



Maryland Transportation Authority

BOARD MEETING

THURSDAY, JUNE 26, 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

JUNE 26, 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, June 24. 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 May 29, 2025</u> | Chairman | 5 min. |
| 2. <u>Approval</u> – <u>Closed Session Meeting Minutes of May 29, 2025</u> | Chairman | 5 min. |
| 3. <u>Approval</u> – <u>Contract Awards</u> <ul style="list-style-type: none">• HT-3019-0000 – Baltimore Harbor Tunnel (BHT) Maintenance/ Auto Building HVAC System and Roof Replacement• MT-00211391 – HVAC & ATC Maintenance Repairs – William Preston Lane (Bay) Bridge Facility• MT-00211341 – Overhead and Building Door Maintenance And Repair• MT-00211382 – Janitorial Services at Point Breeze | Jeffrey Davis | 15 min. |
| 4. <u>Approval</u> – <u>Contract Modification</u> <ul style="list-style-type: none">• MA-2868-0000 – Electronic Toll System (ETC 3G) Customer Service Center Services – Collection – Contract Modification #4 | Jeffrey Davis | 5 min. |
| 5. <u>Approval</u> – <u>Muncaster Mill Road Bridge over MD 200 Dedication to Army PFC Justin R. Davis</u> – Requested by Senator Nancy King (District 39) and Delegate Greg Wims (District 39) | Carl Chamberlin | 5 min. |
| 6. <u>Approval</u> – <u>Fiscal Year (FY) 2026 Final Operating Budget</u> – Approval of the Final Operating Budget for FY 2026 | Jeffrey Brown | 10 min. |
| 7. <u>Approval</u> – <u>Draft Fiscal Year (FY) 2026-2031 Consolidated Transportation Program (CTP)</u> – Approval of the Draft FY 2026-2031 CTP including Project Additions and Changes | Jennifer Stump | 10 min. |
| 8. <u>Approval</u> – <u>Financial Forecast</u> – Approval of the Financial Forecast | Chantelle Green | 10 min. |
| 9. <u>Update</u> – <u>Bi-Annual Review of Revenue Sufficiency</u> – Review of Revenues as Required by the MDTA Board Operating Policy | Chantelle Green | 5 min. |

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING
JUNE 26, 2025 9:00 AM

AGENDA
PAGE 2

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|---|--------------------|---------|
| 10. <u>Update</u> – <u>MDTA’s Travel Plazas</u> – Annual Update on the Operations and Maintenance of the Travel Plazas | Simon Najar | 10 min. |
| 11. <u>Update</u> – <u>Major Projects</u> – Quarterly Update on Major Projects | Brian Wolfe | 15 min. |
| 12. <u>Update</u> – <u>Information Technology Major Projects</u> – Quarterly Update on Information Technology Major Projects | David Goldsborough | 15 min. |
| 13. <u>Update</u> – <u>Civil Rights Fair Practice’s Socioeconomic Programs</u> – Quarterly Update on Socioeconomic Programs | Khadriah Ward | 10 min. |
| 14. <u>Update</u> – <u>Audit Committee Update</u> – Verbal | Member Cox | 5 min. |
| 15. <u>Update</u> – <u>Executive Director’s Report</u> – Verbal | Percy Dangerfield | 10 min. |

Vote to Adjourn Meeting

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, MAY 29, 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
Maricela Cordova
William H. Cox, Jr.
Mario J. Gangemi
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead
John F. von Paris

STAFF ATTENDING:

Lt. Col. Ronce Alford
Jeffrey Brown
Jeffrey Davis
Allen Garman
Bruce Gartner
James Harkness
Natalie Henson
Richard Jaramillo
Kendra Joseph
Cheryl Lewis-Orr
Kimberly Millender, Esq.
Mary O'Keeffe
Col. Joseph Scott
Deborah Sharpless
Cheryl Sparks
Jason Stolicny
Jennifer Stump
Bradley Tanner
Patricia Tracey
Franshun Vann

OTHERS ATTENDING:

Samantha Biddle, Deputy Secretary, MDOT
Jaclyn Hartman, Assistant 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 – AMENDMENT OF AGENDA TO ADD A NEW CLOSED SESSION ITEM FOR TODAY’S MEETING

Prior to beginning the Agenda, Chairman Wiedefeld asked the MDTA Board to approve an amendment to the agenda to add a new Closed Session Item for this meeting to discuss litigation pending in Federal Court involving the State regarding the Francis Scott Key Bridge (FSK) allision docketed as Case No. 24-cv-000941.

Upon motion by Member William H. Cox, Jr. and seconded by Member Dontae Carroll, the amendment to the agenda to add a new Closed Session Item for this meeting to discuss litigation pending in Federal Court involving the State regarding the FSK allision docketed as Case No. 24-cv-000941 was unanimously approved.

APPROVAL – OPEN SESSION MEETING MINUTES OF APRIL 24, 2025

Upon motion by Member Jeffrey S. Rosen and seconded by Member Cynthia D. Penny-Ardinger, the open session meeting minutes of the MDTA Board meeting held on April 24, 2025 were unanimously approved.

APPROVAL – CLOSED SESSION MEETING MINUTES OF APRIL 24, 2025

Upon motion by Member Maricela Cordova and seconded by Member Dontae Carroll, the closed session meeting minutes of the MDTA Board meeting held on April 24, 2025 were unanimously approved.

APPROVAL – CONTRACT AWARD

- **MA-3017-0000 – Radio Rebroadcast System (RRBS) for the Fort McHenry Tunnel (FMT) and Baltimore Harbor Tunnel (BHT)**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. MA-3017-0000 – Radio Rebroadcast System (RRBS) for the Fort McHenry Tunnel (FMT) and Baltimore Harbor Tunnel (BHT) with SICE, Inc. in the bid amount of \$5,711,655.36.

Mr. Davis explained that the work to be performed under this contract is located at FMT and BHT on I-95 and I-895 in Baltimore City. The existing RRBS in both tunnels have reached its end of life and has no flexibility to be upgraded. This contract will design, furnish, install, configure, integrate, test, commission, and warrant a new RRBS for FMT and BHT.

MDTA received a single proposal for this contract. The Procurement Officer reviewed the proposal and found the vendor to be responsible and the pricing to be fair and reasonable. The Project

Manager reviewed the technical qualifications and found the vendor to be qualified to do this work at a high level. Procurement and Engineering/Construction are confident that awarding this single proposal to be in the best interest of the MDTA and the State.

Staff anticipate presenting this Contract at the June 11, 2025 BPW meeting.

Upon motion by Member William H. Cox, Jr. and seconded by Member Jeffrey S. Rosen, the Members unanimously approved Contract No. MA-3017-0000 – Radio Rebroadcast System (RRBS) for the Fort McHenry Tunnel (FMT) and Baltimore Harbor Tunnel (BHT).

- **HT-3020-0000 – Baltimore Harbor Tunnel (BHT) Lane Use Signal (LUS) Extension**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. HT-3020-0000 – Baltimore Harbor Tunnel (BHT) Lane Use Signal (LUS) Extension with McLean Contracting Company in the bid amount of \$8,557,000.00.

Mr. Davis explained that the work to be performed under this contract is located at the I-895 Baltimore Harbor Tunnel (BHT) facility between the north portal of BHT and north of Lombard Street Interchange in Baltimore City. The project will extend the existing Lane Use Signal (LUS) system through the corridor to improve the two-way traffic operations in the tunnel.

Upon motion by Member Mario J. Gangemi and seconded by Member Cynthia D. Penny-Ardinger, the Members gave unanimous approval of Contract No. HT-3020-0000 – Baltimore Harbor Tunnel (BHT) Lane Use Signal (LUS) Extension.

- **MA-3023-0000 – Generator Replacements at Various Facilities**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. MA-3023-0000 – Generator Replacements at Various Facilities with Glenelg Construction, Inc. in the bid amount of \$4,109,622.00.

Mr. Davis explained that the scope of this project is to remove and replace four (4) MDTA-owned generators at four (4) locations: Bay Bridge Admin and Maintenance Building, JFK Substation, Thomas J. Hatem Maintenance Building, and the Baltimore Harbor Tunnel Maintenance building. This will be a removal and replacement of existing generators, associated cables, and manual and automatic transfer switches. The work also includes exterior building work at the Bay Bridge location as this generator is the only one that we are replacing that is indoors.

Upon motion by Member William H. Cox, Jr. and seconded by Member Maricela Cordova, the Members gave unanimous approval of Contract No. MA-3023-0000 – Generator Replacements at Various Facilities.

- **MT-00211390 – HVAC and ATC Maintenance and Repairs for MDTA Harry W. Nice/Middleton Bridge Facility**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. MT-00211390 – HVAC and ATC Maintenance and Repairs for MDTA Harry W. Nice/Middleton Bridge Facility with EMCOR Services Combustioneer in the bid amount of \$1,081,728.25.

Mr. Davis explained that this contract is to provide HVAC and ATC Maintenance and Water Treatment Services at the MDTA Harry W. Nice/Middleton Bridge Facility. Three bids were received, but one Bid was rejected for being non-responsive. The lowest bidder was EMCOR Services Combustioneer (EMCOR).

The amount for this contract is \$635,090.20 for a base term of three (3) years and a single two-year renewal option at \$446,638.05, for a total 5-year Contract in the amount of \$1,081,728.25. As this contract exceeds the MDTA's delegated authority, the award of this contract will be pending approval at the soonest available BPW meeting.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Dontae Carroll, the Members unanimously approved Contract No. MT-00211390 – HVAC and ATC Maintenance and Repairs for MDTA Harry W. Nice/Middleton Bridge Facility.

- **SV-00211251 – Traffic and Revenue Forecast Services**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. SV-00211251 – Traffic and Revenue Forecast Services with CDM Smith, Inc. in the bid amount of \$3,513,363.00.

Mr. Davis explained that the purpose of the project is to retain the services of a qualified contractor to provide Traffic and Revenue Forecast Services for the MDTA. Services shall include traffic and revenue projections; transportation policy and program development; system analysis and revenue forecasting; and project/work order management as well as other related activities necessary to carry out the work.

The amount for this contract is \$2,047,005.00 for a base term of three (3) years and a single two-year renewal option at \$1,468,358.00, for a total 5-year Contract in the amount of \$3,515,363.00 to CDM Smith, Inc. As this contract exceeds the MDTA's delegated authority, the award of this contract will be pending approval at the soonest available BPW meeting.

Upon motion by Member Mario J. Gangemi and seconded by Member Maricela Cordova, the Members gave unanimous approval of Contract No. SV-00211251 – Traffic and Revenue Forecast Services.

- **J01B4600043 – Rubrik Software Maintenance**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. J01B4600043 – Rubrik Software Maintenance with CAS Severn, Inc. in the bid amount of \$2,375,325.00.

Mr. Davis explained that this contract will provide backup and recovery functions for MDTA's files and applications, allowing MDTA to recover from any critical incident within the MDTA data centers. The software is essential to assist with meeting the business impact analysis that was performed as part of MDTA's disaster recovery analysis.

The total amount for this contract is \$2,375,325.00 for a term of three (3) years. As this contract exceeds the MDTA's delegated authority, the award of this contract will be pending approval at the soonest available BPW meeting.

Upon motion by Member Maricela Cordova and seconded by Member Dontae, the Members gave unanimous approval of Contract No. J01B4600043 – Rubrik Software Maintenance.

UPDATE – PROCURMENT REPORT ON OPEN CONTRACTS

Mr. Jeffrey Davis presented the MDTA Board with a report on how many contracts are currently open with the MDTA, excluding state credit card purchases. There are currently 206 contracts totaling \$2,206,582,281.33.

APPROVAL – CONTRACT MODIFICATION

- **KB-4903-0000 – Key Bridge Rebuild Progressive Design Build – Modification 1**

Mr. James Harkness requested approval from the MDTA Board of Modification 1 for Contract No. KB-4903-0000, the Key Bridge Progressive Design-Build (PDB) contract, and receive approval to negotiate Early Work Packages (EWP) to a determined not-to-exceed amount.

Mr. Harkness explained that the Key Bridge Rebuild project is the first time the MDTA has utilized the PDB project delivery method. The services for this contract were procured by a Request for Proposals (RFP), which was advertised on May 31, 2024, and four proposals were received on June 24, 2024. After a thorough evaluation, the project was awarded to Kiewit Infrastructure Company (KIC) on August 29, 2024. This contract amount served as a not-to-exceed figure for Phase 1 – Project Development services. This original amount was increased to allow for geotechnical and foundation testing consistent with the Phase 1 scope of services.

Under the PDB model, MDTA and KIC are working collaboratively to develop the construction scope, means and methods, schedule, and remaining data collection and design activities. These services will be provided as part of the Phase 2 Contract (Project Delivery services). During the Phase 1 work and while developing the Phase 2 scope elements, it has become apparent that certain activities need to move forward to construction via EWPs to allow for work to be performed on the

critical path without materially impacting the Phase 2 Contract negotiations and estimating. Each EWP will include a defined scope of work, schedule, and cost.

While the original RFP includes discussion of the concept of EWPs, the contract awarded on August 29, 2024, did not expressly address the implementation of EWPs. To address this, MDTA is proposing to execute KB-4903-0000 Contract Modification 1, which provides the contractual framework to assign EWPs to the KIC. EWPs are represented in three categories: long lead items, early construction activities, and miscellaneous support activities.

He further explained that the MDTA is utilizing the services of an Independent Cost Estimator (ICE) firm to provide an independent opinion of the construction cost, means and methods, and schedule to be used as a comparison point for KIC's estimate of the Phase 2 Contract services. Additionally, the ICE is providing separate and standalone estimate packages for each contemplated EWP. KIC and ICE will submit these estimates to MDTA in a blind fashion, and the estimates will then be compared, and discussions, adjustments, and revisions will be performed to economize the means, methods, and cost. Through this estimate reconciliation process, the KIC prices are either deemed reasonable, at which time the work can be agreed to, or unreasonable, at which point the MDTA reserves the right to deliver the work under a separate contract. This process applies to both the EWPs and the Phase 2 Contract.

Throughout the Phase 1 Contract process, MDTA and KIC have contemplated multiple potential EWPs, some of which are still under consideration and others that were considered but not pursued. The MDTA has reviewed comparative estimates to date from KIC and ICE to determine the level of contract authority required to authorize the most time sensitive EWPs. Based off the pricing comparisons to date, we are seeking the Board's approval for KB-4903-0000 EWPs in a not-to-exceed amount of \$250,000,000.00. The authority to approve the exact scope, cost, and schedule specific to each individual EWP would be delegated to the Chief Engineer, with reports provided back to the Board to document agreed upon work. The cumulative total of EWPs shall not exceed \$250,000,000.00 without Board approval.

Upon motion by Member Maricela Cordova and seconded by Member Samuel D. Snead, the Members unanimously gave approval of Modification 1 for Contract No. KB-4903-0000, the Key Bridge Progressive Design-Build (PDB) contract, and a not-to-exceed amount of \$250,000,000.00 to negotiate Early Work Packages (EWP).

APPROVAL – QUARTERLY REVIEW OF INVESTMENT STRATEGY AND BENCHMARKS

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

Mr. Garman explained that the chosen strategies and benchmark indices represent a reasonable and prudent compromise between long-term, multiyear return/income focus and tolerance for return volatility. Also, no changes in strategy or benchmarks are recommended.

Mr. Garman further explained that investments conformed to Investment Policy limitations for the trailing twelve-month period ended March 31, 2025. Portfolio structuring by account adhered to Board approved strategy and should remain consistent, despite short-term return volatility associated with the interest rate environment. Duration Targeted reserves maintain consistent structures and management does not attempt to time market rate changes. The longer duration strategies employed in certain reserves generate higher return volatility with expected higher average annual returns over multiyear periods.

Upon motion by Member John F. von Paris and seconded by Member Mario J. Gangemi, continuation of the current investment strategies and benchmarks for all accounts was unanimously approved.

UPDATE – 3RD QUARTER OPERATING BUDGET COMPARISON

Mr. Jeffrey Brown updated the MDTA Board on actual versus projected year-to-date spending for the third quarter of the Fiscal Year (FY) 2025 Operating Budget. As of March 31, 2025, 63% of the budget was spent compared to a target of 72%. Except for fixed charges, all Object Codes were at or below budget.

UPDATE – 3RD QUARTER CAPITAL BUDGET COMPARISON

Ms. Jennifer Stump updated the MDTA Board on the status of actual third quarter Fiscal Year (FY) 2025 capital spending relative to the FY 2025 capital budget in the FY 2025-2030 Draft Consolidated Transportation Program (CTP). As of March 31, 2025, 36.5% of the FY 2025 budget was spent as compared to the targeted spending level of 75%. The total budget for FY 2025 is \$809.8 million. The actual spending through the third quarter was \$295.9 million.

Ms. Stump explained that thirty-three of the 91 projects budgeted in FY 2025 were within the acceptable spending limits of 50% to 100% (plus or minus 25% of the 75% target). Due to normal lags in invoicing, generally two months, a plus or minus 25% threshold was determined to be reasonable. The actual spending through the third quarter for ten projects with the highest FY 2025 budgets was \$215.1 million.

She further explained that overall spending in FY 2025 remained low through the third quarter due to project invoicing delays related to the Key Bridge Rebuild. Specifically, only Kiewit's expenditures through January have been posted, the General Engineering Consultant (GEC) contract just started invoicing and therefore are not reflected in the third quarter year to date expenditures, and State Highway Administration (SHA) has yet to invoice MDTA for the interim GEC or other SHA costs. Additionally, the Rehab Decks of EB Span - Phase I Deck Widening & Replacement of Deck Truss Spans project had a scope change that moved a large portion of the anticipated work to Phase II of the overall project. Negotiations with the Contractor for a second package of Phase I to execute an additional contract were not successful. However, MDTA has been negotiating with the Contractor further to add a portion of the work in order to take advantage of large equipment already mobilized to the bridge site.

UPDATE – QUARTERLY UPDATE ON TRAFFIC AND REVENUE

Ms. Cheryl Lewis-Orr gave a quarterly and year-to-date update to the MDTA Board regarding traffic and toll revenue trends compared to the previous year and the forecast.

Ms. Lewis-Orr explained that 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

She further explained that for the period ending March 31, 2025, overall collected revenue was above forecast by \$20.0 million, or \$23.5 million when adjusted for timing differences. An increase in revenue collected by the Central Collection Unit (CCU) has improved forecast performance. Video toll revenue was \$4.2 million higher than forecasted and civil penalty fee revenue was \$21.6 million higher than forecasted. Year-to-date (YTD) toll transactions and revenue decreased relative to the same period last year by 3.2 million transactions and \$19.3 million dollars due to the Francis Scott Key Bridge collapse.

UPDATE – CONSOLIDATED TRANSPORTATION PROGRAM (CTP) PROCESS AND ADDITIONS

Ms. Jennifer Stump provided the MDTA Board with an overview of the MDTA Consolidated Transportation Program (CTP) Process and an update on the additions to the capital program.

Ms. Stump explained that the CTP is MDTA's six-year plan for the capital program and includes ongoing and new capital projects for a six-year period for MDTA facilities. The CTP is updated twice a year and brought to the Board Members for approval in June as the Draft CTP and in November as the Final CTP.

After approval by the Board Members in June, the Draft CTP is presented as part of the Maryland Department of Transportation (MDOT) CTP Tour to local elected officials and citizens throughout the State of Maryland for review and comment. It is then revised and submitted, after MDTA Board approval in November, as the Final CTP as part of the Governor's budget to the Maryland General Assembly in January. This process is required by statute and applies to MDTA as well as the other MDOT business units.

She further explained that the Fiscal Year (FY) 2026-2031 Draft CTP, to be presented at a future meeting for approval, will include nine new projects: On-Call Structural Repairs; Tydings Bridge Cleaning, Painting, and Miscellaneous Repairs; I-395 Deck Replacements; Replace Erdman Avenue Bridges over I-895; Environmental On-Call V; Hatem Admin/Police Building Rehabilitation; Bay Bridge Eastbound Spans Full Paint – Phase 1 (T14-T-22 & Suspension Span Towers from Water to Below Roadway); Bay Bridge Rehab Decks of Eastbound Span – Phase 2; and Fire Alarm System Upgrades and Security System Upgrades.

UPDATE - EXECUTIVE DIRECTOR'S REPORT

Mr. Bruce Gartner introduced Ms. Kendra Joseph, our new Executive Assistant, to the MDTA Board. He then updated the Board on the following items: May 2 MDTA Police's Annual Fallen Heroes Ceremony; May 19 Key Bridge Rebuild Team and Turners Station Conservation Team Community Job Fair; and the MDTA Summer Travel Campaign that started on Memorial Day Weekend.

Mr. Gartner also updated the Board on the May 20 MDTA Annual Roadeo, Annual Awards, and Expo. He explained that this is MDTA's signature agency-wide event that brings together all aspects of MDTA in one place for a day of training and employee recognition. Below please find the list of this year's award recipients.

