



Maryland Transportation Authority

BOARD MEETING

FRIDAY, JUNE 28, 2024

MARYLAND TRANSPORTATION AUTHORITY
2310 BROENING HIGHWAY
BALTIMORE, MD 21224

IN-PERSON AND LIVESTREAM



MARYLAND TRANSPORTATION AUTHORITY BOARD MEETING

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

JUNE 28, 2024 1:00 PM

This meeting will be livestreamed on the [MDTA Board Meeting Page](#)

NOTES:

- This is an In-Person Open Meeting being conducted via livestreaming.
- The public is welcomed to watch the meeting at the link above.
- *If you wish to comment on an agenda item please email your name, affiliation, and the agenda item to nhenson@mdta.state.md.us no later than 5:00 p.m. on June 25th. You **MUST** pre-register and attend the meeting in person in order to comment.* Once pre-registered, all pertinent information will be emailed to you.

AGENDA

OPEN SESSION – 9:00 AM

Call Meeting to Order

- | | | |
|--|-----------------------|---------|
| 1. <u>Approval</u> – <u>Open Session Meeting Minutes of May 30, 2024</u> | Chairman | 5 min. |
| 2. <u>Approval</u> – <u>Contract Award</u> <ul style="list-style-type: none">• FT-3016-0000 – FMT Facility-Wide Zone Paint Program• TE-00210910 – CTI Traffic Control Maintenance | Donna DiCerbo | 10 min. |
| 3. <u>Approval</u> – <u>Fiscal Year 2024 Budget Amendment</u> – Approval of Budget Amendment for the Fiscal Year 2024 Budget | Jeffrey Brown | 10 min. |
| 4. <u>Approval</u> – <u>Fiscal Year 2025 Final Operating Budget</u> - Approval of the Final Operating Budget for Fiscal Year 2025 | Jeffrey Brown | 10 min. |
| 5. <u>Approval</u> – <u>Draft Fiscal Year 2025-2030 Consolidated Transportation Program</u> – Approval of the Draft Fiscal Year 2025-2030 Consolidated Transportation Program including Project Additions and Changes | Jeanne Marriott | 10 min. |
| 6. <u>Approval</u> – <u>Financial Forecast</u> – Approval of the Financial Forecast | Chantelle Green | 10 min |
| 7. <u>Update</u> – <u>Bi-Annual Review of Revenue Sufficiency</u> – Review of Revenues as Required by the MDTA Board Operating Policy | Chantelle Green | 5 min |
| 8. <u>Update</u> – <u>Major Projects</u> – Quarterly Update on Major Projects Valued Over \$40 Million or of Significant Public Impact | Brian Wolfe | 15 min. |
| 9. <u>Update</u> – <u>Information Technology Major Projects</u> – Quarterly Update on Information Technology Major Projects | David Goldsborough | 10 min. |
| 10. <u>Update</u> – <u>Civil Rights Fair Practice’s Socioeconomic Programs</u> – Quarterly Update on Socioeconomic Programs | Tia Rattini | 10 min. |
| 11. <u>Update</u> – <u>Audit Committee Update</u> - Verbal | Member Penny-Ardinger | 5 min. |

MDTA BOARD MEETING
JUNE 28, 2024 1:00 PM

AGENDA
PAGE 2

- | | | |
|--|------------------------------|---------|
| 12. <u>Update</u> – <u>Francis Scott Key Bridge Update</u> – Verbal | Bruce Gartner
Brian Wolfe | 10 min. |
| 13. <u>Update</u> – <u>Executive Director’s Report</u> – Verbal | Bruce Gartner | 10 min. |
| <u>Vote to Adjourn Meeting</u> | | |

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, MAY 30, 2024
9:00 A.M.

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

OPEN SESSION

Paul J. Wiedefeld, Chairman

MEMBERS ATTENDING:

Dontae Carroll
William H. Cox, Jr.
W. Lee Gaines, Jr.
Mario J. Gangemi
Jeffrey S. Rosen
Samuel D. Snead
John F. von Paris

STAFF ATTENDING:

Jeffrey Brown
Sarah Clifford
Donna DiCerbo
Tonya Dorsey
Allen Garman
Bruce Gartner
Chantelle Green
James Harkness
Natalie Henson
Richard Jaramillo
Andrew Keough
Heather Koeberle
Kelly Melhem
Kimberly Millender, Esq.
Mary O'Keeffe
Christopher Parris
Joseph Quattrone
Nairobi Sanchez
Acting Col. Joseph Scott
Deborah Sharpless
Cheryl Sparks
Jennifer Stump

OTHER ATTENDEES:

Samantha Biddle, Deputy Secretary, MDOT

At 9:02 a.m. Chairman Paul J. Wiedefeld called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held in-person at MDTA Headquarters, 2310 Broening Highway, Baltimore MD 21224 and was livestreamed on the MDTA Board Meeting web page.

APPROVAL – OPEN SESSION MEETING MINUTES OF APRIL 25, 2024

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 25, 2024 were unanimously approved.

APPROVAL – CLOSED SESSION MEETING MINUTES OF APRIL 25, 2024

Upon motion by Member Jeffrey S. Rosen and seconded by Member Dontae Carroll, the closed session meeting minutes of the MDTA Board meeting held on April 25, 2024 were unanimously approved.

APPROVAL – OPEN SESSION MEETING MINUTES OF MAY 13, 2024

Upon motion by Member W. Lee Gaines, Jr. and seconded by Member William H. Cox, Jr., the open session meeting minutes of the MDTA Board meeting held on May 13, 2024 were unanimously approved.

APPROVAL – BOARD RESOLUTION NO. 24-02 – MDTA BOARD OPERATING POLICY – PROPOSED AMENDMENT FOR TOLLING CONTRACT MODIFICATIONS

Ms. Kimberly Millender, Esq. requested MDTA Board approval of Board Resolution No. 24-02 to require MDTA Board approvals for contract modifications for MDTA's tolling contracts.

Ms. Millender explained that this Resolution is in follow-up to the discussion of the Board at its March meeting regarding a modification to one of MDTA's two tolling contracts. At that meeting, the MDTA Board questioned if future modifications should be presented to the MDTA Board for approval and not merely presented as an update.

The amendment would require that future modifications to MDTA's tolling contracts be presented to the MDTA Board for approval highlighting the critical nature of these contracts to the overall MDTA operations.

Upon motion by Member Mario J. Gangemi and seconded by Member W. Lee Gaines, Jr., Board Resolution 24-02 was unanimously approved.

APPROVAL – BOARD RESOLUTION NO. 24-03 – MDTA BOARD COMMITTEES

Mr. Bruce Gartner requested MDTA Board approval of Board Resolution No. 24-03 to re-establish the Capital Committee and establish a new Finance and Administration Committee.

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

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

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

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

Upon motion by Member Jeffrey S. Rosen and seconded by Member Samuel D. Snead, Board Resolution 24-03 was unanimously approved.

APPROVAL – CONTRACT AWARD

***** Member John F. von Paris recused himself prior to this agenda item and left the room. *****

- **MDTA 2022-02A – Construction Management and Inspection Services**

Ms. Donna DiCerbo requested approval from the MDTA Board to execute Contract No. MDTA 2022-02A – Construction Management and Inspection Services with:

Greenman-Pedersen, Inc. (GPI)	AE 3117	\$16,000,000.00
Rummel, Klepper & Kahl, LLP (RKK)	AE 3119	\$16,000,000.00
WSP	AE 3120	\$14,000,000.00
Whitman, Requardt and Associates (WRA)	AE 3121	\$14,000,000.00
Johnson, Mirmiran & Thompson, Inc.	AE 3122	\$14,000,000.00
AECOM Technical Services, Inc.	AE 3125	\$11,000,000.00

Ms. DiCerbo explained the services to be performed under this contract are Construction Management and Inspection (CMI) Services for the MDTA. The consultant shall provide professional Construction Management and Inspection Services related to supplementing and supporting the construction phase of the MDTA Consolidated Transportation Program. The consultants shall perform services in the following general areas: constructability reviews, detailed inspections of all construction work including erosion and sediment control contract compliance, maintenance of traffic, materials testing,

critical path method cash flow schedules, document control and assist the MDTA's compliance officers with monitoring and enforcement of Disadvantaged or Minority Business Enterprise goals.

Upon motion by Member Mario J. Gangemi and seconded by Member W. Lee Gaines, Jr., the Members unanimously gave approval to execute Contract No. MDTA 2022-02A – Construction Management and Inspection Services.

***** Member John F. von Paris returned to the meeting after the vote was complete. *****

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

Ms. Donna DiCerbo requested approval from the MDTA Board of Modification No. 3 for Contract No. MA 2868-0000 with TransCore LP (TransCore), for the 3rd Generation Electronic Toll Collection – Customer Service Center Systems and Services.

Mr. DiCerbo explained that Modification #3 is needed to continue to process and collect toll revenue; is primarily driven by increased *E-ZPass*® and Pay-by-Plate accounts (aka Pre-Registered Accounts) and Video Tolls transactions; will not require an operating budget amendment or impact the MDTA's ability to maintain its financial standards; and is retroactive because BPW's approval was not obtained prior to March 1, 2024, nor the adoption of certain contract requirement changes.

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

Upon motion by Member John F. von Paris and seconded by Member William H. Cox, Jr., the Members unanimously gave approval of Modification No. 3 for Contract No. MA 2868-0000 with TransCore LP (TransCore), for the 3rd Generation Electronic Toll Collection – Customer Service Center Systems and Services.

UPDATE – PROCURMENT REPORT ON OPEN CONTRACTS

Ms. Donna DiCerbo 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 221 total contracts totaling \$2,918,666,081.83.

APPROVAL – MDTA 2024 STRATEGIC PLAN

Ms. Sarah Clifford requested MDTA Board approval of the MDTA 2024 Strategic Plan.

Ms. Clifford explained that in May 2023, the MDTA began the strategic planning process with a Strategic Advance meeting with senior leadership. During the meeting, themes were identified, a SWOT analysis was completed, and the Moore-Miller Transition Plan was reviewed. From June 2023 through December 2023, work sessions were held with senior MDTA staff during designated

Leadership Round Table meetings for the purpose of developing the content and look of a new Strategic Plan.

She further explained that the strategic plan will be an internally and externally available document – one which all MDTA employees can rally around and relate back to the agency strategy. The new Strategic Plan is one that envisions how the MDTA can deliver on the Governor’s commitment to building an efficient and equitable transportation system that unharnesses economic growth in our region, drives billions in new investment, protects our environment and our neighbors, and connects people with employers.

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

Upon motion by Member Jeffrey S. Rosen and seconded by Member Mario J. Gangemi, the Members unanimously approved the MDTA 2024 Strategic Plan

UPDATE – FISCAL YEAR 2023 SINGLE AUDIT REPORT

Ms. Deborah Sharpless advised the MDTA Board the results of the Independent Auditors’ Report on Compliance for Major Federal Awards (Single Audit).

Ms. Sharpless explained that on March 27, 2024, CliftonLarsonAllen (CLA) issued its report on the MDTA’s compliance with the types of compliance requirements required for federal awards. The report indicated that in the auditors’ opinion, the MDTA complied, in all material respects, with the types of compliance requirements that could have a direct and material effect on the major federal program for the fiscal year ended June 30, 2023. However, the audit disclosed a deficiency in Internal Control over Compliance as it relates to the timely submission of a certain report and the segregation of duties regarding the preparation and review of the report. Ms. Sharpless advised the Board that the Office of Engineering and Construction has established written procedures that outline the process for preparing, reviewing, and submitting the required quarterly reports to the Federal Highway Administration. She ended her presentation by informing the MDTA Board that this finding has been rectified and will not happen again.

APPROVAL – QUARTERLY REVIEW OF INVESTMENT STRATEGY AND BENCHMARKS

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

Mr. Garman explained that for the trailing twelve-month period ended March 31, 2024, investments conformed to Investment Policy limitations. The longer duration strategies employed in certain reserves generate higher return volatility with expected higher average annual returns over

multiyear periods. Portfolio structuring by account adhered to Board approved strategy and should remain consistent, despite short-term return volatility associated with the rising interest rate environment. No changes in performance strategy or benchmark are recommended.

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

UPDATE – 3RD QUARTER OPERATING BUDGET COMPARISON

Mr. Jeffrey Brown updated the MDTA Board on actual versus projected year-to-date spending for the third quarter of Fiscal Year (FY) 2024 Operating Budget. As of March 31, 2024, 62% of the budget was spent compared to a target of 72%. The primary drivers for the underspending include personnel vacancies and expenses that have yet to occur for costs that are incurred during the fourth quarter of the fiscal year. Underspending is partially offset by overtime expenses and higher insurance premiums due to market pressures.

He further explained that while fiscal year-to-date overspending (primarily insurance premiums) is anticipated to be fully offset by underspending in other categories, uncertainty remains regarding additional operating expenses incurred primarily in the fourth quarter due to the FSK Bridge Collapse. As such, the MDTA anticipates requesting a budget amendment in June to cover estimated operating budget expenses of no more than \$60 million for debris and salvage removal.

UPDATE – 3RD QUARTER CAPITAL BUDGET COMPARISON

Ms. Jennifer Stump updated the MDTA Board on the second quarter Fiscal Year (FY) 2024 Capital Budget Comparisons. As of March 31, 2024, 40.7% of the FY 2024 budget was spent as compared to the targeted spending level of 75%. The total budget for FY 2024 is \$539.6 million. The actual spending through the third quarter was \$219.6 million.

Ms. Stump explained that twenty-one of the 83 projects budgeted in FY 2024 were within the acceptable spending limits of 50% to 100% (plus or minus 25% of the 75% target). Due to normal lags in invoicing, generally two months, a plus or minus 25% threshold was determined to be reasonable. And that actual spending through the third quarter for ten projects budgeted for more than \$11 million each in FY 2024 was \$146.9 million.

She further explained that due to the collapse of the Francis Scott Key Bridge and the subsequent impact on traffic along I-895 and I-95, several projects in those regions may experience delays. These delays are intended to prevent further disruptions to traffic on these critical routes. The Office of Engineering and Construction (OEC) is currently assessing these projects to determine their definitive impact on FY 2024 spending.

Interestingly, the reduced traffic around the I-695 Key Bridge area presents an opportunity. It may allow us to expedite certain projects, potentially leading to an increase in spending during the 4th quarter of FY 2024. Notably, this includes the Rehabilitation of Curtis Creek Drawbridges Superstructure and the FSK Staging Dock Construction, both of which have been identified for consideration.

UPDATE – QUARTERLY UPDATE ON TRAFFIC AND REVENUE

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

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

She further explained that the key takeaways are: 1) For the period ended March 31, 2024, actual toll revenue (in-lane and administrative toll) was below the forecast by \$3.5 million, or 0.6%; 2) *E-ZPass*[®] revenue continued to exceed the forecast due to higher than forecasted daily average toll revenue; and, administrative toll revenue and video toll collections were below the forecast mostly due to lower than anticipated video toll collections at the NOTD and CCU phases.

UPDATE – CONSOLIDATED TRANSPORTATION PROGRAM (CTP) PROCESS AND ADDITIONS

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

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

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

She further explained that the Fiscal Year (FY) 2025-2030 Draft CTP, to be presented for approval in June, will include 13 new projects: Maintenance and Repair of Curtis Creek Draw Bridge; Rehabilitation of Curtis Creek Draw Bridge Bascule Piers; Update Phone System to NEC SV9500 – Phase 2; Replace I-895 Bridge over Lombard Avenue; Resurface Northbound and Southbound I-95 from the Tydings Bridge to the MD 24 Interchange; Miscellaneous Structural Repairs Inside Fort McHenry Tunnel; On-Call Miscellaneous Paving Repairs; Bay Bridge Queue Detection System –

Phase 2; Pier Protection System at the Bay Bridges; FMT Maintenance Building Renovation; FSK Building 305 Roof/HVAC/Window Replacement; Portable Radio Replacement; and Replace the Francis Scott Key Bridge.

UPDATE – FRANCIS SCOTT KEY BRIDGE UPDATE

Mr. Bruce Gartner and James Harkness gave an update on the Francis Scott Key Bridge. They discussed the salvage operation, traffic issues, process for environmental assessment, procurement, and industry and community events.

Mr. Gartner began by acknowledging the tremendous efforts of the MDTA and our local, state, and federal partners stating that their collaborative work has been instrumental in addressing the aftermath of the bridge collapse and that the collapse has deeply affected our local communities and the entire state of Maryland. He then turned the floor over to Mr. James Harkness.

Mr. Harkness stated that since last meeting, a lot of activity has been happening out on the river. In late April, a portion of the main channel was temporarily reopened at a width of 300 feet x 38 feet allowing some ships to leave the port that had been there since March 26. It also allowed for some ships to enter the port, restoring some commerce to Baltimore.

He further stated that by the end of the month of May, the 4 temporary channels had provided for more than 500 transits some of which included sugar, paper, aluminum, and small container vessels.

Mr. Harkness explained that on Monday, May 13, the salvage team responsible for the removal of the Dali performed a controlled blasting operation on the truss section that was resting on the vessel. This was very similar to the method used for portions of the Nice Bridge demolition. The blast was successful at removing most of the steel truss section 4 from the Dali. Only small portions of truss needed to be removed to prepare the vessel for refloat and return to berth. A week later, on Monday, May 20, the Dali was refloated and taken to Seagirt terminal where the salvage team would work on removing the remaining bridge deck, pier, and truss pieces.

He further explained that a few days later, the main channel was reopened for one-way traffic at a width of over 400 feet and depth of 50 feet. That meant the Port of Baltimore was open. Any ship that called on the port prior to the emergency could once again call on the Port of Baltimore.

The MDTA's contractor team, Skanska, continues to work on clearing portions of the truss from the areas outside of the main channel. They are also continuing to process steel and concrete from the main channel as well as from the vessel and, to date, the processing yard has received 18,000 tons of steel and has processed 10,000 tons.

Mr. Harkness ended his portion of the presentation by stating that the Army Corps of Engineers expects to have the full channel reopened by June 8-10 and that Skanska will be completed with work on the water around the same time, with the processing yard continuing to work through the end of the month, maybe early July. He then turned the floor over to Mr. Bruce Gartner.

Mr. Gartner explained that the loss of the Key bridge as a travel option has caused traffic disruptions, rerouting approximately 39,000 vehicles daily to I-895 and I-95. And, to mitigate these impacts, MDTA is:

- Continuously monitoring traffic patterns and adjusting to alleviate congestion;
- Keeping the public informed through regular updates and working closely with local communities to address concerns; and
- Implementing temporary traffic management solutions to ease the burden on local roads and city streets.
- On May 20th, MDTA re-opened the turnaround from Inner Loop I-695, onto Outer Loop, to Broening Highway (Exit 44). Tolling operations at the I-695 turnaround are not in effect at this time. We will be reassessing the status of I-695 turnaround tolling operations in late June.
- Additionally, where we can, MDTA is proud to work in cooperation with MTA in promoting the transportation options available through Commuter Choice Maryland such as ride matching information, and the guaranteed ride home program for eligible carpool and transit users.

He further explained that a National Environmental Policy Act (NEPA) documented categorical exclusion is being prepared, with the Federal Highway Administration (FHWA) as the lead federal agency and the MDTA in cooperation with the State Highway Administration (SHA) as the lead state agency. Completion is anticipated this summer, which is essential for obtaining the necessary permits to stay on schedule.

Mr. Gartner informed the Board that it is MDTA's goal to get the Request for Proposals (RFP) for the Progressive Design-Build contract out by the end of the month, which is May 31. The RFP will focus on selecting a qualified team to provide initial project development services, including preliminary engineering and bridge concept development. The rebuild project presents numerous opportunities for industry engagement, particularly for minority and small businesses.

Upon successful completion of Phase 1, which includes preliminary design tasks, the Progressive Design-Build team will negotiate a Guaranteed Maximum Price (GMP) for Phase 2. Once the GMP is negotiated, Phase 2 will commence. Phase 2 involves finalizing the design, developing various work packages, and beginning construction. The work packages will be strategically sequenced to minimize disruption to shipping and commerce and ensure safety throughout the project. A Guaranteed Maximum Price offers MDTA transparency into the Design Build Teams proposal cost and the ultimate cost for final design and construction of the project.

Mr. Gartner expressed that MDTA's goal is to engage the community throughout the process. On Tuesday, May 7, MDTA held a virtual industry forum, which was attended by over 1,300 attendees from over 900 different organizations. The MDTA is also planning to hold a Virtual Community Update Meeting on Tuesday, June 11 from 6:00-7:00 p.m. This is for our residential communities, as well as the business communities impacted by the bridge. At this event, there will be an opportunity to ask questions and tell MDTA what matters most to them and their communities as MDTA begins the Key Bridge rebuild process.

He also stated that this is not a one and done meeting and that our team is putting plans together to do a grassroots tour by hitting farmers markets and fairs and festivals over the summer to be able to engage with people one-on-one and visit the large employers in the area to keep them informed about the rebuild process and address any of their questions or concerns.

He ended by explaining that the rebuilding of the Francis Scott Key Bridge is more than a construction project; it is a collective effort to restore a vital piece of infrastructure and honor the memory of those we lost. MDTA is committed to an inclusive, transparent, and efficient rebuild process that reconnects our communities and supports the state's economic vitality.

