MDTAP's Tactical Medical Program. This contract is for a base term of three (3) years and a single two-year renewal option for a total of \$429,992.50 over five (5) years. As this contract exceeds the MDTA's delegated authority, the award of this contract would be pending approval at the next available BPW meeting.

RECOMMENDATION

To approve Contract No. SV-00211398 – Tactical Medical Director Services.

ATTACHMENT

- Project Summary



Contract No. SV-00211398 - Tactical Medical Director Services

PIN NUMBER	N/A
CONTRACT NUMBER	SV-00211398
CONTRACT TITLE	Tactical Medical Director Services

PROJECT SUMMARY

The purpose of the project is to retain the services of Johns Hopkins University, Department of Emergency Medicine, Division of Special Operations, to provide 24/7 Tactical Physician Services, emergency medical consultation, and specialized Tactical Medicine training for MDTAP. The Provider will furnish all personnel, consultation access, training materials, and program oversight necessary to support MDTAP's Tactical Medical Program.☐

			MBE PARTICIPATION (N/A)		
SCHEDULE			MBE PARTICIPATION - OVERALL	ADVERTISED GOAL (%)	PROPOSED GOAL (%)
ANTICIPATED NTP DATE	9/1/2025		OVERALL MBE	0.00%	0.00%
DURATION/TERM	Three (3) Years w/one 2-Year Renewal Option		VSBE	0.00%	0.00%
			BID PROTEST	YES	NO
					✓
SOLE SOURCE VENDOR	BID AMOUNT(S)				
JHU School of Medicine	\$	429,992.50	Incumbent		
			Yes		



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, Chairman

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: Contract MT-00211460 – Janitorial Services for MDTA’s Baltimore Harbor Tunnel (BHT) and Fort McHenry Tunnel (FMT) Facilities
DATE: July 31, 2025

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract No. MT-00211460 – Janitorial Services for MDTA’s Baltimore Harbor Tunnel (BHT) and Fort McHenry Tunnel (FMT) Facilities.

SUMMARY

This Community Services contract provides comprehensive janitorial services including supervision, supplies, labor, and equipment at the BHT and FMT facilities by the National Center on Institutions and Alternatives (NCIA). The Pricing and Selection Committee approved the rates for these services on June 26, 2025. Janitorial supplies are included in the contract total and the contract specifies that supplies be purchased from Blind Industries of Maryland, also a Community Services Provider.

This contract is for a base term of three (3) years and a single two-year renewal option for a total \$1,294,500.65 over five (5) years. As this contract exceeds the MDTA’s delegated authority, the award of this contract would be pending approval at the August 6, 2025 BPW meeting.

RECOMMENDATION

To approve Contract No. MT-00211460 – Janitorial Services for MDTA’s BHT and FMT Facilities.

ATTACHMENT

- Project Summary



AUTHORITY BOARD PROJECT SUMMARY

Contract No. MT-00211460 - Janitorial Services for Baltimore Harbor Tunnel (BHT) & Fort McHenry Tunnel (FMT) Facilities

PIN NUMBER N/A
CONTRACT NUMBER MT-00211460
CONTRACT TITLE Janitorial Services for BHT & FMT Facilities

PROJECT SUMMARY This Community Services contract provides comprehensive janitorial services including supervision, supplies, labor and equipment at the Point Breeze facility by the National Center on Institutions and Alternatives (NCIA). The Pricing and Selection Committee approved the rates for these services on June 26, 2025. Janitorial supplies are included in the contract total and the contract specifies that supplies be purchased from Blind Industries of Maryland, also a Community Services Provider.

SCHEDULE		MBE PARTICIPATION		
		MBE PARTICIPATION - OVERALL	ADVERTISED GOAL (%)	PROPOSED GOAL (%)
ADVERTISEMENT DATE	N/A	OVERALL MBE		
ANTICIPATED NTP DATE	9/1/2025	VSBE	0.00%	0.00%
DURATION/TERM	Three (3) Years with one 2-Year Renewal Option			
		BID PROTEST	YES	NO ✓
BID RESULTS	BID AMOUNT(S)	CURRENT VENDOR		
		YES	NO	
National Centers on Institutions and Alternatives	\$ 1,294,500.65	<input checked="" type="checkbox"/>	<input type="checkbox"/>	



**Maryland
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Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, Chairman

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: Contract MT-00211428 – On-Call Plumbing for MDTA Northern Region
DATE: July 31, 2025

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract No. Contract MT-00211428 – On-Call Plumbing for MDTA Northern Region.

