



BUILDING TODAY TO SUSTAIN TOMORROW

Maryland Transportation Authority
2025 Annual Report



Maryland
Transportation
Authority





MDTA MISSION, VISION AND VALUES

MDOT MISSION:

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.

MDTA VALUES:

MDTA is ONE TEAM working together to:

- Appreciate Maryland's DIVERSITY and bring our services to all communities
- Promote INTEGRITY through accountability, transparency, governance and communication
- Foster INNOVATION to revolutionize transportation operations
- Ensure the SAFETY of our employees, customers, facilities and systems
- Provide exceptional CUSTOMER EXPERIENCE

MDTA 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

WELCOME

SECRETARY OF TRANSPORTATION AND MDTA CHAIR KATHRYN “KATIE” THOMSON

I am pleased to present the Maryland Transportation Authority’s (MDTA) 2025 Annual Report, highlighting the accomplishments of the agency’s hard-working team. Since being appointed as Maryland’s Transportation Secretary and MDTA Chair, I have witnessed firsthand the MDTA’s commitment to ensuring Marylanders get to where they need to go safely and reliably.

The theme of this year’s report is “Building Today to Sustain Tomorrow.” The key projects represented throughout these pages are a few examples of how the MDTA’s dedicated team is working to meet today’s needs while supporting long-term economic stewardship, growth and sustainability.

Some of our most notable successes include advancing the Francis Scott Key Bridge Rebuild with the start of pre-construction work and demolition of the remaining structure, approving an MDTA Recommended Preferred Alternative for the Chesapeake Bay Crossing Study: Tier 2 National Environmental Policy Act, completing a significant portion of work on phase one of the Eastbound Bay Bridge Deck Replacement Project and completing phase one of a three-phase project on I-895 near the Baltimore Harbor Tunnel to remove the last toll booths on MDTA’s system.

I hope you enjoy reading about these achievements that are just a snapshot of the outstanding efforts the almost 1,700 employees across the agency perform every day.

On behalf of the Moore/Miller Administration, MDTA’s board members and leadership, I extend thanks to the team for their dedication. I also want to take the opportunity to thank former Secretary and Chair Paul Wiedefeld and former Acting Secretary and Chair Samantha Biddle for their leadership during the past year. Their tireless work and expertise allowed the MDTA to deliver essential projects to help make travel throughout Maryland easier.

I look forward to building upon the MDTA’s results in the year ahead, as we continue to deliver the state’s top transportation priority of advancing infrastructure to better connect all Marylanders to opportunities and each other – now and into the future.



MDTA EXECUTIVE DIRECTOR BRUCE GARTNER

In January 2024, I was truly honored to have been selected as executive director a second time to lead the MDTA’s customer-driven, talented staff who consistently show up to connect all Marylanders to life’s opportunities and each other.

Despite the challenges faced during the past year, the MDTA remained committed to delivering initiatives through teamwork and perseverance as evident in successes outlined throughout this report.

At the forefront of Marylander’s minds is the Key Bridge Rebuild. I am pleased to report that the team has accomplished more in one year than most projects of this magnitude have in seven years. I look forward to continued progress as we reconnect, revitalize and rebuild this vital link.

It’s been a busy and productive year on other fronts as well, as we celebrated facility anniversaries, reached major project milestones, expanded safety initiatives, assisted motorists and E-ZPass customers and increased outreach and engagement efforts – meeting the public where they live, work and gather.

Every MDTA employee plays a significant role in ensuring our transportation system is safe, well maintained and reliable. With strong support from the Governor, Chair and Board members, the MDTA will build on our past success, prioritizing today’s efforts that will improve the customer experience, improve the safety of our system and drive our state’s economy into tomorrow.





BUILDING TODAY

TO SUSTAIN TOMORROW



TABLE OF CONTENTS

MDTA MISSION, VISION AND VALUES	1
WELCOME MESSAGES	2
THE MARYLAND TRANSPORTATION AUTHORITY BOARD	6
LEADERSHIP COMMITTEE	7
FACILITIES	8
FRANCIS SCOTT KEY BRIDGE REBUILD	12
EASTBOUND BAY BRIDGE DECK REPLACEMENT PROJECT	16
2025 MAJOR MILESTONES	18
MDTA POLICE – COMMUNITY PARTNERSHIP	20
MDTA’S FIGHT AGAINST SMISHING SCAM	22
NICE BRIDGE COMMUNITY HOLIDAY DRIVE	24
BY THE NUMBERS	26
KUDOS	28

THE MARYLAND TRANSPORTATION AUTHORITY BOARD

The Maryland Transportation Authority Board serves as the policy setting, decision-making and governing body responsible for all actions taken by the agency. Maryland's Secretary of Transportation presides as the MDTA's Chair. In addition to the Chair, the Board consists of eight citizens appointed by the Governor with the consent of the Maryland Senate.

Per statute, the Board's composition reflects the diversity of the population and includes expertise in structural engineering, transportation planning, land-use planning and finance. Board appointments are for staggered four-year terms that may not extend beyond three consecutive terms.

GOVERNING BODY



Dontae Carroll
Charles County, Appointed 2017



Maricela Cordova
Montgomery County, Appointed 2025



William H. Cox, Jr.
Harford County, Appointed 2016



Mario J. Gangemi, P.E.
Cecil County, Appointed 2017



John F. Von Paris
Baltimore County, Appointed 2016



Cynthia D. Penny-Ardinger
Howard County, Appointed 2019



Jeffrey S. Rosen
Baltimore County, Appointed 2019



Samuel D. Snead, MCP, MA
Anne Arundel County, Appointed 2023

Chair and Board Members of the Maryland Transportation Authority

Executive Director



MDTA LEADERSHIP

Chair, Kathryn B. Thomson, Secretary of Transportation (March 20, 2026)

Chair, Paul J. Wiedefeld, Secretary of Transportation (retired July 31, 2025)

Samantha J. Biddle, Acting Secretary of Transportation (August 2, 2025 – January 6, 2026)

Bruce Gartner, Executive Director

Kimberly Millender, Esq., Assistant Attorney General (retired September 2025)

FACILITIES

THOMAS J. HATEM MEMORIAL BRIDGE (US 40)

The oldest of the MDTA's facilities, this 1.4-mile, four-lane bridge opened in 1940. It spans the Susquehanna River on US 40 between Havre de Grace and Perryville in northeast Maryland. Tolls are collected in the eastbound direction only. The Hatem Bridge was the first of the MDTA's legacy facilities to begin highway-speed all-electronic tolling in October 2019.