Roadeo Winners

1st Place Antonio Luis (WPL)
2nd Place David Snyder (JFK II)
3rd Place Mike Fink (FMT)

VRT Challenge Winners

1st Place Ryan Heiland (ICC)
2nd Place James Ling (JFK)
3rd Place Matthew Blagmon (JFK)

2024 Annual Awards Winners

Rising Star Award - Chief of Risk Management Terricka Holman-Moore

SUPERvisor of The Year Award - Former Cara Supervisor Ashley Garrison

MDTA Award of Excellence - Executive Officer Natalie Henson

Heroism Award - Lead Recruitment and Examinations Analyst Trina Kennedy

Leading by Example Award - MDTA Motor Carrier Inspector David Schoene

Customer Service Award - Administrative Services Specialist Michael Matthew

Unsung Hero Award - Environmental Analyst I Allison Troy

Unmatched Dedication Award - FMT E-ZPass Team

Chiante Love

Maria Martin

Victoria Taylor

Pamela Jackson

Crystal Lebrun

Autumn Simpkins

Beth Orefice

Annette Sanders

Wieslaw Beno

Executive Director's Distinguished Leader Award

Deputy Director of Engineering Tekeste Amare

VOTE TO GO INTO CLOSED SESSION

At 10:09 a.m., upon motion by Member Dontae Carroll and seconded by Member Samuel D. Snead, the Members voted unanimously to move into Closed Session under the Maryland Open Meetings Act, the MDTA Board met in Closed Session under the General Provisions Article, Section 3-305(b)(14) to discuss Phase 2 Contract Negotiations to reach a Guaranteed Maximum Price (GMP) for Contract No. KB-4903-0000 and Section 3-305(b)(8) to discuss litigation pending in Federal Court involving the State regarding the Francis Scott Key Bridge collision docketed as Case No. 24-cv-000941.

In attendance for the Closed Session were Chairman Paul J. Wiedefeld; Members Carroll, Cordova, Cox, Gangemi, Penny-Ardinger, Rosen, Snead, and von Paris; Bruce Gartner; Kimberly Millender, Esq.; James Harkness; Deborah Sharpless; Natalie Henson; MDOT Deputy Secretary Samantha Biddle; and MDOT Assistant Secretary Jaclyn Hartman.

VOTE TO ADJOURN CLOSED SESSION

At 11:03 a.m., a motion was made by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., which was unanimously approved, to adjourn the Closed Session and return to Open Session. There were no actions taken in Closed Session that require ratification.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the Members unanimously voted to adjourn the meeting at 11:06 a.m.

The next MDTA Board Meeting will be held on Thursday, June 26, 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

CLOSED SESSION MINUTES

VERBAL

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 HT-3019-0000 – Baltimore Harbor Tunnel (BHT) Maintenance/Auto Building HVAC and Roof Replacement
DATE: June 26, 2025

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract HT-3019-0000 – Baltimore Harbor Tunnel (BHT) Maintenance/Auto Building HVAC and Roof Replacement.

SUMMARY

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.

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.

RECOMMENDATION

To provide approval from the MDTA Board to execute Contract HT-3019-0000 - BHT Maintenance/Auto Building HVAC and Roof Replacement.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

AUTHORITY PROJECT SUMMARY

HT-3019-0000 BHT Maintenance/Auto Building HVAC and Roof Replacement

PIN NUMBER 2560
CONTRACT NUMBER HT-3019-0000
CONTRACT TITLE BHT Maintenance/Auto Building HVAC and Roof Replacement

PROJECT SUMMARY This project includes the replacement of the HVAC system and Roof at the Maintenance/Auto Building at Baltimore Harbor Tunnel Facility. Project work includes, but is not limited to: 1. Replacement of the HVAC system. 2. Upgrades of roofing systems: the existing membrane roof will be removed and replaced, and the existing metal roof will be repaired and refinished. 3. Upgrades of interior ceiling, lighting, fire alarm system, and other building elements that are impacted by the HVAC equipment replacement.

SCHEDULE

ADVERTISEMENT DATE 11/19/2024
ANTICIPATED NOTICE TO PROCEED DATE Aug-25
DURATION (CALENDER DAYS) 730

BID RESULTS

	BID AMOUNT (\$)	% VARIANCE TO EE
Fresh Air Concepts, LLC.	\$5,330,000.00	-14%
Detwiler Roofing	\$7,326,000.00	18%
W.M. Schlosser Co., Inc.	\$8,933,000.00	43%
Nichols Contracting, Inc.	\$8,937,000.00	43%

ENGINEER'S ESTIMATE (EE) \$6,230,700.00

BID PROTEST YES ☒ NO ☐

FUNDING SOURCE 100.00% TOLL REVENUE

MBE PARTICIPATION

OVERALL MBE
AFRICAN AMERICAN
ASIAN AMERICAN
HISPANIC AMERICAN
WOMEN
VSBE

ADVERTISED GOAL (%)	PROPOSED GOAL (%)
24.00%	24.00%
8.00%	13.00%
0.00%	0.00%
0.00%	0.00%
11.00%	11.00%
1.00%	1.00%



**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: MT-00211391 – HVAC and ATC Maintenance and Repairs for MDTA William Preston Lane (Bay Bridge) (WPL) Facilities
DATE: June 26, 2025

PURPOSE

To seek 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.

SUMMARY

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.

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.

RECOMMENDATION

To provide approval to execute Contract No. MT-00211391 – HVAC And ATC Maintenance and Repairs for MDTA WPL Facilities.

ATTACHMENT

- Project Summary



AUTHORITY BOARD PROJECT SUMMARY

Contract No. MT-00211391 - HVAC And ATC Maintenance and Repairs for MDTA WPL Facilities

PIN NUMBER N/A
CONTRACT NUMBER MT-00211391
CONTRACT TITLE HVAC and ATC Maintenance and Repairs for MDTA WPL Facilities

PROJECT SUMMARY 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.

		MBE PARTICIPATION (N/A)		
SCHEDULE		MBE PARTICIPATION - OVERALL	ADVERTISED GOAL (%)	PROPOSED GOAL (%)
	ADVERTISEMENT DATE		14.00%	14.00%
	ANTICIPATED NTP DATE		1.00%	1.00%
	DURATION/TERM	Three (3) Years w/one 2-Year Renewal Option		
		BID PROTEST	YES	NO ✓

BID RESULTS	BID AMOUNT(S)	CURRENT VENDOR?
Denver-Elek	\$ 1,111,523.00	✓
EASI	\$ 1,168,944.00	



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-00211341 – Overhead and Building Door Maintenance, Repair, Replacement, and Inspection for MDTA Facilities
DATE: June 26, 2025

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract No. MT-00211341 – Overhead and Building Door Maintenance, Repair, Replacement, and Inspection for MDTA Facilities.

SUMMARY

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 \$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.

RECOMMENDATION

To provide approval from the MDTA Board to execute Contract No. MT-00211341 – Overhead and Building Door Maintenance, Repair, Replacement, and Inspection for MDTA Facilities.

ATTACHMENT

- Project Summary



AUTHORITY PROJECT SUMMARY

Contract No. MT-00211341 - Overhead and Building Door Maintenance, Repair , Replacement & Inspection for MDTA Facilities

PIN NUMBER N/A
CONTRACT NUMBER MT-00211341
CONTRACT TITLE Contract MT-00211341, Overhead and Building Door Maintenance, Repair , Replacement & Inspection for MDTA Facilities
PROJECT SUMMARY 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.

		MBE PARTICIPATION (N/A)		
SCHEDULE		MBE PARTICIPATION - OVERALL	ADVERTISED GOAL (%)	PROPOSED GOAL (%)
	ADVERTISEMENT DATE			
	ANTICIPATED NTP DATE			
	DURATION/TERM			
	11/18/2024	OVERALL MBE	0.00%	0.00%
	9/1/2025	VSBE	0.00%	0.00%
	Three (3) Years w/one 2-Year Renewal Option			
		BID PROTEST	YES	NO

BID RESULTS	BID AMOUNT(S)	Incumbent
Miner Ltd/Bob's Overhead Doors	\$ 750,000.00	Yes
Callahan, Inc	\$ 754,500.00	No
Kramer and Sons Overhead Door Service LLC	\$ 1,047,000.00	No
Overhead Door Company LLC.	\$ 1,385,000.00	No



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-0211382 – Janitorial Services at Point Breeze
DATE: June 26, 2025

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract No. MT-00211382 – Janitorial Service at Point Breeze.

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 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.

RECOMMENDATION

To provide approval from the MDTA Board to execute Contract No. MT-00211382 – Janitorial Service at Point Breeze.

ATTACHMENT

- Project Summary



AUTHORITY PROJECT SUMMARY
Contract No. MT-00211382 - Janitorial Services at Point Breeze

PIN NUMBER N/A
CONTRACT NUMBER MT-00211382
CONTRACT TITLE Janitorial Services at Point Breeze

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 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.

		MBE PARTICIPATION (N/A)		
SCHEDULE		MBE PARTICIPATION - OVERALL	ADVERTISED GOAL (%)	PROPOSED GOAL (%)
	ADVERTISEMENT DATE			
	ANTICIPATED NTP DATE			
	DURATION/TERM			
	N/A	OVERALL MBE	0.00%	0.00%
	12/2/2025	VSBE	0.00%	0.00%
	Three (3) Years w/one 2-Year Renewal Option			
		BID PROTEST	YES	NO
				✓
BID RESULTS				
National Centers on Institutions and Alternatives	BID AMOUNT(\$)	Incumbent		
	\$1,491,639.79	Yes		

TAB 4



Maryland Transportation Authority

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

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: Contract No. MA-2868-0000 – MDTA Electronic Toll Collection (ETC-3G)
Customer Service Center Services – Contract Modification No. 4 (MOD 4)
DATE: June 26, 2025

PURPOSE OF MEMORANDUM

The purpose of this memorandum is to seek the MDTA's Boards approval to execute Contract Modification No. 4 (MOD 4) of Contract No. MA-2868-0000 – MDTA Electronic Toll Collection (ETC-3G) Customer Service Center Services.

KEY TAKEAWAYS

- The modification 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.
- The changes allow for better contract management and accountability.
- The modification does not include any financial increases.

BACKGROUND

On February 21, 2018, Contract MA-2868-0000 was approved by the Board of Public Works in the amount of \$200,428,772.81 to TransCore, LP for the implementation of Third Generation Electronic Toll Collection by providing Customer Service Center services including: call centers, web site, mobile application, account management, video tolling system, toll enforcement, mail and print service, email and text communications, communications services, transponder management, inter-agency reciprocity, financial and audit system, and disaster recovery.

Contract MA-2868-0000 contains multiple phases that include: (1) System Design, Development, Testing, and Implementation (Phases I-III); (2) O&M – (Phases IV & V); and (3) Phase Out (Phase VI). To date, the MDTA has made three modifications to the existing contract (see Attachment 1 for additional information). The MDTA officially accepted the system and closed out Phases I-III in April 2025.

SUMMARY

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.

RECOMMENDATION

Recommend Approval of Contract MOD 4 of Contract No. MA-2868-0000 – MDTA Electronic Toll Collection (ETC-3G) Customer Service Center Services.

ATTACHMENT

- Summary of Contract Changes

Summary of Contract Changes

Request for Proposal was advertised in August 2016.

Original Contract was entered into on February 21, 2018, in the amount of \$200,428,772.81 for the six-year base term following the Board of Public Works approval.

Contract Modification No. 1 was approved by the Board of Public Works on July 27, 2022 (Item 35-IT-MOD), and:

- Provided a non-compensable time extension for the completion of Phases I, II, and III; and
- Increased the contract value for Phase IV, Years 1 and 2, by \$63.1 million, resulting in a total contract value of \$263.5 million.
 - The additional funding allowed for TransCore to process All-Electronic Toll (AET) transactions in real-time¹, to recover the backlog of transactions paused during the pandemic, and to provide services for the Customer Assistance Plan.

Contract Modification No. 2 was approved by the Board of Public Works on July 5, 2023 (Item 34-IT-MOD), and:

- Provided a non-compensable time extension for the completion Phases I, II and III and the respective punch list and final system acceptance items;
- Extended the contract term by 214-days to align the contract end date with the other Electronic Tolling Collections (ETC) contract with Kapsch TrafficCom (MA-2257) to February 28, 2028; and
- Increased the contract value for Phase IV, Years 1 and 2, by \$44.3 million, resulting in a total contract value of \$308.7 million.
 - The additional funding is attributed to the additional contract duration and changes in certain line items associated with AET and correcting an error in pre-registered account qualities in the RFP.

Contract Modification No. 3 was approved by the Board of Public Works on August 28, 2024 (Item 34-IT-MOD)

- Updated three critical requirements to protect the State's interests (performance bond, punch list timeframe, data storage); and
- Increased the contract value for Phase IV, Years 3 and 4, by \$49.2 million, resulting in a total contract value of \$357.0 million.
 - The additional funding is attributed changes in certain line items associated with AET and correcting an error in pre-registered account qualities in the RFP.

¹ In March 2020, during the COVID-19 pandemic, the MDTA implemented statewide cashless tolling to protect customers and employees from face-to-face cash transactions. Also, between March and October 2020, the MDTA paused mailing Video Toll Notice of Toll Due.

TAB 5



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 Planning and Program Development, Melissa Williams
DATE: June 26, 2025
SUBJECT: MDTA Facility Dedication Request - Muncaster Mill Road Bridge over MD 200 (ICC) in Rockville, MD

PURPOSE

To provide background information and a recommendation, 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.

SUMMARY

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.

RECOMMENDATION

MDTA Staff recommend approval of the request by Senator King and Delegate Wims to dedicate the Muncaster Mill Road Bridge over MD 200 in Rockville, MD to Army PFC Justin R. Davis.

ATTACHMENTS

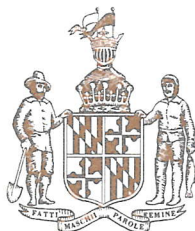
- Davis Dedication Request – Senator King
- Davis Dedication Request – Delegate Wims
- Davis Dedication Request – Mayor Ashman
- Davis Dedication Request – Graphic

NANCY J. KING
Legislative District 39
Montgomery County

Majority Leader

Budget and Taxation Committee

Chair
Education, Business and
Administration Subcommittee



James Senate Office Building
11 Bladen Street, Room 120
Annapolis, Maryland 21401
301-858-3686 • 410-841-3686
800-492-7122 Ext. 3686
Fax 301-858-3670 • 410-841-3670
Nancy.King@senate.state.md.us

THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

April 9, 2024

Maryland Transportation Commission
c/o Mr. Ian Beam
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Dear Mr. Beam,

I am writing in support of the dedication of a Maryland bridge or road in memory of Private First Class Justin R. Davis. A Gaithersburg native, PFC. Justin R. Davis, died in Korengal Outpost, Afghanistan (near Kunar Province), on June 25, 2006 when he came in contact with indirect fire while on patrol during combat operations. Davis was assigned to the 1st Battalion, 32nd Infantry Regiment, 3rd Brigade Combat Team, 10th Mountain Division (Light Infantry), Fort Drum, N.Y. He earned the Army Good Conduct Medal, National Defense Service Ribbon, Army Service Ribbon, Overseas Service Ribbon, and the Afghan Campaign Medal and was 19 years old when he was killed.

Justin was an active member of Mt. Calvary Baptist church in Rockville and attended Col. Zadok Magruder High School in Rockville where he played running back on the school's football team and was a member of the Junior ROTC. Prior to his graduation in 2005 he enlisted in the United States Army, undaunted by the fact that our country was involved in two wars at the time.

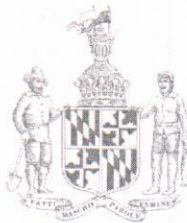
Justin made the ultimate sacrifice for our country, and I believe it is very fitting to recognize his service, courage and commitment to Maryland and the United States by dedicating a bridge or road in his honor and memory. Thank you for your consideration and please let me know if you need any other information.

Sincerely,


Senator Nancy J. King

GREG WIMS
Legislative District 39
Montgomery County

Ways and Means Committee



The Maryland House of Delegates
6 Bladen Street, Room 224
Annapolis, Maryland 21401
410-841-3039 • 301-858-3039
800-492-7122 Ext. 3039
Greg.Wims@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

April 5, 2024

Maryland Transportation Commission
c/o Mr. Ian Beam
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Dear Mr. Ian Beam,

I support the request for the dedication of a Maryland bridge/road in memory of Private First Class Justin R. Davis, United States Army [1/28/87 - 6/25/06] in Montgomery County, MD. Justin and his mother, Paula Davis have been residents of Gaithersburg for many years and I would like to urge the Maryland Department of Transportation to support this dedication.

Justin, who grew up in Gaithersburg, MD as the only child of Paula Davis, is a true local hero who we should continue to recognize for his service and sacrifice to our Nation. He was an active member of Mt. Calvary Baptist Church, Rockville, MD. He graduated from Col. Zadok Magruder High School, Rockville, MD in 2005. He played running back on the school's football team and was a member of the Junior ROTC.

Justin was a courageous young man who had a passion for life, a passion for people, and most of all a passion for serving. He enlisted in the United States Army as an Infantryman before graduating from High School. He was undaunted by the fact that the country was fighting two wars. Justin was serving in the United States Army, supporting Operation Enduring Freedom, when his life ended in Afghanistan on June 25, 2006.

I respectfully request that you consider the request for the dedication of a Maryland bridge/road in memory of Private First Class Justin R. Davis, United States Army.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Greg Wims".

Delegate Greg Wims
District 39, Montgomery County, Maryland



January 13, 2025

Maryland Transportation Commission
c/o Mr. Ian Beam
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Dear Mr. Beam,

I am writing to offer my full support for the dedication of a Maryland bridge or road to honor and in memory of Gaithersburg native Private First-Class Justin R. Davis. PFC Davis, who was assigned to the 1st Battalion, 32nd Infantry Regiment, 3rd Brigade Combat Team, 10th mountain Division at Fort Drum, lost his life on June 25th, 2006, when he encountered indirect fire while on patrol during combat operations. He had only graduated from Magruder High School in Rockville a year prior and was just 19 years old when he died. For his service and sacrifice, Justin earned the Army Good Conduct Medal, National Defense Service Ribbon, Army Service Ribbon, Overseas Service Ribbon, and the Afghan Campaign Medal.

I learned that the Travis Manion Foundation honored Pfc. Justin Ray Davis, USA through the Character Does Matter program in 2011 when his story inspired 260 students at Strawberry Mansion High School in Philadelphia. As mayor of Justin's hometown, I am equally inspired and hope that, by such a dedication, others in our community will come to know his story and the sacrifice he made for his country. According to those who knew and loved him, Justin always said he did not want to be an "Average Joe." He wanted to make a difference in the world. And that, he did.

Dedicating a bridge or road in Justin's memory and honor is a fitting way to recognize his service and sacrifice. Thank you in advance for your consideration of this request, and please let me know if you have any questions or need additional information.

Respectfully submitted,

Jud Ashman, Mayor
City of Gaithersburg

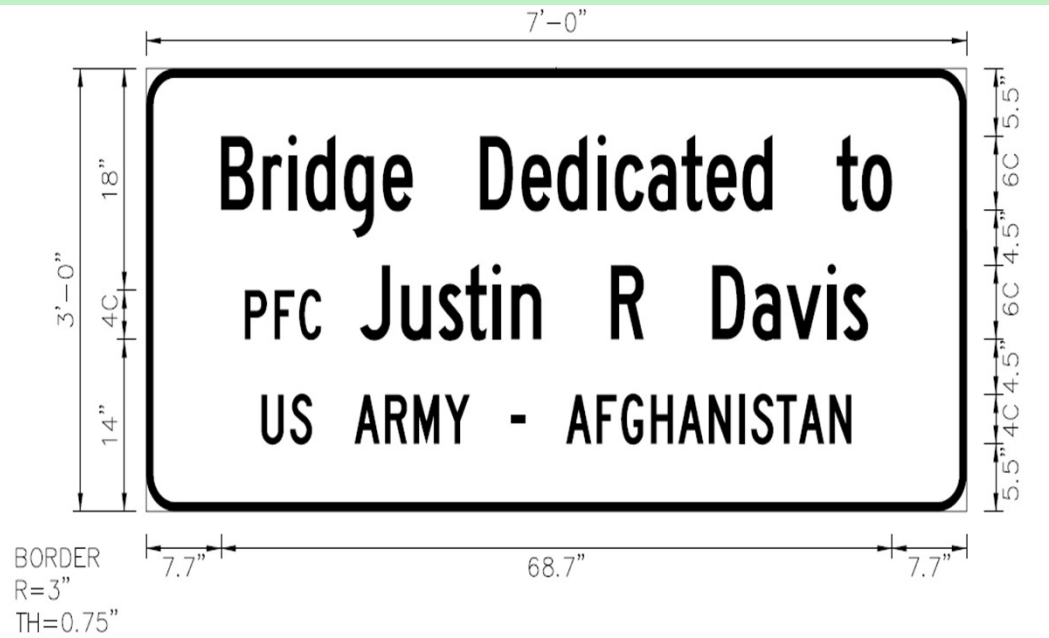
City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2038
301-258-6300 • FAX 301-948-6149 • cityhall@gaithersburgmd.gov • gaithersburgmd.gov

MAYOR
Jud Ashman

COUNCIL MEMBERS
Neil Harris
Lisa Henderson
Yamil Hernández
Jim McNulty
Robert Wu

CITY MANAGER
Tanisha R. Briley

Muncaster Mill Road Bridge Over MD 200 Dedication to PFC Justin R. Davis



Northbound Muncaster Mill Road



Southbound Muncaster Mill Road

TAB 6



MEMORANDUM

TO: MDTA Board
FROM: Director of Budget Jeffrey Brown
SUBJECT: Fiscal Year (FY) 2026 Final Operating Budget
DATE: June 26, 2025

PURPOSE

The purpose of this memorandum is to request approval from the Maryland Transportation Authority (MDTA) Board for the Fiscal Year (FY) 2026 Final Operating Budget.

