

MARYLAND TRANSPORTATION AUTHORITY  
BOARD MEETING

THURSDAY, DECEMBER 16, 2021  
9:00 A.M.

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

OPEN SESSION

Greg Slater, Chairman  
Sean Powell, Acting Chairman

MEMBERS ATTENDING:

Dontae Carroll – via Telephone  
William H. Cox, Jr.  
William C. Ensor, III  
W. Lee Gaines, Jr.  
Mario J. Gangemi  
Cynthia D. Penny-Ardinger, Esq.  
Jeffrey S. Rosen  
John F. von Paris – via Telephone

STAFF ATTENDING:

Percy Dangerfield  
Donna DiCerbo  
Allen Garman  
David Goldsborough  
Normetha Goodrum  
Chantelle Green  
James Harkness  
Natalie Henson  
Walter Laun  
Towanda Livingston  
Kimberly Millender, Esq.  
Sushmita Mitra  
Ebony Moore  
Mary O’Keeffe  
Will Pines  
James F. Ports, Jr.  
Deb Sharpless  
John Wedemeyer

OTHER ATTENDEES:

Champe Burnley, Dahlgren Railroad Heritage Trail Board  
Dan Donahue, No Affiliation  
Diana Donahue, Oxon Hill Bicycle and Trail Club  
Greg Hinchliffe, No Affiliation  
Walter Roscello, Oxon Hill Bicycle and Trail Club  
Sean Walker, CLA – via Telephone

At 9:02 a.m. Chairman Greg Slater called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held in-person at MDTA located at 2310 Broening Highway, Baltimore MD 21224 and was livestreamed on the MDTA Board Meeting web page. Chairman Slater announced that Member Dontae Carroll and Member John F. von Paris would be joining the meeting via telephone.

Prior to beginning the agenda, Chairman Slater requested a motion from the Board to adjust the agenda. A motion was made to remove Agenda Item # 9 (Approval – Collective Bargaining Agreement with Fraternal Order of Police Lodge #34) and Agenda Item # 16 (Closed Session – Personnel Matter) from the agenda as they were contingent upon a signed agreement between MDTA and FOP #34. At the time of the meeting, they were still in negotiations and no contracts were signed. Upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the Members unanimously approved to adjust the days agenda.

**APPROVAL – OPEN SESSION AND CLOSED SESSION MEETING MINUTES OF NOVEMBER 18, 2021**

Upon motion by Member Mario J. Gangemi and seconded by Member William C. Ensor, III, the open session and closed session meeting minutes of the MDTA Board meeting held on November 18, 2021 were unanimously approved.

**APPROVAL – CONTRACT AWARDS**

• **KH-3024-0000 – I-95 at Belvidere Road Interchange**

Member Mario J. Gangemi recused himself from this item and left the room prior to the presentation.

Ms. Donna DiCerbo requested contingent approval from the MDTA Board to execute Contract No. KH-3024-0000 – I-95 at Belvidere Road Interchange with Concrete General in the bid amount of \$65,437,722.28.

Prior to presenting the item, Ms. DiCerbo advised the Board that the Board Project Summary document was incorrect in that the firms listed on the Summary were not joint ventures but rather bid by prime contractors. Award was recommended to Concrete General. Other bidders were Corman, Allan Myers, and Wagman, respectively.

Ms. DiCerbo then stated that the I-95 at Belvidere Road Interchange Project consists of both design and construction of a new partial-cloverleaf interchange, including a new Belvidere Road bridge structure, retaining structures, widening of Belvidere Road to accommodate turning lanes, directional ramps, and associated improvements. The project was procured using a two-step, best value Design-Build (D-B) delivery method which will award a single combined contract to perform both the final design and construction services.

Upon motion by Member William H. Cox, Jr. and seconded by Member W. Lee Gaines, Jr., the Members unanimously gave contingent approval to execute Contract No. KH-3024-000 – I-95 at Belvidere Road Interchange Project.

After approval of the item, Member Gangemi returned to the room for the remainder of the meeting.

- **MR-3024-0000 – On-Call Signs, Sign Lights, and Sign Structures**

Ms. Donna DiCerbo requested contingent approval from the MDTA Board to execute Contract No. MR-3021-0000 – On-Call Signs, Sign Lights, and Sign Structures with Collinson, Inc. in the bid amount of \$5,797,747.00.

