



Maryland Transportation Authority

BOARD MEETING

TUESDAY, JUNE 24, 2021

**** OPEN MEETING VIA LIVESTREAMING ****



MARYLAND TRANSPORTATION AUTHORITY BOARD MEETING

JUNE 24, 2021 9:00 AM

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

NOTE: This is an Open Meeting being conducted via livestreaming. The public is welcomed to watch the meeting at the link listed above. *If you wish to comment on an agenda item please email your name, affiliation, and agenda item to nhenson@mdta.state.md.us no later than 5:00 p.m. on Tuesday, June 22, 2021. You **MUST** pre-register in order to comment.* Once you have pre-registered you will receive an email with all pertinent information.

AGENDA

OPEN SESSION – 9:00 AM

Call Meeting to Order

1. **Approval** – Open Meeting Minutes of May 20, 2021 Chairman 5 min.
2. **Approval** – Open Session and Closed Session Meeting Minutes of June 8, 2021 Chairman 5 min.
3. **Resolutions** – Years of Service Recognition – Recognition for Four Retired Employees Mary O’Keeffe 10 min.
4. **Approval** – Fiscal Year (FY) 2021 Operating Budget Amendment # 4 – Approval of Budget Amendment to the Operating Budget Christina Thompson 5 min.
5. **Approval** – Fiscal Year (FY) 2022 Final Operating Budget – Approval of the Final Operating Budget for FY 2022 Jeffrey Brown 10 min.
6. **Approval** – Draft Fiscal Year (FY) 2022 – 2027 Consolidated Transportation Program – Includes Project Additions and Changes Jeanne Marriott 10 min.
7. **Approval** – Financial Forecast – Approval of the Financial Forecast for Submission to the Legislature Deb Sharpless 10 min.
8. **Update** – Bi-Annual Review of Revenue Sufficiency – Review of Revenues as Required by the MDTA Board Operating Policy Deb Sharpless 5 min.
9. **Update** – Third Generation Electronic Toll Collection (3G ETC) System – Transition, Current Operations, and Revenue Update Deb Sharpless
Will Pines 20 min.
10. **Update** – Toll Rate Phase I South: American Legion Bridge I-270 to I-370 – Provide Logistics for Toll Hearings Carl Chamberlin 10 min.
11. **Update** – Major Projects – Update on Major Projects Valued Over \$40 Million or of Significant Public Impact Brian Wolfe 10 min.

**MDTA BOARD MEETING
JUNE 24, 2021 9:00 AM**

**AGENDA
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| 12. Update – <u>IT Major Projects</u> – Update on IT Major Projects | David Goldsborough | 10 min. |
| 13. Update – <u>Civil Rights Fair Practice’s Socioeconomic Programs</u> – Update on Fiscal Year 2021 3 rd Quarter Performance | Towanda Livingston | 10 min. |
| 14. Update – <u>Audit Committee</u> – Verbal | Member Cox | 10 min. |
| 15. Update – <u>Executive Director’s Report</u> – Verbal | Mary O’Keeffe | 10 min. |

Vote to Adjourn Meeting

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, MAY 20, 2021
9:00 A.M.

OPEN MEETING VIA VIDEO CONFERENCE AND LIVESTREAMING

OPEN SESSION

Greg Slater, Chairman

MEMBERS ATTENDING:

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

STAFF ATTENDING:

Tekeste Amare	Kimberly Millender, Esq.
Jeff Brown	Ebony Moore
Carl Chamberlin	Mary O'Keeffe
Percy Dangerfield	James F. Ports, Jr.
Jeff Davis	Will Pines
Donna DiCerbo	Deb Sharpless
Allen Garman	Tim Sheets
Jim Harkness	Christina Thompson
Amber Harvey	Melissa Williams
Natalie Henson	Eric Willison
Jeanne Marriott	

OTHER ATTENDEES:

Ron Davis, CDM Smith
Jeff Folden, MDOT SHA
Meshelle Howard, Retired MDTA Employee
Sean Powell, MDOT TSO
James Walsh, MDOT MAA

At 9:02 a.m. Chairman Greg Slater called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held via video conference and livestreamed on the MDTA Board Meeting web page.

APPROVAL – OPEN SESSION AND CLOSED SESSION MEETING MINUTES OF APRIL 26, 2021

Upon motion by Member William H. Cox, Jr. and seconded by Member Dontae Carroll, the open session and closed session meeting minutes of the MDTA Board meeting held on April 26, 2021 were unanimously approved.

RESOLUTIONS – YEARS OF SERVICE RECOGNITION

Mr. James F. Ports, Jr. read the Years of Service Recognition for retired employees Ms. Valencia Hainesworth and Ms. Meshelle Howard. On the occasion of their retirement from their distinguished careers of service, the Chairman and Members of the Maryland Transportation Authority hereby express to them their most sincere appreciation for their excellence and commitment.

Ms. Howard attended the meeting to receive her Board Resolution. Chairman Slater and Executive Director Ports congratulated Ms. Howard on her retirement. Ms. Howard said a brief thank you.

APPROVAL – CONTRACT AWARDS

- **BB-2726-0000 – Eastbound William Preston Lane, Jr. Memorial (Bay Bridge) Rehabilitation, Phase 1 – Pre-Construction Services (Design)**

Ms. Donna DiCerbo requested approval from the MDTA Board to execute Contract No. BB-2726 – Eastbound William Preston Lane, Jr. Memorial (Bay Bridge) Rehabilitation, Phase 1 – Pre-Construction Services (Design) with Corman/McLean in the bid amount of \$655,571.00 for Pre-Construction Services.

This Contract is for Pre-Construction Services (Design) for the Eastbound Bay Bridge Rehabilitation, Phase 1 - Pre-Construction Services. The MDTA evaluated five (5) proposals for a Construction Management at Risk (CMAR) contract for Pre-Construction and Construction services. The Construction Services of this project will include the deck floor system replacement and up to 4'0" widening for deck truss Spans T1-T13 and T14-T22, utility relocation, painting, facility-wide rehabilitation, and off-site storm water management work.

Upon motion by Member Mario J. Gangemi and seconded by Member W. Lee Gaines, Jr., the Members unanimously gave approval to execute Contract No. BB-2726 – Eastbound William Preston Lane, Jr. Memorial (Bay Bridge) Rehabilitation, Phase 1 – Pre-Construction Services (Design).

- **FT-3019-0000 – Fort McHenry Tunnel (FMT) All Electronic Tolling (AET) Conversion**

Ms. Donna DiCerbo requested contingent approval from the MDTA Board to execute Contract No. FT-3019-0000 – Fort McHenry Tunnel (FMT) All Electronic Tolling (AET) Conversion with Allan Myers MD, Inc. in the bid amount of \$13,597,777.00.

The work to be performed under this contract includes the total removal of the existing Fort McHenry Tunnel toll plaza elements, installation of the new All Electronic Tolling toll gantries, and reconfiguration of the travel lanes along the I-95 mainline and the ramps to and from Keith Avenue.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Dontae Carroll, the Members unanimously gave contingent approval to execute Contract No. FT-3019-0000 – Fort McHenry Tunnel (FMT) All Electronic Tolling (AET) Conversion.

- **BB-3013-0000R – On-Call Structural Repairs and Miscellaneous Modifications for William Preston Lane, Jr. Memorial (Bay) Bridge**

Ms. Donna DiCerbo requested contingent approval from the MDTA Board to execute Contract No. BB-3013-0000R – On-Call Structural Repairs and Miscellaneous Modifications for William Preston Lane, Jr. Memorial (Bay) Bridge with M.D. Miller Co. (Marksmen) in the bid amount of \$12,914,651.00.

The work to be performed under this contract includes performing structural steel, concrete, and miscellaneous on-call repairs on an as needed basis. This contract also contains time sensitive priority repairs on the William Preston Lane, Jr. Memorial (Bay) Bridge structures. In addition to the twin structures, the on-call repairs will be performed on the William Preston Lane, Jr. Memorial (Bay) Bridge facility, which include the toll plaza, sign structures, gantries, etc.

Upon motion by Member Mario J. Gangemi and seconded by Member W. Lee Gaines, Jr., the Members unanimously gave contingent approval to execute Contract No. BB-3013-0000R – On-Call Structural Repairs and Miscellaneous Modifications for William Preston Lane, Jr. Memorial (Bay) Bridge.

UPDATE – PROCUREMENT 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.

APPROVAL – QUARTERLY REVIEW OF INVESTMENT STRATEGY AND PERFORMANCE

Mr. Allen Garman provided the MDTA Board with a quarterly update on the investment strategy/performance and requested MDTA Board approval of the continuation of the current investment strategies for all accounts.

Mr. Garman explained that for the trailing twelve-month period ended March 31, 2021, investments conformed to Investment Policy limitations. Portfolio structuring by account adhered to Board approved strategy. Total return performance for the General account was commensurate with the benchmark index. During the duration extension transition period for the M&O Reserve, the account will continue to remain short relative to the new benchmark index and portfolio duration will transition over several months. Total return performance for the M&O Reserve will not have a good comparable benchmark during the transition period.

The MDTA Board approved an investment strategy and benchmark change at its February 27, 2020 meeting to lengthen the average maturity of certain unrestricted reserves to 7.5-years from 3-years, as well as the associated *Effective Duration* (rate driven price volatility) to 7.0 from 3.0. Implementation of this strategy change was delayed as a result of the pandemic induced market volatility, distortions, and record low interest rates. At the November 2020 meeting, the Board approved a gradual transition for a small portion (14%) of the unrestricted cash held in the M&O Reserve. The Investment Committee will continue to update the Board periodically on the recommended timing for restructuring the remaining 86% of unrestricted reserves held in the General account.

Upon motion by Member W. Lee Gaines, Jr. and seconded by Member John F. von Paris, the Members unanimously approved the continuation of the current investment strategies for all accounts.

UPDATE – NON-RECOURSE FINANCINGS

Mr. Allen Garman provided the MDTA Board an update to recent bond defeasances and pandemic impacts on airport revenues and provided an update on the WMATA and BWI nonrecourse financings. The update also included an explanation of pledged revenues, monthly flow of funds, and trust specific reserves.

Mr. Garman explained that as a conduit issuer, the MDTA has financed nonrecourse debt for the Maryland Aviation Administration (MAA) to fund airport projects and Washington Metropolitan Area Transit Authority (WWMATA) for parking garages. These financings are individually secured by unique pledged revenues of parking garages and airport related projects and are not secured by the MDTA's toll revenues or revenues of the Maryland Department of Transportation (MDOT). The three airport pledged revenue categories include enplanement or Passenger Facility Charges (PFC), Consolidated Rental Car Facility fees (CRCF), and Parking Facility fees (Parking).

Mr. Garman further explained that the Series 2012 BWI Parking bonds were fully defeased in February 2021 with proceeds of General Airport Revenue Bonds issued by MDOT. Principal and interest will be paid from the escrow investments through the March 1, 2022 call date. The MDTA's leasehold interest and prior BWI Parking trust agreement terminated with the legal defeasance of all outstanding bonds under the trust.

The Series 2014 WMATA parking garage bonds were legally defeased with a cash transfer from the WMATA surcharge account (held externally by WMATA) to the BNYM escrow account in April 2021. Principal and interest will be paid from the escrow investments through the July 1, 2022 call date. The MDTA's leasehold interest and WMATA Parking trust agreement terminated with the legal defeasance of all outstanding bonds under the trust.

UPDATE – 3RD QUARTER OPERATING BUDGET COMPARISON

Mr. Jeffrey Brown updated the MDTA Board on the status of year-to-date spending against the Fiscal Year (FY) 2021 Operating Budget

Mr. Brown explained that as of March 31, 2020, 64% of the budget was spent compared to a target of 73%. Except for Object 11(Additional Equipment – 105% spend) and Object 13 (Fixed Charges -98% spend), all other Objects were at or below the targeted spending level. The primary drivers for the underspending are timing or seasonality issues (*e.g.*, delayed invoicing and/or expected expenses to occur in later quarters) and the effects of COVID-19 (*e.g.*, increased teleworking, all-electronic tolling, etc.). Although year-to-date expenses are below the targeted spending level, when considering higher than anticipated spending trends in certain line items and invoice lag, the total year-end expenditures, after capturing all accrued FY 2021 expenses, may exceed the overall budget by a projected amount less than \$5 million.

He further explained that in order to reduce the revenue impacts from COVID-19, All-Electronic Tolling, and 3G transition delays, the FY 2021 budget, inclusive of any amendments, was reduced by \$30.1M compared to the FY 2020 final budget. For certain accounts the reductions were too high. For example, line item 0873, *E-ZPass* Service Center, was reduced anticipating operating savings from TransCore and Kapsch earlier in the fiscal year than realized. FY 2021 also had a considerably larger snow season than FY 2020. Additionally, the MDTA is incurring unplanned personnel expenses for COVID-19 response pay and related expenses as well as reimbursable expenses are exceeding the budget. MDTA anticipates savings in certain line items; however, the possibility exists in which these savings will not completely offset the overspent line items, at which a budget amendment would be requested in June.

In the coming month, the MDTA will continue to monitor its operating budget closely and all Chiefs and Directors are constraining their budgets to the extent possible without negatively impacting the agency. Additionally, conversations are ongoing with the Secretary's Office about the possibility of receiving funding made available through the Federal American Rescue Plan Act. The receipt of these funds will most likely occur in FY 2022.

UPDATE – 3RD QUARTER CAPITAL BUDGET COMPARISON

Ms. Jeanne Marriott updated the MDTA Board on the status of actual Fiscal Year (FY) 2021 spending against the FY 2021 Capital Budget in the FY 2021-2026 Draft Consolidated Transportation Program (CTP).

She explained that as of March 31, 2021, 46% of the FY 2021 budget was spent as compared to the targeted spending level of 75%. The total budget for FY 2021 is \$543.3 million. The actual spending through the third quarter was \$252.1 million.

UPDATE – CONSOLIDATED TRANSPORTATION PROGRAM (CTP) PROCESS AND ADDITIONS

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

Ms. Marriott explained that the CTP is MDTA's six-year plan for the capital program and includes the current year, the upcoming year, and the four succeeding planning years. 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) 2022-2027 Draft CTP, to be presented for approval in June, will include four new projects.

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

Ms. Deb Sharpless and Mr. Will Pines updated the MDTA Board on the 3G ETC post-transition, traffic & revenue, and post go-live backlog plan updates.

They explained that the TransCore and Kapsch systems went live on April 29, 2021. Post-transition and software development activities continue. Toll revenue continues to underperform the official financial forecast; however, the MDTA expects to end the fiscal year complying with its financial standards as traffic continues to meet the forecast. Implementation of the plan to address the backlog of unprocessed transactions is ongoing.

****Announcements:**

- 1) *Due to the length of the Board meeting, Chairman Slater announced a short break at 10:44 a.m. and instructed everyone to return to the meeting by 10:55 a.m.*
- 2) *Chairman Slater continued with the meeting at 10:56 a.m. at the conclusion of the short break.*
- 3) *Do to scheduling conflicts Members Rosen and Carroll had to excuse themselves from the meeting at 1:00 p.m.*

**UPDATE – PHASE 1 SOUTH: AMERICAN LEGION BRIDGE I-270 TO I-370
RECOMMENDED PREFERRED ALTERNATIVE**

Mr. Jeff Folden provided the MDTA Board with an update on the new Recommended Preferred Alternative (RPA) for the Managed Lanes Study (MLS) under the Public-Private Partnership (P3) Program.

Mr. Folden explained that on May 12, 2021, the Maryland Department of Transportation State Highway Administration (MDOT SHA) announced a new RPA for the MLS: Alternative 9: Phase 1 South. The new RPA focuses solely on building a new American Legion Bridge, a regional traffic chokepoint in need of a bridge deck replacement, and delivering two high occupancy toll (HOT) managed lanes on Phase 1 South: American Legion Bridge I-270 to I-370 with no action at this time on I-495 east of the I-270 eastern spur. The new RPA now aligns the MLS to be consistent with the phased delivery and permitting approach and is responsive to and addresses comments heard from the public and some partner agencies over the last several months. The RPA will be advanced by the Phase Developer as part of the predevelopment work to further avoid and minimize impacts to environmental resources, communities, properties, utilities, and other features by working with the agency partners, property owners, utility owners, and citizens.

**APPROVAL – TOLL RATE PHASE 1 SOUTH: AMERICAN LEGION BRIDGE I-270
TO I-370**

Ms. Deb Sharpless and Mr. Carl Chamberlin gave a detailed presentation of the Proposed Toll Rate Range Setting Process for the Phase 1 South: American Legion Bridge I-270 to I-370 to the MDTA Board. Executive Director James F. Ports, Jr. then requested approval from the MDTA Board to begin moving forward with the toll setting process including the scheduling of toll hearings.

Upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the Members unanimously approved to begin moving forward with the toll setting process, including the scheduling of toll hearings, for the Phase 1 South: American Legion Bridge I-270 to I-370.

UPDATE – HUMAN RESOURCES COMMITTEE

Member W. Lee Gaines, Jr. presented an update on the Human Resources Committee meeting that took place on May 13, 2021. The Human Resources Committee Members were given an update on the Image Reviewer positions, IT Systems Technical Specialist Salary Review, MDTA Police Salary Review, Franklin Covey Executive Leadership Training, New Employee Orientation, and the Impact of Lifting the Hiring Freeze.

UPDATE – EXECUTIVE DIRECTOR

Executive Director James F. Ports, Jr. updated the MDTA Board on some of the important MDTA Police Events that took place in the month of May. These events included a Promotional Ceremony on May 5, the Annual Fallen Heroes Ceremony on May 6, and the MDTA Police Annual Awards Ceremony on May 14. In addition, on May 21 the MDTA Police will hold 2 graduations ceremonies at Sandy Point State Park to celebrate Recruitment Class 53 – who completed their training and began their careers as police officers in April 2020 – and Recruitment Class 54. Finally, he shared some fun facts about the MDTA Police for the May installment of MDTA’s 50th Anniversary facts.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member W. Lee Gaines, Jr. and seconded by Member William C. Ensor, III, the Members unanimously voted to adjourn the meeting at 1:19 p.m.