SUMMARY

This Small Business Reserve (SBR) designated contract is to provide on-call plumbing maintenance services for MDTA's Northern Region. The lowest responsible and responsive bidder was Patapsco Mechanical LLC. This Contract is for a base term of three (3) years and a single two-year renewal option for a total \$695,190.00 over five (5) years. As this contract exceeds the MDTA's delegated authority, the award of this contract would be pending approval at the next available BPW meeting.

RECOMMENDATION

To approve Contract MT-00211428 – On-Call Plumbing for MDTA Northern Region.

ATTACHMENT

- Project Summary



AUTHORITY PROJECT SUMMARY

Contract No. MT-00211428, Plumbing Services - On-Call and Preventative Maintenance for Northern Region

PIN NUMBER N/A
CONTRACT NUMBER MT-00211428
CONTRACT TITLE On-Call Plumbing Maintenance for MDTA Northern Region

PROJECT SUMMARY The purpose of this Contract is to procure the services for On-Call (emergency and non-emergency) repairs and preventative maintenance tasks on plumbing equipment and systems for the MDTA Northern Region.

SCHEDULE		MBE PARTICIPATION		
		MBE PARTICIPATION - OVERALL OVERALL MBE VSBE	ADVERTISED GOAL (%)	PROPOSED GOAL (%)
			1.00%	1.00%
		BID PROTEST	YES	NO ✓

BID RESULTS	BID AMOUNT(S)	CURRENT VENDOR
Patapsco Mechanical LLC	\$ 695,190.00	
BMC Services LLC	\$ 711,750.00	
Digital Career Opportunities Worldwide LLC	\$ 878,100.00	



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, Chairman

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: Contract MT-00211510 – On-Call Plumbing for MDTA Central Region
DATE: July 31, 2025

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract No. Contract MT-00211510 – On-Call Plumbing for MDTA Central Region.

SUMMARY

This Small Business Reserve (SBR) designated contract is to provide on-call plumbing maintenance services for MDTA's Central Region. The lowest responsible and responsive bidder was Patapsco Mechanical LLC. This Contract is for a base term of three (3) years and a single two-year renewal option for a total \$695,190.00 over five (5) years. As this contract exceeds the MDTA's delegated authority, the award of this contract would be pending approval at the next available BPW meeting.

RECOMMENDATION

To approve Contract No. Contract MT-00211510 – On-Call Plumbing for MDTA Central Region.

ATTACHMENT

- Project Summary



AUTHORITY PROJECT SUMMARY

Contract No. MT-00211510, Plumbing Services - On-Call and Preventative Maintenance for Central Region

PIN NUMBER
CONTRACT NUMBER
CONTRACT TITLE

N/A
MT-00211510
On-Call Plumbing Maintenance for MDTA Central Region

PROJECT SUMMARY

The purpose of this Contract is to procure the services for On-Call (emergency and non-emergency) repairs and preventative maintenance tasks on plumbing equipment and systems for the MDTA Central Region.

SCHEDULE

ADVERTISEMENT DATE
ANTICIPATED NTP DATE
DURATION/TERM

2/27/2025
8/8/2025
Three (3) Years with one 2-Year Renewal Option

MBE PARTICIPATION - OVERALL OVERALL MBE VSBE	MBE PARTICIPATION	
	ADVERTISED GOAL (%)	PROPOSED GOAL (%)
	1.00%	1.00%
BID PROTEST	YES	NO ✓

BID RESULTS

BID AMOUNT(S) **CURRENT VENDOR**

Patapsco Mechanical LLC	\$ 695,190.00	No
BMC Services LLC	\$ 711,750.00	No

TAB 4



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, Chairman

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Engineer, Jim Harkness, PE, PTOE
SUBJECT: Joint Chairmen's Report (JCR) Francis Scott Key Bridge Reconstruction
DATE: July 31, 2025

PURPOSE OF MEMORANDUM

To update the MDTA Board on the response to the Joint Chairmen's Report (JCR) which requested quarterly updates on the progress of the reconstruction efforts for the Francis Scott Key (FSK) Bridge.

