



Maryland Transportation Authority

BOARD MEETING

THURSDAY, DECEMBER 15, 2022

MARYLAND TRANSPORTATION AUTHORITY
2310 BROENING HIGHWAY
BALTIMORE, MD 21224

IN-PERSON AND LIVESTREAM



MARYLAND TRANSPORTATION AUTHORITY BOARD MEETING

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

DECEMBER 15, 2022 9:00 AM

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

NOTES:

- This is an In-Person Open Meeting being conducted via livestreaming.
- The public is welcomed to watch the meeting at the link above.
- *If you wish to comment on an agenda item please email your name, affiliation, and the agenda item to nhenson@mdta.state.md.us no later than 5:00 p.m. on Tuesday, December 13. You **MUST** pre-register and attend the meeting in person in order to comment.* Once pre-registered, all pertinent information will be emailed to you.

AGENDA

OPEN SESSION – 9:00 AM

Call Meeting to Order

- | | | |
|--|--------------------|---------|
| 1. <u>Approval</u> – <u>Open Session Meeting Minutes of November 17, 2022</u> | Chairman | 5 min. |
| 2. <u>Approval</u> – <u>Open Session Meeting Minutes of November 30, 2022</u> | Chairman | 5 min. |
| 3. <u>Resolutions</u> – <u>Years of Service Recognition</u> – Recognition for One Retired Employee | William Pines | 5 min. |
| 4. <u>Approval</u> – <u>Canton Railroad</u> – Approval of the Canton Railroad Board of Directors | William Pines | 10 min. |
| 5. <u>Approval</u> – <u>Contract Awards</u> <ul style="list-style-type: none">• MR-3035-0000 – On-Call Upgrade and Replace Metal Traffic Barriers and Attenuators• SV-3104-0000 – Internal Auditing Services RFP | Jeffrey Davis | 10 min. |
| 6. <u>Approval</u> – <u>New Section of the I-95 Express Toll Lanes (ETL) Northbound and I-695 Ramps</u> – Request Approval to Proceed with Public Hearings to Set Toll Rate Ranges for the New Section of I-95 ETL Northbound and I-695 Ramps | Carl Chamberlin | 20 min. |
| 7. <u>Update</u> – <u>Major Projects</u> – Quarterly Update on Major Projects Valued Over \$40 Million or of Significant Public Impact | James Harkness | 15 min. |
| 8. <u>Update</u> – <u>Information Technology Major Projects</u> – Quarterly Update on Information Technology Major Projects | David Goldsborough | 10 min. |
| 9. <u>Update</u> – <u>Civil Rights Fair Practice's Socioeconomic Programs</u> – Quarterly Update on Socioeconomic Programs | Tia Rattini | 10 min. |

**MDTA BOARD MEETING
DECEMBER 15, 2022 9:00 AM**

**AGENDA
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10. **Update** – Audit Committee Report – Verbal Member Penny-Ardinger 10 min.
11. **Update** – Executive Director’s Report – Verbal William Pines 15 min.
- Vote to Adjourn Meeting

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, NOVEMBER 17, 2022
9:00 A.M.

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

OPEN SESSION

James F. Ports, Jr., Chairman

MEMBERS ATTENDING:

Dontae Carroll
William H. Cox, Jr.
William C. Ensor, III
W. Lee Gaines, Jr. – via Telephone
Mario J. Gangemi
John F. von Paris

STAFF ATTENDING:

Col. Kevin Anderson
Jeffrey Brown
Donna DiCerbo
Allen Garman
Chantelle Green
James Harkness
Natalie Henson
Jeanne Marriott
Kimberly Millender, Esq.
Sushmita Mitra
William Pines – via Telephone
Deb Sharpless

OTHERS ATTENDING:

Ebony Moore, MDOT TSO

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

APPROVAL – OPEN SESSION MEETING MINUTES OF OCTOBER 27, 2022

Upon motion by Member William H. Cox, Jr. and seconded by Member Mario J. Gangemi, the open session meeting minutes of the MDTA Board meeting held on October 27, 2022 were unanimously approved.

APPROVAL – CLOSED SESSION MEETING MINUTES OF OCTOBER 27, 2022

Upon motion by Member Mario J. Gangemi and seconded by Member John F. von Paris, the closed session meeting minutes of the MDTA Board meeting held on October 27, 2022 were unanimously approved.

APPROVAL – CONTRACT AWARDS

- **HT-2709-0000 – Envelope and Switchgear Replacements at Baltimore Harbor Tunnel Vent Buildings**

Ms. Donna DiCerbo requested contingent approval from the MDTA Board to execute Contract No. HT-2709-0000 – Envelope and Switchgear Replacements at Baltimore Harbor Tunnel (BHT) Vent Buildings with W.M. Schlosser Company, Inc. in the amount of \$67,877,000.00.

Ms. DiCerbo explained that the work to be performed under this contract is located at the Fairfield and Canton Vent buildings of the BHT facility. The scope of work includes the complete removal of the existing building facades, intake louvers, and roofs with the installation of new architectural precast concrete wall panels, storm proof louvers, and new roofing systems implementing phased construction practices at each building. Complete removal and replacement of the existing end of service life primary Switchgear/MCC lineups that support all tunnel operations (ventilation, life safety, lane use, traffic signing, lighting, and pumps). These primary units will be removed and new installed applying detailed phased construction to maintain all safe tunnel operations during the construction duration. A single-story building addition is required at the Canton building to accommodate new switchgear and other new electrical components. Existing deficient elevators will be removed and replaced with new modern code compliant systems and construction of additional safety egress stairways. New code compliant fire pumps will be installed to complete the fire safety systems. All new systems will be integrated into the SCADA controls system and tested.

Upon motion by Member William H. Cox, Jr. and seconded by Member Mario J. Gangemi, the Members unanimously gave contingent approval to execute Contract No. HT-2709-0000 – Envelope and Switchgear Replacements at Baltimore Harbor Tunnel (BHT) Vent Buildings.

- **KH-3031-0000 – Noise Wall Along I95 Southbound South of Calvary Road**

Ms. Donna DiCerbo requested contingent approval from the MDTA Board to execute Contract No. KH-3031-0000 – Noise Wall Along I-95 Southbound South of Calvary Road with The Six-M Company, Inc. in the amount of \$9,819,000.00.

Ms. DiCerbo explained that the work to be performed under this contract is located adjacent to I-95 (John F. Kennedy Memorial Highway) in Harford County. The scope of work includes constructing a noise barrier along I-95 southbound south of Calvary Road for approximately 0.7 miles. The noise barrier is needed to attenuate noise coming from vehicular traffic on the existing and planned future expansion of I-95.

Upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the Members unanimously gave contingent approval to execute Contract No. KH-3031-0000 – Noise Wall Along I-95 Southbound South of Calvary Road.

- **MT-00210742 (MT-3154-0000) – Fire Alarm and Suppression Preventive Maintenance and Repair and Fire Alarm Monitoring for MDTA Facilities**

Ms. Donna DiCerbo requested approval from the MDTA Board to execute Contract No. MT-00210742 (MT-3154-0000) – Fire Alarm and Suppression Preventive Maintenance and Repair and Fire Alarm Monitoring for MDTA Facilities with Advanced Fire Protection Systems, LLC in the amount of \$1,340,010.00.

Ms. DiCerbo explained that the contract is for the provision of a fire alarm and suppression maintenance and repair and fire alarm monitoring service. The requested fire alarm and suppression preventive maintenance and repair and monitoring services requires the contractor to furnish all labor, materials, supplies, equipment, tools, supervision, transportation, insurance, permits, and confined space program necessary to provide service calls and repair and routine preventive maintenance and testing, inspections, emergency service, and monitoring at MDTA-wide fire alarm/suppression systems, which includes fire alarm and suppression mechanical components, and to adhere to applicable MDTA policies and applicable regulatory requirements regarding hazardous materials, wastes, recycling, and general refuse handling, storage, and disposal at the various MDTA facilities.

Upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the Members unanimously gave approval to execute Contract No. MT-00210742 (MT-3154-0000) – Fire Alarm and Suppression Preventive Maintenance and Repair and Fire Alarm Monitoring for MDTA Facilities.

- **J01B3600006 – Open Text Additional Licenses**

Ms. Donna DiCerbo requested approval from the MDTA Board to execute Small Business Reserve (SBR) Contract No. J01B3600006 – Open Text Additional Licenses with Applied Technology Services in the amount of \$308,763.35.

Ms. DiCerbo explained that this SBR contract is for the provision for additional OpenText user licenses and three (3) years of OpenText Maintenance and Support for the MDTA Division of Information Technology. She further explained that the OpenText platform is used to maintain, store, and allow quick access to various documents as well as allows fluent workflow management. The MDTA leverages the OpenText Platform for management of documents to include Procurement Card Log processing and approval, Financial File Cabinet for storage of important finance documents, Procurement Review Group eSignature, Invoice tracking & approval, and task order management for the Office of Engineering and Construction, Electronic Toll Collection KPI reviews, and Human Resource Scanning for digital storage and allows sorting of important documents, as well as allowing for upcoming storage of Police and Civil Rights and Fair Practices files. The additional licenses and continued software maintenance and support will allow the MDTA to maintain our current systems, continued use of the OpenText software, as well as access to technical support as needed.

Upon motion by Member William H. Cox, Jr. and seconded by Member John F. von Paris, the Members unanimously gave approval to execute SBR Contract No. J01B3600006 – Open Text Additional Licenses.

UPDATE – PROCURMENT REPORT ON OPEN CONTRACTS

Ms. Donna DiCerbo presented the MDTA Board with a verbal report on how many contracts are currently open with the MDTA excluding state credit card purchases. There are currently 231 total contracts totaling \$2,970,185,006.85.

APPROVAL – QUARTERLY REVIEW OF INVESTMENT STRATEGY AND BENCHMARKS

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

Mr. Garman explained that for the trailing twelve-month period ended September 30, 2022, investments conformed to Investment Policy limitations. Portfolio structuring by account adhered to Board approved strategy and should remain consistent, despite short-term return volatility associated with the rising interest rate environment. No changes in performance strategy or benchmark are recommended.

Upon motion by Member William H. Cox, Jr. and seconded by Member William C. Ensor, III, continuation of the current investment strategy was unanimously approved.

UPDATE – TRAFFIC AND REVENUE FORECAST UPDATE

Ms. Chantelle Green briefed the MDTA Board on the annual update to the Traffic and Revenue (T&R) forecasts for all facilities.