The next MDTA Board Meeting will be held on Thursday, June 24, 2021 at 9:00 a.m. via livestream.

APPROVED AND CONCURRED IN:

Gregory Slater, Chairman

TAB 2

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

TUESDAY, JUNE 8, 2021
8:00 A.M.

OPEN MEETING VIA VIDEO CONFERENCE AND LIVESTREAMING

OPEN SESSION

Gregory Slater, Chairman

MEMBERS ATTENDING:

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

STAFF ATTENDING:

Natalie Henson	Deb Sharpless
Kimberly Millender, Esq.	Tim Sheets
Ebony Moore	John Wedemeyer
Mary O'Keeffe	Melissa Williams
James F. Ports, Jr.	Eric Willison
Will Pines	

OTHER ATTENDEES:

Michelle Christoffers, Esq., MDOT TSO, Office of the
Attorney General
Jason Couch, Esq., MDOT SHA, Office of the Attorney
General
Jeff Folden, MDOT SHA, P3 Office
Edgar Gonzalez, Executive Director, Suburban Maryland
Transportation Alliance
Arthur Katz, Citizens Against Beltway Expansion
Sean Powell, MDOT TSO, Executive Office
Benjamin Ross, Chair, Maryland Transit Opportunities
Coalition
Michael Sakata, President & CEO, Maryland
Transportation Builders & Materials Association
Cheryl Sparks, MDOT TSO
Jason Stanford, President, Northern Virginia Transportation
Alliance
Josh Tulkin, Director, Maryland Sierra Club

At 8:01 a.m. Chairman Gregory Slater called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held via video conference and livestreamed on the MDTA Board Meeting web page.

VOTE TO GO INTO CLOSED SESSION

At 8:08 a.m., upon motion by Member William H. Cox, Jr. and seconded by Member W. Lee Gaines, Jr., the Members voted unanimously to move into Closed Session under the Maryland Open Meetings Act. The MDTA Board met in Closed Session under the General Provisions Article, Section 3-305(b)(7) to receive legal advice regarding approving a Public-Private Partnership (P3) Agreement and other related P3 documents in the face of a pending protest appeal.

In attendance for Closed Session was Chairman Gregory Slater, Members Carroll, Cox, Ensor, Gaines, Gangemi, Penny-Ardinger, Rosen, and von Paris. Also, in attendance were Executive Director Jim Ports, Kim Millender, Esq., Jason Couch, Esq., Michelle Christoffers, Esq., Deb Sharpless, Jeff Folden, Natalie Henson, and Ebony Moore.

VOTE TO ADJOURN CLOSED SESSION

At 8:29 a.m., a motion was made by Member Mario J. Gangemi and seconded by Member Dontae Carroll, which was unanimously approved, to adjourn the Closed Session and return to Open Session. There were no actions taken in Closed Session.

APPROVAL – PUBLIC-PRIVATE PARTNERSHIP (P3) RESOLUTION NO. 21-02

Ms. Kimberly Millender requested MDTA Board approval of the MDTA Board Resolution No. 21-02, which will amend existing MDTA Board Resolution No. 18-04 regarding the designation of the I-495 and I-270 Public-Private Partnership (P3) Program as a “transportation facilities project.”

Ms. Millender explained that this MDTA Board Resolution was previously discussed at the February 25, 2021 MDTA Board Meeting and that there are no changes in the document.

Ms. Millender further explained that in November of 2018, the MDTA Board adopted Resolution No. 18-04 to designate and classify the P3 Program as a “transportation facilities project” under Title 4 of the Transportation Article. The Resolution specified that the classification was contingent upon the successful execution of a P3 Agreement and the acquisition of the necessary leasehold interest. As the P3 Program has developed through the solicitation process, the decision was made to fulfill the Program in phases resulting in the opportunity for multiple agreements to be executed and the acquisition of the leasehold interest in stages. Resolution No. 21-02 amends the prior MDTA Board Resolution to acknowledge this change in the Program.

Mr. Jason Stanford, President of the Northern Virginia Transportation Alliance, made public comment for this item. His comments were in favor of the project.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Dontae Carroll, the Members unanimously gave approval of the MDTA Board Resolution No. 21-02.

CONTINGENT APPROVAL – PUBLIC-PRIVATE PARTNERHIP (P3) LEASE AGREEMENT

Mr. John Wedemeyer requested contingent approval by the MDTA Board of a lease agreement between the MDTA and Maryland Department of Transportation State Highway Administration (MDOT SHA) to create a leasehold interest for the priced managed lanes with Phase 1 South: American Legion Bridge I-270 to I-370. The approval of this item is contingent upon the Board of Public Works approval of the Phase 1: American Legion Bridge I-270 to I-70 Public-Private Partnership (P3) Agreement.

Mr. Wedemeyer explained that this lease agreement is based on a MDOT SHA Standard Lease Agreement and was previously discussed at the February 25, 2021 MDTA Board Meeting and that there are no changes in the document.

Mr. Wedemeyer further explained that exhibits have been created for this agreement. The Exhibits depict MDOT SHA right of way for the following areas:

1. I-495 from (and including) the American Legion Bridge to the interchange with I-270 near Rockville Pike;
2. I-270 from to the interchange with I-495 near Rockville Pike to the interchange with I-370 (including the I-270 east spur); and
3. the I-270 west spur from the interchange with I-495 near Bradley Boulevard to the interchange with Tuckerman Lane.

The Priced Managed Lanes are depicted between the northbound and southbound travel lanes.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Mario J. Gangemi, the Members unanimously gave contingent approval of a lease agreement between the MDTA and MDOT SHA to create a leasehold interest for the priced managed lanes with Phase 1 South: American Legion Bridge I-270 to I-370. the MDTA Board Resolution No. 21-02.

CONTINGENT APPROVAL – PUBLIC-PRIVATE PARTNERSHIP (P3) DEVELOPER SELECTION

Mr. Jeff Folden requested contingent approval from the MDTA Board on the selected Phase Developer for the Phase Public-Private Partnership (P3) Agreement for Phase 1 of the I-495 & I-270 P3 Program, American Legion Bridge I-270 to I-70 Relief Plan. The approval of this item is contingent upon the Board of Public Works approval of the Phase 1: American Legion Bridge I-270 to I-70 Public-Private Partnership (P3) Agreement.

Mr. Folden explained that the P3 Developer Selection was previously discussed at the February 25, 2021 MDTA Board Meeting.

Mr. Folden further explained that MDOT and MDTA have completed the solicitation process for Phase 1 of the P3 Program, the American Legion Bridge I-270 to I-70 Relief Plan. The selected Phase Developer, who will be responsible for overseeing the predevelopment work for Phase 1, is Accelerate Maryland Partners, LLC.

The selection of the Phase Developer is the culmination of a year-long competitive process of extensive collaborative dialogue with the proposers designed to ensure a true partnership, harness the innovation of the private sector, and meet the goals of the program to provide congestion relief and an innovative approach to minimize impacts. This process included issuing a Request for Qualifications on February 7, 2020, short-listing four teams on July 17, 2020, and a 6-month Request for Proposals process.

Mr. Benjamin Ross, Chair of the Maryland Transit Opportunities Coalition, made public comment for this item. His comments were opposed to the project.

Mr. Edgar Gonzalez, Executive Director of the Suburban Maryland Transportation Alliance, made public comment for this item. His comments were in favor of the project.

Upon motion by Member Dontae Carroll and seconded by Member John F. von Paris, the Members unanimously gave contingent approval of the selected Phase Developer for the Phase Public-Private Partnership (P3) Agreement for Phase 1 of the I-495 & I-270 P3 Program, American Legion Bridge I-270 to I-70 Relief Plan.

CONTINGENT APPROVAL – PUBLIC-PRIVATE PARTNERSHIP (P3) AGREEMENT

Ms. Deb Sharpless requested contingent approval from the MDTA Board on the Phase Public-Private Partnership (P3) Agreement for the I-495 and I-270 P3 Program for Phase 1. The approval of this item is contingent upon the final approval by the Board of Public Works.

Ms. Sharpless explained that the Phase P3 Agreement and other attachments were originally presented to the MDTA Board at the February 25, 2021 Board Meeting, with the exception of the MDTA Notes Term Sheet. She stated that some changes have been made; however, these changes were all either minor in nature or have been made for the benefit of the State to align the documents with the Selected Proposer's Proposal.

The Phase P3 Agreement will be executed among MDOT, MDTA, and the selected proposer (Phase Developer) upon approval by the MDTA Board and subsequent approval by the Maryland Board of Public Works. Under the Phase P3 Agreement the Phase Developer shall perform Predevelopment Work (defined below) for the delivery of Phase 1 in sections.

After completion of the Predevelopment Work, MDOT, MDTA, and an entity established by the Phase Developer (Section Developer) will enter into a section P3 agreement (Section P3 Agreement) for the design, construction, financing, operation, and maintenance of the section. Along with the execution of the Section P3 Agreement, MDTA and the Section Developer will enter into (a) the tolling services agreement (Tolling Services Agreement), and (b) the public-private partnership (P3) supplemental trust agreement (P3 Supplemental Trust Agreement) with the trustee.

Ms. Sharpless provided a brief overview of the P3 Program and described the Phase P3 Agreement and the terms of the Section-related documents that are relevant to MDTA. She also highlights key MDTA risks under the Phase P3 Agreement and the Section documents.

Mr. Arthur Katz, Citizens Against Beltway Expansion, made public comment for this item. His comments were opposed to the project.

Mr. Josh Tulkin, Director of the Maryland Sierra Club, made public comment for this item. His comments were opposed to the project.

Mr. Michael Sakata, President & CEO of the Maryland Transportation Builders & Materials Association, made public comment for this item. His comments were in favor of the project.

Upon motion by Member W. Lee Gaines, Jr. and seconded by Member Mario J. Gangemi, the Members unanimously gave contingent approval of the Phase Public-Private Partnership (P3) Agreement for the I-495 and I-270 P3 Program for Phase 1.

****Announcement****

- 1) *At 9:41 a.m. Chairman Slater announced a short 5-minute break.*
- 2) *At 9:47 a.m. the MDTA Board resumed the meeting.*

APPROVAL – PUBLIC-PRIVATE PARTNERSHIP (P3) LEGISLATIVE REPORT

Mr. Jeff Folden requested MDTA Board approval on the Public-Private Partnership (P3) Agreement Report for Phase 1 of I-495 and I-270 P3 Program, American Legion Bridge I-270 to I-70 Relief Plan.

Mr. Folden explained that in accordance with the Annotated Code of Maryland State Finance and Procurement Article §10A-203, and the Code of Maryland Regulations (COMAR) 11.01.17.09 and 11.07.06.09, the Maryland Department of Transportation (MDOT) and MDTA prepared a final agreement report to accompany the Phase P3 Agreement. This final agreement report will accompany the submission of the Phase P3 Agreement under Annotated Code of Maryland State Finance and Procurement Article §10A-203 to the Comptroller, the State

Treasurer, the budget committees, and the Department of Legislative Services for a period for review, analysis, and comment not exceeding a total of 30 days. The report and Phase P3 agreement will also be posted publicly on the P3 Program website. After completion of the period of review, analysis, and comment, the Phase P3 Agreement will be presented to the Board of Public Works for approval.

Upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the Members unanimously gave approval on the Public-Private Partnership (P3) Agreement Report for Phase 1 of I-495 and I-270 P3 Program, American Legion Bridge I-270 to I-70 Relief Plan.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member W. Lee Gaines, Jr. and seconded by Member William C. Ensor, III, the Members unanimously voted to adjourn the meeting at 10:01 a.m.

The next MDTA Board Meeting will be held on June 24, 2021 at 9:00 a.m. via livestream.

APPROVED AND CONCURRED IN:

Gregory Slater, Chairman

TAB 3

RESOLUTION

Recognizing the Services of

Senior Officer Vance E. Belcher

MDTA Police


WHEREAS, *Senior Officer Vance E. Belcher began his career with the Maryland Transportation Authority Police as an MDTA Police Officer I on May 10, 2000, and*

WHEREAS, *Due to his hard work and determination, he was promoted to MDTA Police Officer I on May 10, 2001, and to MDTA Police Senior Officer on March 07, 2012, now*

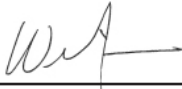
THEREFORE BE IT RESOLVED, *On the occasion of Senior Officer Belcher's retirement from his distinguished career of exemplary service, the Chairman and Members of the Maryland Transportation Authority Board hereby express to Senior Officer Belcher their most sincere appreciation for his excellence and commitment, and*

BE IT FURTHER RESOLVED, *That this Resolution be entered into the minutes of the MDTA Board meeting of June 24, 2021, and a copy, appropriately framed, be presented to Senior Officer Belcher as an expression of the MDTA Board's appreciation and esteem.*

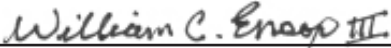
Gregory Slater, *Chairman*




Dontae Carroll, *Member*



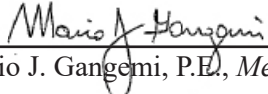
William H. Cox, Jr., *Member*



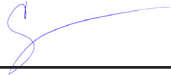
William C. Ensor, III, *Member*



W. Lee Gaines, Jr., *Member*



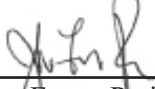
Mario J. Gangemi, P.E., *Member*



Cynthia D. Penny-Ardinger, *Member*



Jeffrey S. Rosen, *Member*



John F. von Paris, *Member*



James F. Ports, Jr., *Executive Director*

RESOLUTION

Recognizing the Services of

Nancy E. Biles

Executive Administrative Assistant

WHEREAS, *Nancy E. Biles began her career with the Maryland Transportation Authority as a Typist Clerk II on July 01, 1987, and*

WHEREAS, *With hard work and dedication, Ms. Biles was promoted to Typist Clerk IV on September 07, 1988, and to Office Secretary I on December 23, 1992, and to Office Secretary II on January 04, 1995, and*

WHEREAS, *She continued to build her knowledge and skills and was promoted Administrative Assistant II on July 02, 1997, and to Administrative Assistant III on January 27, 1999, and to Executive Administrative Assistant on February 27, 2019, and*

WHEREAS, *She is an invaluable member of the team, and her coworkers expressed the fact that her dedication, personality and calm demeanor will be missed, now*

THEREFORE BE IT RESOLVED, *On the occasion of Nancy E. Biles's retirement from her distinguished career of exemplary service, the Chairman and Members of the Maryland Transportation Authority Board hereby express to Ms. Biles their most sincere appreciation for her excellence and commitment, and*

BE IT FURTHER RESOLVED, *That this Resolution be entered into the minutes of the MDTA Board meeting of June 24, 2021, and a copy, appropriately framed, be presented to Ms. Biles as an expression of the MDTA Board's appreciation and esteem.*

Gregory Slater, *Chairman*

Dontae Carroll, *Member*

William H. Cox, Jr., *Member*

William C. Ensor, III, *Member*

W. Lee Gaines, Jr., *Member*

Mario J. Gangemi, P.E., *Member*

Cynthia D. Penny-Ardinger, *Member*

Jeffrey S. Rosen, *Member*

John F. von Paris, *Member*

James F. Ports, Jr., *Executive Director*

RESOLUTION

Recognizing the Services of

Danny L. Sawyers

Skilled Trade Specialist Supervisor

WHEREAS, *Danny L. Sawyers began his career with the Maryland Transportation Authority as an MDTA Electrician I on November 03, 1990, and*

WHEREAS, *Mr. Sawyers continued to progress in the electrician field and became an MDTA Electrician II on November 16, 1991, and received a title change to Skill Trade Specialist III in 1997, and*

WHEREAS, *Due to his hard work and perseverance, Mr. Sawyers was promoted to Skill Trade Specialist Supervisor on September 28, 2005, a title held until retirement, and*

WHEREAS, *He is an invaluable member of the team, and his coworkers expressed the fact that his dedication, personality and calm demeanor will be missed, now*

THEREFORE BE IT RESOLVED, *On the occasion of Danny L. Sawyer's retirement from his distinguished career of exemplary service, the Chairman and Members of the Maryland Transportation Authority Board hereby express to Mr. Sawyers their most sincere appreciation for his excellence and commitment, and*

BE IT FURTHER RESOLVED, *That this Resolution be entered into the minutes of the MDTA Board meeting of June 24, 2021, and a copy, appropriately framed, be presented to Mr. Sawyers as an expression of the MDTA Board's appreciation and esteem.*

Gregory Slater, *Chairman*

Dontae Carroll, *Member*

William H. Cox, Jr., *Member*

William C. Ensor, III, *Member*

W. Lee Gaines, Jr., *Member*

Mario J. Gangemi, P.E., *Member*

Cynthia D. Penny-Ardinger, *Member*

Jeffrey S. Rosen, *Member*

John F. von Paris, *Member*

James F. Ports, Jr., *Executive Director*

RESOLUTION

Recognizing the Services of

Annette Williams

MDTA Toll Collection Shift Supervisor

WHEREAS, *Annette Williams began her career with the Maryland Transportation Authority as an MDTA Toll Collector I on January 15, 1996, and*

WHEREAS, *Ms. Williams continued to progress in the Toll Collector field and became an MDTA Toll Collector II on April 23, 1997, and to MDTA Toll Collector III on January 27, 1999, and*

WHEREAS, *With leadership and knowledge, Ms. Williams was promoted to MDTA Toll Collections Shift Supervisor on May 25, 2005, a title held until retirement, and*

WHEREAS, *She is an invaluable member of the team, and her coworkers expressed the fact that her dedication, personality and calm demeanor will be missed, now*

THEREFORE BE IT RESOLVED, *On the occasion of Annette Williams's retirement from her distinguished career of exemplary service, the Chairman and Members of the Maryland Transportation Authority Board hereby express to Ms. Williams their most sincere appreciation for her excellence and commitment, and*

BE IT FURTHER RESOLVED, *That this Resolution be entered into the minutes of the MDTA Board meeting of June 24, 2021, and a copy, appropriately framed, be presented to Ms. Williams as an expression of the MDTA Board's appreciation and esteem.*

Gregory Slater, *Chairman*

Dontae Carroll, *Member*

William H. Cox, Jr., *Member*

William C. Ensor, III, *Member*

W. Lee Gaines, Jr., *Member*

Mario J. Gangemi, P.E., *Member*

Cynthia D. Penny-Ardinger, *Member*

Jeffrey S. Rosen, *Member*

John F. von Paris, *Member*

James F. Ports, Jr., *Executive Director*

TAB 4



Board Members:

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

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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Ms. Christina Thompson, Deputy Director of Finance
SUBJECT: Fiscal Year 2021 Operating Budget Amendment #4
DATE: June 24, 2021

PURPOSE OF MEMORANDUM

The Maryland Transportation Authority (MDTA) is requesting approval to amend the Fiscal Year (FY) 2021 Operating Budget by \$8.0 million increase. According to the trust agreement, the budget can be amended at any time during the current fiscal year.