UPDATE – HUMAN RESOURCES COMMITTEE

Member W. Lee Gaines, Jr. presented an update on the Human Resources (HR) Committee meeting that took place on May 7, 2024. The Members were provided with a proposal to combine the HR Committee with the Finance Committee to form the Finance and Administration Committee. Moving in this direction will allow the MDTA to provide efficiencies for staff and committee members. Going forward, the Office of Human Resources and Workforce Development will present relevant topics at the monthly Finance and Administration Committee meetings.

UPDATE - EXECUTIVE DIRECTOR'S REPORT

Mr. Bruce Gartner updated the MDTA Board on the following items: E-blast that was sent to E-ZPass customers offering assistance for those with routes impacted by the collapse of the Key Bridge; April 22nd opening of the new DriveEzMD Customer Service Center at the Elkton Motor Vehicle Administration in Cecil County; and, the start of MDTA's Summer Travel Campaign.

Mr. Gartner also updated the Members on the May 22nd Annual Rodeo, Training, and Appreciation Day. He thanked Member Cox for stopping by to represent the MDTA Board at the event.

The winners of the Truck Rodeo Event were:

- 1st Place Antonio Louis – WPL – Bay Bridge
- 2nd Place Steven Metz – ICC
- 3rd Place Mike Dorbit – BHT

The 1st and 2nd Place Winners of the Truck Rodeo and their Supervisors will be going to the National Rodeo in Colorado in the Fall.

The winners of the VRT Rodeo Event were:

- 1st Place Garrett Denny
- 2nd Place Brian Jefferson
- 3rd Place James Ling

The MDTA Annual Award Winners were:

- | | |
|--|-------------------------------------|
| ○ Rising Star | Shanika Doggett |
| ○ SUPERvisor of the Year | Ronald Westervelt |
| ○ Award of Excellence | Christopher Parris |
| ○ Lifetime Achievement | Billy Clough |
| ○ Leading by Example | Finance Division, Revenue Unit |
| | • Walter Laun |
| | • Elayne Garrad |
| | • Valerie Calvert |
| | • Michelle McDowell |
| ○ Customer Service | Employee Services and Programs Team |
| | • Tenea Allen |
| | • Adonna Robinson |
| | • Criss Shelton |
| ○ Unsung Hero | Jerell Reynolds |
| ○ Unmatched Dedication | Theodore Williams |
| ○ Executive Director's
Distinguished Leader | Chantelle Green |

The winners of the Cornhole Tournament were:

- Ryan Bandy and Matt Strzegowski

Mr. Gartner thanked Natalie Henson, Ebony Moore, Scott Still, and Mary O'Keeffe for all their efforts in putting the event together and Paul Truntich for organizing the Cornhole Tournament to benefit the MCC. A great time was had by all who attended.

Mr. Gartner recognized Ms. Nairobi Sanchez as the Employee of the Quarter for the 1st Quarter of 2024. Ms. Sanchez spearheaded the "Tag Swap Program" by creating tools to assist her and her team to be the most efficient possible; she is a team player who is open to suggestions from the team and often implements those suggestions; she rises to the challenge and has been instrumental throughout the transition to TransCore in verifying documents which have been translated into Spanish; she takes on extra tasks and works with the team to produce the best outcome for customers and MDTA; and she often puts her own priorities on hold to ensure the success of the group and has been described as a true great asset to E-ZPass.

Lastly, Mr. Gartner updated the Board on the June IBTTA Finance and Road Usage Charging Summit that will be held in Baltimore from June 9-11. Deb Sharpless has served as one of the chief meeting organizers and MDTA will be participating.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member William H. Cox, Jr. and seconded by Member W. Lee Gaines, Jr., the Members unanimously voted to adjourn the meeting at 10:36 a.m.

The next MDTA Board Meeting will be held on Friday, June 28, 2024 at 1:00 p.m. at MDTA, 2310 Broening Highway, Baltimore MD and will be livestreamed on the MDTA Board webpage.

APPROVED AND CONCURRED IN:

Paul J. Wiedefeld, Chairman

TAB 2



Maryland Transportation Authority

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

Board Members:

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement Donna DiCerbo, CPPB, CPPO
SUBJECT: FT-3016-0000 – Cleaning and Painting Structural Steel on Various Fort McHenry Bridges
DATE: June 27, 2024

PURPOSE

To seek contingent approval to execute Contract No. FT-3016-0000 – Cleaning and Painting Structural Steel on Various Fort McHenry Bridges.

SUMMARY

The work to be performed under this Contract is located on the Fort McHenry Tunnel Facility. The scope of work includes cleaning and painting of structural steel members and performing miscellaneous structural steel repairs on various bridges both north and south of the tunnel.

RECOMMENDATION

To provide contingent approval to execute Contract No. FT-3016-0000 – Cleaning and Painting Structural Steel on Various Fort McHenry Bridges.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

AUTHORITY BOARD PROJECT SUMMARY

FT-3016-0000 CLEANING AND PAINTING STRUCTURAL STEEL ON VARIOUS FORT McHENRY BRIDGES

PIN NUMBER 0217
CONTRACT NUMBER FT-3016-0000
CONTRACT TITLE Cleaning and Painting Structural Steel on Various Fort McHenry Bridges

PROJECT SUMMARY The work to be performed under this Contract is located on the Fort McHenry Tunnel Facility. The scope of work includes cleaning and painting of structural steel members and performing miscellaneous structural steel repairs on various bridges both north and south of the tunnel.

SCHEDULE

ADVERTISEMENT DATE 12/5/2023
ANTICIPATED NOTICE TO PROCEED DATE May-24
DURATION (COMPLETION DATE) 730 Calendar Days

MBE PARTICIPATION

OVERALL MBE
AFRICAN AMERICAN
ASIAN AMERICAN
HISPANIC AMERICAN
WOMEN
NATIVE AMERICAN
VSBE

(\$)	
Advertised GOAL (%)	Proposed GOAL (%)
21.00%	21.04%
0.00%	0.00%
-	0.00%
-	0.00%
11.00%	21.04%
-	0.00%
1.00%	1.00%

ENGINEER'S ESTIMATE (EE) \$20,275,000.00

BID RESULTS

BID PROTEST YES ☒ NO ☐

FUNDING SOURCE 100.00% TOLL REVENUE

	BID AMOUNT (\$)	% VARIANCE TO EE
Saffo Contractors, Inc.	\$22,977,770.00	13%
BLASTech ENTERPRISES, INC.	\$33,722,500.00	66%
Titan Industrial Services, Inc.	\$43,324,500.00	114%



**Maryland
Transportation
Authority**

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

Board Members:

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement Donna DiCerbo, CPPB, CPPO
SUBJECT: TE-00210910 – Control Technologies, Inc. (CTI) OnTIME Traffic Control System Maintenance
DATE: June 27, 2024

PURPOSE

To seek contingent approval to execute Sole Source Contract No. TE-00210910 – CTI OnTIME Traffic Control System Maintenance.

SUMMARY

This Sole Source Contract is to provide software maintenance services, technical support, quarterly preventative maintenance, and other miscellaneous services for the MDTA-licensed, Control Technologies, Inc. (CTI)-developed “OnTIME” Traffic Control System (OnTIME) currently installed on the William Preston Lane, Jr. Memorial (WPL) Bay Bridge. The OnTIME software views videos from Closed-Circuit Television (CCTV) cameras and controls the Lane Use Signals (LUS), Enhanced Lane Use Signals (ELUS), Dynamic Message Signs (DMS), two-way flashers, Illuminated Pavement Markers (IPMs), and gates at the WPL. These services include 24-hour, seven (7) days per week support through a dedicated CTI technical support number and email address.

RECOMMENDATION

To provide contingent approval to execute Contract No. TE-00210910 – CTI OnTIME Traffic Control System Maintenance.

ATTACHMENT

- Project Summary



TE-00210910 Control Technologies Inc. (CTI) OnTIME Traffic Control System Maintenance

TBD

TE-00210910

CTI OnTIME Traffic Control System Maintenance

This sole source Contract is to provide software maintenance services, technical support, quarterly preventative maintenance, and other miscellaneous services for the MDTA-licensed, Control Technologies, Inc. (CTI)-developed “OnTIME” Traffic Control System (OnTIME) currently installed on the William Preston Lane, Jr. Memorial (WPL) Bay Bridge. The OnTIME software views videos from Closed-Circuit Television (CCTV) cameras and controls the Lane Use Signals (LUS), Enhanced Lane Use Signals (ELUS), Dynamic Message Signs (DMS), two-way flashers, Illuminated Pavement Markers (IPMs), and gates at the William Preston Lane Memorial Bridge. These services include 24-hour, seven (7) days per week support through a dedicated CTI technical support number and email address.

**PROPOSED
GOAL (%)**

3/6/2024

7/1/2024

1825

0.00%

0.00%

0.00%

0.00%

0.00%

0.00%

0.00%

0.00%

(\$)

\$527,685.40

**% VARIANCE
TO EE**

\$490,362.00

2.22%

YES

☐ Check

NO

☒ Check

TAB 3



Board Members:

MEMORANDUM

TO: MDTA Board
FROM: Director of Budget Jeffrey Brown
SUBJECT: Fiscal Year 2024 Budget Amendment
DATE: June 28, 2024

PURPOSE OF MEMORANDUM

The Maryland Transportation Authority (MDTA) requests approval of an amendment to increase the Fiscal Year (FY) 2024 Operating Budget by \$85.0 million to \$485.1 million. Per the Trust Agreement, the budget can be amended at any time during the current fiscal year.

KEY TAKEAWAYS

- The FY 2024 Amended Operating Budget totals \$485.1 million. This represents an increase of \$85 million, or 21.2%, above the previous FY 2024 budget.
 - As part of the emergency response, the State of Maryland received \$60 million in initial Emergency Relief funding to support the debris and salvage removal cleanup efforts. This amendment includes \$60 million in funding in accordance with the provided federal funds.
 - The amendment includes \$25 million for additional debris and salvage costs. Insurance proceeds are expected to be used to offset the additional costs.
- After accounting for the \$85 million budget amendment and any currently unknown liabilities, the MDTA remains in compliance with its financial goals and legal standards at fiscal year-end.

ANALYSIS

Following the collapse of the FSK Bridge, the MDTA incurred significant costs associated with debris and salvage removal. In accordance with financial statement accounting rules that consider debris and salvage removal to be an operating expense, the MDTA is requesting a FY 2024 operating budget amendment to account for unanticipated debris and salvage removal costs to be incurred by June 30. These expenses are expected to be offset by \$60 million in initial federal Emergency Relief funding.

The MDTA is also requesting \$25 million for additional debris and salvage removal costs that is anticipated to be accrued (irrespective of whether the services have been rendered) on the MDTA's financial statements in FY 2024. Originally, the MDTA anticipated requesting a budget amendment in FY 2025 when the additional costs were incurred (services received). However, when considering future liabilities that are probable and can be estimated, the MDTA will need to recognize the additional costs and liability in FY 2024. Recording the additional costs and liability mitigates the need to recognize a separate environmental liability/expense. The additional debris and salvage removal costs are anticipated to be funded from insurance proceeds. The use of these proceeds will reduce the amount of proceeds available to fund the reconstruction of the bridge which in turn will increase the amount of federal Emergency Relief funding requested to reconstruct the bridge. If approved, the FY 2024 Amended Operating Budget will total \$485.1 million. This represents an increase of \$85 million, or 21.2%, above the previous FY 2024 budget.

Lastly, the MDTA is requesting discretionary approval to further increase the operating budget by \$15 million if debris and salvage removal costs/liabilities exceed \$85 million (\$60 million + \$25 million). The discretionary approval is being requested to mitigate the possibility of expenses/liabilities exceeding the approved operating budget and thereby creating a technical violation of the Trust Agreement. As a condition of the discretionary approval, the MDTA would update the Board on any FY 2024 debris and salvage expenses/liabilities recognized against the \$15 million discretionary approval. Any additional expenses/liabilities are anticipated to be funded from insurance proceeds. Should the additional discretionary budget authority be needed, the MDTA would remain within its financial standards, including 2.0x debt service coverage.

ATTACHMENT

- Budget by Object Summary

ATTACHMENT 1

		Final	Amendment	FY24 Amendment- FY24 Final	FY24 Amendment- FY24 Final
Object	Description	FY 2024 Budget	FY 2024 Budget	\$ Inc/Dec	% Inc/Dec
OBJECT 01 Salaries and Wages					
101	REGULAR EARNINGS	135,139,680	135,139,680	0	0.0%
102	ADDITIONAL ASSISTANCE	194,092	194,092	0	0.0%
104	OVERTIME EARNINGS	4,998,396	4,998,396	0	0.0%
104	OVERTIME EARNINGS - SNOW	1,338,168	1,338,168	0	0.0%
105	SHIFT DIFFERENTIAL	978,410	978,410	0	0.0%
110	MISCELLANEOUS P/R ADJUSTMENTS	198,768	198,768	0	0.0%
111	ANNUAL LEAVE PAYOUTS	196,471	196,471	0	0.0%
112	RECLASSIFICATIONS	410,058	410,058	0	0.0%
151	SOCIAL SECURITY CONTRIBUTIONS	9,645,927	9,645,927	0	0.0%
152	HEALTH INSURANCE	19,174,953	19,174,953	0	0.0%
154	RETIREE'S HLTH INSURANCE PREM	11,735,068	11,735,068	0	0.0%
161	EMPLOYEES RETIREMENT SYSTEM	16,575,238	16,575,238	0	0.0%
165	STATE POLICE RETIREMENT SYSTEM	3,463,737	3,463,737	0	0.0%
169	LAW ENFORCEMNT OFF PENSION SYS	22,964,855	22,964,855	0	0.0%
171	BURDEN EXPENSE	0	0	0	
174	UNEMPLOYMENT COMPENSATION	378,386	378,386	0	0.0%
175	WORKERS COMPENSATION	4,196,741	4,196,741	0	0.0%
189	TURNOVER	(12,655,817)	(12,655,817)	0	0.0%
199	OTHER FRINGE BENE - CLOTH ALLOW	856,750	856,750	0	0.0%
		219,789,882	219,789,882	0	0.0%
Object 02 Technical and Special Fees					
202	PER DIEM PAYMENTS	150,000	150,000	0	0.0%
211	EMPLOYEE AWARDS	1,000	1,000	0	
220	SPECIAL PAYMENTS PAYROLL	625,409	625,409	0	0.0%
		776,409	776,409	0	0.0%
Object 03 Communications					
301	POSTAGE	72,584	72,584	0	0.0%
302	TELEPHONE	253,569	253,569	0	0.0%
303	TELECOMMUNICATIONS	821,482	821,482	0	0.0%
305	STATE PAID TELECOMMUNCIATIONS	1,604,611	1,604,611	0	0.0%
306	CELL PHONE EXPENDITURES	425,657	425,657	0	0.0%
		3,177,903	3,177,903	0	0.0%
Object 04 Travel					
401	IN STATE/ROUTINE OPERTN TRAVEL	43,120	43,120	0	0.0%
402	INSTATE/CONF/SEMNR/TRNG TRAVEL	101,704	101,704	0	0.0%
403	OUTSTATE/ROUTINE OPERTN TRAVEL	55,064	55,064	0	0.0%
404	OUTSTATE/CONF/SEMNR/TRNG TRAVL	313,680	313,680	0	0.0%
		513,568	513,568	0	0.0%
Object 06 Fuel and Utilities					
603	FUEL-OIL #2	135,200	135,200	0	0.0%
606	FUEL-NATURAL GAS/PROPANE	355,613	355,613	0	0.0%
620	UTILITIES-ELECTRICITY	3,514,116	3,514,116	0	0.0%
621	UTILITIES-WATER/SEWAGE	331,206	331,206	0	0.0%
		4,336,135	4,336,135	0	0.0%
Object 07 Motor Vehicle Operations and Maintenance					
701	PURCH VEH-CAR,LIGHT TRUCK	4,746,900	4,746,900	0	0.0%
702	VEHICLE GAS & OIL	3,765,454	3,765,454	0	0.0%
703	VEHICLE MAINTENANCE & REPAIR	1,794,664	1,794,664	0	0.0%
704	INSURANCE	407,863	407,863	0	0.0%
721	VEHICLE GAS & OIL-WATERCRAFT	44,347	44,347	0	0.0%
722	VEHICLE MAINTENANCE & REPAIR-WATERCRAFT	61,431	61,431	0	0.0%
724	BOAT SLIP RENTAL/LAUNCHING FEES	4,200	4,200	0	0.0%
731	LG VEHICLE GAS & OIL	1,100,000	1,100,000	0	0.0%
732	LG VEHICLE MAINT & REPAIR	2,000,000	2,000,000	0	0.0%
789	COMMUTE CHARGES	(5,000)	(5,000)	0	0.0%
799	OTHER MOTOR VEHICLE CHARGES	50,000	50,000	0	0.0%
		13,969,859	13,969,859	0	0.0%
Object 08 Contractual Services					
801	ADVERTISING/LEGAL PUBLICATION	3,064,353	3,064,353	0	0.0%
802	APPLICATIONS SOFTWARE MAINTENANCE	100,000	100,000	0	0.0%

ATTACHMENT 1

Object	Description	Final	Amendment	FY24 Amendment- FY24 Final	FY24 Amendment- FY24 Final
		FY 2024 Budget	FY 2024 Budget	\$ Inc/Dec	% Inc/Dec
804	PRINTING/REPRODUCTION SERVICE	43,200	43,200	0	0.0%
807	ENGINEERS	31,700,000	31,700,000	0	0.0%
808	EQUIPMENT RENTAL	490,131	490,131	0	0.0%
809	EQUIPMENT REPAIRS & MAINT	1,654,264	1,654,264	0	0.0%
810	EXTERMINATION SERVICE	16,771	16,771	0	0.0%
812	BUILDING/ROAD REPAIRS & MAINT	16,882,158	101,882,158	85,000,000	503.5%
813	JANITORIAL SERVICES	1,473,540	1,473,540	0	0.0%
814	GROUND MAINTENANCE	45,482	45,482	0	0.0%
815	LAUNDRY SERVICE	3,199	3,199	0	0.0%
817	LEGAL SERVICES	203,300	203,300	0	0.0%
819	EDUCATION/TRAINING CONTRACTS	1,375,988	1,375,988	0	0.0%
820	MEDICAL CARE	395,720	395,720	0	0.0%
821	MGMT STUDIES AND CONSULTANTS	4,398,658	4,398,658	0	0.0%
823	SECURITY SERVICES	889,560	889,560	0	0.0%
824	LABORATORY SERVICES	45,578	45,578	0	0.0%
825	VETERINARY SERVICES	31,565	31,565	0	0.0%
826	FREIGHT AND DELIVERY	14,497	14,497	0	0.0%
827	TRASH AND GARBAGE REMOVAL	453,394	453,394	0	0.0%
828	OFFICE ASSISTANCE	61,244	61,244	0	0.0%
829	FISCAL SERVICES	410,250	410,250	0	0.0%
829	E-ZPASS RETAIL FEES	17,550,000	17,550,000	0	0.0%
841	DP CENTRAL PROCESS SVC	1,150,000	1,150,000	0	0.0%
843	DP COMMUNICATIONS CONTROLLERS SVC	480,000	480,000	0	0.0%
849	TELECOMM LINES, MODEMS & CONTRLLR	95,704	95,704	0	0.0%
854	COMPUTER MAINTENANCE CONTRACTS	185,000	185,000	0	0.0%
858	SOFTWARE LICENSES	148,402	148,402	0	0.0%
862	APPL SOFTWARE MAINTENANCE	1,901,200	1,901,200	0	0.0%
864	SYSTEMS SOFTWARE MAINTENANCE	500,000	500,000	0	0.0%
865	OUTSIDE SVCS-SYS ANALYSIS&DSGN	7,465,000	7,465,000	0	0.0%
866	OUTSIDE SVCS-PROGRAMMING	415,000	415,000	0	0.0%
869	OUTSIDE SVCS-COMPUTER USAGE	775,000	775,000	0	0.0%
873	OUTSIDE SVC - E-Z PASS SVC CENTER	40,000,000	40,000,000	0	0.0%
874	OFFICE OF ATTORNEY GENERAL FEE	43,526	43,526	0	0.0%
875	RETIREMENT AGENCY ADMIN FEE	251,556	251,556	0	0.0%
876	STATEWIDE DOIT SERVICES	52,080	52,080	0	0.0%
894	STATEWIDE PERSONNEL SYS ALLOC	55,667	55,667	0	0.0%
897	STATEWIDE ENTERPRISE BUDGET SYSTEM	27,646	27,646	0	0.0%
899	OTHER CONTRACTUAL SVC-NON DP	2,969,244	2,969,244	0	0.0%
		137,817,877	222,817,877	85,000,000	61.7%
Object 09 Supplies and Materials					
901	AGRICULTURE	33,879	33,879	0	0.0%
902	OFFICE SUPPLIES	394,383	394,383	0	0.0%
903	ELECTRICAL MATERIALS	390,418	390,418	0	0.0%
904	BUILDING & HOUSEHOLD SUPPLIES	386,011	386,011	0	0.0%
905	ROADWAY MAINT MATERIALS	619,613	619,613	0	0.0%
906	SALT/SNOW MELTING MATERIALS	1,880,363	1,880,363	0	0.0%
908	HOUSEKEEPING SUPPLIES	74,537	74,537	0	0.0%
909	MEDICAL SUPPLIES	39,162	39,162	0	0.0%
912	WEARING APPAREL-UNIFORMS EMPL	1,144,880	1,144,880	0	0.0%
915	LIBRARY SUPPLIES	23,675	23,675	0	0.0%
917	SMALL TOOLS	372,809	372,809	0	0.0%
918	VETERINARY SUPPLIES	28,500	28,500	0	0.0%
920	FOOD	188,276	188,276	0	0.0%
926	DATA PROCESSING SUPPLIES	42,522	42,522	0	0.0%
934	AMMO GUNS FIRING RNGE SUPPLIES	575,549	575,549	0	0.0%
951	E-ZPASS TRANSPONDERS	4,450,000	4,450,000	0	0.0%
999	OTHER SUPPLIES AND MATERIALS	315,913	315,913	0	0.0%
		10,960,490	10,960,490	0	0.0%
Object 10 Replacement Equipment					
1013	REPL MAINTENANCE & BUILDING EQUIP	505,500	505,500	0	0.0%
1015	REPL OFFICE EQUIPMENT	48,000	48,000	0	0.0%