FY 2025 TRAFFIC VOLUME: 9.7 MILLION VEHICLES*



JOHN F. KENNEDY MEMORIAL HIGHWAY (I-95)

Opened in 1963, the John F. Kennedy Memorial Highway is a 50-mile section of I-95 from the northern Baltimore City line to Delaware. Tolls are collected in the northbound direction only. The facility includes the Millard E. Tydings Memorial Bridge over the Susquehanna River in northeast Maryland. The Maryland House and Chesapeake House travel plazas are located on I-95 in Harford and Cecil counties and serve millions of customers annually. Eight miles of I-95 Express Toll Lanes (ETL) opened on the JFK Highway between I-895 and White Marsh in December 2014, and the northbound extension from MD 43 to MD 152 opened to traffic in December 2024. With the ETL, motorists have the choice to pay a toll at highway speeds, to travel in relatively free-flowing lanes or use the non-tolled general-purpose lanes.

FY 2025 TRAFFIC VOLUME: 30.8 MILLION VEHICLES*



FORT MCHENRY TUNNEL (I-95, I-395)

The largest underwater highway tunnel, as well as the widest vehicular tunnel ever built by the immersed tube method, the Fort McHenry Tunnel opened to traffic in 1985. The eight-lane tunnel is nearly 1.4-miles long and connects the Locust Point and Canton areas of Baltimore, crossing under the Patapsco River, just south of historic Fort McHenry. The tunnel is a vital link in I-95, the East Coast's most important interstate route. Including the tunnel and approach roadways, the facility is approximately 10.3 miles in length. In 2023, highway-speed all-electronic tolling began at the Fort McHenry Tunnel.

FY 2025 TRAFFIC VOLUME: 50.4 MILLION VEHICLES



FRANCIS SCOTT KEY BRIDGE (I-695)

The original outer crossing of the Baltimore Harbor opened in 1977 as the final link in the I-695 (Baltimore Beltway). In March 2024, a cargo ship struck the bridge, causing the bridge to collapse. The MDTA is rebuilding the Key Bridge to reconnect the Baltimore Beltway and restore a vital transportation link. The new bridge will be Maryland's first highway cable-stayed bridge, which will consist of two lanes in each direction and have a minimum vertical clearance of 230 feet to support larger vessels.



BALTIMORE HARBOR TUNNEL (I-895)

The 1.4-mile, four-lane tunnel opened in 1957. Designated as I-895, the tunnel crosses under the Patapsco River and connects major north/south highways and many arterial routes in Baltimore's industrial sections. Including the tunnel and approach roadways, the total facility is approximately 18.3 miles long. The Harbor Tunnel is the final MDTA facility to implement highway-speed all-electronic tolling, with conversion in September 2025.

FY 2025 TRAFFIC VOLUME: 30.7 MILLION VEHICLES



WILLIAM PRESTON LANE JR. MEMORIAL (BAY) BRIDGE (US 50/301)

The Bay Bridge crosses the Chesapeake Bay along US 50/301. Dual spans provide a direct connection between Maryland's Eastern Shore and metro Baltimore, Annapolis and Washington, DC. At 4.35 miles (eastbound) and 4.33 miles (westbound), the spans are among the world's longest and most scenic over-water structures. The original span opened in 1952 and provides a two-lane roadway for eastbound traffic. The parallel structure opened in 1973 and provides three lanes for westbound travelers. During periods of heavy traffic, one lane of the westbound bridge is "reversed" to carry eastbound travelers. In May 2020, the Bay Bridge became the third of the MDTA's legacy facilities to begin highway-speed all-electronic tolling.

FY 2025 TRAFFIC VOLUME: 27.6 MILLION VEHICLES *

GOVERNOR HARRY W. NICE MEMORIAL/SENATOR THOMAS "MAC" MIDDLETON BRIDGE (US 301)

The original 1.9-mile, two-lane bridge spanning the Potomac River from Newburg, Maryland, to Dahlgren, Virginia, opened in 1940. President Franklin D. Roosevelt participated in the facility's groundbreaking in 1939. Construction of a new Potomac River Crossing to replace the Nice/Middleton Bridge began in 2020 and, in October 2022, the new 1.7-mile bridge opened to traffic. The new bridge was built north of and parallel to the original bridge, and includes two 12-foot lanes in each direction with two-foot shoulders, a center median and features to accommodate bicyclists. Tolls are collected in the southbound direction only.

FY 2025 TRAFFIC VOLUME: 6.6 MILLION VEHICLES*

*NOTE: Tolls are collected in one direction



INTERCOUNTY CONNECTOR (ICC)/MD 200

The ICC links I-270/I-370 in Montgomery County and US 1 in Prince George's County, and is Maryland's first all-electronic, variably priced toll facility. The first segment between I-370 at Shady Grove and MD 97 in Rockville/Olney opened in February 2011; the second segment to I-95 opened in November 2011; and the ICC was completed to US 1 in Laurel in November 2014. A faster, more reliable drive for motorists, the ICC also helps reduce congestion on I-495 (Capital Beltway).

FY 2025 TRIPS: 22.6 MILLION



FRANCIS SCOTT KEY BRIDGE REBUILD



Reporters getting footage of pre-construction activities.