BACKGROUND

During the 2025 Legislative Session, committee narrative was adopted by the budget committees that required the Maryland Transportation Authority (MDTA) to prepare a JCR that provides a status update on the progress of the reconstruction efforts for the Francis Scott Key (FSK) Bridge. The language stated the Senate Budget and Taxation Committee and House Appropriations Committee are interested in receiving quarterly updates on the progress of the reconstruction of the FSK Bridge. Specifically, the JCR is to provide updates on engineering and design, federal permitting, preconstruction efforts and construction activities. The Committees also requested updates on running totals of expenditures, availability of and projected timeframes for federal reimbursements, and any material changes to cost or schedule.

SUMMARY

The first quarterly JCR was due July 1, 2025. Future JCRs will be due October 1, 2025, January 1, 2026 and April 1, 2026. MDTA's JCR report provided detailed updates on the status of engineering efforts, permitting coordination with federal and state agencies and preconstruction activities such as surveys and geotechnical investigations. Expenditures as of April 2025 were also provided along with an explanation of federal reimbursements. Changes to the Phase 1 contract to include pile load tests were also identified.

ATTACHMENT

- Joint Chairmen's Report - Francis Scott Key Bridge Reconstruction

**Francis Scott Key Bridge Reconstruction
(2025 JCR. P.121)**

**A Report to the Maryland General Assembly
Senate Budget and Taxation Committee
and
House Appropriations Committee**

**June 2025
Maryland Department of Transportation
Maryland Transportation Authority**

The Maryland Transportation Authority (MDTA) prepared this report in Response to the committee narrative contained in the 2025 *Joint Chairman's Report* (JCR). The Language states:

“Francis Scott Key Bridge Reconstruction: The committees are interested in the progress being made on the reconstruction of the Francis Scott Key Bridge and request that the Maryland Transportation Authority (MDTA) provide four quarterly updates on the status of the project. The reports shall provide:

- *the current status of design, engineering, federal permitting, preconstruction, and construction activities including completion percentages for each project category;*
- *the running total amount expended for the project;*
- *the current availability and projected timeline for seeking federal reimbursement for the project, including the total amount of federal funds that have been received; and*
- *any material changes to the project schedule or cost.”*

Introduction

The Francis Scott Key (FSK) Bridge is located in Baltimore County, City of Baltimore, and Anne Arundel County, Maryland, on MD 695 spanning the navigable Patapsco River. MD 695 was a fully access controlled highway, forming the southeastern section of the beltway loop around Baltimore City. The FSK Bridge was a divided four-lane typical section with two lanes in each direction and was on the National Highway System (NHS). In the early morning hours of March 26, 2024, the container ship M/V Dali struck Pier 17 of the FSK Bridge causing several spans to collapse into the Patapsco River.

The Key Bridge Rebuild Project will replace the collapsed bridge and restore a critical connection to the Port of Baltimore. The replacement bridge will be designed to meet current interstate standards, carrying four 12-foot travel lanes, 10-foot outside shoulders and 4-foot inside shoulders. The minimum vertical clearance for the replacement bridge will be 230 feet over the 800-foot federally authorized Fort McHenry Navigation Channel, as documented in the United States Coast Guard (USCG) Preliminary Navigation Clearance Determination (PNCD) and reflected in the USCG issued Bridge Permit.

Design, Engineering, Permitting, Preconstruction, and Construction

Progressive Design-Build Procurement:

On May 31, 2024, MDTA advertised a Request for Proposals for Contract KB-4903-0000 as a Progressive Design-Build Procurement. MDTA received proposals from three responsive Offerors. On August 30, 2024, MDTA issued Notice of Award to Kiewit Infrastructure Corporation whom they determined to have submitted the proposal that was most advantageous to the State. MDTA issued Notice to Proceed with Phase 1 Project Development Services to Kiewit on September 16, 2024.

