



Maryland Transportation Authority

BOARD MEETING

THURSDAY, MAY 30, 2024

MARYLAND TRANSPORTATION AUTHORITY
2310 BROENING HIGHWAY
BALTIMORE, MD 21224

IN-PERSON AND LIVESTREAM



MARYLAND TRANSPORTATION AUTHORITY BOARD MEETING

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

MAY 30, 2024 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 welcomed 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 May 28th. You **MUST** pre-register and attend the meeting in person in order to comment.* Once pre-registered, all pertinent information will be emailed to you.

AGENDA

OPEN SESSION – 9:00 AM

Call Meeting to Order

1. **Approval** – Open Session Meeting Minutes of April 25, 2024 Chairman 5 min.
2. **Approval** – Closed Session Board Minutes of April 25, 2024 Chairman 5 min.
3. **Approval** – Open Session Meeting Minutes of May 13, 2024 Chairman 5 min.
4. **Approval** – Board Resolution 24-02 – Board Operating Policy Proposed Amendment for Tolling Contract Modifications Kimberly Millender, Esq. 10 min.
5. **Approval** – Board Resolution 24-03 – Board Committees Bruce Gartner 10 min.
6. **Approval** – Contract Award Donna DiCerbo 10 min.
 - 2022-02A – Construction Management and Inspection Services – 2nd Set of 6 Contracts
 - MA-2868-0000 – 3rd Generation Electronic Toll Collection – Customer Service Center Systems & Services – Retroactive Modification No. 3
7. **Update** – Procurement Report on All Open Contracts - Verbal Donna DiCerbo 5 min.
8. **Approval** – MDTA 2024 Strategic Plan – Review Direction and Identify Key Focus Areas Sarah Clifford 10 min.
9. **Update** – Fiscal Year 2023 Single Audit Report Deborah Sharpless 5 min.
10. **Approval** – Quarterly Review of Investment Strategy and Benchmarks – Approval to Continue with the Current Investment Strategy Allen Garman 10 min.
11. **Update** – 3rd Quarter Operating Budget Comparison – Review of Actual vs. Projected Fiscal Year 2024 Operating Budget Spending Jeffrey Brown 10 min.
12. **Update** – 3rd Quarter Capital Budget Comparison – Review of Actual vs. Projected Fiscal Year 2024 Capital Budget Spending Jennifer Stump 10 min.

MDTA BOARD MEETING
MAY 30, 2024, 9:00 AM

AGENDA
PAGE 2

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|---|---------------------------------|---------|
| 13. <u>Update</u> – <u>Quarterly Update on Traffic and Revenue</u> – Update on the Actual Performance of Traffic and Revenue Compared to the Forecast Through March 31, 2024 | Deborah Sharpless | 10 min. |
| 14. <u>Update</u> – <u>Consolidated Transportation Program (CTP) Process and Additions</u> | Jennifer Stump | 10 min. |
| 15. <u>Update</u> – <u>Francis Scott Key Bridge Update</u> – Verbal | Bruce Gartner
James Harkness | 10 min. |
| 16. <u>Update</u> – <u>HR Committee Update</u> - Verbal | Member Gaines | 5 min. |
| 17. <u>Update</u> – <u>Executive Director’s Report</u> – Verbal | Bruce Gartner | 10 min. |

Vote to Adjourn Meeting

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
APRIL BOARD MEETING

THURSDAY, APRIL 25, 2024
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
William H. Cox, Jr.
W. Lee Gaines, Jr.
Mario J. Gangemi
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead
John F. von Paris

STAFF ATTENDING:

Percy Dangerfield
Donna DiCerbo
Bruce Gartner
David Goldsborough
James Harkness
Natalie Henson
Richard Jaramillo
James Kittleman
Kelly Melhem
Kimberly Millender, Esq.
Ebony Moore
Simon Najjar
Mary O'Keeffe
Tia Rattini
Bradley Ryon
Acting Col. Joseph Scott
Deborah Sharpless
Cheryl Sparks

At 9:01 a.m. Chairman Paul J. Wiedefeld called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held in-person at MDTA Headquarters, 2310 Broening Highway, Baltimore MD 21224 and was livestreamed on the MDTA Board Meeting web page.

APPROVAL – OPEN SESSION MEETING MINUTES OF APRIL 4, 2024

Upon motion by Member William H. Cox, Jr. and seconded by Member W. Lee Gaines, Jr., the open session meeting minutes of the MDTA Board meeting held on April 4, 2024 were unanimously approved.

APPROVAL – CONTRACT AWARD

- **MT-00210861 – Generator Maintenance, Testing, and Repairs at Various MDTA Locations**

Ms. Donna DiCerbo requested approval from the MDTA Board to execute Contract No. MT-00210861 – Generator Maintenance, Testing, and Repairs at Various MDTA Locations with VarcoMac, LLC in the amount of \$812,790.84.

Mr. DiCerbo explained this contract is for the provision of generator maintenance, testing, and repairs at various MDTA locations. It includes all labor, transportation, and services necessary for adequate performance in accordance with all applicable local, state, and federal regulations pertaining to worker protection and the protection of the environment.

She explained that this contract exceeds the delegated procurement authority of the Maryland Transportation Authority; and therefore, will be presented to the Board of Public Works on May 1, 2024.

Upon motion by Member Jeffrey S. Rosen and seconded by Member John F. von Paris, the Members unanimously gave approval to execute Contract No. MT-00210861 – Generator Maintenance, Testing, and Repairs at Various MDTA Locations.

- **J01B3600015 – Next Generation E-ZPass® (Transponders) - Kapsch**

Ms. Donna DiCerbo requested approval from the MDTA Board to execute Contract No. J01B3600015 – Next Generation E-ZPass® (Transponders) – Kapsch with Kapsch TrafficCom USA, Inc. in the amount of \$38,114,196.00.

Mr. DiCerbo explained this contract is for the provision of Electronic Toll Collection Equipment and Services including but not limited to E-ZPass® transponders, readers, and antennas used to collect toll revenue from MDTA-maintained bridges and tunnels.

Upon motion by Member Dontae Carroll and seconded by Member W. Lee Gaines, Jr., the Members unanimously gave approval to execute Contract No. J01B3600015 – Next Generation E-ZPass® (Transponders) – Kapsch.

- **J01B3600016 – Next Generation *E-ZPass*® (Transponders) - TransCore**

Ms. Donna DiCerbo requested approval from the MDTA Board to execute Contract No. J01B3600016 – Next Generation *E-ZPass*® (Transponders) – TransCore with TransCore, LP. in the amount of \$38,114,196.00.

Mr. DiCerbo explained this contract is for the provision of Electronic Toll Collection Equipment and Services including but not limited to *E-ZPass*® transponders, readers, and antennas used to collect toll revenue from MDTA-maintained bridges and tunnels.

Upon motion by Member Mario J. Gangemi and seconded by Member Cynthia D. Penny-Ardinger, the Members unanimously gave approval to execute Contract No. J01B3600016 – Next Generation *E-ZPass*® (Transponders) – TransCore.

UPDATE – CONTRACT MODIFICATION

- **MA-2257-0000 – 3rd Generation Electronic Toll Collection – Toll System and Services – Kapsch Modification No. 3**

Ms. Donna DiCerbo updated the MDTA Board Modification No. 3 for Contract No. MA 2257-0000 with Kapsch TrafficCom USA Inc., for the 3G Electronic Toll System Operation. Approval of this Modification No. 3 is contingent upon the Board of Public Works (BPW) approval.

Mr. DiCerbo explained that Contract No. MA 2257-000 was competitively solicited and awarded to Kapsch TrafficCom USA Inc., in the amount of \$71,911,342.78 on February 21, 2018, to furnish and provide Operator Electronic Toll Collection Technology and Associated Subsystem Components and Services for the operation of the Electronic Toll Collection System. Modification No. 1 was approved on July 27, 2022, for \$8,764,758.28 and Modification No. 2 was a no-cost modification approved on July 5, 2023.

Modification No. 3 will adjust the original Operations and Maintenance (O&M) line items due to the conversion from cash to All Electronic Tolling (AET), costs associated with all work for the I- 95 ETL Expansion and installation of AET Zones at the Baltimore Harbor Tunnel (BHT) facility, and task orders. Total final costs for Modification No. 3 are \$16,130,376.68, which would increase the total contract value to \$96,806,477.74.

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 April 18, 2024, there are thirteen major projects in the Capital Program. Ten of the projects are under construction, two are in procurement, and one is in design. This update includes projects funded for construction in the current CTP and includes six projects valued in excess of \$100 million. There are four projects from the \$1.1 billion I-95 ETL Northbound Extension program.

Mr. Harkness also informed that Board that there are three projects with construction budget changes and two projects with schedule changes. The budget for MA-2257 Replace Electronic Toll Collection – 3rd Gen has increased by \$11 million due to all-electronic conversion projects, the budget for FT-2651R Rehabilitate Vent Fans (FMT) has increased by \$3 million due to replacement of deteriorated conduit and wiring as well as impeller repairs, and the budget for KB-3005 was reduced due to favorable bids. The schedule for KH-3009 I-95 ETL extension from MD 43 to MD 152 has changed from the anticipated construction completion in Summer 2024 to Spring 2025 due to foundation redesigns at two bridge structures and rock impacts to drainage systems, and the schedule for KH-3024 I-95 @ Belvidere Road Interchange project has changed from the anticipated construction completion in Summer 2025 to Summer 2026 due to delays in obtaining the stormwater management permit for the advance rough grading package.

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

Mr. David Goldsborough updated the MDTA Board on the Division of Information Technology (DoIT) major projects. As of March 28, 2024, DoIT maintains an active portfolio of 21 projects and continued support of the third-generation tolling system (3G) program.

Penetration testing was completed, and the final report was submitted by Cyber Defense. This covered external testing whereby attempts are made to gain access to infrastructure from outside of the network and exploit potential vulnerabilities. MDTA’s wireless infrastructure was also tested.

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

- HR Central Conversion
- Scheduling System Enhancements
- Maximo Spatial
- Open Text Upgrade
- Dynamics SL Upgrade
- HRIS
- Data Center Enhancements Project
- Clearing House Tracking for Health and Safety
- Police BW
- PRISM

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

Ms. Tia Rattini updated the MDTA Board on MDTA’s progress toward achieving the legislatively mandated socioeconomic program goals for the 2nd Quarter of Fiscal Year (FY) 2024, which covers the performance period of July 1, 2023 to December 31, 2023 (Q1 FY 2024).

These programs include the following:

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

In addition, Ms. Rattini reported on current strategies focused on outreach, training, and data analysis. These included: PRISM Contract Compliance System; In-Person Outreach Events; Training with the Office of Engineering and Construction; Credit Card Purchases made with DBE, MBE, SBR, and VSBE Vendors; Identifying Additional Opportunities for DBE/MBE/VSBE Participation; and Outstanding DBE/MBE/VSBE Subcontracting Partner Award.

UPDATE – MDTA’S TRAVEL PLAZAS

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

Mr. Najjar explained that in 2012, the MDTA entered into a Lease and Concession Agreement with Areas USA MDTP, LLC (Areas USA), to undertake the redevelopment (including financing) and long-term operations and maintenance of the travel plazas. Pursuant to the public-private partnership (P3) arrangement, the MDTA retains oversight of the travel plazas for a period of 35 years. The presentation provided a brief overview of the contract award and agreement; Areas USA history and expertise; current operations at the travel plazas, including the fiscal rebound from COVID-19; recent challenges; and the future outlook.

UPDATE – MDTA POLICE

Acting Col. Joseph Scott provided an update on activities for the MDTA Police. He explained that the Key Bridge incident has changed how staff is deployed. He also stated how proud he was of his officers and how they responded. Acting Col. Scott said he was proud of his Health and Wellness Division, which provided services for families and employees who have needed help during this difficult time. He also gave updates on community engagement, vacancies, key initiatives, leadership development, and female law enforcement mentorship. Acting Col. Scott ended his presentation by presenting Resolutions to the first responders and dispatchers who were first on the scene at the Key Bridge incident.

UPDATE – LEGISLATIVE SESSION

Mr. Bradley Ryon gave the final update to the MDTA Board wrapping up the 2024 legislative session and its impacts to the MDTA. Mr. Ryon thanked the Chairman and his TSO partners for their assistance during session.

UPDATE – FRANCIS SCOTT KEY BRIDGE UPDATE

Mr. Bruce Gartner and James Harkness gave an update on the Francis Scott Key Bridge. They discussed the salvage operation, procurement process, and next steps on the rebuild.

Mr. Harkness began by stating that he is the MDTA's representative for the Unified Command. Some of the responsibilities of the Unified Command is salvage, restoration, and recovery operations. He stated the first goal is the recovery of the victims and the second goal is the reopening of the Federal channel with safety being of the upmost importance. As of now, there have been no injuries.

He continued by stating that it is a very complex situation at the site and with the size, scope, and scale of the work that needs to be done, there is a lot of engineering that goes in to removing the twisted steel and debris that are in various locations in the mud, on the mud, in the water, and above the water. So far, more than 2,300 tons of the truss steel have been removed. The steel is being processed at a yard in Sparrows Point.

He also stated that over the past weekend the Unified Command was able to open a 3rd channel with a 20-foot depth thus allowing some commercially essential ships to pass through. Today, Unified Command was able to announce the opening of a 4th channel that is part of the main channel. It is not at full depth yet, but it is at a 35-foot depth and approximately 300 feet wide. This channel will remain open for 4 days. So far, 145 vessels have moved through the temporary channels and we remain on schedule to fully open the Federal channel before the end of May.

Mr. Gartner stated that it has been an incredible effort that Jim and his team have undertaken with the contractors. In talking about next steps, the entire team has been involved in preparing for a rebuild effort. The Secretary/Chairman has been front and center with the Governor in getting the Federal support for the project and we remain optimistic that we will get the bipartisan support for the Federal funding. It is a constant effort and we hope to hear more by the end of May.

In the meantime, MDTA continues to move forward. Ms. Deb Sharpless and the Finance team have been working with insurance proceeds that will offset some of the Federal funding. Ms. Kimberly Millender, Esq., the legal department, and the Attorney General's office has undertaken great efforts in helping with the legal questions related to financing and preparing for the request for proposals for the rebuild of the bridge.

The progressive design build is the delivery method MDTA proposes to use. It is a single contract procured for the design and construction of the project. It allows the State to closely coordinate the design process early on and reduces the time to complete the project. We continue to further define the elements, cost, and as part of this process and we are working closely with industry. In fact, we are announcing today that a virtual Industry Forum will be held on May 7 to initiate the efforts of building the new Key Bridge. This will help the industry understand the goals, teaming potentials, DBE potentials, etc. of the project. We look forward to working with them and we want all firms to be interested.

Chairman Wiedefeld thanked Mr. Harkness for all he has done at Unified Command. Mr. Harkness and his team are turned to frequently and their professionalism and response time have been unwavering. Mr. Gartner thanked the State Highway Administration for their continued support through this incident.

UPDATE - EXECUTIVE DIRECTOR'S REPORT

Mr. Bruce Gartner updated the MDTA Board on the following items: Bring Your Child to Work Day; National Work Zone Awareness Week; Kingsville Volunteer Fire Department's First Responder Event; On The Go Transponders; MDTA Police Recruit Class 58 Graduation; and MDTA Earth Day Fair.

Mr. Gartner recognized Mr. Percy Dangerfield with a Special Resolution that recognizes his time served as MDTA Acting Executive Director.

Mr. Gartner closed with a few upcoming events: May 3 – MDTA Fallen Hero Ceremony; May 22 – MDTA Rodeo Event; and May 23 – I-895 at Frankfurst Avenue Interchange Improvements Information Open House and Property Owner Notification Meeting.

VOTE TO GO INTO CLOSED SESSION

At 10:36 a.m., upon motion by Member William H. Cox, Jr. seconded by Member Mario J. Gangemi, 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)(15) to discuss the MDTA's Cyber Security including discussions regarding security assessments and deployment of information technology and network security related to detecting and investigating possible criminal activity; Section 3-305(b)(10) and (12) to receive an update on deployment of police staff and resources and other security measures and to discuss a pending investigative proceeding involving possible criminal conduct; Section 3-305(b)(8) to receive a status update on all litigation currently pending against the MDTA; and Section 3-305(b)(7) and (12) to receive legal advice and discuss an investigative proceeding related to employee criminal conduct.