Ms. DiCerbo explained that this contract provides for the installation, modification, and/or removal of highway signs, and ancillary infrastructure and equipment such as sign support structures, traffic barriers, sign lighting, and related electrical components. The work on this contract will be performed under on-call task assignments directed by the Maryland Transportation Authority (MDTA) Engineer.

The work under this contract may be performed at any of MDTA facilities, including the Baltimore Harbor Tunnel, Fort McHenry Tunnel, Francis Scott Key Bridge, Governor Harry W. Nice/Senator Thomas “Mac” Middleton Memorial Bridge, Inter County Connector, John F. Kennedy Memorial Highway, Thomas J. Hatem Memorial Bridge, US40/MD222, and the William Preston Lane Jr. Memorial Bridge; and related approach roadways located in Anne Arundel County, Baltimore City, Baltimore County, Cecil County, Charles County, Harford County, Howard County, Montgomery, Prince Georges and Queen Anne’s County.

Upon motion by Member W. Lee Gaines, Jr. and seconded by Member Jeffrey S. Rosen, the Members unanimously gave contingent approval to execute Contract No. MR-3024-0000 – On-Call Signs, Sign Lights, and Sign Structures.

**UPDATE – INDEPENDENT AUDITORS’ REPORT ON THE FISCAL YEAR 2021 FINANCIAL STATEMENTS**

Ms. Deb Sharpless introduced Mr. Sean Walker, CliftonLarsonAllen, LLP, to the MDTA Board. Mr. Walker then presented an overview the Independent Auditor’s Report for the Fiscal Year 2021 Financial Statements including key financial highlights, required auditor communications, and future considerations.

**UPDATE – TIFIA LOAN**

Mr. Allen Garman updated the MDTA Board on the \$200 million TIFIA loan application process to potentially finance approximately one-third of the Nice/Middleton Bridge project.

The MDTA submitted a Letter of Interest to the Build America Bureau in August 2019, received invitation into the Credit Review phase in December 2019, received invitation to Submit Application in July 2021, and Credit Review Team's recommended approval in August 2021.

In August 2021, the USDOT Credit Council voted to defer approval of MDTA's loan in favor of more details on "pedestrian safety questions". Remaining elements required to finalize the loan include the Credit Council's approval, OMB apportionment funding, USDOT Secretary approval, and the loan closing. Rate lock at prevailing treasury rates will occur at loan closing, with the loan proceeds scheduled to be drawn on January 1, 2023.

Upon completion of Mr. Garman's presentation, Secretary Slater opened the floor for public comment. Mr. Champe Burnley, Mr. Walter Roscello, Ms. Diana Donahue, Mr. Greg Hinchliffe, and Mr. Dan Donahue all gave public comment regarding what they believe to be lack of bicycle/pedestrian safety measures on the new Nice/Middleton Bridge. They requested that the MDTA Board consider additional safety measures or ways to add a dedicated bicycle/pedestrian lane to the bridge currently being built.

#### **APPROVAL – BOARD RESOLUTION NO. 21-06**

Mr. Allen Garman requested MDTA Board approval of the MDTA Board Resolution 21-06 that authorizes a TIFIA loan to finance a portion of the Nice/Middleton Bridge replacement project.

Mr. Garman explained that Board Resolution 21-06 amends Board Resolution 21-05 to extend the deadline to December 31, 2022 from December 31, 2021.

Upon motion by Member Mario J. Gangemi and seconded by Member Cynthia D. Penny-Ardinger, Board Resolution 21-06 was unanimously approved.

#### **UPDATE – TRAFFIC AND REVENUE FORECAST**

Ms. Deb Sharpless updated the MDTA Board on Fiscal Year (FY) 2022 Traffic and Revenue (T&R) performance through October 31, 2021.

Ms. Sharpless explained that for the period of July 1, 2021 through October 31, 2021, MDTA's actual toll revenue received was \$257.1 million, \$14.0 million below its official forecast. When adjusting for timing differences (*i.e.*, transactions where there is a reasonable expectation of collection in FY 2022 although previously forecasted to be processed in October 2021), MDTA is \$4.4 million above its forecast. Based on the forecast, *E-ZPass* revenue accounts for 91% of MDTA's total revenue.