Design and Engineering:

MDTA and the Design-Builder began work on the design and preliminary engineering for all elements of the project in September 2024. In December 2024, the Design-Builder submitted Proof-of-Concept plans to MDTA (approximately 15% level of design completion) to validate key design assumptions made during the Federal Highway Administration (FHWA) National Environmental Policy Act (NEPA) Categorical Exclusion determination. In March 2025, the Design-Builder conducted the first of two phases of wind tunnel testing on the proposed cable stayed bridge design to evaluate its aerodynamic behavior under high wind conditions. In late April 2025, the Design Builder submitted plans to MDTA for review at 50% level of design completion.

The main bridge span over the navigation channel will be a 1,665-foot cable-stayed span between the main bridge piers with 850-foot back spans. In compliance with the USCG PNCD, the horizontal clearance between the pier protection that will surround the new main span piers will be no less than 1,100 feet. The main H-shaped towers supporting the cable stayed bridge will rise to a height of approximately 600 feet above the Patapsco River. The remaining bridge spans will include piers both in the Patapsco River and on both the approaches over land. Both the bridge and the bridge pier protection are being designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) Specifications.

The major construction elements of the project include:

- Removal of the existing bridge piers and a portion of the approach roadway from the north and south sides of the river,
- Construction of the replacement bridge,
- Construction of pier protection,
- Reconstruction of the portions of the existing roadway at the north and south approaches,
- Storm drain improvements, including new inlets, storm drain piping, and stormwater management facilities, including wet swales, grass swales, bioswales, micro-bioretenion, and submerged gravel wetlands to meet Maryland Department of the Environment (MDE) and Chesapeake Bay Critical Area Commission requirements,
- Bridge roadway and aesthetic lighting, and
- Intelligent Transportation System (ITS), including virtual weigh stations, roadway weather information system, fog warning system and CCTV cameras.

In January 2025, the Design-Builder began subsurface geotechnical investigations in the river and on land. The information gathered from these efforts allows the Design-Builder to understand the subsurface conditions within the Patapsco River along the bridge alignment. As part of these investigation efforts, a pile load test program will be conducted at both main span pier foundations beginning in July 2025. The load test program will verify the load-bearing capacity and behavior of the foundation piles which support the bridge structure. To better understand and estimate the potential scour at the proposed bridge foundations, FHWA's Turner-Fairbank Highway Research Center, in cooperation with MDTA and Maryland State Highway Administration (SHA), is performing tests using physical and mathematical models of the proposed bridge at their Turner-Fairbanks Laboratory in Virginia.

The efforts described above are used to develop the Opinion of Probable Construction Cost (OPCC) and Binding Price Proposal (BPP). MDTA has procured the services of an Independent Cost Estimating Firm (ICE) to perform estimates of the project for comparison and BPP negotiations with the Design-Builder. Cost savings workshops are being conducted to identify design elements and construction means and methods that will help manage the project cost. In addition, MDTA and the Design-Builder are developing a joint project risk register to identify major project risks and to determine mitigation strategies.

Permitting:

Coordination with federal and state agencies is ongoing and will continue throughout the duration of the project. MDTA and the agencies meet regularly to collaborate on the best path forward to streamline the permitting process. The majority of state and federal permits for the project have been acquired, which authorize Design-Builder activities that include geotechnical investigations necessary to support engineering/design, demolition of the remaining structural components of the existing bridge, and construction of the new bridge.

A Categorical Exclusion was prepared for the project in compliance with the NEPA and was signed by FHWA on July 23, 2024. Federal permits were obtained in compliance with Section 404 of the Clean Water Act (US Army Corps of Engineers Regulatory), Section 408 of the Rivers and Harbors Appropriation Act (US Army Corps of Engineers Navigation), Section 401 of the Clean Water Act (Environmental Protection Agency's Water Quality Certification issued by MDE through delegated authority), Section 7 of the Endangered Species Act (US Fish and Wildlife Service), as well as Section 9 of the Rivers and Harbors Act (USCG 5th District Bridge Program). In addition, consultation with the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries) has occurred for potential impacts to essential fish habitat, marine mammals, and endangered species.