Ms. Green explained that each fall, an update to the ten-year T&R forecast is prepared by the independent T&R consultant, CDM Smith. CDM Smith was selected through a competitive process to provide the T&R forecast. The forecast is built on historical data from the MDTA's facilities and national, regional, and State socioeconomic data, such as population, employment, unemployment, real income per capita, real gross domestic product, inflation, and fuel prices. The forecast also accounts for, among other things, anticipated construction projects, the backlog of unprocessed *E-ZPass* and video toll transactions, COVID-19 impacts, new vehicle classifications, and the Customer Assistance Plan.

Ms. Green then provided an update on the traffic T&R forecast for the legacy facilities, Intercounty Connector (ICC), and the I-95 Express Toll Lanes (ETL). She explained that on a systemwide basis, through Fiscal Year (FY) 2028, forecasted revenues are down \$31 million from November 2021. Total revenue decline in FY 2023 is due to lingering COVID-19 impacts and the Customer Assistance Plan.

APPROVAL – FISCAL YEAR 2024 PRELIMINARY OPERATING BUDGET

Mr. Jeffrey Brown requested MDTA Board approval of the Preliminary Fiscal Year (FY) 2024 Operating Budget.

Mr. Brown explained that the proposed FY 2024 operating budget of \$391.4 million represents a \$4.2 million, or a 1.1%, increase, versus the FY 2023 Final Budget. When comparing the FY 2024 Preliminary Operating Budget to the MDTA Board-approved June 2022 financial forecast, the FY 2024 budget is \$4.5 million, or 1.2%, more than projected. The key driver for the increase in projected spending is the mandatory 4.5% cost of living adjustment (COLA) for all State employees effective November 1, 2022.

The FY 2023 operating budget reflects a \$13.8 million increase in mandatory spending, a \$8.9 million increase in discretionary spending, and a \$18.5 million reduction in discretionary spending. Mandated changes increased the budget by \$13.8 million mostly due to: (1) a 4.5% COLA for all State employees effective November 1 plus a 5% COLA for the police in FY 2024; (2) employee, LEOPS, and MSP retirement costs; (3) step and grade changes; and (4) social security increasing due to increased salaries.

Upon motion by Member John F. von Paris and seconded by Member William H. Cox, Jr., the Fiscal Year 2024 Preliminary Operating Budget was unanimously approved.

APPROVAL – FINAL FISCAL YEAR 2022 – 2028 CONSOLIDATED TRANSPORTATION PROGRAM (CTP)

Ms. Jeanne Marriott requested MDTA Board approval for the Final Fiscal Year (FY) 2023-2028 Consolidated Transportation Program (CTP). She explained that the six-year FY 2023-2028 budget in the proposed CTP is \$2.7 billion.

The proposed CTP reflects a net increase in the six-year FY 2023-2028 budget of \$52.6 million. The net FY 2023-2028 increase is the result of the following:

- Increase of \$15.8 million for the Nice/Middleton Bridge.
- Increase of \$9.2 million for the I-95 Express Toll Lanes (ETL) Northern Extension.
- Increase of \$107.9 million for all projects except Nice/Middleton Bridge, I-95 ETL Northern Extension, and reserves.
- Decrease of \$80.3 million in the Allocated and Unallocated Reserves.

The FY 2022 expenditures were \$496.2 million vs. \$548.6 million in the Draft FY 2023-2028 CTP. The FY 2022 underspending was \$52.4 million and has been rolled over into the Final FY 2023-2028 CTP.

Upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the Final Fiscal Year 2023 – 2028 Consolidated Transportation Program was unanimously approved.

APPROVAL – FISCAL YEAR (FY) 2023 – 2028 FINANCIAL FORECAST

Ms. Chantelle Green requested MDTA Board approval of the Fiscal Year (FY) 2023-2028 Financial Forecast.

Ms. Green explained that throughout the forecast period (FY 2023 – 2028), the MDTA will remain in compliance with its financial goals and legal standards and that no systemwide toll increases are needed in the near-term.

She explained that the primary differences between the current and June 2022 forecasts are reduced revenues; increased operating expenses; increased capital expenses; and increased debt issuances.

Upon motion by Member Mario J. Gangemi and seconded by Member William C. Ensor, III, the Fiscal Year 2023-2028 Financial Forecast was unanimously approved.

UPDATE – BI-ANNUAL REVIEW OF REVENUE SUFFICIENCY

Ms. Chantelle Green presented to the MDTA Board the Bi-Annual Review of Revenue Sufficiency update. The most recent financial forecast shows that current toll rates, fees, and discounts provide enough revenue over the near-term to meet forecasted spending and meet all legal and policy requirements.

UPDATE – 1ST QUARTER OPERATING BUDGET COMPARISON

Mr. Jeffrey Brown updated the MDTA Board on actual versus projected year-to-date spending for the first quarter of Fiscal Year (FY) 2023 Operating Budget. As of September 30, 2022, 11% of the budget was spent compared to a target of 23%. All Objects are at or below the targeted spending level. The primary drivers for the reduced spending are personnel vacancies, seasonality of expenses, and 1st quarter accruals.

UPDATE – 1ST QUARTER CAPITAL BUDGET COMPARISON

Ms. Jeanne Marriott updated the MDTA Board on the 1st Quarter Fiscal Year (FY) 2023 Capital Budget Comparisons. As of September 30, 2022, 11.9% of the FY 2023 budget was spent as compared to the targeted spending level of 25%. The total budget for FY 2023 is \$556.0 million. The actual spending through the first quarter was \$65.9 million. The first quarter percentage is low because there are outstanding accruals for work completed in FY 2022.

**** At approximately 9:45 am the MDTA Board Meeting was paused due to technical issues with the livestreaming cameras. The technical issues were resolved and at approximately 9:55 am the meeting resumed. ****

UPDATE – TRAFFIC AND REVENUE

Ms. Deb Sharpless gave an update to the MDTA Board on Traffic and Revenue (T&R) performance through September 30, 2022.

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

She further explained that the key year-to-date takeaways regarding traffic and revenue performance are: (1) Passenger vehicle traffic levels continue to track closely to pre-pandemic levels; (2) Commercial vehicle traffic levels continue to outperform pre-pandemic levels; and (3) Systemwide, transactions and revenue exceeded the forecast by 2.8 percent and 7.7 percent, respectively.

Ms. Sharpless explained that actual transactions were above forecast by 1.2 million, or 2.8 percent, and revenue was above forecast by \$14.5 million, or 7.7 percent, for the quarter ended September 30, 2022. However, when adjusting for timing differences, systemwide revenue exceeded the forecast by \$4.3 million, or 2.3%. The deviation in actual performance compared to the forecast (adjusted for timing differences) was due to a combination of factors, including the back-office processing of 6 more days during the first quarter than forecasted and 1.1 million more NOTDs than forecasted.

UPDATE – INDEPENDENT AUDITORS’ REPORT ON THE FISCAL YEAR 2022 FINANCIAL STATEMENTS

Ms. Deb Sharpless reported to the MDTA Board that the Independent Auditors’ Report on the Fiscal Year 2022 Financial Statements. CliftonLarsonAllen, LLP, MDTA’s independent auditor, completed the audit and an unmodified opinion was issued.

UPDATE – EXECUTIVE DIRECTOR’S REPORT

Mr. Joseph Sagal, MDTA Chief Operating Officer, gave the Executive Director’s Report. Mr. Sagal spoke on the following topics: the MDTA’s Customer Assistance Plan that is coming to a close on Wednesday, November 30 at 11:59 p.m.; How MDTA is advancing Diversity, Equity, and Inclusion; a new leadership position, Director of Customer Experience; Announced MDTA’s Employee of the Quarter, Mr. Timothy Sheets; Reported that for the 9th Consecutive Year MDTA has received the Certificate of Achievement for Excellence in Financial Reporting for the production of the Fiscal Year 2021 Annual Comprehensive Financial Report; and lastly, thanked all who were involved in making the Bay Bridge Run a success.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the Members unanimously voted to adjourn the meeting at 10:21 a.m.

The next MDTA Board Meeting will be held on Thursday, December 15, 2022 at 9:00 a.m. at MDTA, 2310 Broening Highway, Baltimore MD and will be livestreamed on the MDTA Board webpage.

APPROVED AND CONCURRED IN:

James F. Ports, Jr., Chairman

TAB 2

MARYLAND TRANSPORTATION AUTHORITY
SPECIAL BOARD MEETING

THURSDAY, NOVEMBER 30, 2022
4:00 P.M.

2310 BROENING HIGHWAY, BALTIMORE MD 21224
VIRTUAL & LIVESTREAMED OPEN MEETING

OPEN SESSION

James F. Ports, Jr., 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:

Meryle F. Dunlap, Esq.
Natalie Henson
Selena McKissick
Megan Mohan, Esq.
Mary O'Keeffe
William Pines
Joseph Sagal
Deb Sharpless
Timothy Sheets

OTHERS ATTENDING:

Samantha Biddle, MDOT TSO
Ebony Moore, MDOT TSO

At 4:00 p.m. Chairman James F. Ports, Jr. called the Special meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held virtually and was livestreamed on the MDTA Board Meeting web page.

APPROVAL – CUSTOMER ASSISTANCE PLAN

Mr. William Pines, MDTA's Executive Director, requested approval from the MDTA Board for a two-week extension of the Customer Assistance Plan. This extension would change the end date from November 30, 2022 at 11:59 pm to December 14, 2022 at 11:59 pm.

Mr. Pines explained that at November's Finance Committee staff recommended to retain the November 30, 2022, closing date for the Customer Assistance Plan and return to standard operations on December 1, 2022. This recommendation was because many customers were not taking actions to pay their outstanding tolls and enforcement measures would be necessary. However, since that time there has been a substantial increase in customers taking actions to make payments of their tolls. Mr. Pines indicated that the Call Center and Customer Service Centers have experienced large upticks with customers making last minute payments. He added that on Tuesday, November 15th the Call Center had approximately 8,800 requests for service, but that this increased to over 30,000 on Tuesday, November 29th (two weeks later). Mr. Pines also informed the Board that employees at MDTA's Customer Service Centers have been staying late to help customers who were standing in lines at closing time. Because of this, the staff is now recommending a two-week extension of the Customer Assistance Plan to assist customers who want to pay their tolls but who waited until the last minute to pay. The staff anticipates this to be beneficial to both the MDTA and its customers. MDTA's Chief Financial Officer, Ms. Deb Sharpless, advised that the proposed extension does not put the MDTA in jeopardy of violating any of its financial policies.

During the meeting some Members emphasized that no further extensions should be brought to the MDTA Board for approval. Mr. Pines committed to the Board that no further extensions would be requested as there are customers who refuse to pay their tolls and further extensions would delay appropriate actions for these customers. Mr. Pines acknowledged that reinitiating enforcement measures will be necessary immediately after the new extension deadline.