MDTA analyzed the cause of any differences between the forecast and actual performance. Some of the causes include: certain FY 2021 transactions that were excluded from the forecast; *E-ZPass* average daily revenue was lower than forecasted; lower average daily revenue due to lower overall traffic volumes; a higher video toll payment rate and average transaction amount than forecasted; and lower than forecasted Pay-By-Plate revenue.

**\*\* Chairman Greg Slater excused himself from the meeting. Acting Chairman Sean Powell continued conducting the meeting in his absence. \*\***

**APPROVAL – DECLARATION OF EXCESS LAND**

Mr. John Wedemeyer requested approval from the Maryland Transportation Authority Board for the conveyance of property located within the Point Breeze Industrial Park with an address of 2330 Broening Highway Lot 10a, Block 916, Baltimore, MD 21224 (MC# 21-7044).

Mr. Wedemeyer explained that the MDTA currently owns and maintains the Point Breeze Rail Spur. The property to be conveyed consist of 3.97 acres ± or 172,933 square feet.

MDOT MPA expressed interest in the property and MDTA intends on conveying the property to MPA for a nominal fee of \$1.00. MDTA's internal clearance process was completed on October 8, 2021. It has been determined that MDTA no longer has a need for the subject property.

Upon motion by Member W. Lee Gaines, Jr. and seconded by Member William H. Cox, Jr., conveyance of MC# 21-7044 was unanimously approved.

**APPROVAL – DECLARATION OF EXCESS LAND**

Mr. John Wedemeyer requested approval from the Maryland Transportation Authority Board for the conveyance of property located within the Point Breeze Industrial Park with an address of 2310 Broening Highway Lot 7, Block 6916, Baltimore, MD 21224 (MC# 21-7043).

Mr. Wedemeyer explained that the MDTA currently owns and maintains the Point Breeze Guard Shack and Pedestrian Tunnel. The property to be conveyed consist of 0.398 acres ± or 17,327 square feet.

MDOT MPA expressed interest in the property and MDTA intends on conveying the property to MPA for a nominal fee of \$1.00. MDTA's internal clearance process was completed on October 8, 2021. It has been determined that MDTA no longer has a need for the subject property.

Upon motion by Member W. Lee Gaines, Jr. and seconded by Member Mario J. Gangemi, conveyance of MC# 21-7043 was unanimously approved.

**\*\* Chairman Greg Slater returned and conducted the remainder of the meeting. \*\***

**UPDATE – LEGISLATIVE REPORTS SUBMITTED TO THE LEGISLATURE**

- **Allaying Fiscal Stress Concerns**

Ms. Chantelle Green provided the Maryland Transportation Authority (MDTA) Board with a summary of the Joint Chairmen’s Report (JCR) issued by the MDTA on Allaying Fiscal Stress Concerns.

Ms. Green explained the MDTA remains a highly stable and financially strong toll agency maintained by three key financial pillars: (1) financial standards and MDTA Board-adopted policies; (2) strategic and financial planning; and (3) experienced leadership, staff, and Board. Despite legislative concerns about the MDTA’s financial position, the MDTA continues to demonstrate its adherence to prudent financial management policies and has weathered the financial impacts of the COVID-19 pandemic while maintaining a robust capital program. In 2021, amid the COVID-19 pandemic and transitioning to a new toll collection system, the MDTA’s double-A credit ratings with a stable outlook were affirmed by Fitch Ratings and Moody’s Investors Service.

When the Governor Harry W. Nice Memorial/Senator Thomas “Mac” Middleton (Nice/Middleton) Bridge Replacement and the I-95 Express Toll Lanes (ETL) Northbound Extension projects were approved by the MDTA Board in June 2018, the MDTA was projected to maintain its financial standards through FY 2028 without any toll increases. Today, despite the impacts of the global COVID-19 pandemic and transitioning to a new toll collection system, the MDTA is projected to maintain its financial standards through FY 2030, two years beyond the original forecast, while maintaining the Nice/Middleton Bridge Replacement Project on schedule and budget.

**UPDATE – THIRD GENERATION ELECTRONIC TOLL COLLECTION (3G ETC) SYSTEM**

Mr. Will Pines updated the MDTA Board on the Third Generation Electronic Toll Collection (3G ETC) post-transition operations.

Mr. Pines explained that the TransCore and Kapsch’s systems went live on April 29, 2021. Post-transition and software development activities and risk management continue. Implementation of the plan to address the backlog of unprocessed transactions is ongoing.