In attendance for the Closed Session were Chairman Paul J. Wiedefeld; Members Carroll, Cox, Gaines, Gangemi, Penny-Ardinger, Rosen, Snead, and von Paris; Bruce Gartner; Percy Dangerfield; David Goldsborough; Kimberly Millender, Esq.; Acting Col. Joseph Scott; and Natalie Henson.

VOTE TO ADJOURN CLOSED SESSION

At 11:51 a.m., a motion was made by Member Dontae Carroll and seconded by Member Jeffrey S. Rosen, 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 John F. von Paris, the Members unanimously voted to adjourn the meeting at 11:52 a.m.

OPEN SESSION
APRIL 25, 2024
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The next MDTA Board Meeting will be held on Thursday, May 30, 2024 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
APRIL BOARD MEETING

MONDAY, MAY 13, 2024
4:00 P.M.

VIRTUAL VIA MICROSOFT TEAMS & LIVESTREAMED
OPEN MEETING

OPEN SESSION

Samantha Biddle, Acting Chairman

MEMBERS ATTENDING:

Dontae Carroll
William H. Cox, Jr.
Mario J. Gangemi
Cynthia D. Penny-Ardinger
Samuel D. Snead
John F. von Paris

STAFF ATTENDING:

Bruce Gartner
Natalie Henson
Kimberly Millender, Esq.
Mary O'Keeffe
Timothy Sheets

OTHERS ATTENDING:

Peter Berns, General Counsel, Maryland Office of the
Attorney General
Anthony G. Brown, Maryland Attorney General,
Maryland Office of the Attorney General
Robert A. Scott, Deputy Chief of Litigation, Maryland
Office of the Attorney General

At 4:01 p.m. Acting Chair Samantha Biddle called the Special Board Meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held virtually via Microsoft Teams and was livestreamed on the MDTA Board Meeting web page.

APPROVAL – CONTINGENT FEE PROVISION IN ASSISTANT COUNSEL CONTRACT WITH THE OFFICE OF THE ATTORNEY GENERAL FOR LITIGATION SERVICES FOR THE FRANCIS SCOTT KEY BRIDGE DISASTER

Ms. Kimberly Millender, Esq. gave a brief introduction of the attendees from the Maryland Office of the Attorney General and then turned the floor over to Maryland Attorney General Anthony G. Brown.

Attorney General Brown requested the MDTA Board's approval to move forward with the Attorney General's proposal to include a contingent fee provision in a contract for Assistant Counsel related to litigation for the Francis Scott Key Bridge disaster.

He explained that he seeks to award a contract to external law firms to serve as Assistant Counsel for the Francis Scott Key Bridge litigation. The firms will be paid on a contingent fee basis with the amount based on a sliding scale depending on the stage of litigation where recovery is obtained.

Approval of a payment on a contingent fee basis requires approval of the MDTA Board as part of its fiduciary responsibilities for monies pledged and received under the MDTA Trust Agreement. He also stated that he would be seeking approval from the Maryland Board of Public Works.

Upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the Members unanimously gave approval to move forward with the Attorney General's proposal to include a contingent fee provision in a contract for Assistant Counsel related to litigation for the Francis Scott Key Bridge disaster.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member Dontae Carroll and seconded by Member John F. von Paris, the Members unanimously voted to adjourn the meeting at 4:16 p.m.

The next MDTA Board Meeting will be held on Thursday, May 30, 2024 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 4



MEMORANDUM

TO: MDTA Board
FROM: Principal Counsel Kimberly A. Millender
SUBJECT: MDTA Board Operating Policy – Proposed Amendments
DATE: May 30, 2024

PURPOSE OF MEMORANDUM

To obtain approval for proposed amendments to the MDTA Board Operating Policy, Resolution No. 24-02, to require MDTA Board approvals for contract modifications for MDTA’s tolling contracts.

SUMMARY

In follow-up to the discussion of the Board at its March meeting regarding a modification to one of MDTA’s two tolling contracts, the MDTA Board questioned if future modifications should be presented to the MDTA Board for approval and not merely presented as an update.

ANALYSIS

The amendment is highlighted in track changes showing the new language in bold, highlight. The amendment would require that future modifications to MDTA’s tolling contracts be presented to the MDTA Board for approval highlighting the critical nature of these contracts to the overall MDTA operations.

REQUESTED ACTION

Approve amendments to the MDTA Board Operating Policy through the adoption of MDTA Board Resolution No. 24-02.

ATTACHMENTS

- Attachment 1
- Resolution No. 24-02

**OPERATING POLICY OF THE
MARYLAND TRANSPORTATION AUTHORITY BOARD
AS AMENDED ~~NOVEMBER 19, 2020~~ **MAY 30, 2024****

Foreword

Title 4 of the Transportation Article of the Annotated Code of Maryland (as amended) creates the Maryland Transportation Authority (MDTA) and provides for the MDTA Board including its membership, powers, operation and functions. These functions include the financing, construction, operation, maintenance and repair of the various transportation facilities projects now existing in the State of Maryland, as well as any others authorized to be built or acquired. The MDTA also has the authority to employ consulting engineers, attorneys, accountants, construction and financial experts, supervisors, managers and such other employees and agents as may be necessary. The MDTA is exclusively empowered to fix, charge and collect rentals, rates, fees, tolls and other charges and revenues for the use of transportation facilities projects.

In addition to the statutory obligations contained in Title 4 of the Transportation Article, other duties and obligations may be imposed upon the MDTA Board by the terms of any Trust Agreement entered into, in accordance with Title 4, for the financing of any or all of the transportation facilities projects.

Article I

The Transportation Facilities Projects

The transportation facilities projects under the jurisdiction of the MDTA include the following existing facilities, as well as any others authorized by MDTA to be constructed or acquired:

1. The Francis Scott Key Bridge, and its approaches (I-695)
(Baltimore Harbor Outer Crossing)
2. The Baltimore Harbor Tunnel and its approaches (I-895)
(Harbor Tunnel Thruway)
3. The William Preston Lane, Jr. Memorial Bridge, and its approaches
(U.S. 50/301) (Bay Bridge)
4. The John F. Kennedy Memorial Highway (I-95)
(Northeastern Expressway)
5. The Harry W. Nice Memorial/Senator Thomas “Mac” Middleton Bridge
(U.S. 301)
(Potomac River Bridge)

Attachment 1

6. The Fort McHenry Tunnel and its approaches (I-95)
7. The Intercounty Connector (MD 200)
8. The Thomas J. Hatem Memorial Bridge (U.S. 40)
(Susquehanna River Bridge)
9. The Baltimore/Washington International Airport Facilities Projects (In relation to the Series 2002, 2003 Bonds, 2012A Bonds, 2012B and C Bonds, and 2014 Bonds)
10. Three Washington Metropolitan Area Transit Authority Metrorail Parking Facilities (In relation to the Series 2004 Bonds and Series 2014 Refunding Bonds for New Carrollton, College Park, and Largo)
11. Calvert Street Parking Garage (In relation to the Series 2005 Bonds and Series 2015 Refunding Bonds)

Also included are bridges, shoulders, toll plazas, buildings, travel plazas, equipment and other property of whatsoever kind owned by or under the jurisdiction of the MDTA.

ARTICLE II

The MDTA Board

A. Membership

The MDTA Board consists of the Secretary of Transportation who serves as Chairman of the MDTA, and eight members who are appointed by the Governor with the advice and consent of the Maryland Senate. Members may not be employees of the Executive Branch of State government. Of the appointed Members, one shall have expertise in structural engineering; one in transportation planning; one in land use planning; and one in finance. Appointed Members shall reflect the racial, gender, and geographic diversity of the population of the State. All appointments are for staggered terms of four years, with any vacancy occurring before the expiration of a term to be filled by appointment as outlined above for the balance of the term. Terms may not extend beyond three consecutive terms.

B. Powers, Duties, and Obligations

The MDTA Board has all of the powers, duties, and obligations conferred on it by Title 4 of the Transportation Article of the Annotated Code of Maryland. The MDTA Board also has such duties and obligations consistent with the law, as may be imposed by the MDTA Board for the financing of any or all of the transportation facilities projects.

Attachment 1

The MDTA Board specifically reserves to itself for review and approval the following items listed below:

1. Finance/Debt/Investments:
 - a. Issuance or Refunding of Revenue Bonds, Notes, or Other Evidences of Obligations of Indebtedness
 - b. Issuance of Bond Anticipation Notes
 - c. Adoption of Rates, Fees, Tolls, Pricing Periods for Holidays, and Other Charges and Revenues
 - d. Adoption of the Preliminary and Final Operating Budget
 - e. Adoption of the Draft and Final MDTA Consolidated Transportation Program (CTP) including approval of individual projects in the CTP and allocated reserve
 - f. Adoption of the January and July Financial Forecast
 - g. Approval of the Investment Management Policy
 - h. Approval of the Debt Management Policy
 - i. Approval of the Operating Budget and CTP Budget Policies
 - j. Approval of Amendments to the Revenue Bond Policy
 - k. Adoption of Broker/Dealer List
 - l. Concurrence with the Investment Strategy for the Upcoming Quarter
2. Legislative/Regulatory:
 - a. Approval of MDTA Departmental Legislation
 - b. Approval and Adoption of Regulations to be incorporated into the Code of Maryland Regulations (COMAR)
 - c. Approval and Amendment of Board Policies

Attachment 1

3. Property:
 - a. Declarations of Excess Land with an appraised value greater than \$1,000,000
 - b. Acquisition of Real Property with a purchase price greater than \$1,000,000
 - c. Disposition of Real Property with an appraised value greater than \$1,000,000
 - d. Disposition of Personal Property with an appraised value greater than \$1,000,000
 - e. Approval of Leases of Real Property at more than 25% below fair market value
 - f. Approval of the Naming or Dedication of a MDTA Facility
4. Procurement and Contracts:
 - a. Approval and Award of a Competitive Procurement that Results in a Single Bid if the contract value is greater than \$200,000
 - b. Approval and Award of a Sole Source Procurement if the contract value is greater than \$200,000
 - c. Approval and Award of a Competitive Procurement with a value greater than \$500,000 (unless exigent circumstances exist at the discretion of the Executive Director in consultation with Board)
 - d. Approval of a Public-Private Partnership Solicitation and Agreement in accordance with COMAR
 - e. **APPROVAL, AWARD, AND ANY MODIFICATION OF THE TWO EXISTING TOLLING RELATED CONTRACTS FOR THE THIRD-GENERATION (3G) TOLLING SERVICES AND THEIR SUCCESSORS**
5. Other:
 - a. Approval of the MDTA Strategic Plan
 - b. Approval of a Settlement of Claims, Liabilities or Litigation, not otherwise delegated to the Maryland State Treasurer, in an amount greater than \$400,000

Attachment 1

- c. Approval of a Collective Bargaining Agreement
- d. Approval of the MDTA Audit Charter

All other actions not expressly listed above are delegated to the Executive Director to perform in carrying out the day-to-day functions and operations of the MDTA.

In addition to the items listed above, the Board directs the Executive Director to provide updates regarding the following items:

- 6. Finance/Debt/Investments:
 - a. Report on Bond Results - as needed
 - b. Review of Rating Agency Credit Reports - annual
 - c. Review of Performance Report on Investments- quarterly
 - d. Report on Operating Budget v. Actual Spending Report- quarterly
 - e. Report on Capital Budget v. Actual Spending- quarterly
 - f. Review of Revenue Forecast v. Actual- quarterly
 - g. Report on Revenues, Expenses, and Rate Covenant- monthly
 - h. Report on Revenue Sufficiency Review- bi-annual
 - i. Update on Traffic and Revenue Report- annual
 - j. Report from Financial Auditors - annual
- 7. Legislative/Regulatory:
 - a. Review of Legislation Impacting MDTA- monthly during session
 - b. Report on Findings from Legislative and Financial Audits - as needed
 - c. Review of Reports Submitted to the Legislature - as needed
- 8. Procurement and Contracts:

Attachment 1

- a. Report on Major Projects with a value over \$40 Million or with a Significant Public Impact- monthly
 - b. Report on Contracts for financial advisor services; traffic and revenue services; tolling operations; external audit services; or customer service center operations - as needed
 - c. Review of Minority Business Enterprise (MBE), Small Business Reserve (SBR), and Veteran Owned Small Business Enterprise (VSBE) achievement - quarterly
 - d. Report on Revenue-Generating Contracts - as needed
 - e. Report on all open contracts including vendor, term, dollar amount, amount committed, amount spent, and progress of the work - quarterly
9. Other:
- a. Report on the MDTA Strategic Plan and Goal Achievement - annual
 - b. Report on MDTA Police Initiatives, Goals, and Statistics - annual
 - c. Report on Pending or Threatened Litigation - monthly
 - d. Report on Major Roadway, Operations, or Police Incidents - as needed
 - e. Report on Facility Condition Inspections - annual
 - f. Report on IT Systems, Infrastructure, and Security - quarterly

The Board reserves the right to request an update from the Executive Director on any topic, item, or issue at any time as needed.

C. Place, Time and Notice of Meetings

Meetings of the MDTA Board shall be held at such places and times as shall be determined by the Executive Director with the concurrence of the MDTA Board. Meetings may also be called by the Chairman and shall be held upon notice at the time and place as specified in such notice. A Committee Chair may also request a meeting of the MDTA Board or their Committee with concurrence of the Chairman to be held upon notice at the time and place as specified in such notice. Where notice of any meeting is required, it shall be given to each Member by mailing the notice at least seven business days, or by telephoning or electronically mailing the notice three business days before the

time fixed for the meeting. Should the Chairman determine that an urgent need exists for a meeting, notice of the meeting may be given by telephone or electronic mail not less than twenty-four hours before the time fixed for the meeting. Any and all business may be transacted at any meeting of the Authority which is called according to this Article and at which a quorum is present. Notice to the public of such meetings shall be published in accordance with State law.

Should the Chairman be unable to preside at a scheduled meeting, a Deputy Secretary of Transportation shall conduct that meeting.

D. Conduct of the Meetings

Meetings of the MDTA Board shall be open to the public and shall be conducted in accordance with State law. The MDTA Board, at its discretion and in accordance with Section 3-305 of the General Provisions Article of the Annotated Code of Maryland, may meet in Closed Session upon motion duly made and adopted. The Executive Director shall cause minutes to be kept of all meetings, including Closed Sessions.

E. Quorum

A simple majority of the Members of the MDTA Board, excluding the Chairman, shall constitute a quorum for the transaction of any business or the exercise of any power or function of the MDTA Board. In the absence of a quorum, any meeting may be postponed and notice of the new date shall be given in accordance with the provisions of Paragraph C. of this Article. Alternatively, those Members present, though less than a quorum, may conduct the meeting to transact essential business, or exercise any necessary power or function of the MDTA Board; provided, however, that before such transaction or exercise becomes effective, the concurrence by telephone poll of such additional Members as shall constitute both a quorum and a majority of such quorum shall be obtained. For any such action, concurrence of the Chairman is required as set forth in Paragraph F. of this Article. Any action taken pursuant to such telephone poll shall be placed on the agenda of the next meeting of the MDTA Board and formally ratified or acted upon at that meeting.

F. Passage of Motions or Resolutions

A simple majority vote of those Members present at any meeting, if the number present constitutes a quorum, shall be sufficient for the passage of motions or adoption of resolutions, *provided* that the Chairman concurs in the action being taken. Concurrence of the Chairman is required for all motions and resolutions. In the absence of the Chairman, motions and resolutions may be approved by a majority of the Members present, if the number present constitutes a quorum, but such motions or resolutions will not become effective until the concurrence of the Chairman is obtained.

G. Telephone Poll

When, in extraordinary circumstances, immediate approval by the MDTA Board is required for the taking of any action, and a meeting of the MDTA Board would be impractical, the Chairman may direct the Executive Director to conduct a telephone poll of the Members to seek their approval of such action. Any action taken pursuant to such telephone poll shall be placed on the Agenda of the next meeting of the MDTA Board and formally ratified or acted upon at that meeting.

H. Counsel

The MDTA shall have such Counsel as may be designated by the Attorney General from among such attorneys as are assigned to the Department of Transportation by the Attorney General.