A YEAR IN REVIEW: ADVANCING THE FRANCIS SCOTT KEY BRIDGE REBUILD

Calendar year 2025 spelled progress as the Francis Scott Key Bridge Rebuild team made significant strides along the Patapsco River, advancing from early pre-construction activities to driving massive steel test piles and removing the old bridge decks and columns. Crews have been engaged on location, in the community, and behind the scenes working in collaboration with federal partners to ensure progress is being made every day. From the early pre-construction days during the frigid winter months, to the long hot summer days during demolition, the team never wavered in the mission to reconnect, revitalize, and reimagine a new Key Bridge.

PRE-CONSTRUCTION ACTIVITIES

Pre-construction activities began in January and involved rigorous research, detailed surveying, calculations, and sampling. The work provides engineers with critical data to inform and refine the bridge's design.

MDTA crews and Kiewit Infrastructure Corporation contractors conducted extensive geotechnical investigations. MDTA Chief Engineer Jim Harkness said they collected soil samples from as deep as 200 feet beneath the surface of the water

and land. He said understanding the subsurface conditions is essential to designing strong bridge foundations.

"Each of those 100 locations yields information about the soil type, density and properties, as well as the depth at which those soils are located," Harkness said. "And all of that data comes together to inform our bridge foundation design."

Crews surveyed and mapped the area, collecting topographic data, right-of-way boundaries and subsurface utility mapping to support construction planning.

Engineers conducted wind tunnel testing on a model of the bridge to study its response to a variety of wind loads. They also used a model of the bridge foundation for scour testing, which simulated how water moves around the bridge's foundation and piles to understand impacts on the riverbed. In addition, crews completed more than 1,000 property inspections to establish baseline conditions ahead of major construction work.

"The inspections allow us to understand the condition of those properties prior to doing any real construction activity out at the site," Harkness said. "We were able to document that for future use and make sure that we are being good neighbors during construction."

MDTA crews also installed noise and vibration monitoring devices to regularly track sound levels throughout construction.

NEW BRIDGE DESIGN REVEAL



Rendering of new Key Bridge.

In early February, Governor Wes Moore announced the new design concept for the Key Bridge Rebuild, which will be Maryland's first highway cable-stayed bridge. The state-of-the-art design includes a 230-foot minimum clearance and will accommodate larger ships bound for the Port of Baltimore. Safety is paramount, and the design features pier protection fenders the size of an NFL football field.

"The Key Bridge Rebuild is about more than restoring a critical piece of infrastructure; it's about ensuring the mobility of Marylanders and investing in our state's future," said MDTA Executive Director Bruce Gartner. "Governor Moore's directives have laid a strong foundation, and we are committed to reconnect, revitalize and reimagine the Key Bridge."

KEY BRIDGE REBUILD INTERNSHIP

In June, the MDTA welcomed the inaugural group of Key Bridge Rebuild interns. The MDTA partnered with the Maryland Higher Education Commission to launch the program, reflecting the MDTA's commitment to rebuild the Key Bridge while developing the future workforce in the engineering and infrastructure development fields.

Nine students spent their summer with the project team, getting a front-row seat to major Key Bridge pre-construction operations. They also visited other MDTA facilities and explored engineering, environmental and business fields.

"It really is a great opportunity for MDTA to work directly with college-aged students who are coming out of school with fresh ideas, and for interns to get involved in a project of this scale where they can learn across disciplines and be part of something that will be a lasting landmark for Baltimore City," said MDTA Deputy Director of Major Projects Jason Stolicny.



Concrete removed from former Key Bridge.

DEMOLITION BEGINS

This first phase of removing the former Key Bridge started in July with mechanical demolition that used heavy machinery, including excavators and cranes, to carefully dismantle portions of the existing structure. Crews started by removing the bridge deck over the river on the bridge's south side.

"We're going to section the concrete up into manageable pieces," Harkness said. "We will lift them off one piece at a time, then bring those pieces down and actually rubblize the concrete."

Concrete removed from the bridge is being used for onsite temporary access roads, and the structural steel was recycled at permitted facilities.