**UPDATE – MAJOR PROJECTS UPDATE**

Mr. Jim Harkness updated the MDTA Board on the status of Major Projects in the Capital Program. Mr. Harkness explained that as of December 8, 2021, there are nine Major Projects in the Capital Program. Six of the projects are under Construction, two in Procurement and one in Design. This update includes projects funded for construction in the current CTP and includes five projects valued in excess of \$100 million. There are two projects from the \$1.1 billion I-95 ETL Northbound Expansion program.

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

Mr. David Goldsborough updated the MDTA Board on the Division of Information Technology (DoIT) major projects. He explained that as of December 16, 2021, the Division of Information Technology maintains an active portfolio of 19 projects. The portfolio has remained constant since the last update to the MDTA Board. Post go-live support of the Third Generation Tolling System (3G) continues and will remain in place until official transition to operations and maintenance occurs. DoIT is still experiencing some recruitment challenges because of the requirement for an on-site work presence. Staff is continuing the use of additional telework days over and above the traditional one day per week to attract potential employees. DoIT has begun penetration testing with Cyber Defense Technologies for the internal portion of the MDTA network. To this point, we have implemented a few recommendations around how permissions are handled and will have a final report from the vendor in the early January timeframe.

Mr. Goldsborough explained that some of the significant initiatives that DoIT continues to work on include the following:

- Cybersecurity - looking to potentially assist the Maryland Department of Health with their recovery
- Police body cameras - looking to start rollout in the August/September 2022 time frame
- Post go-live support of 3G
- Enterprise budget system - training has begun on use of the new system
- Conversion of the purchasing card system to the new platform
- Migration of contract data from Dynamics to Maximo

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

Ms. Towanda Livingston updated the MDTA Board on the MDTA socioeconomic program goals as it relates to Disadvantaged Business Enterprise (DBE) Program for the Nice-Middleton Bridge Project.

Ms. Livingston explained that for the Fiscal Year 2022 Quarter One (Q1) update the focus is on the DBE Programmatic efforts, which covers the performance period of July 1, 2021 to September 30, 2021. This performance period will be referenced as Q1 FY 2022.

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

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

The Bridge Replacement Contract Number NB-0543-0000 and the Campus Improvements Contract Number NB-3003-000 have workforce goals and a Maryland Department of Human Resources Hiring Agreement. The Hiring Agreement is a mechanism for providing current and former Family Investment Program (FIP) recipients with employment opportunities on State procurement contracts. The assigned account representative for the Bridge Replacement and Campus Improvements construction contract is the Tri-County Council of Southern Maryland (TCCSM) - Job Source. The account representative is the referral source to the contractors and processes job notices; refers screened and qualified current and former FIP participants for available jobs; and assists in developing job-training and support services.

As of September 30<sup>th</sup>, there were 53 active DBE subcontractors working on the Nice-Middleton Bridge Project, of which 37 are based in the State of Maryland and there was a total of 140 New Hires working on the Project, of which 59 are Maryland residents.

After Ms. Livingston completed her presentation there was a short video clip of an interview with Mr. Parrish Thompson. Mr. Thompson is an example of how the OJT program can train and prepare individuals for the workforce. Mr. Thompson was working on the project as a laborer when he was recommended into the Oiler OJT program based on his strong work ethic and passion for construction. After successfully completing the Oiler OJT program, he is now participating in a Mechanic OJT program.



**UPDATE – EXECUTIVE DIRECTOR**

Mr. Jim Ports started his update by reminding the Board that per the MDTA Board approved tolling plan for the I-95 Express Toll Lanes, the Executive Director approves a holiday schedule for the upcoming calendar year which resets the toll schedule on certain holidays to a Saturday or Sunday toll schedule based on traffic patterns for the holiday. Mr. Ports approved the schedule on November 30. A copy of the approved ETL Holiday Toll Pricing Schedule for Calendar Year 2022 is attached to the minutes for reference.