KEY TAKEAWAYS

Key points regarding the FY 2026 Final Operating Budget relative to the FY 2026 Preliminary Operating Budget:

FY 2026 Final Operating Budget Request

Summary of Major Changes (\$ millions)

FY 2026 Prelim Operating Budget Request (DBM)	\$450.5
FY 2026 Final Operating Budget	\$461.1
\$ Change FY 2026 Prelim vs FY 2026 Final	\$10.6
% Change FY 2026 Prelim vs FY 2026 Final	2.3%

NOTE: Numbers may not sum to total due to rounding

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).

ANALYSIS

To better understand the budgetary changes and their associated drivers, the changes have been analyzed by mandated and discretionary expenses.

FY 2026 PrelimBudget	\$450.5
Mandated Increases	8.0
Additions	6.1
Reductions	(3.5)
FY 2026 Final Operating Budget	\$461.1

Attachment 1 – identifies the mandated and discretionary additions and reductions.

Mandated changes increase the budget by \$8.0 million and are as follows:

- Base salaries (0101 – excludes MSP) increase by \$4.2 million mostly due to:
 - Grade/step/reclassifications and collective bargaining salary schedule changes totaling \$2.7 million.
 - A 1% COLA for civilian and sworn employees totaling \$1.5 million.
- Health insurance (0151 & 0152) increases \$2.0 million due to updated actual activity.
- Pension (0161) costs increase by \$0.7 million.
- Maryland State Police Retirement (0165) costs increase by \$0.6 million
- Social Security (0151) costs increase by \$0.3 million.
- Law Enforcement Officers' Pension System (0169) costs increase by \$0.2 million.

The operating budget includes \$6.1 million in additional discretionary spending. The key variances are as follows:

- Insurance (1309) increases by \$1.5 million due to expected premium increases.
- Management Studies & Consultants (0821) increases \$1.0 million primarily due to Environmental, Social, and Governance (ESG) analysis and reporting.
- Vehicle Purchases – Other Land Vehicles (0730) increased \$1.0 million due to the requirement various vehicles such as mowers, utility trailers, arrow boards, etc.
- Other Additional Equipment (1199) increased \$0.6 million due to the requirement for vaults (stores firearms) in police vehicles.

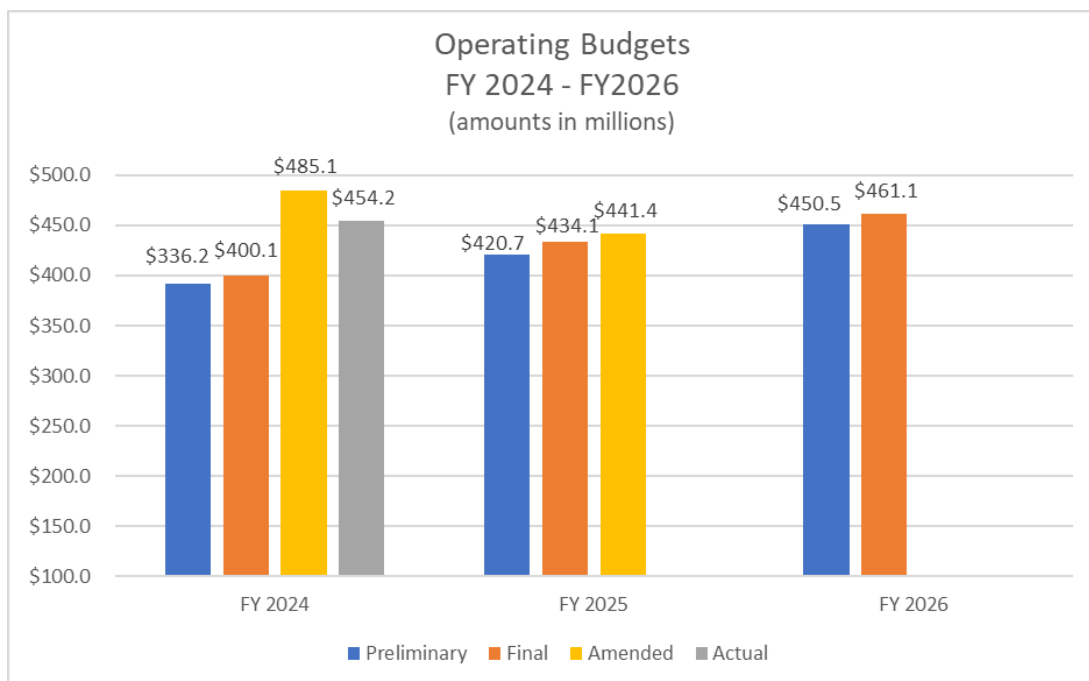
- *E-ZPass* Service Center Costs increase by \$0.5 million primarily due to funding for double blind image reviews.
- Computers (1033) increase by \$0.3 million primarily due forecasted requirements.
- Legal Services (0817) increase by \$0.3 million primarily due to FSK litigation.
- Statewide Enterprise Budget System (0897) costs increase by \$0.3 million due to increased contractual pricing.
- All other increases total \$0.6 million across various responsibility centers (RCs).

The key variances for the \$3.5 million reduction in operating budget spending are as follows:

- Vehicle Purchases (0701) decline by \$2.9 million, primarily due to the transfer of funding from FY 2026 to FY 2025 for MDTA police take home vehicles.
- Engineers (0807) declined by \$0.5 million due to a shift to more capital work vs. operating work.
- Building/Road Repairs & Maintenance (0812) costs decline by \$0.1 million, primarily due lower expense requirements at the Bay Bridge.

Figures 1& 2 graphically display the FY 2026 budget by division and purpose.

Figure 1



FY 2026 Final Operating Budget
Page Four

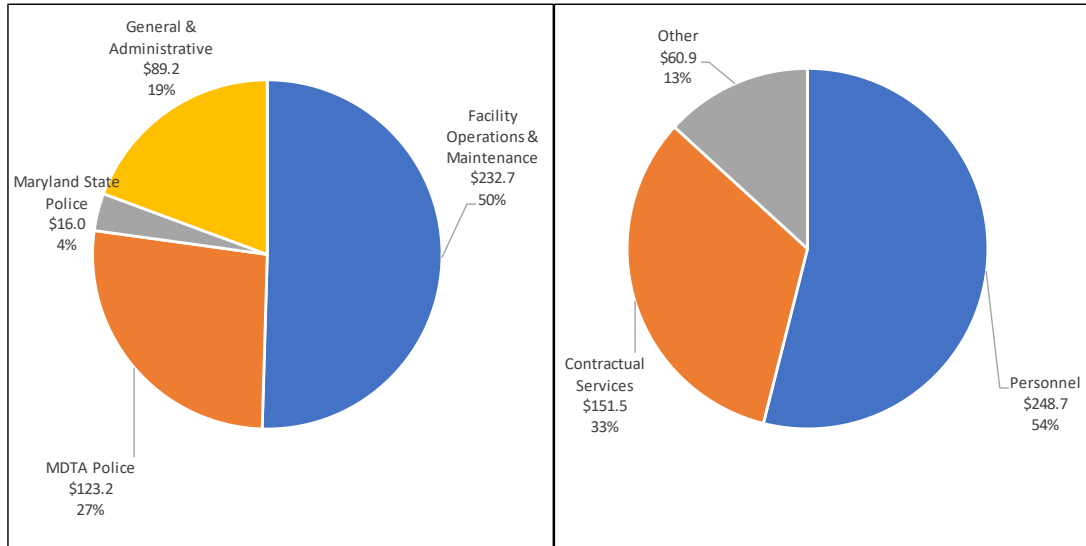
Figure 2

Where It Goes: Budget by Division & Purpose

\$ in Millions

Uses of Funding by Division

Uses of Funding by Purpose



ATTACHMENTS

- Attachment 1 - Summary of Major Changes
- Attachment 2 - FY 2026 SummaryByObject

Summary of Major Changes

	FY26 Final vs FY26 Prelim
FY 2026 Final Operating Budget	\$461.1
FY 2026 Prelim Operating Budget	450.5
\$ Increase FY 2026 Final over FY 2026 Prelim	\$10.6
% Increase FY 2026 Final over FY 2026 Prelim	2.3%
FY 2026 Prelim Operating Budget	\$450.5
Mandated Increases	8.0
Additions	6.1
Reductions	(3.5)
FY 2026 Final Operation Budget Request	\$461.1
<u>Mandated</u>	
Civilian/Police Reclasses/Other	\$2.7
Health Insurance (Employee & Retiree)	2.0
1% COLA (Civilian & Sworn)	1.5
Pension	0.7
State Police Retirement (MSP)	0.6
Social Security	0.3
Law Enforcement Officers' Pension System (LEOPS)	0.2
Total Mandated	\$8.0
<u>Additions</u>	
Insurance	\$1.5
Management Studies & Consultants	1.0
Other Land Vehicles	1.0
Other Additional Equipment	0.6
E-ZPass [®] Service Center Costs	0.5
Computers	0.3
Legal Fees	0.3
Statewide Enterprise Budget System	0.3
Other	0.6
Total Additions	\$6.1
<u>Reductions</u>	
Vehicle Purchases	(\$2.9)
Engineers	(0.5)
Building/Road Repairs & Maintenance	(0.1)
Total Reductions	(\$3.5)
Total Change	\$10.6

ATTACHMENT 2

Object	Description	Prelim FY 2026 Budget	Final FY 2026 Budget	FY26 Final- FY26 Prelim \$ Inc/Dec	FY26 Final- FY26 Prelim % Inc/Dec
OBJECT 01 Salaries and Wages					
101	REGULAR EARNINGS	148,418,391	152,589,257	4,170,866	2.8%
102	ADDITIONAL ASSISTANCE	194,092	194,092	0	0.0%
104	OVERTIME EARNINGS	5,924,877	6,007,621	82,744	1.4%
104	OVERTIME EARNINGS - SNOW	1,379,686	1,379,686	0	0.0%
105	SHIFT DIFFERENTIAL	980,791	983,391	2,600	0.3%
110	MISCELLANEOUS P/R ADJUSTMENTS	216,612	259,750	43,138	19.9%
111	ANNUAL LEAVE PAYOUTS	192,471	192,471	0	0.0%
112	RECLASSIFICATIONS	403,865	403,865	0	0.0%
151	SOCIAL SECURITY CONTRIBUTIONS	10,633,126	10,936,678	303,552	2.9%
152	HEALTH INSURANCE	20,348,928	21,801,255	1,452,327	7.1%
154	RETIREE'S HLTH INSURANCE PREM	12,453,531	13,019,894	566,363	4.5%
161	EMPLOYEES RETIREMENT SYSTEM	18,899,658	19,650,180	750,522	4.0%
165	STATE POLICE RETIREMENT SYSTEM	4,638,650	5,204,476	565,826	12.2%
169	LAW ENFORCEMNT OFF PENSION SYS	23,699,177	23,925,977	226,800	1.0%
171	BURDEN EXPENSE	0	0	0	0.0%
172	DEFERRED COMPENSATION MATCH	358,077	358,077	0	0.0%
174	UNEMPLOYMENT COMPENSATION	216,178	222,105	5,927	2.7%
175	WORKERS COMPENSATION	3,616,065	3,633,039	16,974	0.5%
189	TURNOVER	(12,613,204)	(12,922,298)	(309,094)	2.5%
199	OTHER FRINGE BENE - CLOTH ALLOW	859,111	859,111	0	0.0%
		240,820,082	248,698,627	7,878,545	3.3%
Object 02 Technical and Special Fees					
202	PER DIEM PAYMENTS	125,000	125,000	0	0.0%
209	ADMIN/MGMT SERVICES SUPPORT	3,000	3,000	0	0.0%
211	EMPLOYEE AWARDS	1,000	1,000	0	0.0%
220	SPECIAL PAYMENTS PAYROLL	965,978	1,118,978	153,000	15.8%
		1,094,978	1,247,978	153,000	14.0%
Object 03 Communications					
301	POSTAGE	51,600	51,600	0	0.0%
302	TELEPHONE	881,504	880,904	(600)	-0.1%
303	TELECOMMUNICATIONS	789,430	803,730	14,300	1.8%
305	STATE PAID TELECOMMUNICATIONS	2,000,000	2,000,000	0	0.0%
306	CELL PHONE EXPENDITURES	638,791	663,181	24,390	3.8%
		4,361,325	4,399,415	38,090	0.9%
Object 04 Travel					
401	IN STATE/ROUTINE OPERTN TRAVEL	60,889	51,377	(9,512)	-15.6%
402	INSTATE/CONF/SEMNTR/TRNG TRAVEL	90,098	95,098	5,000	5.5%
403	OUTSTATE/ROUTINE OPERTN TRAVEL	63,393	63,393	0	0.0%
404	OUTSTATE/CONF/SEMNTR/TRNG TRAVL	369,978	360,978	(9,000)	-2.4%
		584,358	570,846	(13,512)	-2.3%
Object 06 Fuel and Utilities					
603	FUEL-OIL #2	144,300	149,300	5,000	3.5%
606	FUEL-NATURAL GAS/PROPANE	466,434	486,434	20,000	4.3%
620	UTILITIES-ELECTRICITY	4,248,405	4,248,405	0	0.0%
621	UTILITIES-WATER/SEWAGE	416,703	416,703	0	0.0%
		5,275,842	5,300,842	25,000	0.5%
Object 07 Motor Vehicle Operations and Maintenance					
701	PURCH VEH-CAR,LIGHT TRUCK	10,926,000	8,018,000	(2,908,000)	-26.6%
702	VEHICLE GAS & OIL	4,025,750	4,025,750	0	0.0%
703	VEHICLE MAINTENANCE & REPAIR	2,721,700	2,721,700	0	0.0%
704	INSURANCE	407,863	407,863	0	0.0%
721	VEHICLE GAS & OIL-WATERCRAFT	49,347	49,347	0	0.0%
722	VEHICLE MAINTENANCE & REPAIR-WATERCRAFT	71,431	111,431	40,000	56.0%
724	BOAT SLIP RENTAL/LAUNCHING FEES	4,200	4,200	0	0.0%
730	PURCH VEH-OTHER LAND VEH - DUMP, TRACTOR	844,000	1,816,000	972,000	115.2%
731	LG VEHICLE GAS & OIL	1,000,000	1,000,000	0	0.0%
732	LG VEHICLE MAINT & REPAIR	2,500,000	2,500,000	0	0.0%
789	COMMUTE CHARGES	(5,000)	(5,000)	0	0.0%
799	OTHER MOTOR VEHICLE CHARGES	50,000	50,000	0	0.0%
		22,595,291	20,699,291	(1,896,000)	-8.4%

Object 08 Contractual Services

801	ADVERTISING/LEGAL PUBLICATION	3,260,638	3,278,691	18,053	0.6%
802	APPLICATIONS SOFTWARE MAINTENANCE	100,000	100,000	0	0.0%
804	PRINTING/REPRODUCTION SERVICE	33,250	33,250	0	0.0%
807	ENGINEERS	36,440,000	35,940,000	(500,000)	-1.4%
808	EQUIPMENT RENTAL	498,509	544,018	45,509	9.1%
809	EQUIPMENT REPAIRS & MAINT	1,980,430	2,123,609	143,179	7.2%
810	EXTERMINATION SERVICE	17,413	17,413	0	0.0%
812	BUILDING/ROAD REPAIRS & MAINT	16,306,962	16,176,962	(130,000)	-0.8%
813	JANITORIAL SERVICES	1,984,467	1,944,667	(39,800)	-2.0%
814	GROUND MAINTENANCE	86,700	86,700	0	0.0%
815	LAUNDRY SERVICE	3,400	3,400	0	0.0%
816	HOUSEKEEPING SERVICES	0	0	0	0.0%
817	LEGAL SERVICES	219,300	477,850	258,550	117.9%
819	EDUCATION/TRAINING CONTRACTS	1,299,688	1,328,188	28,500	2.2%
820	MEDICAL CARE	594,720	594,720	0	0.0%
821	MGMT STUDIES AND CONSULTANTS	5,966,272	6,947,572	981,300	16.4%
823	SECURITY SERVICES	1,216,976	1,241,976	25,000	2.1%
824	LABORATORY SERVICES	44,278	44,278	0	0.0%
825	VETERINARY SERVICES	31,565	31,565	0	0.0%
826	FREIGHT AND DELIVERY	17,066	17,841	775	4.5%
827	TRASH AND GARBAGE REMOVAL	474,648	474,648	0	0.0%
828	OFFICE ASSISTANCE	62,000	62,000	0	0.0%
829	FISCAL SERVICES	15,715,250	15,715,250	0	0.0%
832	EDUCATION/TRAINING REIMBURSEMENT	0	6,000	6,000	N/A
841	DP CENTRAL PROCESS SVC	900,000	900,000	0	0.0%
843	DP COMMUNICATIONS CONTROLLERS SVC	400,000	400,000	0	0.0%
849	TELECOMM LINES, MODEMS & CONTRLLR	612,858	613,538	680	0.1%
854	COMPUTER MAINTENANCE CONTRACTS	100,000	100,000	0	0.0%
858	SOFTWARE LICENSES	73,750	123,750	50,000	67.8%
861	APPL SOFTWARE ACQUISITION	50,000	50,000	0	0.0%
862	APPL SOFTWARE MAINTENANCE	1,501,000	1,501,000	0	0.0%
864	SYSTEMS SOFTWARE MAINTENANCE	1,000,000	1,000,000	0	0.0%
865	OUTSIDE SVCS-SYS ANALYSIS&DSGN	8,000,000	8,000,000	0	0.0%
866	OUTSIDE SVCS-PROGRAMMING	500,000	500,000	0	0.0%
869	OUTSIDE SVCS-COMPUTER USAGE	550,000	550,000	0	0.0%
873	OUTSIDE SVC - E-ZPASS® SVC CENTER	45,000,000	45,500,000	500,000	1.1%
874	OFFICE OF ATTORNEY GENERAL FEE	44,265	44,265	0	0.0%
875	RETIREMENT AGENCY ADMIN FEE	232,127	232,588	461	0.2%
876	STATEWIDE DOIT SERVICES	125,000	125,000	0	0.0%
894	STATEWIDE PERSONNEL SYS ALLOC	42,559	41,676	(883)	-2.1%
897	STATEWIDE ENTERPRISE BUDGET SYSTEM	27,574	348,402	320,828	1163.5%
899	OTHER CONTRACTUAL SVC-NON DP	4,350,118	4,310,702	(39,416)	-0.9%
		149,862,783	151,531,519	1,668,736	1.1%

Object 09 Supplies and Materials

901	AGRICULTURE	53,090	53,090	0	0.0%
902	OFFICE SUPPLIES	390,576	446,170	55,594	14.2%
903	ELECTRICAL MATERIALS	487,291	492,291	5,000	1.0%
904	BUILDING & HOUSEHOLD SUPPLIES	421,893	488,712	66,819	15.8%
905	ROADWAY MAINT MATERIALS	761,477	761,477	0	0.0%
906	SALT/SNOW MELTING MATERIALS	1,659,500	1,661,500	2,000	0.1%
908	HOUSEKEEPING SUPPLIES	73,023	74,266	1,243	1.7%
909	MEDICAL SUPPLIES	39,422	44,807	5,385	13.7%
912	WEARING APPAREL-UNIFORMS EMPL	1,243,258	1,293,258	50,000	4.0%
915	LIBRARY SUPPLIES	24,675	29,975	5,300	21.5%
917	SMALL TOOLS	335,347	348,519	13,172	3.9%
918	VETERINARY SUPPLIES	29,381	29,381	0	0.0%
920	FOOD	184,232	194,784	10,552	5.7%
926	DATA PROCESSING SUPPLIES	28,802	32,435	3,633	12.6%
934	AMMO GUNS FIRING RNGE SUPPLIES	744,811	754,811	10,000	1.3%
951	E-ZPASS TRANSPONDERS	4,115,000	4,115,000	0	0.0%
999	OTHER SUPPLIES AND MATERIALS	343,583	369,319	25,736	7.5%
		10,935,361	11,189,795	254,434	2.3%

Object 10 Replacement Equipment

1013	REPL MAINTENANCE & BUILDING EQUIP	296,600	296,600	0	0.0%
1015	REPL OFFICE EQUIPMENT	80,357	106,357	26,000	32.4%
1019	REPL RADIOS & ELECTRONIC EQUIPMENT	66,000	66,000	0	0.0%
1031	REPL DP EQUIP-MAINFRAME	0	0	0	0.0%

1033	REPL DP EQUIP-MICROCOMPUTER	705,200	1,005,200	300,000	42.5%
1036	REPL DP EQUIP-PERIPHERALS	14,400	14,400	0	0.0%
1099	OTHER REPLACEMENT EQUIPMENT	541,266	541,266	0	0.0%
		1,703,823	2,029,823	326,000	19.1%

Object 11 Additional Equipment

1102	ADDT'L AUDIO-VISUAL EQUIP	6,500	6,500	0	0.0%
1103	ADDT'L CLEANING EQUIPMENT	10,000	10,000	0	0.0%
1107	ADDT'L EDUCATIONAL EQUIPMENT	0	0	0	0.0%
1109	ADDT'L HUMAN ENVIRONMENTAL EQUIPMENT	1,000	1,000	0	0.0%
1113	ADDT'L MAINTENANCE & BUILDING EQUIP	253,000	253,000	0	0.0%
1115	ADDT'L OFFICE EQUIPMENT	168,590	238,590	70,000	41.5%
1119	ADDT'L RADIOS & ELECTRONIC EQUIPMENT	665,000	665,000	0	0.0%
1131	ADDT'L DP EQUIP-MAINFRAME	20,000	0	(20,000)	-100.0%
1133	ADDT'L DP EQUIP-MICROCOMPUTER	0	20,000	20,000	N/A
1199	OTHER ADDITIONAL EQUIPMENT	748,585	1,378,962	630,377	84.2%
		1,872,675	2,573,052	700,377	37.4%

Object 13 Fixed Charges

1302	INSURANCE COVERAGE PAID TO STO	866,423	907,813	41,390	4.8%
1303	RENT PAID TO DGS	1,100	1,100	0	0.0%
1304	SUBSCRIPTIONS	24,020	29,020	5,000	20.8%
1305	ASSOCIATION DUES	404,934	283,857	(121,077)	-29.9%
1308	LICENSES	9,720	9,720	0	0.0%
1309	INSURANCE (NON STO PAYMENTS)	10,086,212	11,596,368	1,510,156	15.0%
1320	1320 BAD DEBT EXPENSE (NON TOLLS)	50,000	50,000	0	0.0%
		11,442,409	12,877,878	1,435,469	12.5%

Total		450,548,928	461,119,067	10,570,139	2.3%
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TAB 7



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: Assistant Capital Program Manager, Jennifer Stump
SUBJECT: Draft Fiscal Year (FY) 2026-2031 Consolidated Transportation Program (CTP)
DATE: June 26, 2025

PURPOSE OF MEMORANDUM

The purpose of this presentation is to seek your approval of the proposed Draft Fiscal Year (FY) 2026-2031 Consolidated Transportation Program (CTP). The Draft CTP was recommended for approval by the Capital Committee on June 5, 2025, and by the Finance and Administration Committee on June 12, 2025.