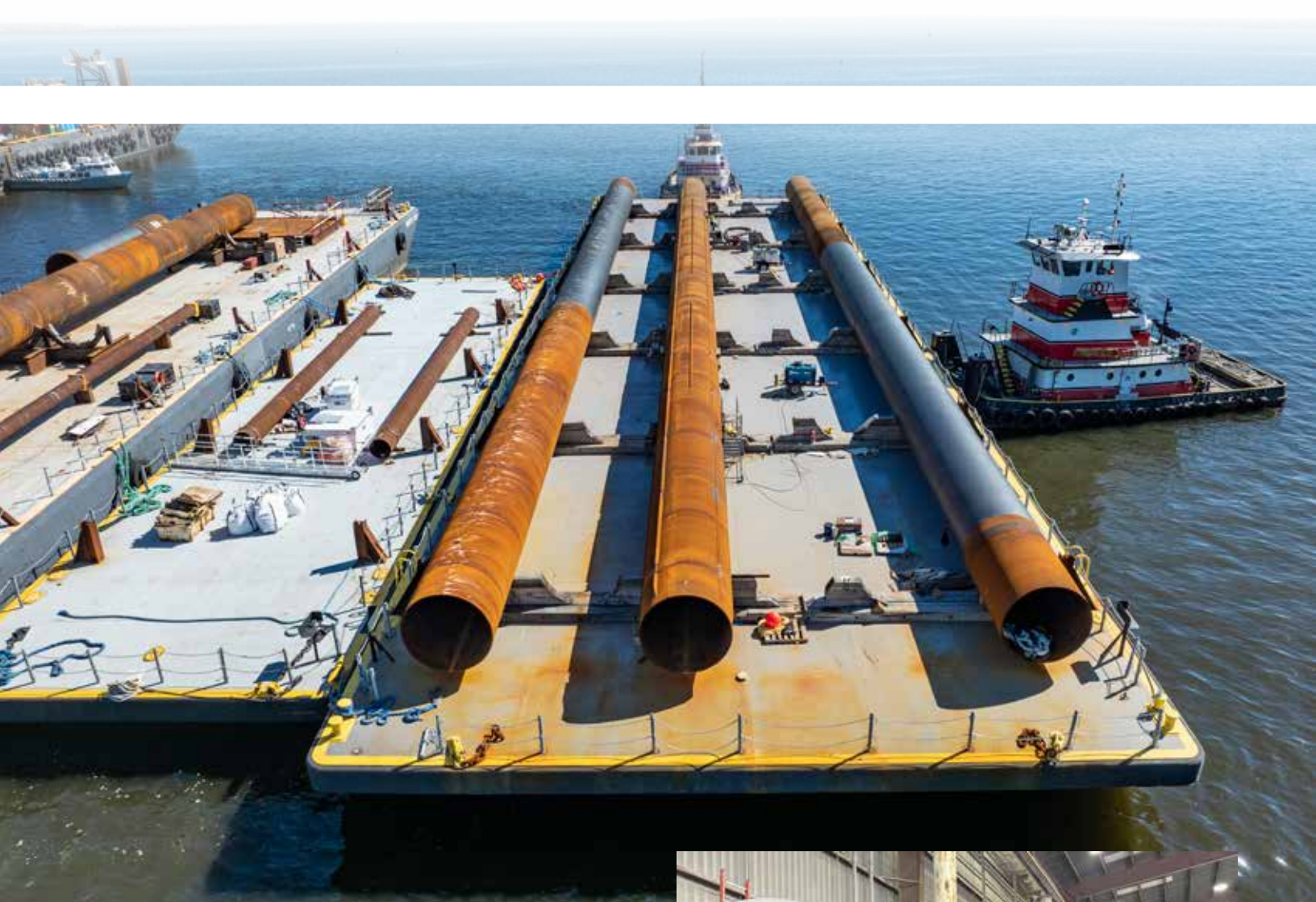
This phase targets portions of the existing structure that interfere with the new bridge's alignment, which will sit slightly east and downriver of the original structure.

Also in July, Governor Moore, along with Maryland transportation leaders and elected officials, visited the demolition site. The Governor and MDTA engineers answered questions from the media following a tour around the bridge site.

In October, crews completed the demolition and removal of all concrete from the existing bridge deck. In November, they removed a large portion of the structural steel, called girders, on the north and south sides of the bridge. They also started demolishing the existing bridge columns.

"We're going to section the concrete up into manageable pieces. We will lift them off one piece at a time, then bring those pieces down and actually rubblize the concrete."

—MDTA CHIEF ENGINEER JIM HARKNESS



Massive steel test piles.

THE FIRST TEST PILES ARRIVE IN BALTIMORE

In the spring, fabrication began on hundreds of steel piles for the test pile program. The fabrication is taking place at special facilities in Texas and Louisiana that can accommodate the large pile size of eight feet in diameter, 220 feet long, and 1.5 to 2 inches thick. The steel piles are used for the bridge's cable-stayed spans and pier protection.

In August, massive, American-made steel pieces arrived in Baltimore to start creating the load test frame. The frame weighs about 550,000 pounds and goes on top of the piles for load testing.

Six steel test piles arrived by barge to the Key Bridge construction site in late September. Crews first installed a bubble curtain around each pile. The curtain consists of several perforated rings that release compressed air as the pile is driven. This system helps protect marine life in the river.

Next, crews lifted each test pile into position with the Weeks 533 Crane, the largest rotating crane-barge on the East Coast. The crane operator then placed each pile into a template and stabilized it with a vibratory hammer.



Test pile fabrication.

TEST PILE DRIVING BEGINS

Crews drove the first test piles into the riverbed in early October, using a hydraulic impact hammer, which weighs 145 tons and is more than 50-feet-tall.

"They are pulling water out of the river and they are discharging it back and they are utilizing that water to cool the hammer," said MDTA Deputy Director of Project Development Jason Stolicny.

Bridge projects with deep foundations like the Key Bridge Rebuild use various types of testing. Engineers first conducted dynamic testing on the piles using strain gauges and accelerometers. Each time the yellow impact hammer strikes, the sensors collect real-time data.

The devices measure how much load the pile can handle, how the pile holds up under pressure, and how the driving equipment performs. The data collected can also be used to adjust the driving depth and pile length.

In late October, six more steel test piles arrived at the project site so engineers could continue driving. By late November, crews had driven all 12 test piles into the river.



Rendering of new Key Bridge.

DESIGN MILESTONE

In November, project engineers reached 70% on the new bridge design. At that point the MDTA Board was able to update their financial forecast to include the updated cost range and schedule estimates for the bridge project.

"The Key Bridge Rebuild achieved 70% design in 14 months compared to other projects that have averaged seven years, while also progressing construction," said MDTA Executive Director Bruce Gartner. "Typical transportation projects of this magnitude take years of planning before even beginning design and pre-construction activities – something that Maryland and MDTA has compressed down to months."

The updated cost estimate range and schedule are tied to a robust pier protection system, designed to comply with federal guidelines and modern construction standards.

"Every element of the design has been engineered with the highest safety standards," Harkness said. "There will be six piers that will have a rigid fender constructed around the foundation of the piers to meet and exceed the current standards for federal requirements."

STATIC LOAD TESTING BEGINS

In late November, the static load testing process kicked off. Static load testing is done to ensure a strong foundation for the new Key Bridge. Crews lifted a metal load test frame, weighing about 550,000 pounds on top of the test piles. The load test frame applies 10 million pounds of pressure on the main axial pile. During this process, crews set the load test frame on four reaction piles and test one pile at a time.

"That information will inform our geotechnical engineers as to whether the pile is performing as we have assumed in the design," said MDTA Director of Project Development Brian Wolfe. "It will confirm that we've got the load that we need to move ahead with the design and begin installing the piles."