Mr. Ports also updated the Board on the MDTA Police Toys for Tots Campaign and finished his update with some of MDTA's Notable 2021 Accomplishments including:

- The MDTA had a strong Strategic Plan which includes 5 goals but there was a missing piece. That missing piece was 'How' is MDTA accomplishing its goals, 'How' are employees supporting the goals, and 'How' does it all tie together. This year, MDTA developed a Roadmap, which includes actions that highlight the focus for MDTA over the next 18 months
- As part of the MDTA at 50 commemoration – the Office of Policy, Innovation and Performance spearheaded a project to bring a virtual interactive representation of an actual MDTA tollbooth on the MDTA website.
- MDTA's Division of Procurement participated in 4 MBE and Small Business Getting Your Foot in the Door outreaches; participated in the virtual Annual Business Opportunities & Entrepreneurial Training Summit hosted by MDOT, the Maryland Department of General Services, and the University System Maryland; and awarded 17 contracts. I am proud to also highlight that Jamal Turner won the 2020 Maryland Public Purchasing Association's Buyer of the Year Award.
- The Office of Human Resources and Workforce Development re-launched the Career Development Program with new direct bill partners and incorporated e-learning trainings into the New Employee Orientation process.
- The Division of Information Technology supported (and continues to support) the remote workforce while also maintaining an onsite presence for the IT HelpDesk. The Division is also standing up the new MDTA budget tool and starting training for the workforce.

- The Division of Civil Rights and Fair Practices reported that for Fiscal Year (FY) 2021, Minority Business Enterprise (MBE) Program contract participation was 19.67% or approximately \$105.7 million of the \$538 Million total of contracts awarded -- which is a \$68.4 million increase over the \$37.3 million that was awarded to MBE firms in Fiscal Year 2020. For the Small Business Reserve (SBR) Program, MDTA's performance for FY 2021 was 4.00% (\$20.8 million) of the total contract payments of \$522 million -- which is an approximate \$800 thousand increase over the designated payments in Fiscal Year 2020.
- The MDTA's Asset Control and Damage Recovery team – which is part of the Office of Environment, Safety, and Risk Management successfully completed 9 storeroom audits, closed 340 insurance claims, and secured over a \$1 million through insurance recovery.
- The Office of Environment, Safety, and Risk Management developed and delivered Environment & Safety Committee training; facilitated discussions between MDOT, BGE, and MDTA Operations to kick off electric charging station installation at the Bay Bridge facility.
- The Environmental Team worked with a new vendor to ensure environmental compliance is met regarding storage, transportation, and recycling of transponders.
- The Division of Finance was awarded the Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Association of the United States and Canada. The MDTA received this award for its comprehensive annual financial report for the Fiscal Year 2020.
- Year to date the MDTA Police have made 1042 Impaired Driving arrests. This is the most in seven (7) years. On December 10<sup>th</sup>, 25 personnel completed the 8th Leadership in Police Organizations (LPO) Session, a 3-week intensive leadership training course developed by the International Chiefs of Police Association (IACP). The Police will soon be launching a MDTA Police Facebook page.
- In April, we launched DriveEzMD offering payment options, like Pay-by-Plate and the 15% early payment discount. To accompany the launch of DriveEzMD, we utilized a new form of digital advertising in tandem with our more traditional avenues. This new advertising method, featuring videos and graphics delivered on Amazon platforms, resulted in over 8,500 new *E-ZPass* signups over the course of four campaigns.
- Thanks to the hard work of the Division of Operations and Office of Engineering and Construction, a number of projects have achieved significant milestones. The 895 Bridge project was completed under budget and ahead of schedule, replacing MDTA's only structurally deficient bridge; the JFK Facility was opened to highway speed AET; we opened the I-95 Auxiliary Lane between MD152 and MD24 and the Park & Ride at 924/24, as part of I-95 ETL Northbound extension.

- At the Nice/Middleton Bridge, installation of steel pipe piles for the fender ring has been completed and 800 concrete piles were installed. We anticipate pile driving to be completed by Christmas; the setting of structural steel girders has begun – this equates to approximately 1.5 million pounds of steel; we have completed concrete placements for foundations and sub-structures on the Maryland spans and for three channel spans; concrete placement for the decks has begun.

**VOTE TO GO INTO CLOSED SESSION**

At 11:33 a.m., upon motion by Member W. Lee Gaines, Jr. and seconded by Member William C. Ensor, III, the Members voted unanimously to move into Closed Session under the Maryland Open Meetings Act, the MDTA Board will meet in Closed Session under the General Provisions Article, Sections 3-305(b)(7) & (8) to receive legal advice and discuss a potential litigation regarding a contract claim for Contract No. MA-549.