SUMMARY

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 (Attachment #1 – Line 7). 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) (Attachment #1 – Line 1). 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 (Attachment #1 – Line 2).
- Decrease in the six-year CTP budget by \$12.2 million for the I-95 ETL Northern Extension (Attachment #1 – Line 3).
- 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 (Attachment #1 – Line 4).
- Decrease in the Allocated and Unallocated Reserves by \$55.4 million (Attachment #1 – Line 5).

FY 2025 expenditures were \$584.6 million vs. \$765.5 million in the Final FY 2025-2030 CTP (Attachment #1 – Line 7). FY 2025 underspending was \$180.9 million and has been rolled over into the Draft FY 2026-2031 CTP.

Highlights of project and reserve changes incorporated in the proposed Draft FY 2026-2031 CTP are shown in Attachment #2.

Added New Projects

Added eight system preservation projects and one environmental project for a net increase of \$53.9 million in the FY 2026-2031 period.

Modified Budgets to Reflect Bids Received

Adjusted one project to reflect bid received lower than Engineer's Estimate for a decrease of \$681 thousand in total cost of the project and a net increase of \$1.9 million in the FY 2026-2031 period.

Added Construction Phase

The construction phase of four projects was funded for a total of \$33.2 million transferred from the reserves as design reached 60% level and cost estimates were developed on fully developed scopes.

Modified Budgets to Reflect Completed Projects

Six projects were completed or deleted for a net decrease of \$828 thousand in the FY 2026-2031 period.

Modified Active Projects Due to Cost Changes and Cash Flow Adjustments

Adjusted cash flows and funded changes in engineering and/or construction budgets for seventy-three projects for a net budget increase of \$112.1 million in the FY 2026-2031 period.

Reserve Changes

The allocated reserves had a net decrease of \$56.3 million, and the unallocated reserves increased by \$899 thousand for a net decrease of \$55.4 million in the FY 2026-2031 period.

ATTACHMENTS

- Attachment #1 – CTP Comparison Tables - Draft FY 2026-2031 CTP v Final FY 2025-2030 CTP
- Attachment #2 – Changes from Final FY 2025-2030 CTP to Draft FY 2026-2031 CTP
- Attachment #3 – Where are the Projects?
- Attachment #4 – What are the Categories of Projects?

CTP Comparison Tables - Draft FY 2026-2031 CTP v Final FY 2025-2030 CTP																
Line										Total	Total					Total
		2025	2026	2027	2028	2029	2030	2031	2025-2030	2026-2031	2032	2033	2034	2035	2026-2035	
1	Francis Scott Key Bridge	Final 25-30	\$204,536	\$376,818	\$461,879	\$400,686	\$243,645	\$13,445	\$0	\$1,701,009	\$1,496,473	\$0	\$0	\$0	\$0	\$1,496,473
		Draft 26-31	\$92,526	\$685,000	\$416,489	\$325,295	\$168,254	\$13,445	\$0	\$1,701,009	\$1,608,483	\$0	\$0	\$0	\$0	\$1,608,483
		Change	(\$112,010)	\$308,182	(\$45,391)	(\$75,391)	(\$75,391)	\$0	\$0	\$0	\$112,010	\$0	\$0	\$0	\$0	\$112,010
2	Nice/Middleton Bridge	Final 25-30	\$8,109	\$10,429	\$0	\$0	\$0	\$0	\$0	\$18,538	\$10,429	\$0	\$0	\$0	\$0	\$10,429
		Draft 26-31	\$10,129	\$1,000	\$0	\$0	\$0	\$0	\$0	\$11,129	\$1,000	\$0	\$0	\$0	\$0	\$1,000
		Change	\$2,020	(\$9,429)	\$0	\$0	\$0	\$0	\$0	(\$7,409)	(\$9,429)	\$0	\$0	\$0	\$0	(\$9,429)
3	I-95 ETL Northern Extension (Including Reserves)	Final 25-30	\$173,858	\$141,901	\$95,133	\$38,905	\$17,516	\$0	\$0	\$467,314	\$293,455	\$0	\$0	\$0	\$0	\$293,455
		Draft 26-31	\$175,083	\$123,502	\$97,281	\$40,566	\$19,882	\$0	\$0	\$456,314	\$281,231	\$0	\$0	\$0	\$0	\$281,231
		Change	\$1,224	(\$18,399)	\$2,148	\$1,660	\$2,366	\$0	\$0	(\$11,000)	(\$12,224)	\$0	\$0	\$0	\$0	(\$12,224)
4	Remainder of CTP (Excluding Reserves)	Final 25-30	\$360,092	\$360,314	\$193,248	\$87,971	\$33,159	\$9,705	\$0	\$1,044,489	\$684,397	\$0	\$0	\$0	\$0	\$684,397
		Draft 26-31	\$306,908	\$290,088	\$270,679	\$159,228	\$52,544	\$19,469	\$2,239	\$1,098,916	\$794,248	\$0	\$0	\$0	\$0	\$794,248
		Change	(\$53,185)	(\$70,226)	\$77,431	\$71,257	\$19,385	\$9,764	\$2,239	\$54,427	\$109,851	\$0	\$0	\$0	\$0	\$109,851
5	Allocated and Unallocated Reserves	Final 25-30	\$18,952	\$169,404	\$393,352	\$461,664	\$466,946	\$407,191	\$524,245	\$1,917,509	\$2,422,802	\$539,972	\$556,171	\$572,856	\$590,042	\$4,681,843
		Draft 26-31	\$0	\$54,186	\$245,172	\$465,525	\$551,728	\$550,206	\$500,583	\$1,866,817	\$2,367,400	\$539,972	\$556,171	\$572,856	\$590,042	\$4,626,441
		Change	(\$18,952)	(\$115,218)	(\$148,180)	\$3,861	\$84,782	\$143,015	(\$23,662)	(\$50,692)	(\$55,402)	\$0	\$0	\$0	\$0	(\$55,402)
6	Remainder of CTP (Including Reserves) (4+5)	Final 25-30	\$379,044	\$529,718	\$586,600	\$549,635	\$500,105	\$416,896	\$524,245	\$2,961,998	\$3,107,199	\$539,972	\$556,171	\$572,856	\$590,042	\$5,366,240
		Draft 26-31	\$306,908	\$344,274	\$515,851	\$624,753	\$604,272	\$569,675	\$502,822	\$2,965,734	\$3,161,648	\$539,972	\$556,171	\$572,856	\$590,042	\$5,420,689
		Change	(\$72,137)	(\$185,444)	(\$70,749)	\$75,118	\$104,168	\$152,779	(\$21,423)	\$3,735	\$54,449	\$0	\$0	\$0	\$0	\$54,449
7	Total (1+2+3+6)	Final 25-30	\$765,548	\$1,058,866	\$1,143,612	\$989,226	\$761,266	\$430,341	\$524,245	\$5,148,859	\$4,907,556	\$539,972	\$556,171	\$572,856	\$590,042	\$7,166,597
		Draft 26-31	\$584,646	\$1,153,776	\$1,029,621	\$990,614	\$792,409	\$583,120	\$502,822	\$5,134,186	\$5,052,362	\$539,972	\$556,171	\$572,856	\$590,042	\$7,311,403
		\$ Change	(\$180,902)	\$94,910	(\$113,991)	\$1,388	\$31,143	\$152,779	(\$21,423)	(\$14,674)	\$144,806	\$0	\$0	\$0	\$0	\$144,806
		% Change	-24%	9%	-10%	0%	4%	36%	-4%	0%	3%	0%	0%	0%	0%	2%
Cumulative Change			(\$180,902)	(\$85,992)	(\$199,983)	(\$198,595)	(\$167,452)	(\$14,674)	(\$36,096)	(\$14,674)	\$144,806	\$144,806	\$144,806	\$144,806	\$144,806	\$144,806

New Projects Added (\$000)				
Facility	Project Name	TEC Change	FY 2025-2030 Budget Change	FY 2026-2031 Budget Change
MA	2665 - On-Call Structural Repairs	39,978	39,878	39,952
BB	2606 - Rehab Decks of EB Span - Phase II (Engineering Only)	9,100	9,100	8,500
MA	2675 - Environmental On-Call V	3,636	3,636	3,636
KH	2668 - Tydings Bridge Cleaning, Painting, and Miscellaneous Repairs (Engineering only)	1,000	1,000	300
BB	2679 - EB Spans Full Paint - Phase I (T14-T22 & Suspension Span Towers from Water to below Roadway) (Engineering Only)	600	600	500
HB	2678 - Hatem Admin/Police Building Rehabilitation (Engineering Only)	500	500	500
HT	2671 - Replace Erdman Avenue Bridges over I-895 (Engineering only)	450	450	100
FT	2602 - Fire Alarm System Upgrades and Security System Upgrades (Engineering Only)	400	400	375
FT	2670 - I-395 Deck Replacements (Engineering only)	385	385	0
Total - New Projects Added (9)		56,049	55,949	53,863

Projects Modified to Reflect Bids Received (\$000)				
Facility	Project Name	TEC Change	FY 2025-2030 Budget Change	FY 2026-2031 Budget Change
FT	0200 - Rehabilitate FMT Area-Wide Lighting	(681)	(681)	1,879
Total - Project Modified to Reflect Bids Received (1)		(681)	(681)	1,879

Projects Modified to Add Construction Phase (\$000)				
Facility	Project Name	TEC Change	FY 2025-2030 Budget Change	FY 2026-2031 Budget Change
HT	2529 - Rehabilitate BHT Tunnel Lighting System	25,370	24,032	25,320
KB	2619 - Rehabilitation of Curtis Creek Drawbridges Superstructure	18,706	18,706	(1,607)
FT	2592 - Miscellaneous Structural Repairs Inside Fort McHenry Tunnel	6,500	6,500	6,500
BB	2609 - Replacement of Bay Bridge North Ferry Slip	2,989	2,989	2,989
Total - Projects Modified to Add Construction Phase (4)		53,564	52,227	33,202

Projects Completed or Deleted (\$000)							
Facility		Project Name		TEC Change	FY 2025-2030 Budget Change	FY 2026-2031 Budget Change	Notes
FT	2513 - Structural Rehabilitation of Various Bridges on I-95			300	300	0	Project completed.
MA	2498 - On-Call Electrical/ITS			144	144	0	Project completed.
BB	2516 - William Preston Lane Jr. Memorial Bridge AET Conversion			100	100	0	Project completed.
MA	2537 - On-Call Structural Repairs & Miscellaneous Modifications			50	50	0	Project completed.
BB	2476 - Bay Bridge Crossover Automated Lane Closure System			25	25	0	Project completed.
KH	2646 - Resurface NB I-95			0	0	(828)	Project deleted and combined into PIN 2645.
Total - Projects Completed or Deleted (6)				619	619	(828)	

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000)					
Facility	Project Name	TEC Change	FY 2025-2030 Budget Change	FY 2026-2031 Budget Change	Notes
MA	2471 - 10-Year Equipment Budget - FY 2018 through FY 2027	2,634	2,634	10,208	Increased CO due to unexpected cost increases to material and steel for equipment.
FT	0239 - Holding Tank Replacement - S. FMT Vent Building	2,010	2,010	1,000	Increased CO for scope change and increased material costs.
MA	2524 - On-Call Building Systems Rehabilitation/Replacement	1,400	1,400	1,933	Increased CO for supplemental agreement.
MA	2523 - On-Call Facility/Building Repairs	1,242	1,242	548	Increased CO for scope change.
KH	2631 - Maryland House Water Tower Emergency Pipe Replacement	1,107	1,107	(525)	Increased CO for unforeseen conditions.
MA	2590 - Replace Electronic Toll Collection and Operating System - 4th Generation (Engineering only)	819	669	819	Increased PE for latest projections.
KB	0199 - Maintenance and Repairs of the I-695 Curtis Creek Drawbridges at FSK	631	631	112	Increased CO for contract extension.
KH	0202 - I-95 Southbound Hard Shoulder Running	550	550	175	Increased CO for final design estimate higher due to price increases.
BB	2656 - Bay Bridge Protection, Suspension Span Anchorage Concrete and Navigation Lighting Rehabilitation (Engineering Only)	529	529	(16,379)	Increased PE for latest proposals.
BB	2504 - Bay Bridge Queue Detection System	450	450	450	Increased PE for Phase II of work.
HT	2487 - AET Conversion with Frankfurst Avenue Interchange Modifications	400	400	1,875	Increased PE for Phase II design and decreased CO for latest projections.
Active Projects Modified Due to Cost Changes and Cash Flow Adjustments - continued on Page 2					

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments - continued on Page 2

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000) - (continued)					
Facility	Project Name	TEC Change	FY 2025-2030 Budget Change	FY 2026-2031 Budget Change	Notes
KB	2621 - Drainage Improvements of I-695 at MM 50.2 Quarantine Road	360	360	576	Increased PE for continued design work.
MA	2584 - Replace DMS and TRS at Various Facilities	200	(551)	50	Increased PE for scope change.
MA	2497 - Radio Rebroadcast and Radiax in BHT & FMT	100	100	3,711	Increased CO for engineering support in construction phase.
FT	2660 - FMT Administration Building EZ-Pass Renovation (Engineering Only)	100	100	350	Increased PE for latest proposals.
BB	2470 - Project Management Office and Maintenance Equipment Storage Building	85	85	30	Increased PE for latest proposals.
MA	2546 - Purchase Card Information System (PCARD)	77	77	0	Increased CO to complete development of revised requirements for the upgraded PCARD system.
KH	2477 - I-95/Belvidere Road Interchange	59	59	4,596	Increased PE for water wells monitoring.
FT	2615 - Replace and Rehabilitate FMT Electrical Switchgear (Engineering only)	50	50	330	Increased PE for updated estimate of design work.
KB	2639 - Shoreline Restoration at FSK Police HQ (Engineering only)	50	50	121	Increased PE for permit work.
FT	2667 - FMT Facility Roof Replacements (Engineering only)	24	75	(3,975)	Increased PE for latest proposals.
FT	2499 - MDTA Police Vehicle Storage Garage and Auto Repair Shop	(799)	(799)	200	Decreased PE for scope change.
KH	2500 - JFK Maintenance Facility Complex	(1,250)	(1,250)	1,399	Decreased RW based on Real Estate Services (RES) inputs.
NB	1024 - Replace Nice/Middleton Bridge	(7,409)	(7,409)	(9,429)	Decreased CO for project nearing completion under budget.
HT	2614 - BHT Facility-wide Signing Upgrades	(7,501)	(7,501)	12,554	Decreased CO for scope change.
KH	Various - I-95 Express Toll Lanes Northbound Extension	(11,000)	(11,000)	(12,224)	Decreased CO for favorable bids and revised estimates nearing end of project.
BB	2317 - Rehab Decks of EB Span - Phase I Deck Widening & Replacement of Deck Truss Spans	(56,493)	(56,493)	(41,313)	Decreased CO for scope change.
KB	2655 - Key Bridge Rebuild	0	0	1,608,051	Cash flow adjustment.
MA	2653 - On-Call Miscellaneous Paving Repairs	0	0	16,988	Cash flow adjustment.
MA	2636 - Portable Radio Replacement	0	0	6,748	Cash flow adjustment.
MA	2630 - On-Call Signs, Sign Lights, and Sign Structures	0	0	5,939	Cash flow adjustment.
KH	2664 - Replace I-95 SB Bridges over Big and Little Gunpowder (Engineering only)	0	0	4,725	Cash flow adjustment.
MA	2634 - On-Call Facility/Building Repairs	0	0	4,122	Cash flow adjustment.
HT	2306 - Envelope Repair and Switchgear Replacements at BHT Vent Buildings	0	0	4,028	Cash flow adjustment.
MA	2573 - On-Call Structural Repairs	0	0	3,639	Cash flow adjustment.
FT	2580 - FMT Box Girder Preservation	0	0	2,829	Cash flow adjustment.
MA	2553 - DYNAC Maintenance Contract (BHT, FMT, and ICC)	0	0	2,297	Cash flow adjustment.
MA	0228 - On-Call Electrical/ITS	0	0	2,258	Cash flow adjustment.
FT	0237 - Rehabilitate Substructure of I-95 Bridges over Race Street (Engineering only)	0	0	1,850	Cash flow adjustment.
KH	2661 - Chesapeake House Water System Repairs	0	0	1,700	Cash flow adjustment.
BB	2593 - BB On-Call Structural Repairs and Modification	0	284	1,149	Cash flow adjustment.
KH	2570 - JFK Wash Bay, Salt Barn and Fueling Facilities at Perryville (Engineering only)	0	0	1,122	Cash flow adjustment.
MA	2583 - Generator Replacement at Various Facilities	0	0	1,077	Cash flow adjustment.
KB	2643 - Maintenance and Repair of Curtis Creek Draw Bridges (CO only)	0	0	916	Cash flow adjustment.
HT	2560 - BHT Maintenance/Auto Building HVAC and Roof Replacement	0	0	849	Cash flow adjustment.
FT	2571 - FMT Campus Fuel Oil Conversion	0	0	832	Cash flow adjustment.
IC	2625 - ICC Sign Panel Replacements (Engineering Only)	0	0	767	Cash flow adjustment.
KH	2645 - Resurface I-95 from the Tydings Bridge to the MD 24 Interchange (Engineering only)	0	0	749	Cash flow adjustment.
HT	2587 - BHT Lane Use Signals (LUS) Extension	0	0	624	Cash flow adjustment.
MA	2662 - On-Call Facility & Building Repairs (Engineering Only)	0	0	556	Cash flow adjustment.
HT	2527 - Replace Bridges on I-895 over I-695 (Engineering only)	0	0	530	Cash flow adjustment.
KB	2450 - I-695 Subgrade Improvements at Bear Creek	0	0	334	Cash flow adjustment.
KH	2569 - JFK MSP Building Remodeling (Engineering only)	0	0	281	Cash flow adjustment.
MA	2658 - Multi-Area Bridge Bearings and Joints Rehabilitation (Engineering only)	0	0	270	Cash flow adjustment.
KB	2567 - FSK Building 305 Roof/HVAC/Windows Replacement (Engineering Only)	0	0	200	Cash flow adjustment.
FT	2565 - FMT East Vent Building Facade and Roof Replacement (Engineering only)	0	0	160	Cash flow adjustment.
KH	1116 - Kennedy Highway I-95 Improvements with Express Toll Lanes	0	0	85	Cash flow adjustment.
MA	2589 - License Plate Recognition (LPR) System Upgrade	0	0	84	Cash flow adjustment.
MA	2585 - Replace CCTV at Various Facilities	0	0	50	Cash flow adjustment.
FT	2442 - Port Covington Access I-95	0	(5)	0	Cash flow adjustment.
MA	2659 - Highways Ramp Rehabilitation and Paving (Engineering Only)	0	0	(32)	Cash flow adjustment.
BB	2666 - Remodel Southern AOC at Bay Bridge (Engineering only)	0	49	(35)	Cash flow adjustment.