A Biological Assessment is being prepared under emergency consultation procedures with NOAA Fisheries for the Atlantic and Shortnose sturgeon and is to be submitted post-construction. Based on the size and type of pile supporting the foundations, an Incidental Harassment Authorization is likely to be required by NOAA Fisheries for 2026 and 2027 in accordance with the Marine Mammal Protection Act due to anticipated underwater noise and vibration associated with pile driving.

Permits have been issued (or are in the process of being issued) by the State of Maryland including Tidal Wetland Licenses from the Board of Public Works, a Letter of Authorization for nontidal wetland impacts from MDE Wetlands and Waterways Program, approval of Stormwater Management and Erosion and Sediment and Erosion Control Plans from MDE's Sediment and Stormwater Plan Review Division (SSPRD), National Pollutant Discharge Elimination System (NPDES) Permit for Stormwater Associated with Construction Activity from MDE's Wastewater Pollution Prevention and Reclamation Program, a Memorandum of Understanding with the Maryland Department of Natural Resources (MDNR) Critical Area Commission, and Reforestation Law approval from MDNR's Forest Service (in progress).

As the project progresses through design and construction, modifications to federal and state permits will be sought to address changes in activities and/or impacts to regulated resources.

Preconstruction:

The Design-Builder has performed the following activities in advance of construction:

Vibration Analysis:

- Completed Vibration Estimates and Impact Analysis to estimate vibration levels and effects from driving proposed steel pipe piles, the potential for other pile sizes, and blasting demolition activities that will be transmitting vibration to adjacent structures and utilities of concern.

Preconstruction Surveys:

- Completed pre-construction surveys of adjacent properties and structures within a one-mile radius of the project site to document their pre-construction condition. More than 1,100 structures were identified and surveyed on the exterior. A total of 57 property owners requested the inspection team to perform a survey of the inside of the structures.
- Roadway geometry survey work
- Identified Right-of-Way (ROW)
- Identified terrestrial features (storm drain and above ground utilities) and conducted aerial LiDAR scans for survey
- Performed high-resolution geophysical survey to provide information on location of marine utilities and debris within the riverbed
- Performed bathymetric survey of the river bottom within project limits to generate a terrain model of the river bottom surface
- Installed monitors for baseline noise and vibration levels
- Probing for subsurface obstructions

Geotechnical Investigations:

- Conducted land and marine soil borings for subsurface geotechnical investigations
- Collected soil samples and performed laboratory testing to determine the characteristics of the soil, for use in the design of the bridge foundations

Utility Coordination:

- Located all ground level and above ground level utility infrastructure including wire line and pole heights
- Ongoing coordination meetings with Baltimore City's Department of Public Works and the project design team to determine and mitigate impacts to the existing water line that is adjacent to the project
- Ongoing coordination meetings with Baltimore Gas and Electric and the project design team to determine and mitigate impacts to the existing gas line that is adjacent to the project

Construction:

No construction activities have been performed to date.

Amount Expended for the Project

The project has expended \$111.0 million in State Funds as of April 2025 of which approximately \$15 million is ineligible for federal reimbursement. This includes costs incurred by both MDTA and SHA for the initial salvage and debris removal efforts, as well as for the permanent rebuilding of the Key Bridge. These costs are expected to be covered by insurance proceeds, offsetting revenue (material recycling) or federal funds, except for certain ineligible main channel debris removal costs. For federally eligible project costs that will ultimately be paid for with federal funds, non-federal funding sources, such as insurance proceeds, recycling revenues, and MDTA toll revenues, may be used to initially fund project expenses and manage cash flow requirements in the short-term until federal reimbursement for those costs is received.