In attendance for Closed Session was Chairman Greg Slater, Acting Chairman Sean Powell, Members Carroll (via telephone), Cox, Ensor, Gaines, Gangemi, Penny-Ardinger, Rosen, and von Paris (via telephone); and Natalie Henson, Kim Millender, Will Pines, and Jim Ports.

**VOTE TO ADJOURN CLOSED SESSION**

At 12:01 p.m., a motion was made by Member William H. Cox, Jr. and seconded by Member Mario J. Gangemi, which was unanimously approved, to adjourn the Closed Session and return to Open Session.

**RATIFICATION TAKEN IN CLOSED SESSION**

Upon motion by Member W. Lee Gaines, Jr. and seconded by Member William H. Ensor, III, the Members ratified their approval to authorize staff to negotiate a tentative settlement of the contract claim for MA-549 in a not to exceed amount of \$6.2 million including resolution of all remaining terms and conditions and issues for contract close out.

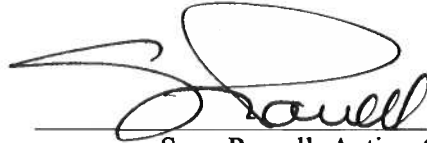
**VOTE TO ADJOURN MEETING**

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 12:02 p.m.

OPEN SESSION  
DECEMBER 16, 2021  
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The next MDTA Board Meeting will be held on Thursday, January 27, 2021 at 9:00 a.m. virtually via video conference and livestream.

APPROVED AND CONCURRED IN:

A handwritten signature in black ink, appearing to read "Sean Powell", written over a horizontal line.

Sean Powell, Acting Chairman



**Maryland  
Transportation  
Authority**

**Larry Hogan, Governor**  
Boyd K. Rutherford, Lt. Governor  
Gregory Slater, Chairman

**Board Members:**  
Dontae Carroll  
William H. Cox, Jr.  
William C. Ensor, III  
W. Lee Gaines, Jr.  
Mario J. Gangemi, P.E.  
Cynthia D. Penny-Ardinger  
Jeffrey S. Rosen  
John F. von Paris

James F. Ports, Jr., Executive Director

**MDTA BOARD SUMMARY SHEET**

**SUBJECT:** I-95 Express Toll Lanes  
Calendar Year 2022 Holiday Schedule

**DATE:** November 30, 2021

**PREPARED BY:** Melissa Williams, Director  
Division of Planning and Program Development

**PURPOSE**

To update the MDTA Board on the approved calendar year 2022 holiday schedule for the I-95 Express Toll Lanes.

**SUMMARY**

As part of the MDTA Board approved tolling plan for the I-95 Express Toll Lanes, the MDTA Board established that the MDTA Executive Director would approve a holiday schedule which resets the toll schedule on certain holidays to a Saturday or Sunday toll schedule based on traffic patterns for the holiday. This approval occurs each December for the upcoming calendar year and is shared with the MDTA Board at their December meeting.

**ANALYSIS**

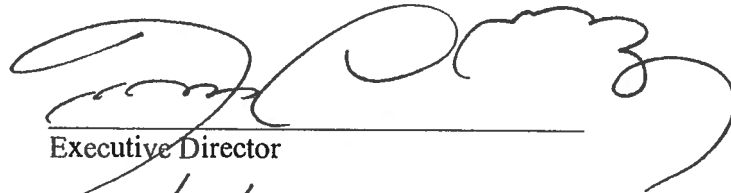
See the attached Approved I-95 Express Toll Lanes Calendar Year 2022 Holiday Schedule.

**ATTACHMENTS**

Approved I-95 Express Toll Lanes Calendar Year 2022 Holiday Schedule

ETL Holiday Toll Pricing Schedule CY 2022		
Date	Weekday	Pricing Period Schedule
December 31	Friday	Saturday
January 17	Monday	Sunday
February 21	Monday	Sunday
May 30	Monday	Saturday
June 20	Monday	Weekday
July 4	Monday	Sunday
September 5	Monday	Sunday
October 10	Monday	Weekday
November 11	Friday	Weekday
November 24	Thursday	Saturday
November 25	Friday	Sunday
December 26	Monday	Saturday

Approved:



Executive Director

Date:

11/30/21