I. Offices

The principal offices of the MDTA shall be located at the MDTA Headquarters at the Point Breeze Complex, 2310 Broening Highway, Baltimore, Maryland.

J. Compensation

Members of the MDTA Board shall receive compensation in the amount of Five Hundred Dollars (\$500.00), on a per diem basis, for participation in Board and appointed subcommittee meetings, plus reimbursement for travel expenses to and from the meetings in accordance with State Regulations. Members may also receive the per diem basis for participation in other meetings requested by the Chairman. In the event there are multiple meetings in a single day, the Members shall only receive Five Hundred Dollars (\$500.00) for all respective meetings.

Article III

Staff and Employees

A. Staff

The staff of the MDTA is the operating element, responsible to the MDTA for the construction, maintenance, and operation of the transportation facilities projects. The staff shall be organized by the Executive Director. The appointment and removal of the Executive Director is reserved to the MDTA Board. Appointment and removal of other staff and employees is delegated to the Executive Director and to principal staff as appropriate.

B. Executive Director

The staff and employees of the MDTA shall be headed by the Executive Director, who shall be appointed by and shall serve at the pleasure of the MDTA Board. The Executive Director shall be the chief executive officer of the MDTA, shall discharge the

Attachment 1

executive function of the MDTA, and manage the day-to-day operations of the agency. All powers not otherwise specifically reserved to the MDTA Board are delegated to the Executive Director and may be further delegated in writing as the Executive Director deems appropriate.

As Executive Director to the MDTA, s/he shall make or cause to be made an agenda of matters to be considered and present the same at each MDTA Board meeting. S/he shall cause an accurate record to be made and kept of the proceedings of each meeting.

C. Offices

The offices of the staff of the MDTA shall be located in the Administration buildings at Point Breeze Complex in Baltimore, Maryland.

Article IV

Miscellaneous

A. Fiscal Year

The Fiscal year for the MDTA shall commence on July 1 of each calendar year and end on June 30 of the subsequent calendar year.

B. Service of Process and Papers

The Chairman, Counsel, and the Executive Director are authorized to receive service of legal process and all papers of a similar nature or import.

C. Succession

In the absence or inability of the Executive Director to serve, a senior manager designated by the Executive Director or by the Chairman shall serve as Executive Director.

D. Seal

The MDTA has adopted an official seal, in the form attached, which shall be used to authenticate and attest MDTA documents and records. The Executive Director shall be the custodian of the MDTA's seal and shall authenticate and attest such documents and records as the MDTA or Chairman shall direct.

E. Attestations

For the purpose of attesting to MDTA bonds, financial documents, and other records or documents, the Executive Director or Chief Financial Officer may attest to the

signature of the Chairman; and the Chief Financial Officer may attest to the signature of the Executive Director.

F. Amendments

This Operating Policy may be altered, amended, or repealed by resolution of the MDTA Board, provided that a copy of the proposal to so alter, amend, or repeal shall have been mailed, electronically mailed, or otherwise delivered to each Member at least seven business days prior to the date of the meeting at which the proposal is to be considered. The Members of the MDTA Board may, however, by unanimous consent, waive such requirements and agree to consider and act upon such proposal at any duly called meeting of the MDTA Board.

ADOPTED: February 11, 1985.

AMENDED: December 9, 1985; June 18, 1987; January 16, 1989; August 13, 1990; May 19, 1992; February 19, 2002¹; May 18, 2004; December 21, 2006; September 25, 2008; January 27, 2011; January 25, 2018; September 26, 2019; October 29, 2020; November 19, 2024; **MAY 30, 2024.**

¹ Technical revisions were made as of this date from the May 19, 1992 Policy, pursuant to previously approved MDTA decisions.

**MARYLAND TRANSPORTATION AUTHORITY
RESOLUTION 24-02**

**A RESOLUTION APPROVING AND ADOPTING
AMENDMENTS TO THE OPERATING POLICY OF THE
MARYLAND TRANSPORTATION AUTHORITY**

WHEREAS, the Maryland Transportation Authority, an agency of the State of Maryland (the “MDTA”) is authorized and empowered under Section 4-101 through 4-406 of the Transportation Article of the Annotated Code of Maryland (the “Act”) to finance, construct, operate, maintain, and repair “transportation facilities projects” (as defined by the Act), to issue revenue bonds for the purpose of financing the cost of transportation facilities projects, and to perform any actions necessary or convenient to carry out the powers granted in the Act; and

WHEREAS, on February 11, 1985, the MDTA Board approved and adopted an Operating Policy that set forth the procedures for the Board to perform its duties and obligations under the Act and the Operating Policy expressly provided that it could be altered, amended, or repealed by resolution of the MDTA Board; and

WHEREAS, the MDTA Board ratified amendments to its Operating Policy in 1987, 1989, 1992, 2002, 2004, 2006, 2008, 2011, 2018, 2019, and 2020; and

WHEREAS, the MDTA Board now desires to further amend its Operating Policy in order to re-define certain specified duties reserved to the Board; and

WHEREAS, these amendments have been incorporated hereto as Attachment I, which is entitled “Operating Policy of the Maryland Transportation Authority, as amended November 19, 2020.”

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

SECTION ONE. The MDTA Board hereby adopts and approves the Operating Policy attached hereto as Attachment I.

SECTION TWO. The MDTA Board authorizes the Executive Director and all other proper officers and employees of the MDTA to take such actions or cause to be taken such actions as shall be necessary, proper, and convenient for carrying out the purposes of this Resolution.

SECTION THREE. This Resolution shall be operative, effective, and valid upon its passage by the MDTA Board.

BE IT FURTHER RESOLVED, that this Resolution supersedes MDTA Resolution No. 20-09 dated November 19, 2020.

Dated as of: May 30, 2024

WITNESS:

MARYLAND TRANSPORTATION AUTHORITY

Bruce Gartner
Executive Director

Paul J. Wiedefeld
Chairman

**APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:**

Kimberly A. Millender
Principal Counsel

TAB 5



Maryland
Transportation
Authority

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

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Executive Director Bruce Gartner
SUBJECT: Board Resolution 24-03 - Maryland Transportation Authority Capital and Finance Committees
DATE: May 30, 2024

PURPOSE OF MEMORANDUM

To obtain approval from the Maryland Transportation Authority (MDTA) Board for Board Resolution No. 24-03 to re-establish the Capital Committee and establish a new Finance and Administration Committee.

SUMMARY

Per MDTA Board Resolution No. 10-09, the MDTA Board formally established the Capital Committee and Finance Committee, as permanent standing committees of the MDTA Board and public bodies for purposes of compliance with the Maryland Open Meetings Act (OMA). Per MDTA Board Resolution No. 14-05, the MDTA Board established quorum requirements for each Committee in compliance with the OMA.

MDTA Board Resolution No. 24-03 confirms the Capital Committee as a permanent standing committee of the MDTA Board and a public body under the OMA. Further, Resolution No. 24-02 defines the matters and issues to be reviewed by the committee.

MDTA Board Resolution No. 24-03 replaces the former Finance Committee and Human Resources Committee with a new Finance and Administration Committee. The new Finance and Administration Committee will be a permanent standing committee of the MDTA Board and a public body under the OMA. Further, Resolution No. 24-03 defines the matters and issues to be reviewed by the committee.

The MDTA Board shall periodically designate members from the MDTA Board to serve on each Committee and designate an individual to serve as Chair.

MDTA Board Resolution No. 24-02 will supersede and replace MDTA Board Resolution Nos. 10-09 and 14-05.

REQUESTED ACTION

Approve MDTA Board Resolution No. 24-03.

ATTACHMENT

- MDTA Board Resolution No. 24-03

MARYLAND TRANSPORTATION AUTHORITY
RESOLUTION 24-03

**A RESOLUTION RE-ESTABLISHING THE MDTA
CAPITAL COMMITTEE AND ESTBLISHING THE
MDTA FINANCE AND ADMINISTRATION COMMITTEE**

WHEREAS, the Maryland Transportation Authority, an agency of the State of Maryland (the “MDTA”) is authorized and empowered under Section 4-101 through 4-406 of the Transportation Article of the Annotated Code of Maryland to finance, construct, operate, maintain, and repair “transportation facilities projects” to issue revenue bonds for the purpose of financing the cost of transportation facilities projects, and to perform any actions necessary or convenient to carry out the powers granted in the Transportation Article; and

WHEREAS, pursuant to MDTA Resolution No. 10-09, the MDTA Board formally established the Capital and Finance Committees consisting of no more than four (4) Members designated by the MDTA Board including one Member designated as the Committee Chair; and

WHEREAS, pursuant to MDTA Resolution No. 10-09, the MDTA Board also formally designated both the Capital and Finance Committees as “public bodes” subject to the provisions of the Maryland Open Meetings Act, Title 3 of the General Provisions Article of the Annotated Code of Maryland (the “Act”); and

WHEREAS, pursuant to MDTA Resolution 14-05, the MDTA Board defined a quorum for the Capital and Finance Committees for compliance with the Act and for the efficient operation of business; and

WHEREAS, the MDTA Board now desires to supersede Resolution Nos. 10-09 and 14-05 and re-establish a Capital Committee and establish a Finance and Administration Committee including establishing compliance with the Act and definition of a quorum.

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

Section One. The MDTA Board hereby adopts this Resolution to re-establish the MDTA Capital Committee. The Capital Committee shall consist of no more than four (4) MDTA Board Members. The MDTA Board shall designate the membership of the Capital Committee and select one (1) Member to serve as Chair. The Capital Committee will review matters and issues related to capital contract, major projects, including project communications and outreach, and major information technology projects.

Section Two. The MDTA Board hereby establishes the MDTA Finance and Administration Committee replacing the former Finance Committee and the former ad-hoc Human Resources Committee. The Finance and Administration Committee shall consist of no more than four (4) MDTA Board Members. The MDTA Board shall designate the membership of the Finance and Administration Committee and select one (1) Member to serve as Chair. The

RESOLUTION 24-03

Page 2

Finance and Administration Committee will review matters and issues related to finance, budget, revenue, investments, bonding, tolling, general procurement, human resources, civil rights and fair practices, socio-economic program administration and compliance, general information technology issues, environment and risk management, asset control and damage recovery, and other matters of general administration.

Section Three. The Capital Committee and the Finance and Administration Committee shall be considered “public bodies” as defined by the Act. All meetings of the Capital Committee and the Finance and Administration Committee shall be held in accordance with the requirements of the Act.

Section Four. For compliance with the Act and to conduct business, a quorum of the Capital Committee or the Finance and Administration Committee shall consist of three Members, if four Members are currently designated. However, if only three Members are designated to the Capital Committee or the Finance and Administration Committee, a quorum shall consist of two Members; and, if only two Members are designated, a quorum shall consist of both Members.

Section Five. If a quorum of designated Members is not present at a duly scheduled meeting of the Capital Committee or the Finance and Administration Committee, the Members present may conduct the meeting; however, no recommended actions will become effective until concurred in by the required number of Member(s) to equal a quorum.

Section Six. Concurrence of the Member(s) required to equal a quorum may be made by electronic mail, telephone, or in writing. Receipt of an electronic mail from the Member(s) confirming their concurrence in the specific actions taken from the Members’ known electronic mail address shall be sufficient to constitute concurrence. If by telephone, verbal confirmation witnessed by the Executive Director and Principal Counsel, or their designee, shall be sufficient to constitute concurrence. Concurrence of the Member(s) required to equal a quorum shall be noted in the meeting minutes including the method, date, and time of the concurrence.

Section Seven. This Resolution hereby supersedes and replaces previously adopted Resolution Nos. 10-09 and 14-05.

Dated as of: _____

WITNESS:

MARYLAND TRANSPORTATION AUTHORITY

Bruce W. Gartner
Executive Director

Paul J. Wiedefeld
Chairman

RESOLUTION 24-03

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**APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:**

Kimberly A. Millender
Assistant Attorney General

TAB 6



Maryland
Transportation
Authority

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

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement Donna DiCerbo, CPPB, CPPO
SUBJECT: MDTA 2022-02A, Construction Management and Inspection Services
DATE: May 30, 2024

PURPOSE

To seek approval to execute Contract No. MDTA 2022-02A, Construction Management and Inspection Services.

SUMMARY

The services to be performed under this contract are Construction Management and Inspection (CMI) Services for the Maryland Transportation Authority (MDTA). The consultant shall provide professional Construction Management Services related to supplementing and supporting the construction phase of the MDTA Consolidated Transportation Program. The Consultants shall perform services in the following general areas: service shall include, but not be limited to; constructability reviews, conduct detailed inspections of all construction work including erosion and sediment control contract compliance, maintenance of traffic, detail materials testing, critical path method cash flow schedules, document control and assist the MDTA's compliance officers with monitoring and enforcement of Minority Business Enterprise goals.

RECOMMENDATION

To provide approval to execute Contract No. MDTA 2022-02A, Construction Management and Inspection Services.

ATTACHMENT

- Project Summary



AUTHORITY BOARD PROJECT SUMMARY

Contract No. MDTA 2022-02A CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES

PIN NUMBER N/A
CONTRACT NUMBER MDTA 2022-02A
CONTRACT TITLE Construction Management and Inspection Services (CMI)

PROJECT SUMMARY The services to be performed under this contract are Construction Management and Inspection (CMI) Services for the Maryland Transportation Authority (MDTA). The consultant shall provide professional Construction Management Services related to supplementing and supporting the construction phase of the Maryland Transportation Authority Consolidated Transportation Program. The Consultants shall perform services in the following general areas: services shall include, but not be limited to; constructability reviews, conduct detailed inspections of all construction work including erosion and sediment control contract compliance, maintenance of traffic, detail materials testing, critical path method cash flow schedules, document control and assist the Authority's compliance officers with monitoring and enforcement of Minority Business Enterprise goals.

SCHEDULE		PROPOSER	CONTRACT AMOUNT
ADVERTISEMENT DATE	January 3, 2023	Greenman-Pedersen, Inc. (GPI)	AE 3117 \$16,000,000.00
ANTICIPATED NTP DATE	July 1, 2024	Rummel, Klepper & Kahl, LLP (RKK)	AE 3119 \$16,000,000.00
DURATION/TERM	FIVE (5) YEARS	WSP	AE 3120 \$14,000,000.00
		Whitman, Requardt and Associates (WRA)	AE 3121 \$14,000,000.00
		Johnson, Mirmiran & Thompson, Inc.	AE 3122 \$14,000,000.00
PROTEST	YES	NO	AECOM Technical Services, Inc. AE 3125 \$11,000,000.00

	MBE PARTICIPATION						
		(GPI)	(RKK)	(WSP)	(WRA)	(JMT)	(AECOM)
		AE-3117	AE-3119	AE-3120	AE-3121	AE-3122	AE-3125
ADVERTISED GOAL							
	(%)	(%)	(%)	(%)	(%)	GOAL (%)	(%)
MBE PARTICIPATION - OVERALL		26.00%	26.00%	26.00%	26.00%	26.00%	26.00%
OVERALL MBE	26.00%	26.00%	28.00%	28.00%	26.00%	26.00%	26.00%
AFRICAN AMERICAN	7.00%	7.00%	9.00%	8.00%	7.00%	8.00%	7.00%
ASIAN AMERICAN	-	7.00%	5.00%	6.00%	8.00%	8.00%	9.00%
HISPANIC AMERICAN	-	0.00%	3.00%	0.00%	0.00%	0.00%	0.00%
WOMEN OWNED	10.00%	10.00%	11.00%	11.00%	10.00%	10.00%	10.00%
OTHER		2.00%	0.00%	3.00%	1.00%	0.00%	0.00%
VSBE	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%



MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement Donna DiCerbo, CPPO, CPPB
SUBJECT: MA 2868-0000 – 3rd Generation Electronic Toll Collection – Customer Service Center Systems and Services – Retroactive Modification #3
DATE: May 30, 2024

PURPOSE

The purpose of this memorandum is to seek the Maryland Transportation Authority (MDTA) Board's approval of Modification #3 for Contract No. MA 2868-0000 with TransCore LP (TransCore), for the 3rd Generation Electronic Toll Collection – Customer Service Center Systems and Services.