SUMMARY

Summary of Major FY 2021 Operating Budget Changes (\$millions)

	Total	Change from Prior Budget	Change from Final Budget	Amendment Explanation
Final	\$ 323.6	-		
Amended #1	\$ 304.6	\$ (19.0)	\$ (19.0)	Cost containment reductions
Amended #2	\$ 306.0	\$ 1.4	\$ (17.6)	Salary steps and COLA addition
Amended #3	\$ 307.3	\$ 1.3	\$ (16.3)	Employee bonus addition
Requested Amended #4	\$ 315.3	\$ 8.0	\$ (8.3)	

The FY 2021 Amended Operating Budget totals \$315,318,645, including the requested amendment #4. This represents an increase of \$8,000,000, or 2.6%, above the previously amended FY 2021 Operating Budget. Reimbursable expenses for law enforcement services provided at the Port of Baltimore and the Baltimore/Washington International Thurgood Marshall Airport total \$30,699,149 (9.7%) of the budget. These costs are paid by the Maryland Port Administration and the Maryland Aviation Administration.

ANALYSIS

Throughout the course of the fiscal year, MDTA staff has implemented numerous measures to constrain costs; however, the year has been anything but ordinary, which has resulted in the need for multiple budget amendments. The first amendment reduced the budget by \$19.0 million in response to declining revenues associated with COVID-19 and other customer focused business decisions. The second amendment increased the budget by \$1.4 million to restore a COLA for civilian employees and grant a step to the police. The third amendment was for a \$1,000 bonus for all employees. The COLA, step, and bonus were granted by the Governor.

Consistent with the MDTA Board's direction, staff worked diligently to identify savings to cover costs related to employee bonuses and the restoration of COVID-19 response pay for the police. Although savings were identified with salaries and benefits, there are other line items that will be overspent due to an increase in costs. The most significant area where projected spending is expected to exceed the budget is *E-ZPass*[®] service center costs by roughly \$8.0 million. The overspending is primarily the result of not rolling over FY 2020 under spending when video tolling mailings were paused, increased video toll transactions as a result of AET (primarily image review), and transition delays (budget assumed lower per unit costs from the new 3G contracts). In order to sustain toll revenue, actions were not taken to reduce the processing of backlog transactions and reduce operating costs.

The proposed amendment is needed to ensure that FY 2021 expenses do not exceed the budget and violate the Trust Agreement.

TAB 5



MEMORANDUM

TO: MDTA Board
FROM: Mr. Jeffrey Brown, Director of Budget
SUBJECT: Fiscal Year 2022 Final Operating Budget
DATE: June 24, 2021

PURPOSE OF MEMORANDUM

The purpose of this memorandum is to request a recommendation of approval to the Board of the Final Fiscal Year (FY) 2022 Operating Budget.

SUMMARY

The proposed FY 2022 Operating Budget for the MDTA reflects updated operations to align with the new realities as we emerge from the impact of the COVID-19 pandemic and full transition to All-Electronic Tolling (AET). The proposed operating budget of \$360.8 million, represents a \$26.5 million, or 7.9 %, increase above the FY 2022 Preliminary Operating Budget. Due to the COVID-19 cost containment actions in the FY 2020 and FY 2021 budgets, comparisons in this memo are to the Preliminary FY 2022 budget rather than the Amended FY 2021 budget. The Preliminary FY 2022 budget represents a post-COVID-19 budget but did not account for FY 2021 transactions to be processed in FY 2022, full AET transition, and one-time response payment incentives. Table 1 graphically compares the various budgets.

Table 1

Table with 4 columns: Category, FY 2020, FY 2021, FY 2022. Rows include Preliminary, Final, Amended, and Actual budgets. A footnote indicates that the FY 2021 Amended budget includes Amendment #4.

ANALYSIS

Table 2 and **Attachment 1** compare the FY 2022 Preliminary and recommended FY 2022 Final Operating Budgets. The increase of \$26.5 million is analyzed between salaries and non-personnel expenses across key objects and sub objects.

Table 2

<u>Object</u>	<u>Description</u>	<u>FY22 Prelim</u>	<u>O/(U)</u>	<u>FY22</u>
TOTAL BUDGET				
		334,321,569	26,518,711	360,840,280
% increase			7.9%	
TOTAL SALARIES & BENEFITS				
01 & 02	Salaries & Benefits - Civilian	91,602,578	(1,316,648)	90,285,930
01 & 02	Salaries & Benefits - Police	89,676,081	2,204,261	91,880,342
01 & 02	Salaries & Benefits - MSP	7,910,270	216,714	8,126,984
		189,188,929	1,104,327	190,293,256
% increase			0.6%	
TOTAL ALL OTHER NON-PERSONNEL				
0303	Telecommunications	642,426	125,000	767,426
0701	Purching Vehicles	2,952,000	241,000	3,193,000
0873	E-ZPass [®] Service Ctr	22,550,000	22,427,550	44,977,550
0829	E-ZPass Retail Fees	15,640,000	4,248,900	19,888,900
0813	Janitorial Services	1,325,352	332,581	1,657,933
0812	Bldg/Road Repairs & Maint	13,895,656	332,500	14,228,156
0951	E-ZPass Transponders	5,500,000	(1,486,000)	4,014,000
1033	Replace Microcomputer Equip	1,542,000	(500,000)	1,042,000
multiple	Maryland State Police	3,261,587	(460,537)	2,801,050
	Remaining Non-Personnel	77,823,619	153,390	77,977,009
	TOTAL NON-PERSONNEL	145,132,640	25,414,384	170,547,024
% increase			17.5%	

The total Salaries and Benefits increased by \$1.1 million:

- Civilian and Police Salaries & Benefits increased by \$0.9 million, the net effect due to:
 - One-time \$500 Bonus, Step increases (Police), COLAs, and the Fiscal Series classification upgrade increased the budget by \$3.7 million.
 - Personnel turnover reduction is realigned to 5.3%, decreasing the budget by \$2.8 million.
- The Maryland State Police budget increased \$0.2 million.

The total non-Personnel budget increased \$25.4 million, primarily due to *E-ZPass* transition and ongoing costs:

- Communications (Object 03) increased \$132 thousand primarily due to an increase of \$125 thousand in Telecommunications (0303) to enable GPS location for radios.
- Vehicle Operations & Maintenance (Object 07) increased \$236 thousand due to an increase of \$241 thousand in Purchased Vehicles (0701) to replace damaged/destroyed/lost vehicles.
- Contractual Services (Object 08) increased \$26.8 million; primarily due to toll collection costs:
 - *E-ZPass* Service Costs (0873) increased \$22.4 million as a result of increased transaction volumes attributed to the FY 2021 backlog and AET. These expenses are expected to decrease in subsequent years with the backlog completion and increased *E-ZPass* usage and adoption of other payment options (e.g., mobile applications).
 - *E-ZPass* Retail Fees (0829) increased \$4.5 million due to increased volumes in electronic toll payments, offset by a \$0.3 reduction in fiscal services.
 - Janitorial Services (0813) increased \$332,600 due to a new Point Breeze contract; weekend cleaning at certain facilities; and facilities previously under construction reopening.
 - Building Repairs & Maintenance (0812) increased \$332,500 due to increased traffic control devices, expected sludge removal, and contracts for roof and fire extinguisher inspections.
- Supplies & Materials (Object 09) decreased \$1.4 million. *E-ZPass* Transponders (0951) decreased by \$1.5 million due to the continued inventory draw down and reduced contract costs.
- Maryland State Police non-Personnel costs decreased \$461,000 primarily due to a reduced overhead rate.
- All remaining non-Personnel costs increased \$153k across numerous sub-objects.

Attachment 1 identifies budget additions and reductions by Object and Sub-object and **Attachment 2** graphically displays the FY 2022 budget by division and purpose.

ATTACHMENTS

- Attachment 1 - FY 2022 SummaryByObj
- Attachment 2 – Budget Graphs

ATTACHMENT 1

Object	Description	Amended (#4)	Preliminary	Final	FY22 - Prelim FY22	FY22 - Prelim FY22
		FY 2021 Budget	FY 2022 Budget	FY 2022 Budget	\$ Inc/Dec	% Inc/Dec
OBJECT 01 Salaries and Wages						
101	REGULAR EARNINGS	100,482,404	109,416,688	110,447,748	1,031,059	0.9%
102	ADDITIONAL ASSISTANCE	431,276	223,251	223,251	0	0.0%
104	OVERTIME EARNINGS	3,547,886	4,953,021	4,957,021	4,000	0.1%
104	OVERTIME EARNINGS - SNOW	1,424,861	1,643,392	1,721,230	77,838	4.7%
105	SHIFT DIFFERENTIAL	898,473	1,017,062	1,017,062	0	0.0%
110	MISCELLANEOUS P/R ADJUSTMENTS	2,174,895	126,702	2,322,173	2,195,471	1732.8%
111	ANNUAL LEAVE PAYOUTS	21,456	64,261	64,261	0	0.0%
112	RECLASSIFICATIONS	522,728	194,332	700,527	506,195	260.5%
151	SOCIAL SECURITY CONTRIBUTIONS	7,101,439	7,759,206	7,829,966	70,759	0.9%
152	HEALTH INSURANCE	16,352,421	17,574,962	17,264,889	(310,073)	-1.8%
154	RETIREE'S HLTH INSURANCE PREM	8,514,347	8,791,563	8,632,445	(159,118)	-1.8%
156	VSP PAYMENTS	0	0	0	0	0.0%
161	EMPLOYEES RETIREMENT SYSTEM	11,587,843	13,190,986	13,156,859	(34,127)	-0.3%
165	STATE POLICE RETIREMENT SYSTEM	2,894,601	2,728,371	2,767,772	39,401	1.4%
169	LAW ENFORCEMNT OFF PENSION SYS	17,541,828	19,117,064	19,587,691	470,627	2.5%
171	BURDEN EXPENSE	0	0	0	0	0.0%
174	UNEMPLOYMENT COMPENSATION	11,468	306,370	309,418	3,048	1.0%
175	WORKERS COMPENSATION	4,711,903	3,518,988	3,510,153	(8,835)	-0.3%
189	TURNOVER	(780,772)	(2,946,322)	(5,812,961)	(2,866,639)	97.3%
199	OTHER FRINGE BENE - CLOTH ALLOW	814,733	819,858	819,858	0	0.0%
		178,253,790	188,499,756	189,519,363	1,019,607	0.5%
Object 02 Technical and Special Fees						
202	PER DIEM PAYMENTS	125,000	125,000	125,000	0	0.0%
209	ADMIN/MGMT SERVICES SUPPORT	0	0	0	0	0.0%
211	EMPLOYEE AWARDS	0	0	0	0	0.0%
217	CONTRACTUAL HEALTH INS	0	0	0	0	0.0%
220	SPECIAL PAYMENTS PAYROLL	336,681	564,173	648,893	84,720	15.0%
		461,681	689,173	773,893	84,720	12.3%
Object 03 Communications						
301	POSTAGE	54,499	69,604	69,604	0	0.0%
302	TELEPHONE	224,170	210,896	213,680	2,784	1.3%
303	TELECOMMUNICATIONS	580,199	642,426	767,426	125,000	19.5%
304	MISCELLANEOUS COMMUNICATION	0	0	0	0	0.0%
305	STATE PAID TELECOMMUNICATIONS	1,500,000	1,725,000	1,725,000	0	0.0%
306	CELL PHONE EXPENDITURES	407,275	400,050	404,050	4,000	1.0%
		2,766,143	3,047,976	3,179,760	131,784	4.3%
Object 04 Travel						
401	IN STATE/ROUTINE OPERTN TRAVEL	34,869	33,714	33,714	0	0.0%
401	IN STATE/ROUTINE OPERTN TRAVEL-SNOW				0	
402	INSTATE/CONF/SEMNR/TRNG TRAVEL	33,742	53,467	53,467	0	0.0%
403	OUTSTATE/ROUTINE OPERTN TRAVEL	24,763	55,353	55,353	0	0.0%
404	OUTSTATE/CONF/SEMNR/TRNG TRAVL	163,698	246,782	256,479	9,697	3.9%
		257,072	389,316	399,013	9,697	2.5%
Object 06 Fuel and Utilities						
603	FUEL-OIL #2	195,049	178,915	178,915	0	0.0%
606	FUEL-NATURAL GAS/PROPANE	215,733	214,340	214,340	0	0.0%
620	UTILITIES-ELECTRICITY	3,224,392	3,775,972	3,775,972	0	0.0%
621	UTILITIES-WATER/SEWAGE	306,556	321,229	321,229	0	0.0%
		3,941,730	4,490,456	4,490,456	0	0.0%
Object 07 Motor Vehicle Operations and Maintenance						
701	PURCH VEH-CAR,LIGHT TRUCK	913,500	2,952,000	3,193,000	241,000	8.2%
702	VEHICLE GAS & OIL	1,840,923	1,786,601	1,786,601	0	0.0%
702	VEHICLE GAS & OIL-SNOW	0	0	0	0	0.0%
703	VEHICLE MAINTENANCE & REPAIR	1,604,017	1,651,527	1,661,742	10,215	0.6%
703	VEHICLE MAINTENANCE & REPAIR-SNOW	7,715	10,215	0	(10,215)	-100.0%
704	INSURANCE	407,863	407,863	407,863	0	0.0%
720	PURCH VEH-WATERCRAFT	0	0	0	0	0.0%
721	VEHICLE GAS & OIL-WATERCRAFT	38,951	44,765	39,265	(5,500)	-12.3%
722	VEHICLE MAINTENANCE & REPAIR-WATERCRAFT	53,463	53,856	53,856	0	0.0%
724	BOAT SLIP RENTAL/LAUNCHING FEES	4,200	4,200	4,200	0	0.0%