LOOKING AHEAD TO 2026

The Key Bridge Rebuild team is achieving significant milestones with each passing month. The MDTA looks forward to completing demolition on land in early 2026 and moving into the construction phase of the rebuild.

"We are working day and night to expedite the delivery of a new bridge and we understand the impact the loss of the Key Bridge has had on the Baltimore region – including longer commute times," Gartner said. "We're in this together and we ask for your patience while we safely reconnect our communities."

"The Key Bridge Rebuild achieved 70% design in 14 months compared to other projects that have averaged seven years, while also progressing construction."

—MDTA EXECUTIVE DIRECTOR BRUCE GARTNER

EASTBOUND BAY BRIDGE DECK REPLACEMENT PROJECT



Crews moving precast deck panels into place.

The MDTA began major construction of the Eastbound Bay Bridge Deck Replacement Project in late fall of 2023. The project's goal is to extend the service life of the existing eastbound bridge deck and improve overall ride quality and safety.

The project is being performed in multiple phases during the next several years. Phase 1 work was completed in 2025 and included: utility relocations, stormwater management, replacing portions of the bridge deck on the Eastern Shore side of the bridge with precast deck panels, replacing the connections between the panels and truss strengthening east of the suspension span.

Other Phase 1 work that has been added and will continue through fall 2027 includes truss strengthening west of the suspension spans and suspension span barrier wall replacement. Crews performed work during off-peak hours to minimize traffic impacts.

MDTA's 2015 Bay Bridge Life Cycle Cost Analysis identified this initial section – known as a deck truss section – as the first in a series of projects to maintain safe and working order conditions for the 73-year-old span. The timing of future phases and other projects will depend on available funding and bridge conditions.

BY THE NUMBERS:

156

DECK PANELS REPLACED
(SPRING 2024 – SUMMER 2025)

133

PERMANENT LINK SLABS REPLACED

72

TRUSS MEMBERS REHABILITATED

584

STEEL PLATES INSTALLED

Approximately 117

TONS OF STEEL USED

31,000 +

HIGH-STRENGTH BOLTS USED

256 +

GUSSET PLATE LOCATIONS

9,112

TRUSS GUSSET PLATE RIVETS REPLACED

2025

MAJOR MILESTONES



Maryland
Transportation
Authority



FEBRUARY



AUGUST



JANUARY



OCTOBER



APRIL



DECEMBER

JANUARY

- ▶ Announced start of pre-construction activities on the Key Bridge Rebuild Project
- ▶ Launched Key Bridge Rebuild Facebook page

FEBRUARY

- ▶ Unveiled new Key Bridge design
- ▶ Marked MDTA Police 59th officer candidate class graduation

MARCH

- ▶ Observed Key Bridge collapse commemoration event

APRIL

- ▶ Hosted National Work Zone Safety Awareness Event along I-695 at Bear Creek in Sparrows Point featuring Lt. Governor Aruna Miller
- ▶ Held Go Orange Day (employee engagement event)

MAY:

- ▶ Kicked off robust educational and safety efforts informing customers of best times to safely travel over the Bay Bridge
- ▶ Hosted MDTA Police fallen heroes ceremony

JUNE

- ▶ Began Key Bridge Rebuild Summer Internship Program

JULY

- ▶ Began demolition of remnant Key Bridge structures
- ▶ Opened first new ramp of the reconfigured I-95 and MD 24 interchange as part of the I-95 Northbound ETL Extension Project

AUGUST

- ▶ Celebrated Thomas J. Hatem Memorial Bridge's 85th anniversary (Above image of first customer to cross the bridge on August 28, 1940)
- ▶ Participated in Police National Night Out

SEPTEMBER

- ▶ Began Key Bridge Rebuild test pile program
- ▶ Added pavement markings on northbound and southbound I-95 at the Fort McHenry Tunnel to improve driver behavior

OCTOBER

- ▶ Began collecting tolls via new toll gantries on I-895, marking the final facility to be converted to all-electronic tolling via overhead gantries
- ▶ Launched Key Bridge Rebuild new website and newsletter
- ▶ Held MDTA Townhall

