



# Maryland Transportation Authority

BOARD MEETING

THURSDAY, JUNE 23, 2022

MARYLAND TRANSPORTATION AUTHORITY  
2310 BROENING HIGHWAY  
BALTIMORE, MD 21224

IN-PERSON AND LIVESTREAM



# MARYLAND TRANSPORTATION AUTHORITY BOARD MEETING

JUNE 23, 2022 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 [smckissick1@mdta.state.md.us](mailto:smckissick1@mdta.state.md.us) no later than 12:00 noon on Tuesday, June 21. You **MUST** pre-register and attend the meeting in person in order to comment.* Once you have pre-registered you will receive an email with all pertinent information.

## AGENDA

### OPEN SESSION – 9:00 AM

#### Call Meeting to Order

1. **Approval** – Open Session Meeting Minutes of May 19, 2022 Chairman Ports 5 min.
2. **Approval** – Board Committee Assignments – Change in Audit Committee Chair William Pines 5 min.
3. **Approval** – Contract Awards Donna DiCerbo 15 min.
  - MA-2257-0000 – Modification # 1 – Third Generation Electronic Toll Collection (ETC 3G) Toll System and Services
  - MA-2868-0000 – Modification # 1 – Third Generation Electronic Toll Collection (ETC 3G) Customer Service Center Systems and Services
  - MT-3146-0000 – Elevator Maintenance and Repairs for MDTA Facilities
4. **Approval** – Land Surplus/Disposition – Former Richard Rutkowski, et al (MC#22-7045) John Wedemeyer 5 min.
5. **Approval** – Fiscal Year (FY) 2023 Final Operating Budget – Approval of the Final Operating Budget for FY 2023 Deb Sharpless Jeffrey Brown 10 min.
6. **Approval** – Draft Fiscal Year (FY) 2023-2028 Consolidated Transportation Program – Approval of the FY 2023-2028 Draft CTP to Include Project Additions and Changes Jeanne Marriott 10 min.
7. **Approval** – Financial Forecast – Approval of the Financial Forecast Chantelle Green 5 min.
8. **Update** – Bi-Annual Review of Revenue Sufficiency – Review of Revenues as Required by the MDTA Board Operating Policy Chantelle Green 5 min.

**MDTA BOARD MEETING  
JUNE 23, 2022 9:00 AM**

**AGENDA  
PAGE 2**

- |  |                             |         |
|--|-----------------------------|---------|
| 9. <b>Update</b> – <u>Major Projects</u> – Quarterly Update on Major Projects Valued Over \$40 Million or of Significant Public Impact | James Harkness              | 15 min. |
| 10. <b>Update</b> – <u>Information Technology Major Projects</u> – Quarterly Update on Information Technology Major Project            | David Goldsborough          | 10 min. |
| 11. <b>Update</b> – <u>Civil Rights Fair Practice’s Socioeconomic Programs</u> – Quarterly Update on Socioeconomic Programs            | Lynnea Green<br>Tia Rattini | 10 min. |
| 12. <b>Update</b> – <u>Third Generation Electronic Toll Collection (3G ETC) System</u> – Current Operations Update                     | Joseph Quattrone            | 15 min. |
| 13. <b>Update</b> – <u>Audit Committee Report</u> – Verbal   | Member Cox                  | 10 min. |
| 14. <b>Update</b> – <u>Executive Director’s Report</u> – Verbal  | William Pines               | 10 min. |

Vote to Adjourn Meeting

# **TAB 1**

MARYLAND TRANSPORTATION AUTHORITY  
BOARD MEETING

THURSDAY, MAY 19, 2022  
9:00 A.M.

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

OPEN SESSION

Sean Powell, Acting Chairman

MEMBERS ATTENDING:

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

STAFF ATTENDING:

Jeffrey Brown  
Jeffrey Davis  
Allen Garman  
Chantelle Green  
Natalie Henson  
Jeanne Marriott  
Selena McKissick  
Kelly Melhem  
Kimberly Millender, Esq.  
Mary O’Keeffe  
Will Pines  
Joe Quattrone  
Joseph Sagal  
Deb Sharpless

At 9:00 a.m. Acting Chairman Sean Powell called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held in-person at 2310 Broening Highway, Baltimore MD and was livestreamed on the MDTA Board Meeting web page.

**APPROVAL – OPEN SESSION MEETING MINUTES OF APRIL 28, 2022**

Upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the open session meeting minutes of the MDTA Board meeting held on April 28, 2022 were unanimously approved.

**APPROVAL – CLOSED SESSION MEETING MINUTES OF APRIL 28, 2022**

Upon motion by Member Mario J. Gangemi and seconded by Member William C. Ensor, III, the closed session meeting minutes of the MDTA Board meeting held on April 28, 2022 were unanimously approved.

**APPROVAL – CONTRACT AWARDS**

- **J01B2600015 – OpenText Content Server Maintenance and Support**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Small Business Reserve (SBR) Contract No. J01B2600015 – OpenText Content Server Maintenance and Support with En-Net Services, LLC in the bid amount of \$651,674.49.

Mr. Davis explained that this SBR contract is for the provision of OpenText Content Server Maintenance and Support for the MDTA Office of Information Technology. OpenText Content Server is used to maintain, store, and allow quick access to various documents as well as allows fluent workflow management. The MDTA leverages the OpenText Content Server for management of document to include Procurement Card Log processing and approval, Financial File Cabinet for storage of important finance documents, Human Resource Scanning for digital storage and allows sorting of important documents, as well as allowing for upcoming storage of Police and Civil Rights and Fair Practices files. The continued software maintenance and support will allow the MDTA to maintain our current licenses, continued use of the OpenText software, as well as access to technical support as needed.

Upon motion by Member William H. Cox, Jr. and seconded by Member Jeffrey S. Rosen, the Members unanimously gave approval to execute SBR Contract No. J01B2600015 – OpenText Content Server Maintenance and Support.

- **KH-3035-0000R – Off-Site Reforestation, Raphel Road**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. J01B3400068 – Rubrik Software Maintenance with CAS Severn, Inc. in the bid amount of \$1,805,580.00.

Mr. Davis explained that this backup software is critical to MDTA. In addition to performing reliable backups of all MDTA enterprise servers/systems, Rubrik also takes backups of the multiple file shares hosted on MDTA's NetApp storage system. By taking multiple backups of MDTA file shares throughout the day, MDTA is better protected in the event that the organization encounters a ransomware attack. Without the renewal of Rubrik, all data protection services it affords MDTA will cease to continue.

Upon motion by Member Jeffrey S. Rosen and seconded by Member William C. Ensor, III, the Members unanimously gave approval to execute Contract No. J01B3400068 – Rubrik Software Maintenance.

- **MT-3145-0000 and MT-3155-0000 – HVAC Maintenance and Repairs for MDTA Facilities Contract**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract Nos. MT-3145-0000 and MT-3155-0000 – HVAC Maintenance and Repairs for MDTA Facilities Contract in the bid amounts for each contract as stated below.

<b><u>Contract No.</u></b>	<b><u>Proposer</u></b>	<b><u>Contract Amount</u></b>
MT-3145-0000	Denver-Elek, Inc.	\$3,097,216.00
MT-3155-0000	Electrical Automation Services, Inc.	\$2,440,010.00

Mr. Davis explained that these contracts are for the provision of HVAC Repair and Maintenance. The requested repair and maintenance services include: all boilers, dampers, air handling units, chillers, cooling towers, air conditioning and control compressors, electrical, electronic, and pneumatic controls, coils, pumps, valves, gauges, nozzles, motors, exhaust fans, and any other item directly related to the heating and air conditioning systems at the various MDTA facilities.

Upon motion by Member Mario J. Gangemi and seconded by Member W. Lee Gaines, Jr., the Members unanimously gave approval to execute Contract Nos. MT-3145-0000 and MT-3155-0000 – HVAC Maintenance and Repairs for MDTA Facilities Contract.

### **UPDATE – PROCURMENT REPORT ON OPEN CONTRACTS**

Mr. Jeffrey Davis presented the MDTA Board with a verbal report on how many contracts are currently open with the MDTA excluding state credit card purchases. There are currently 230 total contracts totaling \$3,161,682,196.28.

### **UPDATE – SERIES 2022 TFP REVENUE REFUNDNG BONDS**

In accordance with Resolution 22-02, Ms. Deb Sharpless reported the results of the Series 2012 TFP bonds economic refinancing that occurred on May 5, 2022.

Ms. Sharpless explained that Board Resolution 22-02 delegated authority to the Executive Director and staff to close the Series 2022 financing to economically refinance the \$39 million of Series 2012 bonds. Through municipal market analysis and solicitation of bank bids, the MDTA determined that a bank loan represented the lowest cost and the fastest potential closing option in the rising rate environment.

Ms. Sharpless further explained that bids were received from eleven banks and compared with prevailing municipal market financing rates. The winning bid from Raymond James represented a lower financing rate than available in the municipal market at the time and the fixed bank rate improved on a relative basis as municipal market rates continued to rise before closing. The refinancing generated total savings of \$2.2 million. A defeasance escrow was established for the Series 2012 bonds and funded with a U.S. Treasury security maturing prior to the July 1, 2022 full call.

#### **APPROVAL – QUARTERLY REVIEW OF INVESTMENT STRATEGY AND PERFORMANCE**

Mr. Allen Garman requested MDTA Board approval to continue with the current investment strategy.

Mr. Garman explained that for the trailing twelve-month period ending March 31, 2022, investments conformed to Investment Policy limitations. The portfolio structuring by account adhered to MDTA Board approved strategy and should remain consistent, despite short-term return volatility associated with the rising interest rate environment. The multi-year returns align with financial forecast and approximate the starting rolling yield.

Upon motion by Member Jeffrey S. Rosen and seconded by Member John F. von Paris, continuation of the current investment strategy was unanimously approved.

#### **UPDATE – 3<sup>RD</sup> QUARTER OPERATING BUDGET COMPARISON**

Mr. Jeffrey Brown updated the MDTA Board on actual versus projected year-to-date spending for the 3<sup>rd</sup> quarter of Fiscal Year (FY) 2022 Operating Budget. As of March 31, 2021, 52% of the budget was spent compared to a target of 73%. Except for Object 13, all other Objects are below the targeted spending level. The primary drivers for the reduced spending are personnel vacancies, the seasonality of certain expenses, and the timing of invoices. Expenses are expected to become more aligned with the budget as the year progresses.

#### **UPDATE – 3<sup>RD</sup> QUARTER CAPITAL BUDGET COMPARISON**

Ms. Jeanne Marriott updated the MDTA Board on the 3<sup>rd</sup> Quarter Fiscal Year (FY) 2022 Capital Budget Comparisons. As of March 31, 2022, 51.0% of the FY 2022 budget was spent as compared to the targeted spending level of 75%. The total budget for FY 2022 is \$602.9 million. The actual spending through the third quarter was \$307.4 million.

**UPDATE – TRAFFIC AND REVENUE**

Ms. Deb Sharpless gave an update to the MDTA Board on Traffic and Revenue (T&R) performance through March 31, 2022.

Ms. Sharpless explained that forward projections anticipate that the MDTA will be ending the fiscal year underperforming the T&R forecast. This revenue underperformance will not impact the MDTA's ability to significantly exceed its 2.0x debt service coverage policy. She explained that passenger car traffic levels are nearly back to pre-pandemic levels and commercial vehicle traffic continues to exceed pre-pandemic levels and that the key contributors to underperformance are not expected to impact MDTA's future T&R forecasts, except known revenue reductions from the Customer Assistance Plan.

Ms. Sharpless further explained that timing differences are transactions that we continue to have a reasonable expectation of collection within the Fiscal Year (FY) 2022. For the period of July 1, 2021 through March 31, 2022, MDTA's toll revenue received totaled \$601.7 million, \$8.1 million below its official forecast. When adjusting for timing differences in the receipt of toll revenue through March, MDTA is \$1.4 million above its forecast.

**UPDATE – CONSOLIDATED TRANSPORTATION PROGRAM (CTP) PROCESS AND ADDITIONS**

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

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

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

She further explained that the Fiscal Year (FY) 2023-2028 Draft CTP, to be presented for approval in June, will include three new projects: Northbound Over Height Vehicle Detection System (OHVDS) Improvements for the Baltimore Harbor Tunnel; Fort McHenry Tunnel Box Girder Preservation; and Generator Replacement at Various Facilities.

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

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

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

**UPDATE – EXECUTIVE DIRECTOR**

Mr. Will Pines gave the Executive Director Update. Mr. Pines spoke on the following topics: Highlights of some of MDTA’s environmental achievements; he recognized MDTA’s 2021 Facility Recycling Winners – JFK-1 and ICC; successes with the MDTA CDL Program; all-electronic tolling safety benefits the MDTA has seen at some of its facilities; State Employees Appreciation Day that was on May 4; the MDTA Police Fallen Heroes Ceremony that was on May 6; the agency-wide MDTA Virtual Town Hall that was held on May 17; the upcoming Rodeo, Training, and Appreciation Day that is scheduled for July 14; he thanked COO Joey Sagal and Col. Anderson for all they do for their respective divisions and for taking time to take him around to their various respective facilities/detachments; and the Executive Directors Monthly E-Mail Blast.

**VOTE TO ADJOURN MEETING**

Prior to adjourning the meeting, Acting Chairman Sean Powell took a few moments to thank the MDTA Police and Operations for their assistance in working with local agencies during the past, and upcoming, truck convoys on I-495. He also thanked the MDTA Police for their assistance with events in Ocean City. Lastly, he acknowledged National Police Week and thanked all officers for all they do to keep us safe.

There being no further business, upon motion by Member W. Lee Gaines, Jr. and seconded by Member John von Paris, the Members unanimously voted to adjourn the meeting at 11:00 a.m.

The next MDTA Board Meeting will be held on Thursday, June 23, 2022 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:

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James F. Ports, Jr., Chairman

# **TAB 2**



**MEMORANDUM**

**TO:** MDTA Board  
**FROM:** Executive Director William Pines, PE  
**SUBJECT:** New MDTA Member Committee Assignments  
**DATE:** June 23, 2022

**PURPOSE**

To seek approval of the proposed MDTA Board Committee assignments.

**SUMMARY**

Below please find the Current and New Proposed Configurations for the MDTA Board Committee assignments. We are requesting approval of the New Proposed Committee assignments. The Chair of Audit Committee is the only change. All other assignments remain the same.

**CURRENT CONFIGURATION**

**Capital Committee**

Mario J. Gangemi (Chair)  
William C. Ensor, III  
William H. Cox, Jr.  
W. Lee Gaines, Jr.

**HR Committee**

W. Lee Gaines, Jr. (Chair)  
William C. Ensor, III  
Dontae Carroll  
Jeffrey S. Rosen

**Finance Committee**

John F. von Paris (Chair)  
Dontae Carroll  
Jeffrey S. Rosen  
Cynthia D. Penny-Ardinger, Esq.

**Audit Committee**

William H. Cox, Jr. (Chair)  
John F. von Paris  
Mario J. Gangemi  
Cynthia D. Penny-Ardinger, Esq.

**NEW PROPOSED CONFIGURATION**

**Capital Committee**

Mario J. Gangemi (Chair)  
William C. Ensor, III  
William H. Cox, Jr.  
W. Lee Gaines, Jr.

**HR Committee**

W. Lee Gaines, Jr. (Chair)  
William C. Ensor, III  
Dontae Carroll  
Jeffrey S. Rosen

**Finance Committee**

John F. von Paris (Chair)  
Dontae Carroll  
Jeffrey S. Rosen  
Cynthia D. Penny-Ardinger, Esq.

**Audit Committee**

Cynthia D. Penny-Ardinger, Esq. (Chair)  
William H. Cox, Jr.  
John F. von Paris  
Mario J. Gangemi

**ATTACHMENT**

- Proposed New MDTA Committee Assignments



**MARYLAND TRANSPORTATION AUTHORITY  
MEMBER COMMITTEE ASSIGNMENTS & LIAISON POSITIONS  
As of June 23, 2022**

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**Capital Committee**

Mario J. Gangemi (Chair)  
William C. Ensor, III  
William H. Cox, Jr.  
W. Lee Gaines, Jr.

**HR Committee**

W. Lee Gaines, Jr. (Chair)  
William C. Ensor, III  
Dontae Carroll  
Jeffrey S. Rosen

**Finance Committee**

John F. von Paris (Chair)  
Dontae Carroll  
Jeffrey S. Rosen  
Cynthia D. Penny-Ardinger, Esq.

**Audit Committee**

Cynthia D. Penny-Ardinger, Esq. (Chair)  
William H. Cox, Jr.  
John F. von Paris  
Mario J. Gangemi

**Liaison Positions**

William H. Cox, Jr. - Canton Railroad

# **TAB 3**



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**MEMORANDUM**

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**TO:** MDTA Board  
**FROM:** Director of Procurement Donna DiCerbo, CPPO, CPPB  
**SUBJECT:** MA 2257-0000, Modification #1 – Third Generation Electronic Toll Collection (ETC 3G) Toll System and Services  
**DATE:** June 23, 2022

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**PURPOSE**

To seek approval to execute Contract No. MA 2257-0000, Modification #1 – Third Generation Electronic Toll Collection (ETC 3G) Toll System and Services.

**SUMMARY**

Contract 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.