Cost Component	Spent to Date
Salvage & Debris Removal	\$ 77,341,329
PDB Contract - Phase I	\$ 25,215,187
General Engineering Consultant	\$ 6,163,978
Other Consultant & State Costs	\$ 1,551,348
MDTA & SHA Staffing Costs	\$ 772,938
Total	\$ 111,044,779

Current Availability and Projected Timeline for seeking Federal Reimbursement

MDTA is grateful for the federal government's commitment to funding this project so the State of Maryland and the larger Northeast and Mid-Atlantic regions can continue building critical infrastructure projects that move people and commerce safely.

The State of Maryland continues to pursue the DALI's owner and manager for all the damages caused by their negligence and incompetence – including the cost to reconstruct the Francis Scott Key Bridge – so that the parties responsible for this tragedy pay for the damages they caused. The American Relief Act, 2025, provides that if any additional funds are required to build the new bridge beyond the compensation paid by the DALI, the federal government will provide that funding.

To date, a total of \$60 million in FHWA Quick Release Emergency Relief (ER) funds have been made available to the project, of which \$20,698,899.59 has been used to reimburse project costs. The remaining \$39,301,100.41 of Quick Release funds are anticipated to be reimbursed over the next six months.

Release of ER funds by FHWA requires MDTA to submit a Detailed Damage Inspection Report (DDIR) periodically to provide updates for funding needs. The most recent version of the DDIR was submitted to the FHWA Maryland Division office in April 2025, which requested Congress allocate an additional \$707,292,065.00 of federal ER funds to the project. This request is based on the estimated project cash flow over the next 18 months. It is expected that these funds will be made available to the project over the next six months, however that is not certain and is at the discretion of Congress. MDTA and SHA teams have mapped out the expected workflow for

processing project invoices and reimbursement requests on a set frequency to ensure consistent and timely reimbursement of funds.

The next version of the DDIR, which may request additional funding, is scheduled to be submitted to FHWA in October 2025.

Material Changes to the Project Schedule and Cost

The lifecycle of a major highway bridge project begins with planning, environmental reviews and permitting followed by preliminary engineering. Risk-based cost estimation is performed during this preliminary design phase, and it typically utilizes FHWA's Cost and Schedule Risk Assessment process. This process incorporates probabilistic methods to establish cost confidence levels. Throughout the project lifecycle – from preliminary engineering to construction – cost, schedule, financial plans and project management plans guide project delivery, with continuous refinement and oversight.

Phase 1:

Phase 1 services include development of preliminary plans, design reports, performance requirements for Final Design, specifications for construction, development of inspection and maintenance procedures of the unique and complex bridge features, perform community outreach and solicit public input, complete necessary field explorations, surveys, and subsurface investigations, OPCC and BPP cost estimates, and establish parameters for the Phase 2 packages. Scope of Work for Phase I did not include pile load tests, since design information required for estimating the cost for this work was not available at the time of the proposal for Phase 1.

MDTA added additional funding authority to the Phase 1 contract to conduct static and lateral load testing for the bridge foundation which will use 96-inch diameter steel pipe piles for the main cable-stayed span foundations. Performing the pile load test to determine the axial and lateral load capacities for these piles allows MDTA to determine the optimum pile lengths and will add certainty to development of the overall cost for the Project. The additional cost for this work is \$42,956,739.84.

With the additional scope of work, the total Phase 1 contract value was increased from \$73,000,000 to \$115,956,739.84. At this time, MDTA has not extended the contract duration.

Phase 2:

MDTA and the Design-Builder are currently working to identify Phase 2 Early Work Packages (EWP) to advance the project work and schedule. These EWPs may include demolition of remaining portions of the work, procurement and installation of piles for the cable-stay span foundations, procurement and installation of temporary access trestle, foundation footing procurement and installation, environmental mitigation, leasing properties to support the construction work, materials testing, environmental mitigation, and formwork for the cable-stay span foundations and towers.

MDTA continues to work through the cost estimation process for a design that incorporates current federal standards for marine shipping and roadways, as well as specific needs of the state.

Recent pre-construction activity and updated datapoints are being utilized to provide a better understanding of where the 50-70% design cost and schedule estimate will be later this year.

TAB 5

VERBAL

TAB 6

VERBAL

TAB 7

CLOSED SESSION

TAB 8

CLOSED SESSION