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments - continued on Page 3

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000) - (continued)					
Facility	Project Name	TEC Change	FY 2025-2030 Budget Change	FY 2026-2031 Budget Change	Notes
KB	2652 - Rehabilitation of Curtis Creek Bascule Piers	0	0	(48)	Cash flow adjustment.
FT	2566 - FMT Maintenance Building Renovation (Engineering Only)	0	0	(100)	Cash flow adjustment.
MA	2650 - Update Phone System to NEC SV9500 - Phase 2	0	0	(398)	Cash flow adjustment.
KB	2438 - Police Headquarters Building Envelope Renovations	0	0	(534)	Cash flow adjustment.
HT	2663 - I-895 SB Spur Approach Bridge Replacement (Engineering Only)	0	0	(590)	Cash flow adjustment.
HT	0240 - Resurfacing North and South of BHT	0	0	(1,955)	Cash flow adjustment.
HT	2637 - Replace Eastern Avenue Bridge Over I-895 (Utility only)	0	0	(3,354)	Cash flow adjustment.
MA	2633 - ICC & JFK Data Center Hardware Replacement (CO only)	0	0	(4,904)	Cash flow adjustment.
HB	2512 - Cleaning and Painting of the Hatem Bridge	0	0	(5,823)	Cash flow adjustment.
KB	2638 - Rehabilitation of Bearings & Misc. Repairs - I-695 Bridges over Bear Creek (Engineering only)	0	0	(7,493)	Cash flow adjustment.
KB	2657 - FSK Staging Dock (Engineering Only)	0	0	(1,495,641)	Cash flow adjustment.
Total - Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (73)		(71,573)	(72,096)	112,092	

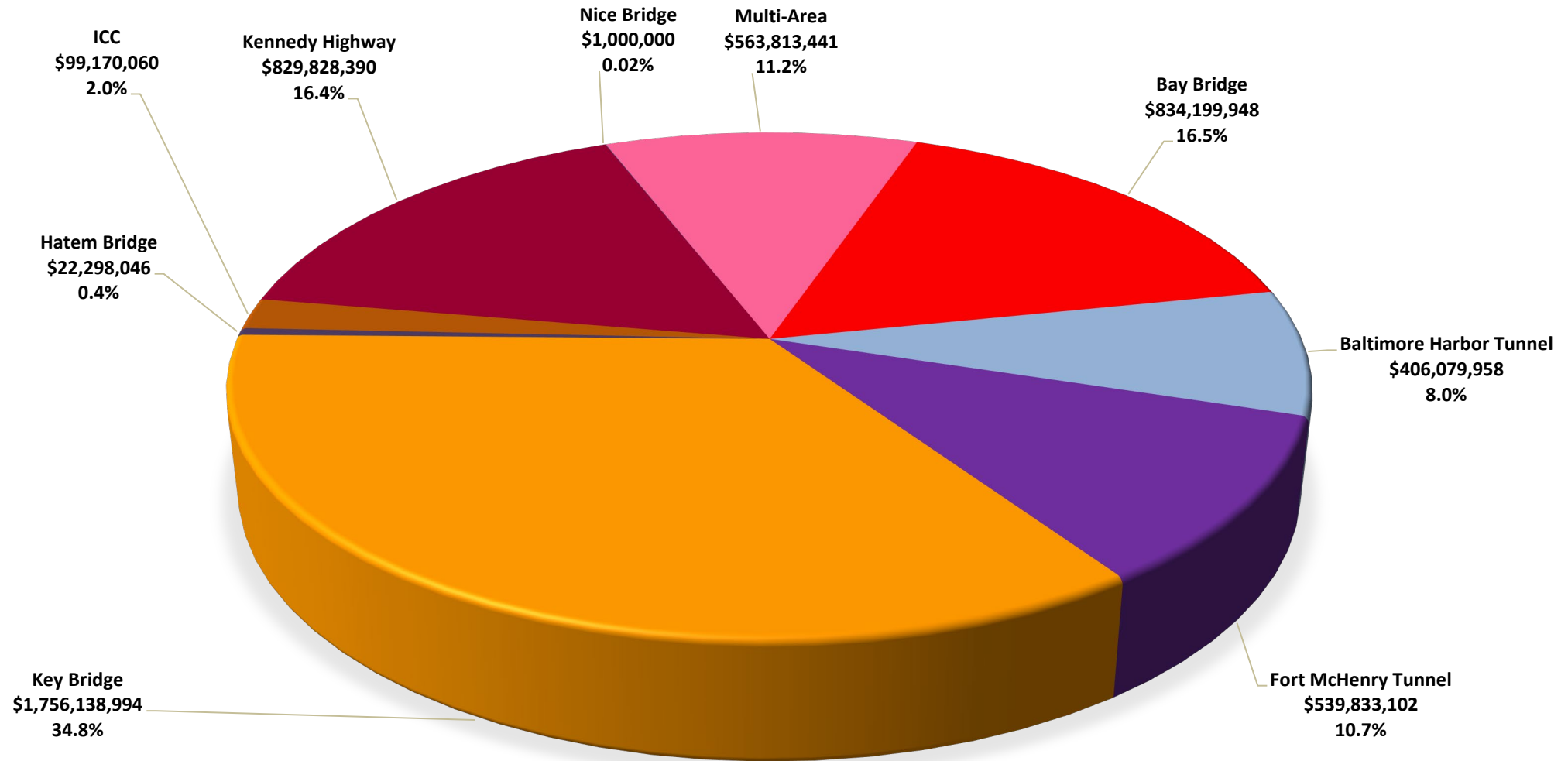
Reserves (\$000)			
	FY 2025-2030 Budget Change	FY 2026-2031 Budget Change	
2325 - Allocated Reserve - System Preservation Projects	13,774	(59,752)	
2445 - Allocated Reserve - Enhancement Projects	(54,865)	3,451	
1981 - Unallocated Reserve	(9,601)	899	
Total Reserve Changes	(50,692)	(55,402)	

Changes from Final FY 2025-2030 CTP to Draft FY 2026-2031 (\$000)			
	FY 2025-2030 Budget Change	FY 2026-2031 Budget Change	
Budget Changes - Projects	36,018	200,208	
Budget Changes - Reserves	(50,692)	(55,402)	
Net Changes	(14,674)	144,806	

FY 2026-2031 Draft Consolidated Transportation Program

Where are the Projects?

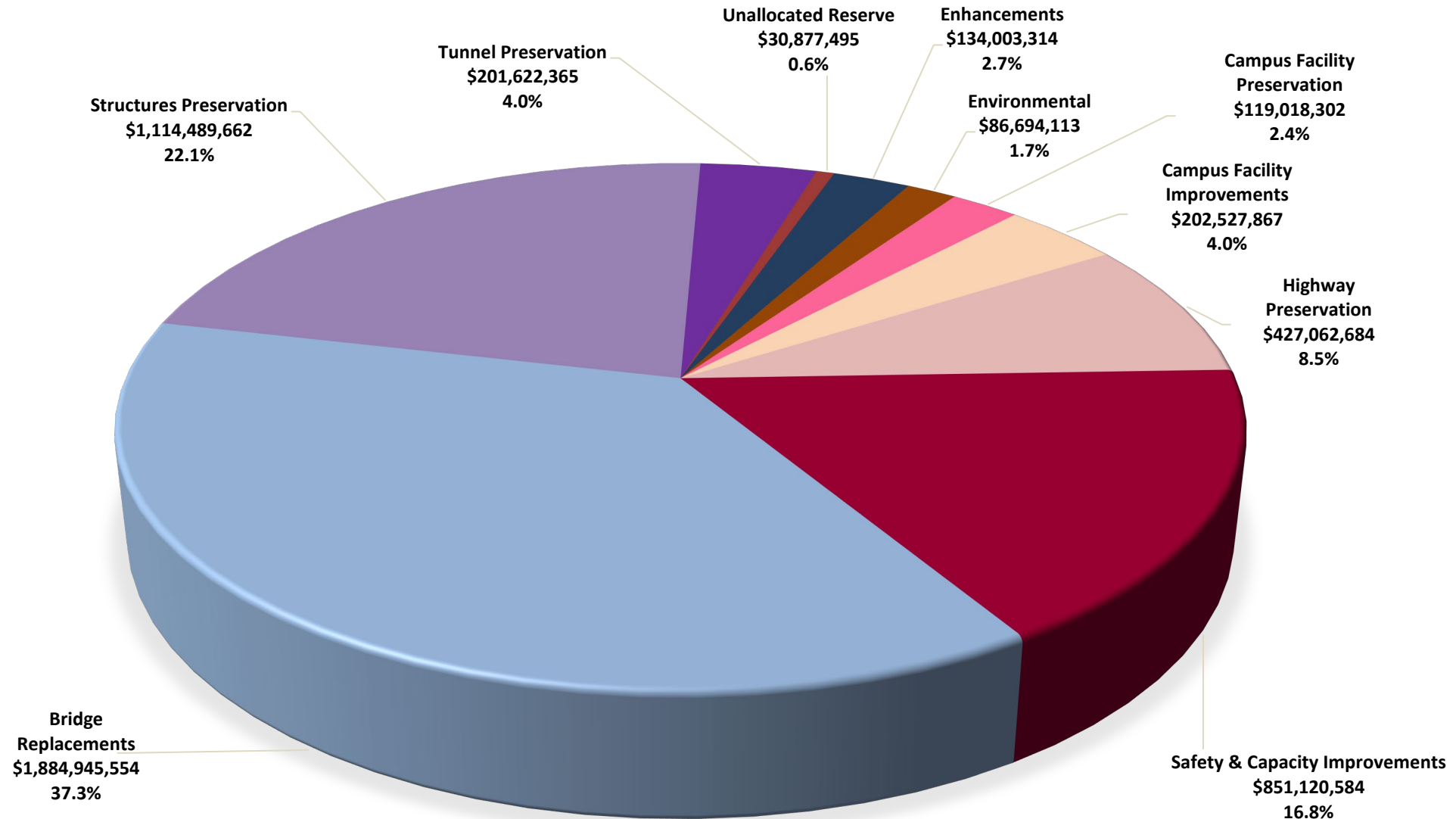
FY 2026-2031 CTP = \$5.1 Billion



FY 2026-2031 Draft Consolidated Transportation Program

What are the Categories of Projects?

FY 2026-2031 CTP = \$5.1 Billion



TAB 8



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 Finance Chantelle Green
SUBJECT: Fiscal Year (FY) 2026-2031 Financial Forecast
DATE: June 26, 2025

PURPOSE OF MEMORANDUM

To request approval from the Maryland Transportation Authority (MDTA) Board of the Fiscal Year (FY) 2026-2031 Financial Forecast.

KEY TAKEAWAYS

- 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. Tolls were last increased in FY 2014, which was followed by a reduction of tolls in FY 2016.

SUMMARY

This forecast includes the Fall 2024 Traffic and Revenue (T&R) Forecast Update, the Draft FY 2026 - 2031 Consolidated Transportation Program (CTP), and the Final FY 2026 Operating Budget. The forecast also includes adjustments (as necessary) to the modeled bond financing rates and incorporates a short-term borrowing to align with anticipated cashflows associated with the Key Bridge Rebuild. The summary table below shows the MDTA's adherence to its financial goals and requirements throughout the forecast period. (See attachment)

Financial Metrics	Requirement	Current Forecast Period (FY 2026 – 2031)
Rate Covenant	≥ 1.0	Minimal level of 1.1 in FY 2031
Debt Service Coverage	≥ 2.0	Requirement met through FY 2027; Minimal level of 1.4 in FY 2031
Unencumbered Cash	$\geq \$400\text{M}$	Requirement met throughout the forecast period
Debt Outstanding	$\leq \$4.0\text{B}$	Max Level of \$3.94B in FY 2031

ANALYSIS

The primary differences between the current 6-year forecast and November 2024 forecast are:

- *Total revenue:* Total revenue remains relatively flat throughout the FY 2026 – 2031 forecast period, increasing by a net \$1.3 million.
- *Operating budget expenses:* Operating budget expenses increase by \$83.2 million throughout the 6-year forecast period. Key drivers of the increase are mandated personnel expenses, insurance costs, management study activities, and increased E-ZPass® Service Center costs.
- *Capital budget expenses:* Capital budget expenses increase by approximately \$144.8 million compared to the Final FY 2025-2030 CTP. The net increase includes the rollover (cashflow shift) of \$180.9 million of unexpended funds from FY 2025 into subsequent fiscal years, 9 new projects, a net reduction in the allocated and unallocated reserves, and summative minor budget changes in numerous other projects. As previously mentioned, the budget for the FSK Bridge Rebuild reflects the original cost estimate that was prepared within two weeks of the bridge collapse. The cost estimate will be updated prior to the next MDTA bond sale.
- *Debt issuances:* Revenue bond issuances increase by \$232.4 million throughout the forecast period due to a projected short-term refinancing, however, total bonds outstanding decline during the FY 2026-2031 forecast period. The forecast models a short-term bank line of credit to assist with Key Bridge Rebuild funding while awaiting reimbursement from the federal government. A tax-law requirement to segregate the financings necessitates the higher issuance and payoff activities relative to the last forecast.
- *Debt Service:* Debt service declines by \$101.8 million during the forecast period mostly due to capital project cashflow adjustments that result in more PAYGO (cash) being available for capital spending in the initial years of the forecast period.
- *Insurance Funds:* The MDTA anticipates using insurance proceeds to fund \$25 million in federally eligible debris and salvage costs. The remaining \$325 million will be used to fund federally eligible expenses after the initial \$60M quick release funds are exhausted.

- *Federal Funds:* The MDTA anticipates receiving federal funds after the insurance proceeds are exhausted. Beginning in FY 2027, it is assumed that the MDTA will be reimbursed by the federal government for eligible project costs based on a one-year lag through FY 2031. The forecast assumes the MDTA will be fully reimbursed by the federal government for eligible project costs. Ineligible project expenses will also 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 2025-2030 forecast period.

Assumptions

- Traffic and Toll Revenue Forecast: CDM Smith Fall 2024 Update Report
- Draft FY 2026 – 2031 CTP
- FY 2026 Final Operating Budget inflated by 4% with FY 2027 adjusted for certain vehicle and IT expenses
- Modeled FY 2026 bond interest rate upwardly adjusted to a weighted average 4.46% (combination of prevailing bank credit line and long-term financing rates)

Evaluation Criteria

Adherence to MDTA goals and policies:

- $\geq \$400$ million unrestricted cash
- ≥ 2.0 debt service coverage
- Rate covenant ratio ≥ 1.0 sum of 120% debt service plus deposits to M&O account
- Debt outstanding $\leq \$4$ billion
- Forecast tests the need for potential future toll increases. (Systemwide toll increases are needed beginning in FY 2028)

ATTACHMENT

- Financial Forecast

MARYLAND TRANSPORTATION AUTHORITY
CASH FLOW FORECAST
FY 2025 - 2031

In Millions \$	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Revenues							
Toll Revenues	\$748.4	\$757.5	\$766.1	\$782.0	\$808.9	\$824.8	\$835.6
Concessions Revenue	4.5	4.5	4.5	4.5	4.5	4.5	4.51
Investment Income & Other Revenue	24.8	19.3	12.8	12.8	12.8	12.8	12.80
MDOT Loan Repayment - Interest	0.2	0.2	0.2	0.2	0.1	0.1	0.08
BWI/Port Police Reimbursement	45.4	40.7	42.4	44.0	45.8	47.6	49.54
Total Revenues	\$823.3	\$822.2	\$825.9	\$843.5	\$872.1	\$889.8	\$902.6
Operating Expenses							
Operating Account Budget	441.4	461.1	469.8	493.5	513.3	533.8	555.2
Debt Service	144.5	151.8	166.4	186.9	209.3	232.3	251.6
Total Operating Expenses	\$585.8	\$612.9	\$636.2	\$680.4	\$722.6	\$766.1	\$806.8
Operating Revenue Net of Expenses	\$237.5	\$209.3	\$189.8	\$163.1	\$149.5	\$123.7	\$95.8
Capital Expenses							
2026-2031 Total CTP	584.6	1,153.8	1,029.6	990.6	792.4	583.1	502.8
Total Expenses (Operating + Capital)	\$1,170.5	\$1,766.7	\$1,665.8	\$1,671.0	\$1,515.0	\$1,349.2	\$1,309.6
Capital Funding Source / (Uses) and Intergovernmental							
Revenue Bonds	\$0.0	\$71.9	\$355.7	\$390.1	\$577.0	\$445.1	\$406.1
Surety Policy	-	(0.1)	(0.6)	(0.7)	(1.0)	(0.8)	(0.7)
FSK LOC Defeasance	-	-	-	-	(260.0)	(154.8)	(13.4)
MDOT Loan Repayment - Principal	1.5	1.5	1.5	1.6	1.6	1.6	1.6
I-895 Federal Grant	-	5.0	25.0	50.0	-	-	-
I-95 Interchange Partner Contribution	11.8	-	-	-	-	-	-
Key Bridge Property Insurance	350.0	-	-	-	-	-	-
Key Bridge Line of Credit	-	428.2	-	-	-	-	-
Key Bridge Federal Grant	60.0	-	458.2	386.5	325.3	168.3	13.4
Accrual Accounting Reconciliation	-	-	-	-	-	-	-
Total Current Year Sources (Uses) Available	423.3	506.5	839.8	827.5	642.9	459.4	407.0
Annual Cash Requirements	747.1	1,260.2	825.9	843.5	872.1	889.8	902.6
Annual Cash Surplus/Deficit	\$76.2	(\$438.0)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Cash Balance	\$871.0	\$433.1	\$433.1	\$433.1	\$433.1	\$433.1	\$433.1
Bonds Outstanding	\$2,072.2	\$2,516.8	\$2,821.3	\$3,157.1	\$3,415.0	\$3,632.3	\$3,936.2
Financial Coverage Ratios							
Unencumbered Cash (\$400M minimum)	\$838.0	\$400.0	\$400.0	\$400.00	\$400.0	\$400.0	\$400.0
Debt Service Coverage ($\geq 2.0x$)	2.6	2.4	2.1	1.9	1.7	1.5	1.4
Rate Covenant Compliance (Legal - 1.0x)	2.0	1.8	1.7	1.5	1.3	1.2	1.1

TAB 9



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 Finance Chantelle Green
SUBJECT: Bi-annual Review of Revenue Sufficiency
DATE: June 26, 2025

PURPOSE OF MEMORANDUM

To provide a bi-annual review of revenue sufficiency for the Fiscal Year (FY) 2026-2031 financial forecast period.

SUMMARY

The MDTA Board Operating Policy requires a bi-annual review of revenue sufficiency to determine if current rate and fee levels are appropriate based on levels of expected spending. The most recent financial forecast shows that current toll rates, fees, and discounts provide enough revenue through FY 2027 to meet forecasted spending and meet all legal and policy requirements.

ANALYSIS

The Board Operating Policy requires that the Executive Director or designee perform a bi-annual review of the adequacy of forecasted revenue as a function of forecasted traffic volumes, projected operating and capital budgets, and debt service obligations. Per the policy, the revenue review should include toll rates, service and administrative fees, and frequency of use and commuter discount programs. The results must be reported to the Board at a public meeting. This bi-annual test was last completed in November 2024.

If approved, the June 2025 financial forecast shows that the MDTA will meet all financial goals and legal requirements through FY 2027. The table below shows the results for the FY 2026-2031 timeframe.

Adherence to Financial Goals and Requirements

Source: June 2025 FY 2026-2031 Financial Forecast

The MDTA's current toll rates (that have not been adjusted since 2015), fees, and discounts

	Required	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Rate Covenant	≥ 1.0	2.0	1.8	1.7	1.5	1.3	1.2	1.1
Debt Service Coverage	≥ 2.0	2.6	2.4	2.1	1.9	1.7	1.5	1.4
Unencumbered Cash	$\geq \$400\text{M}$	\$838M	\$400M	\$400M	\$400M	\$400M	\$400M	\$400M

provide enough revenue through FY 2027 to meet forecasted spending as well as all legal and policy requirements.

TAB 10



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: Travel Plazas Administrator, Simon Najar
SUBJECT: Travel Plaza Update
DATE: June 26, 2025

PURPOSE OF MEMORANDUM

To update the Maryland Transportation Authority (MDTA) Board on the progress of operations at the Maryland House and Chesapeake House Travel Plazas.

SUMMARY

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. This presentation will provide a brief overview of the contract award and agreement; Areas USA history and expertise; current operations at the travel plazas; and future outlook.

ATTACHMENT

- MDTA's Travel Plazas Presentation



MDTA TRAVEL PLAZAS



MDTA BOARD MEETING

JUNE 26, 2025

WHY HAVE TRAVEL PLAZAS?

- PROVIDE A CLEAN AND SAFE RESTING AREA FOR TRAVELING PUBLIC.
- INCREASE HIGHWAY SAFETY.
- PROMOTE AND MARKET THE STATE OF MARYLAND.

WHY A PUBLIC PRIVATE PARTNERSHIP (P3)?

- THE ARRANGEMENT PROVIDES FOR BETTER SERVICES AND MORE EFFICIENT OPERATIONS.
- HOSPITALITY IS NOT A CORE COMPETENCY FOR MDTA.
- PLAZAS OPERATED AND MAINTAINED BY CONCESSIONAIRE – AREAS USA.
- NO TOLL REVENUE SPENT ON REPLACEMENT OF PLAZAS.
- NO TOLL DOLLARS UTILIZED FOR CAPITAL INFRASTRUCTURE/IMPROVEMENTS.

I-95 TRAVEL PLAZAS REDEVELOPMENT

- MDTA ENTERED INTO A 35-YEAR LEASE AND CONCESSION AGREEMENT WITH AREAS USA MDTP, LLC FOR THE REDEVELOPMENT AND LONG-TERM OPERATIONS AND MAINTENANCE OF THE MARYLAND HOUSE AND CHESAPEAKE HOUSE.
- CONTRACT INCLUDES MDTA OVERSIGHT AND SPECIFIC SERVICE LEVEL REQUIREMENTS.
- \$56 MILLION INVESTMENT IN BOTH PLAZAS BY AREAS USA.
- LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED) – SILVER CERTIFIED.
- MDTA TO RECEIVE BETWEEN 10 – 15% OF THE GROSS REVENUE GENERATED AT THE TRAVEL PLAZAS.