Upon motion by Member Mario J. Gangemi and seconded by Member William C. Ensor, III, the Board approved a two-week extension of the Customer Assistance Plan extending the deadline to 11:59 p.m. on December 14, 2022. Member Dontae Carroll abstained from voting on this item.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member William H. Cox, Jr. and seconded by Member Jeffrey S. Rosen, the Members unanimously voted to adjourn the meeting at 4:31 p.m.

OPEN SESSION
NOVEMBER 30, 2022
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The next MDTA Board Meeting will be held on Thursday, December 15, 2022 at 9:00 a.m. at MDTA, 2310 Broening Highway, Baltimore MD and will be livestreamed on the MDTA Board webpage.

APPROVED AND CONCURRED IN:

James F. Ports, Jr., Chairman

TAB 3

Christina M. Thompson

Fiscal Services Administrator VI

WHEREAS, Christina M. Thompson began her career with the Department of Juvenile Services as an Account Auditor II on December 7, 1983, and

WHEREAS, On August 16, 1989, Ms. Thompson joined the Maryland Transportation Authority as an Account Auditor II, and was promoted to MDTA Fund Analyst III on September 25, 1990, and

WHEREAS, She continued to build on her knowledge and skills, and Ms. Thompson was promoted to Fiscal Services Administrator I on July 1, 2002, and to Fiscal Services Administrator V on April 11, 2007, and

WHEREAS, With determination and leadership, Ms. Thompson was promoted to DOT Executive IV on January 29, 2020, and to Fiscal Services Administrator VI on July 1, 2021, a position held until retirement, and

WHEREAS, She is an invaluable member of the team, and her coworkers expressed the fact that her dedication, expertise, teamwork, generous patience, and laugh will be sorely missed, now

THEREFORE BE IT RESOLVED, On the occasion of Christina M. Thompson's retirement from her distinguished career of exemplary service, the Chairman and Members of the Maryland Transportation Authority Board hereby express to Ms. Thompson 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 December 15, 2022, and a copy, appropriately framed, be presented to Ms. Thompson as an expression of the MDTA Board's appreciation and esteem.

TAB 4



Maryland Transportation Authority

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

Board Members:

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

William Pines, PE, Executive Director

MEMORANDUM

TO: MDTA Board
PRESENTED BY: Executive Director William Pines, PE
SUBJECT: Canton Development Corporation Board of Directors
DATE: December 15, 2022

PURPOSE OF MEMORANDUM

The purpose of this agenda item is to seek approval from the Maryland Transportation Authority (MDTA) Board of the proposed Canton Development Corporation, Inc. (Canton) Board of Directors and designation of the Chief Financial Officer, or designee, as proxy to attend the Special Board Meeting of stockholders of Canton on January 25, 2023 to vote to approve the election of the Canton Board of Directors.

SUMMARY

MDTA is the sole stockholder of Canton. The day-to-day operations of Canton are managed by Mr. John Magness, the President and CEO, with the oversight of a Board of Directors. Per the By-Laws of Canton, the stockholders are to gather annually and elect the members of the Board of Directors.

The MDTA's practice has been to approve at least two directors during the Annual Meeting of the stockholders. During the MDTA Board meeting on October 27, 2022, the Board approved the reappointment of Mr. Stephen Kauffman. Since that time, an additional qualified Board member, Ms. Sarah Klein, has been identified. Each Director serves a three-year term.

Per the By-Laws, the only matter in which the stockholders have authority to vote on is the election of the members to Canton's Board of Directors. Additionally, the By-Laws of Canton permit the stockholders to be represented by a proxy.

ANALYSIS

As the sole stockholder of Canton, the MDTA must vote on the election of Members of the Canton's Board of Directors at Canton's Annual Meeting. Prior to 2020, the Canton Board, consisted of six Directors, including a MDTA Board Member who serves in an *ex officio* capacity. The Directors serve three-year terms, and the terms are staggered, resulting in the

election of two Directors each year. In 2020, the MDTA Board approved an additional Director due to the outstanding qualifications of the individuals interested in serving as Directors.

At present, the MDTA recommends the appointment of Ms. Sarah Klein. Ms. Klein is well known in the Harford and Baltimore County communities and is highly recommended. Information regarding Ms. Klein's qualifications is included as an attachment. Canton's By-Laws provide the MDTA, as the stockholder, the ability to add an additional Director by requesting a special meeting of the Board of Directors.

REQUESTED ACTION

Approve the candidate nominated for appointment to the Canton Board of Directors and appoint the Chief Financial Officer or designee, as proxy, to attend the January 25, 2023 Special Meeting of the Board of Directors.

ATTACHMENT

- Attachment I: List of Directors and Summary of Qualification of the Nominated Director of Canton

Attachment I

Canton Development Company
Canton Railroad Company
Freestate Logistic Services, Inc.

Board of Director	Action	Originally Appointed	Term Expiration
William K. Hellmann, Chairman	n/a	2017	2023
J. Robert Huber, Sr.	n/a	2019	2023
William H. Cox, Jr. (<i>ex officio</i>)	n/a	2017	2024
Lorrie A. Schenning	n/a	2018	2024
Stephen P. Kauffman	n/a	2019	2025
Sarah Klein	appointment	2022	2025

Ms. Sarah Klein (New Member) is the Director of Front-End Operations and Community Relations for Klein's ShopRite of Maryland, a family-owned grocery store business with 9 stores and 1,200 employees throughout the Harford, Baltimore County, and Baltimore City area. Klein's ShopRite of Maryland is a member of Wakefern, the largest retailer-owned cooperative in the United States. Ms. Klein is an active member of the cooperative and sits on both the Customer Experience Committee and the Digital Commerce and Analytics Committee.

Ms. Klein holds a degree in Business Administration with a concentration in Marketing. She was recently awarded The ATHENA Young Professional Leadership Award and was named by the *Baltimore Sun* as one of the Top 25 Women to Watch in 2022 and was named one of the *Daily Record's* Leading Women. She serves as an active member on multiple boards of directors, including the John Carroll School, the Greater Bel Air Community Foundation, the Albert P. Close Foundation, the Char Hope Foundation, the Rockfield Foundation, the Harford County Sheriff's Foundation, and the Next Generation Leadership Council (NextGen) of the Upper Chesapeake Health Foundation.

Ms. Klein also oversees Klein's ShopRite of Maryland's Charitable Foundation that was developed to support important community initiatives. In this role, she has supported numerous community non-profits such as the Upper Chesapeake Hospital Cancer Center, the Amanda Hickad Walk, and Klein's Family Crisis Center.

TAB 5



**Maryland
Transportation
Authority**

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

Board Members:

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

William Pines, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Deputy Director of Procurement Jeffrey Davis
SUBJECT: MR-3035-0000 – On-Call Upgrade and Replace Metal Traffic Barriers and Attenuators
DATE: December 15, 2022

PURPOSE

To seek approval to execute Contract No. MR-3035-0000 – On-Call Upgrade and Replace Metal Traffic Barriers and Attenuators.

SUMMARY

This contract provides for the replacement and maintenance of traffic barrier w-beam, end treatments, attenuators, and related hardware on an as-needed basis. The work on this contract is intended to be executed via on-call. The contract will cover three years of replacement and maintenance of traffic barrier w-beam and end treatments/attenuators and will be performed at all MDTA facilities with the exception of Point Breeze.

RECOMMENDATION

To provide approval to execute Contract No. MR-3035-0000 – On-Call Upgrade and Replace Metal Traffic Barriers and Attenuators.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

AUTHORITY BOARD PROJECT SUMMARY

MR-3035-0000 On-Call Upgrade and Replace Metal Traffic Barriers and Attenuators

PIN NUMBER

OPER

CONTRACT NUMBER

MR-3035-0000

CONTRACT TITLE

On-Call Upgrade and Replace Metal Traffic Barriers and Attenuators

PROJECT SUMMARY

This contract provides for the replacement and maintenance of traffic barrier w-beam, end treatments, attenuators, and related hardware on an as-needed basis. The work on this contract is intended to be executed via on-call. The contract will cover three years of replacement and maintenance of traffic barrier w-beam and end treatments/attenuators and will be performed at all MDTA facilities with the exception of Point Breeze.

SCHEDULE

ADVERTISEMENT DATE

8/22/2022

ANTICIPATED NOTICE TO PROCEED DATE

Feb-23

DURATION (CALENDER DAYS)

1095

MBE PARTICIPATION

Advertised Goal

Proposed Goal

GOAL (%)

OVERALL MBE

4.00%

4.00%

SUBGOALS

0.00%

VSBE

0.00%

BID RESULTS

BID PROTEST YES

NO X

L.S. Lee, Inc

BID AMOUNT (\$)

**% VARIANCE TO
EE**

\$5,446,400.00

21.3%



Maryland
Transportation
Authority

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

Board Members:

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

William Pines, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Deputy Director of Procurement Jeffrey Davis
SUBJECT: SV-00210783 (SV-3104-0000) Internal Auditing Services
DATE: December 15, 2022

PURPOSE

To seek approval to execute Contract No. SV-00210783 (SV-3104-0000) Internal Auditing Services.

SUMMARY

This Contract is to provide for internal auditing services, to include assurance consulting services, providing expertise in critical areas through guidance and augmenting existing MDTA staff, and/or fully conducting audits. These services will assist the MDTA's Board Members, Executive Director, and the Office of Audits in accomplishing their objectives by bringing a systematic and disciplined approach to evaluate and improve the effectiveness of the organization's risk management, control, and governance process.

RECOMMENDATION

To provide approval to execute Contract No. SV-00210783 (SV-3104-0000) Internal Auditing Services.

ATTACHMENT

- Project Summary



AUTHORITY BOARD PROJECT SUMMARY
Contract No. SV-00210783 (SV-3104-0000) Internal Auditing Services

PIN NUMBER N/A
CONTRACT NUMBER SV-00210783 (Solicitation No.: SV-3104-0000)
CONTRACT TITLE Internal Auditing Services

PROJECT SUMMARY This Contract is to provide for internal auditing services, to include assurance consulting services, providing expertise in critical areas through guidance and augmenting existing MDTA staff, and/or fully conducting audits. These services will assist the MDTA's Board Members, Executive Director, and the Office of Audits in accomplishing their objectives by bringing a systematic and disciplined approach to evaluate and improve the effectiveness of the organization's risk management, control, and governance process.