KEY TAKEAWAYS

Modification #3:

- is needed to continue to process and collect toll revenue;
- is primarily driven by increased *E-ZPass*[®] and Pay-by-Plate accounts (aka Pre-Registered Accounts) and Video Tolls transactions;
- will not require an operating budget amendment or impact the MDTA's ability to maintain its financial standards; and
- is retroactive because BPW's approval was not obtained prior to March 1, 2024, nor the adoption of certain contract requirement changes.

SUMMARY

Modification #3 will add \$50,382,892.19 and give back \$1,223,624.00 in unused funds from Modification #1 for a total Modification #3 amount of \$49,159,268.19. As a result, the new contract total will be \$357,012,569.56. This Modification #3 is necessary to adjust the operations and maintenance line items and allow the MDTA to collect toll revenue. These expenses are accounted for in the MDTA's operating budget and does not impact its ability to comply with its financial standards.

A 15.00% Minority Business Enterprise (MBE) overall goal was established for this contract, and TransCore is currently achieving 10.41% MBE participation based on the expenditures to

date. The MDTA will request Board of Public Works' (BPW) approval on August 28, 2024, pursuant to §11-204 of the State Finance and Procurement Article, Annotated Code of Maryland.

BACKGROUND

Contract Framework

The 3rd Generation Electronic Toll Collection – Customer Service Center Systems and Services contract scope of work and financials are broken down into six separate phases, plus authorization for potential system changes, communications/marketing related expenses, a continuous improvement program, and formal partnering. Additionally, the financials for Phase IV, Operations and Maintenance (O&M), are further divided into two-year blocks.

- Phase I: Design, Manufacturing, Factory Acceptance
- Phase II: Go Live Acceptance
- Phase III: Performance Evaluation
- Phase IV: O&M (*Base Contract Years*)
 - Base 6-years, in 2-year blocks—Years 1 & 2, 3 & 4, and 5 & 6
- Phase V: O&M (*Optional Contract Years*)
 - Optional 4-years, in 2-year blocks—Years 7 & 8, and 9 & 10
- Phase VI: Phase Out and Transition

More concisely, these phases fall into (1) System Design, Development, Testing and Implementation; (2) O&M; (3) Phase Out.

- System Design, Development, Testing and Implementation: Phases I, II, III
- O&M: Phases IV, V
- Phase Out: Phase VI

The financial proposal portion of the contract sub-divided the O&M phases into two-year pricing blocks. The contract value is based on the estimated quantities determined by the MDTA at the time the RFP was prepared, and the unit prices proposed by TransCore. Together the quantities and unit prices are extended to determine the contractual spending authority per line item. A BPW approval is required to reallocate funding from one line item to another when the cumulative effect exceeds \$50,000. For example, the Notice of Toll Due (NOTD) pay item has 5 separate item numbers.

- Line Item 214: Phase VI, Years 1 & 2
- Line Item 314: Phase VI, Years 3 & 4
- Line Item 514: Phase VI, Years 5 & 6
- Line Item 714: Phase V, Years 7 & 8
- Line Item 914: Phase V, Years 9 & 10

During O&M years 1 and 2, all NOTD charges must be charged against line item 214. Starting in year 3, all NOTD charges are charged to line item 314. Any unspent contract authority for line item 214 cannot be used without prior BPW approval to move the funds to a separate line

item. Therefore, when a quantities estimate is determined to be insufficient, a contract modification with BPW approval is required to adjust the quantities for all associated line items.

Contract and Modifications Approvals

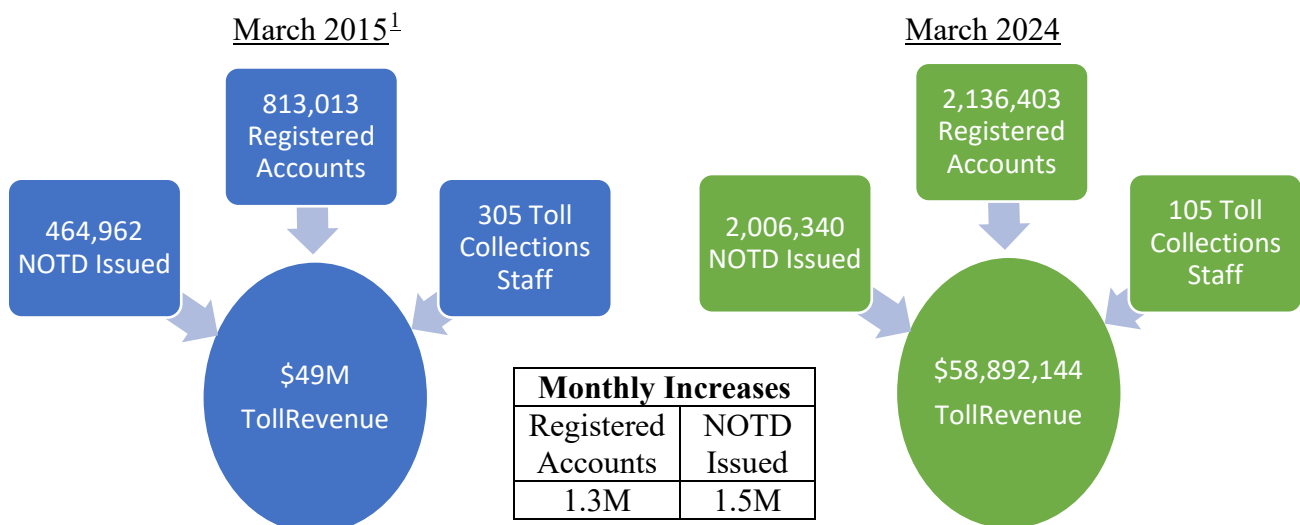
On February 21, 2018, Contract MA-2868-0000 was approved by the Board of Public Works in the amount of \$200,428,772.81 (excluding Phase V, optional renewal years) to TransCore for the implementation of 3rd Generation Electronic Toll Collection Services by providing Customer Service Center Services including: 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.

On July 27, 2022 and July 6, 2023, Modification #1, in the amount of \$63,106,810.98 and Modification #2, in the amount to \$44,317,717.58 were approved, respectively. These modifications were discussed with the MDTA Board on June 23, 2022 and June 29, 2023, respectively. These modifications and Modification #3 are discussed further in the Analysis Section.

ANALYSIS

Increased Contractual Financial Authority

In the fiscal year 2015 timeframe, the line-item quantities were estimated by the MDTA and incorporated into the financial section of the RFP. At that time, All-Electronic Tolling (AET) was limited to the I-95 Express Lanes and the Intercounty Connector. MDTA’s estimated quantities did not assume converting all facilities to AET, which was appropriate since converting other facilities to AET was expected to occur at some point in time in the future, but no specific timelines were known. Additionally, unintentionally when estimating the line-item quantities for Pre-Registered Account Management (*E-ZPass*[®] and Pay-by-Plate accounts), the quantity estimate was understated significantly.



¹ Pre fiscal year 2016 toll reductions.

MA 2868-0000 – 3rd Generation Electronic Toll Collection – Customer Service Center Systems and Services – Retroactive Modification No. 3

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Toll Revenue March 2015	
<i>E-ZPass</i>	\$ 33,757,693
Cash	13,427,710
Video Tolls	1,776,534
Pay-by-Plate	-
Total	\$ 48,961,936

Toll Revenue March 2024	
<i>E-ZPass</i>	\$ 51,394,869
Cash	-
Video Tolls	7,082,949
Pay-by-Plate	414,326
Total	\$ 58,892,144

The primary reason for the three modifications, to date, is the increase in registered accounts and NOTDs issued, as a result of higher revenue and a new payment choices of former cash customers. These increases impact multiple pay items, including Pre-Registered Account Management, Unregistered Video Toll Account Opened, DMV Look Up, Email Correspondence – general, Mail – account related, Notice of Toll Due, Citation Services, Postage, and Assemble Evidence Package. Modification #1 also included customer service staffing to support the Customer Assistance Plan and replaced miscellaneous allowance funding. Modification #2 also included funding to account for the duration increase to Phase IV, Years 1 and 2 (increased from 730 days to 944 days). Lastly, like Modification #1, Modification #3 also includes additional customer service staffing. The below table summarizes the change in contractual authority through Modification #3.

Phase Description	Phase	Original	Modification #1	Modification #2	Modification #3	Total
CSC System Development & Implementation	I, II, III	\$ 23,965,506.19	\$ -	\$ -	\$ -	\$ 23,965,506.19
CSC System Operations & Maintenance & Task Order Work	IV Years 1 & 2	\$ 38,524,951.69	\$ 57,126,488.58	\$ 44,317,717.58	\$ (1,223,624.00)	\$ 138,745,533.85
CSC System Operations & Maintenance & Task Order Work	IV Years 3 & 4	\$ 37,563,502.20	\$ (10,101.60)	\$ -	\$ 50,382,892.04	\$ 87,936,292.64
CSC System Operations & Maintenance & Task Order Work	IV Years 5 & 6	\$ 36,585,606.12	\$ (9,576.00)	\$ -	\$ -	\$ 36,576,030.12
CSC System Operations & Maintenance & Task Order Work (Renewal Option 1)	V Years 7 & 8	\$ 36,207,931.61	\$ -	\$ -	\$ -	\$ 36,207,931.61
CSC System Operations & Maintenance & Task Order Work (Renewal Option 2)	V Years 9 & 10	\$ 35,201,668.41	\$ -	\$ -	\$ -	\$ 35,201,668.41
Phase Out & Transition	VI	\$ 17,743,228.36	\$ -	\$ -	\$ -	\$ 17,743,228.36
Potential System Changes, Communications, Continuous Improvement Program, and Partnering	Contract Duration	\$ 44,472,062.33	\$ 6,000,000.00	\$ -	\$ -	\$ 50,472,062.33
		\$ 270,264,456.91	\$ 63,106,810.98	\$ 44,317,717.58	\$ 49,159,268.04	\$ 426,848,253.51

Note: BPW award on 2/21/18 totaled \$200,428,772.81. BPW award did not include the renewal options in the amount of \$71,409,600.02 and included the difference between monochrome and color NOTD and Citation printing in the amount of \$1,573,915.92.

Why have modifications been needed in the past and will continue to be needed in the future?
Why are the modifications tens of millions of dollars?

These modifications are needed to adjust the quantities assumed in the original RFP. The original RFP estimated Pre-Registered Account Management quantities, for a two-year period, to range from 24.18M to 24.360M (1.0075M to 1.015M per month). Today, we have in excess of 2.1M accounts monthly. The increase in the number of accounts also impacts the quantity of correspondences to customers (mail and email) and account statements.

The original RFP estimated NOTD quantities, for a two-year period, to range from 6M to 6.12M (250K to 255K per month). Today, we issue in excess of 2M NOTDs per month. The increase in the number of NOTDs issued per month causes a proportionate increase in the quantities of

citations, DMV look ups, unregistered accounts opened, postage, and evidence packages used for court.

The increase in quantities is significant and costly. For example, the quantity for Pre-Registered Accounts is increasing by 30M in Modification #3, which equates to a \$24.795M increase. The volume of NOTDs is increasing by 14.4M, which equates to \$4.6M, but also causes other line items (citations, postage, DMV, etc.) to increase by an additional \$13.7M.

What is the financial impact of these modifications on the MDTA?

These modifications provide the MDTA contractual authority to pay TransCore for the monthly O&M work performed. These expenses are accounted for in the MDTA’s operating budget. The operating budget has reflected these adjusted quantities and included assumed growth rates in future years. As such, the modifications have no impact on the operating budget or MDTA’s financial policies.

Modification #3

Modification #3 will retroactively increase the O&M line items for years 3 & 4 in the amount of \$49,159,268.19. Like Modifications #1 and #2, the increase in funding is largely due to the conversion from cash to All Electronic Tolling (AET), to correct an error in Pre-registered Account (*E-ZPass*) quantities in the RFP and provide for additional customer communications and services. More specifically, Modification #3 changes the following line items:

Amounts Remaining to be Moved					
No.	Description	Unit	Quantity	Rate	Amount
219	Assemble Evidentiary Package	EA	152,953	\$8.00	\$1,223,624.00
Total					\$ 1,223,624.00
Amounts to be Added					
Years 3&4					
	Description	Unit	Quantity	Rate	Amount
305	Pre Registered Account Management (additional)	EA	30,000,000	\$ 0.8265	\$ 24,795,000.00
306	Unregistered Video Account Opened	EA	1,176,000	\$ 0.8608	\$ 1,012,300.80
307	DMV Look-up	AL			\$ 810,912.00
308	Email Correspondence General	EA	18,300,000	\$ 0.1900	\$ 3,477,000.00
314	Notice of Toll Due Mail Monochrome	EA	14,400,336	\$ 0.3214	\$ 4,628,268.00
315	Citation Services Monochrome	EA	4,680,198	\$ 0.2993	\$ 1,400,783.40
317	Mail - Miscellaneous	EA	725,000	\$ 0.1229	\$ 89,102.50
318	Postage	AL			\$ 10,509,120.00
327	Extra Customer Service Reps	AL			\$ 3,500,001.54
300	Bond Increase	AL			\$ 160,403.95
					Years 3&4
					\$ 50,382,892.19

Amount to be Moved	\$ 1,223,624.00
Amount to be Added	\$ 50,382,892.19
Total Addition	\$ 49,159,268.19

The increases fall into the following four categories:

• Pre-registered Account Management (Additional):	\$ 24,795,000.00
• Video Toll Related:	\$ 17,137,760.20
• Customer Service and Communications:	\$ 7,066,104.04
• Performance Bond Increase:	\$ 160,403.96

Modification #3 will also add \$50,382,892.19 and give back \$1,223,624.00 in unused funds from Modification #1 for a total Modification #3 amount of \$49,159,268.19. As a result, the new contract total will be \$357,012,569.56.

Retroactive Approval

Since the Fall of 2023, the MDTA has been working on the requirements of Modification #3 to increase funding to the O&M line items and to document all contract requirement changes. Unfortunately, due to the magnitude of the changes to the RFP, the MDTA was not able to execute Modification #3 before March 1, 2024, which was the start of O&M years 3 & 4.

With the reality of the additional time required to incorporate all contract requirement changes and running out of funding on the line items, it was decided that it was in the State's best interest to do two modifications. Modification #3 is the first of the two modifications. Modification #3 addresses the urgent need for additional funding and three contract requirement changes to protect the State's interests that include increasing the performance bond, amending the punch list timeframe, and amending the data storage requirements from one year to four years. A subsequent modification to document all remaining contract requirement changes is forthcoming. This method ensures that the MDTA has the necessary funding to continue operations and collect toll revenue and provides time to document all required changes accordingly.

Why is Modification #3 retroactive?

A modification is a retroactive when (1) the contract scope and/or requirements materially change or (2) financial authorization, per line item, is not sufficient to pay for services received prior to obtaining the BPW's approval. TransCore began providing O&M Year 3 and 4 services on March 1, 2024. The BPW's approval is not anticipated until August 28, 2024. Additionally, collectively the requirement changes needed to align the system design and implementation with the contractual requirements are considered material solely based on the number of changes. These changes will be addressed in a subsequent modification, which will also be considered retroactive.

RECOMMENDATION

To seek approval to execute Contract MA 2868-0000 – 3rd Generation Electronic Toll Collection – Customer Service Center Systems and Services – Retroactive Modification No. 3.

TAB 7

VERBAL

TAB 8



Maryland
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Authority

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

Board Members:
Dontae Carroll
William H. Cox, Jr.
W. Lee Gaines, 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 Policy, Innovation, and Performance Sarah Clifford
Manager of Policy, Innovation, and Performance Christopher Parris
SUBJECT: MDTA's 2024 Strategic Plan
DATE: May 30, 2024

PURPOSE OF MEMORANDUM

To seek MDTA Board approval of the MDTA 2024 Strategic Plan.

SUMMARY

In May 2023, the MDTA began the strategic planning process with a Strategic Advance meeting with senior leadership. During the meeting, themes were identified, a SWOT analysis was completed, and the Moore-Miller Transition Plan was reviewed.

From June 2023 through December 2023, work sessions were held with senior MDTA staff during designated Leadership Round Table meetings for the purpose of developing the content and look of a new Strategic Plan.

The strategic plan will be an internally and externally available document - one which all MDTA employees can rally around and relate back to the agency strategy. To help achieve this, we asked employees to vote on a Vision and Mission statement that they believed best represented MDTA.