ATTACHMENT 1

Object	Description	Final	Amendment	FY24 Amendment- FY24 Final	FY24 Amendment- FY24 Final
		FY 2024 Budget	FY 2024 Budget	\$ Inc/Dec	% Inc/Dec
1019	REPL RADIOS & ELECTRONIC EQUIPMENT	226,000	226,000	0	0.0%
1031	REPL DP EQUIP-MAINFRAME	80,000	80,000	0	0.0%
1033	REPL DP EQUIP-MICROCOMPUTER	1,250,000	1,250,000	0	0.0%
1099	OTHER REPLACEMENT EQUIPMENT	334,900	334,900	0	0.0%
		2,444,400	2,444,400	0	0.0%
Object 11 Additional Equipment					
1102	ADDT'L AUDIO-VISUAL EQUIP	9,500	9,500	0	0.0%
1103	ADDT'L CLEANING EQUIPMENT	10,000	10,000	0	
1109	ADDT'L HUMAN ENVIRONMENTAL EQUIPMENT	1,000	1,000	0	0.0%
1113	ADDT'L MAINTENANCE & BUILDING EQUIP	242,000	242,000	0	0.0%
1115	ADDT'L OFFICE EQUIPMENT	27,500	27,500	0	0.0%
1133	ADDT'L DP EQUIP-MICROCOMPUTER	20,000	20,000	0	
1199	OTHER ADDITIONAL EQUIPMENT	459,834	459,834	0	0.0%
		769,834	769,834	0	0.0%
Object 13 Fixed Charges					
1302	INSURANCE COVERAGE PAID TO STO	490,658	490,658	0	0.0%
1303	RENT PAID TO DGS	1,100	1,100	0	
1304	SUBSCRIPTIONS	26,938	26,938	0	0.0%
1305	ASSOCIATION DUES	350,445	350,445	0	0.0%
1308	LICENSES	7,270	7,270	0	0.0%
1309	INSURANCE (NON STO PAYMENTS)	4,667,231	4,667,231	0	0.0%
		5,543,642	5,543,642	0	0.0%
Total					
		400,100,000	485,100,000	85,000,000	21.2%

TAB 4



Maryland Transportation Authority

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

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Budget Jeffrey Brown
SUBJECT: Fiscal Year 2025 Final Operating Budget
DATE: June 28, 2024

PURPOSE

The purpose of this memorandum is to request the Maryland Transportation Authority (MDTA) Board's approval of the Fiscal Year (FY) 2025 Final Operating Budget.

KEY TAKEAWAYS

Summary of Major Changes (\$ millions)

FY 2025 Prelim(DBM) Budget	\$ 420.7
FY 2025 Final Operating Budget	<u>434.1</u>
\$ Change FY 2025 Prelim vs FY 2025 Final	<u>\$ 13.4</u>
% Change FY 2025 Prelim vs FY 2025 Final	3.2%

The proposed FY 2025 Final Operating Budget of \$434.1 million, represents a \$13.4 million, or 3.2%, increase versus the FY 2025 Preliminary Budget. Overall, the key drivers are mandated personnel expenses, increased collectively bargained police patrol vehicle purchases, higher insurance costs, and additional management study activities. These increases are partially offset by reduced credit card fees.

ANALYSIS

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

Attachment 1

FY 2025 Prelim (DBM) Budget	\$ 420.7
Mandated Increases	6.8
Additions	9.8
Reductions	(3.2)
FY 2025 Final Operating Budget	<u>\$ 434.1</u>

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

Mandated personnel changes increased the budget by a net \$6.8 million. Most of the personnel changes are attributable to increases in employees' base wages due to cost-of-living (COLA) and step increases. The changes are as follows:

- Salary adjustment increases (0101) increase total \$3.8 million. This includes the following:
 - A Longevity Step (0101) increased the budget by \$1.3 million.
 - Annual salary review adjustments (0101) increased the budget by \$1.1 million.
 - A 3% civilian COLA (0101) increased the budget by \$1.0 million.
 - The annualization of compression salary adjustments (0101) increased the budget by \$0.4 million.
- Employee's and retirees' health insurance (0152, 0154) costs account for a \$1.9 million increase.
- Pension (0161) costs increased by \$0.8 million.
- Social Security (0151) increased by \$0.3 million.
- Law Enforcement Officers' Pension System (LEOPS) costs decreased by \$0.2 million.
- All other resulted in a \$0.2 million increase.

The operating budget includes \$9.8 million in additional discretionary spending. The key variances are as follows:

- Vehicle Purchases (0701) increased by \$5.7 million, primarily due to collectively bargained police patrol vehicles for commuting and off duty use.
- Insurance (1309) increased by \$1.9 million based on FY 2024 actuals that reflect continued market pressures and an anticipated increase in premiums following the FSK Bridge Collapse.
- Management Studies & Consultants (0821) increased by \$1.3 million, primarily due to O&M consultants and bikeways/pedestrian walkway studies.
- Vehicle Gas & Repair (0702, 0703) increased by \$0.5 million as a result of the additional police collectively bargained for vehicles.
- Engineers (0807) increased \$0.2 million due to increased activity such as historic environmental review.
- Contractual employee step increases (0220) total less than \$0.1 million.
- All other increases total \$0.2 million across various subobjects. Some of the increases include Maintenance & Building Equipment (1013) and Roadway & Maintenance Materials (0905).

The operating budget includes a \$3.2 million reduction in discretionary spending. They key variances are as follows:

- Fiscal Services (credit card fees - 0829) declined by \$1.8 million. The credit card fee reduction is a result of anticipated cost savings associated with lower credit card processing interchange rates following the implementation of enhanced credit and debit card transaction data collection, which helps to reduce the risk of fraud.
- Building Repairs & Maintenance (0812) decreased by \$0.6 million due to lower contracting costs and aligning the budget with recent activity.
- Equipment Repairs & Maintenance (0809) declined by \$0.3 million due to reduced repair costs associated with newer equipment.
- Advertising (0801) decreased by \$0.2 million due to aligning the budget with recent activity.
- All other decreases totaled \$0.3 million, primarily due to a \$0.1 million reduction in Small Tools (0917) and Cell Phone Expenditures (0306) of \$0.1 million.

Figure 1

The MDTA's position complement remains the same in FY 2025.

Personnel Data			
FY 2024 Approved Budget	FY 2025 Preliminary Budget	FY 2025 Proposed Final Budget	FY 2024-2025 Change
1697.0	1697.0	1697.0	0.0

Figures 2 & 3 graphically display the FY 2025 budget by division and purpose.

Figure 2

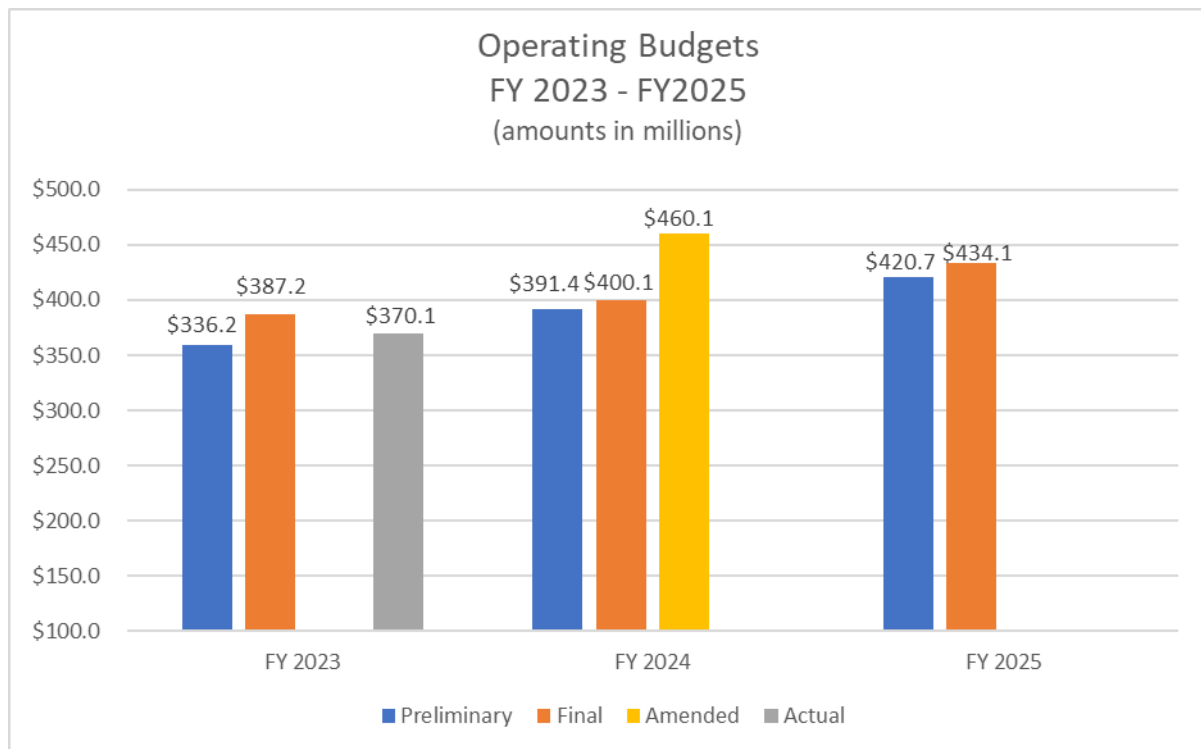
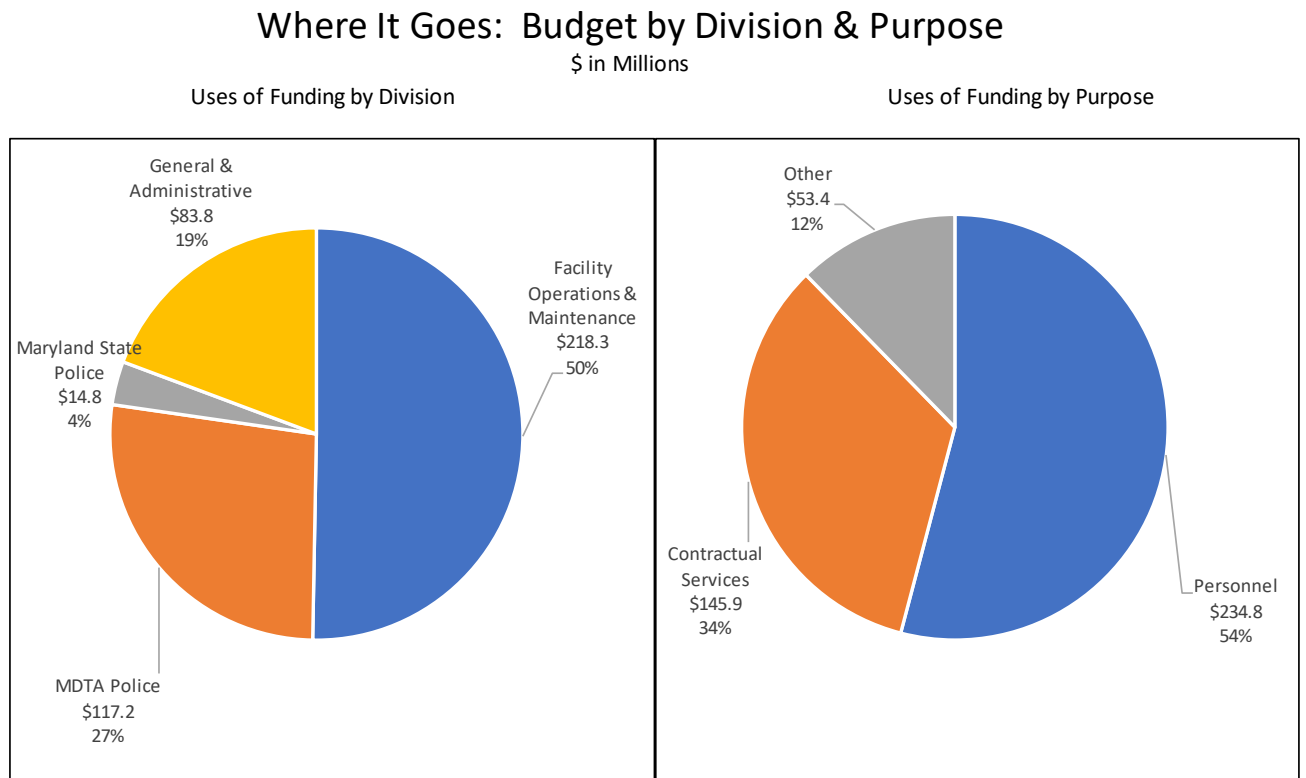


Figure 3



ATTACHMENTS

- Attachment 1 - Summary of Major Changes
- Attachment 2 - FY 2025 Summary By Object

Summary of Major Changes

	FY25 Final VS FY25 Prelim
FY 2025 Final Operating Budget	\$434.1
FY 2025 Preliminary Operating Budget	420.7
\$ Increase FY 2025 Final over FY 2025 Prelim	\$13.4
% Increase FY 2025 Final over FY 2025 Prelim	3.2%
FY 2025 Prelim Operating Budget	\$420.7
Mandated Increases	6.8
Additions	9.8
Reductions	(3.2)
FY 2025 Final Operation Budget Request	<u>\$434.1</u>
<u>Mandated</u>	
Longevity Step	\$1.3
Annual Salary Review Adjustments	1.1
3% Civilian COLA	1.0
Compression Salary Adjustments	0.4
Health Insurance (Employee & Retiree)	1.9
Pension	0.8
Social Security	0.3
Law Enforcement Officers' Pension System (LEOPS)	(0.2)
Other	0.2
Total Mandated	<u>\$6.8</u>
<u>Additions</u>	
Vehicle Purchases	\$5.7
Insurance	1.9
Management Studies & Consultants	1.3
Vehicle Gas & Repair	0.5
Engineers	0.2
Other (includes contractual step that is less than \$0.1 million)	0.2
Total Additions	<u>\$9.8</u>
<u>Reductions</u>	
Fiscal Services (Credit Card Fees)	(\$1.8)
Building Repairs & Maintenance	(0.6)
Equipment Repairs & Maintenance	(0.3)
Advertising	(0.2)
Other	(0.3)
Total Reductions	<u>(\$3.2)</u>
Total Change	\$13.4

ATTACHMENT 2

		Prelim	Final	FY25 Final - FY25 Preliminary	FY25 Final - FY25 Preliminary
Object	Description	FY 2025 Budget	FY 2025 Budget	\$ Inc/Dec	% Inc/Dec
OBJECT 01 Salaries and Wages					
101	REGULAR EARNINGS	140,902,508	144,727,005	3,824,497	2.7%
102	ADDITIONAL ASSISTANCE	144,964	144,964	0	0.0%
104	OVERTIME EARNINGS	5,509,463	5,524,463	15,000	0.3%
104	OVERTIME EARNINGS - SNOW	1,338,344	1,338,344	0	0.0%
105	SHIFT DIFFERENTIAL	1,036,191	1,036,191	0	0.0%
110	MISCELLANEOUS P/R ADJUSTMENTS	186,909	186,409	(500)	-0.3%
111	ANNUAL LEAVE PAYOUTS	217,927	217,927	0	0.0%
112	RECLASSIFICATIONS	403,865	403,865	0	0.0%
151	SOCIAL SECURITY CONTRIBUTIONS	10,093,775	10,375,642	281,867	2.8%
152	HEALTH INSURANCE	19,194,681	20,404,594	1,209,913	6.3%
154	RETIREE'S HLTH INSURANCE PREM	11,747,138	12,487,606	740,468	6.3%
161	EMPLOYEES RETIREMENT SYSTEM	17,316,086	18,070,076	753,990	4.4%
165	STATE POLICE RETIREMENT SYSTEM	3,879,976	3,879,976	0	0.0%
169	LAW ENFORCEMNT OFF PENSION SYS	23,032,833	22,876,047	(156,786)	-0.7%
171	BURDEN EXPENSE	0	0	0	N/A
174	UNEMPLOYMENT COMPENSATION	394,529	405,238	10,709	2.7%
175	WORKERS COMPENSATION	3,010,078	3,010,078	0	0.0%
189	TURNOVER	(12,304,130)	(12,663,613)	(359,483)	2.9%
199	OTHER FRINGE BENE - CLOTH ALLOW	918,711	918,711	0	0.0%
		227,023,848	233,343,523	6,319,675	2.8%
Object 02 Technical and Special Fees					
202	PER DIEM PAYMENTS	150,000	150,000	0	0.0%
211	EMPLOYEE AWARDS	1,000	1,000	0	N/A
220	SPECIAL PAYMENTS PAYROLL	786,934	1,328,934	542,000	68.9%
		937,934	1,479,934	542,000	57.8%
Object 03 Communications					
301	POSTAGE	82,471	83,227	756	0.9%
302	TELEPHONE	838,334	873,771	35,437	4.2%
303	TELECOMMUNICATIONS	779,323	775,272	(4,051)	-0.5%
305	STATE PAID TELECOMMUNICATIONS	2,001,477	2,001,477	0	0.0%
306	CELL PHONE EXPENDITURES	655,635	580,690	(74,945)	-11.4%
		4,357,240	4,314,437	(42,803)	-1.0%
Object 04 Travel					
401	IN STATE/ROUTINE OPERTN TRAVEL	59,850	63,193	3,343	5.6%
402	INSTATE/CONF/SEMNR/TRNG TRAVEL	120,375	105,110	(15,265)	-12.7%
403	OUTSTATE/ROUTINE OPERTN TRAVEL	62,964	63,064	100	0.2%
404	OUTSTATE/CONF/SEMNR/TRNG TRAVL	366,949	407,878	40,929	11.2%
		610,138	639,245	29,107	4.8%
Object 06 Fuel and Utilities					
603	FUEL-OIL #2	147,200	147,200	0	0.0%
606	FUEL-NATURAL GAS/PROPANE	404,894	427,009	22,115	5.5%
620	UTILITIES-ELECTRICITY	3,925,604	3,951,804	26,200	0.7%
621	UTILITIES-WATER/SEWAGE	435,203	431,203	(4,000)	-0.9%
		4,912,901	4,957,216	44,315	0.9%
Object 07 Motor Vehicle Operations and Maintenance					
701	PURCH VEH-CAR,LIGHT TRUCK	3,624,900	9,327,990	5,703,090	157.3%
702	VEHICLE GAS & OIL	3,725,750	4,025,750	300,000	8.1%
703	VEHICLE MAINTENANCE & REPAIR	1,803,957	2,028,957	225,000	12.5%
704	INSURANCE	347,163	347,163	0	0.0%
721	VEHICLE GAS & OIL-WATERCRAFT	47,814	47,814	0	0.0%
722	VEHICLE MAINTENANCE & REPAIR-WATERCRAFT	64,503	64,503	0	0.0%
724	BOAT SLIP RENTAL/LAUNCHING FEES	4,000	4,000	0	0.0%
731	LG VEHICLE GAS & OIL	1,000,000	1,000,000	0	0.0%
732	LG VEHICLE MAINT & REPAIR	2,050,000	2,050,000	0	0.0%
789	COMMUTE CHARGES	(5,000)	(5,000)	0	0.0%
799	OTHER MOTOR VEHICLE CHARGES	50,000	50,000	0	0.0%
		12,903,087	19,135,177	6,232,090	48.3%
Object 08 Contractual Services					
801	ADVERTISING/LEGAL PUBLICATION	3,314,353	3,064,703	(249,650)	-7.5%