ATTACHMENT 1

Object	Description	Amended (#4)	Preliminary	Final	FY22 - Prelim FY22	FY22 - Prelim FY22
		FY 2021 Budget	FY 2022 Budget	FY 2022 Budget	\$ Inc/Dec	% Inc/Dec
730	PURCH VEH-OTHER LAND VEH - DUMP, TRACTOR	448,500	315,000	315,000	0	0.0%
731	LG VEHICLE GAS & OIL	880,544	864,901	864,901	0	0.0%
732	LG VEHICLE MAINT & REPAIR	1,901,767	1,850,185	1,867,185	17,000	0.9%
732	LG VEHICLE MAINT & REPAIR-SNOW	43,957	30,001	13,001	(17,000)	-56.7%
789	COMMUTE CHARGES	(6,100)	(5,000)	(5,000)	0	0.0%
799	OTHER MOTOR VEHICLE CHARGES	54,379	54,053	54,053	0	0.0%
		8,193,679	10,020,167	10,255,667	235,500	2.4%
Object 08 Contractual Services						
801	ADVERTISING/LEGAL PUBLICATION	3,104,003	3,395,931	3,395,931	0	0.0%
802	APPLICATIONS SOFTWARE MAINTENANCE	107,960	106,960	106,960	0	0.0%
804	PRINTING/REPRODUCTION SERVICE	45,800	80,800	81,800	1,000	1.2%
805	BOOKBINDING/PHOTOGRAPHIC SVC	0	0	0	0	0.0%
807	ENGINEERS	26,205,000	26,750,000	26,750,000	0	0.0%
808	EQUIPMENT RENTAL	511,889	513,940	513,940	0	0.0%
809	EQUIPMENT REPAIRS & MAINT	160,623	1,614,933	1,614,933	0	0.0%
810	EXTERMINATION SERVICE	16,846	16,471	16,771	300	1.8%
812	BUILDING/ROAD REPAIRS & MAINT	10,150,711	13,895,656	14,228,156	332,500	2.4%
813	JANITORIAL SERVICES	1,193,549	1,325,352	1,657,933	332,581	25.1%
814	GROUNDS MAINTENANCE	46,605	47,086	47,086	0	0.0%
815	LAUNDRY SERVICE	5,081	3,449	3,449	0	0.0%
816	HOUSEKEEPING SERVICE	0	0	0	0	0.0%
817	LEGAL SERVICES	163,279	174,381	204,381	30,000	17.2%
819	EDUCATION/TRAINING CONTRACTS	638,308	1,201,124	1,207,966	6,842	0.6%
820	MEDICAL CARE	205,720	211,720	271,720	60,000	28.3%
821	MGMT STUDIES AND CONSULTANTS	1,393,195	1,976,658	1,911,658	(65,000)	-3.3%
823	SECURITY SERVICES	1,067,830	1,269,230	1,269,230	0	0.0%
824	LABORATORY SERVICES	48,082	45,911	45,911	0	0.0%
825	VETERINARY SERVICES	29,321	27,565	27,565	0	0.0%
826	FREIGHT AND DELIVERY	17,247	18,989	18,989	0	0.0%
827	TRASH AND GARBAGE REMOVAL	408,883	421,381	421,381	0	0.0%
828	OFFICE ASSISTANCE	301,324	170,467	61,244	(109,223)	-64.1%
829	FISCAL SERVICES	640,000	640,000	388,900	(251,100)	-39.2%
829	E-ZPASS RETAIL FEES	13,400,000	15,000,000	19,500,000	4,500,000	30.0%
831	OFFICE OF ADMINISTRATIVE HEARINGS FEE	0	0	0	0	0.0%
841	DP CENTRAL PROCESS SVC	881,600	1,331,600	1,331,600	0	0.0%
843	DP COMMUNICATIONS CONTROLLERS SVC	110,000	600,000	600,000	0	0.0%
849	TELECOMM LINES, MODEMS & CONTRLLR	95,741	97,764	97,764	0	0.0%
850	DP PERIPHERAL EQUIPMENT SVC	0	0	0	0	0.0%
854	COMPUTER MAINTENANCE CONTRACTS	183,160	183,160	183,160	0	0.0%
858	SOFTWARE LICENSES	32,132	172,894	141,894	(31,000)	-17.9%
861	APPL SOFTWARE ACQUISITION	0	100,000	100,000	0	0.0%
862	APPL SOFTWARE MAINTENANCE	1,389,046	2,207,582	2,207,582	0	0.0%
863	SYSTEMS SOFTWARE ACQUISITION	0	100,000	100,000	0	0.0%
864	SYSTEMS SOFTWARE MAINTENANCE	790,460	945,920	945,920	0	0.0%
865	OUTSIDE SVCS-SYS ANALYSIS&DSGN	3,765,500	5,160,720	5,160,720	0	0.0%
866	OUTSIDE SVCS-PROGRAMMING	385,000	408,000	408,000	0	0.0%
869	OUTSIDE SVCS-COMPUTER USAGE	355,255	753,005	753,005	0	0.0%
872	OUTSIDE SVCS-IT CONSULTANT	0	0	0	0	0.0%
873	OUTSIDE SVC - E-Z PASS SVC CENTER	36,260,000	22,550,000	44,977,550	22,427,550	99.5%
874	OFFICE OF ATTORNEY GENERAL FEE	39,064	42,474	42,474	0	0.0%
875	RETIREMENT AGENCY ADMIN FEE	225,063	204,850	204,565	(285)	-0.1%
876	STATEWIDE DOIT SERVICES	51,706	51,476	51,476	0	0.0%
894	STATEWIDE PERSONNEL SYS ALLOC	41,190	56,697	55,433	(1,264)	-2.2%
897	STATEWIDE ENTERPRISE BUDGET SYSTEM	0	27,574	27,574	0	0.0%
899	OTHER CONTRACTUAL SVC-NON DP	2,686,824	3,016,828	2,560,607	(456,221)	-15.1%
		107,152,997	106,918,549	133,695,229	26,776,680	25.0%
Object 09 Supplies and Materials						
901	AGRICULTURE	32,839	29,740	29,740	0	0.0%
902	OFFICE SUPPLIES	343,991	395,986	395,646	(340)	-0.1%
903	ELECTRICAL MATERIALS	314,024	440,802	440,802	0	0.0%
904	BUILDING & HOUSEHOLD SUPPLIES	352,646	398,855	398,855	0	0.0%

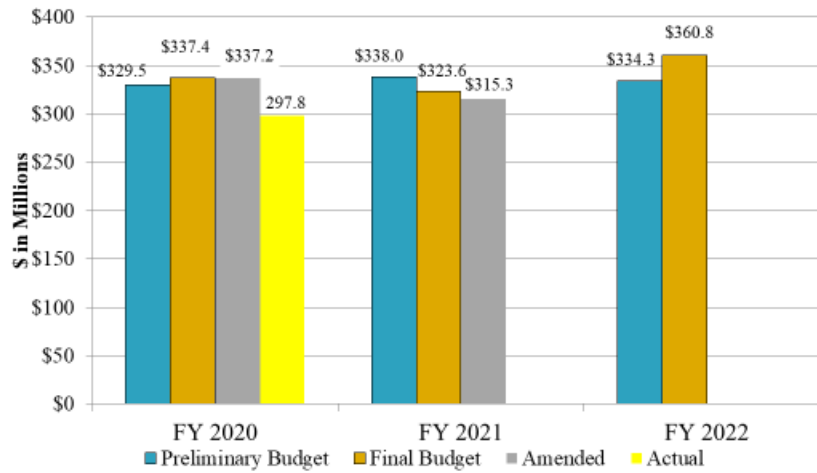
ATTACHMENT 1

Object	Description	Amended (#4)	Preliminary	Final	FY22 - Prelim FY22	FY22 - Prelim FY22
		FY 2021 Budget	FY 2022 Budget	FY 2022 Budget	\$ Inc/Dec	% Inc/Dec
905	ROADWAY MAINT MATERIALS	582,034	663,543	666,043	2,500	0.4%
906	SALT/SNOW MELTING MATERIALS	1,241,976	1,384,765	1,440,765	56,000	4.0%
908	HOUSEKEEPING SUPPLIES	80,869	79,106	79,137	31	0.0%
909	MEDICAL SUPPLIES	28,441	28,383	30,115	1,732	6.1%
912	WEARING APPAREL-UNIFORMS EMPL	848,021	1,113,557	1,118,557	5,000	0.4%
915	LIBRARY SUPPLIES	24,640	25,255	25,255	0	0.0%
917	SMALL TOOLS	323,846	347,034	387,034	40,000	11.5%
918	VETERINARY SUPPLIES	27,474	26,812	26,812	0	0.0%
920	FOOD	156,170	190,932	186,182	(4,750)	-2.5%
926	DATA PROCESSING SUPPLIES	36,434	33,721	33,721	0	0.0%
930	MICROCOMPUTER PKG APPL SOFTWARE	0	0	0	0	
932	MICROCOMPUTER OPER SYS SFTWRE	65,000	65,000	65,000	0	0.0%
933	SOFTWARE UPGRADES	0	0	0	0	
934	AMMO GUNS FIRING RNGE SUPPLIES	326,808	526,808	526,808	0	0.0%
951	E-ZPASS TRANSPONDERS	2,700,000	5,500,000	4,014,000	(1,486,000)	-27.0%
995	CORPORATE PURCHASING CARD	0	0	0	0	
999	OTHER SUPPLIES AND MATERIALS	301,463	296,666	306,666	10,000	3.4%
		7,786,676	11,546,965	10,171,138	(1,375,827)	-11.9%
Object 10 Replacement Equipment						
1002	REPL AUDIO-VISUAL EQUIP	0	0	0	0	
1003	REPL CLEANING EQUIPMENT	0	0	0	0	
1007	REPL EDUCATIONAL EQUIPMENT	0	0	0	0	
1009	REPL HUMAN ENVIRONMENTAL EQUIPMENT	0	100	100	0	0.0%
1013	REPL MAINTENANCE & BUILDING EQUIP	279,000	174,000	384,000	210,000	120.7%
1015	REPL OFFICE EQUIPMENT	22,700	38,875	38,875	0	0.0%
1019	REPL RADIOS & ELECTRONIC EQUIPMENT	59,000	196,000	196,000	0	0.0%
1031	REPL DP EQUIP-MAINFRAME	0	75,000	75,000	0	0.0%
1033	REPL DP EQUIP-MICROCOMPUTER	199,000	1,542,000	1,042,000	(500,000)	-32.4%
1034	REPL DP EQUIP-WORKSTATIONS	0	0	0	0	
1036	REPL DP EQUIP-PERIPHERALS	17,000	0	0	0	
1099	OTHER REPLACEMENT EQUIPMENT	163,806	277,806	221,806	(56,000)	-20.2%
		740,506	2,303,781	1,957,781	(346,000)	-15.0%
Object 11 Additional Equipment						
1102	ADDT'L AUDIO-VISUAL EQUIP	0	2,000	2,000	0	0.0%
1103	ADDT'L CLEANING EQUIPMENT	0	0	0	0	
1107	ADDT'L EDUCATIONAL EQUIPMENT	0	0	0	0	
1109	ADDT'L HUMAN ENVIRONMENTAL EQUIPMENT	1,000	1,000	1,000	0	0.0%
1113	ADDT'L MAINTENANCE & BUILDING EQUIP	86,000	444,000	464,000	20,000	4.5%
1115	ADDT'L OFFICE EQUIPMENT	11,500	25,142	25,642	500	2.0%
1119	ADDT'L RADIOS & ELECTRONIC EQUIPMENT	0	0	0	0	
1131	ADDT'L DP EQUIP-MAINFRAME	0	0	0	0	
1133	ADDT'L DP EQUIP-MICROCOMPUTER	100,000	0	100,000	100,000	
1134	ADDT'L DP EQUIPMENT-WORKSTATIONS	0	0	0	0	
1136	ADDT'L DP EQUIP-PERIPHERALS	0	0	0	0	
1199	OTHER ADDITIONAL EQUIPMENT	67,955	382,776	382,776	0	0.0%
		266,455	854,918	975,418	120,500	14.1%
Object 13 Fixed Charges						
1301	RENT	500,000	565,000	425,000	(140,000)	-24.8%
1302	INSURANCE COVERAGE PAID TO STO	460,138	451,389	452,889	1,500	0.3%
1303	RENT PAID TO DGS	1,140	0	0	0	
1304	SUBSCRIPTIONS	25,191	26,941	26,941	0	0.0%
1305	ASSOCIATION DUES	258,232	256,182	256,682	500	0.2%
1308	LICENSES	8,300	9,177	9,227	50	0.5%
1309	INSURANCE (NON STO PAYMENTS)	4,233,316	4,251,822	4,251,822	0	0.0%
1310	INTEREST ON LATE PAYMENTS	0	0	0	0	
1310	BOND ISSUE COSTS	0	0	0	0	
1320	BAD DEBT EXPENSE	11,600	0	0	0	
		5,497,917	5,560,511	5,422,561	(137,950)	-2.5%
Total		315,318,646	334,321,570	360,840,281	26,518,711	7.9%

Attachment 2 – Budget Graphs

Figure 1

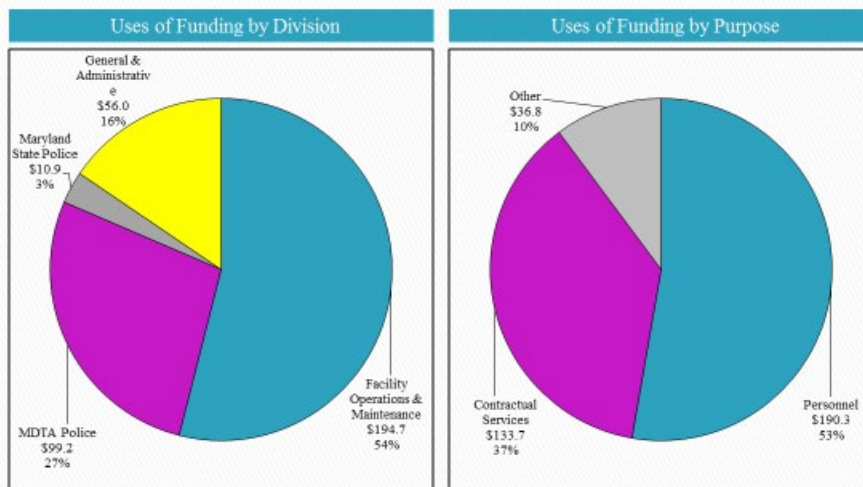
Operating Budgets
FY 2020 – FY 2022
(amounts in millions)



5

Figure 2

Where It Goes: FY22 Budget by Division & Purpose
\$ in Millions



\$360.8 million

11

TAB 6



Board Members:

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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Ms. Jeanne Marriott, Capital Program Manager
SUBJECT: Draft Fiscal Year 2022-2027 Consolidated Transportation Program (CTP)
DATE: June 24, 2021

PURPOSE OF MEMORANDUM

The purpose of this presentation is to seek your approval of the proposed Draft Fiscal Year (FY) 2022-2027 Consolidated Transportation Program (CTP). The Draft CTP was recommended for approval by the Capital Committee on June 3, 2021 and by the Finance Committee on June 15, 2021.

SUMMARY

The six-year FY 2022-2027 budget in the proposed CTP is \$2.8 billion. The proposed CTP reflects a net increase in the six-year FY 2022-2027 budget of \$90.4 million (Attachment #1 – Line 6). The net FY 2022-2027 increase is the result of the following:

- Increase in the six-year CTP budget by \$45.7 million for the Nice/Middleton Bridge (Attachment #1 – Line 1).
- Decrease in the six-year CTP budget by \$5.2 million for the I-95 ETL Northern Extension (Attachment #1 – Line 2).
- Increase in the six-year CTP budget by \$90.1 million for all projects except Nice/Middleton Bridge, I-95 ETL Northern Extension, and reserves (Attachment #1 – Line 3).
- Decrease in the Allocated and Unallocated Reserves by \$40.2 million (Attachment #1 – Line 4).

FY 2021 expenditures are projected to be \$471.7 million vs. \$549.5 million in the Final FY 2021-2026 CTP (Attachment #1 – Line 6). FY 2021 underspending is projected to be \$78 million and has been rolled over into the Draft FY 2022-2027 CTP.

Highlights of project and reserve changes incorporated in the proposed Draft FY 2022-2027 CTP are shown in Attachment #2.

Added New Projects

Added three system preservation projects and two enhancement projects for an increase of \$17.7 million in the FY 2022-2027 period.

Modified Budgets to Reflect Bids Received

Adjusted seven projects to reflect bids received for a net decrease of \$7.2 million. Four contracts were lower, and three contracts were higher than Engineer's Estimate.

Added Construction Phase

The construction phase of four projects was funded for a total of \$16.2 million transferred from the reserves as design reached 60% level and cost estimates were developed on fully developed scopes.

Modified Budget to Reflect Completed Projects

Three projects were completed, and two projects were deleted for a net decrease of \$1.1 million in the FY 2022-2027 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 38 projects for a net budget increase of \$105.0 million.

Reserve Changes

The allocated reserves decreased by \$40.1 million and the unallocated reserves remained the same at \$25.0 million.

The charts in Attachments #3 and #4 provide a breakdown of where the funds will be used and the categories of work that will be performed.

ATTACHMENTS

- Attachment #1 – CTP Comparison Tables – Draft FY 2022-2027 CTP v Final FY 2021-2026 CTP
- Attachment #2 – Changes from Final FY 2021-2026 CTP to Draft FY 2022-2027 CTP
- Attachment #3 – Where are the Projects?
- Attachment #4 – What are the Categories of Projects?

CTP Comparison Tables - Draft FY 2022-2027 CTP v Final FY 2021-2026																
Line										Total	Total					Total
		2021	2022	2023	2024	2025	2026	2027	2021-2026	2022-2027	2028	2029	2030	2031	2022-2131	
1	Nice/Middleton Bridge	Final 21-26	\$200,033	\$182,102	\$99,837	\$25,301	\$10,014	\$0	\$0	\$517,287	\$317,254	\$0	\$0	\$0	\$0	\$317,254
		Draft 22-27	\$154,332	\$227,706	\$97,837	\$27,398	\$10,014	\$0	\$0	\$517,287	\$362,955	\$0	\$0	\$0	\$0	\$362,955
		Change	(\$45,701)	\$45,604	(\$2,000)	\$2,097	\$0	\$0	\$0	\$0	\$45,701	\$0	\$0	\$0	\$0	\$45,701
2	I-95 ETL Northern Extension (Including Reserves)	Final 21-26	\$67,899	\$168,632	\$218,166	\$165,094	\$97,486	\$99,806	\$88,514	\$817,083	\$837,698	\$51,305	\$12,379	\$0	\$0	\$901,382
		Draft 22-27	\$63,084	\$142,103	\$217,293	\$181,038	\$113,823	\$99,742	\$78,513	\$817,083	\$832,512	\$50,130	\$23,555	\$0	\$0	\$906,197
		Change	(\$4,815)	(\$26,529)	(\$873)	\$15,944	\$16,337	(\$64)	(\$10,001)	\$0	(\$5,186)	(\$1,175)	\$11,176	\$0	\$0	\$4,815
3	Remainder of CTP (Excluding Reserves)	Final 21-26	\$276,914	\$177,654	\$135,713	\$81,275	\$26,709	\$23,337	\$0	\$721,602	\$444,688	\$0	\$0	\$0	\$0	\$444,688
		Draft 22-27	\$254,263	\$207,994	\$154,844	\$96,592	\$38,465	\$24,357	\$12,525	\$776,515	\$534,777	\$0	\$0	\$0	\$0	\$534,777
		Change	(\$22,651)	\$30,340	\$19,131	\$15,317	\$11,756	\$1,020	\$12,525	\$54,913	\$90,089	\$0	\$0	\$0	\$0	\$90,089
4	Allocated and Unallocated Reserves	Final 21-26	\$4,612	\$49,022	\$100,549	\$121,241	\$218,085	\$289,145	\$308,800	\$782,654	\$1,086,842	\$313,625	\$318,450	\$323,275	\$328,100	\$2,370,292
		Draft 22-27	\$0	\$25,070	\$89,270	\$187,238	\$265,017	\$262,947	\$217,119	\$829,542	\$1,046,661	\$313,625	\$318,450	\$323,275	\$328,100	\$2,330,111
		Change	(\$4,612)	(\$23,952)	(\$11,279)	\$65,997	\$46,932	(\$26,198)	(\$91,681)	\$46,888	(\$40,181)	\$0	\$0	\$0	\$0	(\$40,181)
5	Remainder of CTP (3+4) (Including Reserves)	Final 21-26	\$281,526	\$226,676	\$236,262	\$202,516	\$244,794	\$312,482	\$308,800	\$1,504,256	\$1,531,530	\$313,625	\$318,450	\$323,275	\$328,100	\$2,814,980
		Draft 22-27	\$254,263	\$233,064	\$244,114	\$283,830	\$303,482	\$287,304	\$229,644	\$1,606,057	\$1,581,438	\$313,625	\$318,450	\$323,275	\$328,100	\$2,864,888
		Change	(\$27,263)	\$6,388	\$7,852	\$81,314	\$58,688	(\$25,178)	(\$79,156)	\$101,801	\$49,908	\$0	\$0	\$0	\$0	\$49,908
6	Total (1+2+5)	Final 21-26	\$549,458	\$577,410	\$554,265	\$392,911	\$352,294	\$412,288	\$397,314	\$2,838,626	\$2,686,482	\$364,930	\$330,829	\$323,275	\$328,100	\$4,033,616
		Draft 22-27	\$471,679	\$602,873	\$559,244	\$492,266	\$427,319	\$387,046	\$308,157	\$2,940,427	\$2,776,905	\$363,755	\$342,005	\$323,275	\$328,100	\$4,134,040
		\$ Change	(\$77,779)	\$25,463	\$4,979	\$99,355	\$75,025	(\$25,242)	(\$89,157)	\$101,801	\$90,423	(\$1,175)	\$11,176	\$0	\$0	\$100,424
		% Change	-14%	4%	1%	25%	21%	-6%	-22%	4%	3%	0%	3%	0%	0%	2%
Cumulative Change		(\$77,779)	(\$52,316)	(\$47,337)	\$52,018	\$127,043	\$101,801	\$12,644	\$101,801	\$12,644	\$11,469	\$22,645	\$22,645	\$22,645	\$22,645	