In March 2020, during the COVID-19 pandemic, the MDTA implemented statewide cashless tolling (i.e., all-electronic tolling or AET) to protect customers and employees from face-to-face cash transactions. Between March and October 2020, to help provide some financial relief, the MDTA also paused mailing Notices of Tolls Due (NOTDs) and assessing civil penalties on unpaid NOTDs for drivers who used our toll facilities without *E-ZPass*. The image review associated with NOTD, and civil penalty processing has resumed under MA-2257-0000. Therefore, this retroactive modification is necessary for the Contractor to process the current (i.e., real-time) AET image reviews along with recovering the backlog from during the pandemic. This modification will increase the contract by \$8,764,758.28, and the new contract total will be \$80,676,101.06.

### **ANALYSIS**

Additional funds are necessary for the continued purchasing and installation of equipment required for AET zone installation (except for the Baltimore Harbor Tunnel), audit compliance, fund costs associated with pandemic transaction backlog processing, to allow for work orders to improve functionality for customer service, and fund Operations and Maintenance for years 1&2.

Additionally, to modify the scope of work to allow for work to occur on phases concurrently and provide a non-compensable time extension for Phases I, II, and III.

- Increase the number of days of Phases I and II from 730 to 1,383, changing retroactively the substantial completion date for Phases I and II from February 22, 2020, to February 27, 2022.
- Increase the number of days of Phase III from 90 to 305 days. Retroactively changing the start and completion dates from February 23, 2020, to April 29, 2021, and from May 23, 2020, to February 27, 2022, respectively.
- Phase IV began on February 28, 2022.
- The new contract expiration date will be February 28, 2028.

A 13.2% Minority Business Enterprise (MBE) overall goal and 1.1% Veteran Small Business Enterprise (VSBE) goal was established for this contract. The Contractor is currently achieving 25.89% in MBE and 2.36% VSBE participation based on the expenditures to date.

### **RECOMMENDATION**

To provide approval to execute Contract No. MA 2257-0000, Modification #1 – Third Generation Electronic Toll Collection (ETC 3G) Toll System and Services.

### **ATTACHMENT**

- Exhibit 1 MA 2257 – Change Order

**Exhibit 1 - MA 2257-0000 - Modification 1**

Current	New	Amounts Remaining to be moved				
No.	No.	Description	Unit	Quantity	Rate	Amount Remaining
1004	N/A	External Booth Mounted Credit Card Terminals	LS	1		\$ 400,000.00
1104	N/A	Credit Card Design	LS	1		\$ 566,713.04
1112	N/A	AET Lane	EA	4.34	\$74,852.3615862	\$ 324,637.45
1113	N/A	Full Shoulder	EA	14.60	\$59,171.5953014	\$ 863,905.28
1115	N/A	Toll Zone	EA	5.00	\$124,267.7967081	\$ 621,338.97
1117	N/A	Traffic Control	EA	6.00	\$18,431.3240957	\$ 110,587.94
1119	N/A	Cash E-ZPass Lane	EA	5.12	\$121,651.1682121	\$ 622,854.01
1120	N/A	Install Credit Card Function	LS	38	\$16,696.7336099	\$ 634,475.88
1122	N/A	Dedicated E-ZPass Lanes	EA	1.92	\$127,969.4539524	\$ 245,701.36
1124	N/A	Traffic Control	PL	0.80	\$14,2218379	\$ 11,377.46
1212	N/A	Credit Card System Maintenance	LS	24	\$4,569.3805622	\$ 109,665.13
						\$ 4,511,256.52
<b>Add the following - New Line Items</b>						
		<b>Description - Misc Allowance &amp; Years 1&amp;2 - Operations &amp; Maintenance</b>	<b>Unit</b>	<b>Quantity</b>	<b>Rate</b>	<b>Amount</b>
1009	1229	Misc Allowance	AL			\$ 4,498,257.86
1202	1230	Toll Zone Maintenance	EA	2190	\$77.0919215	\$ 168,831.31
1203	1231	Facility Building Maintenance	EA	2190	\$15.0226210	\$ 32,899.54
1204	1232	AET Lane Maintenance	EA	4380	\$28.9453199	\$ 126,780.50
1206	1233	Full Shoulder Maintenance	EA	730	\$14.4726599	\$ 10,565.04
1213	1234	Video Based Point Transactions	EA	84,000,000	\$0.0325000	\$ 2,730,000.00
					<b>Subtotal</b>	<b>\$ 7,567,334.25</b>
		<b>Description - AET Installation</b>				
2000	2007	AET Lane	EA	11	\$91,245.0287736	\$ 1,003,695.32
2001	2008	Full Shoulder	EA	7	\$72,130.1746724	\$ 504,911.22
2002	2009	Toll Zone	EA	5	\$151,482.4441872	\$ 757,412.22
2003	2010	New Facility Building	EA	2	\$14,783.8187064	\$ 29,567.64
2004	2011	Traffic Control	EA	5	\$22,467.7840726	\$ 112,338.92
2005	2012	Remove Existing Plaza Lane Toll Equipment	EA	34	\$14,536.8496484	\$ 494,252.89
2006	2013	Remove Existing Plaza Bulding Toll Equipment	EA	2	\$20,872.0299093	\$ 41,744.06
					<b>Subtotal</b>	<b>\$ 2,943,922.27</b>
						\$ -
					<b>Total</b>	<b>10,511,256.52</b>

	<b>Total Modification</b>	<b>\$ 10,511,256.52</b>
<b>Summary</b>	<b>Moved</b>	<b>\$ 4,511,256.52</b>
	<b>Add Money</b>	<b>\$ 6,000,000.00</b>



Maryland  
Transportation  
Authority

**Larry Hogan, Governor**  
Boyd K. Rutherford, Lt. Governor  
James F. Ports, Jr., Chairman

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

William Pines, PE, Executive Director

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## MEMORANDUM

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**TO:** MDTA Board  
**FROM:** Director of Procurement Donna DiCerbo, CPPO, CPPB  
**SUBJECT:** MA 2868-0000, Modification #1 - Third Generation Electronic Toll Collection (ETC 3G) Customer Service Center Systems & Services  
**DATE:** June 23, 2022

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### PURPOSE

To seek approval to execute Contract No. MA 2868-0000, Modification #1 - Third Generation Electronic Toll Collection (ETC 3G) Customer Service Center Systems & Services.

### SUMMARY

Contract MA 2868-000 was competitively solicited and awarded to Transcore Limited Partnership (aka Transcore, LP) in the amount of \$200,428,772.81 on February 21, 2018, to furnish and provide Customer Service Center Services and Systems for the operation of the Electronic Toll Collection System.

In March 2020, during the COVID-19 pandemic, the MDTA implemented statewide cashless tolling (i.e., all electronic tolling or AET) to protect customers and employees from face-to-face cash transactions. Between March and October 2020, to help provide some financial relief, the MDTA also paused mailing Notices of Tolls Due (NOTDs) and assessing civil penalties on unpaid NOTDs for drivers who used our toll facilities without *E-ZPass*. NOTD and civil penalty processing have resumed under MA-2868-0000. Additionally, on February 24, 2022, the MDTA Board approved the Customer Assistance Plan (CAP). The Contractor is providing additional staffing and services to complete the CAP. Senate Bill 59 also became law codifying the CAP. Therefore, a modification is necessary for the Contractor to process current (i.e., real-time) AET transactions, along with recovering the backlog during the pandemic, and for the services for the CAP. This modification will increase the contract by \$63,106,810.98, and the new contract total will be \$263,535,583.79.

## **ANALYSIS**

Additional funds are necessary to have funding in place to fund Operations and Maintenance years 1 & 2 in the AET environment and to provide a necessary miscellaneous allowance line item for miscellaneous work, such as providing for payment installment plans, additional digital payment options, call center enhancements, and features to recall debt. Additionally, funds are included to provide staffing and services to enhance performance for the CAP. A Work Order is in place for the staffing and services to enhance performance, including but not limited to for calls, chats, correspondence, emails, cases, and all incidentals, which will be compensated under this Modification.

Additionally, to modify the scope of work to allow for work to occur on phases concurrently and provide a non-compensable time extension for Phases I, II, and III.

- Increase the number of days of Phases I and II from 730 to 1,499, changing retroactively the substantial completion date for Phases I and II from February 22, 2020, to March 31, 2022.
- Increase the number of days of Phase III from 90 to 407 days. Retroactively changing the start and completion dates from February 23, 2020, to April 29, 2021, and from May 24, 2020, to June 10, 2022, respectively.
- Phase IV began on July 29, 2021.
- The contract Expiration date is July 29, 2027

A 15.00% Minority Business Enterprise (MBE) overall goal and a 1% Veteran Small Business Enterprise (VSBE) goal was established for this contract. The Contractor is currently achieving 28.09% in MBE and 0% VSBE participation based on the expenditures to date.

## **RECOMMENDATION**

To provide approval to execute Contract No. MA 2868-0000, Modification #1 - Third Generation Electronic Toll Collection (ETC 3G) Customer Service Center Systems & Services.

## **ATTACHMENT**

- Exhibit 1 - MA 2868 Change Order





Maryland  
Transportation  
Authority

Larry Hogan, Governor  
Boyd K. Rutherford, Lt. Governor  
James F. Ports, Jr., Chairman

**Board Members:**

Dontae Carroll  
William H. Cox, Jr.  
William C. Ensor, III  
W. Lee Gaines, Jr

Mario J. Gangemi, P.E.  
Cynthia D. Penny-Ardinger  
Jeffrey S. Rosen  
John F. von Paris

William Pines, PE, Executive Director

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## MEMORANDUM

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**TO:** MDTA Board  
**FROM:** Director of Procurement Donna DiCerbo, CPPO, CPPB  
**SUBJECT:** MT-3146-0000 Elevator Maintenance and Repairs for MDTA Facilities  
**DATE:** June 23, 2022

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### PURPOSE

To seek approval to execute Contract No. MT-3146-0000 – Elevator Maintenance and Repairs for MDTA Facilities.

### SUMMARY

This contract is for the provision of an Elevator Maintenance and Repair service. The requested preventive maintenance and repair service includes all elevator mechanical components for nineteen (19) elevators and one (1) chair lift at six (6) MDTA facilities: William Preston Lane Bridge, Baltimore Harbor Tunnel, Fort McHenry Tunnel, Francis Scott Key Bridge, Point Breeze, and John F. Kennedy Highway.

### RECOMMENDATION

To provide approval to execute Contract Number MT-3146-0000 with Admiral Elevator, Inc., for Elevator Maintenance and Repair services for MDTA Facilities.

### ATTACHMENT

- Project Summary



Maryland  
Transportation  
Authority

## AUTHORITY BOARD PROJECT SUMMARY

MT-3146-0000 Elevator Preventive Maintenance and Repair

**PIN NUMBER** N/A  
**CONTRACT NUMBER** MT-3146-0000  
**CONTRACT TITLE** Elevator Preventive Maintenance and Repair

**PROJECT SUMMARY** The contract is for the provision of an Elevator Maintenance and Repair services. The requested preventive maintenance and repair services include all elevator mechanical components for nineteen (19) elevators and one (1) chair lift at the various MDTA facilities.

**SCHEDULE**

**ADVERTISEMENT DATE** N/A  
**ANTICIPATED NOTICE TO PROCEED DATE** 8/1/2022  
**DURATION (CALENDAR DAYS)** 1095

**ENGINEER'S ESTIMATE (EE)**

(\$)  
N/A

**MBE PARTICIPATION**

**Advertised Goal**      **Proposed Goal**

**OVERALL MBE**      0.00%      0%  
**No Sub Goals**      0.00%      0%

**VSBE**

BID RESULTS	BID AMOUNT (\$)	% VARIANCE TO EE
Admiral Elevator, Inc.	\$ 2,397,006.00	N/A
G.C. Jones Elevator Company	\$ 2,541,080.00	
Talon Veteran Services	\$ 3,281,300.00	

BID PROTEST      YES      NO

# **TAB 4**



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## MEMORANDUM

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**TO:** MDTA Board  
**FROM:** Director of Planning and Program Development Melissa Williams  
(MDTA's Modal Clearance Representative)  
**SUBJECT:** Land Surplus/Disposition - Former Richard Rutkowski, et al - I-95 Maintenance Facility (MC #22-7045)  
**DATE:** June 23, 2022

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### PURPOSE OF MEMORANDUM

Seek recommended approval from the Maryland Transportation Authority Board for the surplus of property located at 11211 Raphel Road, Upper Falls, Baltimore County, Maryland. These items were presented to the Capital Committee at the June 2, 2022 meeting and recommended for approval by the full MDTA Board.

### SUMMARY

In 2009, MDTA voluntarily purchased the "Former Rutkowski, et al" property containing 66.07 acres for a proposed MDTA Maintenance Facility site to serve the I-95 corridor. The property was for sale on the open market and MDTA purchased the property for \$1,085,500 as a willing buyer based on an approved appraisal obtained by MDTA.

Approvals of the MDTA Board and the Maryland Board of Public Works (BPW) are required since the Former Rutkowski Property was purchased under Section 10-305 of the State Finance and Procurement Article of the Annotated Code of Maryland, and not as part of a transportation project. Section 10-305 of the State Finance and Procurement Article of the Annotated Code of Maryland requires MDTA to seek the approval of the Board of Public Works to "surplus" the property to the needs of the State of Maryland before MDTA can dispose of the property. MDTA would be required to attend two separate BPW Agenda meetings – one for the approval to surplus the land and then a second time at a future BPW meeting to approve the disposition. For MDTA to get on the BPW Agenda to surplus the land, the property would need to go through the MDOT's Modal Clearance Process beforehand. Currently, RES foresees no issues with BPW approving the surplus. We will update the Capital Committee and MDTA Board of the decision of the BPW after the property is presented to the BPW.

**ANALYSIS**

The recommended course of action would be to seek the approval of the BPW to surplus and dispose of the property. At a later date, RES will present to the Capital Committee and the MDTA Board of the final negotiated transaction for its disposition and their recommendation and approval.

**ATTACHMENTS**

- Salient Fact Sheet
- Aerial, Location and Tax Maps
- Boundary Survey Dated April 2, 2010
- HRW\_052-067
- JWB\_14-121



# Maryland Transportation Authority

**Larry Hogan, Governor**  
Boyd K. Rutherford, Lt. Governor  
James F. Ports, Jr., Chairman

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

William Pines, PE, Executive Director

**TO:** William Pines PE, Executive Director

**FROM:** Melissa Williams, Director  
(MDTA's Modal Clearance Representative)

**SUBJECT:** **Land Surplus / Disposition** - Former Richard Rutkowski, et al  
I-95 Maintenance Facility  
(MC #22-7045)

**DATE:** June 23, 2022

**PURPOSE OF MEMORANDUM**  
**(Declaration of Extra Land Memorandum)**

Per MDOT Policy DOT 654.1, the Maryland Transportation Authority (MDTA) shall determine the real property which is extra to its needs by a memorandum from the Executive Director (or designee). This memorandum referred to as the Declaration of Extra Land Memorandum (DELM), designates the end of the MDTA Internal Clearance. MDOT will review the DELM and determine if the property is "excess to the needs of the MDTA". The DELM is required for all proposed MDTA dispositions, and the property must be deemed "excess to the needs of the MDTA" before MDTA owned real estate can proceed through the Modal Clearance Process.

By virtue of this DELM and the supporting documentation, I am hereby requesting your approval to deem the subject property as being "excess to the needs of the MDTA".

**SUMMARY**

In 2009, MDTA voluntarily purchased the "Former Rutkowski, et al" property containing 66.07 acres for a proposed MDTA Maintenance Facility site to serve the I-95 corridor. The property was for sale on the open market and MDTA purchased the property for \$1,085,500 as a willing buyer based on an approved appraisal obtained by MDTA.

Approvals of the MDTA Board and the Maryland Board of Public Works (BPW) are required since the Former Rutkowski Property was purchased under Section 10-305 of the State Finance and Procurement Article of the Annotated Code of Maryland, and not as part of a Transportation project. Section 10-305 of the State Finance and Procurement Article of the Annotated Code of Maryland requires MDTA to seek the approval of the Board of Public Works to "surplus" the property to the needs of the State of Maryland before MDTA can dispose of the property. MDTA would be required to attend two separate BPW Agenda meetings – one for the approval to surplus the land and then a second time at a future BPW meeting to approve the disposition. For MDTA to get on the BPW Agenda to surplus the land, the property would need to go through the MDOT's Modal Clearance Process beforehand. Currently, RES foresees no issues with BPW approving the surplus. We will update the Capital Committee and Authority Board of the decision of the BPW after the property is presented to the BPW.

**ANALYSIS**

The recommended course of action would be to seek the approval of the BPW to surplus and dispose of the property. At a later date, RES will present to the Capital Committee and the Authority Members of the final negotiated transaction for its disposition and their recommendation and approval.

**RECOMMENDATION(S)**

**APPROVED:**

---

William Pines PE, Executive Director

---

Date

**DISAPPROVED:**

---

William Pines PE, Executive Director

---

Date

**ATTACHMENTS**

- Salient Fact Sheet
- Aerial, Location and Tax Maps
- Boundary Survey Dated April 2, 2010
- HRW\_052-067
- JWB\_14-121

**NEXT STEP:**

Following your approval delegated to you by the MDTA Board the property will then proceed through the modal clearance process.