ATTACHMENT 2

Object	Description	Prelim	Final	FY25 Final - FY25 Preliminary	FY25 Final - FY25 Preliminary
		FY 2025 Budget	FY 2025 Budget	\$ Inc/Dec	% Inc/Dec
802	APPLICATIONS SOFTWARE MAINTENANCE	100,000	100,000	0	0.0%
804	PRINTING/REPRODUCTION SERVICE	46,200	46,200	0	0.0%
807	ENGINEERS	34,573,554	34,775,000	201,446	0.6%
808	EQUIPMENT RENTAL	487,578	501,677	14,099	2.9%
809	EQUIPMENT REPAIRS & MAINT	1,656,693	1,356,693	(300,000)	-18.1%
810	EXTERMINATION SERVICE	16,689	16,839	150	0.9%
812	BUILDING/ROAD REPAIRS & MAINT	16,093,899	15,468,899	(625,000)	-3.9%
813	JANITORIAL SERVICES	1,785,994	1,797,960	11,966	0.7%
814	GROUND MAINTENANCE	45,000	45,000	0	0.0%
815	LAUNDRY SERVICE	3,344	3,344	0	0.0%
816	HOUSEKEEPING SERVICES	75	50	(25)	N/A
817	LEGAL SERVICES	226,300	226,300	0	0.0%
819	EDUCATION/TRAINING CONTRACTS	1,314,788	1,337,238	22,450	1.7%
820	MEDICAL CARE	531,720	531,720	0	0.0%
821	MGMT STUDIES AND CONSULTANTS	4,856,272	6,173,622	1,317,350	27.1%
823	SECURITY SERVICES	1,216,976	1,216,976	0	0.0%
824	LABORATORY SERVICES	45,578	45,578	0	0.0%
825	VETERINARY SERVICES	31,565	31,565	0	0.0%
826	FREIGHT AND DELIVERY	18,613	18,613	0	0.0%
827	TRASH AND GARBAGE REMOVAL	467,606	463,606	(4,000)	-0.9%
828	OFFICE ASSISTANCE	64,244	61,387	(2,857)	-4.4%
829	FISCAL SERVICES	17,710,250	15,930,250	(1,780,000)	-10.1%
841	DP CENTRAL PROCESS SVC	1,100,000	1,100,000	0	0.0%
843	DP COMMUNICATIONS CONTROLLERS SVC	500,000	500,000	0	0.0%
849	TELECOMM LINES, MODEMS & CONTRLLR	596,601	596,601	0	0.0%
854	COMPUTER MAINTENANCE CONTRACTS	185,000	185,000	0	0.0%
858	SOFTWARE LICENSES	152,181	154,194	2,013	1.3%
862	APPL SOFTWARE MAINTENANCE	2,226,200	2,226,200	0	0.0%
864	SYSTEMS SOFTWARE MAINTENANCE	500,000	500,000	0	0.0%
865	OUTSIDE SVCS-SYS ANALYSIS&DSGN	7,465,000	7,465,000	0	0.0%
866	OUTSIDE SVCS-PROGRAMMING	415,000	415,000	0	0.0%
869	OUTSIDE SVCS-COMPUTER USAGE	775,000	775,000	0	0.0%
873	OUTSIDE SVC - E-ZPASS® SVC CENTER	44,000,000	44,000,000	0	0.0%
874	OFFICE OF ATTORNEY GENERAL FEE	43,411	43,411	0	0.0%
875	RETIREMENT AGENCY ADMIN FEE	233,463	233,463	0	0.0%
876	STATEWIDE DOIT SERVICES	60,962	60,962	0	0.0%
894	STATEWIDE PERSONNEL SYS ALLOC	40,535	40,535	0	0.0%
897	STATEWIDE ENTERPRISE BUDGET SYSTEM	12,110	12,110	0	0.0%
899	OTHER CONTRACTUAL SVC-NON DP	4,402,408	4,400,908	(1,500)	0.0%
		147,315,162	145,921,604	(1,393,558)	-0.9%
Object 09 Supplies and Materials					
901	AGRICULTURE	38,189	38,189	0	0.0%
902	OFFICE SUPPLIES	412,311	418,854	6,543	1.6%
903	ELECTRICAL MATERIALS	372,765	412,635	39,870	10.7%
904	BUILDING & HOUSEHOLD SUPPLIES	396,518	388,518	(8,000)	-2.0%
905	ROADWAY MAINT MATERIALS	599,153	664,618	65,465	10.9%
906	SALT/SNOW MELTING MATERIALS	1,856,664	1,859,664	3,000	0.2%
908	HOUSEKEEPING SUPPLIES	70,428	70,317	(111)	-0.2%
909	MEDICAL SUPPLIES	35,424	36,910	1,486	4.2%
912	WEARING APPAREL-UNIFORMS EMPL	1,186,268	1,187,018	750	0.1%
915	LIBRARY SUPPLIES	23,675	29,675	6,000	25.3%
917	SMALL TOOLS	369,270	282,950	(86,320)	-23.4%
918	VETERINARY SUPPLIES	73,500	73,500	0	0.0%
920	FOOD	186,695	189,695	3,000	1.6%
926	DATA PROCESSING SUPPLIES	38,828	39,746	918	2.4%
934	AMMO GUNS FIRING RNGE SUPPLIES	593,768	593,768	0	0.0%
951	E-ZPASS TRANSPONDERS	4,410,000	3,960,000	(450,000)	-10.2%
999	OTHER SUPPLIES AND MATERIALS	311,497	334,860	23,363	7.5%
		10,974,953	10,580,917	(394,036)	-3.6%
Object 10 Replacement Equipment					

ATTACHMENT 2

Object	Description	Prelim	Final	FY25 Final - FY25 Preliminary	FY25 Final - FY25 Preliminary
		FY 2025 Budget	FY 2025 Budget	\$ Inc/Dec	% Inc/Dec
1013	REPL MAINTENANCE & BUILDING EQUIP	314,000	401,500	87,500	27.9%
1015	REPL OFFICE EQUIPMENT	86,907	85,407	(1,500)	-1.7%
1019	REPL RADIOS & ELECTRONIC EQUIPMENT	241,000	241,000	0	0.0%
1031	REPL DP EQUIP-MAINFRAME	80,000	80,000	0	0.0%
1033	REPL DP EQUIP-MICROCOMPUTER	1,373,080	1,373,080	0	0.0%
1099	OTHER REPLACEMENT EQUIPMENT	484,900	528,900	44,000	9.1%
		2,579,887	2,709,887	130,000	5.0%
Object 11 Additional Equipment					
1102	ADDT'L AUDIO-VISUAL EQUIP	9,500	9,500	0	0.0%
1103	ADDT'L CLEANING EQUIPMENT	10,000	10,000	0	N/A
1107	ADDT'L EDUCATIONAL EQUIPMENT	0	0	0	N/A
1109	ADDT'L HUMAN ENVIRONMENTAL EQUIPMENT	1,000	1,000	0	0.0%
1113	ADDT'L MAINTENANCE & BUILDING EQUIP	134,500	139,715	5,215	3.9%
1115	ADDT'L OFFICE EQUIPMENT	68,076	49,700	(18,376)	-27.0%
1119	ADDT'L RADIOS & ELECTRONIC EQUIPMENT	475,000	475,000	0	N/A
1131	ADDT'L DP EQUIP-MAINFRAME	0	0	0	N/A
1133	ADDT'L DP EQUIP-MICROCOMPUTER	40,000	40,000	0	N/A
1199	OTHER ADDITIONAL EQUIPMENT	459,835	459,835	0	0.0%
		1,197,911	1,184,750	(13,161)	-1.1%
Object 13 Fixed Charges					
1302	INSURANCE COVERAGE PAID TO STO	815,850	838,110	22,260	2.7%
1303	RENT PAID TO DGS	1,100	1,100	0	N/A
1304	SUBSCRIPTIONS	28,175	26,675	(1,500)	-5.3%
1305	ASSOCIATION DUES	374,272	372,272	(2,000)	-0.5%
1308	LICENSES	7,800	7,800	0	0.0%
1309	INSURANCE (NON STO PAYMENTS)	6,576,966	8,500,000	1,923,034	29.2%
1320	1320 BAD DEBT EXPENSE (NON TOLLS)	50,000	50,000	0	0.0%
		7,854,163	9,795,957	1,941,794	24.7%
Total					
		420,667,225	434,062,648	13,395,423	3.2%

TAB 5



Board Members:

MEMORANDUM

TO: MDTA Board
FROM: Capital Program Manager Jeanne Marriott
SUBJECT: Draft Fiscal Year 2025-2030 Consolidated Transportation Program (CTP)
DATE: June 28, 2024

PURPOSE OF MEMORANDUM

The purpose of this presentation is to seek your approval of the proposed Draft Fiscal Year (FY) 2025-2030 Consolidated Transportation Program (CTP). The Draft CTP was recommended for approval by the Capital Committee on June 6, 2024, and by the Finance & Administration Committee on June 18, 2024.

SUMMARY

The six-year FY 2025-2030 budget in the proposed CTP is \$5.1 billion. The proposed CTP reflects a net increase in the six-year FY 2025-2030 budget of \$2.0 billion (Attachment #1 – Line 7). The net FY 2025-2030 increase is the result of the following:

- Addition to the six-year CTP budget of \$1.7 billion for the replacement of the Francis Scott Key Bridge (Attachment #1 – Line 1).
- Increase in the six-year CTP budget by \$4.7 million for the Nice/Middleton Bridge (Attachment #1 – Line 2).
- Increase in the six-year CTP budget by \$64.1 million for the I-95 ETL Northern Extension (Attachment #1 – Line 3).
- Increase in the six-year CTP budget by \$132.2 million for all projects except Key Bridge, Nice/Middleton Bridge, I-95 ETL Northern Extension, and Reserves (Attachment #1 – Line 4).
- Increase in the Allocated and Unallocated Reserves by \$101.9 million (Attachment #1 – Line 5).

FY 2024 expenditures are projected to be \$434.4 million vs. \$563.0 million in the Final FY 2024-2029 CTP (Attachment #1 – Line 7). FY 2024 underspending is projected to be \$128.5 million and has been rolled over into the Draft FY 2025-2030 CTP.

Highlights of project and reserve changes incorporated in the proposed Draft FY 2025-2030 CTP are shown in Attachment #2.

Added New Projects

Added fourteen system preservation projects for a net increase of \$1.7 billion in the FY 2025-2030 period.

Modified Budgets to Reflect Bids Received

Adjusted one project to reflect bid received higher than Engineer's Estimate and four projects to reflect bids received lower than Engineer's Estimates for a net increase of \$6.0 million.

Added Construction Phase

The construction phase of three projects was funded for a total of \$33.1 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

Fourteen projects were completed with no budget change in the FY 2025-2030 period and one project was cancelled for a decrease of \$6.3 million in the FY 2025-2030 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 sixty-one projects for a net budget increase of \$142.5 million.

Reserve Changes

The allocated reserves increased by \$654.7 million, and the unallocated reserves decreased by \$552.7 million for a net increase of \$101.9 million.

ATTACHMENTS

- Attachment #1 – CTP Comparison Tables - Draft FY 2025-2030 CTP v Final FY 2024-2029 CTP
- Attachment #2 – Changes from Final FY 2024-2029 CTP to Draft FY 2025-2030 CTP
- Attachment #3 – Where are the Projects?
- Attachment #4 – What are the Categories of Projects?

CTP Comparison Tables - Draft FY 2025-2030 CTP v Final FY 2024-2029 CTP																
Line									Total 2024-2029	Total 2025-2030					Total 2025-2034	
		2024	2025	2026	2027	2028	2029	2030			2031	2032	2033	2034		
1	Francis Scott Key Bridge	Final 24-29	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Draft 25-30	\$600	\$204,927	\$376,818	\$461,879	\$400,686	\$243,645	\$13,445	\$1,688,555	\$1,701,400	\$0	\$0	\$0	\$0	\$1,701,400
		Change	\$600	\$204,927	\$376,818	\$461,879	\$400,686	\$243,645	\$13,445	\$1,688,555	\$1,701,400	\$0	\$0	\$0	\$0	\$1,701,400
2	Nice/Middleton Bridge	Final 24-29	\$36,268	\$15,704	\$15,068	\$0	\$0	\$0	\$0	\$67,040	\$30,772	\$0	\$0	\$0	\$0	\$30,772
		Draft 25-30	\$31,615	\$7,928	\$27,497	\$0	\$0	\$0	\$0	\$67,040	\$35,424	\$0	\$0	\$0	\$0	\$35,424
		Change	(\$4,653)	(\$7,776)	\$12,429	\$0	\$0	\$0	\$0	\$0	\$4,653	\$0	\$0	\$0	\$0	\$4,653
3	I-95 ETL Northern Extension (Including Reserves)	Final 24-29	\$211,677	\$148,367	\$113,895	\$81,521	\$42,739	\$18,645	\$0	\$616,844	\$405,167	\$0	\$0	\$0	\$0	\$405,167
		Draft 25-30	\$147,594	\$185,003	\$141,208	\$87,894	\$37,414	\$17,731	\$0	\$616,844	\$469,250	\$0	\$0	\$0	\$0	\$469,250
		Change	(\$64,083)	\$36,636	\$27,313	\$6,373	(\$5,325)	(\$914)	\$0	\$0	\$64,083	\$0	\$0	\$0	\$0	\$64,083
4	Remainder of CTP (Excluding Reserves)	Final 24-29	\$301,731	\$342,422	\$232,678	\$79,928	\$31,848	\$10,777	\$0	\$999,384	\$697,653	\$0	\$0	\$0	\$0	\$697,653
		Draft 25-30	\$254,607	\$379,295	\$256,845	\$124,300	\$42,748	\$21,249	\$5,430	\$1,079,045	\$829,868	\$0	\$0	\$0	\$0	\$829,868
		Change	(\$47,124)	\$36,873	\$24,167	\$44,372	\$10,900	\$10,472	\$5,430	\$79,661	\$132,215	\$0	\$0	\$0	\$0	\$132,215
5	Allocated and Unallocated Reserves	Final 24-29	\$13,285	\$50,227	\$175,250	\$332,014	\$440,941	\$364,999	\$553,610	\$1,376,716	\$1,917,041	\$616,467	\$360,551	\$556,915	\$573,622	\$4,024,596
		Draft 25-30	\$0	\$32,665	\$167,284	\$361,156	\$476,912	\$490,863	\$490,100	\$1,528,880	\$2,018,980	\$524,245	\$539,972	\$556,171	\$572,856	\$4,212,224
		Change	(\$13,285)	(\$17,562)	(\$7,966)	\$29,142	\$35,971	\$125,864	(\$63,510)	\$152,164	\$101,939	(\$92,222)	\$179,421	(\$744)	(\$766)	\$187,628
6	Remainder of CTP (Including Reserves) (4+5)	Final 24-29	\$315,016	\$392,649	\$407,928	\$411,942	\$472,789	\$375,776	\$553,610	\$2,376,100	\$2,614,694	\$616,467	\$360,551	\$556,915	\$573,622	\$4,722,249
		Draft 25-30	\$254,607	\$411,960	\$424,129	\$485,456	\$519,660	\$512,112	\$495,530	\$2,607,925	\$2,848,848	\$524,245	\$539,972	\$556,171	\$572,856	\$5,042,092
		Change	(\$60,409)	\$19,311	\$16,201	\$73,514	\$46,871	\$136,336	(\$58,080)	\$231,825	\$234,154	(\$92,222)	\$179,421	(\$744)	(\$766)	\$319,843
7	Total (1+2+3+6)	Final 24-29	\$562,961	\$556,720	\$536,891	\$493,463	\$515,528	\$394,421	\$553,610	\$3,059,984	\$3,050,632	\$616,467	\$360,551	\$556,915	\$573,622	\$5,158,187
		Draft 25-30	\$434,417	\$809,818	\$969,653	\$1,035,229	\$957,759	\$773,489	\$508,975	\$4,980,364	\$5,054,922	\$524,245	\$539,972	\$556,171	\$572,856	\$7,248,166
		\$ Change	(\$128,545)	\$253,098	\$432,762	\$541,766	\$442,231	\$379,068	(\$44,635)	\$1,920,380	\$2,004,290	(\$92,222)	\$179,421	(\$744)	(\$766)	\$2,089,979
		% Change	-23%	45%	81%	110%	86%	96%	-8%	63%	66%	-15%	50%	0%	0%	41%
Cumulative Change			(\$128,545)	\$124,553	\$557,315	\$1,099,081	\$1,541,313	\$1,920,380	\$1,496,678	\$1,920,380	\$1,496,678	\$1,404,456	\$1,583,877	\$1,583,133	\$1,582,367	\$1,582,367

Changes from Final FY 2024-2029 CTP to Draft FY 2025-2030 CTP

New Projects Added (\$000)				
Facility	Project Name	TEC Change	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change
KB	2655 - Replace the Francis Scott Key Bridge	1,702,000	1,688,555	1,701,400
MA	2653 - On-Call Miscellaneous Paving Repairs	12,093	12,093	12,093
MA	2636 - Portable Radio Replacement	7,570	7,570	7,570
KB	2652 - Rehabilitation of Curtis Creek Bascule Piers (Engineering only)	1,806	1,806	1,422
KB	2643 - Maintenance and Repair of Curtis Creek Draw Bridges	993	993	985
FT	2592 - Miscellaneous Structural Repairs Inside Fort McHenry Tunnel (Engineering only)	600	600	300
MA	2650 - Update Phone System to NEC SV9500 - Phase 2	600	600	600
BB	2656 - Pier Protection System at the Bay Bridges (Engineering Only)	600	600	500
HT	2651 - Replace I-895 Bridge over Lombard Avenue (Engineering only)	575	575	405
KH	2645 - Resurface Southbound (SB) I-95 from the Tydings Bridge to the MD 24 Interchange (Engineering only)	500	500	400
KH	2646 - Resurface Northbound (NB) I-95 from the Tydings Bridge to the MD 24 Interchange (Engineering only)	500	500	400
KB	2567 - Key Bridge Campus Building 305 Roof/HVAC/Windows Replacement (Engineering Only)	500	500	500
FT	2566 - Fort McHenry Tunnel Maintenance Building Renovation (Engineering Only)	275	275	275
BB	2603 - Bay Bridge Queue Detection System - Phase 2 (Engineering Only)	180	180	120
Total - New Projects Added (14)		1,728,791	1,715,347	1,726,970

Projects Modified to Reflect Bids Received (\$000)				
Facility	Project Name	TEC Change	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change
MA	2489 - Drainage Rehabilitation - Phase III - Outfalls	689	689	635
MA	2573 - On-Call Structural Repairs	(883)	(883)	895
MA	2551 - Environmental On-Call Phase IV	(1,013)	(1,013)	331
FT	0217 - Fort McHenry Tunnel Facility-wide Zone Paint Program	(1,830)	(1,830)	4,876
KB	2450 - I-695 Subgrade Improvements at Bear Creek	(4,808)	(4,808)	(771)
Total - Project Modified to Reflect Bids Received (5)		(7,845)	(7,845)	5,966

Projects Modified to Add Construction Phase (\$000)				
Facility	Project Name	TEC Change	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change
FT	2499 - MDTA Police Vehicle Storage Garage and Auto Repair Shop	23,015	23,015	23,015
MA	2630 - On-Call Signs, Sign Lights, and Sign Structures	5,345	5,345	5,400
MA	2583 - Generator Replacement at Various Facilities	4,735	4,735	4,715
Total - Projects Modified to Add Construction Phase (3)		33,095	33,095	33,130

Changes from Final FY 2024-2029 CTP to Draft FY 2025-2030 CTP

Projects Completed or Deleted (\$000)							
Facility		Project Name		TEC Change	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change	Notes
FT	2508	Bridge Deck Rehabilitation and Miscellaneous Repairs to Fort McHenry Tunnel South		177	177	0	Project completed.
MA	2483	Small Drainage Rehabilitation		120	120	0	Project completed.
HT	2447	Replace Baltimore Harbor Tunnel 15KV Feeders		98	98	0	Project completed.
KH	2544	Tydings Bridge Interim High Speed AET Conversion		56	56	0	Project completed.
KB	2319	Building Renovations at Key Bridge Campus		33	33	0	Project completed.
HT	2543	Replace Superstructure of Moravia Road Ramp Bridge to I-95 Southbound		(1)	(1)	0	Project completed.
KB	2304	Convert Key Bridge to All Electronic Tolling (AET)		(1)	(1)	0	Project completed.
FT	2449	Superstructure Repairs of Various Bridges North and South of Fort McHenry Tunnel		(26)	(26)	0	Project completed.
MA	2360	Furnish and Install License Plate Recognition Systems		(29)	(29)	0	Project completed.
HB	2273	Convert Hatem Bridge to AET and Rehabilitate Approach Roadways		(107)	(107)	0	Project completed.
KH	2509	Structural Rehabilitation of the Millard E. Tydings Memorial Bridge		(116)	(116)	0	Project completed.
MA	2485	On-Call Miscellaneous Paving Repairs		(143)	(143)	0	Project completed.
MA	2480	On-Call Structural Repairs & Miscellaneous Modifications		(356)	(356)	0	Project completed.
BB	2516	William Preston Lane Jr. Memorial Bridge AET Conversion		(1,747)	(1,747)	0	Project completed.
KB	0219	Key Bridge Deck Replacement (Engineering only)		(8,162)	(8,162)	(6,259)	Project cancelled.
Total - Projects Completed or Deleted (15)				(10,205)	(10,205)	(6,259)	

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000)					
Facility	Project Name	TEC Change	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change	Notes
MA	2235 - Program Management Services for System Preservation (Engineering Only)	12,000	12,000	12,000	Increased PE to add FY 2025-2026 funding.
HT	2487 - AET Conversion with Frankfurst Avenue Interchange Modifications	8,100	8,100	7,200	Increased CO for scope change to include advanced gantry construction prior to the start of interchange construction.
BB	2501 - On-Call Structural Repairs & Miscellaneous Modifications for Bay Bridge	5,712	5,712	3,828	Increased CO for scope change and additional CMI.
KH	2500 - Kennedy Highway Maintenance Facility Complex	3,187	3,187	7,187	Increased CO for scope change and increased material cost.
MA	2549 - On-Call Miscellaneous Paving Repair	5,172	5,172	137	Increased CO for ICC safety enhancements.
FT	2513 - Structural Rehabilitation of Various Bridges on I-95	5,000	5,000	(678)	Increased CO for additional MDTA Police, Maintenance, and Phase V services.
HT	0280 - Baltimore Harbor Tunnel I-895 Bridge Replacement	1,962	1,962	0	Increased CO for utility repairs.
KH	2631 - Maryland House Water Tower Emergency Pipe Replacement	1,425	1,425	0	Increased CO due to unforeseen conditions and resulting scope change.
FT	0237 - Rehabilitate Substructure of I-95 Bridges over Race Street (Engineering only)	1,265	1,265	3,100	Increased PE due to delayed geotechnical investigation fieldwork.
HT	2560 - Baltimore Harbor Tunnel Maintenance/Auto Building HVAC and Roof Replacement	817	817	797	Increased PE and CO for scope change.
HT	2614 - Baltimore Harbor Tunnel Facility-wide Signing Upgrades (Engineering only)	575	575	494	Increased PE for scope change to include more AET sign structures.
KB	0199 - Maintenance and Repairs of the I-695 Curtis Creek Drawbridges at Key Bridge	520	520	250	Increased CO for additional repairs to drawbridge decks.
HT	2587 - Baltimore Harbor Tunnel Lane Use Signals (LUS) Extension (Engineering only)	500	500	200	Increased PE to move from preliminary engineering to complete PS&E package.