SCHEDULE		MBE PARTICIPATION - OVERALL	MBE PARTICIPATION	
			ADVERTISED GOAL (%)	PROPOSED GOAL (%)
ADVERTISEMENT DATE	6/29/2021	OVERALL MBE	30.00%	31.50%
ANTICIPATED NTP DATE	2/1/2023	AFRICAN AMERICAN	0.00%	6.00%
DURATION/TERM	Three (3) years and one (1) two-year option.	ASIAN AMERICAN	0.00%	15.00%
		WOMEN	0.00%	10.50%
		VSBE	0.5%	1.0%

COST ESTIMATE (EE)	(\$)		BID PROTEST	YES	NO
	\$900,000.00	Base 3 Year Term			
	\$600,000.00	Two-Year Renewal			<input checked="" type="checkbox"/>

PROPOSER	FINANCIAL PRICE	PRICE RANK	TECHNICAL RANK	OVERALL RANK
BD & Company	\$1,275,259.50	1	3	1
BCA Watson Rice	\$1,376,484.00	2	2	2
Cherry Bekaert	\$1,529,465.00	3	1	3
Citrin Cooperman	\$1,887,500.00	4	5	4
Crowe	\$1,978,340.00	5	6	6
UHY Advisors	\$2,001,547.00	6	4	5

TAB 6



**Maryland
Transportation
Authority**

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

Board Members:

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

William Pines, PE Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Carl Chamberlin, Project Manager
SUBJECT: I-95 Express Toll Lane (ETL) Northbound Extension (Section 200) & I-695 Ramps Toll Rate Range Setting
DATE: December 15, 2022

PURPOSE OF MEMORANDUM

To seek approval to proceed with public hearings for the I-95 ETL Northbound Extension (Section 200) & I-695 Ramps toll rate range setting.

In 2014, I-95 ETL opened the limits of Section 100 to traffic. As a continuation to the success of Section 100 of the I-95 ETL program, MDTA is building the next segment of the popular managed lane system. Construction is ongoing to extend the ETLs in the Northbound direction only from MD 43 to north of MD 24, within the Section 200 limits of the I-95 Master Plan. Additionally, as part of the project, MDTA is connecting the I-695 ramps into the new I-95 ETL northbound lanes. MDTA in Calendar Year (CY) 2023 must engage in a new toll rate setting process to establish toll rate ranges for this section of the I-95 ETL Northbound Extension project (Section 200). The toll rate setting process is anticipated to establish the toll rate range for three different time periods (peak, off-peak, and overnight) used on the ETL facility, which is in line with the existing ETL toll structure.

Enclosed in your mailout materials, you will find the “I-95 ETL Northbound Extension (Section 200) & I-695 Ramps Toll Rate Range Setting” information that includes, but is not limited to, the toll rate setting process, proposed public hearing schedule, toll rate range proposals, financial implications, public outreach efforts, and the Traffic and Revenue Technical Memorandum.



Board Meeting: Proposal for 2023 I-95 ETL Northbound Extension Project
(Section 200) & I-695 Ramps
Toll Rate Setting Public Hearings

Agenda

I.	Introduction	Will Pines
II.	Toll Rate Setting Process	Carl Chamberlin
III.	Proposal	Will Pines
IV.	Financial Affordability	Chantelle Green
V.	Communication Plan	Carl Chamberlin
VI.	Schedule	Carl Chamberlin
VII.	Approval to Begin the Toll Setting Process	Jim Ports

I. Introduction

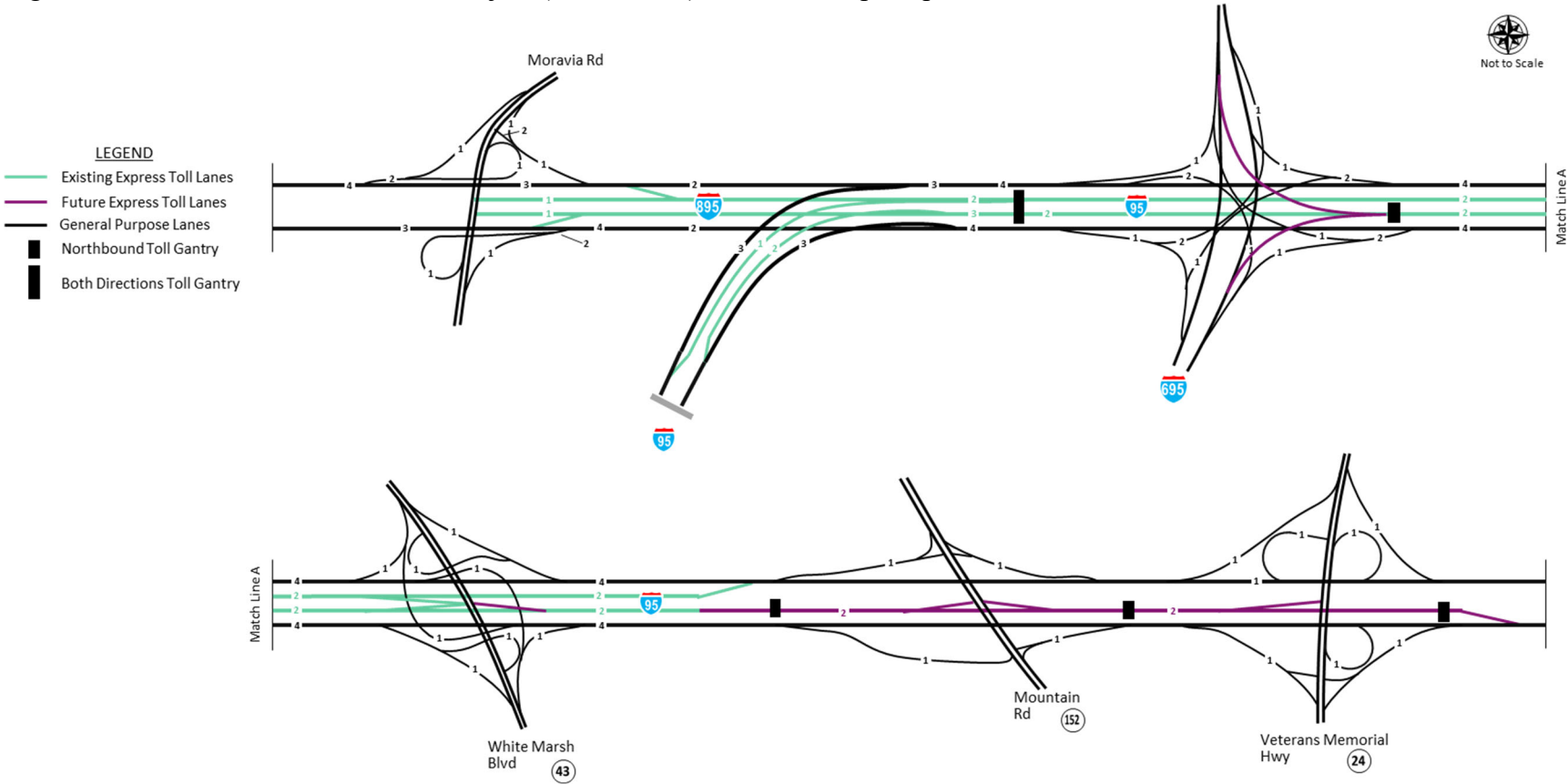
In 2014, the I-95 Express Toll Lanes (ETL) opened the limits of Section 100 to traffic. As a continuation to the success of Section 100 of the I-95 ETL program, MDTA is building the next segment of the popular managed lane system. Construction is ongoing to extend the ETLs in the Northbound direction only from MD 43 to north of MD 24, within the Section 200 limits of the I-95 Master Plan. Additionally, as part of the project, MDTA is connecting the I-695 ramps into the new I-95 ETL northbound lanes. MDTA in Calendar Year (CY) 2023 must engage in a new toll rate setting process to establish toll rate ranges for this section of the I-95 ETL Northbound Extension project (Section 200). The toll rate setting process is anticipated to establish the toll rate range for three different time periods (peak, off-peak, and overnight) used on the ETL facility, which is in line with the existing ETL toll structure.

The I-95 ETL Northbound Extension project is planned to open in phases, with a planned opening to north of MD 152 in 2024. The toll rates for the additional phases (e.g., north of MD 24, 695 ramps, etc.) of the ETL Northbound Extension project are included in this toll rate setting. Prior to opening, MDTA's tolling vendors must program and test the new toll rates and trip building into the systems and install the overhead tolling equipment in the new ETL lanes and I-695 ramps. The toll rate range setting process must be completed before that time.

This toll rate setting proposal only includes setting the toll rate ranges for the section of the ETL Northbound Extension project currently being designed and built, including all phases of the project from MD-43 to north of MD-24 and the I-695 ramps. Other ETL segments outside of the ETL Northbound Extension project will require separate future toll rate setting. The current toll zone for the ETLs is set at a distance of 7 miles (Figure 1). With this proposal, there will be separate toll zones to capture the new ramp connections from I-695 (the Baltimore Beltway) to I-95 Northbound ETLs and three toll zones between MD 43 to north of MD 24 to capture the mileage and tolling for all route options (Figure 1).

MDTA staff seeking the Board's approval to proceed with public hearings for the I-95 ETL Northbound Extension (Section 200) & I-695 Ramps toll rate range setting. The MDTA Board is not voting on a proposal today, rather just voting to begin the toll rate range setting process.

Figure 1: ETL Northbound Extension Project (Section 200) & I-695 Ramp Proposed Zones



Note: Proposed gantry locations are illustrative only. The actual gantry locations are subject to change and to the approval of the Executive Director.

II. Toll Setting Process

Maryland law outlines the process for establishing toll rates, including establishing new toll rates ranges for a new facility. The toll rate range setting process is centered around a staff proposal to “adopts an increase in tolls, fees, or other charges on any part of a fixed toll transportation facilities project or adopts an increase in mileage rate ranges, pricing periods, toll zones, fees, or other charges on a variably priced toll transportation facilities project.” Today, if the MDTA Board decides to move forward with toll setting public hearings, the MDTA will ensure the public is engaged in the toll rate range setting process and will comply with State law by providing opportunities for public review and comment on the proposal at one or more meetings held at a time and place of convenience for the public in the county where the toll rate ranges are proposed to be implemented.

Hearing Announcement

The proposals must be presented at an MDTA Board Meeting to obtain approval from the Board to proceed with holding the public hearings. At this Board Meeting, the background and justification for the changes is presented to the Board, as well as the process required for completing the hearings. At this time, the Board is not voting on the information being presented. Instead, the Board is only voting to proceed to public hearings. MDTA staff may hold Board Member working sessions to review complex material, if needed. Once the information has been presented to the Board, it is publicly available.