**Salient Fact Sheet**  
**Conveyance of Real Property**  
**Maryland Transportation Authority**  
**Division of Planning and Program Development**

**Date of Preparation:** April 8, 2022      **Refer to MC#:** 22-7045

**Property Name:** Former Rutkowski, et al

**Property Item/Reference #** Item 102267      **Internal Clearance:** TBD

**Plat No:** AB Consultants, Inc Boundary Survey (11211 Raphel Rd Boundary) **Dated:** April 2, 2010

**Location:** 11211 Raphel Road, Upper Falls, Baltimore County, Maryland 21153

**SDAT Property Tax Information:**

<b>County:</b>	Baltimore	<b>Tax Map #:</b>	0064	<b>Parcel:</b>	0657
<b>Grid:</b>	0008	<b>Block:</b>	n/a	<b>Account #</b>	11 - 1900003442

**Type of Transaction:** Surplus and Disposition

**Acreage:** Containing a total of 66.07 acres of land +/-

**Improved:** Yes

**Description of Improvements:** Functionally Obsolete, No Contributory Value

**Consideration:** TBD

**Federal Approval:** N/A

**Additional Notes/Info:** The MDTA is requesting the surplus and disposition of the entire property.

**The following information is provided subject to Appraisal and is in no way warranted:**

**Assumed Zoning:** RC-7 Resource Preservation

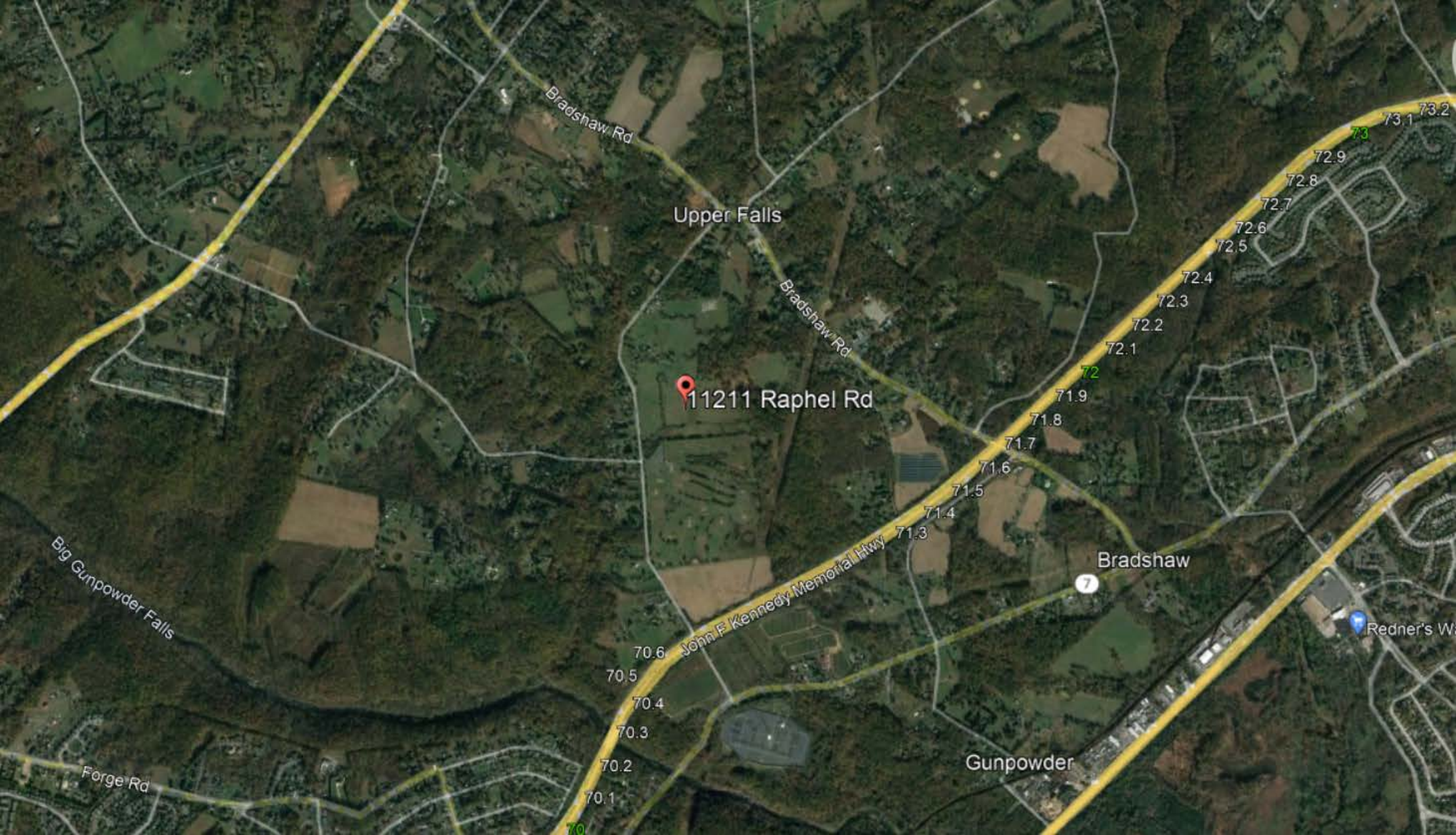
**Utilities Available:** Yes

**Estimated Market Value:** \$1,085,500 in 2009  
\$837,100.00 in 2020

**Prepared by:**

John F. Wedemeyer, Real Estate Services Manager  
Division of Planning and Program Development  
Maryland Department of Transportation MDTA  
2310 Broening Highway  
Baltimore, MD 21224

Phone: 410.537.7894  
Fax: 410.537.7899  
email: jwedemeyer1@mdta.state.md.us



11211 Raphel Rd

Upper Falls

Bradshaw

Gunpowder

John F Kennedy Memorial Hwy

Bradshaw Rd

Bradshaw Rd

Big Gunpowder Falls

Forge Rd

Redner's W

70

70.1

70.2

70.3

70.4

70.5

70.6

71.3

71.4

71.5

71.6

71.7

71.8

71.9

72

72.1

72.2

72.3

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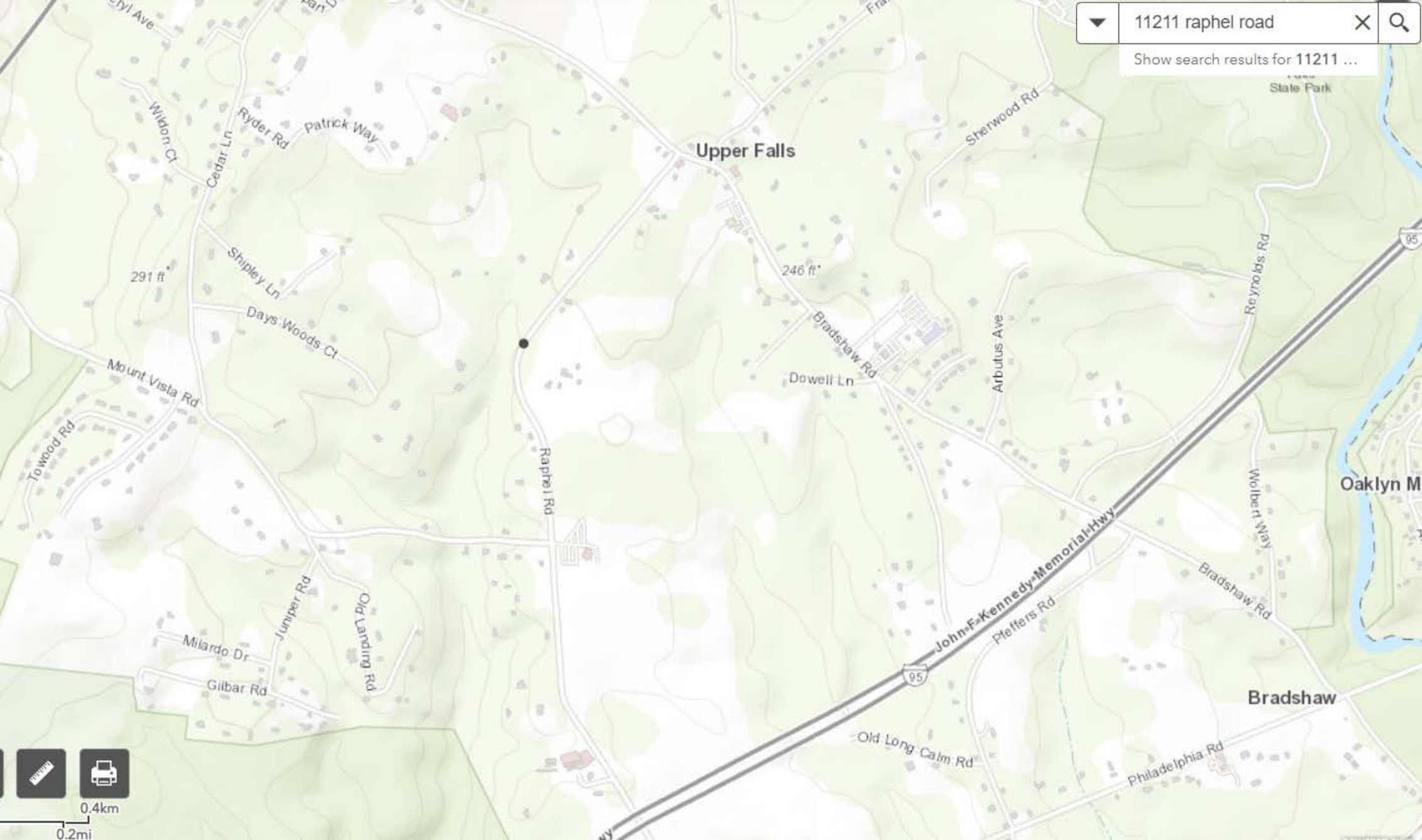
73

73.1

73.2

▼ 11211 raphel road X 🔍

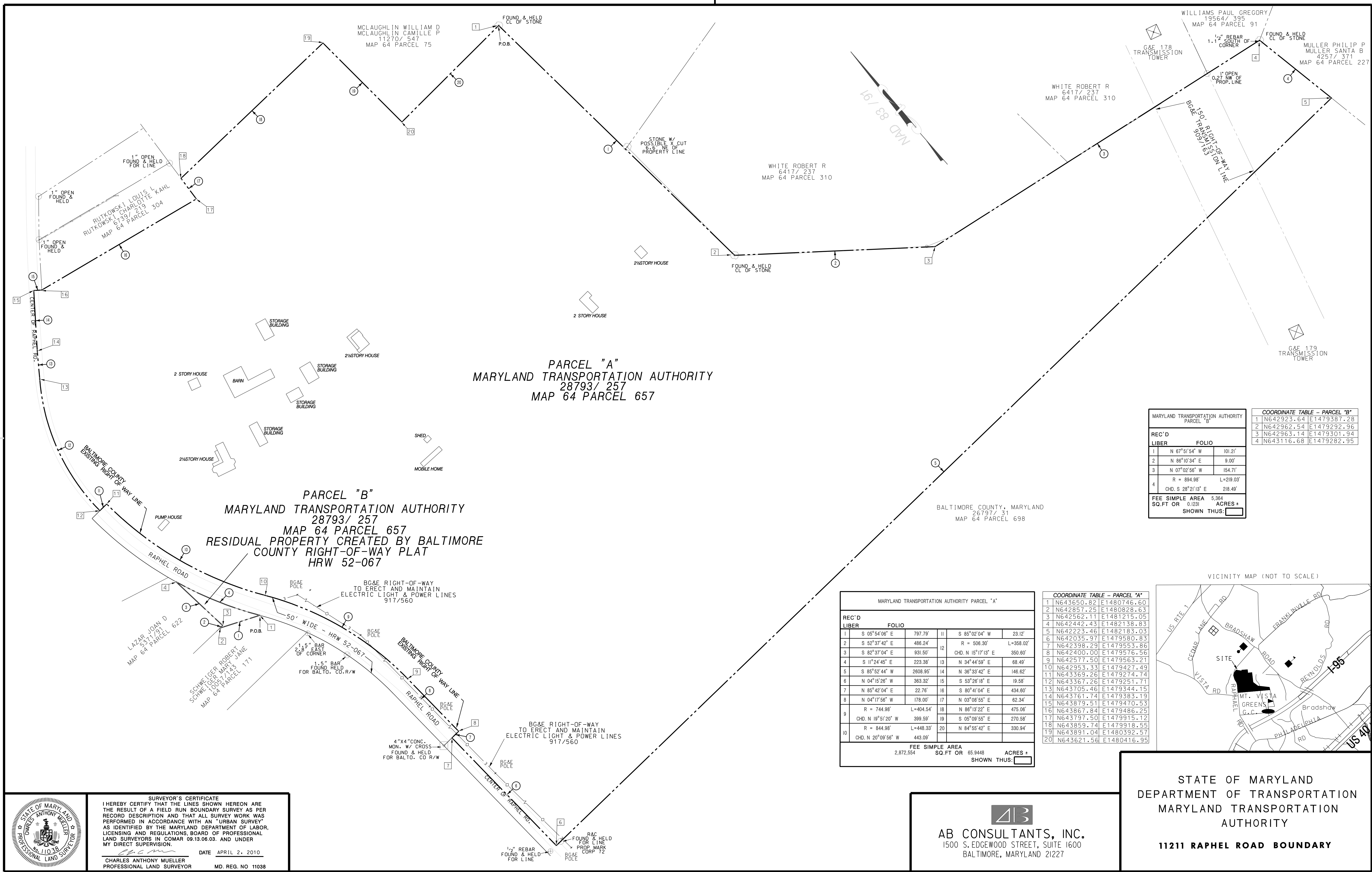
Show search results for 11211 ...



0.4km

0.2mi





**PARCEL "A"**  
 MARYLAND TRANSPORTATION AUTHORITY  
 28793/ 257  
 MAP 64 PARCEL 657

**PARCEL "B"**  
 MARYLAND TRANSPORTATION AUTHORITY  
 28793/ 257  
 MAP 64 PARCEL 657  
 RESIDUAL PROPERTY CREATED BY BALTIMORE  
 COUNTY RIGHT-OF-WAY PLAT  
 HRW 52-067

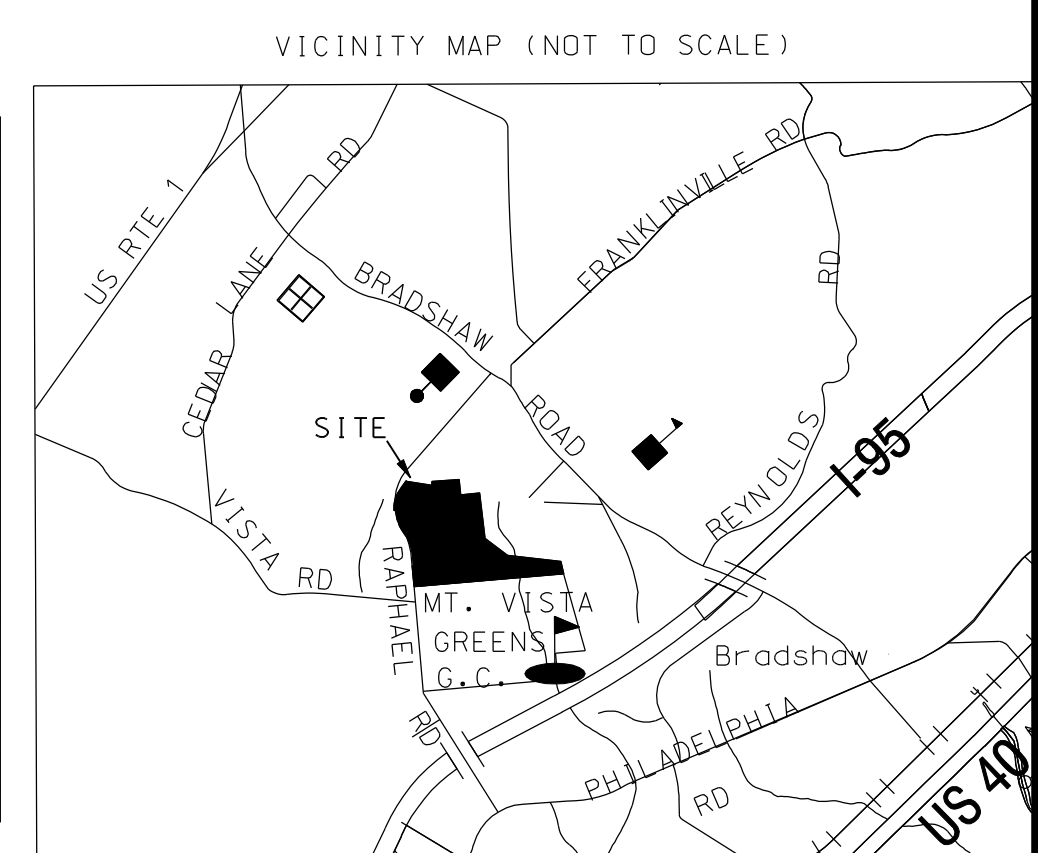
MARYLAND TRANSPORTATION AUTHORITY PARCEL "B"		COORDINATE TABLE - PARCEL "B"	
REC'D LIBER	FOLIO		
1	N 67°51'54" W	101.21'	1 N642923.64 E1479387.28
2	N 86°10'34" E	9.00'	2 N642962.54 E1479292.96
3	N 07°02'56" W	154.71'	3 N642963.14 E1479301.94
4	R = 894.98' CHD. S 28°21'18" E	L=219.03' 218.49'	4 N643116.68 E1479282.95

FEE SIMPLE AREA 5.384 ACRES ±  
 SQ.FT OR 0.1231 ACRES ±  
 SHOWN THUS:

MARYLAND TRANSPORTATION AUTHORITY PARCEL "A"			
REC'D LIBER	FOLIO		
1	S 05°54'06" E	797.79'	11 S 85°02'04" W 23.12'
2	S 52°37'42" E	486.24'	R = 506.30' CHD. N 15°17'13" E L=358.02'
3	S 82°37'04" E	931.50'	12
4	S 11°24'45" E	223.38'	13 N 34°44'59" E 68.49'
5	S 85°52'44" W	2608.95'	14 N 36°33'42" E 146.62'
6	N 04°15'26" W	363.32'	15 S 53°26'18" E 19.58'
7	N 85°42'04" E	22.76'	16 S 80°41'04" E 434.60'
8	N 04°17'56" W	178.00'	17 N 03°08'55" E 62.34'
9	R = 744.98' CHD. N 19°51'20" W	L=404.54' 399.59'	18 N 86°19'22" E 475.06'
10	R = 844.98' CHD. N 20°09'56" W	L=448.33' 443.09'	19 S 05°09'55" E 270.58'
			20 N 84°55'42" E 330.94'

FEE SIMPLE AREA 2,872,554 SQ.FT OR 65.9448 ACRES ±  
 SHOWN THUS:

COORDINATE TABLE - PARCEL "A"			
1	N643650.82	E1480746.60	
2	N642857.25	E1480828.63	
3	N642562.11	E1481215.05	
4	N642442.43	E1482138.83	
5	N642223.46	E1482183.03	
6	N642035.97	E1479580.83	
7	N642398.29	E1479553.86	
8	N642400.00	E1479576.56	
9	N642577.50	E1479563.21	
10	N642953.33	E1479427.49	
11	N643369.26	E1479274.74	
12	N643367.26	E1479251.71	
13	N643705.46	E1479344.15	
14	N643761.74	E1479383.19	
15	N643879.51	E1479470.53	
16	N643867.84	E1479486.25	
17	N643797.50	E1479915.12	
18	N643859.74	E1479918.55	
19	N643891.04	E1480332.57	
20	N643621.56	E1480416.95	



**SURVEYOR'S CERTIFICATE**  
 I HEREBY CERTIFY THAT THE LINES SHOWN HEREON ARE THE RESULT OF A FIELD RUN BOUNDARY SURVEY AS PER RECORD DESCRIPTION AND THAT ALL SURVEY WORK WAS PERFORMED IN ACCORDANCE WITH AN "URBAN SURVEY" AS IDENTIFIED BY THE MARYLAND DEPARTMENT OF LABOR, LICENSING AND REGULATIONS, BOARD OF PROFESSIONAL LAND SURVEYORS IN COMAR 09.13.06.03. AND UNDER MY DIRECT SUPERVISION.  
 DATE APRIL 2, 2010  
 CHARLES ANTHONY MUELLER  
 PROFESSIONAL LAND SURVEYOR MD. REG. NO 11038

**AB CONSULTANTS, INC.**  
 1500 S. EDGEWOOD STREET, SUITE 1600  
 BALTIMORE, MARYLAND 21227

STATE OF MARYLAND  
 DEPARTMENT OF TRANSPORTATION  
 MARYLAND TRANSPORTATION AUTHORITY  
 11211 RAPHEL ROAD BOUNDARY

# **TAB 5**



**Board Members:**

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

William Pines, PE, Executive Director

**MEMORANDUM**

**TO:** MDTA Board  
**FROM:** Director of Budget Jeffrey Brown  
**SUBJECT:** Fiscal Year (FY) 2023 Final Operating Budget  
**DATE:** June 23, 2022

**PURPOSE OF MEMORANDUM**

The purpose of this memorandum is to request approval from the MDTA Board for the Fiscal Year (FY) 2023 Final Operating Budget.

**SUMMARY**

FY 2023 Final Operating Budget Request

Summary of Major Changes (\$ millions)

FY 2023 Final Operating Budget Request	\$387.2
FY 2023 Preliminary Operating Budget	361.4
\$ Change FY 2023 Final vs Prelim	25.8
% Change FY 2023 Final vs Prelim	7.1%

The proposed FY 2023 Operating Budget for the Maryland Transportation Authority (MDTA) reflects a return to new normal operations plus actions to mitigate the impact of the *E-ZPass*<sup>®</sup> transactions backlog. The proposed operating budget of \$387.2 million, represents a \$25.8 million, or 7.1%, increase versus the FY 2023 Preliminary Budget. Overall, the key drivers are increased *E-ZPass* Service Center costs, increased personnel costs for civilian and sworn employees (steps and COLAs), and motor vehicle purchases for the MDTA Police.

**ANALYSIS**

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

Fiscal Year (FY) 2023 Final Operating Budget  
Page Two

FY 2023 Prelim Operating Budget	\$361.4
Mandated Spending	12.4
Discretionary Spending	13.4
FY 2023 Final Operating Budget	\$387.2

**Attachment 1** – identifies the mandated and discretionary spending.

The mandated changes increased the budget by \$12.4 million and are as follows:

- A 3% and a 7% COLA for civil and sworn employees, respectively, totaling \$6.0 million.
- 66 additional police vehicles for sergeants and members of the Civil Disturbance Team accounts for a \$3.4 million increase.
- A step increase in FY 2022 and FY 2023 totaling \$1.4 million.
- Employee's Retirement System costs account for a \$1.0 million increase.
- Employee and Retiree's Health Insurance (0152, 0154) costs account for a \$0.9 million increase.
- Social Security (0151) increased \$0.5 million due to personnel changes.
- The Law Enforcement Officers' Pension System accounts for a \$0.8 million decrease. This includes a \$2.1 million reduction in surplus funds budgeted for the Deferred Retirement Option Plan, partially offset by higher costs from a higher salary base due to COLA and step increases.

The operating budget includes a net \$13.4 million in additional discretionary spending. The key variances are as follows:

- *E-ZPass* service center costs increased \$15.1 million:
  - \$3.9 million – primarily due to increased image-based transaction costs.
  - \$11.2 million – additional customer service representatives.
- Vehicle operations and maintenance accounts for a \$3.4 million increase:
  - \$1.3 million – FY 2022 rollover.
  - \$2.1 million – increased gas, oil and maintenance due to the increased number of vehicles plus inflation.
- Management Studies & Consultants increased \$1.3 million due to:
  - The Augmented Asset Management Program accounts for an \$800,000 increase.
  - The Connected Autonomous Vehicle Program accounts for a \$300,000 increase.

- A \$225,000 increase for the development and in-house maintenance of a cost per transaction model.
- Other miscellaneous increases totaling \$0.7 million include various equipment needs such as computers and building equipment.
- A \$0.3 million reduction in Utilities – Electricity (0620 as the migration AET has reduced electrical needs).
- Security Services (0823) is reduced by \$0.6 million due to a lower cost for the Vidasys contract (\$300,000) and the elimination of armored car services (\$300,000).
- Abolished vacant toll collector positions account for a \$0.9 million reduction.
- Increased Turnover (0189) of \$5.3 million (greater reduction to budget) to better align with the current vacancy rate.

**Figure 1**

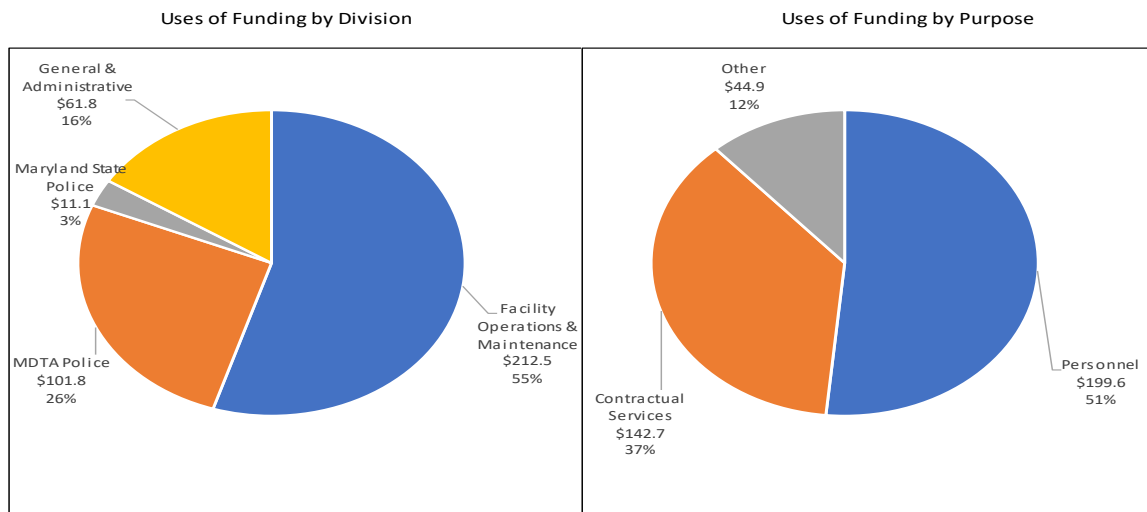
The MDTA’s position complement declines by 10 positions in FY 2023.

<b>Personnel Data</b>			
<b>FY 2022 Approved Budget</b>	<b>FY 2023 Preliminary Budget</b>	<b>FY 2023 Proposed Final Budget</b>	<b>FY 2022-2023 Change</b>
1707.0	1707.0	1697.0	-10.0

**Figure 2** graphically displays the FY 2023 budget by division and purpose.

**Figure 2**

**Where It Goes: Budget by Division & Purpose**  
\$ in Millions



**ATTACHMENTS**

- Attachment 1 - Summary of Major Changes FY23
- Attachment 2 - FY 2023 SummaryByObject

<b>Summary of Major Changes</b>
---------------------------------

	FY23 Final VS FY23 Prelim
FY 2023 Final Operating Budget	\$387.2
FY 2023 Prelim Operating Budget	361.4
\$ Increase over Prelim Operating Budget	\$25.8
% Increase over Prelim Operating Budget	7.1%
FY 2023 Prelim Operating Budget	\$361.4
Mandated Spending	12.4
Discretionary Spending	13.4
FY 2023 Final Operating Budget Request	\$387.2
<u>Mandated Spending</u>	
Salaries & Benefits - 3% Civilian, 7% Police COLA	\$6.0
66 Police Vehicles for Sergeants/CDT	\$3.4
FY22 & FY23 Step Increases	1.4
Employee's Retirement	1.0
Health & Retiree's Health Insurance	0.9
Social Security	0.5
State Paid Telecomm, Workers Comp, Unemployment Insurance	0.2
Remove one-time \$500 Bonus/Personal Service Contracts	(0.2)
LEOPS	(0.8)
Total Mandated	\$12.4
<u>Discretionary Spending</u>	
E-ZPass Service Center	\$15.1
Purchase Vehicles & Expense	3.4
Management Studies & Consultants	1.3
Additional Maint & Building Equipment	0.3
Building Equipment & Maintenance	0.2
E-ZPass Transponders	0.1
Additional Computer Equipment	0.1
Utilities - Electricity	(0.3)
Security Services	(0.6)
Abolished Vacant Toll Collector PINs	(0.9)
Turnover	(5.3)
Total Discretionary	\$13.4
Total Change	\$25.8

FY 2023 SummaryByObject

Object	Description	Prelim	Final	FY23 Final-	FY23 Final-
		FY 2023	FY 2023	FY23 Prelim	FY23 Prelim
		Budget	Budget	\$	%
				Inc/Dec	Inc/Dec
<b>OBJECT 01 Salaries and Wages</b>					
101	REGULAR EARNINGS	113,647,976	120,475,029	6,827,053	6.0%
102	ADDITIONAL ASSISTANCE	194,092	194,092	0	0.0%
104	OVERTIME EARNINGS	4,955,949	4,955,951	2	0.0%
104	OVERTIME EARNINGS - SNOW	1,339,686	1,339,686	0	0.0%
105	SHIFT DIFFERENTIAL	993,334	993,334	(0)	0.0%
110	MISCELLANEOUS P/R ADJUSTMENTS	2,092,485	1,421,356	(671,129)	-32.1%
111	ANNUAL LEAVE PAYOUTS	192,471	192,471	0	0.0%
112	RECLASSIFICATIONS	377,741	410,058	32,317	8.6%
151	SOCIAL SECURITY CONTRIBUTIONS	8,108,515	8,594,673	486,157	6.0%
152	HEALTH INSURANCE	19,049,446	19,173,822	124,376	0.7%
154	RETIREE'S HLTH INSURANCE PREM	9,611,506	10,257,987	646,481	6.7%
156	VSP PAYMENTS	0	0	0	
161	EMPLOYEES RETIREMENT SYSTEM	13,703,353	14,507,714	804,361	5.9%
165	STATE POLICE RETIREMENT SYSTEM	3,037,810	3,078,695	40,885	1.3%
169	LAW ENFORCEMNT OFF PENSION SYS	20,790,312	20,014,531	(775,781)	-3.7%
171	BURDEN EXPENSE	0	0	0	
174	UNEMPLOYMENT COMPENSATION	318,457	337,343	18,885	5.9%
175	WORKERS COMPENSATION	3,888,748	3,923,031	34,283	0.9%
189	TURNOVER	(6,712,636)	(12,047,503)	(5,334,867)	79.5%
199	OTHER FRINGE BENE - CLOTH ALLOW	853,363	853,363	0	0.0%
		196,442,609	198,675,632	2,233,023	1.1%
<b>Object 02 Technical and Special Fees</b>					
202	PER DIEM PAYMENTS	120,000	150,000	30,000	25.0%
209	ADMIN/MGMT SERVICES SUPPORT	0	0	0	
211	EMPLOYEE AWARDS	1,000	1,000	0	
217	CONTRACTUAL HEALTH INS	0	0	0	
220	SPECIAL PAYMENTS PAYROLL	448,548	748,548	300,000	66.9%
		569,548	899,548	330,000	57.9%
<b>Object 03 Communications</b>					
301	POSTAGE	71,368	71,118	(250)	-0.4%
302	TELEPHONE	228,558	228,558	(0)	0.0%
303	TELECOMMUNICATIONS	767,883	770,517	2,634	0.3%
304	MISCELLANEOUS COMMUNICATION	0	0	0	
305	STATE PAID TELECOMMUNCIATIONS	1,583,589	1,725,000	141,411	8.9%
306	CELL PHONE EXPENDITURES	405,006	410,706	5,700	1.4%
		3,056,404	3,205,899	149,495	4.9%
<b>Object 04 Travel</b>					
401	IN STATE/ROUTINE OPERTN TRAVEL	31,613	31,363	(250)	-0.8%
401	IN STATE/ROUTINE OPERTN TRAVEL-SNOW	0	0	0	
402	INSTATE/CONF/SEMNR/TRNG TRAVEL	51,529	57,229	5,700	11.1%
403	OUTSTATE/ROUTINE OPERTN TRAVEL	55,193	55,193	0	0.0%
404	OUTSTATE/CONF/SEMNR/TRNG TRAVL	254,479	269,937	15,458	6.1%
		392,814	413,722	20,908	5.3%
<b>Object 06 Fuel and Utilities</b>					
603	FUEL-OIL #2	138,350	139,100	750	0.5%
606	FUEL-NATURAL GAS/PROPANE	197,146	197,146	0	0.0%
620	UTILITIES-ELECTRICITY	3,745,787	3,445,787	(300,000)	-8.0%
621	UTILITIES-WATER/SEWAGE	318,054	318,758	704	0.2%
		4,399,337	4,100,791	(298,546)	-6.8%
<b>Object 07 Motor Vehicle Operations and Maintenance</b>					
701	PURCH VEH-CAR,LIGHT TRUCK	3,210,394	7,981,882	4,771,488	148.6%
702	VEHICLE GAS & OIL	1,910,000	3,765,454	1,855,454	97.1%
702	VEHICLE GAS & OIL-SNOW	0	0	0	
703	VEHICLE MAINTENANCE & REPAIR	1,721,707	1,777,957	56,250	3.3%
703	VEHICLE MAINTENANCE & REPAIR-SNOW	0	0	0	
704	INSURANCE	407,863	407,863	0	0.0%
720	PURCH VEH-WATERCRAFT	0	0	0	
721	VEHICLE GAS & OIL-WATERCRAFT	39,347	44,347	5,000	12.7%
722	VEHICLE MAINTENANCE & REPAIR-WATERCRAF	61,431	61,431	0	0.0%
724	BOAT SLIP RENTAL/LAUNCHING FEES	4,200	4,200	0	0.0%
730	PURCH VEH-OTHER LAND VEH - DUMP, TRACTOF	0	0	0	#DIV/0!
731	LG VEHICLE GAS & OIL	875,000	990,000	115,000	13.1%