Changes from Final FY 2021-2026 CTP to Draft FY 2022-2027 CTP

New Projects Added (\$000)				
Facility	MFCE - Project Name	TEC Change	FY 2021-2026 Budget Change	FY 2022-2027 Budget Change
MA	2549 - On-Call Miscellaneous Paving Repair	11,318	11,318	11,286
MA	2553 - DYNAC Maintenance Contract	6,102	6,102	6,102
MA	2546 - Purchase Card Information System (PCARD)	700	700	0
MA	2545 - Civil Rights Compliance Information Management System (PRISM)	300	300	300
MA	2551 - Environmental On-Call IV	50	50	50
Total - New Projects Added (5)		18,470	18,470	17,738

Projects Modified to Reflect Bids Received (\$000)				
Facility	MFCE - Project Name	TEC Change	FY 2021-2026 Budget Change	FY 2022-2027 Budget Change
BB	2516 - William Preston Lane Jr. Memorial Bridge All Electronic Tolling (AET) Conversion	4,386	4,386	(4,231)
KH	2509 - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	1,814	1,814	2,691
MA	2523 - On-Call Facility/Building Repairs	1,331	1,331	1,721
KB	0199 - Maintenance and Repairs of the I-695 Curtis Creek Drawbridges	(8)	(8)	81
FT	2508 - Bridge Deck Rehabilitation and Misc. Repairs to Bridges South of Fort McHenry Tunnel (FMT)	(923)	(923)	(1,403)
MA	2537 - On-Call Structural Repairs & Miscellaneous Modifications	(1,677)	(1,677)	(177)
FT	2449 - Superstructure Repairs of Various Bridges North and South of Fort McHenry Tunnel	(5,773)	(5,773)	(5,876)
Total - Projects Modified to Reflect Bids Received (7)		(850)	(850)	(7,193)

Projects Modified to Add Construction Phase (\$000)				
Facility	MFCE - Project Name	TEC Change	FY 2021-2026 Budget Change	FY 2022-2027 Budget Change
KH	2544 - Tydings Bridge Interim High Speed AET Conversion	7,380	7,380	3,515
HT	2306 - Envelope Repair and Switchgear Replacements at Harbor Tunnel Vent Buildings	6,234	6,234	5,089
MA	0231 - On-Call Signs, Sign Lights, and Sign Structures	4,260	4,260	4,210
FT	0200 - Rehabilitate Fort McHenry Tunnel Area-Wide Lighting	3,400	3,220	3,400
Total - Projects Modified to Add Construction Phase (4)		21,274	21,094	16,214

Projects Completed or Deleted (\$000)					
Facility	MFCE - Project Name	TEC Change	FY 2021-2026 Budget Change	FY 2022-2027 Budget Change	Notes
MA	2520 - Rubrick Enterprise Backup Software	(52)	(52)	0	Project completed.
MA	2478 - Maximo 7.6 Software	(68)	(68)	0	Project completed.
NB	2424 - Install Communications Tower	(91)	(91)	0	Project completed.
FT	2435 - Rehab Holding Tank and Construct Flood Wall at Fort McHenry Tunnel West Vent Building	(676)	(1,176)	(1,116)	Project deleted.
MA	2503 - MDTA Contract Life Cycle Management (Software)	(1,250)	(1,250)	0	Project deleted.
Total - Projects Completed or Deleted (5)		(2,138)	(2,638)	(1,116)	

Changes from Final FY 2021-2026 CTP to Draft FY 2022-2027 CTP

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000)					
Facility	MFCE - Project Name	TEC Change	FY 2021-2026 Budget Change	FY 2022-2027 Budget Change	Notes
BB	2329 - Replace 5KV Feeder and Add Redundant Cable to Eastbound (EB) & Westbound (WB) Spans	10,636	10,636	24,935	Increased CO due to revised scope of work to include upgrading of 5KV line on WB span.
HT	2423 - Replacement of Concrete Median Barrier along I-895	2,300	2,300	1,625	Increased CO for swiftgate redline
FT	2513 - Structural Rehabilitation of Various Bridges on I-95	2,186	2,186	1,598	Increased PE and CO for revised scope of work.
MA	2479 - On-Call Structural Repairs & Miscellaneous Modifications	2,016	2,016	486	Increased CO for additional work.
KB	2319 - Building Renovations at Francis Scott Key Bridge (FSK) Campus	1,662	1,662	100	Increased CO to cover CMI, cubicles and phase V services.
MA	2480 - On-Call Structural Repairs & Miscellaneous Modifications	1,500	1,500	1,718	Increased CO for additional work.
MA	2433 - Update Phone System	750	750	0	Increased CO for Interactive Voice Response (IVR) replacement equipment.
HT	2380 - Repair Slopes and Drainage	435	435	100	Increased CO for redline #6.
BB	2260 - Clean and Paint Structural Steel Westbound Span - Phase IV	300	300	0	Increased CO for Supplemental Agreement #2.
FT	2397 - Rehabilitate Substructure and Superstructure of Various Bridges on I-95 in Baltimore City	300	300	0	Increased CO for CMI costs associated with railroad and MDTA Maintenance.
HT	2506 - In-Tunnel Fiber Improvements	299	299	104	Increased PE due to revised scope of work.
MA	2404 - Bay TMDL Stormwater Retrofits - Phase IV	246	246	50	Increased CO for additional CML.
KB	2521 - MDTA Police Training Academy	200	200	55	Increased PE due to revised cost estimate.
BB	2481 - Police and Automotive Maintenance Building Generator Replacement	200	200	0	Increased CO for CMI and EWA.
MA	2489 - Drainage Rehabilitation - Phase III - Outfalls	74	74	45	Increased PE for EWO and added RW funding for easements.
KB	2438 - Police Headquarters Building Envelope Renovations	25	25	(18)	Increased PE for bid phase support.
BB	2488 - Miscellaneous Security Improvements (Engineering only)	3	3	3	Increased PE due to revised cost estimate.
HT	0280 - I-895 Bridge Replacement	(597)	(597)	7,105	Decreased RW due to revised cost estimate.
KH	0202 - I-95 Southbound Hard Shoulder Running	(678)	(678)	(427)	Decreased PE due to revised design schedule.
KH	2289 - Remove, Replace and Upgrade Sign Structures	(1,581)	(1,581)	(517)	Decreased CO due to revised scope of work.
MA	2502 - MDTA Enterprise Budget Planning and Management System (Software)	(1,700)	(1,700)	(1,350)	Decreased CO due to adjustment of Capital/Operating split.
MA	2507 - On-Call Signs, Sign Lights, and Sign Structures	(1,769)	(1,769)	(322)	Decreased CO due to reallocation of AET work.
MA	2471 - 10-Year Equipment Budget - FY 2018 through FY 2027	0	2,610	12,694	Cash flow adjustment.
MA	2524 - On-Call Building Systems Rehabilitation/Replacement	0	(581)	231	Cash flow adjustment.
NB	1024 - Replace Nice/Middleton Bridge	0	0	45,701	Cash flow adjustment.
FT	2251 - Rehabilitate Vent Fans	0	0	7,142	Cash flow adjustment.
MA	2147 - Replace Electronic Toll Collection and Operating System - 3rd Generation	0	0	5,463	Cash flow adjustment.
BB	2459 - Rehabilitate Maintenance Access Facilities of EB and WB Spans	0	0	3,154	Cash flow adjustment.
KH	2484 - Substation and Electrical Equipment Replacement	0	0	1,700	Cash flow adjustment.
MA	2498 - On-Call Electrical/ITS	0	0	1,461	Cash flow adjustment.
FT	0239 - Holding Tank Replacement at the South FMT Vent Building	0	0	(2)	Cash flow adjustment.
BB	2476 - Crossover Automated Lane Closure System	0	0	(47)	Cash flow adjustment.
BB	2469 - Miscellaneous Rehabilitation of the Bay Bridge Suspension Spans	0	0	(409)	Cash flow adjustment.
MA	2483 - Small Drainage Rehabilitation	0	0	(446)	Cash flow adjustment.
FT	2458 - Rehabilitate Tunnel 13KV Cable, Conduit, and Concrete Wall	0	0	(526)	Cash flow adjustment.
BB	2369 - Deck Rehabilitation and Miscellaneous Modifications to Westbound Span	0	0	(541)	Cash flow adjustment.
HT	2454 - I-895 TMDL Stream Restoration	0	0	(716)	Cash flow adjustment.
KH	Various - I-95 Express Toll Lanes Northern Extension	0	0	(5,186)	Cash flow adjustment.
Total - Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (38)		16,808	18,837	104,962	

Changes from Final FY 2021-2026 CTP to Draft FY 2022-2027 CTP

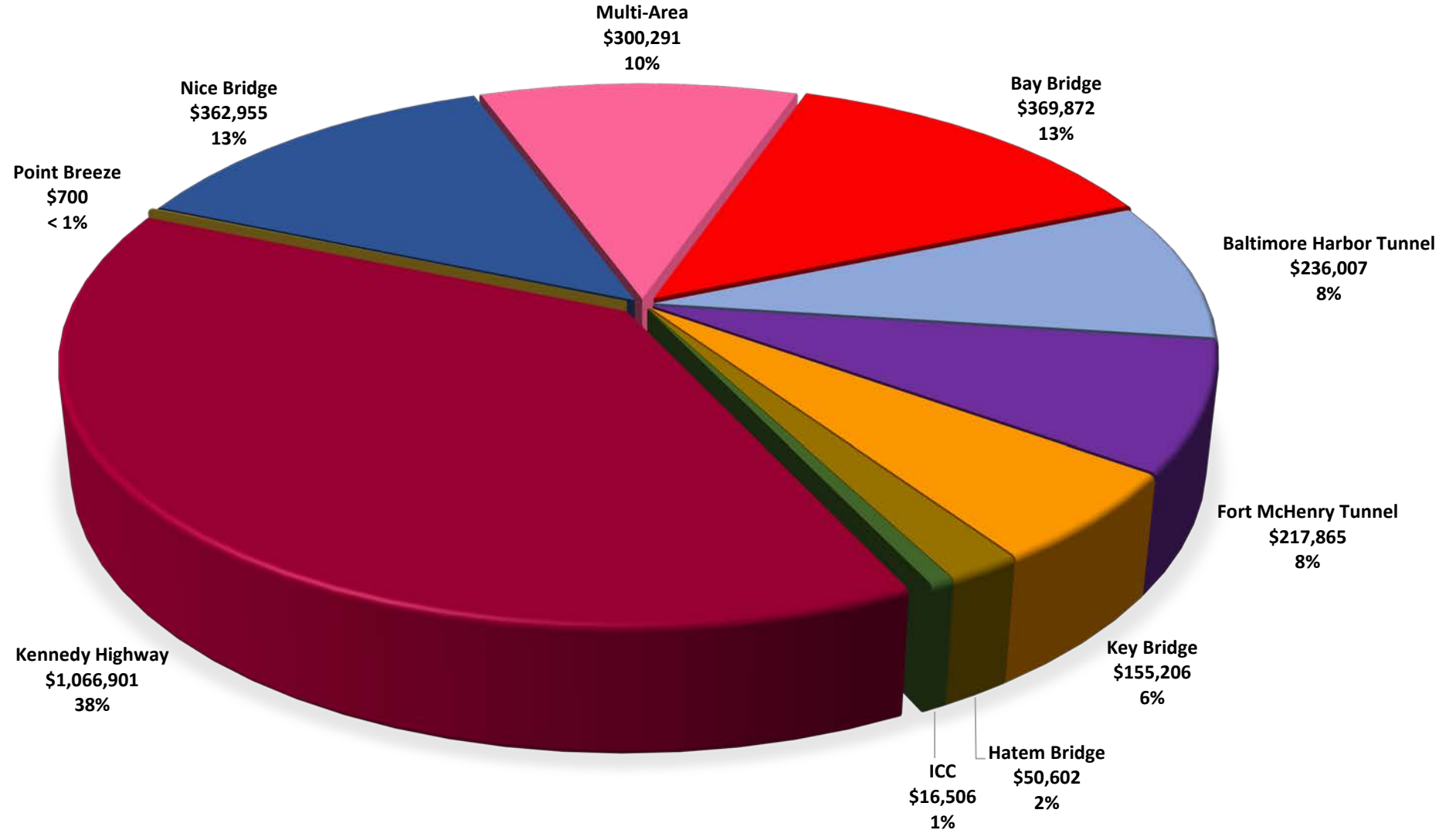
Reserve Changes (\$000)			
	FY 2021-2026 Budget Change	FY 2022-2027 Budget Change	
Allocated Reserve - System Preservation Projects	117,174	(28,288)	
Allocated Reserve - Enhancement Projects	(59,286)	(11,893)	
Unallocated Reserve	(11,000)	0	
Total - Reserve Changes	46,888	(40,181)	

Changes from Final FY 2021-2026 CTP to Draft FY 2022-2027 CTP (\$000)			
	FY 2021-2026 Budget Change	FY 2022-2027 Budget Change	
Budget Changes - Projects	54,914	130,605	
Budget Changes - Reserves	46,888	(40,181)	
Net Changes	101,802	90,424	

FY 2022-2027 Draft Consolidated Transportation Program

Where are the Projects?

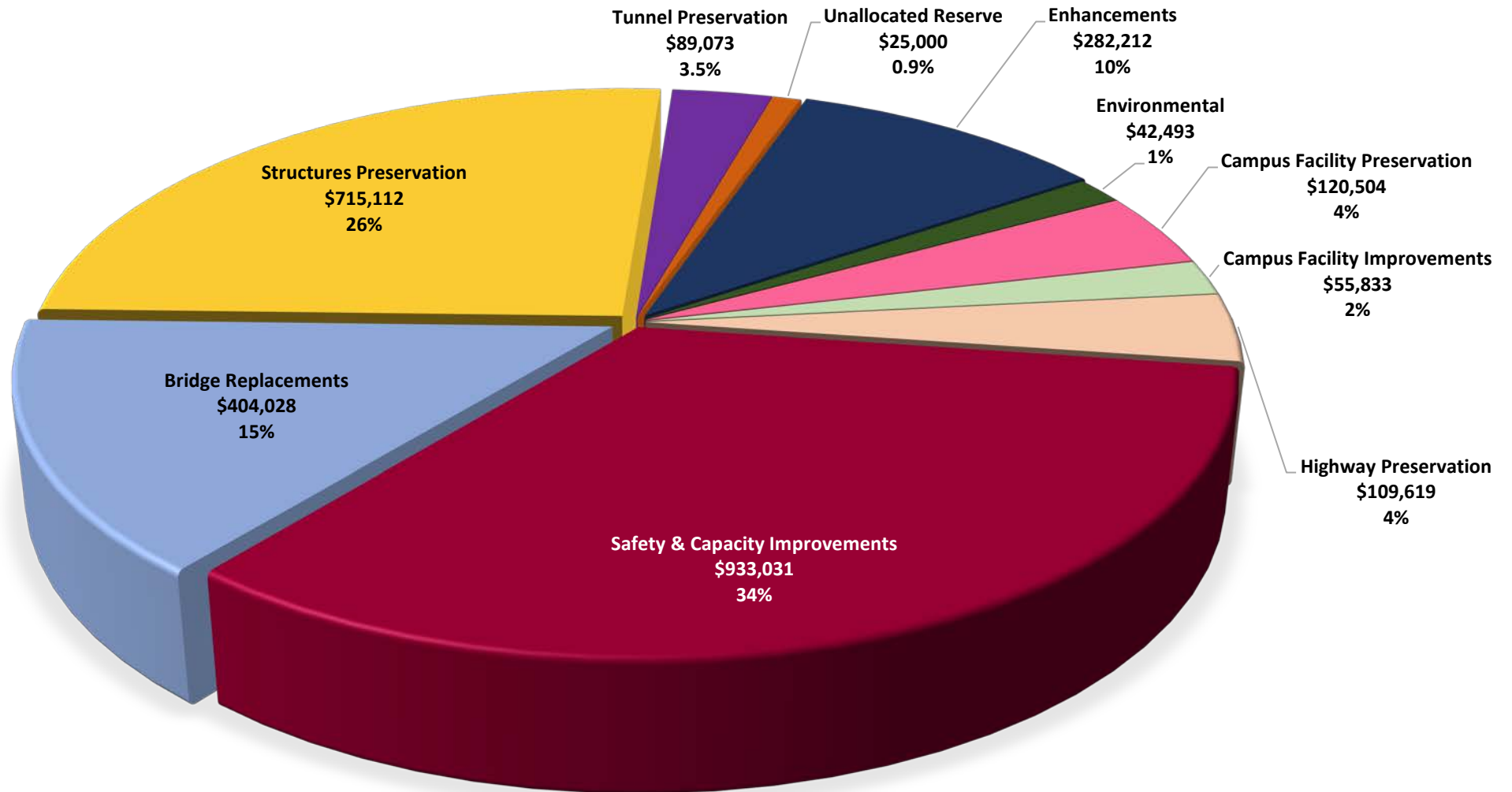
FY 2022-2027 CTP = \$2,777 Million



FY 2022-2027 Draft Consolidated Transportation Program

What are the Categories of Projects?