NOVEMBER

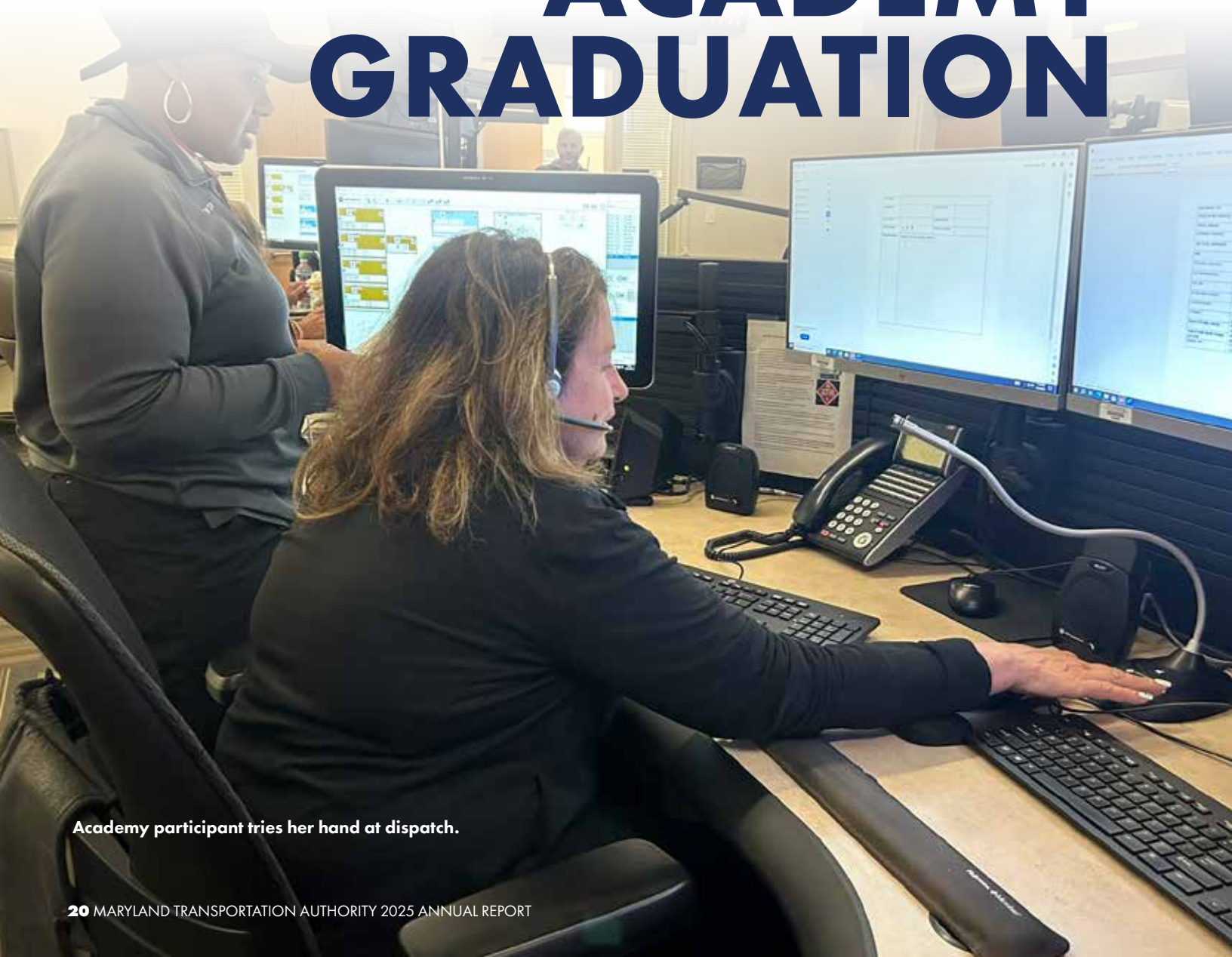
- ▶ Celebrated the Fort McHenry Tunnel 40th Anniversary
- ▶ Achieved 70% design of the new Key Bridge and updated the cost & schedule

DECEMBER

- ▶ Celebrated the Police Officer Candidate Class 60 graduation
- ▶ Announced the Recommended Preferred Alternative for the Chesapeake Bay Crossing Study: Tier 2 National Environmental Policy Act
- ▶ Held a Key Bridge Rebuild virtual community update



MDTA POLICE CELEBRATE SECOND COMMUNITY PARTNERSHIPS ACADEMY GRADUATION



Academy participant tries her hand at dispatch.

Laura Vandervort is a self-proclaimed crime junkie. When she's not busy supporting the Maryland Transportation Authority's (MDTA) DriveEzMD Customer Service Centers, you can likely find her watching the latest episode of "Chicago P.D." That's why a flyer for the MDTA Police Community Partnerships Academy caught her eye.

"I didn't know what to expect," she said. "But I saw the flyer and thought, 'Wow, this sounds interesting!' How often do you get insight behind the scenes?"

Vandervort joined fellow employees and community members at MDTA Police Headquarters for this eight-week program that gave participants a closer look at the police department providing law enforcement services at toll facilities, BWI Thurgood Marshall Airport and the Port of Baltimore. The most recent session began in early May and concluded in late June.

"We don't hold back," said Police Chief Colonel Joseph F. Scott. "We do everything we can to make this an exciting and engaging experience so participants have fun and walk away with a better understanding of what our officers do."

The program incorporates a variety of teaching methods and guest instructors from across the police department, including hands-on experiences whenever possible. Students donned a headset and tried to keep up with radio traffic at the Police Metro Dispatch Center, participated in a tour of the airfield at BWI Thurgood Marshall Airport and completed virtual reality training exercises at the Police Training Academy.



MDTA Police K-9 Unit.

Specialized Police units like the Crisis Negotiation Team, the Special Response Team, the Criminal Investigations Unit and the K-9 Unit all shared their unique equipment and experiences. Investigators from the Police Collision Reconstruction Unit explained the complicated steps of a fatal crash investigation and walked the class through real cases.

In the final class before graduation, participants put on a duty belt with training equipment and completed realistic scenarios in a controlled environment. With officers acting as role players and coaches guiding students throughout the

MDTA POLICE

MADE 895

DUI ARRESTS

MORE THAN 17,000

COMMERCIAL VEHICLE INSPECTIONS

ANSWERED 236,160

DISPATCH SERVICE CENTER CALLS

experience, the class responded to mock calls for service and conducted mock traffic stops.

But for Vandervort the scenarios, flashy equipment and case stories weren't the best part. "You could tell that every officer and instructor wanted to be there, and that made it great," she said. "The coordination, hard work and dedication they put into the academy to ensure students had a great experience and were engaged were remarkable."

Organizers are already planning the next session of the Police Community Partnerships Academy, with a schedule to be determined soon. If you're interested in learning more about the program, contact MDTA Police Lieutenant Brady McCormick at bmccormick@mdta.state.md.us for more information.

MARYLAND TRANSPORTATION AUTHORITY POLICE

The Maryland Transportation Authority (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. The Police are responsible for law enforcement at the bridge and tunnel thruways, highways, the Baltimore Washington International/Thurgood Marshall Airport and the Port of Baltimore.

MISSION STATEMENT:

The Maryland Transportation Authority (MDTA) Police provide Safety, Security and Service in partnership with the community to all who use and work on facilities and other vital transportation assets located throughout Maryland.

Core Values:

- Dedication
- Integrity
- Mindfulness
- Pride
- Service

A COMMUNITY UNITED

THE MDTA'S FIGHT AGAINST SMISHING SCAMS



DriveEzMD Customer Service Center.