MDTA's existing Strategic Plan and accompanying Roadmap were developed several years ago. The new Strategic Plan is one that envisions how the MDTA can deliver on the Governor's commitment to building an efficient and equitable transportation system that unharnesses economic growth in our region, drives billions in new investment, protects our environment and our neighbors, and connects people with employers.

This plan is people and team focused. Throughout the strategic planning process, it was evident that MDTA's greatest strength is the people and team of MDTA. There are 4 goals, 24 objectives, and 16 key focus areas and initiatives within the Strategic Plan. The plan lays the foundation for MDTA. The plan contains the Roadmap for MDTA, which spans 3 years; 2024-2027. The Roadmap will be a living document and will be updated as needed. Our 'roadmap' was first introduced in 2022 and provides MDTA employees with a visual tool to showing how their jobs directly connect with MDTA's Strategic Plan and MDTA.

ATTACHMENT

- MDTA 2024 Strategic Plan



Maryland
Transportation
Authority



MDTA Strategic Plan

2024

WHO WE ARE

The Maryland Transportation Authority (MDTA) was established in 1971 by the Maryland General Assembly to finance, construct, operate, preserve and improve the State's toll facilities, as well as to finance new revenue-producing transportation projects.

The MDTA is financed by toll revenue. The MDTA's toll revenues are separate and independent from MDOT's Transportation Trust Fund. At the MDTA, we're dedicated to innovative transportation solutions that improve connectivity, create opportunity, enhance safety, promote equity, and support economic development.

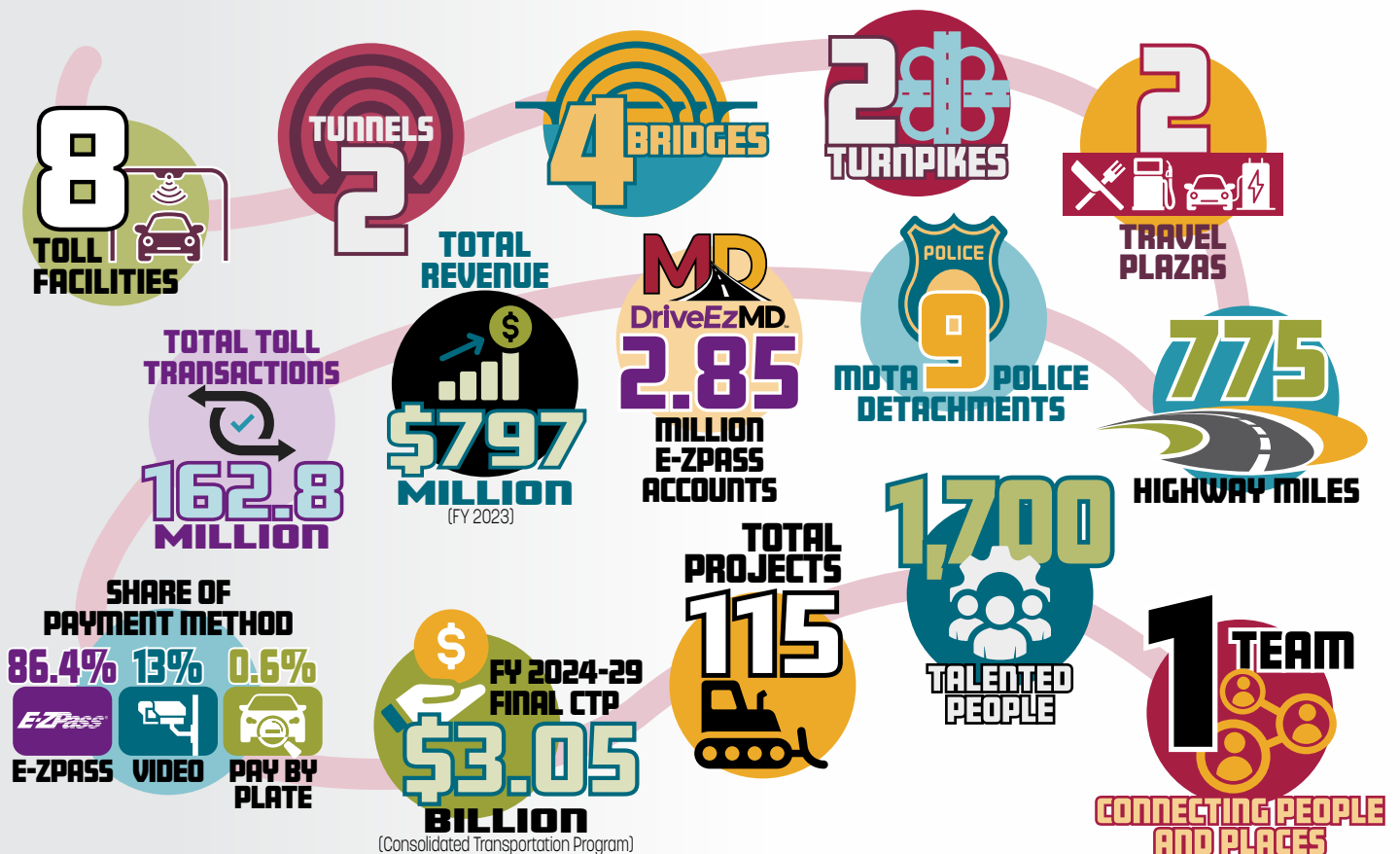
For more than 50 years, the MDTA has provided Maryland's citizens and visitors with safe, secure, reliable and convenient transportation facilities. We are committed to preserving our vital infrastructure

and to excellence in customer experience. We rely on our employees and their commitment to excellence to achieve our success.

The MDTA Police is nationally accredited and is the eighth largest law enforcement agency in the State of Maryland with more than 500 sworn and civilian professionals. MDTA Police Officers are responsible for law enforcement at MDTA bridges, tunnels, thruways, highways, the Baltimore Washington International/ Thurgood Marshall Airport and the Port of Baltimore.

MDTA's toll facilities provide vital links in Maryland's transportation network, connecting all Marylanders to life's opportunities. Covering more than 775 road miles of major highways, MDTA's electronic tolling system provides customers with mobility options and helps keep people and goods moving in Maryland.

MDTA BY THE NUMBERS



MDTA FACILITIES

CENTRAL REGION

Baltimore Harbor Tunnel (I-895)

Crosses under the Patapsco River and provides key connections for major north/south highways and many arterial routes in Baltimore City's industrial sections

Fort McHenry Tunnel (I-95)

Crossing under the Patapsco River south of Fort McHenry and connecting the Locust Point and Canton areas of Baltimore, the tunnel is a vital link in I-95, the East Coast's most important interstate route

Francis Scott Key Bridge (I-695)

Spans the Patapsco River and serves as the outermost of the three toll crossings of the Baltimore Harbor

SOUTHERN REGION

William Preston Lane Jr. Memorial (Bay) Bridge (US 50/301)

Crossing the Chesapeake Bay along US 50/301, the dual spans provide a direct connection between Maryland's Eastern Shore and the metropolitan areas of Baltimore, Maryland, and Washington, D.C.

Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge (US 301)

Spans the Potomac River, providing a key link between Newburg, Maryland, and Dahlgren, Virginia

Intercounty Connector (ICC)/MD 200

Maryland's first all-electronic toll facility connects I-370 in Montgomery County and US 1 in Prince George's County, delivering dependable travel times with a relatively congestion-free highway

NORTHERN REGION

Thomas J. Hatem Memorial Bridge (US 40)

Spans the Susquehanna River between Havre de Grace (Harford County) and Perryville (Cecil County) and is the oldest of the MDTA's toll facilities

John F. Kennedy Memorial Highway (I-95)

Designated I-95 as part of the national highway interstate system, this 50-mile section runs from the northern Baltimore City line to the Delaware state line

I-95 Express Toll Lanes (ETL)

Provides eight miles of travel lanes on I-95 between Baltimore City and White Marsh in Baltimore County

TRAVEL PLAZAS

Maryland House Travel Plaza

I-95 at mile marker 82 between Exit 80 (MD 543) and Exit 85 (MD 22) in Harford County

Chesapeake House Travel Plaza

I-95 at mile marker 97 between Exit 93 (MD 222) and Exit 100 (MD 272) in Cecil County



TOLL FACILITIES

Thomas J. Hatem Memorial Bridge (US 40) **1**

John F. Kennedy Memorial Highway (I-95) **2**

Fort McHenry Tunnel (I-95, I-395) **3**

Baltimore Harbor Tunnel (I-895) **4**

Francis Scott Key Bridge (I-695) **5**

Intercounty Connector (ICC)/MD 200 **6**

William Preston Lane Jr. Memorial (Bay) Bridge (US 50/301) **7**

Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge (US 301) **8**



MISSION STATEMENT

The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, exceptional, and inclusive transportation solutions in order to connect our customers to life's opportunities.

MDTA MISSION

Talented people ensuring Maryland's iconic bridges, tunnels and roadways are the customer's trusted and preferred choice for safe mobility, connection, and E-Z passage today and tomorrow.

MDTA VISION

One team connecting our customers to what matters most.



VALUES

MDTA is **ONE TEAM** working together to:



Appreciate Maryland's **DIVERSITY** and bring our services to all communities.



Foster **INNOVATION** to revolutionize transportation operations.



Promote **INTEGRITY** through accountability, transparency, governance and communication.



Ensure the **SAFETY** of our employees, customers, facilities and systems.



Provide exceptional **CUSTOMER EXPERIENCE**.

The MDTA is dedicated to advancing MDOT's commitment to working in partnership with the communities it serves and promoting equity, environmental protection and sustainable communities, while connecting people to the places where they live, work and play. The facilities and services that MDOT and the MDTA provide are vital to the quality of life of all Marylanders and meeting their day-to-day mobility needs. The goals and guiding principles detailed in the [2050 Maryland Transportation Plan \(MTP\)](#) – the department-wide long-range plan – will guide the agency in making strategic transportation investments to better serve all Marylanders. Our Strategic Plan

supports the 2050 MTP and provides strategic direction for MDTA through its four goals, 24 objectives and 16 key focus areas and initiatives identified in the Roadmap. Our Strategic Plan elements align and support the MTP's guiding principles and goals. One example is our goal to modernize our transportation network, which is built upon the MTP's guiding principle of modernization and supports the goals to deliver system quality and enhance safety and security. Together, we are a collaborative team committed to building a transportation system that connects all Marylanders to life's opportunities and leaves no one behind.

GOALS AND OBJECTIVES



Prioritize people in all we do

- Attract, develop, build and retain the best team.
- Seek customer feedback and continually build our reputation with our customers.
- Create an inclusive workforce that reflects our diversity.
- Communicate plainly and transparently.
- Strengthen and cultivate our culture.
- Build contractor relationships and provide opportunities for them to collaborate with us.
- Avoid, minimize and mitigate impacts to the natural and man-made environment.
- Strengthen and build partnerships with agencies and businesses.



Expand our reputation as a national leader

- Transform how our customers engage with us.
- Implement innovative solutions for our business.
- Formalize pathways of collaboration.
- Evaluate and modernize MDTA's transportation network.
- Deliver projects on-time and on-budget.
- Support technology enhancements.



Demonstrate financially sound and fiscally responsible decision making

- Maintain excellence in financial reporting.
- Practice transparency and standardization.
- Govern with accountability.
- Implement and standardize knowledge management.
- Commit to environmental, social impact and governance practices.



Ensure the safety and security of our employees, customers and facilities

- Prepare and protect against natural and man-made disasters and climate change.
- Establish safety through preparation.
- Support Maryland's efforts on Highway safety.
- Ensure safety with vigilance and self-assessment.
- Accommodate the constantly changing needs for security.
- Evaluate opportunities for real-time information in our communication.

2024-2027 Roadmap

Strategic Plan Goals

- Prioritize people in all we do
- Expand our reputation as a national leader
- Demonstrate financially sound and fiscally responsible decision making
- Ensure the safety and security of our employees, customers and facilities

Undertake Francis Scott Key Bridge salvage and reconstruction activities

Support work zone safety initiatives

Develop a knowledge management program

Deliver two new software applications to support socio-economic compliance

Utilize KPIs to enhance customer experience

Build a diverse, equitable and inclusive team

Provide education and engagement regarding MDTA major projects

Actively review and update processes, policies and procedures

Provide job opportunities through projects that offer workforce training

Coordinate with local jurisdictions on possible bicycle/pedestrian accommodations

Bay Crossing Study Tier 2 NEPA Final Record of Decision/Selected Alternative Identified

Utilize asset management resources to support budget and contract decisions

Expand and implement employee development opportunities

Expand preventive maintenance programs

Develop and implement employee safety near-miss reporting

Avoid, minimize and mitigate impacts to the natural and man-made environment



Maryland
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2310 Broening Highway, Baltimore, MD 21224
mdta.maryland.gov | baybridge.com | DriveEzMD.com

TAB 9



Maryland
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Authority

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

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Financial Officer Deborah Sharpless
SUBJECT: Independent Auditors' Report on Compliance for Major Federal Awards (Single Audit)
DATE: May 30, 2024

PURPOSE

To advise the Maryland Transportation Authority Board of the results of the Independent Auditors' Report on Compliance for Major Federal Awards (Single Audit).

ANALYSIS

On March 27, 2024, CliftonLarsonAllen (CLA) issued its report on the Maryland Transportation Authority's (MDTA) compliance with the types of compliance requirements required for federal awards. The report indicated that in the auditors' opinion, the MDTA complied, in all material respects, with the types of compliance requirements that could have a direct and material effect on the major federal program for the fiscal year ended June 30, 2023. However, the audit disclosed a deficiency in Internal Control over Compliance as it relates to the timely submission of a certain report and the segregation of duties regarding the preparation and review of the report. A summary of the audit finding, including the MDTA's response are attached.

ATTACHMENT

- Summary of Single Audit Finding

Summary of Single Audit Finding

CLA Audit Finding	
Condition:	Required reports applicable to the RAISE (formerly BUILD) Grant Program were not submitted within the required timeframes and did not adhere to the requirement for separate preparer and reviewer.
Cause:	Inadequate segregation of duties, lack of oversight, or insufficient internal controls to ensure compliance with reporting requirements.
Effect:	The absence of a separate preparer and reviewer may increase the risk of errors or inconsistencies in the reports. Delayed submission further exacerbates compliance concerns, potentially resulting in penalties or sanctions.
Recommendation:	Strengthen internal controls to ensure timely submission of reports and establish a clear separation of duties between preparers and reviewers. Provide training to staff members on the importance of segregation of duties and adherence to reporting deadlines.

MDTA Response
The MDTA concurs with the finding. While the agency submitted the required quarterly reports, they were not submitted on or before the 20th day of the first month of each calendar year quarter. Going forward, the MDTA will submit the reports by the required deadline. The MDTA's Office of Engineering and Construction has established a written procedure that outlines the process for preparing, reviewing, and submitting the required quarterly reports to the Federal Highway Administration.

TAB 10



MEMORANDUM

TO: MDTA Board
FROM: Director of Treasury, Debt, & Budget Allen W. Garman
SUBJECT: Investment Strategy and Benchmarks
DATE: May 30, 2024

PURPOSE OF MEMORANDUM

To complete the required quarterly review of the MDTA's investment strategy and benchmarks for the three-month period ended March 31, 2024. This item was discussed in greater detail at the May 9 Finance Committee meeting and the committee members support a continuation of the current investment strategies for all accounts.

KEY POINTS

- For the trailing twelve-month period ended March 31, investments conformed to Investment Policy limitations.
- The longer duration strategies employed in certain reserves generate higher return volatility with expected higher average annual returns over multiyear periods.
- Portfolio structuring by account adhered to board approved strategy and should remain consistent, despite short-term return volatility associated with the rising interest rate environment.
- No changes in strategy or benchmarks are recommended.

INVESTMENT STRATEGY

The Trust Agreement and Investment Policy prescribe a Matched Funding investment strategy for specific purpose accounts including Operating, Debt Service, and Capital/Construction.

Longer term strategies are permitted by the Trust Agreement for certain reserves that do not have cash flow needs. The Investment Policy's investment objectives include longer-term total return considerations for reserves. Given that the unencumbered cash balance will be held long-term, a long-term approach is prudent and supported by the Finance Committee.

The agency employs either a Matched Funding or Total Return Duration Targeted approach for certain categories of accounts.