FY 2023 SummaryByObject

Object	Description	Prelim	Final	FY23 Final-	FY23 Final-
		FY 2023	FY 2023	FY23 Prelim	FY23 Prelim
		Budget	Budget	\$	%
				Inc/Dec	Inc/Dec
732	LG VEHICLE MAINT & REPAIR	2,000,000	2,000,000	0	0.0%
732	LG VEHICLE MAINT & REPAIR-SNOW	0	0	0	#DIV/0!
789	COMMUTE CHARGES	(5,000)	(5,000)	0	0.0%
799	OTHER MOTOR VEHICLE CHARGES	50,000	50,000	0	0.0%
		10,274,942	17,078,134	6,803,192	66.2%
<b>Object 08 Contractual Services</b>					
801	ADVERTISING/LEGAL PUBLICATION	3,250,353	3,250,353	0	0.0%
802	APPLICATIONS SOFTWARE MAINTENANCE	106,960	100,000	(6,960)	-6.5%
804	PRINTING/REPRODUCTION SERVICE	22,000	22,000	0	0.0%
805	BOOKBINDING/PHOTOGRAPHIC SVC	0	0	0	
807	ENGINEERS	28,905,000	28,905,000	0	0.0%
808	EQUIPMENT RENTAL	509,599	502,101	(7,498)	-1.5%
809	EQUIPMENT REPAIRS & MAINT	1,610,607	1,610,607	(0)	0.0%
810	EXTERMINATION SERVICE	16,771	16,771	0	0.0%
812	BUILDING/ROAD REPAIRS & MAINT	14,608,242	14,608,242	(0)	0.0%
813	JANITORIAL SERVICES	1,431,411	1,431,411	0	0.0%
814	GROUNDNS MAINTENANCE	46,490	46,490	0	0.0%
815	LAUNDRY SERVICE	3,199	3,199	0	0.0%
816	HOUSEKEEPING SERVICE	0	0	0	
817	LEGAL SERVICES	204,381	204,381	0	0.0%
819	EDUCATION/TRAINING CONTRACTS	1,353,388	1,355,688	2,300	0.2%
820	MEDICAL CARE	271,720	271,720	0	0.0%
821	MGMT STUDIES AND CONSULTANTS	2,162,822	3,448,658	1,285,836	59.5%
823	SECURITY SERVICES	1,642,930	981,190	(661,740)	-40.3%
824	LABORATORY SERVICES	47,736	47,736	0	0.0%
825	VETERINARY SERVICES	31,565	31,565	(0)	0.0%
826	FREIGHT AND DELIVERY	18,720	18,720	0	0.0%
827	TRASH AND GARBAGE REMOVAL	446,051	446,051	0	0.0%
828	OFFICE ASSISTANCE	61,244	61,244	0	0.0%
829	FISCAL SERVICES	309,000	309,000	0	0.0%
829	E-ZPASS RETAIL FEES	18,550,000	18,550,000	0	0.0%
831	OFFICE OF ADMINISTRATIVE HEARINGS FEE	0	0	0	
841	DP CENTRAL PROCESS SVC	1,100,000	1,100,000	0	0.0%
843	DP COMMUNICATIONS CONTROLLERS SVC	480,000	480,000	0	0.0%
849	TELECOMM LINES, MODEMS & CONTRLLR	98,453	98,453	0	0.0%
850	DP PERIPHERAL EQUIPMENT SVC	0	0	0	
854	COMPUTER MAINTENANCE CONTRACTS	183,160	183,160	0	0.0%
858	SOFTWARE LICENSES	146,302	146,302	0	0.0%
861	APPL SOFTWARE ACQUISITION	0	0	0	#DIV/0!
862	APPL SOFTWARE MAINTENANCE	2,218,082	2,218,082	0	0.0%
863	SYSTEMS SOFTWARE ACQUISITION	0	0	0	#DIV/0!
864	SYSTEMS SOFTWARE MAINTENANCE	500,000	500,000	0	0.0%
865	OUTSIDE SVCS-SYS ANALYSIS&DSGN	7,317,000	7,317,000	0	0.0%
866	OUTSIDE SVCS-PROGRAMMING	415,000	415,000	0	0.0%
869	OUTSIDE SVCS-COMPUTER USAGE	762,000	762,000	0	0.0%
872	OUTSIDE SVCS-IT CONSULTANT	0	0	0	
873	OUTSIDE SVC - E-Z PASS SVC CENTER	35,006,486	50,154,944	15,148,458	43.3%
874	OFFICE OF ATTORNEY GENERAL FEE	44,265	44,265	0	0.0%
875	RETIREMENT AGENCY ADMIN FEE	204,565	204,565	0	0.0%
876	STATEWIDE DOIT SERVICES	80,604	80,604	0	0.0%
894	STATEWIDE PERSONNEL SYS ALLOC	55,433	55,433	0	0.0%
897	STATEWIDE ENTERPRISE BUDGET SYSTEM	27,574	27,574	0	0.0%
899	OTHER CONTRACTUAL SVC-NON DP	2,682,679	2,668,679	(14,000)	-0.5%
		126,931,793	142,678,188	15,746,395	12.4%
<b>Object 09 Supplies and Materials</b>					
901	AGRICULTURE	29,740	30,740	1,000	3.4%
902	OFFICE SUPPLIES	399,116	396,672	(2,444)	-0.6%
903	ELECTRICAL MATERIALS	426,543	428,043	1,500	0.4%
904	BUILDING & HOUSEHOLD SUPPLIES	396,786	403,664	6,878	1.7%
905	ROADWAY MAINT MATERIALS	670,774	670,774	0	0.0%
906	SALT/SNOW MELTING MATERIALS	1,566,823	1,566,823	0	0.0%
908	HOUSEKEEPING SUPPLIES	76,069	76,069	0	0.0%
909	MEDICAL SUPPLIES	40,314	40,314	0	0.0%

FY 2023 SummaryByObject

Object	Description	Prelim	Final	FY23 Final-	FY23 Final-
		FY 2023	FY 2023	FY23 Prelim	FY23 Prelim
		Budget	Budget	\$	%
				Inc/Dec	Inc/Dec
912	WEARING APPAREL-UNIFORMS EMPL	1,110,734	1,110,734	0	0.0%
915	LIBRARY SUPPLIES	23,675	23,675	0	0.0%
917	SMALL TOOLS	384,798	384,798	0	0.0%
918	VETERINARY SUPPLIES	29,381	29,381	0	0.0%
920	FOOD	177,414	185,414	8,000	4.5%
926	DATA PROCESSING SUPPLIES	41,774	41,774	0	0.0%
930	MICROCOMPUTER PKG APPL SOFTWARE	0	0	0	
932	MICROCOMPUTER OPER SYS SFTWRE	0	0	0	#DIV/0!
933	SOFTWARE UPGRADES	0	0	0	
934	AMMO GUNS FIRING RNGE SUPPLIES	576,321	576,321	0	0.0%
951	E-ZPASS TRANSPONDERS	4,254,840	4,365,000	110,160	2.6%
995	CORPORATE PURCHASING CARD	0	0	0	
999	OTHER SUPPLIES AND MATERIALS	311,252	307,428	(3,824)	-1.2%
		10,516,354	10,637,624	121,270	1.2%
<b>Object 10 Replacement Equipment</b>					
1002	REPL AUDIO-VISUAL EQUIP	0	0	0	
1003	REPL CLEANING EQUIPMENT	0	0	0	
1007	REPL EDUCATIONAL EQUIPMENT	0	0	0	
1009	REPLHUMAN ENVIRONMENTAL EQUIPMENT	0	0	0	#DIV/0!
1013	REPL MAINTENANCE & BUILDING EQUIP	257,500	496,500	239,000	92.8%
1015	REPL OFFICE EQUIPMENT	74,907	74,907	0	0.0%
1019	REPL RADIOS & ELECTRONIC EQUIPMENT	206,000	206,000	0	0.0%
1031	REPL DP EQUIP-MAINFRAME	75,000	75,000	0	0.0%
1033	REPL DP EQUIP-MICROCOMPUTER	1,250,000	1,250,000	0	0.0%
1034	REPL DP EQUIP-WORKSTATIONS	0	0	0	
1036	REPL DP EQUIP-PERIPHERALS	0	0	0	
1099	OTHER REPLACEMENT EQUIPMENT	976,900	978,900	2,000	0.2%
		2,840,307	3,081,307	241,000	8.5%
<b>Object 11 Additional Equipment</b>					
1102	ADDT'L AUDIO-VISUAL EQUIP	12,500	12,500	0	0.0%
1103	ADDT'L CLEANING EQUIPMENT	10,000	10,000	0	
1107	ADDT'L EDUCATIONAL EQUIPMENT	0	0	0	
1109	ADDT'L HUMAN ENVIRONMENTAL EQUIPMENT	1,000	1,000	0	0.0%
1113	ADDT'L MAINTENANCE & BUILDING EQUIP	151,000	501,000	350,000	231.8%
1115	ADDT'L OFFICE EQUIPMENT	35,000	35,000	0	0.0%
1119	ADDT'L RADIOS & ELECTRONIC EQUIPMENT	0	0	0	
1131	ADDT'L DP EQUIP-MAINFRAME	0	0	0	
1133	ADDT'L DP EQUIP-MICROCOMPUTER	0	100,000	100,000	
1134	ADDT'L DP EQUIPMENT-WORKSTATIONS	0	0	0	
1136	ADDT'L DP EQUIP-PERIPHERALS	0	0	0	
1199	OTHER ADDITIONAL EQUIPMENT	472,085	472,085	0	0.0%
		681,585	1,131,585	450,000	66.0%
<b>Object 13 Fixed Charges</b>					
1301	RENT	0	0	0	#DIV/0!
1302	INSURANCE COVERAGE PAID TO STO	468,408	468,408	0	0.0%
1303	RENT PAID TO DGS	1,100	1,100	0	
1304	SUBSCRIPTIONS	53,160	53,160	0	0.0%
1305	ASSOCIATION DUES	254,605	254,605	0	0.0%
1308	LICENSES	9,649	9,770	121	1.3%
1309	INSURANCE (NON STO PAYMENTS)	4,463,488	4,463,488	(0)	0.0%
1310	INTEREST ON LATE PAYMENTS	0	0	0	
1310	BOND ISSUE COSTS	0	0	0	
1320	BAD DEBT EXPENSE	0	0	0	
		5,250,410	5,250,531	121	0.0%
<b>Total</b>		361,356,104	387,152,962	25,796,858	7.1%

# **TAB 6**



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## MEMORANDUM

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**TO:** MDTA Board  
**FROM:** Capital Program Manager Jeanne Marriott  
**SUBJECT:** Draft Fiscal Year (FY) 2023-2028 Consolidated Transportation Program (CTP)  
**DATE:** June 23, 2022

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### PURPOSE OF MEMORANDUM

The purpose of this presentation is to seek your recommendation for approval of the proposed Draft FY 2023-2028 CTP. An earlier version of the Draft CTP was recommended for approval by the Capital Committee on June 2, 2022, and by the Finance Committee on June 7, 2022. The CTP presented for full Board approval includes two changes. The Tier 2 NEPA for the Bay Crossing Study has been added and the budget and cash flow for the ETC-3G project have been updated.

### SUMMARY

The six-year FY 2023-2028 budget in the proposed CTP is \$2.6 billion. The proposed CTP reflects a net increase in the six-year FY 2023-2028 budget of \$24.6 million (Attachment #1 – Line 6). The net FY 2023-2028 increase is the result of the following:

- Increase in the six-year CTP budget by \$17.0 million for the Nice/Middleton Bridge (Attachment #1 – Line 1).
- Increase in the six-year CTP budget by \$24.4 million for the I-95 ETL Northern Extension (Attachment #1 – Line 2).
- Increase in the six-year CTP budget by \$86.5 million for all projects except Nice/Middleton Bridge, I-95 ETL Northern Extension, and reserves (Attachment #1 – Line 3).
- Decrease in the Allocated and Unallocated Reserves by \$103.2 million (Attachment #1 – Line 4).

FY 2022 expenditures are projected to be \$548.6 million vs. \$573.2 million in the Final FY 2022-2027 CTP (Attachment #1 – Line 6). FY 2022 underspending is projected to be \$24.6 million and has been rolled over into the Draft FY 2023-2028 CTP.

Highlights of project and reserve changes incorporated in the proposed Draft FY 2023-2028 CTP are shown in Attachment #2.

**Added New Projects**

Added three system preservation projects and two enhancement projects for an increase of \$28.4 million in the FY 2023-2028 period.

**Modified Budgets to Reflect Bids Received**

Adjusted two projects to reflect bids received that were lower than Engineer's Estimates for a net decrease of \$745 thousand.

**Added Construction Phase**

The construction phase of two projects was funded for a total of \$19.4 million transferred from the reserves as design reached 60% level and cost estimates were developed on fully developed scopes.

**Modified Budgets to Reflect Completed Projects**

Four projects were completed with no budget change in the FY 2023-2028 period.

**Modified Active Projects Due to Cost Changes and Cash Flow Adjustments**

Adjusted cash flows and funded changes in engineering and/or construction budgets for fifty-one projects for a net budget increase of \$76.3 million.

**Reserve Changes**

The allocated reserves decreased by \$103.2 million, and the unallocated reserves remained the same at \$25.0 million.

**ATTACHMENTS**

- Attachment #1 – CTP Comparison Tables - Draft FY 2023-2028 CTP v Final FY 2022-2027 CTP
- Attachment #2 – Changes from Final FY 2022-2027 CTP to Draft FY 2023-2028 CTP
- Attachment #3 – Where are the Projects?
- Attachment #4 – What are the Categories of Projects?

CTP Comparison Tables - Draft FY 2023-2028 CTP v Final FY 2022-2027 CTP																
Line									Total	Total					Total	
		2022	2023	2024	2025	2026	2027	2028	2022-2027	2023-2028	2029	2030	2031	2032	2023-2032	
1	Nice/Middleton Bridge	Final 22-27	\$227,706	\$97,849	\$26,648	\$20,132	\$0	\$0	\$0	\$372,335	\$144,629	\$0	\$0	\$0	\$0	\$144,629
		Draft 23-28	\$210,706	\$116,240	\$30,363	\$15,026	\$0	\$0	\$0	\$372,335	\$161,629	\$0	\$0	\$0	\$0	\$161,629
		Change	(\$17,000)	\$18,391	\$3,715	(\$5,106)	\$0	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$0	\$17,000
2	I-95 ETL Northern Extension (Including Reserves)	Final 22-27	\$128,400	\$223,106	\$181,975	\$118,051	\$106,366	\$81,427	\$51,815	\$839,325	\$762,740	\$22,278	\$0	\$0	\$0	\$785,018
		Draft 23-28	\$105,987	\$214,800	\$191,176	\$136,722	\$109,202	\$81,433	\$53,818	\$839,320	\$787,151	\$21,454	\$0	\$0	\$0	\$808,605
		Change	(\$22,413)	(\$8,306)	\$9,201	\$18,671	\$2,836	\$6	\$2,003	(\$5)	\$24,411	(\$824)	\$0	\$0	\$0	\$23,587
3	Remainder of CTP (Excluding Reserves)	Final 22-27	\$217,135	\$249,462	\$239,892	\$125,746	\$50,387	\$21,162	\$0	\$903,784	\$686,649	\$0	\$0	\$0	\$0	\$686,649
		Draft 23-28	\$231,899	\$215,628	\$283,356	\$191,812	\$61,426	\$18,888	\$2,003	\$1,003,009	\$773,113	\$0	\$0	\$0	\$0	\$773,113
		Change	\$14,764	(\$33,834)	\$43,464	\$66,066	\$11,039	(\$2,274)	\$2,003	\$99,225	\$86,464	\$0	\$0	\$0	\$0	\$86,464
4	Allocated and Unallocated Reserves	Final 22-27	\$0	\$28,648	\$104,644	\$159,769	\$206,475	\$201,247	\$313,625	\$700,783	\$1,014,408	\$318,450	\$323,275	\$328,100	\$332,925	\$2,317,158
		Draft 23-28	\$0	\$9,334	\$39,172	\$170,895	\$230,821	\$223,298	\$237,660	\$673,520	\$911,180	\$318,450	\$323,275	\$328,100	\$332,925	\$2,213,930
		Change	\$0	(\$19,314)	(\$65,472)	\$11,126	\$24,346	\$22,051	(\$75,965)	(\$27,263)	(\$103,228)	\$0	\$0	\$0	\$0	(\$103,228)
5	Remainder of CTP (3+4) (Including Reserves)	Final 22-27	\$217,135	\$278,110	\$344,536	\$285,515	\$256,862	\$222,409	\$313,625	\$1,604,567	\$1,701,057	\$318,450	\$323,275	\$328,100	\$332,925	\$3,003,807
		Draft 23-28	\$231,899	\$224,962	\$322,528	\$362,707	\$292,247	\$242,186	\$239,663	\$1,676,529	\$1,684,293	\$318,450	\$323,275	\$328,100	\$332,925	\$2,987,043
		Change	\$14,764	(\$53,148)	(\$22,008)	\$77,192	\$35,385	\$19,777	(\$73,962)	\$71,962	(\$16,764)	\$0	\$0	\$0	\$0	(\$16,764)
6	Total (1+2+5)	Final 22-27	\$573,241	\$599,065	\$553,159	\$423,698	\$363,228	\$303,836	\$365,440	\$2,816,227	\$2,608,426	\$340,728	\$323,275	\$328,100	\$332,925	\$3,933,454
		Draft 23-28	\$548,592	\$556,002	\$544,067	\$514,455	\$401,449	\$323,619	\$293,481	\$2,888,184	\$2,633,073	\$339,904	\$323,275	\$328,100	\$332,925	\$3,957,277
		\$ Change	(\$24,649)	(\$43,063)	(\$9,092)	\$90,757	\$38,221	\$19,783	(\$71,959)	\$71,957	\$24,647	(\$824)	\$0	\$0	\$0	\$23,823
		% Change	-4%	-7%	-2%	21%	11%	7%	-20%	3%	1%	0%	0%	0%	0%	1%
Cumulative Change		(\$24,649)	(\$67,712)	(\$76,804)	\$13,953	\$52,174	\$71,957	(\$2)	\$71,957	\$24,647	(\$826)	(\$826)	(\$826)	(\$826)	(\$826)	