FY 2022-2027 CTP = \$2,777 Million



TAB 7



MEMORANDUM

TO: MDTA Board
PRESENTED BY: Ms. Deb Sharpless, Chief Financial Officer
PREPARED BY: Ms. Christina Thompson, Deputy Director of Finance
SUBJECT: Fiscal Year 2022-2027 Financial Forecast
DATE: June 24, 2021

PURPOSE OF MEMORANDUM

To request a recommendation of approval of the financial forecast.

SUMMARY

Throughout the forecast period (Fiscal Year (FY) 2022 – 2027), the MDTA will remain in compliance with its financial goals and legal standards.

- Throughout the forecast period (FY 2022 – 2027), the MDTA meets its financial goals:
 - \geq \$350 million unencumbered cash, and
 - \geq 2.0 debt service coverage
- The MDTA remains above its trust agreement rate covenant (net revenues \geq 1.0 x sum of: 120% debt service + deposits to M&O account).
- No systemwide toll increases are needed in the forecast period.
- Debt to be issued during the forecast period is \$976.3 million.
- Maximum outstanding indebtedness within the forecast period is \$2.77 billion in FY 2027. This is below the statutory cap of \$3 billion limit.
- Debt service paid over the forecast period is \$936.8 million.

ANALYSIS

The primary differences between the current and December 2020 forecast are:

- Increased revenue throughout the forecast period: The current financial forecast reflects a \$72 million reduction in revenue in FY 2021 followed by a \$55 million increase in projected revenue in FY 2022. The increase in projected revenue throughout the

FY 2022–2027 forecast period is primarily due to a \$57 million shift in toll revenue collection from FY 2021 to FY 2022. The revenue shift is due to a delay in processing transactions as a result of the toll collection system transition.

- Increased operating expenses: Operating expenses increase by \$84.8 million throughout the forecast period, mostly due to increased *E-ZPass* Service Center costs. The increase is driven by a greater volume of electronic toll collection transactions than previously expected due to the earlier than anticipated transition to all-electronic tolling.
- Increased capital expenses: Capital expenses increase by \$90.4 million over the FY 2022-2027 period. The increase in capital spending is primarily due to project cashflow adjustments, the addition of new capital projects, and project modifications.
- Increased debt issuances: Revenue bond issuances (including TIFIA) increase by \$159.1 million over the period due to a decline in net revenue available for PAYGO capital spending. Net revenue declines as a result of increased operating budget and debt service costs over the six-year period.

Assumptions

- Traffic and toll Revenue Forecast Update: CDM Smith November 2020 (with FY 2021 and FY 2022 revenue adjustments)
- Draft FY 2022 – 2027 CTP
- FY 2021 Amended Operating Budget #4
- Final FY 2022 Operating Budget
- Future operating costs: FY 2023 estimate increased 4% per year thereafter
- Updated surety policy rates

Evaluation Criteria

Adhere to MDTA goals and policies:

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

ATTACHMENT

- Financial Forecast

**MARYLAND TRANSPORTATION AUTHORITY
CASH FLOW FORECAST
FY 2021 - 2027**

In Millions \$	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Revenues							
Toll Revenues	\$439.6	\$727.8	\$712.8	\$728.5	\$728.5	\$742.2	750.3
Concessions Revenue	3.8	3.8	3.9	3.9	3.9	3.9	3.9
Investment Income & Other Revenue	9.1	6.6	6.3	6.1	6.1	6.1	6.1
MDOT Loan Repayment - Interest	0.2	0.5	1.7	1.6	2.4	3.0	2.8
BWI/Port Police Reimbursement	30.7	32.6	33.9	35.3	36.7	38.2	39.7
Total Revenues	\$483.4	\$771.5	\$758.6	\$775.3	\$777.6	\$793.4	\$802.8
Operating Expenses							
Operating Account Budget	\$315.3	\$360.8	\$359.6	\$374.0	\$389.2	\$404.8	421.0
Debt Service	61.8	105.0	139.2	156.0	168.8	179.7	188.1
Total Operating Expenses	\$377.1	\$465.8	\$498.8	\$530.0	\$558.0	\$584.5	\$609.1
Operating Revenue Net of Expenses	\$106.3	\$305.6	\$259.8	\$245.4	\$219.6	\$208.9	193.7
Capital Expenses							
2022-2027 Total CTP	\$471.7	\$602.9	\$559.2	\$492.3	\$427.3	\$387.0	308.2
Total Expenses (Operating + Capital)	\$848.8	\$1,068.7	\$1,058.0	\$1,022.2	\$985.3	\$971.5	\$917.3
Capital Funding Source / (Uses) and Intergovernmental							
Revenue Bonds	\$401.8	\$0.0	\$53.1	\$235.7	\$201.6	\$169.7	106.4
TIFIA	-	-	209.8	-	-	-	-
Surety Policy	(3.0)	-	(0.1)	(0.5)	(0.5)	(0.4)	(0.2)
Cash Refunding	(63.1)	-	-	-	-	-	-
MDOT Loan Repayment - Principal	(4.8)	(24.3)	(18.2)	(8.1)	7.1	9.5	9.7
Less: VDOT Contribution	-	-	13.0	-	-	-	-
Less: I-95 Interchange Partner Contribution	-	-	-	20.0	-	-	-
Accrual Accounting Reconciliation	-	-	-	-	-	-	-
Total Current Year Sources (Uses) Available	330.8	(24.3)	257.6	247.0	208.2	178.8	115.9
Annual Cash Requirements	518.0	1,093.0	800.5	775.2	777.1	792.7	801.4
Annual Cash Surplus/Deficit	(\$34.6)	(\$321.5)	(\$41.9)	\$0.1	\$0.5	\$0.7	1.4
Total Cash Balance	\$747.2	\$425.6	\$383.7	\$383.8	\$384.3	\$385.0	386.4
Bonds Outstanding (≤\$2.325 b. FY 16-20; then ≤\$3.0 b.)	\$2,091.8	\$2,083.4	\$2,326.7	\$2,502.5	\$2,640.5	\$2,739.9	\$2,769.4
Financial Coverage Ratios							
Unencumbered Cash (\$350MM minimum)	\$424.5	\$392.6	\$350.7	\$350.8	\$351.2	\$351.9	\$353.3
Debt Service Coverage (≥2.5x thru FY 20; then ≥2.0x)	2.7	3.9	2.9	2.6	2.3	2.2	2.0
Rate Covenant Compliance (Legal - 1.0x)	2.1	3.2	2.3	2.1	1.9	1.7	1.6

Scenario 1 TIFIA Level Debt Service 6.14.21
Draft September 2021 Official Forecast
[FY 2021 Amended Operating Budget \(adjusted by \\$8M\)](#)
[FY 2022 Final Operating Budget - includes E-ZPass adj. & change in turnover](#)
[FY 2023 Includes E-ZPass Adj.](#)
[Draft FY 2022-2027 CTP as of 5/25/21 \(Version 7\)](#)
[November 2020 T&R Report \(adj. for FY 2021 & FY 2022\)](#)
[ICC TIFIA Refunding](#)
[2021 New Money Financing](#)
[Updated Surety Policy Rates](#)

TAB 8



Board Members:

MEMORANDUM

TO: Finance Committee
FROM: Ms. Deborah Sharpless, Chief Financial Officer
SUBJECT: Bi-annual Review of Revenue Sufficiency
DATE: June 24, 2021

PURPOSE OF MEMORANDUM

To provide the MDTA Board with a bi-annual review of revenue sufficiency for the Fiscal Year (FY) 2022-2027 financial forecast period.

SUMMARY

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

ANALYSIS

The 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 2020.

Traffic and Revenues

In June 2020, the MDTA's Traffic and Revenues (T&R) forecast was reduced to account for COVID-19. In November 2020, the T&R forecast was further reduced to reflect recent traffic and revenue trends related to the COVID-19 pandemic, related customer focused business practices, and permanent All-Electronic Tolling. The current financial forecast reflects a \$72 million reduction in revenue in FY 2021 followed by a \$57 million increase in projected revenue

in FY 2022 compared to the November 2020 forecast. The increase in projected revenue is primarily due to a shift in toll revenue collection from FY 2021 to FY 2022 caused by a delay in processing transactions as a result of the electronic toll system transition. Over the FY 2022-2027 forecast period, systemwide transactions are forecasted to grow from 153 million in FY 2022 to 169 million in FY 2027. Following a similar trend, systemwide toll revenues are expected to increase from \$728 million in FY 2022 to \$750 million in FY 2027. The current forecast anticipates a 2 percent and 1 percent annual growth rate in transactions and toll revenues over the six-year period, respectively.

Expenses

On the expense side, operating expenses are projected to increase from \$361 million in FY 2022 to \$421 million in FY 2027. The increase reflects a growth rate of four percent annually, less FY 2021 transaction backlog costs in the FY 2022 operating budget. The capital program maintains a funding level ranging between a low of \$308 million to a high of \$603 million over the FY 2022 to FY 2027 timeframe. Debt service increases by an average of \$14 million annually in conjunction with future debt issuances associated with the construction of the Nice/Middleton Bridge and I-95 ETL Northbound Extension.

If approved, the most recent financial forecast shows that the MDTA will meet all financial goals and legal requirements over the six-year forecast period. The table below shows the results for the FY 2022-2027 timeframe.

Adherence to Financial Goals and Requirements

	Required	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Rate Covenant	≥ 1.0	3.2	2.3	2.1	1.9	1.7	1.6
Unencumbered Cash	≥ \$350M	\$393M	\$351M	\$351M	\$351M	\$352M	\$353M
Debt Service Coverage	≥ 2.0	3.9	2.9	2.6	2.3	2.2	2.0

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

TAB 9



Maryland
Transportation
Authority

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

Board Members:

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

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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
PRESENTED BY: Ms. Deb Sharpless, CPA, Chief Financial Officer
Mr. Will Pines, PE, Chief Operations Officer
SUBJECT: Third Generation Electronic Toll Collection (3G ETC) System Post-
Transition Operations and Traffic & Revenue Update
DATE: June 24, 2021

PURPOSE

To brief the Maryland Transportation Authority (MDTA) Board on the Third Generation Electronic Toll Collection (3G ETC) post-transition operations and traffic & revenue.

SUMMARY

TransCore and Kapsch's systems went live on April 29, 2021. Post-transition and software development activities continue. Toll revenue continues to underperform the official financial forecast; however, the MDTA expects to end the fiscal year complying with its financial standards. Implementation of the plan to address the backlog of unprocessed transactions is ongoing.

ATTACHMENT

- 3G ETC System Update Presentation

Electronic Tolling

Post Transition Operations and Traffic & Revenue

MDTA Board Meeting

June 24, 2021

Post-Transition Operations

Key Milestones

Milestone	Planned Date Range	Status
CSC & Backoffice Go-Live (Complete)	4/29 7:00 AM	Complete
Pre-30 Day Releases	N/A	99 issues closed 15 Pre-30 Day releases to date
Go-Live Plus 30 Days: Software Release	4/30 to 5/30	76 issues – 51% complete
Go-Live Plus 60 Days: Software Release	6/1 to 6/30	82 issues – 50% complete
System Acceptance Test	7/01 to 7/30	
Post SAT Software Release	8/1 to 11/1	

Acceptance Period

- Go-live + 180 days address system defects & complete deferred functionality
- 424 new issues identified since go-live to date
- New issues prioritized into Pre-30 Day, 30 day, 60 day and Post-SAT releases, along with the issues identified prior to Go-live
- Updating schedule based on release sizes
- Approximately two months behind the planned release dates
- Mitigating release schedule by moving to weekly releases
 - More agile approach to have smaller, but more frequent releases
- Anticipate additional possible issues when mail house and escalations are fully resumed

Key Focus Areas

Software Reports & Documentation

- Continue finalizing outstanding reports and documentation

Post-Transition & Backlog Tasks

- Tightly monitor schedule & coordination between MDTA and vendors
- Queue transactions for processing and resolve issues
- Continue to triage and resolve software bugs

QA/QC & Lane Maintenance Improvements

- Accountability for timeliness of resolution for identified issues
- Enforcement of contractual requirements
- Consistent pro-active approach to the maintenance tasks
- Improving image quality

System Acceptance & Key Performance Indicators (KPI)

- Finalize System Acceptance Testing Plan
- Plan and test KPI

Contract Administration & Operational Functions

- Coordinating responsibilities & communication across IT, Operations and Finance
- Standing up contract administration tools & processes
- Forming cross-functional workgroups

Post Go-Live Risk Tracking

Call Center

- Call volumes and wait times are declining, as expected
 - Averaging approximately 7,000 daily calls with wait times for English now under 10 minutes.
 - Staffing shortages for Spanish have resulted in longer wait times
- Call volumes expected to increase as escalations resume this month

Transaction & Backlog Processing:

- Transactions released manually based on a pre-defined schedule
 - Tight coordination with MDTA and vendors to maintain processing
 - Image review is anticipated to be the biggest constraint at this time
- Escalations
 - Approximately 5 million video transactions posted to customer accounts
 - Several notices sent to alert customers to proactively pay electronically to receive early payment discounts
 - Control runs of 10,000 Citations started this week
 - MDTA image certifiers cleared the control run on the same day
 - NOTD control runs starting by the end of the month with full mailing commencing in July
 - MVA and CCU escalations resuming in July

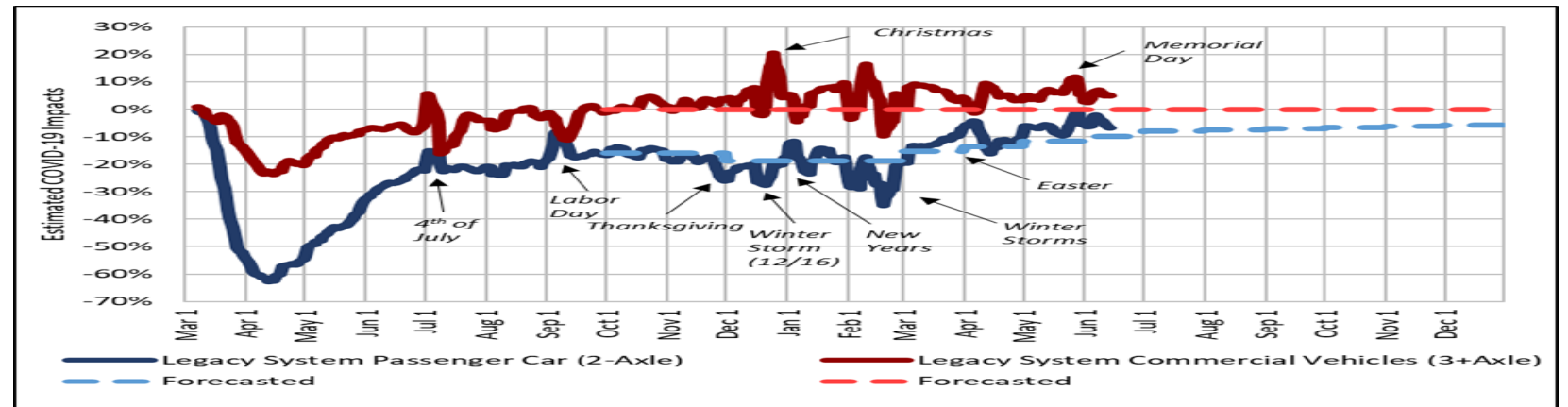
QA/QC

- NOTD & Citation image quality (dark)
 - Test additional lighting to evaluate options for addressing
 - Enlarged image on NOTD mailings

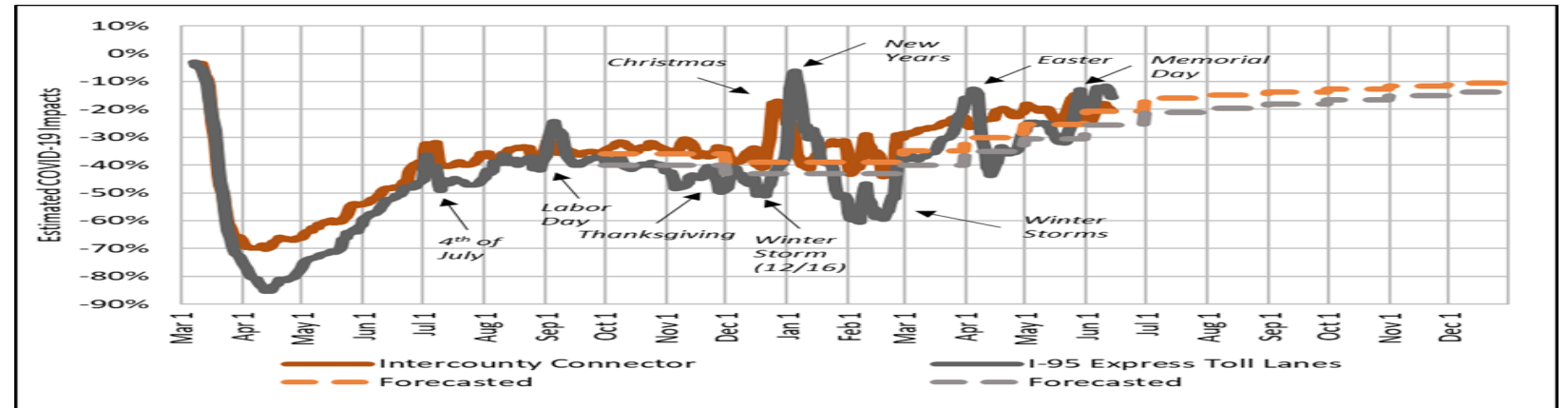
Traffic & Revenue

COVID-19 Forecasted Traffic Impacts vs. Actual

Legacy Facilities



ICC & ETL Facilities



- Impacts continue to be on par or better than forecasted impacts through mid-June for all facilities.
- Legacy commercial vehicle traffic levels continue to be strong, averaging a positive 5 percent impact since December 2020.
- Legacy passenger cars show strong recovery in recent months, particularly around the Easter and Memorial Day holidays, with impacts staying above -10 percent.
- ICC has outperformed forecasted impacts since December and continues to have a strong recovery, reaching -20 percent in May.
- I-95 ETLs have tracked very close to forecasted impacts, with an influx of traffic on the holiday weekends. The late Memorial Day weekend has had an ongoing positive impact through the beginning of June.