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

Changes from Final FY 2024-2029 CTP to Draft FY 2025-2030 CTP

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000) - continued					
Facility	Project Name	TEC Change	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change	Notes
KB	2639 - Shoreline Restoration at Key Bridge Police HQ (Engineering only)	500	500	200	Increased PE for scope change.
HT	2506 - Baltimore Harbor Tunnel In-Tunnel Fiber Improvements	440	440	0	Increased CO for additional CMI for extended duration, tunnel closure expenses, and documentation review.
MA	2585 - Replace Closed Circuit Televisions at Various Facilities (Engineering only)	400	400	0	Increased PE for scope change.
BB	2470 - Project Management Office and Maintenance Equipment Storage Building	300	300	110	Increased PE for scope change.
HT	2263 - Replace Baltimore Harbor Tunnel Vent Fans	282	282	0	Increased CO for Phase V post construction services.
MA	2546 - Purchase Card Information System (PCARD)	250	250	0	Increased CO to complete development and quality assurance work.
FT	2571 - Fort McHenry Tunnel Campus Fuel Oil Conversion	200	200	175	Increased PE for additional design effort for test pit needed for BGE utilities installation.
BB	2476 - Bay Bridge Crossover Automated Lane Closure System	181	181	0	Increased CO for additional CMI costs.
KB	2521 - MDTA Police Training Academy	125	125	43	Increased PE for design work related to permit coordination and changes resulting from MDTA Police review.
MA	2584 - Replace DMS and TRS at Various Facilities (Engineering only)	100	100	0	Increased PE for scope change.
MA	2523 - On-Call Facility/Building Repairs	40	40	502	Increased PE for on-call distribution.
HB	2512 - Cleaning and Painting of the Hatem Bridge	21	21	(7,491)	Increased PE for higher than anticipated costs.
FT	0239 - Holding Tank Replacement - South Fort McHenry Tunnel Vent Building	15	15	280	Increased PE for additional design and Maryland Department of the Environment (MDE) reviews associated with relocation of planned staging area.
BB	2317 - Rehab Decks of EB Span - Phase I Deck Widening & Replacement of Deck Truss Spans	14	14	1,618	Increased CO for additional CMI.
KH	2477 - I-95/Belvidere Road Interchange	(1)	(1)	18,988	Decreased CO for revised estimate.
MA	2498 - On-Call Electrical/Intelligent Transportation Systems (ITS)	(244)	(244)	0	Decreased CO for revised capital/operating split.
FT	2517 - Convert to Cashless Tolling at the Fort McHenry Tunnel	(351)	(351)	(742)	Decreased CO for revised estimate.
MA	2496 - On-Call Drainage and Stormwater BMP Remediation III	(804)	(804)	0	Decreased CO to fund mitigation at I-95 ETL Northern Extension project.
BB	2329 - Replace 5KV Feeder and Add Redundant Cable to Eastbound (EB) & Westbound (WB) Spans	(1,006)	(1,006)	0	Decreased CO for project underruns.
BB	2369 - Deck Rehabilitation and Miscellaneous Modifications to Bay Bridge WB Span	(1,253)	(1,253)	0	Decreased CO for project underruns.
MA	2524 - On-Call Building Systems Rehabilitation/Replacement	(1,500)	(1,500)	(1,099)	Decreased CO for scope change to move task order to another project.
KB	2619 - Rehabilitation of Curtis Creek Drawbridges Superstructure (Engineering only)	(1,806)	(1,806)	(1,653)	Decreased PE for scope change (split into superstructure and subgrade projects).
BB	2586 - Tier 2 NEPA Study (Planning only)	(2,076)	(2,076)	474	Decreased Planning Phase for revised estimate.
MA	2538 - On-Call Structural Repairs & Miscellaneous Modifications	(2,240)	(2,240)	(1,053)	Decreased CO for revised estimate nearing project completion.
KH	0602 - I-95 Kennedy Highway Express Toll Lanes Northern Extension	0	0	64,083	Cash flow adjustment.
MA	2147 - Replace Electronic Toll Collection and Operating System - 3rd Generation	0	0	7,228	Cash flow adjustment.
MA	2471 - 10-Year Equipment Budget - FY 2018 through FY 2027	0	0	6,631	Cash flow adjustment.
NB	1024 - Replace Nice/Middleton Bridge	0	0	4,653	Cash flow adjustment.
HT	0240 - Resurfacing North and South of Baltimore Harbor Tunnel	0	0	2,762	Cash flow adjustment.
HT	2306 - Envelope Repair and Switchgear Replacements at Baltimore Harbor Tunnel Vent Buildings	0	0	2,749	Cash flow adjustment.
BB	2593 - BB On-Call Structural Repairs and Modification	0	0	2,202	Cash flow adjustment.
MA	2553 - DYNAC Maintenance Contract (Baltimore Harbor Tunnel, Fort McHenry Tunnel, and Intercounty Connector (ICC))	0	0	1,000	Cash flow adjustment.
Active Projects Modified Due to Cost Changes and Cash Flow Adjustments - continued on Page 4					

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments - continued on Page 4

Changes from Final FY 2024-2029 CTP to Draft FY 2025-2030 CTP

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000) - continued					
Facility	Project Name	TEC Change	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change	Notes
MA	0231 - On-Call Signs, Sign Lights, and Sign Structures	0	0	910	Cash flow adjustment.
KH	2582 - MD 695 Ramps to I-95 Northbound Express Toll Lanes	0	0	867	Cash flow adjustment.
MA	2633 - Intercounty Connector (ICC) & Kennedy Highway Data Center Hardware Replacement	0	0	822	Cash flow adjustment.
HT	2527 - Replace Bridges on I-895 over I-695 (Engineering only)	0	0	810	Cash flow adjustment.
FT	0200 - Rehabilitate Fort McHenry Tunnel Area-Wide Lighting	0	0	782	Cash flow adjustment.
KH	2570 - Kennedy Highway Perryville Campus Wash Bay, Salt Barn and Fueling Facilities (Engineering only)	0	0	742	Cash flow adjustment.
MA	2497 - Radio Rebroadcast and Radiax in Baltimore Harbor Tunnel & Fort McHenry Tunnel	0	0	492	Cash flow adjustment.
KH	2569 - Kennedy Highway Campus - Maryland State Police Building Remodeling (Engineering only)	0	0	326	Cash flow adjustment.
KH	0202 - I-95 Southbound Hard Shoulder Running	0	0	300	Cash flow adjustment.
ICC	2563 - Replace Intercounty Connector (ICC) Deck Over Lighting (Engineering only)	0	0	260	Cash flow adjustment.
KB	2638 - Rehabilitation of Bearings & Misc. Repairs - I-695 Bridges over Bear Creek (Engineering only)	0	0	213	Cash flow adjustment.
FT	2565 - Fort McHenry Tunnel East Vent Building Facade and Roof Replacement (Engineering only)	0	0	124	Cash flow adjustment.
MA	2559 - On-Call Civil Repairs	0	0	114	Cash flow adjustment.
MA	2590 - Replace Electronic Toll Collection and Operating System - 4th Generation (Engineering only)	0	0	100	Cash flow adjustment.
HT	2591 - Rehabilitate Upper Plenum Liner and Ceiling (Engineering only)	0	0	75	Cash flow adjustment.
FT	2458 - Rehabilitate Tunnel 13 KV Cable, Conduit, and Concrete Wall	0	0	(567)	Cash flow adjustment.
Total - Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (61)		37,824	37,824	142,544	

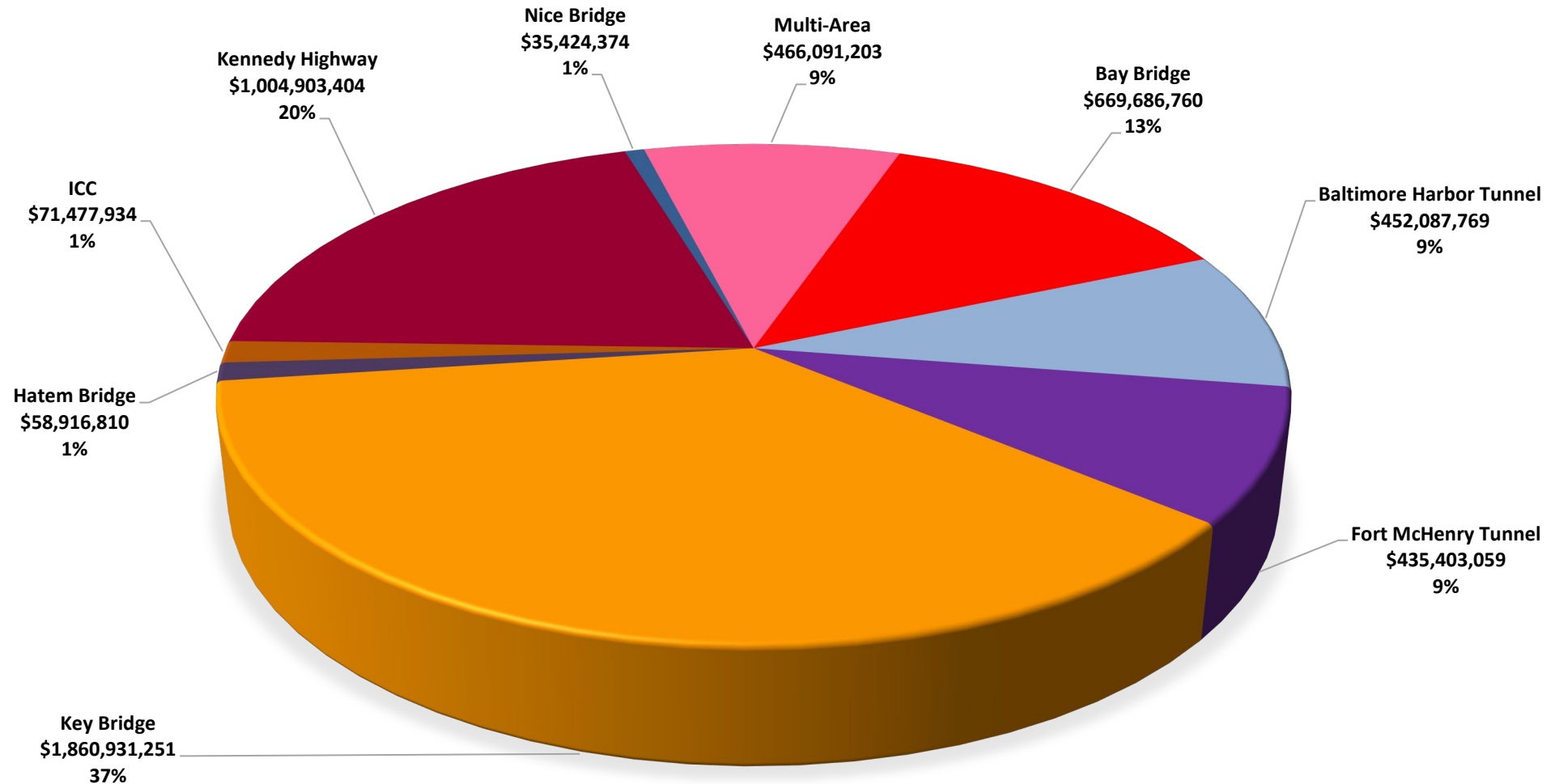
Reserves (\$000)			
	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change	
Allocated Reserve - System Preservation Projects	295,486	699,765	
Allocated Reserve - Enhancement Projects	(132,217)	(45,089)	
Unallocated Reserve	(11,105)	(552,737)	
Total Reserve Changes	152,164	101,939	

Changes from Final FY 2024-2029 CTP to Draft FY 2025-2030 (\$000)			
	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change	
Budget Changes - Projects	1,768,216	1,902,351	
Budget Changes - Reserves	152,164	101,939	
Net Changes	1,920,380	2,004,290	

FY 2025-2030 Draft Consolidated Transportation Program

Where are the Projects?

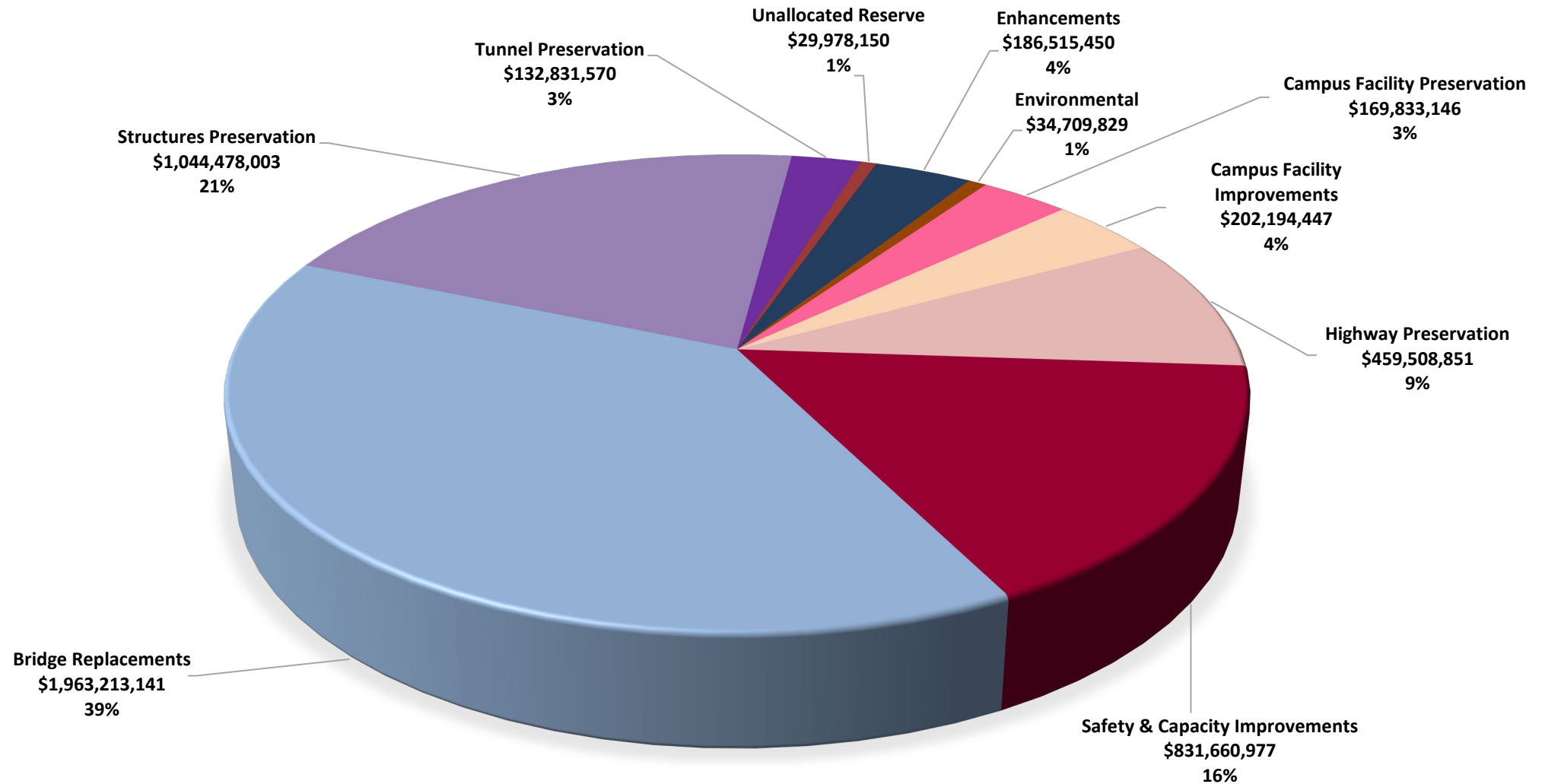
FY 2025-2030 CTP = \$5.1 Billion



FY 2025-2030 Draft Consolidated Transportation Program

What are the Categories of Projects?

FY 2025-2030 CTP = \$5.1 Billion



TAB 6



Maryland Transportation Authority

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

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Finance Chantelle Green
SUBJECT: Fiscal Year 2024-2030 Financial Forecast
DATE: June 28, 2024

PURPOSE OF MEMORANDUM

To request approval of the Fiscal Year (FY) 2024-2030 Financial Forecast.

KEY TAKEAWAYS

- Through FY 2027, the Maryland Transportation Authority (MDTA) remains in compliance with its financial goals and legal standards.
- Despite the loss of the Francis Scott Key (FSK) Bridge:
 - The MDTA has sufficient cashflow and capital reserves in FY 2025 to support additional expenses associated with the FSK Bridge Replacement without external support.
 - It is estimated that the MDTA will recapture 40 percent of the passenger and commercial vehicle traffic from the FSK Bridge at the two other Harbor Crossings.
- Based on the current forecast estimates, beginning in FY 2028, a systemwide toll increase will be necessary to maintain 2.0 times debt service coverage throughout the remainder of the FY 2025-2030 forecast period. Tolls were last increased in FY 2014 followed by a reduction of tolls in FY 2016.

SUMMARY

This forecast includes the FSK Bridge Collapse T&R Update, the Draft FY 2025 - 2030 Consolidated Transportation Program (CTP), the FY 2024 Amended Operating Budget, and the Final FY 2025 Operating budget. The summary table below shows the MDTA's adherence to its financial goals and requirements throughout the forecast period. See attachment.

Financial Metrics	Requirement	Current Forecast Period (FY 2024 – 2030)
Rate Covenant	≥ 1.0	Minimal level of 1.3 in FY 2030
Debt Service Coverage	≥ 2.0	Requirement met through FY 2027; Minimal level of 1.6 in FY 2030
Unencumbered Cash	$\geq \$400\text{M}$	Requirement met throughout the forecast period
Debt Outstanding	$\leq \$4.0\text{B}$	Max Level of \$3.49B in FY 2030

ANALYSIS

The primary differences between the current 6-year forecast and the November 2023 forecast are:

- *Decreased revenue:* Toll revenue declines by \$153.0 million throughout the FY 2024 – 2030 forecast period due to the re-benchmarking of the Harbor Crossings facilities to actuals through February 2024 and impacts associated with the FSK Bridge collapse. Based on an estimated 40 percent combined recapture rate for passenger and commercial vehicles diverting from the FSK Bridge to the two adjacent Patapsco River tunnels, it is estimated that lost revenue during the approximately four-year closure of the Key Bridge will total \$141.2 million. (See attachment)
- *Increased operating budget expenses:* Operating budget expenses increase by \$152.6 million throughout the forecast period. Most of the increase occurs in FY 2024 due to the \$85 million FY 2024 operating budget amendment for debris and salvage removal. The balance of the increase (\$67.6 million) occurs throughout the 6-year forecast period and is attributed to increases in personnel expenses (*i.e.*, longevity steps, cost-of-living adjustments, annual salary review adjustments, and salary compression adjustments), collectively bargained police patrol vehicles, management studies, and bridge and tunnel property insurance costs.
- *Increased capital budget expenses:* Capital budget expenses increase by approximately \$2.0 billion, mostly due to the replacement of the FSK Bridge. A portion of the increase (\$128.5 million) is also attributable to the anticipated rollover of unexpended funds from FY 2024 into subsequent fiscal years.

- *Increased debt issuances and debt service:* Over the forecast period, revenue bond issuances and projected debt service increase by \$373.7 million and \$64.9 million, respectively. The increase in financing needs and debt service costs are the result of anticipated operating and capital budget increases and lower toll revenues that reduce the amount of projected net revenue available for PAYGO (cash) capital spending.
- *Insurance Funds:* The MDTA anticipates using insurance proceeds to (1) fully reimburse the federal government for the \$60 million in initial Emergency Relief funding; (2) fund any debris and salvage costs above the \$60 million (currently estimated to be \$25 million) and the initial \$197 million of the bridge replacement costs; and (3) retain \$46 million attributed to business interruption and \$22 million attributed to 10% of the eligible replacement project costs funded via insurance proceeds.