## Changes from Final 2022-2027 CTP to Draft FY 2023-2028 CTP

New Projects Added (\$000)					
Facility	Project Name	TEC Change	FY 2022-2027 Budget Change	FY 2023-2028 Budget Change	
BB	2586 - Bay Crossing Study - Tier 2 NEPA (Planning only)	28,000	28,000	28,000	
MA	2583 - Generator Replacement at Various Facilities (Engineering only)	240	240	199	
FT	2580 - Fort McHenry Tunnel Box Girder Preservation (Engineering only)	150	150	125	
FT	0217 - Fort McHenry Tunnel Facility-wide Zone Paint Program (Engineering only)	100	100	50	
HT	2578 - Baltimore Harbor Tunnel Northbound Over Height Vehicle Detection System (OHVDS) Improvements (Engineering only)	48	48	0	
<b>Total - New Projects Added (5)</b>		<b>28,538</b>	<b>28,538</b>	<b>28,374</b>	

Projects Modified to Reflect Bids Received (\$000)					
Facility	Project Name	TEC Change	FY 2022-2027 Budget Change	FY 2023-2028 Budget Change	
FT	2513 - Structural Rehabilitation of Various Bridges on I-95	(602)	(602)	3,106	
KB	2521 - MDTA Police Training Academy	(143)	(143)	667	
<b>Total - Projects Modified to Reflect Bids Received (2)</b>		<b>(745)</b>	<b>(745)</b>	<b>3,773</b>	

Projects Modified to Add Construction Phase (\$000)					
Facility	Project Name	TEC Change	FY 2022-2027 Budget Change	FY 2023-2028 Budget Change	
MA	0228 - On-Call Electrical/Intelligent Transportation Systems (Engineering only)	13,440	13,440	13,440	
MA	2551 - Environmental On-Call Phase IV	6,000	6,000	6,000	
<b>Total - Projects Modified to Add Construction Phase (2)</b>		<b>19,440</b>	<b>19,440</b>	<b>19,440</b>	

Projects Completed (\$000)					
Facility	Project Name	TEC Change	FY 2022-2027 Budget Change	FY 2023-2028 Budget Change	
FT	2543 - Replace Superstructure of Moravia Road Ramp Bridge to I-95 Southbound	875	875	0	
MA	2418 - On-Call Electrical and Intelligent Transportation Systems - #3	150	150	0	
MA	2411 - On-Call Facility/Building Repairs	98	98	0	
FT	2269 - Replace Fort McHenry Tunnel Lighting Systems	40	40	0	
<b>Total - Projects Completed (4)</b>		<b>1,163</b>	<b>1,163</b>	<b>0</b>	

**Changes from Final 2022-2027 CTP to Draft FY 2023-2028 CTP**

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000)					
Facility	Project Name	TEC Change	FY 2022-2027 Budget Change	FY 2023-2028 Budget Change	Notes
MA	2235 - Program Management Services for System Preservation (Engineering Only)	10,000	10,000	10,000	Ongoing program, moved funding from reserves for FY23 and FY24.
MA	2538 - On-Call Structural Repairs & Miscellaneous Modifications	(961)	(961)	5,556	Decreased CO for revised estimate.
BB	2369 - Deck Rehabilitation and Miscellaneous Modifications to Bay Bridge Westbound Span	6,208	6,208	4,121	Increased CO for changes EWA #9 and EWA #10 including contract adjustment, Construction Management Inspection (CMI) and Engineering costs.
KH	2477 - I-95/Belvidere Road Interchange	4,483	4,483	3,541	Increased CO to adjust for prices received and increased PE to fund the remaining PE activities including payment of stipends to the three non-selected proposers.
MA	2147 - Replace Electronic Toll Collection and Operating System - 3rd Generation	(242)	7,855	3,341	Increased PE and decreased CO for revised estimate.
FT	0200 - Rehabilitate Fort McHenry Tunnel Area-Wide Lighting	2,465	2,465	2,910	Increased CO for revised scope.
FT	2251 - Rehabilitate Fort McHenry Tunnel Vent Fans	2,851	2,851	1,760	Increased CO for extra work.
KH	0202 - I-95 Southbound Hard Shoulder Running (Engineering only)	2,508	2,508	1,127	Increased PE to advance engineering from 15% design to Plans, Specification & Estimate (PSE).
MA	2498 - On-Call Electrical/Intelligent Transportation Systems	586	586	1,088	Increased CO for supplemental agreement.
MA	2546 - Purchase Card Information System (PCARD)	900	900	1,047	Increased CO to purchase additional OpenText licenses necessary to put the reimplemented system into production.
HT	2423 - Replacement of Concrete Median Barrier along I-895	639	639	639	Increased CO for Redline Revisions, additional CMI, and additional work.
MA	2496 - On-Call Drainage and Stormwater Best Management Practices (BMP) Remediation III	3,120	3,120	610	Increased CO for additional work.
HT	2437 - Mill and Overlay Bridge Decks	316	316	539	Increased CO to cover additional CMI due to weather sensitive construction activities that were unable to be completed as scheduled.
KH	2428 - Deck Replacement on I-95 Kennedy Highway Bridge over Little Northeast Creek	400	400	178	Increased CO for additional CMI due to bridge deck joints that required concrete repair work.
MA	2483 - Small Drainage Rehabilitation	278	278	155	Increased CO for additional CMI due to delays in accessing three out of twenty locations.
HT	2380 - Repair Slopes and Drainage	200	200	43	Increased CO for extra work.
HB	2273 - Convert Hatem Bridge to All Electronic Tolling (AET) and Rehabilitate Approach Roadways	3,324	3,324	0	Increased CO for CMI and Phase V due to Redline Revisions.
MA	2479 - On-Call Structural Repairs & Miscellaneous Modifications	1,418	1,418	0	Increased CO for supplemental agreement.
BB	2412 - Bay Bridge Priority Structural Repairs and Miscellaneous Modifications	992	992	0	Increased CO for additional CMI.
MA	2480 - On-Call Structural Repairs & Miscellaneous Modifications	675	675	0	Increased CO for supplemental agreement for additional work.
ICC	2482 - Intercounty Connector (ICC) Fiber Optic Utility Tracer Wire	430	430	0	Increased CO for supplemental agreement for item overruns with time extension plus extended CMI.
KB	2304 - Convert Key Bridge to All Electronic Tolling (AET)	391	391	0	Increased CO for additional CMI and Phase V for Redline Revisions.
HT	2447 - Replace Baltimore Harbor Tunnel 15KV Feeders	385	385	0	Increased CO for additional CMI due to extended time.
HT	2263 - Replace Baltimore Harbor Tunnel Vent Fans	334	334	0	Additional CO for kVAR (kiloVolt Amps Reactive) cabinets which will help preserve the switchgear.
HT	2487 - Baltimore Harbor Tunnel AET Conversion with Frankfurst Avenue Interchange Modifications (Engineering only)	281	281	0	Increased PE to initiate engineering activities including selection of the project delivery method.
KB	2319 - Building Renovations at Key Bridge Campus	200	200	0	Increased CO for Phase 5 services.
HT	2506 - Baltimore Harbor Tunnel In-Tunnel Fiber Improvements	200	200	0	Increased PE for extended duration due to limited availability of tunnel bore closures.
HT	2439 - Administration Building Roof Replacement and Envelope Rehabilitation	150	150	0	Increased CO for Phase 5 services.
KH	2484 - I-95 Kennedy Highway Substation and Electrical Equipment Replacement	100	100	0	Increased CO for additional CMI during weekend electrical outages.
KH	2544 - Tydings Bridge Interim High Speed AET Conversion	65	65	0	Increased PE for Intelligent Transportation Systems design.

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

**Changes from Final 2022-2027 CTP to Draft FY 2023-2028 CTP**

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000) - continued					
Facility	Project Name	TEC Change	FY 2022-2027 Budget Change	FY 2023-2028 Budget Change	Notes
FT	2414 - I-95 Moravia Road to Tunnel - Phases 1 & 2 Northbound/Phase 2 Southbound	52	52	0	Increased CO for higher than anticipated CSX invoices.
MA	0231 - On-Call Signs, Sign Lights, and Sign Structures	(275)	(275)	(724)	Increased PE for extended bid analysis and justification preparation and decreased CO due to the change in the capital/operating funds split.
MA	2549 - On-Call Miscellaneous Paving Repair	(2,278)	(2,278)	(798)	Decreased CO due to less than anticipated capital tasks.
FT	2508 - Bridge Deck Rehabilitation and Miscellaneous Repairs to Fort McHenry Tunnel South	498	498	(888)	Increased PE and CO for additional support services throughout the contract to safely detour traffic on multiple ramps throughout the multiple construction phases.
KH	2509 - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	1,031	1,031	(1,230)	Increased CO for additional work.
MA	2471 - 10-Year Equipment Budget - FY 2018 through FY 2027	(3,342)	(3,342)	(3,342)	Decreased CO due to revised estimate.
BB	2476 - Bay Bridge Crossover Automated Lane Closure System	1,534	1,534	(4,319)	Increased CO for additional CMI.
BB	2516 - William Preston Lane Jr. Memorial Bridge AET Conversion	2,818	2,818	(4,681)	Increased CO for additional CMI.
KH	Various - I-95 Express Toll Lanes Northbound Extension	0	(5)	24,411	Cash flow adjustment.
NB	1024 - Replace Nice/Middleton Bridge	0	0	17,000	Cash flow adjustment.
BB	2317 - Rehabilitate Decks of Eastbound Span - Phase I Deck Widening & Replacement of Deck Truss	0	0	5,472	Cash flow adjustment.
FT	2458 - Rehabilitate Tunnel 13 KV Cable, Conduit, and Concrete Wall	0	0	4,253	Cash flow adjustment.
FT	2517 - Convert to Cashless Tolling at the Fort McHenry Tunnel	0	0	3,987	Cash flow adjustment.
BB	2329 - Replace 5KV Feeder and Add Redundant Cable to Eastbound & Westbound Spans	0	0	1,416	Cash flow adjustment.
MA	2502 - MDTA Enterprise Budget Planning and Management System (Software)	0	0	289	Cash flow adjustment.
MA	2433 - Update Phone System to NECSV9500	0	0	248	Cash flow adjustment.
MA	2545 - Civil Rights Compliance Information Management System (PRISM)	0	0	200	Cash flow adjustment.
ICC	2563 - Replace Intercounty Connector (ICC) Deck Over Lighting (Engineering only)	0	0	50	Cash flow adjustment.
KB	0199 - Maintenance and Repairs of the I-695 Curtis Creek Drawbridges	0	0	(49)	Cash flow adjustment.
HT	2306 - Envelope Repair and Switchgear Replacements at Baltimore Harbor Tunnel Vent Buildings	0	0	(100)	Cash flow adjustment.
MA	2489 - Drainage Rehabilitation - Phase III - Outfalls	0	0	(193)	Cash flow adjustment.
ICC	1982 - Intercounty Connector (ICC)/MD 200	0	0	(1,369)	Cash flow adjustment.
<b>Total - Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (52)</b>		<b>42,731</b>	<b>50,823</b>	<b>76,288</b>	

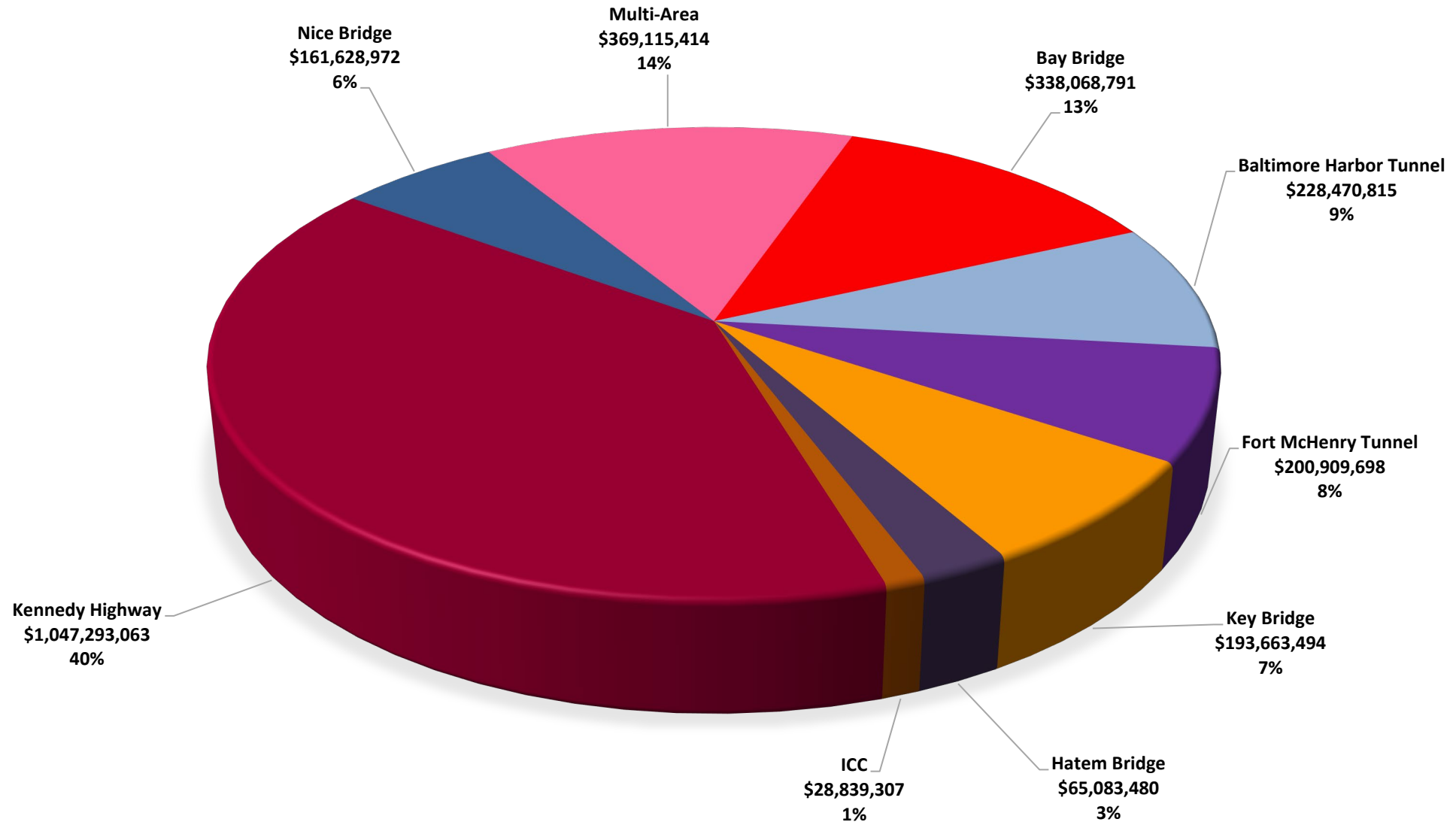
Reserve Changes (\$000)			
	FY 2022-2027 Budget Change	FY 2023-2028 Budget Change	
Allocated Reserve - Enhancement Projects	(26,058)	59,437	
Allocated Reserve - System Preservation Projects	9,795	(162,665)	
Unallocated Reserve	(11,000)	0	
<b>Total - Reserve Changes</b>	<b>(27,263)</b>	<b>(103,228)</b>	

Changes from Final FY 2022-2027 CTP to Draft FY 2023-2028 CTP (\$000)			
	FY 2022-2027 Budget Change	FY 2023-2028 Budget Change	
Budget Changes - Projects	99,220	127,875	
Budget Changes - Reserves	(27,263)	(103,228)	
<b>Net Changes</b>	<b>71,957</b>	<b>24,647</b>	

# FY 2023-2028 Draft Consolidated Transportation Program

## Where are the Projects?

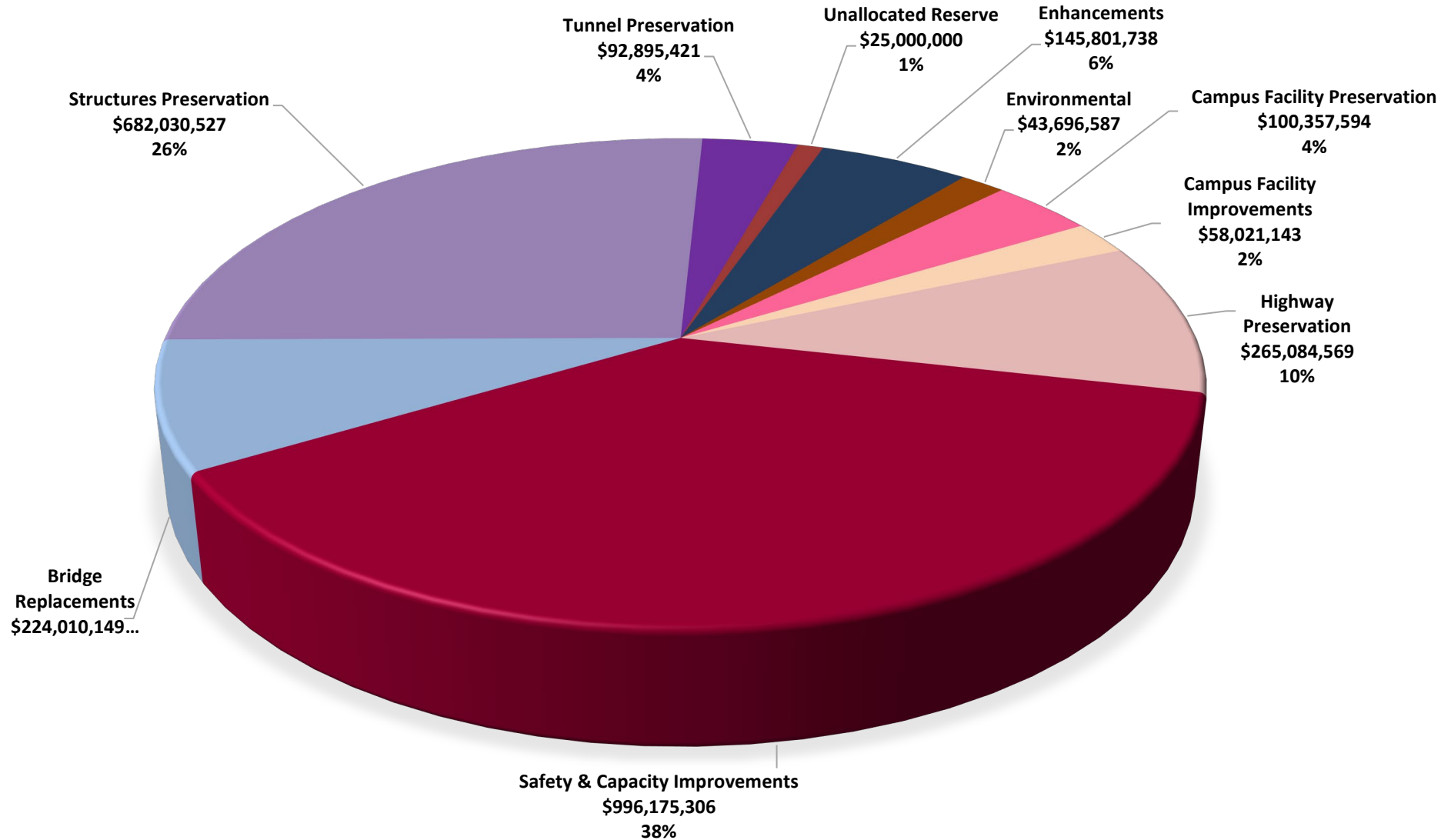
FY 2023-2028 CTP = \$2.6 Billion



# FY 2023-2028 Draft Consolidated Transportation Program

## What are the Categories of Projects?

FY 2023-2028 CTP = \$2.6 Billion



# **TAB 7**



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**MEMORANDUM**

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**TO:** MDTA Board  
**PREPARED BY:** Financial Forecast Analyst and Special Projects Ernest Chukwuma  
**PRESENTED BY:** Director of Finance Chantelle Green  
**SUBJECT:** Fiscal Year (FY) 2023-2028 Financial Forecast  
**DATE:** June 23, 2022

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**PURPOSE OF MEMORANDUM**

To request MDTA Board approval of the Fiscal Year (FY) 2023-2028 Financial Forecast.