As 2025 unfolded, the MDTA faced a significant challenge with a surge in ongoing smishing scams targeting toll customers. Reports flooded in about fraudulent messages claiming to be from DriveEzMD or E-ZPass, warning residents of unpaid tolls and urging them to click on malicious links. On average, the DriveEzMD customer call center received more than 500 calls a day about the smishing texts.

Recognizing the urgent threat, the MDTA initiated a public-awareness campaign to educate customers about smishing. They emphasized that DriveEzMD would never request payment via text and encouraged recipients to report suspicious messages.

The campaign included information shared through social media, email blasts, local news, community outreach events and on the DriveEzMD website, highlighting how scammers exploit fear and urgency.

"Spreading awareness was a collective effort," noted Director of E-ZPass Operations Heather Koeberle, as community engagement and customer education became key to the MDTA's approach. Workshops and information sessions were held, empowering citizens to remain vigilant.

During the year, the MDTA saw a decline in scam reports, fostering greater trust within the community. A serious challenge was utilized as an opportunity for growth and resilience. The MDTA's efforts served as a reminder of the importance of community action in the face of digital threats, reinforcing their commitment to keeping Maryland's tolling system safe.

Complaints regarding smishing scams have decreased from a height of nearly 750 a day to a mere 37 in late 2025. While the numbers demonstrate a decrease, the smishing attacks are an ever-present threat to Marylanders.

Reporting smishing texts to both DriveEzMD and federal agencies will help target the originators of these scams. Detailed information on how to report smishing messages can be found at driveezmd.com/smishing_scam/.

DRIVEEzMD

140,254,692

TOTAL TRANSACTIONS PROCESSED

2,441,193

REGISTERED ACCOUNTS

6.9%

INCREASE IN REGISTERED ACCOUNTS

OUTREACH TEAM ATTENDED

118 EVENTS

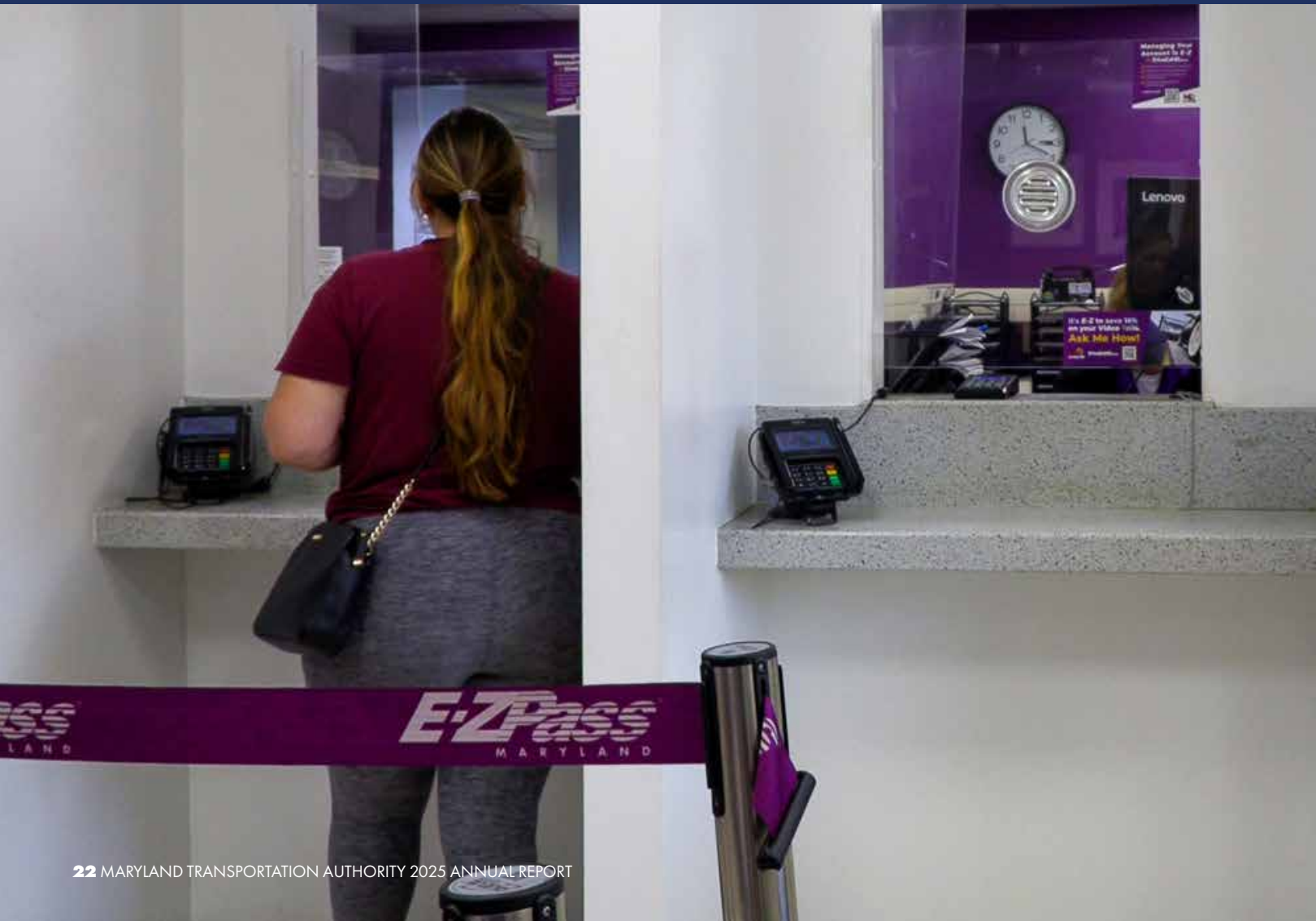
AND ENGAGED WITH MORE THAN

5,000

PEOPLE



A smishing scam is a social engineering attack using fake text messages to trick people into downloading malware, sharing sensitive information or sending money to cybercriminals.