CONCEPTS AT THE MARYLAND TRAVEL PLAZAS

CHESAPEAKE HOUSE

- AUNTIE ANNE'S
- DELI & CO.
- EARL OF SANDWICH
- KFC/PIZZA HUT
- PEET'S COFFEE
- SUNSHINE MARKETPLACE
- WENDY'S

MARYLAND HOUSE

- AUNTIE ANNE'S
- CURRITO
- DELI & CO.
- DUNKIN DONUTS
- JERRY'S
- NATHAN'S
- PHILLIPS SEAFOOD EXPRESS
- SUNSHINE MARKETPLACE
- WENDY'S

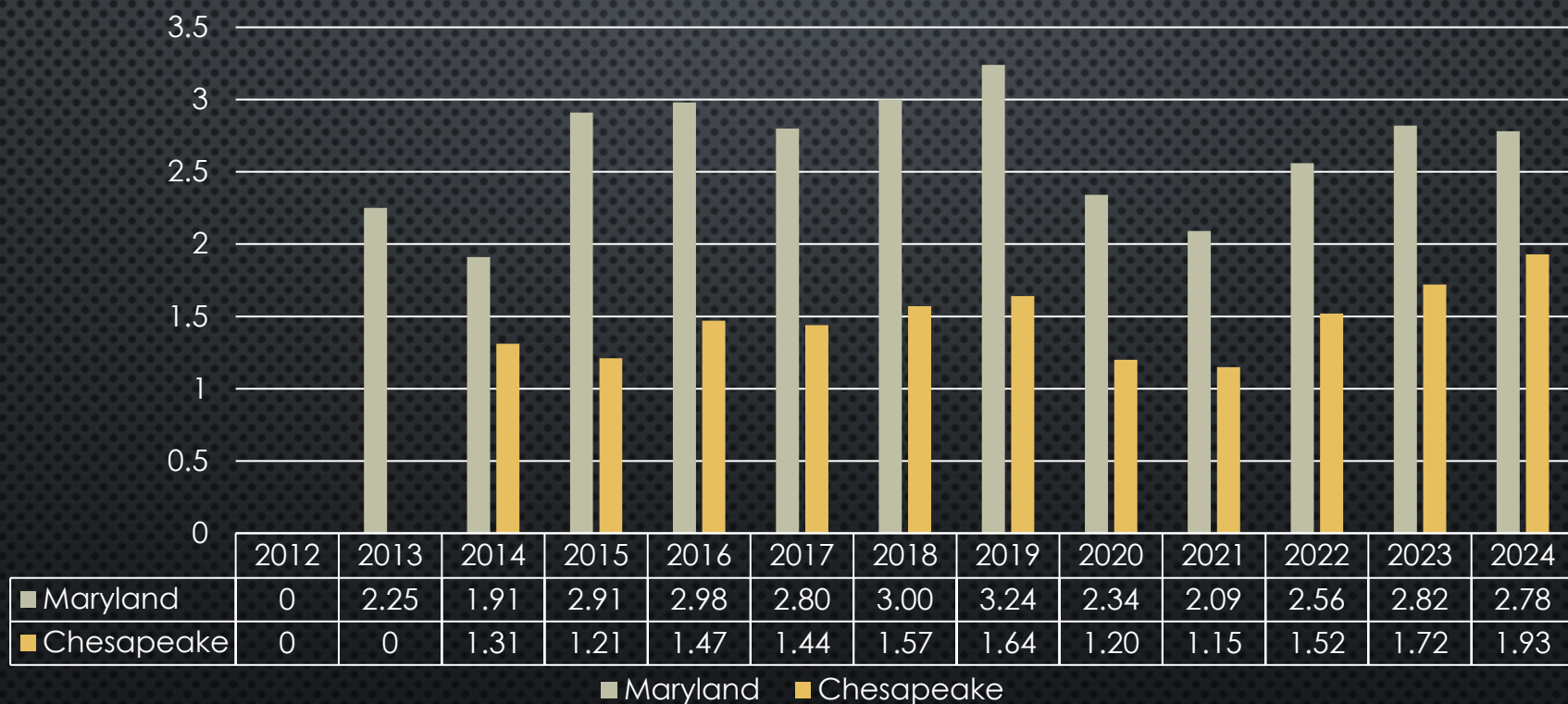
SUBCONCEPTS AT THE MARYLAND TRAVEL PLAZAS

- BLUEPOINT (ATM)
- INNOVATIVE (CHAIRS)
- INNOVATIVE FOTO (MH ONLY)
- MARKET AMERICA
- MARYLAND LOTTERY
- MINI MELTS OF AMERICA
- TESLA
- THE PENNY MAN
- TRAVEL MEDIA (BROCHURES)
- VENDING SHOPPE

TRAVEL PLAZA REVENUES

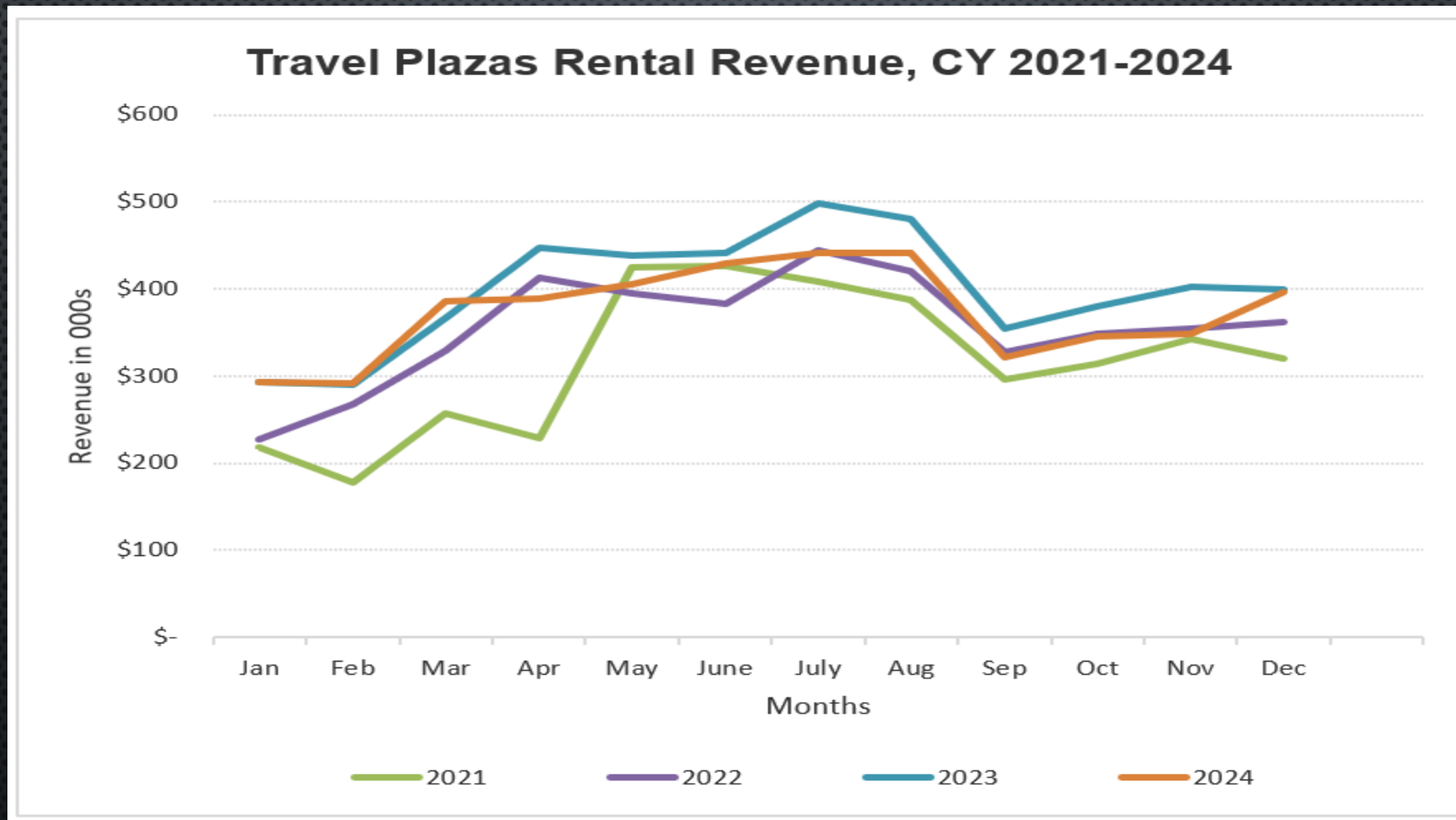
FISCAL YEAR 2012-2024
NON-CASH BASIS

Revenue in \$ millions



RENTAL REVENUE RECEIVED

CY 2021-2024



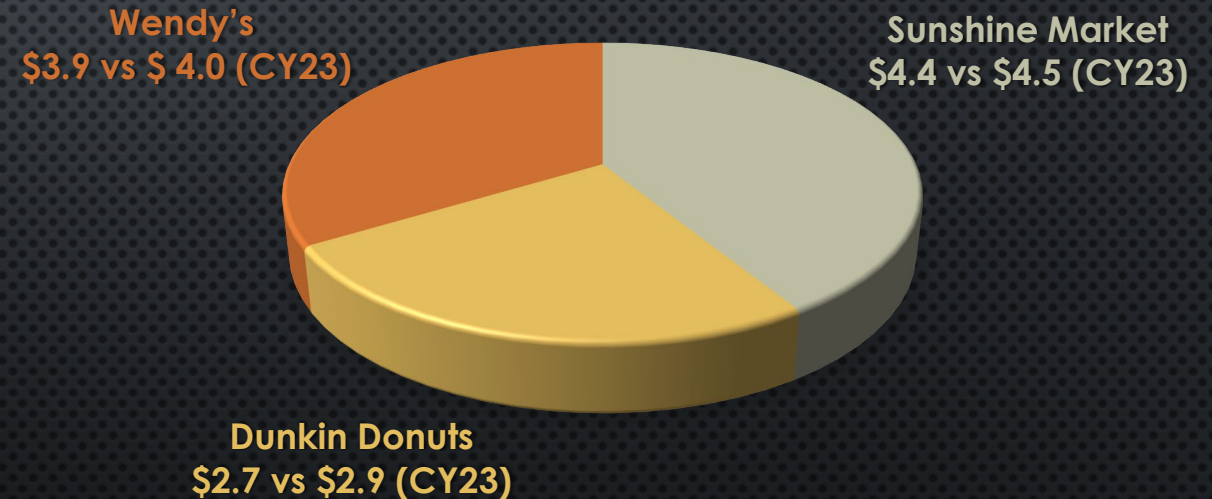
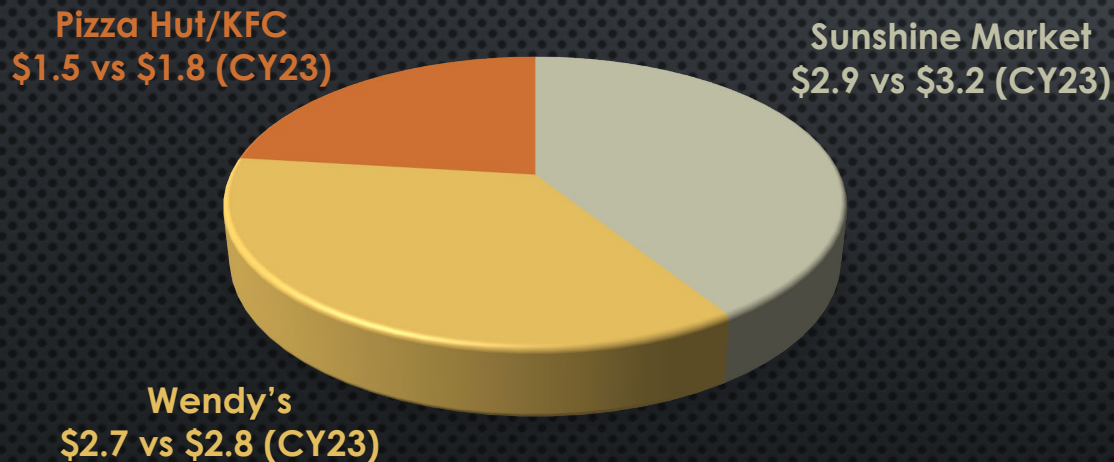
TOP 3 CONCEPTS AT THE PLAZAS

GROSS SALES - CY 2024

CHESAPEAKE HOUSE

MARYLAND HOUSE

\$ in millions



The MDTA collects 10% of Concession sales as revenue

2024 REVENUE HIGHLIGHT

HIGHEST
MONTHLY SALES
SINCE 2017

CHESAPEAKE HOUSE

- WENDY'S \$298

POSTED IN JUNE 2024

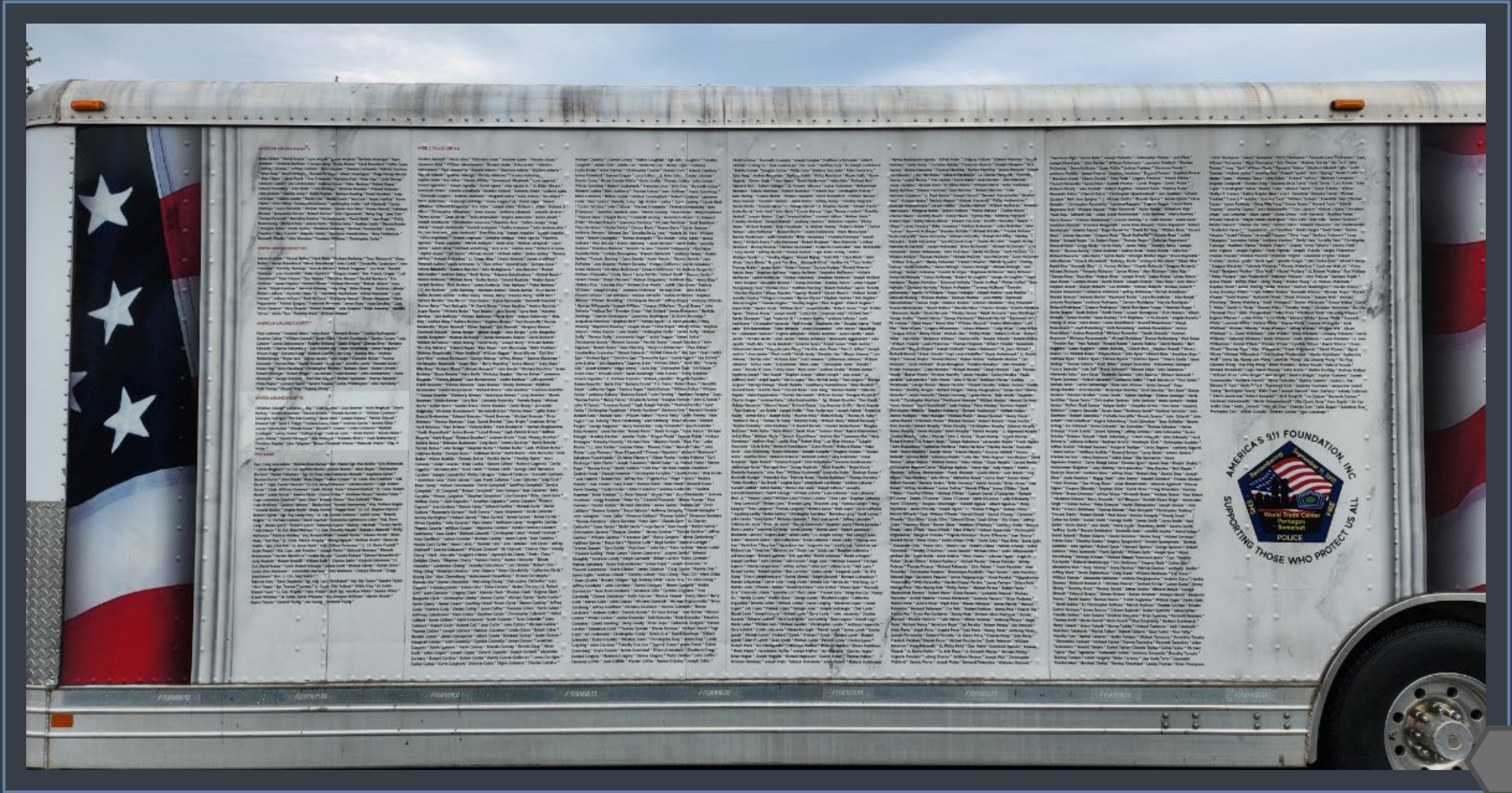
SALES IN \$000s

MDTA RECEIVES 10% OF SALES GENERATED

COMMUNITY AND MILITARY PRIDE

AMERICA'S 9/11 RIDE
MARYLAND HOUSE AUGUST 17, 2024





A LOOK AHEAD

CONTINUOUS CUSTOMER ENHANCEMENTS

- ALL CONCEPTS OPEN
- CUSTOMER FEEDBACK
 - QR CODES
 - INTERNET FOLLOW UP
- FURNITURE & FIXTURE IMPROVEMENTS

CHALLENGES

- LEADERSHIP
 - REGIONAL VICE PRESIDENT
 - OPERATIONS MANAGER
 - GENERAL MANAGER, MARYLAND HOUSE
 - REGIONAL GUEST MANAGER
- STAFFING
 - COMPETITION
 - LOCAL HIRING & SIGNAGE ON I-95
 - TECHNOLOGY
- ECONOMIC & TRAFFIC

THANK YOU

TAB 11



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 Project Development, Brian Wolfe, PE
SUBJECT: Quarterly Update on Major Capital Projects valued over \$40 Million
DATE: June 26, 2025

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to update the MDTA Board on the status of the major projects in the Capital Program.

SUMMARY

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.

ATTACHMENT

- MDTA Major Capital Projects (>\$40 million) – June 2025 Update

MDTA Major Capital Projects (>\$40 Million) - June 2025 Update

Pin	Contract No.	Description	AD	NTP	Current Budget (Thousands \$)	Anticipated Construction Completion	Construction (C), Procurement (P) or Design (D)
2147	MA-2257	Replace Electronic Toll Collection - 3rd Gen	8/1/16	3/6/18	139,353	Summer 2025	C
2453	KH-3009	I-95 ETL Northbound Extension - Express Toll Lanes to MD 152	8/17/20	5/3/21	237,455	Summer 2025	C
2491	KH-3019	I-95 ETL Northbound Extension - MD 152 Interchange Reconstruction	5/7/21	2/28/22	244,815	Winter 2025	C
2477	KH-3024	I-95/Belvidere Road Interchange	5/18/20	2/25/22	81,587	Fall 2026	C
2317	BB-2726 BB-3017	Eastbound Bay Bridge Deck Replacment - Phase 1	9/6/19	1/9/23	251,286	Summer 2027	C
2306	HT-2709	Envelope and Switchgear Replacements at BHT Ventilation Buildings	1/10/22	2/20/23	80,675	Winter 2027	C
2512	HB-3001	Cleaning and Painting of the Hatem Bridge	8/3/23	1/16/24	65,936	Summer 2026	C
2450	KB-3005	I-695 Subgrade Improvements at Bear Creek	6/6/23	3/25/24	43,983	Fall 2025	C
2655	KB-4903	Francis Scott Key (FSK) Bridge Replacement - Phase 1	5/31/24	9/16/24	150,814	Fall 2025	C
2492	KH-3020	I-95 ETL Northbound Extension - MD 24 to Bynum Run	2/23/24	11/4/24	66,268	Winter 2028	C
2493	KH-3021	I-95 ETL Northbound Extension - MD 24 Interchange	6/27/24	11/20/24	286,757	Winter 2028	C
2582	KH-3046	I-95/I-695 Interchange Express Toll Lanes Ramps MB & MH	8/18/25	12/15/26	79,125	Winter 2028	D
2500	KH-3025	JFK Maintenance Facility at Raphel Road - Phase 1	1/15/26	6/6/26	51,806	Summer 2028	D

* Budget or schedule change

TAB 12



MEMORANDUM

TO: MDTA Board
FROM: Director of Information Technology, David Goldsborough
SUBJECT: Quarterly Information Technology Update
DATE: June 26, 2025

PURPOSE OF MEMORANDUM

The purpose of this memorandum is to provide a quarterly update to the MDTA Board on MDTA's Division of Information Technology (DoIT).

SUMMARY

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:

Project Name	Brief Description	Go-live	Notes
HR Central Conversion	Moving HRC to the new Salesforce lightning platform	3/1/2025	Schedule could be impacted by HRIS feed
Scheduling System Enhancements	EZPass appointment scheduling system	6/1/2025	Completed
Maximo Spatial	Implementation of Maximo Spatial for asset management	7/30/2026	Revised schedule
Dynamics SL Upgrade	Upgrade from version 2015 to 2018	Middle of 4 th quarter 2025	On schedule

Project Name	Brief Description	Go-live	Notes
HRIS	Moving the HRIS system to the cloud	8/1/2025	Need to re-test interfaces from RPI.
Data Center Enhancements Project	Replace power and cooling units in the ICC and JFK data centers.	8/1/2025	Revised schedule
Police BWC	MDTAP Police body worn cameras	5/30/2025	On schedule
Maximo 9 upgrade	Major upgrade for Maximo to IBM's new architecture	11/30/2025	Planning
Procurement Milestone Tracking (PMR)	Tracking application for procurements as they move through the process.	2/4/2026	Execution

TAB 13



Maryland Transportation Authority

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

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: Chief Administrative Officer Percy E. Dangerfield, Ph.D.
Director of Civil Rights and Fair Practices, Khadriah Ward
PREPARED BY: Director of Civil Rights and Fair Practices, Khadriah Ward
Compliance Officer, Nicholas Lloyd
Civil Rights Program Manager, Verlinda Dillard
SUBJECT: Quarterly Update: Socio-economic Programs Status
DATE: June 26, 2025

PURPOSE OF MEMORANDUM

The purpose of this memorandum is to provide the Maryland Transportation Authority (MDTA) Board with an update on the MDTA's progress toward achieving the legislatively mandated socio-economic program goals.