**SUMMARY**

This forecast includes the November Traffic & Revenue (T&R) forecast, the Draft FY 2023 - 2028 Consolidated Transportation Program (CTP), and the Final FY 2023 Operating Budget.

For the forecast period (FY 2023 – 2028), MDTA remains in compliance with its financial goals and legal standards.

- Throughout the forecast period (FY 2023 – 2028), the MDTA meets its financial goals:
  - $\geq$ \$350 million in unencumbered cash, and
  - $\geq$  2.0 debt service coverage.
- MDTA remains above its trust agreement rate covenant (net revenues  $\geq$ 1.0 x sum of 120% debt service + deposits to M&O account).
- No systemwide toll increases are needed in the forecast period.
- Debt to be issued during the forecast period totals \$872.5 million. This amount includes \$672.5 million in revenue bonds and a \$200.0 million TIFIA Loan from the United States Department of Transportation.
- Maximum outstanding indebtedness within the forecast period remains below the statutory cap of \$3 billion.
- Debt service paid over the forecast period is \$964.1 million.

## **ANALYSIS**

The primary differences between the current forecast and the November 2021 forecast are:

- Increased revenue of \$48.3 million throughout the forecast period, mostly due to a one-time grant from the Maryland Department of Transportation to partially offset prior year reduced revenue from COVID-19. Consistent with toll revenues, the grant funds will be reinvested into the MDTA's facilities and operations.
- Increased operating budget expenses of \$99.1 million, mostly due to salary increases throughout the forecast period.
- Increased capital budget expenses of \$24.6 million which is attributable to the rollover of unexpended funds from FY 2022 into subsequent fiscal years.
- Increased debt issuances and debt service: Over the forecast period, revenue bond issuances (including TIFIA) and projected debt service increase by \$84.4 million and \$24.7 million, respectively. Higher debt issuances are the result of anticipated operating budget increases that reduce the amount of projected revenue available for PAYGO capital spending.

## **Assumptions**

- Traffic and toll Revenue Forecast: CDM Smith November 2021
- Draft FY 2023 – 2028 CTP
- Final FY 2023 Operating Budget
- Future operating costs: FY 2024 and FY 2025 include assumptions for increased costs due to collective bargaining and a 4% growth factor per year thereafter

## **Evaluation Criteria**

Adhere to MDTA goals and policies:

- $\geq$ \$350 million unrestricted cash
- $\geq$ 2.0 debt service coverage
- Rate covenant ratio  $\geq$ 1.0 sum of 120% debt service plus deposits to M&O account
- Debt outstanding  $\leq$  \$3 billion
- Forecast tests the need for potential future system-wide toll increases. (None needed within the six-year program period.)

## **ATTACHMENT**

- Financial Forecast

**MARYLAND TRANSPORTATION AUTHORITY**  
**CASH FLOW FORECAST**  
**FY 2023 - 2028**

In Millions \$	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
<b>Revenues</b>							
Toll Revenues	\$822.9	\$736.1	\$735.7	\$740.6	\$749.2	\$761.3	774.4
Concessions Revenue	3.8	3.9	3.9	3.9	3.9	3.9	3.9
Investment Income & Other Revenue	8.4	49.2	7.7	6.3	6.3	6.3	6.3
MDOT Loan Repayment - Interest	0.5	1.7	1.6	1.5	1.3	1.2	1.1
BWI/Port Police Reimbursement	32.6	35.2	36.0	38.0	39.5	41.1	42.7
<b>Total Revenues</b>	<b>\$868.3</b>	<b>\$826.1</b>	<b>\$784.8</b>	<b>\$790.3</b>	<b>\$800.3</b>	<b>\$813.8</b>	<b>\$828.5</b>
<b>Operating Expenses</b>							
Operating Account Budget	\$360.9	\$387.2	\$386.9	\$402.2	\$418.3	\$435.0	452.4
Debt Service	105.0	137.8	145.9	151.9	167.8	177.1	183.5
<b>Total Operating Expenses</b>	<b>\$465.9</b>	<b>\$525.0</b>	<b>\$532.8</b>	<b>\$554.2</b>	<b>\$586.1</b>	<b>\$612.2</b>	<b>\$635.9</b>
<b>Operating Revenue Net of Expenses</b>	<b>\$402.4</b>	<b>\$301.0</b>	<b>\$252.0</b>	<b>\$236.1</b>	<b>\$214.1</b>	<b>\$201.6</b>	<b>\$192.5</b>
<b>Capital Expenses</b>							
2023-2028 Total CTP	\$548.6	\$556.0	\$544.1	\$514.5	\$401.4	\$323.6	\$293.5
<b>Total Expenses (Operating + Capital)</b>	<b>\$1,014.5</b>	<b>\$1,081.0</b>	<b>\$1,076.9</b>	<b>\$1,068.6</b>	<b>\$987.6</b>	<b>\$935.8</b>	<b>\$929.4</b>
<b>Capital Funding Source / (Uses) and Intergovernmental</b>							
Revenue Bonds	\$0.0	\$0.0	\$4.9	\$268.1	\$184.5	\$118.5	\$96.4
TIFIA	-	200.0	-	-	-	-	-
Surety Policy	(1.2)	-	(0.6)	(0.5)	(0.3)	(0.2)	(0.2)
Cash Refunding	-	-	-	-	-	-	-
MDOT Loan Repayment - Principal	4.7	4.8	4.9	4.9	5.0	5.1	5.2
Less: VDOT Contribution	2.7	3.8	-	-	-	-	-
Less: I-95 Interchange Partner Contribution	-	-	20.0	-	-	-	-
Accrual Accounting Reconciliation	-	-	-	-	-	-	-
<b>Total Current Year Sources (Uses) Available</b>	<b>6.2</b>	<b>208.6</b>	<b>29.2</b>	<b>272.5</b>	<b>189.2</b>	<b>123.4</b>	<b>101.4</b>
<b>Annual Cash Requirements</b>	<b>1,008.3</b>	<b>872.4</b>	<b>1,047.7</b>	<b>796.1</b>	<b>798.4</b>	<b>812.4</b>	<b>828.0</b>
<b>Annual Cash Surplus/Deficit</b>	<b>(\$140.0)</b>	<b>(\$46.3)</b>	<b>(\$262.8)</b>	<b>(\$5.8)</b>	<b>\$1.9</b>	<b>\$1.4</b>	<b>\$0.5</b>
<b>Total Cash Balance</b>	<b>\$699.1</b>	<b>\$652.8</b>	<b>\$389.9</b>	<b>\$384.1</b>	<b>\$386.0</b>	<b>\$387.5</b>	<b>\$388.0</b>
<b>Bonds Outstanding (≤\$2.325 b. FY 16-20; then ≤\$3.0 b.)</b>	<b>\$2,083.6</b>	<b>\$2,264.4</b>	<b>\$2,211.7</b>	<b>\$2,419.5</b>	<b>\$2,540.6</b>	<b>\$2,586.2</b>	<b>\$2,603.2</b>
<b>Financial Coverage Ratios</b>							
Unencumbered Cash (\$350MM minimum)	\$666.0	\$619.7	\$356.9	\$351.1	\$353.0	\$354.4	\$354.9
Debt Service Coverage (≥2.5x thru FY 20; then ≥2.0x)	4.8	3.2	2.7	2.6	2.3	2.1	2.0
Rate Covenant Compliance (Legal - 1.0x)	3.9	2.6	2.2	2.1	1.8	1.7	1.7

# TAB 8



Maryland  
Transportation  
Authority

Larry Hogan, Governor  
Boyd K. Rutherford, Lt. Governor  
James F. Ports, Jr., Chairman

Board Members:  
Dontae Carroll  
William H. Cox, Jr.  
William C. Ensor, III  
W. Lee Gaines, Jr

Mario J. Gangemi, P.E.  
Cynthia D. Penny-Ardinger  
Jeffrey S. Rosen  
John F. von Paris

William Pines, PE, Executive Director

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## MEMORANDUM

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**TO:** MDTA Board  
**FROM:** Director of Finance Chantelle Green  
**SUBJECT:** Bi-annual Review of Revenue Sufficiency  
**DATE:** June 23, 2022

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### PURPOSE OF MEMORANDUM

To provide the MDTA Board with a bi-annual review of revenue sufficiency for the Fiscal Year (FY) 2023-2028 financial forecast period.

### SUMMARY

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

### ANALYSIS

The MDTA Board Operating Policy requires that the Executive Director, or designee, perform a bi-annual review of the adequacy of forecasted revenue as a function of forecasted traffic volumes, projected operating and capital budgets, and debt service obligations. Per the policy, the revenue review should include toll rates, service and administrative fees, and frequency of use and commuter discount programs. The results must be reported to the MDTA Board at a public meeting. This bi-annual test was last completed in November 2021.

If approved, the June 2022 financial forecast shows that the MDTA will meet all financial goals and legal requirements over the six-year forecast period. The table below shows the results for the FY 2023-2028 timeframe.

**Adherence to Financial Goals and Requirements**

	Required	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Rate Covenant	≥ 1.0	2.6	2.2	2.1	1.8	1.7	1.7
Debt Service Coverage	≥ 2.0	3.2	2.7	2.6	2.3	2.1	2.0
Unencumbered Cash	≥ \$350M	\$620M	\$357M	\$351M	\$353M	\$354M	\$355M

Source: June 2022 Financial Forecast

Given that the agency meets its financial coverage ratios and targeted unencumbered cash position, the MDTA's current toll rates, fees, and discounts provide enough revenue over the next six years to meet forecasted spending to meet all legal and policy requirements.

# TAB 9



Maryland  
Transportation  
Authority

**Larry Hogan, Governor**  
Boyd K. Rutherford, Lt. Governor  
James F. Ports, Jr., Chairman

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

William Pines, PE, Executive Director

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## MEMORANDUM

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**TO:** MDTA Board  
**FROM:** MDTA Chief Engineer James Harkness, P.E., PTOE  
**SUBJECT:** Quarterly Update on Major Capital Projects valued over \$40 Million  
**DATE:** June 23, 2022

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### PURPOSE OF MEMORANDUM

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

### SUMMARY

As of June 9, 2022, there are eleven major projects in the Capital Program. Seven of the projects are under construction, one is in procurement, and three are in design. This update includes projects funded for construction in the current CTP and includes five projects valued in excess of \$100 million. There are three projects from the \$1.1 billion I-95 ETL Northbound Expansion program.

### ATTACHMENT

- MDTA Major Capital Projects (>\$40 million) – June 2022 Update

## MDTA Major Capital Projects (>\$40 Million) - June 2022 Update

Pin	Contract No.	Description	AD	NTP	Budget (Thousands \$)	Ant. Construction Completion Date	Construction (C), Procurement (P) or Design (D)
2147	MA-2257	Replace Electronic Toll Collection - 3rd Gen	8/1/16	3/6/18	123,251	Summer 2022	C
1024	NB-0543	Replace Nice/Middleton Bridge	10/20/18	3/17/20	635,788	Winter 2024	C
2251	FT-2651R	Rehabilitate Ventilation Fans	9/5/19	7/1/20	44,695	Spring 2024	C
2516	BB-3014	Bay Bridge All Electronic Toll (AET) Conversion	9/29/20	1/11/21	54,274	Spring 2023	C
2453	KH-3009	I-95 ETL Northbound Extension - Express Toll Lanes to MD 152	8/17/20	5/3/21	224,161	Summer 2024	C
2491	KH-3019	I-95 ETL Northbound Extension - MD 152 Interchange Reconstruction	5/7/21	2/28/22	242,151	Fall 2024	C
2477	KH-3024	I-95/Belvidere Road Interchange	5/18/20	2/25/22	81,068	Summer 2025	C
2306	HT-2709	Envelope and Switchgear Replacements at Baltimore Harbor Tunnel Ventilation Buildings	1/10/22	8/28/22	64,477	Fall 2026	P
2317	BB-2726	Eastbound Bay Bridge Deck Replacment - Phase 1	9/6/19	7/12/21	237,550	Fall 2025	D
2492	KH-3020	I-95 ETL Northbound Extension - MD 24 to Bynum Run	3/27/23	8/7/23	65,165	Fall 2026	D
2450	KB-3005	I-695 Subgrade Improvements at Bear Creek	4/17/23	8/28/23	61,121	Winter 2025	D

# **TAB 10**



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## MEMORANDUM

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**TO:** MDTA Board  
**FROM:** Director of Information Technology David Goldsborough  
**SUBJECT:** Quarterly Information Technology Update  
**DATE:** June 23, 2022

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### PURPOSE OF MEMORANDUM

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

### SUMMARY

As of June 23, 2022, the Division of Information Technology maintains an active portfolio of 15 projects with two (2) additional projects on hold awaiting resource assignments. The portfolio remains consistent with the last quarterly update. Since the previous update, DoIT has completed the Cyber Security assessment/readiness engagement conducted by the State of Maryland Department of Information Technology. The results are expected within the coming weeks. The assessment covered a multitude of topics around processes and policies dealing with our various governance models like procurement, patching, and change management. Additionally, post-go-live support of the third generation tolling system (3G) continues and will stay in place through systems acceptance as the transition to O&M takes place.

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

- Cybersecurity measures – State DoIT assessment and readiness engagement.
- We completed the initial conversion to the new Salesforce Lightning platform for our Customer Tracking System (CITS).
- The web scheduling system for the customer service centers can now be completed given the requirement for the Lightning platform to be in place. The anticipated completion date is July 2022.
- Post-go-live support of 3G.
- E-forms platform.
- We are initiating the spatial implementation of our Maximo system for asset management.
- Moving forward with the RFID project for inventory management.

# **TAB 11**



**MEMORANDUM**

**TO:** MDTA Board  
**FROM:** Chief Administrative Officer Percy E. Dangerfield  
Director of Civil Rights and Fair Practices Tia Rattini  
**PREPARED BY:** Acting Compliance Manager Melissia Evans  
**SUBJECT:** Quarterly Update: Socioeconomic Programs Status  
**DATE:** June 23, 2022

**PURPOSE OF MEMORANDUM**

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

**SUMMARY**

In accordance with Article II of the MDTA Board Operating Policy, as amended on January 25, 2018, this summary has been prepared and distributed. The Division of Civil Rights and Fair Practices (CRFP) is responsible for the development, oversight, and administration of the MDTA’s State and Federal socioeconomic programs. 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.

The following socioeconomic programs’ performance information presented is based on the 3<sup>rd</sup> Quarter of Fiscal Year (FY) 2022, which covers the performance period of July 1, 2021 to March 31, 2022<sup>1</sup>. This performance period will be referenced as Q3 FY 2022.

<sup>1</sup> The achieved goals reported for the MBE, SBR, and VSBE programs in this document are specific to contract awards and payments. This data does not include Purchasing Credit Card (P-Card) information and may vary from data submitted for the Governor’s Office of Small Minority and Women Business Affairs (GOSMWBA) quarterly reporting.

### Disadvantaged Business Enterprise (DBE) Program

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

The Nice-Middleton Bridge Project will construct a new 4-lane crossing of US-301 over the Potomac River to replace the existing bridge, which is over 80 years old. The Project also includes minor roadway work on each side of the Potomac River, improvements to the campus infrastructure, and demolition of the existing bridge. The Nice-Middleton Bridge Project is comprised of five (5) contracts that have an estimated value of \$531 million.