Key Takeaway: Traffic is meeting or exceeding the COVID-19 forecast

Revenue Actual vs Forecast

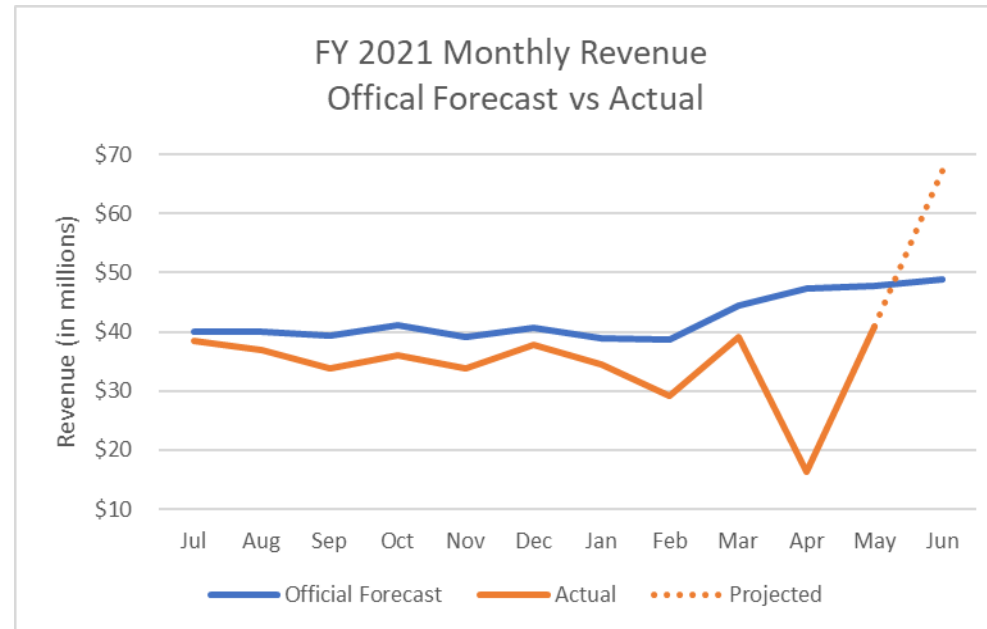
Official and Unofficial Forecasts

- FY2021 unofficial forecast expected actual revenue to be below the official forecast by ~\$72M
 - 6/30/21 forecast results in 2.7x debt service coverage (DSC)
- 2.0x DSC achieved with revenue ~\$100M* below forecast
- FY2022 forecast expected to be above forecast by ~\$56M

Official	\$ 511.6M
Unofficial	\$ 439.6M

Current Projections

- Under perform official forecast by ~ \$63M
- Financial standards exceeded



Cumulative Revenue Shortfall

As of	Cumulative Amount	Change from Prior Month
7/31/20	\$ (2.2)M	
8/31/20	\$ (5.3)M	\$ (3.2)M
9/30/20	\$ (11.0)M	\$ (5.6)M
10/31/20	\$ (16.2)M	\$ (5.2)M
11/30/20	\$ (21.6)M	\$ (5.4)M
12/31/20	\$ (24.6)M	\$ (3.1)M
1/31/21	\$ (29.2)M	\$ (4.5)M
2/28/21	\$ (38.8)M	\$ (9.6)M
3/31/21	\$ (44.2)M	\$ (5.4)M
4/30/21	\$ (75.1)M	\$ (30.9)M
5/31/21	\$ (81.4)M	\$ (7.0)M
6/30/21 (projected)	\$ (63.1)M	\$ 18.3M

* Assumes all other inputs remain unchanged

Revenue Actual vs Official Forecast via Facility as of 5/31/21

Legacy Facilities													
		July	August	September	October	November	December	January	February	March	April	May	Jul-May
E-ZPass	Forecast	\$ 35,966,000	\$ 35,780,000	\$ 34,688,000	\$ 36,227,000	\$ 34,455,000	\$ 34,811,000	\$ 31,487,000	\$ 30,132,000	\$ 34,868,000	\$ 36,971,000	\$ 37,235,000	\$ 382,620,000
	Actual	34,350,414	35,479,107	32,009,445	33,641,850	30,504,258	31,057,624	29,261,986	25,548,315	34,195,440	12,872,126	31,719,418	\$ 330,639,983
	Difference	(1,615,586)	(300,893)	(2,678,555)	(2,585,150)	(3,950,742)	(3,753,377)	(2,225,014)	(4,583,685)	(672,560)	(24,098,875)	(5,515,582)	(51,980,017)
Video	Forecast	-	-	526,000	522,000	541,000	1,943,000	3,886,000	4,805,000	5,059,000	5,243,000	5,278,000	\$ 27,803,000
	Actual	625,724	464,052	947,873	1,413,213	2,179,246	5,400,256	4,197,538	2,867,021	3,993,129	3,006,188	1,785,194	\$ 26,879,433
	Difference	625,724	464,052	421,873	891,213	1,638,246	3,457,256	311,538	(1,937,979)	(1,065,871)	(2,236,812)	(3,492,806)	(923,567)
E-ZPass & Video	Forecast	35,966,000	35,780,000	35,214,000	36,749,000	34,996,000	36,754,000	35,373,000	34,937,000	39,927,000	42,214,000	42,513,000	\$ 410,423,000
	Actual	34,976,138	35,943,159	32,957,318	35,055,063	32,683,504	36,457,880	33,459,524	28,415,336	38,188,569	15,878,313	33,504,612	\$ 357,519,416
	Difference	\$ (989,862)	\$ 163,159	\$ (2,256,682)	\$ (1,693,937)	\$ (2,312,496)	\$ (296,121)	\$ (1,913,476)	\$ (6,521,664)	\$ (1,738,431)	\$ (26,335,687)	\$ (9,008,388)	\$ (52,903,584)

Intercounty Connector													
		July	August	September	October	November	December	January	February	March	April	May	Jul-May
E-ZPass	Forecast	\$ 3,322,000	\$ 3,364,000	\$ 3,369,000	\$ 3,573,000	\$ 3,277,000	\$ 3,097,000	\$ 2,762,000	\$ 2,734,000	\$ 3,548,000	\$ 3,842,000	\$ 4,085,000	\$ 32,888,000
	Actual	2,535,871	101,322	-	-	-	-	-	-	-	69,168	6,386,688	\$ 2,706,361
	Difference	(786,129)	(3,262,678)	(3,369,000)	(3,573,000)	(3,277,000)	(3,097,000)	(2,762,000)	(2,734,000)	(3,548,000)	(3,772,832)	2,301,688	(30,181,639)
Video	Forecast	-	-	45,000	49,000	57,000	184,000	216,000	321,000	255,000	268,000	294,000	\$ 1,395,000
	Actual	182,695	154,690	156,687	202,498	404,921	556,299	339,698	133,649	137,296	133,582	183,339	\$ 2,402,014
	Difference	182,695	154,690	111,687	153,498	347,921	372,299	123,698	(187,351)	(117,704)	(134,418)	(110,661)	1,007,014
E-ZPass & Video	Forecast	3,322,000	3,364,000	3,414,000	3,622,000	3,334,000	3,281,000	2,978,000	3,055,000	3,803,000	4,110,000	4,379,000	\$ 38,662,000
	Actual	2,718,566	256,012	156,687	202,498	404,921	556,299	339,698	133,649	137,296	202,749	6,570,027	\$ 11,678,402
	Difference	\$ (603,434)	\$ (3,107,988)	\$ (3,257,313)	\$ (3,419,502)	\$ (2,929,079)	\$ (2,724,701)	\$ (2,638,302)	\$ (2,921,351)	\$ (3,665,704)	\$ (3,907,251)	\$ 2,191,027	\$ (26,983,598)

I-95 Express Toll Lanes													
		July	August	September	October	November	December	January	February	March	April	May	Jul-May
E-ZPass	Forecast	\$ 779,000	\$ 830,000	\$ 756,000	\$ 839,000	\$ 790,000	\$ 745,000	\$ 566,000	\$ 649,000	\$ 725,000	\$ 925,000	\$ 968,000	\$ 8,572,000
	Actual	695,730	728,740	667,066	729,700	651,816	675,612	596,454	503,132	744,964	287,145	767,771	\$ 7,048,132
	Difference	\$ (83,270)	\$ (101,260)	\$ (88,934)	\$ (109,300)	\$ (138,184)	\$ (69,388)	\$ 30,454	\$ (145,868)	\$ 19,964	\$ (637,855)	\$ (200,229)	\$ (1,523,868)

All Facilities													
		July	August	September	October	November	December	January	February	March	April	May	Jul-May
	Forecast	\$ 40,067,000	\$ 39,974,000	\$ 39,384,000	\$ 41,210,000	\$ 39,120,000	\$ 40,780,000	\$ 38,917,000	\$ 38,641,000	\$ 44,455,000	\$ 47,249,000	\$ 47,860,000	\$ 457,657,000
	Actual	38,390,434	36,927,911	33,781,071	35,987,262	33,740,242	37,689,791	34,395,677	29,052,117	39,070,829	16,368,208	40,842,410	\$ 376,245,951
	Difference	\$ (1,676,566)	\$ (3,046,089)	\$ (5,602,929)	\$ (5,222,738)	\$ (5,379,758)	\$ (3,090,209)	\$ (4,521,323)	\$ (9,588,883)	\$ (5,384,171)	\$ (30,880,792)	\$ (7,017,590)	\$ (81,411,049)

Driven by pre-cut over & cut-over periods– no transactions processed

Began processing transaction backlog, starting with ICC & Image-based transactions

Revenue Actual vs Official Forecast via Payment Type as of 5/31/21

E-ZPass													
	July	August	September	October	November	December	January	February	March	April	May	Jul-May	
Forecast	Legacy	\$ 35,966,000	\$ 35,780,000	\$ 34,688,000	\$ 36,227,000	\$ 34,455,000	\$ 34,811,000	\$ 31,487,000	\$ 30,132,000	\$ 34,868,000	\$ 36,971,000	\$ 37,235,000	\$ 382,620,000
	ICC	3,322,000	3,364,000	3,369,000	3,573,000	3,277,000	3,097,000	2,762,000	2,734,000	3,548,000	3,842,000	4,085,000	\$ 36,973,000
	ETL	779,000	830,000	756,000	839,000	790,000	745,000	566,000	649,000	725,000	925,000	968,000	\$ 8,572,000
	Total	40,067,000	39,974,000	38,813,000	40,639,000	38,522,000	38,653,000	34,815,000	33,515,000	39,141,000	41,738,000	42,288,000	428,165,000
Actual	Legacy	34,350,414	35,479,107	32,009,445	33,641,850	30,504,258	31,057,624	29,261,986	25,548,315	34,195,440	12,872,126	31,719,418	\$ 330,639,983
	ICC	2,535,871	101,322	-	-	-	-	-	-	-	69,168	6,386,688	\$ 9,093,049
	ETL	695,730	728,740	667,066	729,700	651,816	675,612	596,454	503,132	744,964	287,145	767,771	\$ 7,048,132
	Total	37,582,015	36,309,169	32,676,511	34,371,551	31,156,075	31,733,236	29,858,440	26,051,447	34,940,405	13,228,438	38,873,877	346,781,164
Difference	\$ (2,484,985)	\$ (3,664,831)	\$ (6,136,489)	\$ (6,267,449)	\$ (7,365,925)	\$ (6,919,764)	\$ (4,956,560)	\$ (7,463,553)	\$ (4,200,595)	\$ (28,509,562)	\$ (3,414,123)	\$ (81,383,836)	

Video													
	July	August	September	October	November	December	January	February	March	April	May	Jul-May	
Forecast	Legacy	\$ -	\$ -	\$ 526,000	\$ 522,000	\$ 541,000	\$ 1,943,000	\$ 3,886,000	\$ 4,805,000	\$ 5,059,000	\$ 5,243,000	\$ 5,278,000	\$ 27,803,000
	ICC	-	-	45,000	49,000	57,000	184,000	216,000	321,000	255,000	268,000	294,000	\$ 1,689,000
	Total	-	-	571,000	571,000	598,000	2,127,000	4,102,000	5,126,000	5,314,000	5,511,000	5,572,000	29,492,000
Actual	Legacy	625,724	464,052	947,873	1,413,213	2,179,246	5,400,256	4,197,538	2,867,021	3,993,129	3,006,188	1,785,194	\$ 26,879,433
	ICC	182,695	154,690	156,687	202,498	404,921	556,299	339,698	133,649	137,296	133,582	183,339	\$ 2,585,353
	Total	808,419	618,742	1,104,560	1,615,711	2,584,167	5,956,555	4,537,237	3,000,670	4,130,424	3,139,769	1,968,532	29,464,786
Difference	\$ 808,419	\$ 618,742	\$ 533,560	\$ 1,044,711	\$ 1,986,167	\$ 3,829,555	\$ 435,237	\$ (2,125,330)	\$ (1,183,576)	\$ (2,371,231)	\$ (3,603,468)	\$ (27,214)	

E-ZPass & Video												
	July	August	September	October	November	December	January	February	March	April	May	Jul-May
Forecast	\$ 40,067,000	\$ 39,974,000	\$ 39,384,000	\$ 41,210,000	\$ 39,120,000	\$ 40,780,000	\$ 38,917,000	\$ 38,641,000	\$ 44,455,000	\$ 47,249,000	\$ 47,860,000	\$ 457,657,000
Actual	38,390,434	36,927,911	33,781,071	35,987,262	33,740,242	37,689,791	34,395,677	29,052,117	39,070,829	16,368,208	40,842,410	376,245,951
Difference	\$ (1,676,566)	\$ (3,046,089)	\$ (5,602,929)	\$ (5,222,738)	\$ (5,379,758)	\$ (3,090,209)	\$ (4,521,323)	\$ (9,588,883)	\$ (5,384,171)	\$ (30,880,792)	\$ (7,017,590)	\$ (81,411,049)

Driven by pre-cut over & cut-over periods– no transactions processed

Began processing transaction backlog, starting with ICC & Image-based transactions

Backlog Processing Status

Transaction Backlog Plan Excerpt – presented at April Board Meeting

- 5/31/21 Target: post all 3/2/21 to 5/12/21 transactions; process current transaction week of 6/21/21

Week of	Backlog						Current	
	Facility	Transaction Type	Facility	Transaction Type	Start	End	Facility	Transaction Type
4/26/2021	ICC	AVI	All	Image	3/2/2021	3/15/2021		
5/3/2021	ICC	AVI	All	Image	3/16/2021	3/29/2021		
5/10/2021	ICC	AVI	All	Image	3/30/2021	4/12/2021		
5/17/2021	All	All			4/13/2021	4/26/2021		
5/24/2021	All	All			4/27/2021	4/28/2021		
5/24/2021	All	All			4/29/2021	5/10/2021		
5/31/2021	All	All			5/11/2021	5/24/2021		
6/7/2021	All	All			5/25/2021	6/7/2021		
6/14/2021	All	All			6/8/2021	6/16/2021		
6/21/2021	ICC	AVI	FSK, TJH, ETL, Bay, ICC	Image	7/21/2020	7/27/2020	All	All
6/28/2021	ICC	AVI	FSK, TJH, ETL, Bay, ICC	Image	7/28/2020	8/3/2020	All	All

Current Status – 5/31/21

- Legacy & ETL AVI: 2 transaction day lag (1 calendar day); current processing by 6/30/21
- ICC AVI: 20 transaction day lag (10 calendar days); current processing by mid-July
- All Facilities Images: 27 transaction day lag (14 calendar days); current processing by mid-July

Transaction Type	May Actuals (Transaction Days)	June Projected (Transaction Days)
Legacy & ETL AVI		
Maryland	24	51
Non Maryland	33	51
Legacy & ETL Images		
Maryland	46	68
Non Maryland	46	68
ICC AVI		
Maryland	53	82*
Non Maryland	53	61
ICC Images		
Maryland	46	68
Non Maryland	46	68

AVI: E-ZPass Transponder
Image: E-ZPass I-Toll (based on plate) and Video Toll

* 21 days of backlog from August/September 2020

TAB 10



Maryland
Transportation
Authority

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

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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
PRESENTED BY: Mr. Carl Chamberlin, MDTA Project Manager
SUBJECT: Update on the Phase 1 South: American Legion Bridge I-270 to I-370 Toll Rate Range Setting Process
DATE: June 24, 2021

PURPOSE OF MEMORANDUM

To provide the Maryland Transportation Authority (MDTA) Board an update on scheduled dates and logistics for in-person and call-in testimony public hearings for Phase 1 South: American Legion Bridge I-270 to I-370, to review ways the MDTA is accepting public comment on the tolling proposal, and to review the schedule.