- Of the \$1.66 billion portfolio at the end of March, \$1.26 billion of Match Funded accounts were invested in short-term securities with maturities of less than one year that precede or coincide with projected outflows. (Capital, Operating, Debt Service)
 - The total portfolio value at the end of March was temporarily elevated with \$717 million of bond proceeds for a bond refinancing transaction.
 - The refunding bond payoff of \$748 million in principal and interest occurred April 5.
- The remaining \$401 million is managed for Total Return, representing long-term unrestricted reserves held in the General and M&O Reserve accounts.
 - Unrestricted reserves are managed for Total Return, with consideration of the volatility/return tradeoff associated with longer-term structures.
 - Longer duration portfolios benefit from higher average annual returns over multiyear periods and exhibit greater return volatility relative to shorter-term maturity structures.
 - Duration Targeted portfolios maintain a consistent structure and management does not attempt to time market rate changes.

The General account is benchmarked to a composite index of 1-5-year bullet agency indices. Investment maturities are generally staggered from three-months to five-years, with an effective duration target of approximately 3.0.

The smaller M&O Reserve, representing approximately 3% of assets under management, is benchmarked to a composite of 1–13-year Treasury Strip indices that approximates effective duration of a laddered portfolio of 6-month to 15-year securities. The 7.5-year average maturity structure has an associated effective duration of approximately 7.0.

The General account strategy has not changed in many years and the smaller M&O Reserve's recommended strategy has been consistent since 2020.

RECOMMENDATION

Approve a continuation of the investment strategies and benchmarks for the current quarter.

TAB 11



MEMORANDUM

TO: MDTA Board
FROM: Director of Budget Jeffrey Brown
SUBJECT: Fiscal Year 2024 Operating Budget vs. Actual Spending Review – 3rd Quarter
DATE: May 30, 2024

PURPOSE

The purpose of the memorandum is to report on the third quarter Fiscal Year (FY) 2024 spending compared to the FY 2024 Final Operating Budget.

KEY TAKEAWAYS

Key points regarding actual fiscal year spending relative to the FY 2024 Final Operating Budget:

- As of Mar 31, 2024, 62% of the budget was spent compared to a target of 72%. The primary variance drivers include personnel vacancies partially offset by overtime, higher insurance premiums due to market pressures, and lower expenses for objects that typically have their costs occur in the fourth quarter of the fiscal year.
- Object 03 is overbudget at an 80% spend rate due to the one-time payment of the State Radio System invoice. This object is expected to return to being on budget in the last quarter of the fiscal year.
- Object 10 is overbudget at a 90% spend rate due to a purchasing system error. This line item is expected to return to budget after the issue is resolved.
- Object 13 is overbudget at a 154% spend rate due to higher insurance premiums.
- All other Object Codes are at or below the targeted spending level.
- While the MDTA has sufficient liquidity in the near-term to cover additional operating costs associated with the collapse of the FSK Bridge, the agency will be carefully monitoring expenses in the coming weeks to determine if the approved operating budget amount is sufficient or if a budget amendment is needed.

SUMMARY

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

- Salaries & Wages/Technical & Special Fees (Object 01 & 02) are at targeted spending levels with a 69% spend rate when compared to the projected spend rate of 72%.
- Communications (Object 03) is above budget with an 80% spend rate.
 - State Paid Telecommunications (0305) is at 100% of the budget due to the payment of the annual State Radio System invoice and drives the March YTD overspend. This object will return to being on budget as we progress to year-end.
- Travel (Object 4) is below budget at 42% spend rate.
- Fuel and Utilities (Object 06) is on budget with a 74% spend rate.
- Motor vehicle operations and maintenance (Object 07) is slightly below budget with a 63% spend rate.
 - Vehicle Purchases (Object 0701) are above budget with an 87% spend rate due payments coinciding with current year deliveries.
 - Vehicles Gas & Oil (Object 0702) is below budget with a 35% spend rate due to the easing of gas prices.
 - All other major sub-objects are at or below budget – at this point these sub-objects are expected to be slightly below target and provide some savings primarily due to reduced repair costs.
- Contractual Services (Object 08) are below budget with a 47% spend rate. Significant spending variances include:
 - Advertising (0801) is at a 36% spend rate due to public outreach activity typically occurring in the spring and early summer months.
 - Engineers (0807) is below budget at a 48% spend rate. Activity is typically heavier in the third and fourth quarters. This line item is expected to be on budget for the full fiscal year.
 - Equipment Repairs & Maintenance (0809) is below budget with a 3% spend rate. due to the seasonality of activity. A large IT invoice is being processed in the 4th quarter; however, this object will have significant savings.
 - Building/Road Repairs & Maintenance (0812) is below budget at a 40% spend rate due to the seasonality of activity. Savings are estimated for the full year.
 - Education & Training (0819) is below budget with a 37% spend rate partially due to the timing of activity and expected savings.
 - Management Studies (0821) is below budget with a 26% spend rate. The timing of studies typically determines when funds are spent, however, savings are expected for the full fiscal year.

- IT related costs (Objects 0841 to 0869) are below budget at a 54% spend rate due to the seasonality of IT expenses. This is expected to be on budget.
- *E-ZPass*[®] Service Center Costs (0873) is under budget with a 41% spend rate mostly due to delayed invoicing. The MDTA is continuing to monitor activity associated with this line item.
- Supplies & Materials (Object 09) is slightly below budget with a 61% spend rate.
 - Roadway Maintenance (0905) is below budget with 56% spend rate. This is expected to be on budget for the full fiscal year as spending in this area is mostly concentrated in the spring and early summer.
 - Salt (0906) is at a 44% spend rate due to a mild winter.
 - Uniforms (0912) is above budget with an 85% spend rate. This is driven by when orders are received.
 - Transponders (0951) is slightly below budget with 60% spend rate.
- Replacement Equipment (Object 10) is above budget with a 90% spend rate.
 - Replacement Maintenance & Building Equipment (1013) is below budget with a 26% spend rate due to payments coinciding with realized deliveries.
 - Replacement Computer Equipment (1033) is above budget with a 138% spend rate due to a purchasing system error. This line item will return to budget when the issue is corrected.
- Additional Equipment (Object 11) is below budget with a 42% spend rate. This is expected to be closer to budget due to an expected delivery; however, the full year will be under budget.
- Fixed Costs (Object 13) is over budget with a 154% spend rate.
 - Insurance (1309) is over budget with a 173% spend rate due to increased premium rates.

RISKS & OPPORTUNITIES

While fiscal year-to-date overspending of \$5.0 million (primarily insurance premiums) is anticipated to be fully offset by underspending in other categories, uncertainty remains regarding additional operating expenses incurred primarily in the fourth quarter due to the FSK Bridge Collapse. The MDTA anticipates requesting a budget amendment to cover estimated operating budget expenses of no more than \$60 million for debris and salvage removal. The budget amendment will be presented in June for the MDTA Board's consideration and approval.

ATTACHMENT

- Budget vs Actual by Object 3rd Qtr. FY 2024

MDTA OPERATING FUND
 Bgt vs. Actual by Obj and RC Detail
 Summary of All Units
 For the Nine Months Ending Sunday, March 31, 2024

	<u>Expenditures</u>		<u>YTD</u>		<u>%</u>
	<u>This Month</u>	<u>Budget</u>	<u>Expense</u>	<u>Balance</u>	<u>Spent</u>
OBJECT 01 Salaries and Wages					
0101 REGULAR EARNINGS	\$8,754,303	\$135,139,681	\$74,103,476	\$61,036,205	54.83%
0102 ADDITIONAL ASSISTANCE		194,092		194,092	0.00%
0104 OVERTIME EARNINGS	523,624	4,998,396	4,184,472	813,924	83.72%
0104 OVERTIME EARNINGS -	7,883	1,338,168	606,773	731,395	45.34%
0105 SHIFT DIFFERENTIAL	8,941	978,410	41,010	937,400	4.19%
0110 MISCELLANEOUS P/R AI	33,679	198,768	243,652	(44,884)	122.58%
0111 ACCRUED LEAVE PAYM	56,438	196,471	828,142	(631,671)	421.51%
0112 RECLASSIFICATIONS		410,058		410,058	0.00%
0151 SOCIAL SECURITY CON	15,024	9,645,927	67,594	9,578,333	0.70%
0152 HEALTH INSURANCE	69,421	19,174,953	361,151	18,813,802	1.88%
0154 RETIREE'S HLTH INSUR	51,316	11,735,068	274,881	11,460,187	2.34%
0161 EMPLOYEES RETIREMEN	12,174	16,575,238	60,021	16,515,217	0.36%
0165 STATE POLICE RETIREM	405,635	3,463,737	1,733,748	1,729,989	50.05%
0169 LAW ENFORCEMNT OFF PENSION SYS		22,964,855		22,964,855	0.00%
0171 BURDEN EXPENSE	7,818,728		68,511,241	(68,511,241)	0.00%
0172 DEFERRED COMPENSATION MATCH			2,400	(2,400)	0.00%
0174 UNEMPLOYMENT COMP	2,085	378,386	9,140	369,246	2.42%
0175 WORKERS COMPENSATION		4,196,741		4,196,741	0.00%
0189 TURNOVER		(12,655,816)		(12,655,816)	0.00%
0199 OTHER FRINGE BENE - C	35,800	856,750	564,700	292,050	65.91%
Total Object 01	17,795,052	219,789,884	151,592,402	68,197,482	68.97%
Object 02 Technical and Special Fees					
0202 PER DIEM PAYMENTS	10,000	150,000	73,500	76,500	49.00%
0208 TRAINING AND STAFF DEVELOPMENT			580	(580)	0.00%
0209 ADMIN/MGMT SERVICES	295		1,581	(1,581)	0.00%
0211 EMPLOYEE AWARDS		1,000		1,000	0.00%
0220 SPECIAL PAYMENTS PAYROLL		625,409		625,409	0.00%
Total Object 02	10,295	776,409	75,660	700,749	9.74%
Object 03 Communications					
0301 POSTAGE	424	72,584	9,277	63,308	12.78%
0302 TELEPHONE	18,598	253,569	191,637	61,932	75.58%
0303 TELECOMMUNICATIONS	35,992	821,482	464,018	357,464	56.49%
0305 STATE PAID TELECOMM	1,604,611	1,604,611	1,604,611	0	100.00%
0306 CELL PHONE EXPENDIT	49,398	425,657	287,058	138,598	67.44%
Total Object 03	1,709,023	3,177,903	2,556,601	621,302	80.45%
Object 04 Travel					
0401 IN STATE/ROUTINE OPE	1,850	43,120	12,637	30,483	29.31%
0402 INSTATE/CONF/SEMNR/	1,986	101,704	37,074	64,630	36.45%
0403 OUTSTATE/ROUTINE OP	2,316	55,064	4,869	50,195	8.84%
0404 OUTSTATE/CONF/SEMNI	18,778	313,680	161,593	152,087	51.52%
Total Object 04	24,929	513,568	216,173	297,395	42.09%
Object 06 Fuel and Utilities					
0603 FUEL-OIL #2	5,099	135,200	79,935	55,265	59.12%
0606 FUEL-NATURAL GAS/PR	50,179	355,613	234,482	121,131	65.94%
0620 UTILITIES-ELECTRICITY	313,074	3,514,116	2,645,379	868,737	75.28%
0621 UTILITIES-WATER/SEWA	25,068	331,206	237,430	93,776	71.69%
Total Object 06	393,420	4,336,135	3,197,226	1,138,908	73.73%

MDTA OPERATING FUND
 Bgt vs. Actual by Obj and RC Detail
 Summary of All Units
 For the Nine Months Ending Sunday, March 31, 2024

	<u>Expenditures</u>		<u>YTD</u>		<u>%</u>
	<u>This Month</u>	<u>Budget</u>	<u>Expense</u>	<u>Balance</u>	<u>Spent</u>
Object 07 Motor Vehicle Operations and Maintenance					
0701 PURCH VEH-CAR,LIGHT	63,902	4,746,900	4,106,818	640,082	86.52%
0702 VEHICLE GAS & OIL	158,044	3,765,454	1,323,946	2,441,508	35.16%
0702 VEHICLE GAS & OIL-SNOW			27	(27)	0.00%
0703 VEHICLE MAINTENANC	117,460	1,794,664	1,100,199	694,466	61.30%
0703 VEHICLE MAINTENANC	34		1,757	(1,757)	0.00%
0704 INSURANCE		407,863		407,863	0.00%
0721 VEHICLE GAS & OIL - W.	904	44,347	13,113	31,234	29.57%
0722 VEHICLE MAINT & REPA	1,619	61,431	28,553	32,878	46.48%
0724 BOAT SLIP RENTAL/LAUNCHING FEES		4,200		4,200	0.00%
0730 PURCH VEH-OTHER LAND VEH - DUMP, TRACTOR			141	(141)	0.00%
0731 GAS & OIL - OTHER LAN	95,486	1,100,000	702,597	397,403	63.87%
0732 LG VEHICLE MAINT & R	150,633	2,000,000	1,548,490	451,510	77.42%
0732 LG VEHICLE MAINT & R	337		37,389	(37,389)	0.00%
0789 COMMUTER CHARGE	(603)	(5,000)	(8,241)	3,241	164.82%
0799 OTHER MOTOR VEHICLE CHARGES		50,000		50,000	0.00%
Total Object 07	587,815	13,969,859	8,854,791	5,115,068	63.38%
Object 08 Contractual Services					
0801 ADVERTISING/LEGAL PU	(6,984)	3,064,353	1,099,124	1,965,229	35.87%
0802 APPLICATIONS SOFTWA	3,911	100,000	42,321	57,679	42.32%
0804 PRINTING/REPRODUCTI	4,534	43,200	6,605	36,595	15.29%
0807 ENGINEERS	81,254	2,650,000	1,339,029	1,310,971	50.53%
0807 ENGINEERS - Environmen	274,890	3,655,000	1,921,972	1,733,028	52.58%
0807 ENGINEERS - Highways (MA0983)		210,000	5,064	204,936	2.41%
0807 ENGINEERS - Architectura	29,642	200,000	177,442	22,558	88.72%
0807 ENGINEERS - ITS/Electric	74,188	855,000	413,312	441,688	48.34%
0807 ENGINEERS - Structural (M	183,037	1,500,000	740,829	759,171	49.39%
0807 ENGINEERS - Traffic (MA	94,812	1,500,000	657,144	842,856	43.81%
0807 ENGINEERS - Asset Mgmt	31,416	700,000	202,268	497,732	28.90%
0807 ENGINEERS - On-Call (All	(57,304)	6,415,000	3,095,743	3,319,257	48.26%
0807 ENGINEERS - Annual Insp	1,702,928	14,015,000	6,656,068	7,358,932	47.49%
0808 EQUIPMENT RENTAL	38,087	490,131	333,007	157,124	67.94%
0809 EQUIPMENT REPAIRS & MAINT		1,654,264	54,569	1,599,695	3.30%
0810 EXTERMINATION	1,471	16,771	7,464	9,307	44.50%
0812 BUILDING/ROAD REPAIR	335,175	16,882,158	2,217,241	14,664,917	13.13%
0812 BUILDING/ROAD REPAIR	501,729		4,565,734	(4,565,734)	0.00%
0813 JANITORIAL SERVICES	166,297	1,473,540	1,206,379	267,161	81.87%
0814 GROUNDS MAINTENANC	1,688	45,482	21,930	23,552	48.22%
0815 LAUNDRY	119	3,199	1,184	2,015	37.00%
0817 LEGAL SERVICES	31,149	203,300	55,685	147,615	27.39%
0819 EDUCATION/TRAINING (81,691	1,375,988	510,797	865,191	37.12%
0820 MEDICAL CARE		395,720	284,723	110,997	71.95%
0821 MGMT STUDIES AND CC	153,084	4,398,658	1,135,298	3,263,360	25.81%
0823 SECURITY SERVICES	63,647	889,560	540,471	349,089	60.76%
0824 LABORATORY SERVICE	450	45,578	6,590	38,988	14.46%
0825 VETERINARIAN	7,775	31,565	23,337	8,228	73.93%
0826 FREIGHT AND DELIVER'	128	14,497	2,888	11,609	19.92%
0827 TRASH AND GARBAGE F	42,877	453,394	460,405	(7,011)	101.55%
0828 OFFICE ASSISTANCE	2,467	61,244	10,148	51,096	16.57%