Hearing Process

The process for conducting the public hearings and recording the comments from the public is specified in Transportation Article, §4-312, Annotated Code of Maryland. The steps of the process are:

- All hearing materials and supporting documents, including information and studies used in the analysis to justify the changes, need to be posted on the MDTA website at least ten business days prior to the first scheduled public hearing.
- MDTA needs to provide an opportunity for public review and comment on the proposed changes at one or more meetings held at a time and place of convenience to the public in each county in which the change is proposed to be implemented. Practically, this means two hearings for this specific toll setting process – one in Baltimore County and one in Harford County.
- The hearings require a quorum of Board Members to attend each meeting (minimum 5), and the Chairman or designee.
- After the completion of the last public hearing, MDTA will continue to accept written comments from the public for at least an additional ten business days. At this point, the comment period can be closed.
- Within ten days following the close of the comment period, MDTA is required to present a summary and analysis of the comments received to the Board Members and to the public via the MDTA website.

Post-Hearing Process

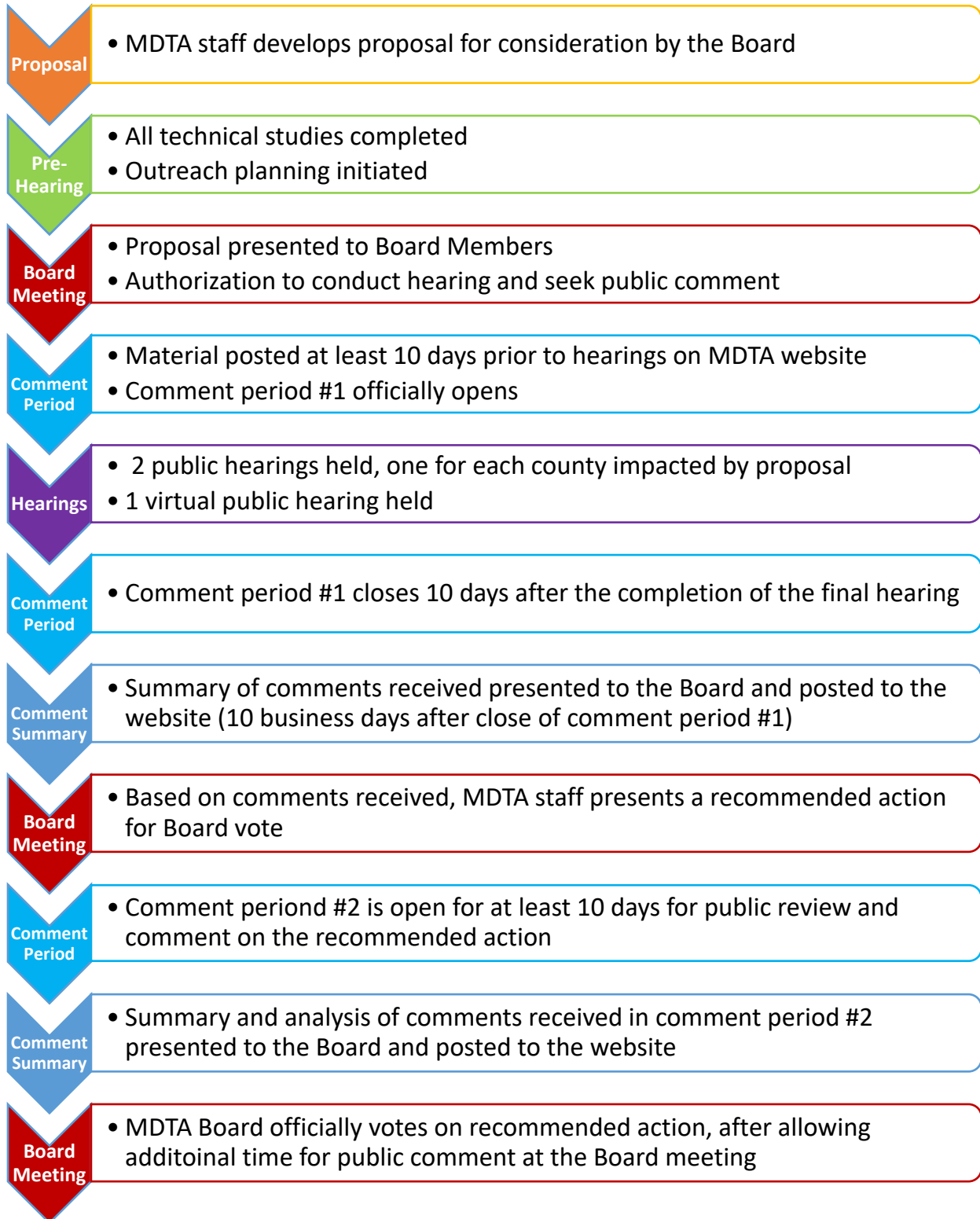
The process for finalizing the proposed toll rate range changes is also specified in Transportation Article, §4-312, Annotated Code of Maryland. After the public hearings are conducted, a recommendation on the proposal is presented to the Board Members by MDTA staff and to the public via the MDTA website. Below are the steps of the post-hearing process:

- Prior to the MDTA Board Member vote on the staff recommended proposal, MDTA is required to provide an additional opportunity for public review and written comment on the final recommendation.
- The recommendation and the time, place, and date of the MDTA Board vote on the recommendation, is posted to the MDTA website. MDTA must accept written comments for at least ten additional business days.
- At the completion of the second public comment period, a summary and analysis of any public comments received must be posted to the MDTA website and presented to the Board Members.
- At this point, the MDTA Board may vote on the recommendation; however, before voting, the MDTA Board must provide the public reasonable time to comment on the recommendation.

Final Considerations

Depending on the timing of the implementation of the recommended proposal, it may be pertinent to conduct a public outreach campaign to educate the public on the upcoming toll rate changes through *E-ZPass* outreach meetings, marketing campaigns, public information meetings, and/or telephone townhall meetings.

Toll Setting Flowchart



III. Proposal

Establish I-95 ETL Northbound Extension (Section 200) & I-695 Ramps Toll Rate Ranges

Proposal: To establish toll rate ranges for the I-95 ETL Northbound Extension project (Section 200), including the I-695 ramp connections that match the existing toll rate ranges already set for the open/existing ETL facility (Section 100). The proposal includes defined pricing periods, consistent with the existing facility, and additional toll parameters covering certain holidays.

Toll Rates: Refer to the following page and note the proposed toll rate ranges match the existing toll rate ranges for the existing facility (Section 100 ETL).

Fiscal Year Impact: The I-95 ETL Northbound Extension project (Section 200) is a safety and capacity improvement, \$1.1 billion mega-project funded entirely by MDTA toll revenues. The project will use bond sales to cover the cost of the project. The project is expected to generate approximately \$11.6 million more in revenue when it is fully opened by 2028, increasing to approximately \$22.3 million more in revenue by 2035.

Estimated Timeframe: Phased openings in Winter 2024/2025 and Winter 2027/2028

BENEFITS	CHALLENGES
<ul style="list-style-type: none"> The proposed ETL Northbound Extension rate ranges match the existing ETL rate ranges. Existing per mile toll rates, if applied to the Northbound Extension, are estimated to continue high speed operations of the express lanes with the Northbound Extension and I-695 direct connectors through 2035. The project extends the ETL program to benefit additional communities along I-95. 	<ul style="list-style-type: none"> Pandemic impacts (e.g., increased teleworking) have reduced current peak period usage.

Background: The toll rate range setting proposal only includes setting the toll rate ranges for the section of the ETL Northbound Extension project currently being built, Section 200. There will be separate toll zones to capture the new ramp connections from I-695 (Baltimore Beltway) to the I-95 Northbound ETL lanes and three toll zones between MD 43 to north of MD 24 to capture the mileage and tolling for all route options (Figure 1). The MDTA Board sets the toll rate ranges, and the Executive Director sets the per mile rate within that range.



Proposed Toll Rate Ranges

2023 I-95 ETL Northbound Extension (Section 200) & I-695 Ramps Toll Setting Public Hearings Proposed Per-Mile Toll Rate Ranges

Motorcycle	Peak	Off-Peak	Overnight
E-ZPass	\$0.11 to \$0.18	\$0.09 to \$0.15	\$0.04 to \$0.15
Pay-by-Plate	\$0.14 to \$0.22	\$0.11 to \$0.19	\$0.04 to \$0.19
Video	\$0.17 to \$0.26	\$0.13 to \$0.23	\$0.05 to \$0.23

2-axle	Peak	Off-Peak	Overnight
E-ZPass	\$0.22 to \$0.35	\$0.17 to \$0.30	\$0.07 to \$0.30
Pay-by-Plate	\$0.28 to \$0.44	\$0.21 to \$0.38	\$0.09 to \$0.38
Video	\$0.33 to \$0.53	\$0.26 to \$0.54	\$0.11 to \$0.45

3-axle light	Peak	Off-Peak	Overnight
E-ZPass	\$0.33 to \$0.53	\$0.26 to \$0.45	\$0.11 to \$0.45
Pay-by-Plate	\$0.41 to \$0.66	\$0.32 to \$0.56	\$0.13 to \$0.56
Video	\$0.50 to \$0.79	\$0.38 to \$0.68	\$0.16 to \$0.68

3-axle-heavy	Peak	Off-Peak	Overnight
E-ZPass	\$0.44 to \$0.70	\$0.34 to \$0.60	\$0.14 to \$0.60
Pay-by-Plate	\$0.55 to \$0.88	\$0.43 to \$0.75	\$0.18 to \$0.75
Video	\$0.66 to \$1.05	\$0.51 to \$0.90	\$0.21 to \$0.90

4-axle light	Peak	Off-Peak	Overnight
E-ZPass	\$0.55 to \$0.88	\$0.43 to \$0.75	\$0.18 to \$0.75
Pay-by-Plate	\$0.69 to \$1.09	\$0.53 to \$0.94	\$0.22 to \$0.94
Video	\$0.83 to \$1.31	\$0.64 to \$1.13	\$0.26 to \$1.13

4-axle heavy	Peak	Off-Peak	Overnight
E-ZPass	\$0.66 to \$1.05	\$0.51 to \$0.90	\$0.21 to \$0.90
Pay-by-Plate	\$0.83 to \$1.31	\$0.64 to \$1.13	\$0.26 to \$1.13
Video	\$0.99 to \$1.58	\$0.77 to \$1.35	\$0.32 to \$1.35

5-axle	Peak	Off-Peak	Overnight
E-ZPass	\$1.32 to \$2.10	\$1.02 to \$1.80	\$0.42 to \$1.80
Pay-by-Plate	\$1.65 to \$2.63	\$1.28 to \$2.25	\$0.53 to \$2.25
Video	\$1.98 to \$3.15	\$1.53 to \$2.70	\$0.63 to \$2.70

6+-axle	Peak	Off-Peak	Overnight
E-ZPass	\$1.65 to \$2.63	\$1.28 to \$2.25	\$0.53 to \$2.25
Pay-by-Plate	\$2.06 to \$3.28	\$1.59 to \$2.81	\$0.66 to \$2.81
Video	\$2.84 to \$3.94	\$1.91 to \$3.38	\$0.79 to \$3.38

Pricing Periods

- Peak Periods:
- Southbound:
 - Monday - Friday, 6:00 a.m. - 9:00 a.m.
 - Saturday, 12:00 p.m. - 2:00 p.m.
 - Sunday, 2:00 p.m. - 5:00 p.m.
 - Northbound: Monday - Friday, 3:00 p.m. - 7:00 p.m.
 - Saturday, 12:00 p.m. - 2:00 p.m.
 - Sunday, 2:00 p.m. - 5:00 p.m.
- Overnight Periods:
- Southbound and Northbound:
 - Monday - Sunday, 9:00 p.m. - 5:00 a.m.
- Off-Peak Periods: All other times

Additional Tolling Parameters

On certain holidays and the days immediately before and after, the MDTA will apply the pricing period for the day of the week that most closely resembles the travel patterns during the holiday period. The MDTA Executive Director will announce the affected dates and pricing periods that apply for the new year at the December MDTA Board Meeting prior to the start of the new year.