Insurance Proceeds		
Policy Limit	\$	350
Repaid to Federal Government		
Quick Release Fund		60
Retained by MDTA		290
Salvage & Debris Removal above QR funding	25	
Business Interruption	46	
10% Eligible Project Costs	22	
Project Costs	197	
Remaining	\$	-

- *Federal Funds:* The MDTA anticipates receiving federal funds after the insurance proceeds are exhausted. Beginning in FY 2026, it is assumed that the MDTA will be reimbursed by the federal government for eligible project costs based on a one-year lag through FY 2031. If Congress acts within the next few months to allow for 100 percent funding, as requested by the Maryland Delegation and Biden Administration, MDTA's assumptions will be adjusted during the next update later this calendar year.

Fiscal Year	Funding Source				Year of Federal Reimbursement
	Capital Budget	Insurance	Federal Funds (90% Share of Cost)	MDTA Reserves/ Bonds (10% Share of Cost)	
2024	\$ 1	\$ 1	\$ -	\$ -	\$ -
2025	205	196	8	1	-
2026	377		339	38	8
2027	462		416	46	339
2028	401		361	40	416
2029	244		220	24	361
2030	13		12	1	220
2031					12
Total	\$ 1,703	\$ 197	\$ 1,355	\$ 151	\$ 1,355

- *Toll increase*: Based on the current forecast estimates, beginning in FY 2028, a systemwide toll increase will be necessary to maintain 2.0 times debt service coverage throughout the remainder of the FY 2025-2030 forecast period.

Assumptions

- Traffic and Toll Revenue Forecast: CDM Smith June 2024
- Draft FY 2025 – 2030 CTP
- FY 2024 Amended Operating Budget
- Final FY 2025 Operating Budget (inflated by 4% with adjustments for police patrol vehicle purchases)

Evaluation Criteria

Adherence to MDTA goals and policies:

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

ATTACHMENTS

- Financial Forecast
- FSK Bridge Collapse T&R Update

MARYLAND TRANSPORTATION AUTHORITY
CASH FLOW FORECAST
FY 2024 - 2030

In Millions \$	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Revenues							
Toll Revenues	\$791.8	\$752.7	\$767.4	\$771.2	\$773.7	\$821.6	838.17
Concessions Revenue	4.5	4.5	4.5	4.5	4.5	4.5	4.50
Investment Income & Other Revenue	18.2	12.4	25.2	24.5	24.5	24.4	24.31
MDOT Loan Repayment - Interest	0.2	0.2	0.2	0.2	0.2	0.1	0.11
BWI/Port Police Reimbursement	39.1	40.8	42.5	44.2	45.9	47.8	49.69
Total Revenues	\$853.8	\$810.7	\$839.8	\$844.5	\$848.8	\$898.3	\$916.8
Operating Expenses							
Operating Account Budget	485.1	434.1	452.3	462.3	488.3	507.8	528.1
Debt Service	142.9	144.5	144.5	177.2	204.0	223.2	237.62
Total Operating Expenses	\$628.0	\$578.5	\$596.8	\$639.5	\$692.3	\$731.0	\$765.7
Operating Revenue Net of Expenses	\$225.8	\$232.1	\$243.0	\$205.0	\$156.5	167.3	151.0
Capital Expenses							
2025-2030 Total CTP	434.4	809.8	969.7	1,035.2	957.8	773.5	509.0
Total Expenses (Operating + Capital)	\$1,062.4	\$1,388.3	\$1,566.5	\$1,674.7	\$1,650.0	\$1,504.5	\$1,274.7
Capital Funding Source / (Uses) and Intergovernmental							
Revenue Bonds	\$0.0	\$0.0	\$568.3	\$465.2	\$334.4	\$244.1	136.96
Surety Policy	(1.2)	-	(1.0)	(0.8)	(0.6)	(0.4)	(0.24)
MDOT Loan Repayment - Principal	1.5	1.5	1.5	1.5	1.6	1.6	1.61
VDOT Contribution	1.9	-	-	-	-	-	-
I-895 Federal Grant	-	-	5.0	25.0	50.0	-	-
I-95 Interchange Partner Contribution	15.5	-	-	-	-	-	-
Key Bridge Property Insurance	-	290.0	-	-	-	-	-
Key Bridge Federal Grant	40.0	20.0	8.1	339.3	415.8	360.9	219.60
Total Current Year Sources (Uses) Available	57.7	311.5	581.9	830.2	801.2	606.2	357.93
Annual Cash Requirements	1,004.7	1,076.8	984.5	844.5	848.8	898.3	916.8
Annual Cash Surplus/Deficit	(\$150.9)	(\$266.2)	(\$144.8)	\$0.0	\$0.0	\$0.0	\$0.0
Total Cash Balance	\$844.0	\$577.8	\$433.1	\$433.1	\$433.1	433.1	433.1
Bonds Outstanding	\$2,126.3	\$2,072.2	\$2,597.3	\$3,014.0	\$3,283.4	\$3,448.3	\$3,493.3
Financial Coverage Ratios							
Unencumbered Cash (\$400M minimum)	\$810.9	\$544.8	\$400.0	\$400.0	\$400.0	\$400.0	\$400.0
Debt Service Coverage ($\geq 2.0x$)	2.6	2.6	2.6	2.1	1.7	1.7	1.6
Rate Covenant Compliance (Legal - 1.0x)	2.0	2.1	2.1	1.7	1.4	1.4	1.3



Ms. Deborah Sharpless
June 6, 2024
Page 1

June 6, 2024

Ms. Deborah Sharpless
Chief Financial Officer
Maryland Transportation Authority
2310 Broening Highway
Suite 150
Baltimore, MD 21224

Subject: **FINAL** Francis Scott Key Bridge Collapse Forecast Update

Dear Ms. Sharpless:

This letter summarizes the updated traffic and revenue forecast which accounts for the collapse of the Francis Scott Key Bridge (FSK) that occurred on March 26, 2024 and the subsequent diversion impacts. The forecast presented in this letter is an update of the November 2023 traffic and revenue forecast documented in the report "Maryland Transportation Authority FY 2024 Traffic and Toll Revenue Forecast Update".

Methodology and Assumptions

To quantify the impacts of trip diversion after the collapse, CDM Smith requested daily gantry transaction data from MDTA which captures the amount of traffic that shifted to the I-895 Baltimore Harbor Tunnel (BHT) and the I-95 Fort McHenry Tunnel (FMT), which are the two alternatives that cross the Patapsco River directly. While many vehicles were able to divert to the tunnels on I-95 and I-895, certain commercial vehicles are banned from using these facilities due to their size and hazardous waste restrictions. Furthermore, as congestion increases on the tunnels due to the traffic shift, some additional MDTA customers may choose to divert or forego their trip altogether. Because of this, a small share of traffic will shift to non-MDTA facilities such as the I-695 outer loop around Baltimore or local roads through the downtown area. CDM Smith attempted to identify where customers were diverting by using the Maryland Internet Traffic Monitoring System (ITMS), but data availability at the continuous count stations made this analysis inconclusive.

Additionally, the activity at the Port of Baltimore and the surrounding commercial area has a large impact on the traffic using the Francis Scott Key Bridge. The location of the Dundalk Marine Terminal (DMT) and Seagirt Marine Terminal (SMT) causes high commercial vehicle usage at the FSK turnaround toll gantry to Broening Highway and across the bridge to distribution areas along the East Coast. When the bridge collapsed and halted all activity at the Port, this reduced not only the commercial vehicles coming into the port but also the personal vehicles due to reductions in work force. As the cleanup has progressed of the steel bridge structures through April, several temporary channels have provided relief to the port allowing an uptick in activity.

The daily gantry transactions for the BHT, FMT, and FSK are presented in **Figure 1** for passenger vehicles and **Figure 2** for commercial vehicles through May 19th. The charts show that transactions at BHT and FMT increased immediately following the FSK collapse. Commercial vehicles, especially at FMT, increased in each of the first four weeks in April, but stayed consistent in the first week of May and saw a decrease in the most recent week (5/12 to 5/19). The passenger cars, however, have remained relatively consistent since the collapse occurred.

Figure 1 – Daily Passenger Car Gantry Transactions

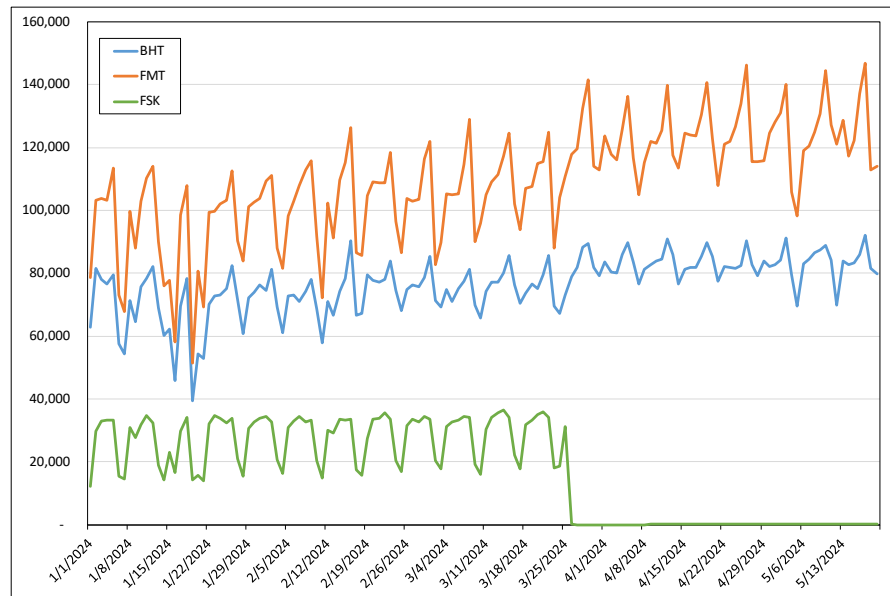
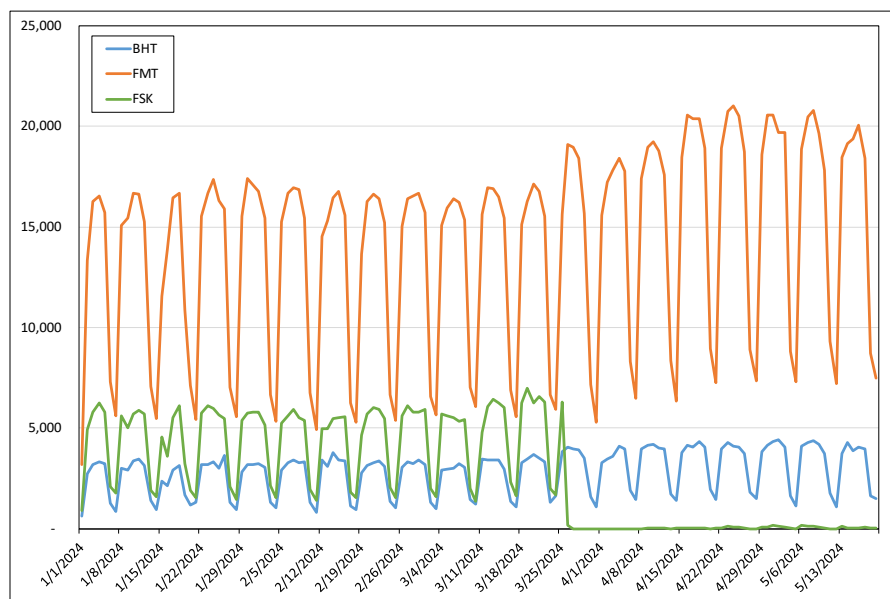


Figure 2 – Daily Commercial Vehicle Gantry Transactions



CDM Smith estimated the diversion impact based on an analysis of the daily gantry transactions at each of the harbor crossing facilities (BHT, FMT, and FSK). CDM Smith estimates that over the period 3/26 to 5/19, harbor crossing transactions were 8.5 percent lower than they would have been if FSK did not collapse. We estimate that 38 percent of the passenger car transactions at FSK and 54 percent of commercial vehicle transactions have diverted to either the BHT or FMT. In total, we estimate that 40 percent of transactions at FSK have diverted to either the BHT or FMT, and the remaining 60 percent transactions have been diverted to non-tolled routes or suppressed.

To further correlate this return of traffic to the port activity, CDM Smith requested traffic data at from the Maryland Port Administration (MPA) via MDTA. This data showed traffic in and out at the entry points for trucks and personal vehicles but was restricted to the DMT which operates under the MPA and historical data was unavailable. The SMT falls under the Ports America Chesapeake (PAC) and while they post daily transaction data on their website, there is no availability of historical data for comparison. Due to these reasons, the port data provided was used as a guide to see the progression of activity over the weeks in April, but it could not be directly tied to the traffic impacts.

CDM Smith has produced the forecast based on prior diversion analysis experience and a set of assumptions which are outlined below:

- The Port of Baltimore will reopen on July 1, 2024.
- To account for the return of port activity beginning in FY 2025, it is assumed the impacts experienced would be reduced by 5 percent for passenger cars and by 20 percent for commercial vehicles. This is an estimate and will be reviewed on an ongoing basis as cleanup is complete and the port is back to full operation.
- The Francis Scott Key Bridge replacement will open in the Fall of 2028.
- All planned construction and maintenance related impacts to the Francis Scott Key Bridge have been removed from the forecast, including the bridge deck replacement that was scheduled to cause diversion impacts beginning in FY 2030.
- No toll changes will occur for the duration of the forecast.

Transactions and Revenue Forecast

Provided in this section are the annual transaction and toll revenue forecasts for the Legacy facilities, Intercounty Connector (ICC), and I-95 ETLs. For the Legacy facilities, actual data has been included for FY 2024 from July 2023 through April 2024. The forecast for the ICC and I-95 ETLs remains unchanged from the November 2023 report.

Table 1 provides the annual transactions and toll revenue for the Legacy facility, split out by passenger cars and commercial vehicles. This forecast includes re-benchmarking harbor crossing Legacy facilities to actuals through February 2024 and impacts due to the collapse of FSK, both of which will be described in this document. **Table 2** provides the Legacy forecast split by individual facilities with additional historical data.

Table 1: Total Legacy System Forecast Revised for FSK Collapse

Fiscal Year	Transactions (Millions) ⁽¹⁾			Toll Revenue (\$ Millions) ⁽¹⁾		
	PC	CV	Total	PC	CV	Total
2023 ⁽²⁾	106.4	10.5	116.9	398.9	261.1	660.0
2024 ⁽³⁾	107.2	9.8	117.0	386.4	243.8	630.2
2025	102.9	9.8	112.7	370.9	246.5	617.5
2026	104.5	9.9	114.4	378.2	249.6	627.7
2027	104.2	10.0	114.2	377.5	251.3	628.8
2028	102.0	10.0	112.0	370.5	252.5	623.0
2029	111.8	10.5	122.3	399.5	262.0	661.5
2030	114.9	10.7	125.6	408.1	266.7	674.8
2031	115.7	10.8	126.4	410.8	267.7	678.5
2032	116.5	10.8	127.3	413.6	268.9	682.4
2033	117.3	10.9	128.2	416.4	270.4	686.8

⁽¹⁾ Includes impacts due to leakage, including unpaid transactions.

⁽²⁾ Represents actual data.

⁽³⁾ Includes actual data through April 2024.

Table 2: Legacy System Forecast by Facility Revised for FSK Collapse

Fiscal Year ⁽¹⁾	Transactions (Millions) ⁽⁴⁾								Annual Percent Growth
	JFK	Hatem	BHT	FMT	FSK	Bay	Nice	Total ⁽²⁾	
2019	15.2	5.1	20.8	48.2	12.8	13.6	3.3	119.1	(2.0)
2020 ⁽³⁾	12.5	4.4	14.2	42.3	11.9	11.5	2.8	99.6	(16.4)
2021	8.8	3.1	11.9	29.0	8.4	8.5	1.7	71.5	(28.3)
2022	15.7	4.5	26.0	43.4	12.2	14.8	3.4	120.0	68.0
2023	15.1	4.5	27.4	41.5	12.1	13.3	3.1	116.9	(2.6)
2024 ⁽³⁾	14.7	4.3	28.4	43.8	9.1	13.6	3.2	117.0	0.1
2025	15.1	4.6	30.1	47.8	0.0	12.1	3.0	112.7	(3.7)
2026	15.3	4.6	29.4	49.5	0.0	12.6	3.1	114.4	1.5
2027	15.3	4.6	26.7	51.5	0.0	12.9	3.1	114.2	(0.2)
2028 ⁽³⁾	15.4	4.6	21.2	54.7	0.0	12.9	3.1	112.0	(1.9)
2029	15.5	4.6	30.1	47.1	8.8	13.0	3.2	122.3	9.2
2030	15.6	4.6	30.2	45.9	13.1	13.0	3.2	125.6	2.7
2031	15.7	4.6	30.5	46.3	13.1	13.0	3.2	126.4	0.7
2032	15.7	4.7	30.8	46.6	13.2	13.1	3.2	127.3	0.7
2033	15.8	4.7	31.1	46.9	13.3	13.1	3.3	128.2	0.7
Fiscal Year ⁽¹⁾	Toll Revenue (\$ Millions) ⁽⁴⁾								Annual Percent Growth
	JFK	Hatem	BHT	FMT	FSK	Bay	Nice	Total ⁽²⁾	
2019	176.0	12.2	70.3	217.4	50.5	53.7	21.0	601.1	(0.7)
2020 ⁽³⁾	154.1	11.4	47.5	194.3	47.5	46.0	17.3	518.2	(13.8)
2021	117.2	9.2	39.8	141.5	35.7	33.0	10.8	387.4	(25.2)
2022	197.0	18.3	95.7	225.6	55.9	61.9	24.7	679.0	75.3
2023	191.9	15.1	102.2	215.5	56.8	56.4	22.1	660.0	(2.8)
2024 ⁽³⁾	182.2	15.3	100.3	213.3	42.7	54.5	21.8	630.2	(4.5)
2025	192.2	15.6	105.0	233.6	0.0	49.8	21.2	617.5	(2.0)
2026	194.4	15.8	103.0	240.9	0.0	52.0	21.6	627.7	1.7
2027	195.5	15.9	94.7	247.5	0.0	53.5	21.8	628.8	0.2
2028 ⁽³⁾	196.6	15.9	76.5	258.4	0.0	53.6	21.9	623.0	(0.9)
2029	197.7	15.9	104.7	226.3	40.9	53.8	22.1	661.5	6.2
2030	198.7	16.0	104.3	219.0	60.6	54.0	22.2	674.8	2.0
2031	199.8	16.0	105.3	220.3	60.5	54.1	22.4	678.5	0.5
2032	200.8	16.1	106.3	221.6	60.8	54.3	22.6	682.4	0.6
2033	201.8	16.1	107.3	222.9	61.5	54.4	22.7	686.8	0.6

⁽¹⁾ Actual data presented for FY 2019 through FY 2023, and FY 2024 through April 2024.

⁽²⁾ Summations may not equal total due to rounding.

⁽³⁾ Leap Year

⁽⁴⁾ Includes impacts due to leakage, including unpaid transactions.

Table 3 shows the comparison of the harbor crossing facilities (BHT, FMT, FSK) re-benchmarked version of the November 2023 forecast and the original November 2023 forecast. The goal of re-benchmarking was to account for any difference between the actual data and the forecast from the period from October 2023 to February 2024 and incorporate that difference going forward. This makes the estimate of lost revenue more accurate by updating the split between the three harbor crossings, and overall traffic and revenue trends to the most recent available data. Within the re-benchmarked forecast, actuals through March 25, 2024 are included so estimated lost revenue is not impacted by anything that occurs on or before March 25.

**Table 3: Impact of Re-benchmarking:
Comparing Re-benchmarked Forecast to the Original November 2023 Forecast**

Fiscal Year	Transactions - Impact of Re-benchmarking							
	Difference				Percent Difference			
	BHT	FMT	FSK	Total Harbor Crossing	BHT	FMT	FSK	Total Harbor Crossing
2024	0.4	1.9	0.8	3.1	1.3%	4.8%	6.6%	3.9%
2025	0.9	3.1	0.9	5.0	3.4%	7.5%	8.0%	6.2%
2026	0.9	3.3	0.9	5.1	3.4%	7.6%	8.0%	6.3%
2027	0.8	3.4	1.0	5.2	3.4%	7.6%	8.0%	6.4%
2028	0.6	3.6	1.2	5.4	3.3%	7.7%	7.9%	6.7%
2029	1.0	3.2	1.0	5.2	3.4%	7.6%	8.0%	6.2%
2030	1.0	3.2	0.9	5.2	3.4%	7.5%	8.0%	6.1%
2031	1.0	3.3	0.9	5.2	3.4%	7.6%	8.0%	6.1%
2032	1.0	3.3	0.9	5.2	3.4%	7.6%	8.0%	6.1%
2033	1.0	3.3	0.9	5.3	3.4%	7.6%	8.0%	6.1%
Total	8.6	31.7	9.3	49.7	3.2%	7.3%	7.9%	6.0%
Fiscal Year	Toll Revenue - Impact of Re-benchmarking							
	Difference				Percent Difference			
	BHT	FMT	FSK	Total Harbor Crossing	BHT	FMT	FSK	Total Harbor Crossing
2024	(\$3.3)	(\$2.9)	\$4.0	(\$2.2)	-3.1%	-1.4%	7.3%	-0.6%
2025	(\$3.6)	(\$1.4)	\$4.2	(\$0.8)	-3.6%	-0.7%	8.2%	-0.2%
2026	(\$3.5)	(\$1.4)	\$4.3	(\$0.6)	-3.6%	-0.6%	8.1%	-0.2%
2027	(\$3.2)	(\$1.3)	\$4.6	\$0.0	-3.6%	-0.6%	7.9%	0.0%
2028	(\$2.4)	(\$1.3)	\$4.9	\$1.2	-3.6%	-0.5%	7.5%	0.3%
2029	(\$3.8)	(\$1.4)	\$4.6	(\$0.5)	-3.6%	-0.6%	8.2%	-0.1%
2030	(\$3.9)	(\$1.4)	\$4.2	(\$1.1)	-3.6%	-0.6%	8.0%	-0.3%
2031	(\$4.1)	(\$1.4)	\$4.0	(\$1.5)	-3.6%	-0.6%	7.9%	-0.4%
2032	(\$4.1)	(\$1.4)	\$4.0	(\$1.5)	-3.6%	-0.6%	7.9%	-0.4%
2033	(\$4.0)	(\$1.4)	\$4.3	(\$1.1)	-3.6%	-0.6%	8.0%	-0.3%
Total	(\$36.0)	(\$15.3)	\$43.2	(\$8.1)	-3.5%	-0.7%	7.9%	-0.2%

Table 4 contains the estimates for the impact of the FSK collapse for each of the harbor crossing facilities. The total transaction and revenue lost on the combined harbor crossings is 35.2 million and \$141.2 million, respectively, over the period from FY 2024 to FY 2033. These estimates include a small positive impact to the forecast due to the removal of the bridge deck replacement project previously assumed for FY 2030 – FY 2033. Considering only FY 2024 to FY 2029, the lost transactions and lost revenue are estimated to be 35.9 million and \$143.9 million, respectively.