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Nine Months Ending Sunday, March 31, 2024

	Expenditures		YTD		%
	This Month	Budget	Expense	Balance	Spent
0829 FISCAL SERVICES	1,681,948	17,960,250	11,672,184	6,288,066	64.99%
0841 DP CENTRAL PROCESS S	70,001	1,150,000	573,947	576,053	49.91%
0843 DP COMMUNICATIONS C	34,322	480,000	240,254	239,746	50.05%
0849 TELECOMM LINES, MOD	14,205	95,704	69,250	26,454	72.36%
0854 COMPUTER MAINTENANCE CONTRACT		185,000	66,900	118,100	36.16%
0858 SOFTWARE LICENSES	580	148,402	145,993	2,409	98.38%
0862 APPL SOFTWARE MAINT	4,785	1,901,200	785,587	1,115,613	41.32%
0864 SYSTEMS SOFTWARE M.	18,728	500,000	690,833	(190,833)	138.17%
0865 OUTSIDE SVCS-SYS ANA	361,902	7,465,000	4,156,722	3,308,278	55.68%
0866 OUTSIDE SVCS-PROGRAMMING		415,000	286,816	128,184	69.11%
0869 OUTSIDE SVCS-COMPUT	13,328	775,000	55,444	719,556	7.15%
0873 OUTSIDE SVC - E-Z PASS	698,537	40,000,000	16,249,500	23,750,500	40.62%
0874 OFFICE OF ATTORNEY GENERAL FEE		43,526		43,526	0.00%
0875 RETIREMENT AGENCY ADMIN FEE		251,556	240,915	10,641	95.77%
0876 STATEWIDE DOIT SERVICES		52,080		52,080	0.00%
0894 STATEWIDE PERSONNEL SYS ALLOC		55,667		55,667	0.00%
0897 STATE ENTERPRISE BUDGET SYSTEM		27,646	14,706	12,940	53.19%
0899 OTHER CONTRACTUAL	396,747	2,969,244	2,055,003	914,241	69.21%
Total Object 08	7,139,239	137,817,877	65,098,822	72,719,055	47.24%

Object 09 Supplies and Materials

0901 AGRICULTURE	348	33,879	20,728	13,151	61.18%
0902 OFFICE SUPPLIES	35,517	394,383	231,742	162,641	58.76%
0903 ELECTRICAL MATERIAL	49,563	390,418	315,175	75,243	80.73%
0904 BUILDING & HOUSEHOL	39,194	386,011	264,415	121,597	68.50%
0905 ROADWAY MAINT MATI	32,835	619,613	344,201	275,412	55.55%
0906 SALT/SNOW MELTING M	3,955	1,880,363	822,014	1,058,349	43.72%
0908 HOUSEKEEPING SUPPLI	4,761	74,537	33,731	40,806	45.25%
0909 MEDICAL SUPPLIES	1,137	39,162	12,991	26,171	33.17%
0912 WEARING APPAREL-UNI	88,918	1,144,880	967,750	177,130	84.53%
0915 LIBRARY SUPPLIES	3,434	23,675	8,244	15,431	34.82%
0917 SMALL TOOLS	14,091	372,809	166,286	206,523	44.60%
0918 VETERINARY SUPPLIES	4,262	28,500	9,369	19,131	32.87%
0920 FOOD	7,781	188,276	58,645	129,631	31.15%
0926 DATA PROCESSING SUP	5,093	42,522	24,396	18,126	57.37%
0934 AMMO GUNS FIRING RA	1,874	575,549	608,616	(33,067)	105.75%
0951 E-ZPASS TRANSPONDER	424,200	4,450,000	2,677,328	1,772,672	60.16%
0999 OTHER SUPPLIES AND M	16,895	315,913	129,744	186,168	41.07%
Total Object 09	733,859	10,960,489	6,695,375	4,265,115	61.09%

Object 10 Replacement Equipment

1013 REPL MAINTENANCE &	26,362	505,500	133,231	372,269	26.36%
1015 REPL OFFICE EQUIPMEN	3,129	48,000	26,759	21,241	55.75%
1019 REPL RADIOS & ELECTRONIC EQUIPME		226,000	60	225,940	0.03%
1031 REPL DP EQUIP-MAINFRAME		80,000		80,000	0.00%
1033 REPL DP EQUIP-MICROC	2,242	1,250,000	1,719,718	(469,718)	137.58%
1099 OTHER REPLACEMENT EQUIPMENT		334,900	312,061	22,839	93.18%
Total Object 10	31,733	2,444,400	2,191,830	252,571	89.67%

Object 11 Additional Equipment

1102 ADDT'L AUDIO-VISUAL EQUIP		9,500	1,831	7,669	19.27%
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MDTA OPERATING FUND
 Bgt vs. Actual by Obj and RC Detail
 Summary of All Units
 For the Nine Months Ending Sunday, March 31, 2024

	<u>Expenditures</u>		<u>YTD</u>		<u>%</u>
	<u>This Month</u>	<u>Budget</u>	<u>Expense</u>	<u>Balance</u>	<u>Spent</u>
1103 ADDT'L CLEANING EQUIPMENT		10,000		10,000	0.00%
1109 ADDT'L HUMAN ENVIRONMENTAL EQ		1,000	1,178	(178)	117.81%
1113 ADDT'L MAINTENANCE	8,890	242,000	19,304	222,696	7.98%
1115 ADDT'L OFFICE EQUIPM	5,111	27,500	23,451	4,049	85.28%
1133 ADDT'L DP EQUIP-MICROCOMPUTER		20,000		20,000	0.00%
1136 ADDT'L DP EQUIP-PERIPHERALS			679	(679)	0.00%
1199 OTHER ADDITIONAL EQ	23,902	459,834	273,273	186,561	59.43%
Total Object 11	37,903	769,834	319,716	450,118	41.53%
Object 13 Fixed Charges					
1301 RENT	872		1,243	(1,243)	0.00%
1302 INSURANCE COVERAGE PAID TO STO		490,658		490,658	0.00%
1303 RENT PAID TO DGS		1,100		1,100	0.00%
1304 SUBSCRIPTIONS	7,387	26,938	12,415	14,523	46.09%
1305 ASSOCIATION DUES	1,734	350,445	131,172	219,273	37.43%
1308 LICENSES	1,168	7,270	6,197	1,073	85.24%
1309 INSURANCE (NON STO PAYMENTS)		4,667,231	8,068,731	(3,401,500)	172.88%
1320 BAD DEBT EXPENSE	290,313		325,221	(325,221)	0.00%
Total Object 13	301,474	5,543,642	8,544,979	(3,001,337)	154.14%
Total All Objects	28,764,743	400,100,000	249,343,574	150,756,426	62.32%

TAB 12



MEMORANDUM

TO: MDTA Board
FROM: Assistant Capital Program Manager Jennifer Stump
SUBJECT: Third Quarter Review of Fiscal Year 2024 Capital Budget vs. Actual Spending
DATE: May 30, 2024

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to update the MDTA Board on the status of actual Fiscal Year (FY) 2024 capital spending against the FY 2024 capital budget in the FY 2024-2029 Draft Consolidated Transportation Program (CTP). This information was also presented to the MDTA Finance Committee on May 9, 2024.

SUMMARY

As of March 31, 2024, 40.7% of the FY 2024 budget was spent as compared to the targeted spending level of 75%. The total budget for FY 2024 is \$539.6 million. The actual spending through the third quarter was \$219.6 million.

ANALYSIS

Twenty-one of the 83 projects budgeted in FY 2024 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.

Actual spending through the third quarter for ten projects budgeted for more than \$11 million each in FY 2024 was \$146.9 million. The ten projects are detailed in Attachment A.

RISKS & OPPORTUNITIES

Due to the collapse of the Francis Scott Key Bridge and the subsequent impact on traffic along I-895 and I-95, several projects in those regions may experience delays. These delays are intended to prevent further disruptions to traffic on these critical routes. The Office of Engineering and

Construction (OEC) is currently assessing these projects to determine their definitive impact on FY24 spending.

Interestingly, the reduced traffic around the I-695 Key Bridge area presents an opportunity. It may allow us to expedite certain projects, potentially leading to an increase in spending during the 4th quarter of FY24. Notably, this includes the Rehabilitation of Curtis Creek Drawbridges Superstructure and the FSK Staging Dock Construction, both of which have been identified for consideration.

ATTACHMENT

- Attachment A – FY 2024 Capital Program Spending – Projects with FY 2024 Budget Over \$11 Million

**FY 2024 Capital Program Spending
Compared to Draft FY 2024-2029 CTP Budget
Projects with FY 2024 Budget Over \$11 Million**

Project Name	FY 2024 Budget Draft FY24-29 CTP (\$ Million)	FY 2024 Actual thru 03/31/2024 (\$ Million)	FY 2024 3rd Qtr Spend Rate	FY 2024 Budget Remaining (\$ Million)
Rehabilitate Decks of Eastbound Span - Phase I	\$83.4	\$30.7	37%	\$52.7
I-95 ETL Northbound Extension - MD 152 Interchange Reconstruction	\$68.9	\$37.9	55%	\$31.0
I-95 ETL Northbound Extension - Express Toll Lanes to MD 152	\$62.4	\$33.2	53%	\$29.1
Replace Nice/Middleton Bridge	\$35.5	\$22.9	65%	\$12.5
I-95/Belvidere Road Interchange	\$30.1	\$3.2	10%	\$27.0
I-95 ETL Northbound Extension - MD 24 to Bynum Run	\$27.1	\$0.4	1%	\$26.7
Envelope Repair and Switchgear Replacements at BHT Vent Buildings	\$17.6	\$6.7	38%	\$11.0
I-695 Subgrade Improvements at Bear Creek	\$13.9	\$0.3	2%	\$13.6
10-Year Equipment Budget - FY 2018 - FY 2027	\$12.2	\$1.8	15%	\$10.4
I-95 ETL NB Transition - MD 24 Interchange Reconstruction	\$11.1	\$9.8	88%	\$1.3
Total	\$362.2	\$146.9	41%	\$215.3

TAB 13



MEMORANDUM

TO: MDTA Board
FROM: Chief Financial Officer Deborah Sharpless
PREPARED BY: Director of Revenue Cheryl Lewis-Orr
SUBJECT: Third Quarter Fiscal Year 2024 Traffic and Revenue Performance
DATE: May 30, 2024

PURPOSE OF MEMORANDUM

To provide the MDTA Board with a quarterly and year-to-date update regarding traffic and toll revenue trends compared to the previous year and the forecast. This item was discussed with the Finance Committee on May 9, 2024.

KEY TAKEAWAYS

- For the period ended March 31, 2024, actual toll revenue (in-lane and administrative toll) was below the forecast by \$3.5 million, or 0.6%.
- *E-ZPass*[®] revenue continued to exceed the forecast due to higher than forecasted daily average toll revenue.
- Administrative toll revenue and video toll collections were below the forecast mostly due to lower than anticipated video toll collections at the NOTD and CCU phases.

ANALYSIS

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

FY 2024 Actuals compared to FY 2023 Actuals and FY 2024 Forecast compared to FY2024 Actuals

Combined Facilities (including Administrative Revenue)														
TRANSACTIONS (in Millions)								REVENUE (in Millions)						
	FY23	FY24			FY24			FY23	FY24			FY24		
	Actual	Actual	Diff	% Change	Forecast	Diff	% Diff	Actual	Actual	Diff	% Change	Forecast	Diff	% Diff
Qtr. 1	42.6	42.1	(0.4)	-1.0%	42.1	-	0.0%	\$ 203.4	\$ 202.0	\$ (1.3)	-0.7%	\$ 202.0	\$ 0.0	0.0%
Qtr. 2	43.6	40.6	(3.0)	-6.8%	39.1	1.6	4.0%	205.9	203.0	(3.0)	-1.4%	204.2	(1.3)	-0.6%
Qtr. 3	35.7	37.9	2.2	6.2%	36.0	1.9	5.2%	177.0	187.4	10.4	5.9%	189.6	(2.2)	-1.2%
YTD Totals	121.8	120.7	(1.2)	-1.0%	117.2	3.4	2.9%	586.3	592.4	\$ 6.1	1.0%	595.9	(3.5)	-0.6%

*Note: Numbers may not sum due to rounding

As shown in the Table above, for the period ended March 31, 2024, year-to-date (YTD) systemwide transactions totaled 120.7 million and corresponding collected revenue totaled \$592.4 million. This represents a decrease of 1.2 million transactions, or 1.0%, compared to the same period last year. YTD revenue increased by \$6.1 million, or 1.0%, compared to the same period last year. This variation was mostly due to the higher collected administrative revenue during the third quarter.

For the period ended March 31, 2024, traffic exceeded the forecast by 3.4 million, or 2.9%, Actual toll revenue (in-lane and toll administrative) was below the forecast by \$3.5 million, or 0.6%. The variance in actual versus forecasted toll revenue was primarily the net result of higher than forecasted *E-ZPass*[®] revenue (\$12.0 million) offset by lower than forecasted administrative toll revenue, overall video toll collections, and CCU collections (\$15.4 million) mostly due to the delay of CCU referrals. CCU referrals resumed in late April 2024.

ATTACHMENTS

- Attachment A: Summary of Revenue
- Attachment B: Comparison of Official Forecast to Actual Toll Revenue Performance
- Attachment C: Analysis of Actual Toll Revenue Performance & Financial Forecast Differences
- Attachment D: FY 2024 Forecast vs Actual Revenue – by Facility
- Attachment E: FY 2024 Forecast vs. Actual Revenue – By Payment Method

Attachment A

**Summary of Revenue
FY2023 Forecasted and Actual Revenue Comparison**

	E-ZPass®	Video, Administrative ¹ & Pay-By-Plate	Total
Forecast Revenue	\$452,882,640	\$143,010,220	\$595,892,860
<i>less</i> Actual Revenue	464,838,181	127,600,814	592,438,996
Difference	11,955,541	(15,409,406)	(3,453,865)
Difference	\$11,955,541	(\$15,409,406)	(\$3,453,865)

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

Attachment B

Comparison of Official Forecast to Actual Toll Revenue Performance

Jul 1, 2023 to Mar 31, 2024

Toll Revenue Forecast: \$595,892,860

Actual Revenue:

<i>E-ZPass</i>	464,838,181
Pay-By-Plate	3,611,134
Video Toll	69,537,228
Administrative Toll	54,452,452

Total Actual Revenue 592,438,996

Actual Revenue *less* Forecasted Revenue (3,453,865)

Attachment C

Analysis of Actual Toll Revenue Performance & Financial Forecast Differences

Jul 1, 2023 to Mar 31, 2024

Differences (Forecast less Adjusted Actual Revenue)	\$ (3,453,865)
Forecast Assumption Differences:	
<i>E-ZPass</i> ® Daily Average Revenue Higher than Forecasted (FY2024) - ongoing	11,955,541
Pay-By-Plate Usage Higher than Forecasted (FY2024) - ongoing	465,643
Video Toll Collections Lower than Forecasted (FY2024) - ongoing	(6,680,654)
Video Toll CCU Collections Lower than Forecasted (FY2024) - one time	(6,147,301)
Administrative Toll Revenue Lower than Forecasted (FY2024) - one time (CPFs -\$3.9M)	(3,047,094)
Total Forecast Assumption Differences	\$ (3,453,865)