Note: The proposed ETL Northbound Extension rate ranges (Section 200) match the existing ETL rate ranges (Section 100).

IV. Transaction and Revenue Impact

Introduction

The I-95 ETLs opened in FY 2015, and FY 2016 was the first full fiscal year of operations. In FY 2017, transactions and revenue on the ETLs increased by 12.0 percent and 9.6 percent, respectively, compared to FY 2016. This was due primarily to facility ramp-up, the phenomenon that occurs with the opening of a new facility. This growth continued in FY2018 and FY 2019, when transactions increased by 4.2 percent and 5.1 percent, respectively, over their previous years. Revenue grew at slightly higher levels than transactions with a 5.4 percent growth in FY 2018 and 5.9 percent growth in FY 2019. Due to COVID-19 pandemic, FY 2020 transactions and revenue decreased significantly by 21.1 percent and 22.8 percent, respectively, compared to FY 2019. Ongoing pandemic impacts, back-office transition collection issues, and the conversion to cashless tolling, caused FY 2021 transactions to be 33.2 percent lower than FY 2020 and revenue to be 27.9 percent lower. In FY 2022, transactions and revenue were 73 and 81.7 percent higher than FY 2021, respectively.

Revenue Estimates

I-95 Express Toll Lanes				
Estimated Annual Trips and Toll Revenue (in thousands)				
Fiscal Year	NO BUILD (Section 100 only)		BUILD (Section 100 + ETL NB Ext)	
	Annual Trips (000's)	Annual Revenue (000's)	Annual Trips (000's)	Annual Revenue (000's)
2025	11,123	\$16,617	11,226	\$19,954
2026	11,758	\$17,588	11,924	\$23,804
2027	12,207	\$18,268	12,627	\$26,005
2028	12,674	\$18,975	14,201	\$30,508
2029	13,158	\$19,709	15,835	\$35,281
2030	13,661	\$20,472	16,812	\$38,404
2031	14,183	\$21,264	17,594	\$40,649
2032	14,725	\$22,088	18,207	\$42,126
2033	15,288	\$22,944	18,842	\$43,657
2034	15,872	\$23,833	19,501	\$45,246
2035	16,479	\$24,757	20,183	\$46,894

Key Assumptions

Current per mile toll rates assumed throughout forecasts

NB Extension Partial Build: Q4 2024

NB Extension Full Build: Q4 2027

Current State of Finances

The MDTA is financially strong. Coverage levels remain strong with debt service coverage above 2.0 and rate covenant compliance in excess of 1.5 throughout the Fiscal Year (FY) 2022 – FY 2028 period. MDTA’s successful advancements of two mega projects (I-95 ETL Northbound Extension and the replacement of the Nice/Middleton Bridge) as well as the construction of the I-895 Bridge Project, while maintaining coverage levels and avoiding toll increases, demonstrates MDTA’s financial strength.

During 2021, Fitch Ratings and Moody’s Investor Service maintained the MDTA’s credit ratings at AA and Aa2, respectively, citing the MDTA’s history of strong financial and operational performance and stable outlook.

The financial forecast approved by the MDTA Board on November 17, 2022, shows that near-term projected revenues and expenses, including those associated with the I-95 ETL Northbound Extension, are sufficient and that the MDTA remains in compliance with its financial goals and legal standards.

- Throughout the forecast period (FY 2023 – 2028), the MDTA meets its financial goals:
 - >\$350 million in unencumbered cash, and
 - 2.0 debt service coverage.
- MDTA remains above its trust agreement rate covenant (net revenues >1.0 x sum of 120% debt service + deposits to M&O account).
- No systemwide toll increases are needed in the near-term.
- Debt to be issued during the forecast period totals \$908.3 million.
- This amount includes \$708.3 million in revenue bonds and a \$200.0 million TIFIA Loan from the United States Department of Transportation.
- Maximum outstanding indebtedness within the forecast period remains below the statutory cap of \$3.0 billion. Debt service paid over the forecast period is \$962.2 million.

V. Communications Plan

ESTIMATED DATES	ACTIVITY
September – December 2022	Development of staff proposal for the toll rate range setting.
December 15, 2022	Board Meeting Approval to commence public hearings
January 2023	Develop Public Hearing materials: <ul style="list-style-type: none"> • Legal notice, digital ad • Hearing script, boards • News release, gov.delivery, social media messaging • Video Content and Script • Website content
January 26, 2023	Board Meeting Update (Public Hearing boards) Public Hearings notification and public comment #1 period opens Issue news release and post to MDTA website Issue gov.delivery and begin social media messaging Elected official notification MDTA employee email Launch toll setting website: post back-up information, place legal notice and comment link and form Place legal notices in local newspapers/MD Register
February - March 2023	Run digital ads Issue reminder news release/gov.delivery and post to MDTA website Ongoing social media posts Collect and document comments
March, 2023	2 In-Person Public hearings, 1 Virtual Public Hearing
April 13, 2023	Comment period #1 closes
April 27, 2023	Toll Hearing Final Report for public comment to Board Public comment period #2 opens Press release
May 11, 2023	Comment period #2 closes
May 25, 2023	Toll Hearing Final Report for public comment #2 presented to the Board, Press release
June 29, 2023	Final Recommendation vote at MDTA Board Meeting Press release, website post
Fall 2023	Public outreach during CTP Tour season

VI. Schedule

December 15, 2022	MDTA Board Presentation
January 26, 2023	MDTA Board update, public hearings notification and comment period #1 begins
March 2023	Public Hearings with quorum of MDTA Board Members and Chairman or Designee
April 13, 2023	Close public comment period #1
April 27, 2023	Toll Hearing Final Report for public comment #1 and Board review; open public comment period #2
May 11, 2023	Close comment period #2
May 25, 2023	Present Toll Hearing Final Report for comment period #2
June 29, 2023	Final Recommendation vote at MDTA Board Meeting
Fall 2023	Toll collection programming starts followed by equipment install
Winter 2024/2025	Northbound ETL open up to MD 152
Winter 2027/2028	I-695 ramps open to Northbound ETL system
Winter 2027/2028	Northbound ETL open to north of MD 24

VII. Approval to Begin the Toll Setting Process

The proposal presented is to set the I-95 ETL Northbound Extension (Section 200) & I-695 Ramps toll rate ranges for three different time periods (peak, off-peak, and overnight). The existing per mile toll rates are estimated to still result in highspeed operations of the express lanes with the Northbound Extension and I-695 direct connectors even by 2035. Therefore, the proposed toll rate ranges for the I-95 ETL Northbound Extension (Section 200) and I-695 Ramps are the same as the existing toll rate ranges for the existing ETL.

We are seeking the Board's approval to proceed with public hearings for the I-95 ETL Northbound Extension (Section 200) & I-695 Ramps toll rate range setting.



Memorandum

To: Deborah Sharpless, Carl Chamberlin, MDTA

From: Scott Allaire, Mark Feldman, CDM Smith

Date: December 12, 2022

Subject: I-95 Express Toll Lanes Northbound Extension Traffic and Revenue Study

CDM Smith was asked by the Maryland Transportation Authority (MDTA) to analyze the proposed northbound extension of the existing I-95 Express Toll Lanes (ETLs). In addition to forecasting the impact of the extension on ETL traffic and revenue, this study evaluated whether the current permissible ranges of per mile toll rates would be sufficient to manage future traffic levels in the ETLs.

Project Description

The 'first segment or partial build' of the project, assumed to open in October 2024, will extend the northbound ETLs about 7.2 miles beyond the current terminus, from MD-43 to north of MD-152. There will be two express lanes throughout the extension, consistent with the current ETLs.

Direct access / egress to the ETLs will be added as follows:

- Access to I-95 NB ETLs from MD-43
- Egress from I-95 NB ETLs to MD-152

The full build of the project, assumed to open in October 2027, will extend the northbound ETLs about 4.5 miles beyond the terminus of the partial build, from MD-152 to 2 miles north of MD-24 and provide connecting ramps from I-695 Inner and Outer loops to the I-95 ETLs in the northbound direction. Additional access and egress points include those in the partial build project above, plus:

- Access to I-95 NB ETLs from I-695, both westbound and eastbound
- Access to I-95 NB ETLs from MD-152
- Egress from I-95 NB ETLs to MD-24

Toll Rates

Current per mile I-95 ETL toll rates are available at <https://mdta.maryland.gov/TollRatesTables>, which are copied below:

I-95 Express Toll Lanes Toll Rate Schedule									
Vehicle Classification	<i>E-ZPass</i> Maryland Rates			Pay-By-Plate Only available at Maryland toll facilities			Video Toll Rates**		
	Peak	Off-Peak	Overnight	Peak	Off-Peak	Overnight	Peak	Off-Peak	Overnight
2 axle	\$1.54	\$1.19	\$0.49	\$1.93	\$1.49	\$0.61	\$2.54	\$2.19	\$1.49
3 axle (heavy)	\$3.08	\$2.38	\$0.98	\$3.85	\$2.98	\$1.23	\$4.62	\$3.57	\$1.98
4 axle (heavy)	\$4.62	\$3.57	\$1.47	\$5.78	\$4.46	\$1.84	\$6.93	\$5.36	\$2.47
5 axle	\$9.24	\$7.14	\$2.94	\$11.55	\$8.93	\$3.68	\$13.86	\$10.71	\$4.41
6+ axle	\$11.55	\$8.93	\$3.68	\$14.44	\$11.16	\$4.59	\$17.33	\$13.39	\$5.51