SUMMARY

In accordance with Article II of the MDTA Board Operating Policy, as amended on January 25, 2018, this summary has been prepared and distributed. The Division of Civil Rights and Fair Practices (CRFP) is responsible for developing, overseeing, and administering the MDTA's State and federal socio-economic programs. These programs include the following:

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

The socio-economic program performance information presented below is based on Q3 of 2025, which covers the performance period from July 1, 2024, to March 31, 2025. This performance period will be referred to as Q3 FY2025.

Disadvantaged Business Enterprise (DBE) Program

The Francis Scott Key Bridge (FSK) Progressive Design/Build Phase 1 contract for the progressive design phase of the FSK Bridge rebuild was executed on September 16, 2024.

CRFP has been monitoring the Francis Scott Key Bridge (FSK) debris removal, disposal, and cleanup of the bridge allision. Skanska USA Civil Southeast, Inc. mobilized on March 26, 2024. This contract was executed as of April 23, 2024.

CRFP monitors the federally funded contracts for the Nice-Middleton Bridge Project to ensure compliance with nondiscrimination and affirmative action requirements. The responsibilities include oversight of the Disadvantaged Business Enterprise (DBE) Program, the Contractor's Equal Employment Opportunity (EEO)/Workforce Affirmative Action plans, On-the-Job Training (OJT) programs, and Contractor Labor Compliance. The unit also provides management, supervision, and direction to the third-party civil rights compliance monitors assigned to the Project by the General Engineering Consultant (GEC) for the Nice-Middleton Bridge Replacement Project.

The Nice-Middleton Bridge Project involved the construction of a new four-lane crossing of US-301 over the Potomac River to replace the existing bridge, which was over 80 years old. The project also included minor roadway work on both sides of the Potomac River, improvements to the campus infrastructure, and the demolition of the previous bridge. The Nice-Middleton Bridge Project comprises five (5) contracts, along with the Francis Scott Key Debris Removal contracts, with an estimated value of \$651 million.

The five (5) contracts included in the Nice-Middleton Bridge Project were identified for federal financial assistance via a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. DBE firm's utilization is monitored monthly and reported to the Federal Highway Administration (FHWA) semi-annually. A DBE firm's utilization is calculated by dividing the total dollars paid to DBE subcontractors by the total dollars expended for this Project.

Table 1 depicts total DBE payments by contract for the Francis Scott Key Bridge (FSK) Progressive Design/Build Phase 1 Project. The FSK Bridge Debris Removal, Disposal, and Cleanup of the FSK Bridge allision. The Nice-Middleton Bridge Projects, the I-95 Interchange at Belvidere Road, and the Francis Scott Key Bridge Collapse Debris Removal and Cleanup, in addition to Architectural and Engineering (A&E) contracts that support the planning, engineering, construction, inspection, and program support and management services for Francis Scott Key Bridge reconstruction through March 31, 2025. Each contract has a contract-specific commitment to a DBE goal. Table 1 illustrates the DBE utilization in payments for each contract to date.

Minority Business Enterprise (MBE) Program

CRFP's Compliance Officers monitor State-funded projects to ensure compliance with Maryland's Minority Business Enterprise (MBE) Program. The MBE Program intends to increase procurement opportunities for socially and economically disadvantaged small business owners within the State contracting marketplace. Maryland's MBE Program requires State

agencies to structure their procurements in a manner that allows 29 percent of the agency's total annual expenditures on procurement contracts to be paid directly or indirectly to certified MBE firms as prime contractors or subcontractors.

Table 2 depicts total MBE participation by Contracting Areas for Q3 FY 2025. MBE firms received \$34.4 million (21.75%) of the \$158.4 million in total contract awards during this period. These amounts represent contract awards in four (4) Procurement Categories: Construction, Architectural & Engineering (A&E), Information Technology (IT), and Services, out of the six (6) Procurement Categories: Construction, Architectural & Engineering (A&E), Maintenance, Information Technology (IT), Services, and Supplies and Equipment.

Table 3 depicts MBE awards by Minority Business Enterprise (MBE) classification and procurement category for Q3 FY 2025. During this period, African American firms received \$7.9 million (5.05%) of the \$158.4 million Prime contract awards. Asian American firms received \$1.3 million (.87%). Women-owned firms received \$24.4 million (15.42%). Hispanic American firms received \$ 640,750 (0.40%). MBE participation for Q3 FY 2025 is calculated by dividing the total MBE contract award dollars by the total contract award dollars.

Certified Small Businesses (CSBs)/Small Business Reserve (SBR) Program

The Certified Small Businesses (CSBs)/Small Business Reserve (SBR) Program is administered by the Division of Procurement (DOP). CRFP is responsible for reviewing and analyzing State-funded procurements to ensure compliance with Maryland's SBR Program. Maryland's SBR Program enables small businesses to participate as prime contractors on State-funded contracts by creating a unique marketplace where small businesses compete against one another rather than larger, more established companies. The SBR program is a race and gender-neutral program. Minority status is not a criterion for participation in the SBR Program. (See Md. Code Ann., State Fin. & Proc. Art. §14-501.)

On January 6, 2021, Governor Hogan signed Executive Order 01.01.2021.01 to increase small business participation in State procurements. The Executive Order enhances the SBR Program by directing all procurements between \$50,000 and \$500,000 to the SBR Program unless the procurement meets defined exemptions. Initially, the State established a 15% SBR utilization goal. However, effective September 2024, the SBR goal was increased to 20%, and the SBR awards now include Direct Vouchers and P-Card purchases.

The CSB/SBR firms' participation goal for Q3 FY 2025 is calculated by dividing the total CSB/SBR designated and non-designated awards by the total procurement awards. Utilization is calculated by dividing the total CSB/SBR-designated and non-designated payments by the total payments to all prime vendors.

Table 4 illustrates the utilization of the Certified Small Businesses/Small Business Reserve Program for Q3 FY 2025, specifically for Awards. SBR-designated firms received \$1.6 million of the \$161.4 million in procurement awards during this period. Non-SBR-designated awards for this quarter were over \$2.2 million. MDTA's CSB/SBR awards totaled over \$3.9 million (2.42%) for all SBR awards (designated and non-designated).

Veteran-Owned Small Business Enterprise (VSBE) Program

CRFP's Compliance Officers monitor State-funded projects to ensure compliance with Maryland's Veteran-Owned Small Business Enterprise (VSBE) Program. The VSBE Program provides contracting opportunities for state-funded procurements for qualified veteran-owned small businesses. In accordance with COMAR 21.11.03.01, each State procurement agency is required to structure its procedures for making procurements to achieve an overall minimum goal of one percent (1%) of the unit's total dollar value of all procurement contracts made directly or indirectly with veteran-owned small business enterprises. Effective September 2024, the Veteran Small Business Enterprise State goal was increased to three percent (3%).

Table 5 illustrates VSBE contract participation by contracting area for Q3 FY2025. During this period, VSBE firms received \$2 million (1.29%) of the over \$158.4 million in contracts awarded by the MDTA. VSBE participation for Q3 FY 2025 is calculated by dividing the total contract award dollars to VSBE firms by all contract awards.

Major Initiatives

CRFP continues the following strategies focused on outreach, training, and data analysis to achieve its mission of championing socio-economic programs:

- *PRISM Contract Compliance System:* PRISM is a contract compliance system that supports payment and contract compliance, performance management functionality, and compliance workflow automation for the whole performance management contracting cycle from pre-solicitation to contract closeout. PRISM includes the following capabilities: vendor registration, vendor management, contract management, labor management, outreach management, and dashboard and reporting. The following is an update on the status of the PRISM implementation:
 - Final User Acceptance meetings for implementation were completed in August 2024.
 - Contracts transitioning from active to inactive within six months to one year of the implementation of PRISM have continued to run through the iFMIS compliance monitoring system. CRFP will cease using iFMIS for contract compliance once all non-migrated contracts have been deemed closed and no longer require goal attainment and payment monitoring.
 - The MBE, DBE, VSBE, and CSB/SBR payments and goal attainment of all newly awarded MDTA contracts are being monitored for compliance utilizing the PRISM Contract Compliance System.
 - CRFP continues to work with the Agency's internal MAXIMO team to create reporting enhancements.
- *In-person Outreach Events:* Civil Rights and Fair Practices held their second 2025 in-person event titled "Doing Business with the MDTA," on Monday, June 2, 2025.
 - *The following outreach event(s) have been scheduled for the remainder of 2025:*
 - *Wednesday, September 17, 2025*

In addition to hosting its quarterly outreach events, CRFP also attends other sponsored outreach events to further educate businesses that might benefit from participating on contracts with MBE, DBE, VSBE, and CSB/SBR goals and/or designations how to participate on such contracts and share MDTA's upcoming procurements/ contracting opportunities.

- *Increased Internal Training and Coordination:* CRFP has enhanced its internal training and coordination efforts by undertaking a division-wide effort to update its Standard Operating Procedures (SOP) and general practices, increase internal staff training, and establish partnerships with other MDTA divisions for which its procedures and practices have an impact, or their procedures and practices impact the operations of CRFP. These efforts are designed to increase productivity, improve the quality of compliance monitored by CRFP, and ensure that the MDTA continues to meet its regulatory requirements.
 - CRFP will begin coordinating partnership meeting with OEC leaders in July/August 2025.
- *Credit card purchases made with MBE, DBE, VSBE, and SBR vendors:* CRFP is working with the Purchasing Card Program Administrator and the IT Solutions Administrator to develop a way to identify automatically, and track credit card transactions made with MBE, DBE, VSBE, and SBR vendors in the purchasing card system. This option would make compiling and reporting this data more manageable and efficient. This functionality within the purchasing card system would also help CRFP to identify the frequency with which cardholders make purchases using MBE, DBE, VSBE, and SBR vendors – thereby uncovering opportunities for additional training or recognition. CRFP is also working with the DOP to update the "Strive for Five" form to reference MBE and VSBE vendors.
 - Civil Rights and Fair Practices had several meetings with Finance, Procurement, and IT to discuss implementing an interface to the P-Card system from MDOT's MBE Directory and eMaryland Marketplace Advantage (eMMA) that would enable our P-Card system to identify MBEs/VSBE that are utilized on credit card purchases. The P-Card form (Strive for Five) will be updated to remind P-Card users to look for DBEs/MBEs/VSBEs/SBRs that can be utilized when making purchases. We have also met with the Division of Communications (DOC) to have our Small Procurement Training Sessions recorded so that they are available for MDTA staff.
 - CRFP and IT have ongoing project meetings to discuss the interface between MDTA's Maximo System and MDOT-TSO's Office of Minority Business Enterprise MBE Directory Data to identify MBE/DBE firms on credit card purchases. It was established that there was a need for an MOU between TSO and MDTA to agree upon how director data can/will be integrated into the PRISM compliance system. The said MOU was established and sent to TSO for their review and approval.
 - As of June 2025, MDOT TSO and MDTA have both signed the needed MOU and is in the final stages of processing the agreement for execution.

- *Identifying additional opportunities for MBE/DBE/VSBE participation:* Evaluating the Extra Work Authorization (EWA) and Supplemental Agreement (SA) process to ensure maximization of goal attainment is considered with all additional work. We are working internally with our Office of Engineering and Construction to identify these opportunities. In addition, we are reviewing the feasibility of expanding third tier subcontracting more broadly and reducing the standard requirement that Primes self-perform 50% of the contract. Lastly, we will review our task order/open-end contracts to see if we can repackage tasks into contracts with more defined work items more likely to achieve the contract goals.

ATTACHMENTS

- Table 1: Francis Scott Key Bridge Progressive Design/Build Phase 1, Nice-Middleton Bridge Project, I-95 Interchange at Belvidere Road and the Francis Scott Key Bridge Debris Removal Projects Disadvantaged Business Enterprise (DBE) Program Utilization
- Table 2: Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category
- Table 3: Minority Business Enterprise (MBE) Program Contract Awards by MBE Classification and Procurement Category
- Table 4: Certified Small Businesses (CSBs)/Small Business Reserve (SBR) Program Awards
- Table 5: Veteran-Owned Small Business Enterprise (VSBE) Contract Awards by Procurement Category
- Table 6: Corrective Strategies

Table 1: The FSK Bridge Progressive Design/Build Phase 1, The FSK Bridge Debris Removal, the Nice-Middleton Bridge Project, the I-95 Interchange at Belvidere Rd. Projects, and additional FSK project support and management services Disadvantaged Business Enterprise (DBE) Program Utilization

Disadvantage Business Enterprise Program Utilization Project-To-Date (Period Ending March 31, 2025)						
Contract Number & Contract Value	Contract Description	Committed DBE Goal (%)	Total Payments (\$ to Primes	Total (%) Payments Paid to DBEs	Total Payments to DBEs	Contract Burn Rate (%)
KB-4903-0000 NTP 9/16/2024 \$73,000,000.00	Francis Scott Key Bridge (FSK) Rebuild Progressive Design-Build Phase 1	26.53%	\$48,985,799.25	12.61%	\$6,174,929.84	67.10%
KB-4213-0000 NTP 03/26/2024 \$71,285,000.00	Debris Removal, Disposal and Cleanup of Francis Scott Key Bridge (FSK) Collapse	3.00%	\$70,876,177.11	2.93%	\$2,075,769.48	99.43%
KH-3024-0000 NTP 02/25/22 \$65,620,692.85	I-95 at Belvidere Road Interchange	23.00%	\$25,660,510.60	17.24%	\$4,425,005.29	39.10%
NB-0543-0000 NTP 03/17/20 \$462,957,000.00	Harry W. Nice/Thomas "MAC" Middleton Bridge Replacement	16.14%	\$455,323,873.44	17.66%	\$80,406,375.10	98.35%
NB-3003-0000 NTP 08/28/20 \$28,472,230.19	Nice-Middleton Bridge Campus Improvements	23.86%	\$27,345,033.73	26.41%	\$7,221,155.40	96.04%
AE-3049-0000 NTP 11/14/18 \$15,000,000.00	Nice Bridge Construction Management Inspection (CMI) Services	26.45%	\$10,119,290.32	26.59%	\$2,690,719.29	67.46%
AE-3050-0000 NTP 11/14/18 \$15,000,000.00	Nice Bridge Construction Management Inspection (CMI) Services	26.60%	\$9,754,842.13	25.12%	\$2,450,636.58	65.03%
AE-3051-0000 NTP 11/14/18 \$15,000,000.00	Nice Bridge Construction Management Inspection (CMI) Services	26.00%	\$8,457,255.52	23.78%	\$2,011,120.83	56.38%
AE-3132-0000 NTP 01/13/25 \$75,000,000.00	Planning, Engineering, Construction and Program Support Services for Francis Scott Key (FSK) Bridge Reconstruction	31.50%	\$1,629,623.13	0.00%	\$0.00	2.17%
AE-3133-0000 NTP 02/13/25 \$20,000,000.00	Construction Management and Inspection Services for Francis Scott Key (FSK) Bridge	33.00%	\$34,832.40	0.00%	\$0.00	0.17%
AE-3134-0000 NTP 02/13/25 \$20,000,000.00	Construction Management and Inspection Services for Francis Scott Key (FSK) Bridge	33.00%	\$0.00	0.00%	\$0.00	0.00%
AE-3135-0000 NTP 02/13/25 \$20,000,000.00	Construction Management and Inspection Services for Francis Scott Key (FSK) Bridge	33.00%	\$0.00	0.00%	\$0.00	0.00%
AE-3136-0000 NTP 03/24/25 \$9,000,000.00	Comprehensive Project Planning and Miscellaneous Consultant Services	28.00%	\$0.00	0.00%	\$0.00	0.00%
AE-3137-0000 NTP 03/24/25 \$6,500,000.00	Comprehensive Project Planning and Miscellaneous Consultant Services	28.00%	\$0.00	0.00%	\$0.00	0.00%
AE-3138-0000 NTP 03/24/25 \$5,000,000.00	Comprehensive Project Planning and Miscellaneous Consultant Services	28.00%	\$0.00	0.00%	\$0.00	0.00%

Table 2: Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category

Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category FY2025 Quarter 3 Report			
State MBE Program Participation Goal	29%		
MDTA-MBE Program Contract Utilization	21.75%		
Procurement Category	MBE %	MBE Subcontract Awards	Prime Contract Awards
Construction	20.85%	\$ 30,438,516.41	\$ 145,983,514.48
A&E	30.11%	\$ 2,107,500.00	\$ 7,000,000.00
Maintenance	0.00%	\$ -	\$ 1,983,796.00
IT	66.92%	\$ 1,626,990.00	\$ 2,431,322.76
Services	30.91%	\$ 283,500.00	\$ 917,067.12
Supplies/Equipment	0.00%	\$ -	\$ 121,638.00
Total	21.75%	\$34,456,506.41	\$158,437,338.36

Table 3: Minority Business Enterprise (MBE) Program Contract Awards by MBE Classification and Procurement Category

Minority Business Enterprise (MBE) Program Contract Awards by Minority Business Enterprise (MBE) Classification and Procurement Category FY2025 Quarter 3 Report													
Procurement Category	African American (%)	African American (\$)	Hispanic American (%)	Hispanic American (\$)	Asian American (%)	Asian American (\$)	Women (%)	Women (\$)	Native American (%)	Native American (\$)	Disabled (%)	Disabled (\$)	Total Award (\$)
Construction	5.00%	\$ 7,301,185.00	0.39%	\$ 565,750.00	0.79%	\$ 1,148,000.00	14.68%	\$ 21,423,581.41	0.00%	\$ -	0.00%	\$ -	\$ 30,438,516.41
A&E	9.15%	\$ 640,750.00	1.07%	\$ 75,000.00	1.43%	\$ 100,000.00	18.45%	\$ 1,291,750.00	0.00%	\$ -	0.00%	\$ -	\$ 2,107,500.00
Maintenance	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	\$ -
IT	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	66.92%	\$ 1,626,989.74	0.00%	\$ -	0.00%	\$ -	\$ 1,626,989.74
Services	5.89%	\$ 54,000.00	0.00%	\$ -	14.72%	\$ 135,000.00	10.30%	\$ 94,500.00	0.00%	\$ -	0.00%	\$ -	\$ 283,500.00
Supplies/Equipment	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	\$ -
Total Participation	5.05%	\$ 7,995,935.00	0.40%	\$ 640,750.00	0.87%	\$ 1,383,000.00	15.42%	\$ 24,436,821.15	0.00%	\$ -	0.00%	\$ -	\$ 34,456,506.15

Table 4: Certified Small Businesses (CSBs)/Small Business Reserve (SBR) Program Awards

Certified Small Businesses (CSB)/Small Business Reserve (SBR) Program Awards FY2025 Quarter 3							
CSB/SBR State Participation Goal		20%					
MDTA CSB/SBR Awards		2.42%					
Contract Awards	Total Number of Contracts Awarded (#)	Total \$ All Procurement Contracts Awarded	Total # Non-Designated Contracts Awarded to CSBs (SBRs)	Total \$ Non-Designated Contracts Awarded to CSBs (SBRs)	Total # Designated Contracts Awarded to CSBs (SBRs)	Total \$ Designated Contracts Awarded to CSBs (SBRs)	Percentage of CSB (SBRs) Participation
BPO/PO Awards	19	\$158,437,338	2	\$2,123,786	2	\$1,675,299	
Direct Voucher Awards	283	\$2,005,614	6	\$29,945			
P-Card	1,710	\$1,045,072	10	\$80,134			
Total	2,012	\$161,488,024	18	\$2,233,865	2	\$1,675,299	2.42%
Total Awards							\$3,909,164.34

Table 5: Veteran-Owned Small Business Enterprise (VSBE) Contract Awards by Procurement Category

Veteran-Owned Small Business Enterprise (VSBE) Program Contract Awards FY2025 Quarter 3			
VSBE Participation Goal	3.00%		
MDTA - VSBE Contract Awards	1.29%		
Procurement Category	VSBE %	VSBE Awards \$	Total Awards \$
Construction	1.35%	\$1,968,975.10	\$ 145,983,514.48
A&E	1.00%	\$70,000.00	\$ 7,000,000.00
Maintenance	0.00%	\$0.00	\$ 1,983,796.00
IT	0.00%	\$0.00	\$ 2,431,322.76
Services	0.98%	\$9,000.00	\$ 917,067.12
Supplies/Equipment	0.00%	\$0.00	\$ 121,638.00
Total	1.29%	\$2,047,975.10	\$158,437,338.36

Table 6: Corrective Strategies

Corrective Strategies for Meeting Goals				
Goal Category	Goal Percentage	Reason for Not Meeting Goal	Strategy to Address Issue	Positive Outcome of Implementing Strategy
DBE A/E Contracts (AE-3050 and AE-3051)	26%	<ul style="list-style-type: none"> • Prime had challenges with identifying willing and available staff because of project location. 	<ul style="list-style-type: none"> • Working with OEC to see if other MDTA work can be completed using these contracts. 	<ul style="list-style-type: none"> • Increase goal attainment on contract.
MBE Awards	29%	<ul style="list-style-type: none"> • The agency often lets contracts that are sole source and single elements of work with no MBE goal. • On-call and specialized requirements. 	<ul style="list-style-type: none"> • Educating/working closely with OEC and Procurement to look at all possible subcontracting opportunities. • Working with DBEs/MBEs/VSBEs through outreach opportunities to become Certified/Registered on eMMA/keep profiles updated/ expansion of services. 	<ul style="list-style-type: none"> • Better able to identify subcontracting opportunities which would increase the goal. On-going monitoring to determine impact to overall goal. • Increased knowledge of program participation and availability.
CSB/SBR	20%	<ul style="list-style-type: none"> • The compliance tracking system CRFP is transitioning from did not track SBR attainment. • In conducting SBR research, SBRs are not responsive or respond that they are interested in bidding and meet the qualifications to be a Prime, but they don't bid. 	<ul style="list-style-type: none"> • Continue with the implementation and transition to a new Compliance System – PRISM. • Working with Maximo Team to develop a electronic method to enable PRISM to capture MBE spending, then in later release, CSB/SBR and VSBE. • CRFP Quarterly Outreach events – inform vendors on programs, requirements, register on eMMA and keep profiles updated to increase the pool of potential SBR Primes. 	<ul style="list-style-type: none"> • Ongoing tracking to determine increase in SBR bidders and SBR awards.