SUMMARY

Public Hearing Dates and Logistics

- The MDTA has scheduled two public hearings on July 12 and July 14, 2021 as part of the toll rate range setting process public comment period for proposed High Occupancy Toll, or HOT, lanes within Phase 1 South: American Legion Bridge I-270 to I-370. The hearings will provide an additional opportunity to comment on the proposed toll rate ranges for the official record through verbal public or one-on-one testimony or through written comment. There will be no formal presentation during the public hearings, and no responses to questions can be given. The public will be able to listen live to the hearings via telephone (855-701-1977) or livestream on the project website.
- **Two in-person testimony public hearing sessions** are scheduled on Monday, July 12, 2021 at the Hilton Washington DC/Rockville Hotel & Executive Meeting Center located at 1750 Rockville Pike in Rockville from 2 to 4 p.m. and from 6 to 8 p.m.
 - Limited printed copies of the informational boards presented in the Virtual Information Room will be available.
 - All MDTA staff and participants at the in-person hearing will be required to follow current CDC guidance regarding COVID-19 precautions.
 - During the sessions, a limited number of registrants may be allowed, socially distanced, in the testimony room.
 - Observers and others in the queue to present testimony will be required to wait in a designated space to allow social distancing within the building.

- **Two call-in testimony public hearing sessions** are scheduled on Wednesday, July 14, 2021 from 2 to 4 p.m. and from 6 to 8 p.m.
 - The call-in testimony public hearing sessions will allow an opportunity for verbal public testimony via telephone. To provide one-on-one testimony during the call-in hearing, the public may call 855-701-1977 and leave a single voicemail message limited to 3 minutes.

Testimony Registration

- Registration to provide testimony at either hearing can be completed online by visiting the project website or by calling 888-725-0174. Verbal public testimony will be limited to 3 minutes for the public and 5 minutes for elected officials. For those who wish, one-on-one testimony can be provided at the in-person testimony hearing via court reporter in a separate area.

Review of Public Hearing Materials

- The MDTA is encouraging review of all public hearing materials prior to attending a public hearing, which are available in the Virtual Information Room on the project webpage.
- If hearing materials are inaccessible online, or if special accommodations are required under the Americans with Disabilities Act or language translation services (free of charge), the MDTA is asking requests be made to the MDTA's Title VI Officer at mdtaeeo@mdta.maryland.gov or at 410-537-6720 at least ten days prior to the first hearing.

Ways to Comment

- The first public comment period opened on May 20 after receiving approval from the MDTA Board to take the tolling proposal to public hearings and seek public comment, and will remain open through Thursday, August 12 at 5 p.m.
- In addition to providing verbal testimony at one of the in-person or call-in testimony public hearings, the MDTA is also accepting written comments and call-in testimony through voicemail for the official record through Thursday, August 12, at 5 p.m.:
 - submit an electronic comment form at mdta.maryland.gov/ALB270TollSetting;
 - download and email a completed comment form to ALB270TollSetting@mdta.maryland.gov;
 - print and mail a completed comment form to Phase 1 South: American Legion Bridge I-270 to I-370 Toll Rate Range Public Comment, Maryland Transportation Authority, 2310 Broening Highway, Baltimore, MD 21224; or
 - provide call-in testimony at 855-701-1977 and leave a single voicemail that is limited to 3 minutes.
- ALL COMMENTS received, whether at the hearing or through other methods, will be given EQUAL CONSIDERATION.

Schedule/Next Steps

Previous Coordination

- The toll rate range setting process began with a tolling proposal presented by the MDTA staff to the MDTA Board during an open and livestreamed meeting on May 20, 2021. At this Board Meeting, the MDTA staff sought and received approval to take the tolling proposal to public hearings.
- Around 1:00 PM on May 20, after receiving MDTA Board approval, public hearing materials were made available for review on the MDTA's website and the public comment period opened.
- On the afternoon of May 20, a news release, elected official notification, an e-blast to stakeholders, and social media posts notified the public of the availability of materials for review and the public comment period opening.
- A legal ad was posted in the Maryland Register on May 21, and additional legal ads were placed in numerous print publications the week of May 24 (including Spanish publications).
- Flyers (in 15 languages plus English) were posted to the project webpage and were made available to various community liaisons via email to assist with environmental justice outreach on May 28.

On-going Coordination to Public Hearings

- The MDTA announced public hearing dates and provided registration details to provide testimony on June 4 with a legal ad in the Maryland Register.
- Additional hearing notifications were made on June 7 by the MDTA via a news release, elected official notification, eblast, social media (Facebook, Twitter, Instagram), a slide at the MVA, and updated webpage. Legal ads also ran in various print publications on June 10, 11, and 12 (including Spanish), and digital ads began running on June 14 and will continue through July 14. Flyers announcing the hearings and registration were prepared and translated into 15 languages in addition to English and were posted to the project webpage. The flyers were also made available to various community liaisons to assist in environmental justice outreach via email and hard copy.
- Select reminder announcements/social media posts will be sent a week prior to the hearings and the day of the hearings.

Future Coordination after Public Hearings

- After the last public hearing, the MDTA will continue to accept written public comments until August 12 at 5:00 PM (comment period must remain open for at least ten (10) business days after the last public hearing).
- On August 26, 2021, ten (10) business days after the comment period closes, a comment summary and analysis will be posted to the MDTA webpage, and MDTA Staff will present the comment summary and analysis and recommended toll rate range proposal to the MDTA Board during an open and livestreamed meeting.

Update on the Phase 1 South: American Legion Bridge I-270 to I-370
Toll Rate Range Setting Process
Page Four

- The public will have another minimum ten (10) business-day comment period following the August 26, 2021 MDTA Board Meeting, which will remain open until October 14, 2021.
- Any comments received during this second comment period will be summarized and analyzed, posted to the MDTA webpage on October 28, 2021, and presented to the MDTA Board along with a final recommended toll rate range proposal at the October 28, 2021 Board Meeting for a vote/approval.
- The public will have a third opportunity to provide comment on the final recommended toll rate range proposal at the October Board Meeting on October 28 prior to the Board's vote.

TAB 11



Maryland
Transportation
Authority

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

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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Mr. James Harkness, P.E., PTOE, Acting Chief Engineer, Office of Engineering and Construction
SUBJECT: Update on Major Projects valued over \$40 Million
DATE: June 24, 2021

PURPOSE OF MEMORANDUM

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

SUMMARY

As of June 14, 2021, there are ten Major Projects in the Capital Program. Six of the projects are under Construction, two in Procurement, and two under Design. This summary only includes projects with funding for construction in the Consolidated Transportation Program and includes six projects valued in excess of \$100 million. There are two projects from the \$1.1 billion I-95 Express Toll Lanes Northbound Expansion program.

ATTACHMENT

- MDTA Major Capital Projects (>40 million) – June 2021 Update

MDTA Major Capital Projects (>\$40 Million) - June 2021 Update

Pin	Contract No.	Description	AD	NTP	Budget (Thousands \$)	Ant. Construction Completion Date	Design (D), Procurement (P) or Construction (C)
2147	MA-2257	Replace Electronic Toll Collection - 3rd Gen	8/1/16	3/6/18	115,692	Summer 2021	C
0280	HT-694	I-895 Bridge Replacement (Canton Viaduct)	5/10/17	4/2/18	251,568	Summer 2021	C
1024	NB-543	Replace Nice/Middleton Bridge	10/20/18	3/17/20	635,788	Winter 2024	C
2251	FT-2651R	Rehabilitate Ventilation Fans	9/5/19	7/1/20	41,844	Spring 2024	C
2516	BB-3014	Emergency BB All Electronic Toll (AET) Conversion	9/29/20	1/11/21	51,456	Spring 2023	C
2453	KH-3009	I-95 Northern Transition - Express Toll Lanes to MD 152	8/17/20	5/3/21	222,960	Summer 2024	C
2477	KH-3024	I-95/Belvidere Road Interchange	5/18/20	10/30/21	59,973	Spring 2025	P
2491	KH-3019	I-95 Northern Transition - MD 152 Interchange Reconstruction	5/7/21	11/5/21	244,382	Fall 2024	P
2317	BB-2726	Eastbound William Preston Lane, Jr. Memorial (Bay) Bridge Rehabilitation, Phase 1	9/6/19	7/12/21	225,600	Fall 2025	D
2306	HT-2709	Envelope and Switchgear Replacements at Baltimore Harbor Tunnel Ventilation Buildings	8/22/21	1/2/22	64,477	Fall 2023	D

TAB 12



Maryland
Transportation
Authority

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

Board Members:

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

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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Mr. David Goldsborough, Director of Information Technology
SUBJECT: Quarterly Information Technology Update
DATE: June 24, 2021

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 24, 2021, the Division of Information Technology maintains an active portfolio of 19 projects. The portfolio has remained constant since the last update to the MDTA Board. DoIT continues to support the MDTA workforce that has shifted to a telework status as well as personnel that are working onsite at the MDTA facilities. Given the return to work requirement, DoIT is rotating employees into the office for the remaining weeks of June to comply with the capacity requirements. As of July 5, 2021, DoIT will be back to normal operations that existed pre-pandemic. Post go-live support of the third-generation tolling system (3G) continues. We have shifted one resource back to a 50% capacity to lend support to the DoIT project portfolio.

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

- Cybersecurity measures
- Conversion to the new Salesforce lightening platform
- Post go-live support of 3G
- E-forms platform
- Conversion of the purchasing card system to the new platform.

TAB 13



Board Members:

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

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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board

FROM: Mr. Percy E. Dangerfield, Chief Administrative Officer
Mrs. Towanda R. Livingston, Director of Civil Rights and Fair Practices

PREPARED BY: Mrs. Towanda R. Livingston, Director of Civil Rights and Fair Practices
Mrs. Normetha Goodrum, DBE Program Manager
Mrs. Alexius Wilson, Compliance Officer

SUBJECT: Quarterly Update: Socioeconomic Programs Status

DATE: June 24, 2021

PURPOSE OF MEMORANDUM

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

SUMMARY

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

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

The following socioeconomic programs’ performance information presented is based on quarters 1, 2 and 3 of Fiscal Year (FY) 2021, which covers the performance period of July 1, 2020 to March 31, 2021¹. This performance period will be referenced as Q1, Q2 and Q3 FY 2021.

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

Disadvantaged Business Enterprise (DBE) Program

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

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

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

Table 1 depicts total DBE payments by Contract for the Nice-Middleton Bridge Project through March 31, 2021. Each Contract has a contract-specific DBE goal commitment. Table 1 depicts each Contract's DBE utilization in payments project-to-date.

Minority Business Enterprise (MBE) Program

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

The MBE participation for Q1, Q2 and Q3 FY 2021 is calculated by dividing the total MBE contract award dollars by the total contract award dollars, including MBE firms and Majority Firms. Majority Firms are any non-MBE participants such as Prime Contractors and any non-MBE subcontractors.

Table 2 depicts total MBE participation by Contracting Areas for Q1, Q2 and Q3 FY 2021. During this period, MBE firms received \$100 million (19.64%) of the \$509 million total contract awards.

Socioeconomic Programs Status

Page Three

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

Table 3 depicts MBE participation by Business Classifications and Contracting Areas for Q1, Q2 and Q3 FY 2021. During this period, African American firms received approximately \$24.8 million (24.85%), of \$100 million MBE contract awards. Hispanic American firms received \$4.9 million (4.97%), Asian American firms received \$14.4 million (14.44%), Women-owned firms received \$43 million (43.12%), and Native American firms received \$12.6 million (12.62%).

Small Business Reserve (SBR) Program

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

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

The SBR firms' utilization for Q1, Q2, and Q3 FY 2021 is calculated by dividing the total SBR designated payments by the total procurement payments. An SBR designated payment is a payment made to a vendor for an SBR-designated procurement.

Table 4 depicts Small Business Reserve Program utilization for Q1, Q2, and Q3 FY 2021. During this period, SBR designated firms received \$8.3 million (2.11%) of the \$395.4 million in procurement payments. Only SBR designated payments are included in the SBR Program Utilization Table.

Veteran-Owned Small Business Enterprise (VSBE) Program

CRFP's Compliance Officers are responsible for monitoring State funded projects to ensure compliance with Maryland's Veteran-Owned Small Business Enterprise (VSBE) Program. The VSBE Program provides contracting opportunities on State funded procurements for qualified veteran-owned small businesses. In accordance with COMAR 21.11.03.01, each State procurement agency is required to structure its procedures for making procurements to try 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.

Socioeconomic Programs Status

Page Four

The VSBE participation Q1, Q2, and Q3 FY 2021 is calculated by dividing the total contract award dollars to VSBE firms by all contract awards.

Table 5 depicts VSBE contract participation by contracting area for Q1, Q2, and Q3 FY 2021. During this period, VSBE firms received \$5.2 million (1.02%) of the \$509,283,622 in contracts awarded by MDTA.

ATTACHMENTS

- Table 1: Nice-Middleton Bridge Project Disadvantaged Business Enterprise (DBE) Program Utilization
- Table 2: MBE Program Contract Participation by Contracting Area
- Table 3: MBE Program Participation by Business Classification
- Table 4: SBR Program Utilization
- Table 5: VSBE Contract Participation by Contracting Area

ATTACHMENT(S)

QUARTERLY UPDATE: SOCIOECONOMIC PROGRAMS STATUS

Table 1: Nice-Middleton Bridge Project Disadvantaged Business Enterprise (DBE) Program Utilization Project-To-Date

Disadvantage Business Enterprise Program Utilization Project-To-Date (Period Ending March 31, 2021)							
Contract Number & Contract Value	Contract Description	Committed DBE Goal	Total Payments 31-Mar-21	% Paid to Prime 31-Mar-21	\$ Paid to Prime 31-Mar-21	% Paid to DBEs 31-Mar-21	\$ Paid to DBEs 31-Mar-21
NB-0543-0000 NTP 03/17/20 \$ 462,957,000.00	Bridge Replacement	15.47%	\$162,579,500	94.94%	\$154,349,680	5.06%	\$8,229,819
NB-3003-0000 NTP 08/28/20 \$ 23,433,000.00	Campus Improvements	23.00%	\$3,102,324	65.88%	\$2,043,674	34.12%	\$1,058,650
AE-3049-0000 NTP 11/14/18 \$ 15,000,000.00	Construction Management Inspection Services	26.00%	\$2,002,270	92.92%	\$1,860,416	7.08%	\$141,853
AE-3050-0000 NTP 11/14/18 \$ 15,000,000.00	Construction Management Inspection Services	26.00%	\$1,989,456	78.56%	\$1,562,999	21.44%	\$426,456
AE-3051-0000 NTP 11/14/18 \$ 15,000,000.00	Construction Management Inspection Services	26.00%	\$1,481,514	84.42%	\$1,250,697	15.58%	\$230,816

Table 2: Minority Business Enterprise Program Contract Participation by Contracting Area (Q1, Q2 & Q3 FY 2021)

Minority Business Enterprise (MBE) Program Contract Participation by Contracting Area Q1, Q2 & Q3 FY 2021					
State MBE Program Participation Goal	29%				
MDTA-MBE Program Contract Utilization	19.64%				
Contracting Area(s)	MBE %	MBE Amount \$	Majority %	Majority Amount \$	Total Amount \$
Construction	16.70%	\$54,797,679	83.30%	\$273,297,533	\$328,095,212
A&E	26.21%	\$44,791,833	73.79%	\$126,108,167	\$170,900,000
Maintenance	2.00%	\$74,750	98.00%	\$3,662,971	\$3,737,721
IT	7.91%	\$360,314	92.09%	\$4,192,229	\$4,552,543
Services	0.00%	\$0	0.00%	\$0	\$0
Supplies/Equipment	0.00%	\$0.00	100.00%	\$1,998,146	\$1,998,146
Total	19.64%	\$100,024,576	80.36%	\$409,259,045	\$509,283,622

Table 3: Minority Business Enterprise Program Participation by Business Classification (Q1, Q2 & Q3 FY 2021)

Minority Business Enterprise (MBE) Program Participation by Business Classification Q1, Q2 & Q3 FY 2021											
Contracting Area(s)	African American (%)	African American (\$)	Hispanic American (%)	Hispanic American (\$)	Asian American (%)	Asian American (\$)	Women (%)	Women (\$)	Native American (%)	Native American (\$)	Total Amount (\$)
Construction	25.24%	\$13,830,589	1.51%	\$828,874	8.90%	\$4,874,814	45.68%	\$25,031,402	3.12%	\$10,232,000	\$54,797,679
A&E	24.44%	\$10,946,378	9.26%	\$4,146,000	20.55%	\$9,206,540	40.42%	\$18,102,915	5.34%	\$2,390,000	\$44,791,833
Maintenance	100.00%	\$74,750	0%	\$0	0%	\$0	0%	\$0	0%	\$0	\$74,750
IT	0%	\$0	0%	\$0	100.00%	\$360,314	0%	\$0	0%	\$0	\$360,314
Services	0%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$0	\$0
Supplies/Equipment	0%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$0	\$0
Total Participation	24.85%	\$24,851,717	4.97%	\$4,974,874	14.44%	\$14,441,668	43.12%	\$43,134,317	12.62%	\$12,622,000	\$100,024,576

Table 4: Small Business Reserve (SBR) Program Utilization (Q1, Q2 & Q3 FY 2021)

Small Business Reserve (SBR) Program Utilization FYTD 2021		
SBR Participation Goal	15%	
MDTA SBR Utilization	2.11%	
SBR Designated Payments \$	SBR Designated Payments %	Total Procurement Payments (\$)
\$8,345,914	2.11%	\$395,429,287

Table 5: Veteran-Owned Small Business Enterprise (VSBE) Contract Participation by Contracting Area (Q1, Q2 & Q3 FY 2021)

Veteran-Owned Small Business Enterprise (VSBE) Program Contract Participation by Contracting Area Q1, Q2 & Q3 FY 2021			
State VSBE Participation Goal	1%		
MDTA-VSBE Contract Utilization	1.02%		
Contracting Area (s)	VSBE %	VSBE Amount \$	Total Amount \$
Construction	1.02%	\$3,357,223	\$328,095,212
A&E	1.08%	\$1,840,000	\$170,900,000
Maintenance	0.25%	\$9,344	\$3,737,721
IT	0.00%	\$0	\$4,552,543
Services	0.00%	\$0	\$0
Supplies/Equipment	0.00%	\$0	\$1,998,146
Total	1.02%	\$5,206,567	\$509,283,622

TAB 14

VERBAL

TAB 15

VERBAL