**Video Toll Rates are 1.5 times the base toll rates with a minimum of \$1 / maximum of \$15 above the base rates.

I-95 Express Toll Lanes Northbound and Southbound Pricing Periods are:

NORTHBOUND	
Peak:	
Mon-Fri	3 pm - 7 pm
Sat	12 pm - 2 pm
Sun	2 pm - 5 pm
Off-Peak:	
Mon-Fri	5 am - 3 pm / 7 pm - 9 pm
Sat	5 am - 12 pm / 2 pm - 9 pm
Sun	5 am - 2 pm / 5 pm - 9 pm
Overnight:	
Mon-Sun	9 pm - 5 am

SOUTHBOUND	
Peak:	
Mon-Fri	6 am - 9 am
Sat	12 pm - 2 pm
Sun	2 pm - 5 pm
Off-Peak:	
Mon-Fri	5 am - 6 am / 9 am - 9 pm
Sat	5 am - 12 pm / 2 pm - 9 pm
Sun	5 am - 2 pm / 5 pm - 9 pm
Overnight:	
Mon-Sun	9 pm - 5 am

These toll rates are based on the following existing per mile toll rate ranges:

Motorcycle	Peak	Off-Peak	Overnight
<i>E-ZPass</i>	\$0.11 to \$0.18	\$0.09 to \$0.15	\$0.04 to \$0.15
Pay-by-Plate	\$0.14 to \$0.22	\$0.11 to \$0.19	\$0.04 to \$0.19
Video	\$0.17 to \$0.26	\$0.13 to \$0.23	\$0.05 to \$0.23

2-axle	Peak	Off-Peak	Overnight
<i>E-ZPass</i>	\$0.22 to \$0.35	\$0.17 to \$0.30	\$0.07 to \$0.30
Pay-by-Plate	\$0.28 to \$0.44	\$0.21 to \$0.38	\$0.09 to \$0.38
Video	\$0.33 to \$0.53	\$0.26 to \$0.54	\$0.11 to \$0.45

3-axle light	Peak	Off-Peak	Overnight
<i>E-ZPass</i>	\$0.33 to \$0.53	\$0.26 to \$0.45	\$0.11 to \$0.45
Pay-by-Plate	\$0.41 to \$0.66	\$0.32 to \$0.56	\$0.13 to \$0.56
Video	\$0.50 to \$0.79	\$0.38 to \$0.68	\$0.16 to \$0.68

3-axle-heavy	Peak	Off-Peak	Overnight
<i>E-ZPass</i>	\$0.44 to \$0.70	\$0.34 to \$0.60	\$0.14 to \$0.60
Pay-by-Plate	\$0.55 to \$0.88	\$0.43 to \$0.75	\$0.18 to \$0.75
Video	\$0.66 to \$1.05	\$0.51 to \$0.90	\$0.21 to \$0.90

4-axle light	Peak	Off-Peak	Overnight
<i>E-ZPass</i>	\$0.55 to \$0.88	\$0.43 to \$0.75	\$0.18 to \$0.75
Pay-by-Plate	\$0.69 to \$1.09	\$0.53 to \$0.94	\$0.22 to \$0.94
Video	\$0.83 to \$1.31	\$0.64 to \$1.13	\$0.26 to \$1.13

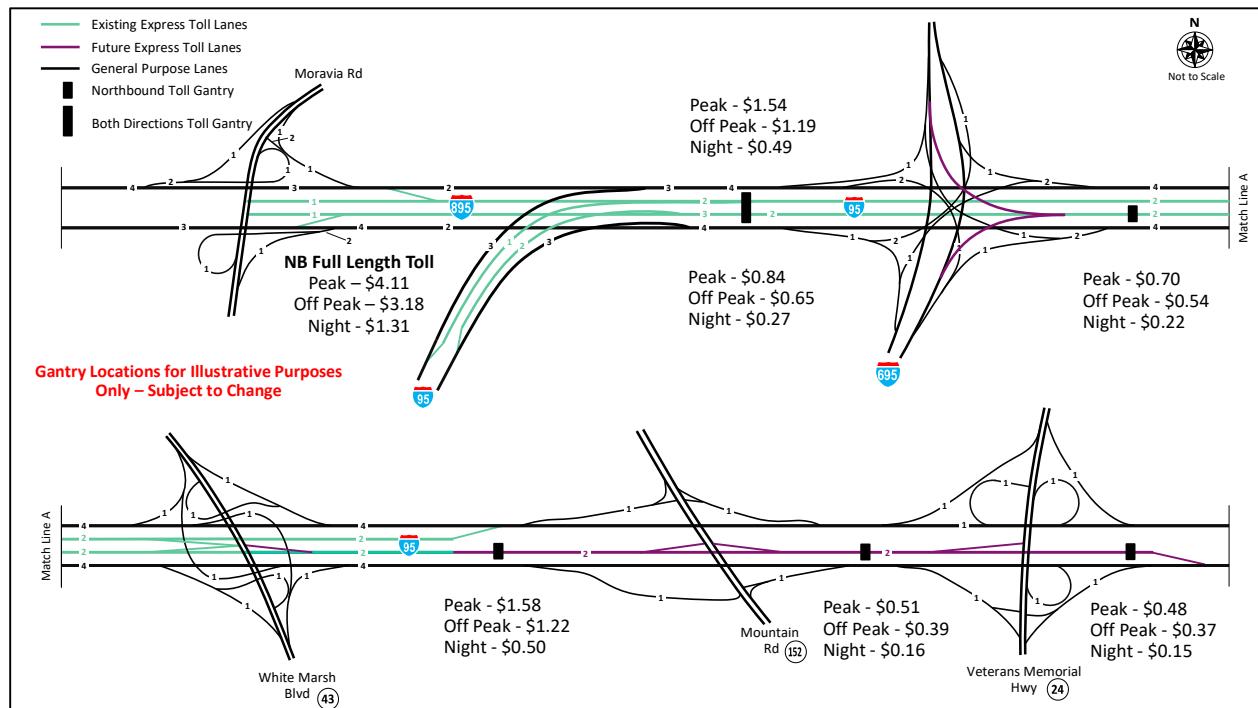
4-axle heavy	Peak	Off-Peak	Overnight
<i>E-ZPass</i>	\$0.66 to \$1.05	\$0.51 to \$0.90	\$0.21 to \$0.90
Pay-by-Plate	\$0.83 to \$1.31	\$0.64 to \$1.13	\$0.26 to \$1.13
Video	\$0.99 to \$1.58	\$0.77 to \$1.35	\$0.32 to \$1.35

5-axle	Peak	Off-Peak	Overnight
<i>E-ZPass</i>	\$1.32 to \$2.10	\$1.02 to \$1.80	\$0.42 to \$1.80
Pay-by-Plate	\$1.65 to \$2.63	\$1.28 to \$2.25	\$0.53 to \$2.25
Video	\$1.98 to \$3.15	\$1.53 to \$2.70	\$0.63 to \$2.70

6+-axle	Peak	Off-Peak	Overnight
<i>E-ZPass</i>	\$1.65 to \$2.63	\$1.28 to \$2.25	\$0.53 to \$2.25
Pay-by-Plate	\$2.06 to \$3.28	\$1.59 to \$2.81	\$0.66 to \$2.81
Video	\$2.84 to \$3.94	\$1.91 to \$3.38	\$0.79 to \$3.38

Figure 1 depicts the configuration of the full build northbound extension of the 95 ETLs and the gantry specific ETC toll rates under the assumed current per mile toll rate structure.

Figure 1 – Full Build Configuration



Historical Traffic and Revenue

Historical Transactions and Toll Revenue

Table 2 shows annual transactions and annual revenue from fiscal years 2017-22, in millions. Data is shown separately for passenger cars (PC) and trucks. PC are 2-axle vehicles, and trucks are 3+ axle vehicles. While the FY 2022 toll revenue would seem to indicate the facility has largely rebounded from the COVID-19 pandemic, the \$14.1 million in collected revenue is impacted by a collection in backlog transaction and toll revenue and higher amounts of truck transactions than historical trends.

Table 2 – Annual I-95 ETL Transactions and Toll Revenue – in Millions

Fiscal Year	Annual Transactions (millions)			Annual Revenue (millions)		
	PC	Truck	Total	PC	Truck	Total
2017	8.614	0.400	9.014	\$10.765	\$1.713	\$12.478
2018	8.915	0.478	9.393	\$11.055	\$2.093	\$13.148
2019	9.331	0.538	9.868	\$11.529	\$2.392	\$13.921
2020	7.341	0.448	7.789	\$8.820	\$1.931	\$10.751
2021	4.840	0.362	5.202	\$5.873	\$1.880	\$7.753
2022	8.321	0.679	9.000	\$10.631	\$3.459	\$14.090

2022 vs 2019 ETL Usage

Table 3 and **Table 4** compare the average Monday-Thursday ETL volumes between calendar year 2019 and 2022 (through October 15th).

Table 3 – 2019 vs 2022 Average Weekday ETL Volumes

	Observed 2019					Observed 2022				
	AM Peak	Mid-Day	PM Peak	Night	Daily	AM Peak	Mid-Day	PM Peak	Night	Daily
PC	1,003	3,989	5,610	1,847	12,449	954	3,778	4,812	1,519	11,064
Trucks	122	326	190	315	953	164	448	279	400	1,290
TOTAL NORTHBOUND	1,125	4,315	5,800	2,163	13,402	1,118	4,226	5,092	1,919	12,354
PC	5,303	3,819	2,068	2,034	13,224	3,358	3,266	2,068	1,847	10,540
Trucks	179	257	142	296	874	207	315	210	351	1,083
TOTAL SOUTHBOUND	5,482	4,076	2,211	2,329	14,098	3,566	3,581	2,279	2,198	11,624
GRAND TOTAL	6,606	8,391	8,011	4,492	27,500	4,684	7,807	7,370	4,117	23,978

Note: AM Peak: 6AM-9AM, Midday: 9AM-3PM, PM Peak: 3PM-7PM, Night: 7PM-6AM

Table 4 – Percent Change in Average Weekday ETL Volumes, 2019 to 2022

	AM Peak	Mid-Day	PM Peak	Night	Daily
PC	-5%	-5%	-14%	-18%	-11%
Trucks	34%	37%	47%	27%	35%
TOTAL NORTHBOUND	-1%	-2%	-12%	-11%	-8%
PC	-37%	-14%	0%	-9%	-20%
Trucks	16%	22%	48%	19%	24%
TOTAL SOUTHBOUND	-35%	-12%	3%	-6%	-18%
GRAND TOTAL	-29%	-7%	-8%	-8%	-13%

Positive values in Table 4 mean an increase in 2022 volumes compared to 2019. Overall ETL volume has declined by about 13 percent between 2019 and 2022. Most notably, there have been decreases in peak period and direction volume among autos and light trucks; a 37 percent decrease southbound in the AM peak, and a 14 percent decrease northbound in the PM peak. The PM peak has been shown to be less affected by the propensity to work from home as it has a more diverse mix of trip purposes as compared to the AM peak which typically contains a higher share of work trips. More moderate decreases for passenger cars have occurred in the off peak. These are partially offset by 25-35 percent increases in truck ETL volume. The declines in peak period usage, particularly in the AM, reflect the current post-pandemic trend. Traffic modeling growth is applied to this trend.