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

Table 1 depicts total DBE payments by Contract for the Nice-Middleton Bridge Projects and the newly awarded I-95 Interchange at Belvidere Road through March 31, 2022. Each Contract has a contract-specific DBE goal commitment. Table 1 depicts each Contract's DBE utilization in payments project-to-date.

### Minority Business Enterprise (MBE) Program

CRFP's Compliance Officers are responsible for monitoring State-funded projects to ensure compliance with Maryland's Minority Business Enterprise (MBE) Program. The MBE Program intends to increase procurement opportunities for socially and economically disadvantaged small business owners within the State contracting marketplace. Maryland's MBE Program requires State agencies to structure their procurements in a manner that allows 29 percent of the agency's total annual expenditures on procurement contracts to be paid directly or indirectly to certified MBE firms as prime contractors or subcontractors.

The MBE participation for Q3 FY 2022 is calculated by dividing the total MBE contract award dollars by the total contract award dollars.

Table 2 depicts total MBE Awards by Procurement Category for Q3 FY 2022 MBE firms received \$85.8 million (17.96%) of the \$478.2 million total contract awards for Q3 FY 2022.

These amounts represent contract awards in six (6) Procurement Categories: Construction; Architectural & Engineering (A&E); Maintenance; Information Technology (IT); Services; and Supplies/Equipment.

Table 3 depicts MBE awards by Minority Business Enterprise (MBE) Classification and Procurement Category for Q3 FY 2022. African American firms received approximately \$25.3 million (5.31%) of the nearly \$85.8 million MBE contract awards this year. Hispanic American firms received \$14.1 million (2.97%), Asian American firms received \$9.5 million (2%), Women-owned firms received \$30.4 million (6.36%). Native American firms received \$7.2 million (1.51%).

### Small Business Reserve (SBR) Program

The Small Business Reserve (SBR) Program is administered by the Division of Procurement. CRFP is responsible for reviewing and analyzing State-funded procurements to ensure compliance with Maryland's SBR Program. Maryland's SBR Program provides small businesses with the opportunity to participate as prime contractors on State-funded contracts by establishing a unique marketplace where small businesses compete against other small businesses instead of larger, more established companies.

On January 6, 2021, Governor Hogan signed Executive Order 01.01.2021.01 to increase small business participation in state procurements. The Executive Order enhances the SBR Program by directing all procurements between \$50,000 and \$500,000 to the SBR Program unless the procurement meets defined exemptions. The State has established a 15% SBR Utilization goal.

The SBR firms' utilization for Q3 FY 2022 is calculated by dividing the total SBR designated payments by the total procurement payments. An SBR designated payment is a payment made to a vendor for an SBR-designated procurement.

Table 4 depicts Small Business Reserve Program utilization for Q3 FY 2022. SBR designated firms received \$6.8 million (1.42%) and SBR non-designated firms received \$5,996,954 (1.25%) of the \$478.7 million in procurement payments during this period. MDTA SBR utilization (2.68%) is the percentage of all SBR payments (designated and non-designated).

### Veteran-Owned Small Business Enterprise (VSBE) Program

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

The VSBE participation Q3 FY 2022 is calculated by dividing the total contract award dollars to VSBE firms by all contract awards.

Table 5 depicts VSBE contract participation by contracting area for Q3 FY 2022. During this period, VSBE firms received \$5.0 million (1.05%) of the \$478.2 million in contracts awarded by MDTA.

## **ATTACHMENTS**

- Table 1: Nice-Middleton Bridge Project and I-95 Interchange at Belvidere Road Project Disadvantaged Business Enterprise (DBE) Program Utilization
- Table 2: Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category
- Table 3: Minority Business Enterprise (MBE) Program Contract Awards by MBE Classification and Procurement Category
- Table 4: Small Business Reserve (SBR) Program Utilization
- Table 5: Veteran-Owned Small Business Enterprise (VSBE) Contract Awards by Procurement Category

**ATTACHMENTS**

**QUARTERLY UPDATE: SOCIOECONOMIC PROGRAMS STATUS**

**Table 1: Nice-Middleton Bridge Project and I-95 Interchange at Belvidere Road Project Disadvantaged Business Enterprise (DBE) Program Utilization**

<b>Disadvantage Business Enterprise Program</b>					
<b>Utilization Project-To-Date (Period Ending March 31, 2022)</b>					
<b>Contract Number &amp; Contract Value</b>	<b>Contract Description</b>	<b>Committed DBE Goal (%)</b>	<b>Total Payments (\$) to Primes 3/31/2022</b>	<b>Total (%) Payments Paid to DBEs 3/31/2022</b>	<b>Total Payments to DBEs 3/31/2022</b>
<b>KH-3024-0000 NTP 02/25/22 \$65,437,722.28</b>	<b>I-95 Interchange at Belvidere Road</b>	23.00%	\$0.00	0.00%	\$0.00
<b>NB-0543-0000 NTP 03/17/20 \$462,957,000.00</b>	<b>Bridge Replacement</b>	15.47%	\$325,614,540.69	14.46%	\$47,069,141.82
<b>NB-3003-0000 NTP 08/28/20 \$27,433,000.00</b>	<b>Campus Improvements</b>	23.75%	\$11,562,472.64	25.31%	\$2,926,112.09
<b>AE-3049-0000 NTP 11/14/18 \$15,000,000.00</b>	<b>Construction Management Inspection Services</b>	26.00%	\$5,256,159.81	17.30%	\$909,072.76
<b>AE-3050-0000 NTP 11/14/18 \$15,000,000.00</b>	<b>Construction Management Inspection Services</b>	26.00%	\$5,061,518.65	17.93%	\$907,631.09
<b>AE-3051-0000 NTP 11/14/18 \$15,000,000.00</b>	<b>Construction Management Inspection Services</b>	26.00%	\$4,553,303.34	16.46%	\$749,666.05

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

<b>Minority Business Enterprise (MBE) Program  Contract Awards by Procurement Category  FY2022 Quarter 3 Report</b>			
<b>State MBE Program Participation Goal</b>	<b>29%</b>		
<b>MDTA-MBE Program Contract Utilization</b>	<b>17.96%</b>		
<b>Procurement Category</b>	<b>MBE %</b>	<b>MBE Subcontract Awards</b>	<b>Prime Contract Awards</b>
Construction	15.29%	\$42,222,342.00	\$276,233,275
A&E	23.56%	\$42,369,070.00	\$179,850,000
Maintenance	0.00%	\$0.00	\$4,141,371
IT	7.22%	\$1,293,824.00	\$17,922,790
Services	0.00%	\$0.00	\$40,977
Supplies/Equipment	0.00%	\$0.00	\$65,812.94
<b>Total</b>	<b>17.96%</b>	<b>\$85,885,236</b>	<b>\$478,254,226</b>

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

Minority Business Enterprise (MBE) Program Contract Awards by Minority Business Enterprise (MBE) Classification and Procurement Category FY2022 Quarter 3 Report											
Procurement Category	African American (%)	African American (\$)	Hispanic American (%)	Hispanic American (\$)	Asian American (%)	Asian American (\$)	Women (%)	Women (\$)	Native American (%)	Native American (\$)	Total Award (\$)
Construction	5.09%	\$14,065,397.48	3.37%	\$9,316,597	-0.33%	(\$902,423.93)	4.54%	\$12,540,772	2.61%	\$7,202,000	\$42,222,342
A&E	5.88%	\$10,583,630.80	2.71%	\$4,867,500	5.32%	\$9,575,159	9.64%	\$17,342,780	0.00%	\$0.00	\$42,369,070
Maintenance	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00
IT	4.14%	\$741,221.60	0.00%	\$0.00	0.00%	\$0.00	3.08%	\$552,603	0.00%	\$0.00	\$1,293,824
Services	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00
Supplies/Equipment	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00
<b>Total Participation</b>	<b>5.31%</b>	<b>\$25,390,250</b>	<b>2.97%</b>	<b>\$14,184,097</b>	<b>2.00%</b>	<b>\$9,575,159</b>	<b>6.36%</b>	<b>\$30,436,154</b>	<b>1.51%</b>	<b>\$7,202,000</b>	<b>\$85,885,236</b>

**Table 4: Small Business Reserve (SBR) Program Utilization**

Small Business Reserve (SBR) Program Utilization FY2022 Quarter 3				
SBR State Participation Goal	15%			
MDTA SBR Utilization	2.68%			
SBR Designated Payments \$	SBR Designated Payments %	SBR Non-Designated Payments \$	SBR Non-Designated Payments %	Total Procurement Payments (\$)
\$6,809,616	1.42%	\$5,996,954	1.25%	\$478,710,175
Total SBR Payments \$				
\$12,806,570				

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

<b>Veteran-Owned Small Business Enterprise (VSBE) Program Contract Awards FY2022 Quarter 3</b>			
VSBE Participation Goal	1.00%		
<b>MDTA- VSBE Contract Utilization</b>	<b>1.05%</b>		
<b>Procurement Category</b>			
	<b>VSBE %</b>	<b>VSBE Awards \$</b>	<b>Total Awards \$</b>
Construction	1.11%	\$3,063,264.00	\$276,233,275.26
A&E	1.08%	\$1,945,000.00	\$179,850,000.00
Maintenance	0.00%	\$0.00	\$4,141,371.00
IT	0.20%	\$35,069.28	\$17,922,789.73
Services	0.00%	\$0.00	\$40,977.00
Supplies/Equipment	0.00%	\$0.00	\$65,812.94
<b>Total</b>	<b>1.05%</b>	<b>\$5,043,333</b>	<b>\$478,254,226</b>

# **TAB 12**



Maryland  
Transportation  
Authority

**Larry Hogan, Governor**  
Boyd K. Rutherford, Lt. Governor  
James F. Ports, Jr., Chairman

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

William Pines, PE, Executive Director

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## MEMORANDUM

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**TO:** MDTA Board  
**PRESENTED BY:** Program Manager Joseph Quattrone  
**SUBJECT:** Third Generation Electronic Toll Collection (3G ETC) System Current Operations Update  
**DATE:** June 23, 2022

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### PURPOSE

To brief the Maryland Transportation Authority (MDTA) Board on the 3G ETC ongoing operations.

### SUMMARY

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

### ATTACHMENT

- 3G ETC System Update Presentation

# Electronic Tolling

## Current Operations Update

MDTA Board Meeting

June 23, 2022

# Schedule Update

- The lane-side Contractor (Kapsch) has achieved conditional SAT approval as of 2/28 and is working on punch list items.
- The back-office Contractor (TransCore) has completed the 30-day System Acceptance Test (SAT) period as of 5/24.
  - TransCore has moved on to resolving punch list items
- Negotiations are complete for contract modifications with Contractor(s) and is moving through the MDTA approval process.
  - Will require BPW approval

# Key Focus Areas

## QA/QC & Lane Maintenance Improvements

- Coordinating the AET conversion for FMT
  - FMT planning is in-progress, targeting Fall 2022
  - JFK is highway-speed, but will require full conversion
  - BHT conversion is a few years out
- Accountability for timeliness of resolution for identified issues
- Enforcement of contractual requirements
- Emphasizing a pro-active approach to the maintenance tasks & fine tuning the process

## Contract Administration & Operational Functions

- Coordinating responsibilities & communication across IT, Operations and Finance
- Standing up tools & processes for independent validation and auditing processes for the lane side and back office

# Post Go-Live Risk Tracking

## Call Center

	March	April	May	June (6/1 to 6/8)
Total CSC Agents	274	375	304	265
% Call Out vs. Total Staff	3.5%	2.4%	3%	3%
Avg Call Wait Time (hours)	07:00	00:27	00:20	00:16
IVR Call Volume Handled	147,883	101,623	92,893	42,947
Call Volume Queued for CSRs	164,943	122,551	107,326	49,911

- The Customer Assistance Plan continues working as planned
- Call wait times are meeting the KPI measurement for June (MTD)
- Call volumes continue to decrease since the CPW announcement on 2/24/22
- Additional CSC staff has contributed to lower call wait times
- NOTD's (Notice of Toll Due) is still the #1 reason for customer calls to CSC

### Savings Opportunities

In order to convert your Video Tolls to *E-ZPass* or Pay-By-Plate, you must pay all outstanding Notices of Tolls Due in full. For more information on each option, visit <https://driveezmd.com/acct-types/>.

**Pay Toll Notice(s)** >

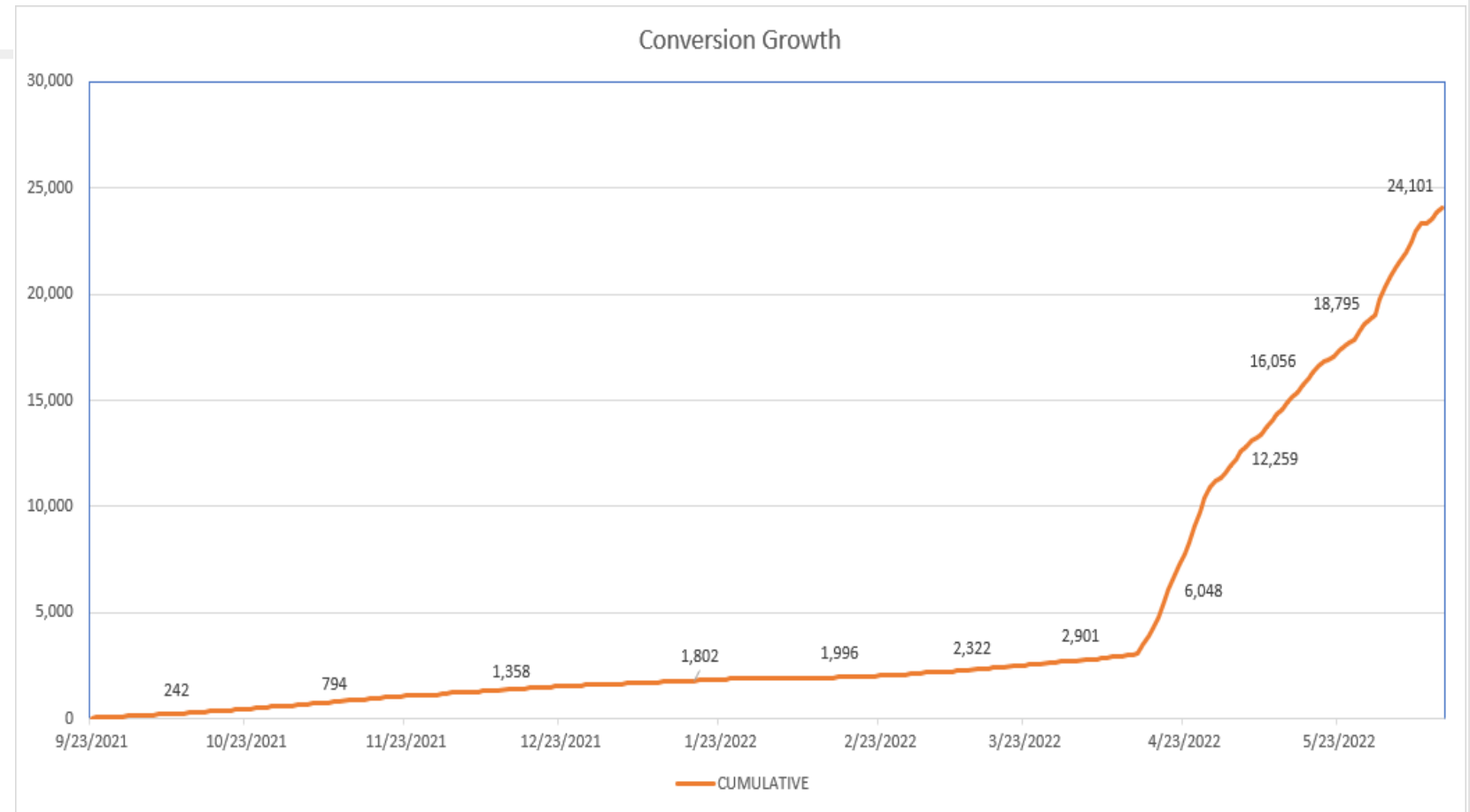
Pay tolls without converting to *E-ZPass* or Pay-By-Plate.

**Total Amount Due: \$12.06**

**Convert to Private *E-ZPass*** >

*E-ZPass* is the easiest and most economical way to pay tolls in Maryland. It uses an electronic transponder mounted in your vehicle's windshield or license plate.

**Save \$7.00 today and up to 77% on future tolls.**



- 3,109 Video conversions to *E-ZPass* accounts (i.e., Toll Transfers) prior to new Customer Assistance Plan feature
- 24,101 after CAP functionality was installed in April 2022

# Post Go-Live Risk Tracking

## Transaction & Backlog Processing

- Transactions released manually based on a pre-defined schedule
  - Tight coordination with MDTA and vendors to maintain processing
  - Actively metering NOTDs at 65,000 envelopes per day with an average of 3-4 transactions per envelope
- Escalations as of 6/11/22
  - Approximately 58.6 million video transactions posted to customer accounts
    - Several notices sent to alert customers to proactively pay electronically to receive early payment discounts
    - Proactive mailer to customers with more than 25 transactions is complete
  - 34.3 million NOTD transactions have been mailed
  - Image certifications and citations fully resumed

## Backlog Status

- Update reported this month with the financial forecast

## QA/QC

- Actively onboarding KPI reporting and tracking to ensure meeting Contract
- Striving for continuous improvement to address any anomalies found, even if meeting the KPI

# **TAB 13**

**VERBAL**

**TAB 14**

**VERBAL**