TAB 14

VERBAL

TAB 15

VERBAL

TAB 16

INFORMATIONAL ITEMS

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL COMMITTEE MEETING
THURSDAY, MAY 1, 2025
OPEN MEETING VIA LIVESTREAMING**

OPEN SESSION

MEMBERS ATTENDING:

Mario J. Gangemi – Chairman
Samuel D. Snead William H.
Cox, Jr. Maricela
Cordova

STAFF ATTENDING:

Bruce Gartner
James Harkness
Ishtiaque Tunio
Tekeste Amare
Natalie Henson
Mary O’Keeffe
Kimberly Millender
Jennifer Stump
Patricia Tracey
Jeffrey P. Davis
Timothy Sheets
Sonia Thomas
Andrew Layman
Ganine Steffe
Elizabeth Zito-Lynch

Member Gangemi called the meeting of the Maryland Transportation Authority (MDTA) Capital Committee to order at 9:00 a.m. The meeting was held via video conference and livestreamed on the MDTA Board Meeting web page.

APPROVAL – OPEN SESSION MEETING MINUTES OF APRIL 3, 2025

Upon motion by Member Cox and seconded by Member Cordova, the Open Session meeting minutes of the Capital Committee’s meeting held on April 3, 2025, were unanimously approved.

APPROVAL – MA-3017-0000 RADIO REBROADCAST SYSTEM (RRBS) FOR THE FORT MCHENRY TUNNEL (FMT) AND BALTIMORE HARBOR TUNNEL (BHT)

Ms. Thomas presented this request to seek a recommended approval from the Capital Committee to present Contract No. MA-3017-0000 Radio Rebroadcast and Radiax in BHT & FMT to the full MDTA Board for award at its next scheduled meeting.

The work to be performed under this contract is located at the Fort McHenry Tunnel (FMT) and Baltimore Harbor Tunnel (BHT) on I-95 and I-895 in Baltimore City. The existing RRBS in both tunnels reached its end of life and has no longer flexibility to be upgraded or enhanced due to the custom software and the age and availability of head end components. The new system will bring more channels to be broadcasted and new system to support operations. This contract will

design, furnish, install, configure, integrate, test, commission and warrant a new RRBS for FMT and BHT. The existing cable will be tested and if needed replaced partially or fully.

Upon motion by Member Cox and seconded by Member Snead, the Members unanimously recommended approval of Contract No. MA-3017 - Radio Rebroadcast System (RRBS) for the Fort McHenry Tunnel (FMT) and Baltimore Harbor Tunnel (BHT) to SICE, Inc. and present a recommendation for award to the full MDTA Board at its next scheduled meeting.

APPROVAL – HT-3020-0000 BALTIMORE HARBOR TUNNEL (BHT) LANE USE SIGNAL (LUS) EXTENSION

Ms. Thomas presented this request to seek a recommended contingent approval from the Capital Committee to present Contract No. HT-3020-0000 BHT Lane Use Signal (LUS) Extension to the full MDTA Board for award at its next scheduled meeting.

The work to be performed under this contract is located at the I-895 Baltimore Harbor Tunnel (BHT) facility between the north portal of BHT and north of Lombard Street Interchange in Baltimore City. This project is to install additional ITS systems that will provide support to operations with the newly installed gates, which facilitate the two-way operations at BHT. The system is intended to improve the two-way traffic operations in the tunnel. The project will extend the existing Lane Use Signal (LUS) system through the corridor including fiber optic backbone installation, new Dynamic Message Sign (DMS), static signs, new CCTV camera, and electrical feeds for proposed sites.

Upon motion by Member Cordova and seconded by Member Snead, the Members unanimously recommended contingent approval of Contract No. HT-3020 - Baltimore Harbor Tunnel (BHT) Lane Use Signal (LUS) Extension to McLean Contracting Company and present a recommendation for award to the full MDTA Board at its next scheduled meeting.

APPROVAL – MA-3023-0000 GENERATOR REPLACEMENT AT VARIOUS FACILITIES

Mr. Layman presented this request to seek a recommended contingent approval from the Capital Committee to present Contract No. MA-3023-0000 Generator Replacement at Various Facilities to the full MDTA Board for award at its next scheduled meeting.

The scope of this project is to remove and replace four (4) MDTA owned generators at four (4) locations: Bay Bridge Admin and Maintenance Building, JFK Substation, Thomas J. Hatem Maintenance Building, and the Baltimore Harbor Tunnel Maintenance building. This will be a removal and replacement of existing generators, associated cables, and manual and automatic transfer switches. The work also includes exterior building work at the Bay Bridge location as this generator is the only one that we are replacing that is indoors.

Upon motion by Member Cox and seconded by Member Snead, the Members unanimously recommended approval of Contract No. MA-3023-0000 – Generator Replacement at Various Facilities to Glenelg Construction Inc. and present a contingent recommendation for award to the full MDTA Board at its next scheduled meeting.

UPDATE – CTP PROCESS/ADDITIONS

Ms. Stump provided the MDTA Capital Committee with an overview of the CTP process/Additions.

UPDATE – KEY BRIDGE PROJECT

Mr. Harkness provided the Members with an update and overview of the Key Bridge project.

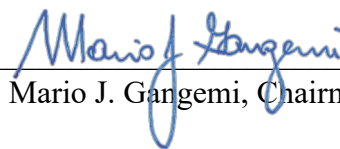
UPDATE – BAY BRIDGE PROJECTS

Mr. Harkness provided the Members with an update and overview of the Bay Bridge projects. While presenting this item, Mr. Harkness had to briefly step away and Mr. Amare took over until Mr. Harkness's was able to continue with his presentation.

There being no further business, the meeting of the MDTA Capital Committee was adjourned by consensus at 10:00 a.m. following a motion by Member Cordova and seconded by Member Snead.

The next meeting of the MDTA Capital Committee is scheduled for Thursday, June 5, 2025, at 9:00 a.m., this meeting will be virtual conducted via livestream.

APPROVED AND CONCURRED IN:

A handwritten signature in blue ink, reading "Mario J. Gangemi", is written over a horizontal line.

Mario J. Gangemi, Chairman

FINANCE AND ADMINISTRATION COMMITTEE MONTHLY MEETING
THURSDAY, MAY 8, 2025
OPEN MEETING VIA LIVESTREAMING

OPEN SESSION

MEMBERS ATTENDING: Cynthia Penny-Ardinger
Dontae Carroll
John von Paris
Jeffrey Rosen

STAFF ATTENDING: Yaw Berkoh
Jeffrey Brown
Kevin Cullity
Percy Dangerfield
Jeffrey P. Davis
Cheryl Dickinson
Allen Garman
Bruce Gartner
David Goldsborough
Chantelle Green
Natalie Henson
Richard Jaramillo
Michele Jones
Walter Laun
Cheryl Lewis-Orr
Kimberly Millender, Esq.
Kenneth Montgomery
Timothy Sheets
Jennifer Stump
Agnes Vadasz
Clayton Viehweg
Eric Willison

At 9:00 a.m., Member John von Paris, Chair of the Finance and Administration Committee, called the Finance and Administration Committee Meeting to order.

APPROVAL – OPEN MEETING MINUTES FROM APRIL 10, 2025 MEETING

Member von Paris called for the approval of the meeting minutes from the Open Meeting held on April 10, 2025. Member Dontae Carroll made the motion, and Member Jeffrey Rosen seconded the motion, which was unanimously approved.

APPROVAL – CONTRACT NO. MT-00211390 – HVAC & ATC MAINTENANCE REPAIRS – HWN BRIDGE

Ms. Agnes Vadasz requested a recommendation of approval from the Finance and Administration Committee to present Contract No. MT-000211390, HVAC and ATC Maintenance and Repairs for the Harry W. Nice/Middleton Bridge (HWN) Facility, to the full MDTA Board for consideration at its next scheduled meeting.

This contract is to provide HVAC, ATC Maintenance and Water Treatment Services at the MDTA HWN Bridge Facility. The provider shall furnish all labor, materials, supplies, equipment, supervision, services and related incidentals. Three bids were received, but one bid was rejected for being non-responsive. The lowest bidder was EMCOR Services Combustioneer. The bid was \$1,081,728.25. The contract is for three (3) years with one (1) 2-year renewal option.

Member von Paris called for a motion to recommend approval of this item to the full MDTA Board at its next scheduled meeting. Member Carroll made the motion, and Member Rosen seconded the motion, which was unanimously approved.

APPROVAL – CONTRACT NO. SV-00211251 – TRAFFIC AND REVENUE SERVICES

Ms. Cheryl Lewis-Orr requested a recommendation of approval from the Finance and Administration Committee to present Contract No. SV-00211251, Traffic and Revenue Forecast Services, to the full MDTA Board for consideration at its next scheduled meeting.

This contract is to provide continued Traffic & Revenue Forecasting Services for the MDTA and assist in the continual refinement of the agency's traffic and revenue projections for use in planning to meet the agency's operating costs and capital investment needs and other related forecasting tasks. The lowest bidder was CDM Smith Inc, who is the incumbent. The bid was \$3,513,363.00. The contract is for three (3) years with one (1) 2-year renewal option.

Member von Paris called for a motion to recommend approval of this item to the full MDTA Board at its next scheduled meeting. Member Rosen made the motion, and Member Carroll seconded the motion, which was unanimously approved.

APPROVAL – CONTRACT NO. J01B4600043 – RUBRIK SOFTWARE MAINTENANCE

Mr. David Goldsborough requested a recommendation of approval from the Finance and Administration Committee to present Contract No. J01B4600043, Rubrik Software Maintenance, to the full MDTA Board for consideration at its next scheduled meeting.

This contract is for the provision of Rubrik Software Maintenance. This contract will provide backup and recovery functions for MDTA's file shares and applications. The required functionality is for disaster recovery, allowing MDTA to recover from any critical incident within the MDTA data centers. The software is essential to assist with meeting the business impact analysis that was performed as part of MDTA's disaster recovery analysis. The lowest bidder was CAS Severn, Inc. who is the incumbent. The bid was \$2,375,365.00. The contract is for a term of three (3) years.

Member von Paris called for a motion to recommend approval of this item to the full MDTA Board at its next scheduled meeting. Member Rosen made the motion, and Member Penny-Ardinger seconded the motion, which was unanimously approved.

APPROVAL – INVESTMENT COMMITTEE REPORT

Mr. Allen Garman requested approval from the Finance and Administration Committee on the activities of the Investment Committee for the period ended March 31, 2025. The update included a review of market conditions, portfolio strategies, total return performance, and dealer trade allocations. Market drivers that may influence portfolio performance in the coming months were also discussed, including the economy, fiscal policy, and the Federal Reserve monetary policy. Mr. Garman noted that the Investment Committee is not recommending any changes to the investment strategy at this time.

Member von Paris called for a motion to recommend approval of this item to the full MDTA Board at its next scheduled meeting. Member Carroll made the motion, and Member Rosen seconded the motion, which was unanimously approved.

UPDATE – THIRD QUARTER OPERATING BUDGET VERSUS ACTUAL SPENDING

Mr. Jeffrey Brown updated the Finance and Administration Committee on actual versus projected year-to-date spending for the third quarter of FY 2025. As of March 31, 2025, 63% of the operating budget was spent compared to the target of 72%. Except for fixed charges, all Object Codes were at or below budget.

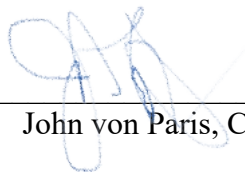
UPDATE – THIRD QUARTER CAPITAL BUDGET VERSUS ACTUAL SPENDING

Ms. Jennifer Stump updated the Finance and Administration Committee on actual year-to-date spending for the second quarter compared to projected spending as shown in the FY 2025-2030 Draft Consolidated Transportation Program. As of March 31, 2025, 36.5% of the FY 2025 capital budget was spent as compared to the target of 75%. The total budget for FY 2025 is \$809.8 million. The actual spending through the third quarter was \$295.9 million.

UPDATE – THIRD QUARTER TRAFFIC AND REVENUE

Mr. Walter Laun provided the Finance and Administration Committee with a quarterly and year-to-date update regarding traffic and toll revenue trends compared to the previous year and the forecast. The key takeaways regarding year-to-date traffic and revenue performance are that (1) for the period ended March 31, 2025, actual toll revenue (in-lane and administrative toll) was above the forecast by \$20.0 million, or \$23.5 million, when adjusted for timing differences; (2) video toll revenue was \$4.2 million higher than forecasted; (3) civil penalty fee revenue was \$21.6 million higher than forecasted; and (4) year-to-date toll transactions and revenue decreased compared to the same period last year by 3.2 million transactions and \$19.3 million, respectively, due to the Francis Scott Key Bridge collapse.

There being no further business, the meeting of the Finance and Administration Committee adjourned at 9:42 a.m., following a motion by Member Rosen, and seconded by Member Carroll.



John von Paris, Chairman

MDTA BOARD INFORMATIONAL ITEM

Rate Covenant Coverage Projections

April 30, 2025

PURPOSE

To review the projected fiscal year 2025 Rate Covenant compliance based on the most recent available toll revenue data, other revenue estimates, and budgeted expenditures.

FORECAST ASSUMPTIONS

Projected fiscal 2025 Rate Covenant coverage is based on forecasted net operating revenue and refinements as a function of realized traffic and revenues during the fiscal year.

FY 2024 PROJECTION OF RATE COVENANT COMPLIANCE

Rate Covenant compliance is estimated at 2.3 times coverage for fiscal 2025 versus the legal mandate of 1.0 times (based on 1.20 times coverage for debt service and 100% of the M&O budgeted deposits). The M&O account began the fiscal year at the reserve level target of \$50 million, therefore no transfers have been budgeted. Fiscal 2025 debt service coverage is estimated at 2.9 times versus the 2.0 times coverage goal. Fiscal 2025 debt service of \$144.5 million is projected to rise to \$237.6 million at the end of the six-year CTP period in fiscal 2030.

The attached chart shows that for fiscal 2025 the MDTA can withstand a decline in revenues of \$225.2 million or conversely an increase in expenditures of that amount, and still meet the legal Rate Covenant requirement. The chart shows the Cushion on row C as the difference between Net Revenues on row A and the Legal Requirement on row B.

ATTACHMENT

Rate Covenant FY 2025 - Projected

Yaw Berkoh, Debt Administrator

Projected Rate Covenant FY 2025 - Based on FYTD Revenues

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025 Projected	Notes:
Revenues							<i>Revenues less Hatem Bridge, plus ETL & ICC.</i>
Toll Revenues	\$ 563,334,804	\$ 468,604,801	\$ 786,747,125	\$ 735,542,080	\$ 761,199,736	\$ 733,929,123	<i>Based on YTD annualized.</i>
Concession & Fee Revenues	50,834,856	33,804,958	15,814,972	70,750,631	50,744,441	57,865,910	<i>Estimated.</i>
Operating Investment Income	-	-	-	-	-	-	<i>No longer applicable.</i>
Gross Revenues	\$ 614,169,660	\$ 502,409,759	\$ 802,562,097	\$ 806,292,711	\$ 811,944,177	\$ 791,795,034	
Expenses							<i>Expenses exclude Hatem, Port & BWI Police.</i>
Operating	\$ 216,481,527	\$ 258,714,219	\$ 291,465,317	\$ 319,206,937	\$ 361,487,000	\$ 390,977,460	
General & Administrative	51,948,781	58,399,778	29,943,085	32,793,063	2,075,240	2,244,540	
Total Expenses	\$ 268,430,308	\$ 317,113,997	\$ 321,408,402	\$ 352,000,000	\$ 363,562,240	\$ 393,222,000	
A Net Revenues, Rate Covenant Coverage	\$ 345,739,352	\$ 185,295,763	\$ 481,153,695	\$ 454,292,711	\$ 448,381,937	\$ 398,573,034	
Hatem Bridge Net Revenues	10,260,896	16,686,345	16,262,337	7,760,000	15,565,228	11,544,000	
Investment Income	23,640,047	1,184,224	(19,157,000)	6,725,656	45,543,000	7,418,976	
Net Revenues, Debt Service Coverage ¹	\$ 379,640,295	\$ 203,166,332	\$ 478,259,032	\$ 468,778,367	\$ 509,490,165	\$ 417,536,009	
Debt Service	\$ 91,281,948	\$ 61,715,979	\$ 104,918,844	\$ 137,753,132	\$ 142,877,441	\$ 144,450,488	
120% Annual Debt Service	\$ 109,538,338	\$ 74,059,174	\$ 125,902,613	\$ 165,303,759	\$ 171,452,929	\$ 173,340,586	
Budgeted Deposit Amount ²	-	-	-	-	-	-	
B Legal Requirement	\$ 109,538,338	\$ 74,059,174	\$ 125,902,613	\$ 165,303,759	\$ 171,452,929	\$ 173,340,586	
C Cushion	\$ 236,201,014	\$ 111,236,589	\$ 355,251,082	\$ 288,988,952	\$ 276,929,008	\$ 225,232,448	
Rate Covenant	3.2	2.5	3.8	2.7	2.6	2.3	
Debt Service Coverage	4.2	3.3	4.6	3.4	3.6	2.9	

(1) Net Revenues used for Debt Service Coverage includes Hatem Bridge Net Revenues and Investment Income that are not included in the Rate Covenant calculation.
(2) Annual M&O Budget is based on the M&O portion of the CTP, with the minimum reserve funding level to be maintained at approximately \$50 million.

**MARYLAND TRANSPORTATION AUTHORITY
FINANCIAL REPORT**

April 2025

Operating Budget Status		
Approved FY 2025 Budget	\$	434,062,646
Adjustments	\$	7,300,000
Adjusted Budget	\$	441,362,646
Budget Spending Guideline - April		83.0%
FY 25 Expenditures as of 4/30/2025	\$	326,406,573
Percent of Budget Spent		74.0%
Approved FY 2024 Budget	\$	485,100,000
FY 24 Final Expenditures	\$	454,198,018
Percent of Budget Spent		93.6%

Toll Revenue Comparison (In-Lane Revenue)		Preliminary*
Historical Revenue Comparison (Legacy Facilities):		
Ten Months Ending April 2025	\$	488,273,286
Ten Months Ending April 2024	\$	523,230,449
% Revenue Change		-6.68%
Projected Revenue Comparison (Legacy):		
Ten Months Ending April 2025	\$	488,273,286
Forecast through April 2025	\$	497,861,050
% Revenue Change		-1.93%
Revenue - ICC		
Ten Months Ending April 2025	\$	61,842,565
Forecast through April 2025	\$	59,007,525
% Revenue Change		4.80%
Revenue - ETL		
Ten Months Ending April 2025	\$	13,979,860
Forecast through April 2025	\$	13,817,065
% Revenue Change		1.18%
* Data is preliminary		

Coverage Ratios		
Debt Service Coverage (2.0 minimum):		
Estimate FYE 6/30/2025		2.9
Actual FYE 6/30/2024		3.6
Rate Covenant Compliance (1.0 minimum):		
Estimate FYE 6/30/2025		2.3
Actual FYE 6/30/2024		2.6

Investment Balances	
4/30/2025	
Transportation Authority	
Unrestricted	
Checking Account Cash	\$ 45,899,900
General	\$ 356,988,116
M&O	\$ 51,666,297
Capital (excludes bond proceeds)	\$ 559,751,736
Total Unrestricted	\$ 1,014,306,049
Restricted	
Capital/Construction	\$ 22,262
Debt Service & Debt Service Reserves	\$ 79,777,599
Total Restricted	\$ 79,799,862
Total Restricted and Unrestricted	\$ 1,094,105,911
Non-Recourse	
Capital, Revenue, Debt Service, DSRs	\$ 137,381,505
Outstanding Debt	
4/30/2025	
Toll Revenue Backed Debt	
Toll Revenue Bonds	\$ 2,074,322,771
Statutory Debt Limit	\$ 4,000,000,000
Unused Debt Capacity	\$ 1,925,677,229
Non-Recourse Issues	
BWI Rental Car Facility Series 2002	\$ 59,990,000
BWI PFC Series 2012 A	\$ 25,660,000
BWI PFC Series 2012 B	\$ 23,730,000
BWI PFC Series 2014	\$ 24,270,000
BWI PFC Series 2019	\$ 93,105,000
Calvert Street Parking Refunding Series 2015	\$ 9,992,000