**Table 4: Impact of the FSK Collapse: Estimate of Lost Transactions and Lost Revenue
Comparing FSK Collapse Forecast to Re-benchmarked Forecast**

Fiscal Year	Transactions - Impact of FSK Collapse							
	Difference				Percent Difference			
	BHT	FMT	FSK	Total Harbor Crossing	BHT	FMT	FSK	Total Harbor Crossing
2024	0.5	0.7	(3.2)	(2.0)	1.7%	1.6%	-26.3%	-2.5%
2025	1.9	3.1	(12.1)	(7.1)	6.7%	7.0%	-100.0%	-8.4%
2026	2.0	3.2	(12.5)	(7.3)	7.1%	6.9%	-100.0%	-8.5%
2027	2.2	3.5	(13.6)	(7.9)	9.2%	7.2%	-100.0%	-9.2%
2028	2.9	3.9	(15.8)	(9.0)	15.8%	7.7%	-100.0%	-10.6%
2029	0.8	1.1	(4.4)	(2.5)	2.7%	2.4%	-33.3%	-2.8%
2030	(0.5)	(0.1)	0.7	0.1	-1.6%	-0.3%	5.8%	0.1%
2031	(0.9)	(0.2)	1.3	0.2	-2.7%	-0.5%	10.8%	0.2%
2032	(0.9)	(0.2)	1.3	0.2	-2.7%	-0.5%	10.7%	0.2%
2033	(0.4)	(0.1)	0.7	0.1	-1.4%	-0.2%	5.3%	0.1%
Total	7.6	14.9	(57.7)	(35.2)	2.7%	3.2%	-45.0%	-4.0%
Fiscal Year	Toll Revenue - Impact of FSK Collapse							
	Difference				Percent Difference			
	BHT	FMT	FSK	Total Harbor Crossing	BHT	FMT	FSK	Total Harbor Crossing
2024	\$1.4	\$4.2	(\$15.0)	(\$9.5)	1.4%	2.0%	-26.0%	-2.6%
2025	\$6.9	\$20.6	(\$56.0)	(\$28.6)	7.0%	9.6%	-100.0%	-7.8%
2026	\$7.2	\$21.1	(\$57.9)	(\$29.5)	7.5%	9.6%	-100.0%	-7.9%
2027	\$8.3	\$22.3	(\$62.0)	(\$31.4)	9.6%	9.9%	-100.0%	-8.4%
2028	\$11.0	\$24.3	(\$70.3)	(\$34.9)	16.9%	10.4%	-100.0%	-9.4%
2029	\$3.2	\$7.2	(\$20.5)	(\$10.0)	3.1%	3.3%	-33.3%	-2.6%
2030	(\$2.4)	(\$0.7)	\$3.6	\$0.5	-2.2%	-0.3%	6.3%	0.1%
2031	(\$4.2)	(\$1.3)	\$6.4	\$0.9	-3.8%	-0.6%	11.8%	0.2%
2032	(\$4.2)	(\$1.3)	\$6.4	\$0.9	-3.8%	-0.6%	11.7%	0.2%
2033	(\$2.1)	(\$0.7)	\$3.3	\$0.5	-2.0%	-0.3%	5.7%	0.1%
Total	\$25.0	\$95.8	(\$262.0)	(\$141.2)	2.5%	4.3%	-44.5%	-3.7%

Table 5 compares the current forecast to the original November 2023 forecast. The differences include the impact of re-benchmarking the harbor crossing facilities and the estimated impacts from the FSK collapse. Compared to the November 2023 forecast, FY 2024 harbor crossing transactions are expected to be 0.9 million higher and revenue is expected to be \$12.8 million lower. Throughout the forecast period, transactions are expected to be 14.3 million above the previous forecast and toll revenue is expected to be \$150.5 million lower than the previous forecast.

**Table 5: Difference in Transactions and Revenue
Comparing FSK Collapse Forecast to November 2023 Forecast**

Fiscal Year	Transactions - Total Impact							
	Difference				Percent Difference			
				Total Harbor Crossing				Total Harbor Crossing
	BHT	FMT	FSK		BHT	FMT	FSK	
2024	0.7	2.7	(2.5)	0.9	2.6%	6.5%	-21.3%	1.1%
2025	2.8	6.2	(11.2)	(2.1)	10.3%	15.0%	-100.0%	-2.7%
2026	2.9	6.5	(11.6)	(2.3)	10.8%	15.0%	-100.0%	-2.8%
2027	3.0	6.9	(12.6)	(2.7)	12.8%	15.4%	-100.0%	-3.3%
2028	3.5	7.5	(14.6)	(3.6)	19.7%	16.0%	-100.0%	-4.6%
2029	1.8	4.3	(3.4)	2.7	6.2%	10.1%	-28.0%	3.2%
2030	0.5	3.1	1.6	5.3	1.7%	7.3%	14.3%	6.3%
2031	0.2	3.0	2.2	5.4	0.6%	7.0%	19.7%	6.4%
2032	0.2	3.1	2.2	5.4	0.6%	7.1%	19.6%	6.3%
2033	0.6	3.2	1.6	5.4	1.9%	7.3%	13.7%	6.3%
Total	16.1	46.5	(48.4)	14.3	5.9%	10.7%	-40.7%	1.7%
Fiscal Year	Toll Revenue - Total Impact							
	Difference				Percent Difference			
				Total Harbor Crossing				Total Harbor Crossing
	BHT	FMT	FSK		BHT	FMT	FSK	
2024	(\$3.1)	\$1.3	(\$11.0)	(\$12.8)	-3.0%	0.6%	-20.0%	-3.4%
2025	\$3.2	\$19.2	(\$51.8)	(\$29.4)	3.2%	8.9%	-100.0%	-8.0%
2026	\$3.6	\$19.8	(\$53.5)	(\$30.1)	3.7%	8.9%	-100.0%	-8.1%
2027	\$5.1	\$21.0	(\$57.5)	(\$31.4)	5.7%	9.3%	-100.0%	-8.4%
2028	\$8.6	\$23.1	(\$65.4)	(\$33.7)	12.7%	9.8%	-100.0%	-9.1%
2029	(\$0.6)	\$5.9	(\$15.8)	(\$10.5)	-0.6%	2.7%	-27.9%	-2.8%
2030	(\$6.3)	(\$2.1)	\$7.8	(\$0.7)	-5.7%	-1.0%	14.8%	-0.2%
2031	(\$8.3)	(\$2.7)	\$10.3	(\$0.6)	-7.3%	-1.2%	20.6%	-0.2%
2032	(\$8.3)	(\$2.7)	\$10.4	(\$0.7)	-7.2%	-1.2%	20.5%	-0.2%
2033	(\$6.2)	(\$2.1)	\$7.6	(\$0.6)	-5.5%	-0.9%	14.2%	-0.2%
Total	(\$12.2)	\$80.5	(\$218.8)	(\$150.5)	-1.2%	3.6%	-40.0%	-4.0%

Table 6 and **Table 7** provide the forecast for the ICC and I-95 ETLs, which remain unchanged from the November 2023 forecast. **Table 8** presents the other revenue forecast, which was reduced slightly in FY 2025 through FY 2029 due to the transaction loss on the Legacy system, and increased slightly in the following years due to the re-benchmarking process.

Table 6: Intercounty Connector Forecast (Unchanged from November 2023)

Fiscal Year	Trips (Millions) ⁽¹⁾			Toll Revenue (\$ Millions) ⁽¹⁾		
	E-ZPass	Video	Total	E-ZPass	Video	Total
2023 ⁽²⁾	29.9	4.2	34.1	58.3	11.9	70.2
2024	30.4	3.7	34.2	59.0	12.7	71.8
2025	30.7	3.1	33.9	59.7	8.9	68.6
2026	31.3	3.4	34.7	60.9	9.5	70.4
2027	32.0	3.4	35.4	62.1	9.7	71.8
2028	32.6	3.5	36.1	63.4	9.8	73.2
2029	33.3	3.6	36.8	64.6	10.0	74.6
2030	33.9	3.6	37.5	65.9	10.2	76.1
2031	34.4	3.7	38.1	66.9	10.4	77.3
2032	35.0	3.7	38.7	67.9	10.5	78.4
2033	35.5	3.8	39.3	69.0	10.7	79.7

⁽¹⁾ Includes impacts due to leakage, including unpaid transactions.

⁽²⁾ Represents actual data.

Table 7: I-95 Express Toll Lanes (ETLs) Forecast (Unchanged from November 2023)

Fiscal Year	Trips (Millions) ⁽¹⁾			Toll Revenue (\$ Millions) ⁽¹⁾		
	E-ZPass	Video	Total	E-ZPass	Video	Total
2023 ⁽²⁾	8.6	0.4	9.0	13.3	0.8	14.1
2024	8.9	0.4	9.2	13.6	0.8	14.4
2025 ⁽³⁾	9.8	0.4	10.2	17.4	1.0	18.5
2026	10.7	0.4	11.2	21.4	1.3	22.7
2027	11.2	0.5	11.6	22.4	1.3	23.7
2028 ⁽⁴⁾	13.5	0.6	14.0	28.7	1.7	30.4
2029	15.6	0.6	16.3	34.3	2.0	36.3
2030	16.2	0.7	16.9	35.6	2.1	37.7
2031	16.8	0.7	17.5	37.0	2.2	39.2
2032	17.4	0.7	18.1	38.4	2.2	40.6
2033	18.0	0.7	18.8	39.8	2.3	42.1

⁽¹⁾ Includes impacts due to leakage, including unpaid transactions.

⁽²⁾ Represents actual data.

⁽³⁾ Phase 1 of northbound extension assumed opening on Jan 1, 2025.

⁽⁴⁾ Phase 2 of northbound extension and I-695 DCs assumed opening on Jan 1, 2028.

Table 8: Other Revenue Forecast

Fiscal Year ⁽¹⁾	Legacy Facilities								Intercounty Connector & I-95			Total Other Revenue ⁽²⁾
	Service Fees and Sales				Violation Recovery	Commercial Vehicles			Service Fees and Sales		Violation Recovery	
	Unused Pre-Paid Trip Revenue	Transponder Sales	Monthly Account Fees	Hatem E-Z Pass Program	Civil Penalties	Post-Usage Discount	High Frequency Discount	Over-size Permit Fee	Transponder Sales	Monthly Account Fees	Civil Penalties	
2019	14.00	(0.60)	1.59	1.68	21.27	(8.58)	(1.20)	1.26	(0.10)	0.27	10.19	39.78
2020	10.64	0.22	2.05	1.69	16.93	(8.63)	(1.30)	1.06	0.04	0.34	11.93	34.96
2021	4.49	(0.12)	2.01	1.57	13.66	(6.76)	(0.84)	1.05	(0.00)	0.05	3.58	18.70
2022	11.41	0.33	(0.32)	1.76	18.03	(10.87)	(1.02)	1.19	0.04	(0.04)	6.17	26.68
2023	16.90	0.29	2.36	1.86	14.42	(8.54)	(0.97)	1.28	0.03	0.26	5.47	33.36
2024	17.06	0.32	3.03	1.78	49.47	(8.76)	(0.95)	1.24	0.03	0.26	11.89	75.37
2025	15.94	0.29	2.15	1.87	28.82	(8.26)	(0.94)	1.24	0.03	0.27	6.65	48.06
2026	16.02	0.29	2.16	1.87	27.53	(8.30)	(0.94)	1.25	0.03	0.27	6.43	46.61
2027	16.10	0.29	2.17	1.88	27.64	(8.33)	(0.95)	1.25	0.03	0.27	6.56	46.91
2028	16.18	0.29	2.18	1.88	27.61	(8.37)	(0.95)	1.26	0.03	0.27	6.69	47.07
2029	16.26	0.29	2.19	1.89	29.96	(8.90)	(1.01)	1.34	0.03	0.27	6.82	49.14
2030	16.34	0.29	2.20	1.89	30.20	(8.93)	(1.01)	1.34	0.03	0.27	6.93	49.56
2031	16.42	0.29	2.21	1.90	30.45	(8.97)	(1.02)	1.35	0.03	0.27	7.03	49.97
2032	16.50	0.29	2.23	1.90	30.67	(9.02)	(1.02)	1.36	0.03	0.28	7.14	50.36
2033	16.59	0.29	2.24	1.91	30.88	(9.07)	(1.03)	1.36	0.03	0.28	7.25	50.72

(1) FY 2019 - 2023 represents actual data, and FY 2024 includes actual data through April 2024.

(2) Summations may not match total due to rounding.

Table 9 provides estimated total MDTA systemwide transactions for all facilities, and **Table 10** provides estimated systemwide revenue including other revenue. A comparison of estimated systemwide transactions and revenue from the current forecast to the November 2023 forecast is provided in **Table 11**. Current forecast estimates for FY 2024 are 1.3 percent higher for transactions and 2.3 percent lower for revenue than the November 2023 forecast. For the full forecast period from FY 2024 through FY 2033, current forecast estimates of transactions and revenue are 0.8 percent higher and 1.7 percent lower, respectively, than the November 2023 forecast. The impacts shown in Table 11 differ from Table 5 for two reasons: updated actuals for all Legacy facilities (Table 5 only shows the harbor crossings), and the small adjustments to other revenue.

Table 9: Total Systemwide Transactions

Fiscal Year	Transactions (millions)				Annual Percent Change
	Legacy	ICC	I-95 ETL	Total ⁽¹⁾	
2023 ⁽²⁾	116.9	34.1	9.0	160.0	-
2024 ⁽³⁾	117.0	34.2	9.2	160.4	0.3
2025	112.7	33.9	10.2	156.8	(2.3)
2026	114.4	34.7	11.2	160.3	2.2
2027	114.2	35.4	11.6	161.2	0.6
2028	112.0	36.1	14.0	162.1	0.6
2029	122.3	36.8	16.3	175.4	8.2
2030	125.6	37.5	16.9	180.0	2.6
2031	126.4	38.1	17.5	182.0	1.1
2032	127.3	38.7	18.1	184.1	1.1
2033	128.2	39.3	18.8	186.2	1.2

⁽¹⁾ Summations may not equal total due to rounding.

⁽²⁾ Represents actual data.

⁽³⁾ Includes actual data through April 2024.

Table 10: Total Systemwide Revenue

Fiscal Year	Revenue (\$ millions)					Annual Percent Change
	Legacy	ICC	I-95 ETL	Other ⁽¹⁾	Total ⁽²⁾	
2023 ⁽³⁾	660.0	70.2	14.1	33.4	777.6	-
2024 ⁽⁴⁾	630.2	71.8	14.4	75.4	791.8	1.8
2025	617.5	68.6	18.5	48.1	752.6	(4.9)
2026	627.7	70.4	22.7	46.6	767.4	2.0
2027	628.8	71.8	23.7	46.9	771.2	0.5
2028	623.0	73.2	30.4	47.1	773.7	0.3
2029	661.5	74.6	36.3	49.1	821.6	6.2
2030	674.8	76.1	37.7	49.6	838.1	2.0
2031	678.5	77.3	39.2	50.0	844.9	0.8
2032	682.4	78.4	40.6	50.4	851.9	0.8
2033	686.8	79.7	42.1	50.7	859.2	0.9

⁽¹⁾ Includes Other Revenue from Legacy, ICC, and I-95 ETL. Does not include concession revenue.

⁽²⁾ Summations may not equal total due to rounding.

⁽³⁾ Represents actual data.

⁽⁴⁾ Includes actual data through April 2024.

Table 11: Comparison with November 2023 Forecast

Fiscal Year	Transactions				Revenue			
	Nov. 2023 Forecast	Current Forecast	Difference		Nov. 2023 Forecast	Current Forecast	Difference	
			Value	Percent			Value	Percent
2023 ⁽¹⁾	160.0	160.0	-	0.0%	777.6	777.6	-	0.0%
2024 ⁽²⁾	158.4	160.4	2.0	1.3%	810.8	791.8	(19.0)	-2.3%
2025	158.9	156.8	(2.1)	-1.4%	782.0	752.6	(29.4)	-3.8%
2026	162.6	160.3	(2.3)	-1.4%	797.6	767.4	(30.2)	-3.8%
2027	163.9	161.2	(2.7)	-1.7%	802.7	771.2	(31.6)	-3.9%
2028	165.7	162.1	(3.6)	-2.2%	807.8	773.7	(34.1)	-4.2%
2029	172.7	175.4	2.7	1.6%	830.9	821.6	(9.3)	-1.1%
2030	174.7	180.0	5.3	3.0%	837.5	838.1	0.6	0.1%
2031	176.7	182.0	5.4	3.0%	844.2	844.9	0.7	0.1%
2032	178.7	184.1	5.4	3.0%	851.2	851.9	0.7	0.1%
2033	180.8	186.2	5.4	3.0%	858.6	859.2	0.6	0.1%
Total	1,853.0	1,868.5	15.4	0.8%	9,001.0	8,850.0	(151.1)	-1.7%

⁽¹⁾ Represents actual data.

⁽²⁾ Current Forecast includes actual data through April 2024.



Ms. Deborah Sharpless
June 6, 2024
Page 13

Summary

Based on an estimated 40 percent combined recapture rate for passenger and commercial vehicles diverting from the Key Bridge to the two adjacent Patapsco River tunnels, CDM Smith estimates the MDTA's lost revenues during the four full years of Key Bridge closure to range from \$28.6 million in FY 2025 to \$34.9 million in FY 2028. Cumulatively from the date of collapse to the assumed reopening in the fall of 2028, CDM Smith estimates the lost revenue to be \$141.2 million (see Table 4).

We appreciate the opportunity to provide traffic and revenue forecasting support on this task. Do not hesitate to contact us should you require additional background information on the analysis summarized in this report.

Sincerely,

A handwritten signature in black ink that reads "Kelly Morison". The signature is written in a cursive, flowing style.

Kelly Morison
Project Technical Leader
CDM Smith Inc.



Ms. Deborah Sharpless
June 6, 2024
Page 14

Disclaimer

CDM Smith used currently-accepted professional practices and procedures in the development of the traffic and revenue estimates in this report. However, as with any forecast, it should be understood that differences between forecasted and actual results may occur, as caused by events and circumstances beyond the control of the forecasters. In formulating the estimates, CDM Smith reasonably relied upon the accuracy and completeness of information provided (both written and oral) by the MDTA. CDM Smith also relied upon the reasonable assurances of independent parties and is not aware of any material facts that would make such information misleading.

CDM Smith made qualitative judgments related to several key variables in the development and analysis of the traffic and revenue estimates that must be considered as a whole; therefore, selecting portions of any individual result without consideration of the intent of the whole may create a misleading or incomplete view of the results and the underlying methodologies used to obtain the results. CDM Smith gives no opinion as to the value or merit of partial information extracted from this report.

All estimates and projections reported herein are based on CDM Smith's experience and judgment and on a review of information obtained from multiple agencies, including MDTA. These estimates and projections may not be indicative of actual or future values, and are therefore subject to substantial uncertainty. Certain variables such as future developments, economic cycles, pandemics, government actions, climate change related events, or impacts related to advances in automotive technology etc. cannot be predicted with certainty and may affect the estimates or projections expressed in this report, such that CDM Smith does not specifically guarantee or warrant any estimate or projection contained within this report.

While CDM Smith believes that the projections and other forward-looking statements contained within the report are based on reasonable assumptions as of the date of the report, such forward-looking statements involve risks and uncertainties that may cause actual results to differ materially from the results predicted. Therefore, following the date of this report, CDM Smith will take no responsibility or assume any obligation to advise of changes that may affect its assumptions contained within the report, as they pertain to socioeconomic and demographic forecasts, proposed residential or commercial land use development projects and/or potential improvements to the regional transportation network.

The report and its contents are intended solely for use by the MDTA and designated parties approved by MDTA and CDM Smith. Any use by third-parties, other than as noted above, is expressly prohibited. In addition, any publication of the report without the express written consent of CDM Smith is prohibited.