Third Quarter Fiscal Year 2024 Traffic and Revenue Performance Report
Page Five

Attachment D

FY 2024 Forecast vs. Actual Revenue – By Facility

Legacy Facilities											
		July	August	September	October	November	December	January	February	March	Total
E-ZPass	Forecast	\$ 48,295,743	\$ 46,386,213	\$ 48,540,704	\$ 51,033,516	\$ 42,794,820	\$ 40,849,018	\$ 39,857,166	\$ 36,503,619	\$ 45,416,745	\$ 399,677,544
	Actual	48,295,743	46,386,206	48,540,707	48,401,597	45,740,938	44,671,949	41,893,237	41,315,017	44,631,104	\$ 409,876,498
	Difference	0	(8)	3	(2,631,919)	2,946,118	3,822,931	2,036,071	4,811,398	(785,641)	\$ 10,198,954
Video, Pay-By-Plate & Other	Forecast	13,281,604	10,953,223	11,228,719	14,959,207	15,177,495	14,622,646	14,830,047	13,724,765	15,922,985	\$ 124,700,691
	Actual	13,281,604	10,953,223	11,229,146	13,805,035	14,283,183	11,696,193	11,726,422	10,764,675	13,749,661	\$ 111,489,141
	Difference	-	-	427	(1,154,172)	(894,312)	(2,926,453)	(3,103,625)	(2,960,090)	(2,173,325)	\$ (13,211,550)
Total	Forecast	61,577,347	57,339,437	59,769,423	65,992,723	57,972,315	55,471,664	54,687,213	50,228,384	61,339,730	\$ 524,378,235
	Actual	61,577,347	57,339,429	59,769,852	62,206,632	60,024,121	56,368,142	53,619,659	52,079,692	58,380,765	\$ 521,365,639
	Difference	\$ 0	\$ (8)	\$ 430	\$ (3,786,091)	\$ 2,051,806	\$ 896,478	\$ (1,067,554)	\$ 1,851,308	\$ (2,958,965)	\$ (3,012,596)

Intercounty Connector											
		July	August	September	October	November	December	January	February	March	Total
E-ZPass	Forecast	\$ 5,030,627	\$ 4,490,200	\$ 5,709,722	\$ 5,363,891	\$ 4,567,039	\$ 4,572,561	\$ 4,479,522	\$ 4,114,300	\$ 4,965,664	\$ 43,293,525
	Actual	5,030,627	4,490,200	5,709,718	5,611,820	4,594,063	5,002,562	1,978,501	7,147,723	5,666,800	\$ 45,232,013
	Difference	-	(0)	(3)	247,929	27,024	430,001	(2,501,021)	3,033,424	701,136	\$ 1,938,488
Video, Pay-By-Plate & Other	Forecast	1,566,245	1,398,437	1,500,142	2,184,994	2,256,168	2,168,505	2,201,220	2,069,082	2,376,193	\$ 17,720,985
	Actual	1,566,245	1,398,437	1,500,217	1,941,234	2,049,084	1,734,613	1,641,124	1,536,219	2,190,977	\$ 15,558,149
	Difference	-	-	75	(243,760)	(207,083)	(433,893)	(560,096)	(532,863)	(185,215)	\$ (2,162,836)
Total	Forecast	6,596,872	5,888,637	7,209,864	7,548,885	6,823,207	6,741,066	6,680,742	6,183,382	7,341,857	\$ 61,014,510
	Actual	6,596,872	5,888,637	7,209,935	7,553,054	6,643,147	6,737,174	3,619,625	8,683,942	7,857,777	\$ 60,790,162
	Difference	\$ -	\$ (0)	\$ 72	\$ 4,169	\$ (180,060)	\$ (3,892)	\$ (3,061,117)	\$ 2,500,560	\$ 515,921	\$ (224,348)

I-95 Express Toll Lanes											
		July	August	September	October	November	December	January	February	March	Total
E-ZPass	Forecast	\$ 1,149,440	\$ 1,188,892	\$ 1,105,930	\$ 1,188,490	\$ 1,161,118	\$ 1,122,331	\$ 976,042	\$ 907,765	\$ 1,111,562	\$ 9,911,571
	Actual	1,149,440	1,188,900	1,105,930	1,083,229	1,082,390	1,093,317	949,096	980,402	1,096,965	\$ 9,729,670
	Difference	-	8	0	(105,261)	(78,728)	(29,014)	(26,946)	72,637	(14,597)	\$ (181,901)
Video, Pay-By-Plate & Other	Forecast	78,610	56,477	66,349	78,139	71,087	68,805	57,530	50,034	61,513	\$ 588,544
	Actual	78,610	56,477	66,350	66,108	71,482	57,153	53,528	52,725	51,093	\$ 553,524
	Difference	-	-	1	(12,031)	395	(11,653)	(4,002)	2,690	(10,421)	\$ (35,020)
Total	Forecast	1,228,049	1,245,369	1,172,279	1,266,629	1,232,205	1,191,137	1,033,573	957,799	1,173,076	\$ 10,500,115
	Actual	1,228,049	1,245,377	1,172,280	1,149,337	1,153,872	1,150,470	1,002,624	1,033,127	1,148,058	\$ 10,283,194
	Difference	\$ -	\$ 8	\$ 1	\$ (117,292)	\$ (78,333)	\$ (40,667)	\$ (30,948)	\$ 75,328	\$ (25,018)	\$ (216,921)

All Facilities											
		July	August	September	October	November	December	January	February	March	Total
	Forecast	\$ 69,402,268	\$ 64,473,442	\$ 68,151,565	\$ 74,808,237	\$ 66,027,727	\$ 63,403,867	\$ 62,401,527	\$ 57,369,564	\$ 69,854,662	\$ 595,892,860
	Actual	69,402,268	64,473,442	68,152,067	70,909,023	67,821,140	64,255,786	58,241,908	61,796,760	67,386,600	\$ 592,438,996
	Difference	\$ 0	\$ 0	\$ 502	\$ (3,899,214)	\$ 1,793,413	\$ 851,919	\$ (4,159,619)	\$ 4,427,196	\$ (2,468,062)	\$ (3,453,865)

Third Quarter Fiscal Year 2024 Traffic and Revenue Performance Report
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Attachment E

FY 2024 Forecast vs. Actual Revenue – By Payment Method

E-ZPass											
	July	August	September	October	November	December	January	February	March	Total	
Forecast	Legacy	48,295,743	46,386,213	48,540,704	51,033,516	42,794,820	40,849,018	39,857,166	36,503,619	45,416,745	\$ 399,677,544
	ICC	5,030,627	4,490,200	5,709,722	5,363,891	4,567,039	4,572,561	4,479,522	4,114,300	4,965,664	\$ 43,293,525
	ETL	1,149,440	1,188,892	1,105,930	1,188,490	1,161,118	1,122,331	976,042	907,765	1,111,562	\$ 9,911,571
	Total	54,475,810	52,065,306	55,356,356	57,585,897	48,522,978	46,543,910	45,312,730	41,525,684	51,493,971	\$ 452,882,640
Actual	Legacy	48,295,743	46,386,206	48,540,707	48,401,597	45,740,938	44,671,949	41,893,237	41,315,017	44,631,104	\$ 409,876,498
	ICC	5,030,627	4,490,200	5,709,718	5,611,820	4,594,063	5,002,562	1,978,501	7,147,723	5,666,800	\$ 45,232,013
	ETL	1,149,440	1,188,900	1,105,930	1,083,229	1,082,390	1,093,317	949,096	980,402	1,096,965	\$ 9,729,670
	Total	54,475,810	52,065,306	55,356,355	55,096,646	51,417,392	50,767,828	44,820,834	49,443,142	51,394,869	464,838,181
Difference	\$ 0	\$ 0	\$ (0)	\$ (2,489,251)	\$ 2,894,414	\$ 4,223,917	\$ (491,896)	\$ 7,917,458	\$ (99,101)	\$ 11,955,541	

Video, Pay-By-Plate & Other											
	July	August	September	October	November	December	January	February	March	Total	
Forecast	Legacy	13,281,604	10,953,223	11,228,719	14,959,207	15,177,495	14,622,646	14,830,047	13,724,765	15,922,985	\$ 124,700,691
	ICC	1,566,245	1,398,437	1,500,142	2,184,994	2,256,168	2,168,505	2,201,220	2,069,082	2,376,193	\$ 17,720,985
	ETL	78,610	56,477	66,349	78,139	71,087	68,805	57,530	50,034	61,513	\$ 588,544
	Total	14,926,458	12,408,136	12,795,210	17,222,340	17,504,749	16,859,957	17,088,798	15,843,881	18,360,692	\$ 143,010,220
Actual	Legacy	\$ 13,281,604	\$ 10,953,223	\$ 11,229,146	\$ 13,805,035	\$ 14,283,183	\$ 11,696,193	\$ 11,726,422	\$ 10,764,675	\$ 13,749,661	\$ 111,489,141
	ICC	1,566,245	1,398,437	1,500,217	1,941,234	2,049,084	1,734,613	1,641,124	1,536,219	2,190,977	\$ 15,558,149
	ETL	78,610	56,477	66,350	66,108	71,482	57,153	53,528	52,725	51,093	\$ 553,524
	Total	14,926,458	12,408,136	12,795,712	15,812,377	16,403,749	13,487,959	13,421,074	12,353,618	15,991,731	127,600,814
Difference	\$ -	\$ -	\$ 503	\$ (1,409,963)	\$ (1,101,001)	\$ (3,371,998)	\$ (3,667,723)	\$ (3,490,263)	\$ (2,368,961)	\$ (15,409,406)	

All Revenue										
	July	August	September	October	November	December	January	February	March	Total
Forecast	\$ 69,402,268	\$ 64,473,442	\$ 68,151,565	\$ 74,808,237	\$ 66,027,727	\$ 63,403,867	\$ 62,401,527	\$ 57,369,564	\$ 69,854,662	\$ 595,892,860
Actual	69,402,268	64,473,442	68,152,067	70,909,023	67,821,140	64,255,786	58,241,908	61,796,760	67,386,600	\$ 592,438,996
Difference	\$ 0	\$ 0	\$ 502	\$ (3,899,214)	\$ 1,793,413	\$ 851,919	\$ (4,159,619)	\$ 4,427,196	\$ (2,468,062)	\$ (3,453,865)

TAB 14



MEMORANDUM

TO: MDTA Board
FROM: Assistant Capital Program Manager Jennifer Stump
SUBJECT: Consolidated Transportation Program (CTP) Process/Additions
DATE: May 30, 2024

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to provide the MDTA Board with an overview of the MDTA Consolidated Transportation Program (CTP) Process and an update on the additions to the capital program. This information was also presented to the MDTA Capital Committee on May 2, 2024.

SUMMARY

Every year the Maryland Transportation Authority (MDTA) releases the CTP, presenting MDTA's ongoing and new capital projects for a six-year period (the current year, the upcoming budget year, and the four succeeding planning years) for all MDTA facilities.

After approval by the MDTA Board in June of each year, the Draft CTP is presented to local elected officials and citizens in September through November throughout 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 Maryland Department of Transportation (MDOT) business units.

The CTP is separated into three parts, (1) Construction Program - Major projects, (2) Development and Evaluation (D&E) Program - Major projects, and (3) System Preservation - Minor Projects. Major capital projects are listed individually; minor projects are grouped and shown by category of work (e.g., environmental, highway preservation, safety improvements).

The Construction Program – Major Projects and System Preservation – Minor Projects programs include ongoing projects and those projects scheduled to begin construction within the six-year period.

The D&E Program contains those major projects which are being prepared for possible future addition to the Construction Program. Projects are moved from the D&E Program to the Construction Program as funds and resources become available, based on the merits of the projects.

PROJECT SELECTION

MDTA's capital projects originate from a variety of sources.

- Long Range Capital Needs (LRCN) – includes planned rehabilitation or replacement projects based on life cycle. The expected useful life of a component does not provide an exact rehabilitation or replacement date but gives an idea of when the MDTA should begin planning and budgeting to address it.
- Inspection findings - used in tandem with life cycle estimates to confirm rehabilitation or replacement is necessary as scheduled or to expedite a project when it is needed ahead of schedule.
- Regulatory compliance - includes projects for EPA-mandated storm water management.
- Increased capacity needs - based on traffic forecast recommendations.
- Local Priority Letters/Legislative Requests - established each year as counties and Baltimore City are asked to submit a list of priorities for the state transportation system. Generally, these priority letters include the concurrence signatures of the legislative delegation representing that county.

Once identified, projects are prioritized based on customer needs for safety and security, or increased capacity through improvements, or system preservation.

Funding availability to budget for identified projects is based on the MDTA's six-year financial forecast, which considers estimates of traffic and revenue (prepared annually), the operating budget and capital budget, debt service payments, the potential need for future bond sales and toll increases, and compliance with financial standards (Trust Agreement covenant, debt service coverage, unrestricted cash balance).

The FY 2025-2030 Draft CTP, to be presented for approval in June, includes thirteen new projects. The thirteen projects are detailed in Attachment A.

ATTACHMENT

- Attachment A - New Projects Added to the FY 2025-2030 MDTA Capital Program

New Projects Added to the FY 2025-2030 MDTA Capital Program

Maintenance and Repair of Curtis Creek Draw Bridge

I-695 Francis Scott Key Bridge (Pin 2643)

\$992,500

The I-695/Curtis Creek Draw Bridge requires monthly, quarterly, and yearly maintenance of the electrical, mechanical, and structural systems. While repairs and maintenance are funded through the operating budget, this capital project allocation is designated for the purchase of major repair components that can be capitalized.

Rehabilitation of Curtis Creek Draw Bridge Bascule Piers

I-695 Francis Scott Key Bridge (Pin 2652)

\$1,805,913 (Engineering only)

Rehabilitate the bascule span pier foundations and related equipment on the Curtis Creek Draw Bridge. The submerged portions of the bascule span piers have deteriorated to the point that rehabilitation is required.

Update Phone System to NEC SV9500 - Phase 2

Multi-Area (Pin 2650)

\$600,000

Update phone system by replacing outdated equipment no longer supported by the manufacturer. Capitalization is limited to equipment costs; this project specifically funds the replacement of the equipment.

Replace I-895 Bridge over Lombard Avenue

I-895 Baltimore Harbor Tunnel (Pin 2651)

\$575,000 (Engineering only)

Constructed in 1957, the I-895 bridge over Lombard Avenue is slated for complete replacement to ensure ongoing operability and service to the public.

Resurface Northbound and Southbound I-95 from the Tydings Bridge to the MD 24 Interchange

I-95 John F. Kennedy Memorial Highway (Pin's 2645 and 2646)

\$1,000,000 (Engineering only)

Resurface northbound and southbound lanes of I-95, extending from the Tydings Bridge over the Susquehanna River to the northern boundary of the I-95 ETL Northern Extension project, just north of the MD 24 interchange. This project includes shoulders but excludes ramps.

Miscellaneous Structural Repairs Inside Fort McHenry Tunnel

I-95 Fort McHenry Tunnel (Pin 2592)

\$600,000 (Engineering only)

Following a recent study that identified necessary repairs, this project will undertake structural rehabilitation within the Fort McHenry Tunnel.

On-Call Miscellaneous Paving Repairs

Multi-Area (Pin 2653)

\$12,093,000 (Engineering & Construction)

This contract provides for repairs and rehabilitation of bituminous concrete and Portland cement concrete pavement and the removal and replacement of pavement marking along MDTA roadway.

Bay Bridge Queue Detection System - Phase 2

US 50/301 William Preston Lane Jr. Memorial (Bay) Bridge (Pin 2603)

\$180,000 (Engineering Only)

The Queue Detection System will monitor and manage queues during lane closures at the William Preston Lane Jr. Memorial (Bay) Bridge. It will ensure queues are within the new 2-mile tolerance. This project is the second phase needed to complete the system.

Pier Protection System at the Bay Bridges

US 50/301 William Preston Lane Jr. Memorial (Bay) Bridge (Pin 2656)

\$600,000 (Engineering Only)

Vessel Protection System installation for the EB and WB Bay Bridge spans.

FMT Maintenance Building Renovation

I-95 Fort McHenry Tunnel (Pin 2566)

\$275,000 (Engineering only)

This project is to address issues with lower level floor plan layout, upper level locker room and breakroom deficiency and building windows leakage.

FSK Building 305 Roof/HVAC/Windows Replacement

I-695 Francis Scott Key Bridge (Pin 2567)

\$500,000 (Engineering only)

This project is to replace roofing system, windows, and HVAC system at Building 305 at FSK campus. The roofing and HVAC system have reached their life expectancy and windows are to be replaced to address water infiltration issues.

Portable Radio Replacement

Multi-Area (Pin 2636)

\$7,569,850 (Engineering & Construction)

Replace 860 portable radios (660 Police and 200 Maintenance) as they are nearing the end of their useful life. The existing radios will not be serviced by Motorola after the end of December 2023. After that, parts to repair in house will be available for a limited time.

Replace the Francis Scott Key Bridge

I-695 Francis Scott Key Bridge (Pin 2655)

\$1,702,000,000 (Initial Cost Estimate)

Design and construct replacement for the Francis Scott Key Bridge.

TAB 15

VERBAL

TAB 16

VERBAL

TAB 17

VERBAL