NICE/MIDDLETON BRIDGE STAFF IS 'GOOD NEIGHBOR' TO LOCAL FAMILIES IN NEED



Nice/Middleton Bridge volunteers sorting through donations.

In fall and winter 2025, Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge (Nice/Middleton Bridge) civilian staff and police personnel, in coordination with Maryland State Police, continued their annual tradition of collecting, donating and distributing holiday meals and toys to Charles County community members in need.

Bridge staff voluntarily contributed their personal time and money to purchase food and provisions and assemble Thanksgiving and Christmas meal baskets, which included whole turkeys, for seven local families. Throughout the end of the year, employees also supplied and collected dry- and canned-good donations from county residents and made weekly deliveries to the Aqualand food pantry and to the Holy Ghost Catholic Church's/Wayside Food Bank that serves southern Charles County.

"Our team is passionate about making a positive impact on our community, especially those experiencing hardships," said James "Jim" Davies IV, Nice/Middleton Bridge Administrator. "Through the charitable actions of our employees, we were able to help make the holidays a little nicer for local Aqualand families and neighbors in Newburg."

Donations amounted to several hundred pounds of food, including more than 50 boxes each of pasta and stuffing, three cases each of corn, peas, green beans and other vegetables, various snacks, breakfast items and non-perishable items.

Administrator Davies expressed his gratitude to those who contributed, especially team members whose dedication and commitment to service made these efforts possible, including First Sergeant and Detachment Commander Monica Tompkins, Corporal Terrill Lawrence, Corporal Jean Philius, Officer Larry Perkins, Officer Patrick Hart, Executive Administrative Assistant Lisa Slack, Environmental Technical III Tammy King, SAT III Karen Proctor, SAT III Imelda Holton and DriveEzMD Customer Service Center staff who sold more than 20 challenge coins to support toy collection efforts.

The Nice/Middleton Bridge team has been providing this service for many years. In addition to food items, staff has purchased or collected Christmas gifts for families, including bicycles, toys, games and clothes. In 2025, auto shop staff assembled 18 bikes for local children, and staff collected \$200 and 50 toys to supplement the Toys for Tots campaign.

"We plan on continuing our efforts for years to come and are exploring options to include Easter and other holidays," Davies remarked.

If you wish to contribute in 2026, you can contact Administrator Davies, Lisa Slack or First Sergeant Tompkins at 410-537-6800 or 410-537-6806.

BY THE NUMBERS

OFFICE OF ENVIRONMENT, SAFETY & RISK MANAGEMENT PLANTED

6,003
TREES

3,575
SHRUBS

44,833
HERBACEOUS PLANTS

MDTA FACILITIES OVERVIEW

8
TOLL FACILITIES

2
TUNNELS

4
TOLLED BRIDGES

2
TURNPIKES

775
HIGHWAY MILES

COMMUNITY OUTREACH AND ENGAGEMENT

Staff attended more than
100 POP-UP EVENTS
at more than
30 LOCATIONS

Staff attended
**35 COMMUNITY,
VIRTUAL MEETINGS,
OPEN HOUSES OR
INDUSTRY EVENTS**

COURTESY PATROLS

Logged
27,081 ASSISTS

Changed
5,592 FLAT TIRES

Assisted drivers of
**5,795 DISABLED
VEHICLES**

Gas
1,162

Flats
5,592

Crashes
3,428

Debris
2,496

Unattended
1,958

Vehicles towed off the roadway
286

Vehicles in roadway
5,988

Vehicle miles driven
1,301,529

OUTREACH COLLATERAL

75
PRINTED MATERIAL/E-COLLATERAL PIECES

71
EMAIL BLASTS

285
EMAIL CORRESPONDENCE

PROCUREMENT

Awarded 69 contracts totaling
\$488,054,116.49

SOCIAL MEDIA

The MDTA continues to provide customers with current information about our roadways and projects on our social media channels.

2,853
POSTS

21,712,350
IMPRESSIONS

KUDOS

JACK LOOSER, VRU

When someone had a flat tire with their three-year-old in the car, he stopped to help, changed the tire quickly, and turned a stressful situation into one of gratitude.

OFFICER AILEEN PRATT, ICC DETACHMENT

Officer Pratt went above and beyond after a crash on MD 200, offering compassion and support during a very distressing time. She kindly drove the couple home on her own time after they were left stranded. Her professionalism and care made a lasting impact.

MARIA MARTIN CSC, FMT

A customer shared how Maria's friendly attitude and clear communication made a big difference during both of her visits. Her professionalism and patience truly stood out. Great job, Maria!

MATT BLAGMON, JFK ERT

Customer Quote: "He was kind and extremely helpful, he was able to get us a tow and connected us with a tow to get us off the highway, and eventually home! He was very patient with 3 hysterical ladies, just trying to get home to NJ."

NANCY ROBLES, JFK CSC

Customer Quote: "I wish to give a definite thumbs up for Nancy. She was extremely helpful, personable and extremely bubbly. She is a credit to the MDTA!"

RICHARD HERSHEY, ICC ERT

Kudos to Richard for going above and beyond to assist a stranded couple near mile marker 90.1 just off the Tydings Memorial Bridge after they suffered a blown tire on their way to catch an Amtrak train. In the rain and without hesitation, Richard quickly helped them change their tire and get safely back on the road.

ZACH TODD, E-ZPASS OPERATIONS

Customer Quote: "Your representative showed exceptional patience, professionalism and kindness. He took the time to carefully review my account, explain my options and guide me through the process step by step. His compassion and understanding turned a very difficult experience into one that left me feeling supported and respected."

ALISON SMITH, E-ZPASS OPERATIONS

Customer Quote: "She was very knowledgeable, understanding and exercised the utmost patience and respect in dealing with this matter. I am so thankful to have had the opportunity to discuss and resolve this situation with her."



Bay Bridge



Maryland
Transportation
Authority



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