CDM Smith is not, and has not been, a municipal advisor as defined in Federal law (the Dodd Frank Bill) to MDTA and does not owe a fiduciary duty pursuant to Section 15B of the Exchange Act to MDTA with respect to the information and material contained in this report. CDM Smith is not recommending and has not recommended any action to MDTA. MDTA should discuss the information and material contained in this report with any and all internal and external advisors that it deems appropriate before acting on this information.

TAB 7



Maryland Transportation Authority

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

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Finance Chantelle Green
SUBJECT: Bi-annual Review of Revenue Sufficiency
DATE: June 28, 2024

PURPOSE OF MEMORANDUM

To provide a bi-annual review of revenue sufficiency for the Fiscal Year (FY) 2024-2030 financial forecast period.

SUMMARY

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

ANALYSIS

The Board Operating Policy requires that the Executive Director or designee perform a bi-annual review of the adequacy of forecasted revenue as a function of forecasted traffic volumes, projected operating and capital budgets, and debt service obligations. Per the policy, the revenue review should include toll rates, service and administrative fees, and frequency of use and commuter discount programs. The results must be reported to the Board at a public meeting. This bi-annual test was last completed in November 2023.

If approved, the June 2024 financial forecast shows that the MDTA will meet all financial goals and legal requirements through FY 2027. The table below shows the results for the FY 2024-2030 timeframe.

Adherence to Financial Goals and Requirements

	Required	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Rate Covenant	≥ 1.0	2.0	2.1	2.1	1.7	1.4	1.4	1.3
Debt Service Coverage	≥ 2.0	2.6	2.6	2.6	2.1	1.7	1.7	1.6
Unencumbered Cash	$\geq \$400\text{M}$	\$811M	\$545M	\$400M	\$400M	\$400M	\$400M	\$400M

Source: June 2024 Financial Forecast

The MDTA's current toll rates (that have not been adjusted since 2015), fees, and discounts provide enough revenue through FY 2027 to meet forecasted spending as well as all legal and policy requirements.

TAB 8



Maryland Transportation Authority

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

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: MDTA Chief Engineer James Harkness, P.E., PTOE
SUBJECT: Quarterly Update on Major Capital Projects valued over \$40 Million
DATE: June 28, 2024

PURPOSE OF MEMORANDUM

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

SUMMARY

As of June 18, 2024, there are fourteen major projects in the Capital Program. Ten of the projects are under construction, three are in procurement, and one is in design. This update includes projects funded for construction in the current CTP and includes six projects valued in excess of \$100 million. Four projects are from the \$1.1 billion I-95 ETL Northbound Extension program. One new project, the Francis Scott Key (FSK) Bridge Replacement – Phase 1 project with an upset limit of \$73 million, is also included in this update.

ATTACHMENT

- MDTA Major Capital Projects (> \$40 million) – June 2024 Update

MDTA Major Capital Projects (>\$40 Million) - June 2024 Update

Pin	Contract No.	Description	AD	NTP	Current Budget (Thousands \$)	Anticipated Construction Completion	Construction (C), Procurement (P) or Design (D)
2147	MA-2257	Replace Electronic Toll Collection - 3rd Gen	8/1/16	3/6/18	139,369	Summer 2025	C
1024	NB-0543	Replace Nice/Middleton Bridge	10/20/18	3/17/20	610,787	Winter 2025	C
2251	FT-2651R	Rehabilitate Ventilation Fans	9/5/19	7/1/20	44,695	Summer 2024	C
2453	KH-3009	I-95 ETL Northbound Extension - Express Toll Lanes to MD 152	8/17/20	5/3/21	237,455	Spring 2025	C
2491	KH-3019	I-95 ETL Northbound Extension - MD 152 Interchange Reconstruction	5/7/21	2/28/22	245,586	Winter 2025	C
2477	KH-3024	I-95/Belvidere Road Interchange	5/18/20	2/25/22	81,529	Summer 2026	C
2317	BB-2726 BB-3017 BB-3018	Eastbound Bay Bridge Deck Replacment - Phase 1	9/6/19	1/9/23	294,644	Spring 2026	C
2306	HT-2709	Envelope and Switchgear Replacements at BHT Ventilation Buildings	1/10/22	2/20/23	80,675	Winter 2027	C
2512	HB-3001	Cleaning and Painting of the Hatem Bridge	8/3/23	1/16/24	65,932	Summer 2026	C
2450	KB-3005	I-695 Subgrade Improvements at Bear Creek	6/6/23	3/25/24	43,983	Fall 2025	C
2492	KH-3020	I-95 ETL Northbound Extension - MD 24 to Bynum Run	2/23/24	9/9/24	66,284	Winter 2028	P
2493	KH-3021	I-95 ETL Northbound Extension - MD 24 Interchange	6/25/24	12/7/2024	287,000	Winter 2028	P
2655	KB-4903	Francis Scott Key (FSK) Bridge Replacement - Phase I	5/31/24	Late August, 2024	73,000	Summer 2025	P
2500	KH-3025	JFK Maintenance Facility at Raphel Road - Phase 1	10/14/24	7/1/2025	49,124	Winter 2028	D

* Budget or schedule change

TAB 9



MEMORANDUM

TO: MDTA Board
FROM: Director of Information Technology David Goldsborough
SUBJECT: Quarterly Information Technology Update
DATE: June 28, 2024

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 28th, 2024, DoIT maintains an active portfolio of 22 projects and continued support of the third-generation tolling system (3G) program. An additional project was opened into the portfolio to represent the Maximo 9 upgrade.

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

Project Name	Brief Description	Go-live	Notes
HR Central Conversion	Moving HRC to the new Salesforce lightning platform	3/1/2025	On schedule
Scheduling System enhancements	EZ Pass appointment scheduling system	6/1/2025	On schedule
Maximo Spatial	Implementation of Maximo spatial for asset management	6/30/2025	Revised schedule
Open Text Upgrade	Upgrade from version 2016 to 2021	6/30/2024	Pending close
Dynamics SL Upgrade	Upgrade from version 2015 to 2018	12/1/2024	On schedule
HRIS	Moving the HRIS system to the cloud	9/2024	On schedule

Data Center Enhancements Project	Replace power and cooling units in the ICC and JFK data centers.	10/31/2024	Revised schedule
Clearing House tracking for Health and Safety (OESRM)	Tracking of driver information for MDTA drivers that hold a CDL.	1/1/2025	On schedule
Police BWC	MDTAP Police body worn cameras	5/30/2025	On schedule
PRISM	Contract compliance tracking	8/1/2024	Completed
Maximo 9 upgrade	Major upgrade for Maximo to IBM's new architecture	11/30/2025	Planning

TAB 10



Maryland Transportation Authority

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

Board Members:

Dontae Carroll
William H. Cox, Jr.
W. Lee Gaines, Jr.
Mario J. Gangemi, P.E.

Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead, MCP, MA
John F. von Paris

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Administrative Officer Percy E. Dangerfield, Ph.D.
Director of Civil Rights and Fair Practices Tia Rattini
PREPARED BY: Compliance Officer Nicholas Lloyd
SUBJECT: Quarterly Update: Socio-economic Programs Status
DATE: June 28, 2024

PURPOSE OF MEMORANDUM

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

SUMMARY

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

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

The following socio-economic programs' performance information presented is based on Q3 of 2024, which covers the performance period of July 1, 2023, to March 31, 2024¹. This performance period will be referenced as Q3 FY 2024.

¹ 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 (GOSBA) quarterly reporting.

Disadvantaged Business Enterprise (DBE) Program

CRFP monitors the Nice-Middleton Bridge Project's federally funded contracts to ensure compliance with nondiscrimination and affirmative action requirements. The responsibilities include oversight of the Disadvantaged Business Enterprise (DBE) Program, the Contractor's Equal Employment Opportunity (EEO)/Workforce Affirmative Action plans, On-the-Job Training (OJT) programs, and Contractor Labor Compliance. The unit also provides management, supervision, and direction to the third-party civil rights compliance monitors assigned to the Project by the General Engineering Consultant 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 comprises five (5) contracts with an estimated value of \$535 million.

The five (5) contracts included in the Nice-Middleton Bridge Project were identified for federal financial assistance via a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. DBE 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 I-95 Interchange at Belvidere Road through March 31, 2024. Each contract has a contract-specific commitment to a DBE goal. Table 1 depicts each Contract's DBE utilization in payments project-to-date.

Minority Business Enterprise (MBE) Program

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

Table 2 depicts total MBE participation by Contracting Areas for Q3 FY 2024. MBE firms received \$39.6 million (21.02%) of the \$188.5 million in total contract awards during this period. These amounts represent contract awards in six (6) Procurement Categories: Construction, Architectural & Engineering (A&E), Maintenance, Information Technology (IT), Services, and Supplies and Equipment.

Table 3 depicts MBE awards by Minority Business Enterprise (MBE) classification and procurement category for Q3 FY 2024. During this period, African American firms received \$4.4 million (2.37%) of the \$188.5 million Prime contract awards. Asian American firms received \$9.3 million (4.94%). Women-owned firms received \$25 million (13.27%). Hispanic American firms received over \$829 thousand (0.44%). MBE participation for Q3 FY 2024 is calculated by dividing the total MBE contract award dollars by the total contract award dollars.

Small Business Reserve (SBR) Program

The Small Business Reserve (SBR) Program is administered by the Division of Procurement (DOP). CRFP is responsible for reviewing and analyzing State-funded procurements to ensure Maryland's SBR Program compliance. Maryland's SBR Program allows small businesses 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. The SBR program is a race and gender-neutral program. Minority status is not a criterion for participation in the SBR Program. (See Md. Code Ann., State Fin. & Proc. Art. §14-501.)

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

The SBR firms' utilization for Q3 FY 2024 is calculated by dividing the total SBR designated payments by the total procurement payments. An SBR-designated payment is made to a vendor for an SBR-designated procurement.

Table 4 depicts Small Business Reserve Program utilization for Q3 FY 2024. SBR-designated firms received \$1.2 million (0.39%) of the \$315 million in procurement payments during this period. Non-SBR-designated payments for this quarter were \$7.7 million (2.46%). MDTA's SBR utilization was \$9.1 million (2.90%) for all SBR payments (designated and non-designated).

Veteran-Owned Small Business Enterprise (VSBE) Program

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

Table 5 depicts VSBE contract participation by contracting area for Q3 FY 2024. During this period, VSBE firms received \$8.4 million (4.47%) of the over \$188 million in contracts awarded

by the MDTA. VSBE participation for Q3 FY 2024 is calculated by dividing the total contract award dollars to VSBE firms by all contract awards.

Major Initiatives

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

- *PRISM Contract Compliance System*: PRISM is a contract compliance system that supports payment and contract compliance, performance management functionality, and compliance workflow automation for the whole performance management contracting cycle from pre-solicitation to contract closeout. PRISM includes the following capabilities: vendor registration, vendor management, contract management, labor management, outreach management, and dashboard and reporting. The following is an update on the status of PRISM implementation:
 - Custom reports were tested and approved.
 - Federal contracts went live in PRISM on February 9, 2024.
 - Additional training of Federal vendors and initial training of State contractors began in March 2024. Vendors can request one-on-one training.
 - State contracts prime and subcontractors received sign-on information in May 2024.
 - State vendor training and data reporting started in June.
 - Additional testing with live data is ongoing in June.
 - Final User Acceptance meetings have been scheduled for June, July, and August.
- *In-person Outreach Events*: Civil Rights and Fair Practices held their second 2024 in-person event titled "Doing Business with the MDTA," on Thursday, June 20, 2024. Our third Outreach event is scheduled for Thursday, September 19, 2024.
- *Training with the Office of Engineering and Construction (OEC)*: CRFP coordinated with OEC to host training sessions for MDTA Project Managers and Project Engineers. These training sessions foster relationships between the CRFP and OEC teams and increase Project Managers' and Project Engineers' awareness and understanding of the MBE, DBE, and VSBE programs and regulatory requirements. Training sessions with Project Managers and Contract Managers in the Construction Unit were completed in December 2022, March 2023, and June 2023.
 - CRFP will schedule IT, Service, and Maintenance contract training with project managers in August 2024.
- *Credit card purchases made with MBE, DBE, VSBE, and SBR vendors*: CRFP is working with the Purchasing Card Program Administrator and the IT Solutions Administrator to develop a way to identify automatically, and track credit card transactions made with MBE, DBE, VSBE, and SBR vendors in the purchasing card system. This option would make compiling and reporting this data more manageable and efficient. This functionality within the purchasing card system would also help CRFP to identify the frequency with which cardholders make purchases using MBE, DBE, VSBE, and SBR vendors – thereby

uncovering opportunities for additional training or recognition. CRFP is also working with the DOP to update the "Strive for Five" form to reference MBE and VSBE vendors.

- Civil Rights and Fair Practices had several meetings with Finance, Procurement, and IT to discuss implementing an interface to the P-Card system from MDOT's MBE Directory and eMaryland Marketplace Advantage (eMMA) that would enable our P-Card system to identify MBEs/VSBE that are utilized on credit card purchases. The P-Card form (Strive for Five) will be updated to remind P-Card users to look for DBEs/MBEs/VSBEs/SBRs that can be utilized when making purchases. We have also met with the Division of Communications (DOC) to have our Small Procurement Training Sessions recorded so that they are available for MDTA staff.
 - CRFP and IT had a Project meeting on May 30th to discuss the interface between MDTA's Maximo System and MDOT-TSO's Office of Minority Business Enterprise MBE Directory Data to identify MBE/DBE firms on credit card purchases. We also discussed the need for an MOU with MDOT. MDTA is currently reviewing the MOU to coordinate the execution of the MOU.
- *Identifying additional opportunities for MBE/DBE/VSBE participation:* Evaluating the extra work authorization (EWA) and supplemental agreement (SA) process to ensure maximization of goal attainment is considered with all additional work. We are working internally with our Office of Engineering and Construction to identify these opportunities. In addition, we are reviewing the feasibility of expanding third tier subcontracting more broadly and reducing the standard requirement that Primes self-perform 50% of the contract. Lastly, we will review our task order/open-end contracts to see if we can repackage tasks into contracts with more defined work items more likely to achieve the contract goals.
 - *Outstanding MBE/DBE/VSBE Subcontracting Partner Award:* The MDTA is developing the Outstanding Subcontracting Partner Award as an annual recognition of completed projects with subcontracting goals (or subgoals, if applicable) that achieve the highest MBE, DBE, or VSBE participation. The main purpose of this award is to celebrate success, share lessons learned of best practices, and honor all project stakeholders. This award is for the successful use of certified MBE, DBE, or VSBE firms on an MDTA construction, architectural/engineering, information technology, or service/maintenance project. See Table 6 of Corrective Strategies for meeting DBE/MBE/SBR goals. CRFP and the Executive Officer have met several times in May discussing the criteria for the award program.

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
- Table 6: Corrective Strategies

ATTACHMENTS

QUARTERLY UPDATE: SOCIO-ECONOMIC PROGRAMS STATUS

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

Disadvantaged Business Enterprise Program Utilization Project-To-Date (Period Ending March 31, 2024)					
Contract Number & Contract Value	Contract Description	Committed DBE Goal (%)	Total Payments (\$) to Primes	Total (%) Payments Paid to DBEs	Total Payments to DBEs
KH-3024-0000 NTP 02/25/22 \$65,437,722.28	I-95 Interchange at Belvidere Road	23.00%	\$10,725,052.07	10.12%	\$1,085,534.29
NB-0543-0000 NTP 03/17/20 \$462,957,000.00	Bridge Replacement	16.75%	\$450,462,311.96	17.79%	\$80,133,286.90
NB-3003-0000 NTP 08/28/20 \$27,433,000.00	Campus Improvements	23.75%	\$26,463,251.78	24.46%	\$6,471,763.32
AE-3049-0000 NTP 11/14/18 \$15,000,000.00	Construction Management Inspection Services	26.00%	\$9,345,274.81	27.22%	\$2,544,090.69
AE-3050-0000 NTP 11/14/18 \$15,000,000.00	Construction Management Inspection Services	26.00%	\$9,072,845.79	25.47%	\$2,310,436.19
AE-3051-0000 NTP 11/14/18 \$15,000,000.00	Construction Management Inspection Services	26.00%	\$7,466,759.48	21.45%	\$1,601,483.73

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

Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category FY2024 Quarter 3 Report			
State MBE Program Participation Goal	29%		
MDTA-MBE Program Contract Utilization	21.02%		
Procurement Category	MBE %	MBE Subcontract Awards	Prime Contract Awards
Construction	16.01%	\$ 25,434,215.00	\$ 158,910,094.75
A&E	100.00%	\$ 10,000,000.00	\$ 10,000,000.00
Maintenance	6.78%	\$ 488,825.00	\$ 7,212,067.93
IT	41.87%	\$ 1,792,026.00	\$ 4,279,475.85
Services	27.03%	\$ 1,924,575.00	\$ 7,121,190.75
Supplies/Equipment	0.00%	\$ -	\$ 1,048,498.50
Total	21.02%	\$39,639,641.00	\$188,571,327.78

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 FY2024 Quarter 3 Report													
Procurement Category	African American (%)	African American (\$)	Hispanic American (%)	Hispanic American (\$)	Asian American (%)	Asian American (\$)	Women (%)	Women (\$)	Native American (%)	Native American (\$)	Disabled (%)	Disabled (\$)	Total Award (\$)
Construction	2.37%	\$ 3,765,149.20	0.52%	\$ 829,351.00	0.00%	\$ 2,550.00	13.11%	\$ 20,837,164.00	0.000%	\$ -	0.00%	\$ -	\$ 25,434,214.20
A&E	0.00%	\$ -	0.00%	\$ -	80.00%	\$ 8,000,000.00	20.00%	\$ 2,000,000.00	0.00%	\$ -	0.00%	\$ -	\$ 10,000,000.00
Maintenance	5.37%	\$ 387,285.00	0.00%	\$ -	0.00%	\$ -	1.41%	\$ 101,540.00	0.00%	\$ -	0.00%	\$ -	\$ 488,825.00
IT	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	41.87%	\$ 1,792,026.00	0.00%	\$ -	0.00%	\$ -	\$ 1,792,026.00
Services	4.48%	\$ 319,195.00	0.00%	\$ -	18.52%	\$ 1,318,705.00	4.03%	\$ 286,675.00	0.00%	\$ -	0.00%	\$ -	\$ 1,924,575.00
Supplies/Equipment	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	\$ -
Total Participation	2.37%	\$ 4,471,629.20	0.44%	\$ 829,351.00	4.94%	\$ 9,321,255.00	13.27%	\$ 25,017,405.00	0.000%	\$ -	0.00%	\$ -	\$ 39,639,640.20

Table 4: Small Business Reserve (SBR) Program Utilization

Small Business Reserve (SBR) Program Utilization FY2024 Quarter 3					
SBR State Participation Goal	15%				
MDTA SBR Utilization	2.90%				
SBR Designated Payments \$	SBR Designated Payments %	SBR Non-Designated Payments \$	SBR Non-Designated Payments %	Credit Card Payments to SBR	Total Procurement Payments (\$)
\$1,214,642	0.39%	\$7,743,053	2.46%	\$ 165,679.00	\$315,135,751
Total SBR Payments \$					
\$9,123,374					

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

Veteran-Owned Small Business Enterprise (VSBE) Program Contract Awards FY2024 Quarter 3			
VSBE Participation Goal	1.00%		
MDTA - VSBE Contract Awards	4.47%		
Procurement Category	VSBE %	VSBE Awards \$	Total Awards \$
Construction	5.16%	\$8,196,598.74	\$158,910,094.75
A&E	1.00%	\$100,000.00	\$10,000,000.00
Maintenance	0.00%	\$0.00	\$7,212,067.93
IT	0.53%	\$22,549.22	\$4,279,475.85
Services	1.61%	\$114,670.00	\$7,121,190.75
Supplies/Equipment	0.00%	\$0.00	\$1,048,498.50
Total	4.47%	\$8,433,817.96	\$188,571,327.78

Table 6: Corrective Strategies

Corrective Strategies for Meeting Goals				
Goal Category	Goal Percentage	Reason for Not Meeting Goal	Strategy to Address Issue	Positive Outcome of Implementing Strategy
DBE A/E Contracts (AE-3050 and AE-3051)	26%	Prime had challenges with identifying willing and available staff because of project location.	Working with OEC to see if other MDTA work can be completed using these contracts.	Increase goal attainment on contract.
MBE Awards	29%	Sole source and single element of work contracts with no MBE goal. On-call and specialized requirements	Educating/working closely with OEC to look at all possible subcontracting opportunities. Working with DBEs/MBEs/VSBEs to become Certified/Registered on eMMA/keep profiles updated/ expansion of services.	Better able to identify subcontracting opportunities which would increase the goal. On-going monitoring to determine impact to overall goal. Increased knowledge of program participation and availability.
SBR	15%	Outreach efforts. Current iFMIS database doesn't track SBR information eMMA SBR profiles are missing pertinent information (i.e., email addresses) SBR's respond that they are interested in bidding and meet the qualifications to be a Prime, but they don't bid.	Implementing new Compliance System – PRISM. CRFP Quarterly Outreach events – inform vendors on programs, requirements, register on eMMA and keep profiles updated to increase the pool of potential SBR Primes	Ongoing tracking to determine increase in SBR bidders and SBR awards.

TAB 11

VERBAL

TAB 12

VERBAL

TAB 13

VERBAL