Model Development

Baltimore Metropolitan Council (BMC) Model Description

BMC is in the process of transitioning from the trip based model (TBM) to an activity based model (ABM). The Baltimore Regional Transportation Board (BRTB) adopted InSITE_19, the latest ABM, for the Long Range Plan (LRP) update, the 2023-26 Transportation Improvement Program (TIP) conformity / mobile source emission analysis, and regional corridor analysis at their June 28, 2022 meeting. CDM Smith received files for InSITE_19 from the BMC, including highway networks and trip matrices for all model years (2019, 2025, 2035 and 2045).

Model Calibration

CDM Smith's standard approach to calibration and validation accounts for:

- Traffic volumes on the study corridor
- Traffic volumes on parallel routes and other relevant roads
- Speeds and travel times
- Travel patterns

We used 2019 as the base year for the full validation for the following reasons:

- Traffic data has been less stable since early 2020 due to the COVID-19 pandemic and subsequent variants
- Readily available traffic counts from previous studies and MDOT
- Consistency with the base year of the validated BMC model (InSITE_2019)

The adjustments made to the 2019 model included:

- Trip table adjustments to reflect observed travel patterns by time period from 2019 Streetlight Data (see discussion below)
- Modification of the I-95/I-695 interchange to reflect all ramp distances and connectivity more accurately
- Elimination of the time penalties used in the BMC model for other tolled facilities, i.e. the Harbor bridge and tunnels (which all initially had significantly lower volumes than recent count data indicated)
- The use of Origin-Destination Matrix Estimation (ODME) to adjust the trip matrices iteratively to better estimate observed traffic counts
- Modification of speed-volume relationships for all highways in the model, and particularly I-95 to reflect congestion levels more accurately by time of day.
- Increasing the truck value of time (VOT) to enable the model to assign the correct number of trucks to the ETLs
- Adjustments to the “reliability time” on the general purpose lanes parallel to the ETLs, a technique CDM Smith uses to model peoples’ tendency to use toll lanes for travel time reliability, safety, and other reasons in addition to time savings.

Comparisons Between Validated Model and Observed Data

The tables in this section present comparisons between the model and observed data after the calibration adjustments. In all cases, we have improved the validation and believe the model is performing acceptably.

I-95 Volumes

Table 5 through Table 8 present comparisons between modeled and observed volumes on I-95, showing the actual volumes and the percentage differences. Tables 5 and 6 show this comparison for the total (general purpose lane plus ETL) volumes, at each mainline segment between

interchanges or access/egress locations where I-95 volumes change. Tables 7 and 8 show the comparison for ETL volumes alone.

Table 5 – 2019 Observed vs. Modeled Total I-95 Volumes

Location	Dir.	Observed 2019					Model				
		AM Peak	Mid-Day	PM Peak	Night	Daily	AM Peak	Mid-Day	PM Peak	Night	Daily
I-895 Btwn Moravia and Split	NB	4,864	9,806	12,357	8,160	35,188	5,414	10,420	13,160	8,644	37,638
Btwn ETL Entrance and Split	NB	6,025	17,079	19,362	14,240	56,705	6,215	16,773	19,084	14,076	56,148
Btwn Split and I-695	NB	10,889	26,885	31,718	22,400	91,893	11,628	27,193	32,244	22,721	93,786
Btwn I-695 and MD-43	NB	13,669	28,994	32,124	24,525	99,311	12,669	28,691	32,788	24,209	98,357
Btwn MD-43 and ETL Exit	NB	12,061	25,104	26,736	22,251	86,151	12,085	25,278	27,209	22,275	86,847
Btwn ETL Entrance and MD-43	SB	20,956	28,028	19,201	21,310	89,494	21,196	28,252	19,236	21,351	90,035
Btwn MD-43 and I-695	SB	23,172	32,297	22,011	24,390	101,869	24,507	32,325	21,892	24,689	103,413
Btwn I-695 and Split	SB	24,334	29,897	19,614	23,382	97,227	23,776	29,976	19,824	23,254	96,830
Btwn Split and ETL Exit	SB	13,709	19,481	12,244	15,760	61,194	13,183	19,048	12,064	15,404	59,699
I-895 Btwn Split and Moravia	SB	10,625	10,416	7,370	7,623	36,034	10,594	10,928	7,762	7,849	37,133

Table 6 – 2019 Modeled vs. Observed Percent Difference in Total I-95 Volumes

Location	Dir.	AM Peak	Mid-Day	PM Peak	Night	Daily
I-895 Btwn Moravia and Split	NB	11%	6%	7%	6%	7%
Btwn ETL Entrance and Split	NB	3%	-2%	-1%	-1%	-1%
Btwn Split and I-695	NB	7%	1%	2%	1%	2%
Btwn I-695 and MD-43	NB	-7%	-1%	2%	-1%	-1%
Btwn MD-43 and ETL Exit	NB	0%	1%	2%	0%	1%
Btwn ETL Entrance and MD-43	SB	1%	1%	0%	0%	1%
Btwn MD-43 and I-695	SB	6%	0%	-1%	1%	2%
Btwn I-695 and Split	SB	-2%	0%	1%	-1%	0%
Btwn Split and ETL Exit	SB	-4%	-2%	-1%	-2%	-2%

I-895 Btwn Split and Moravia	SB	0%	5%	5%	3%	3%
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Table 7 – 2019 Observed vs. Modeled ETL Volumes

	Observed 2019					Model				
	AM Peak	Mid-Day	PM Peak	Night	Daily	AM Peak	Mid-Day	PM Peak	Night	Daily
NORTHBOUND	1,125	4,315	5,800	2,163	13,402	1,367	4,584	5,761	2,216	13,928
SOUTHBOUND	5,482	4,076	2,211	2,329	14,098	5,538	4,260	2,239	2,322	14,359
TOTAL	6,606	8,391	8,011	4,492	27,500	6,905	8,844	8,000	4,538	28,287

Table 8 – 2019 Modeled vs. Observed Percent Difference in ETL Volumes

	AM Peak	Mid-Day	PM Peak	Night	Daily
NORTHBOUND	22%	6%	-1%	2%	4%
SOUTHBOUND	1%	5%	1%	0%	2%
TOTAL	5%	5%	0%	1%	3%

Screenline and Other Critical Road Volumes

In addition to the study corridor itself, it is important for a model to be accurate with respect to volumes on critical routes that affect volumes on the study corridor. These typically include parallel roads and other major highway facilities near the study corridor.

Figure 2 shows a series of screenlines CDM Smith defined, numbered 1-4, which represent groups of major roads in the study corridor, including I-95 and several parallel roads. **Table 9** shows the percentage differences in modeled vs observed traffic volumes on these screenlines in aggregate. While each individual road on a screenline may be over- or under-assigned, the aim is for the model to validate well for the total traffic volumes on each screenline in total, by time period and direction.

Figure 2 – Validation Screenlines

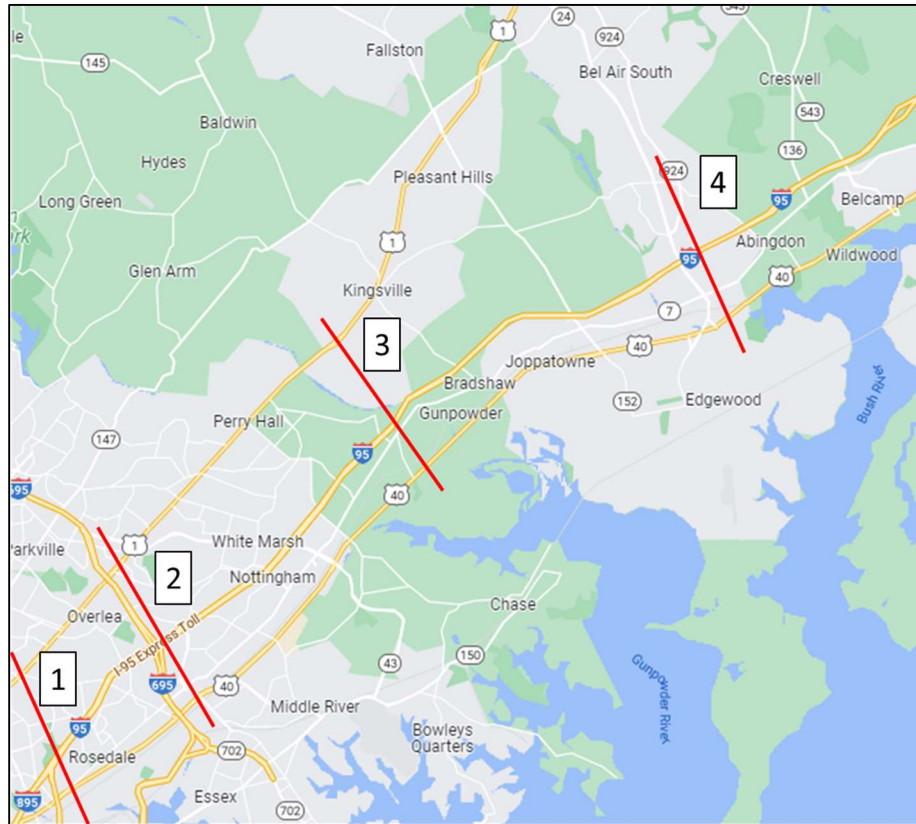


Table 9 – 2019 Modeled vs. Observed Percent Difference Screenline Volumes

#	Location	Dir.	AM Peak	Mid-Day	PM Peak	Night	Daily
1	Between I-895 Split and I-695	NB	-1%	-1%	-3%	0%	-1%
2	Between I-695 and MD-43	NB	4%	-1%	-1%	-1%	0%
3	Between MD-43 and MD-152	NB	-5%	-1%	-2%	-1%	-2%
4	North of MD-24	NB	-14%	-6%	-12%	-4%	-8%
1	Between I-895 Split and I-695	SB	-6%	-2%	-7%	-2%	-4%
2	Between I-695 and MD-43	SB	2%	0%	1%	1%	1%
3	Between MD-43 and MD-152	SB	-2%	0%	-6%	0%	-2%
4	North of MD-24	SB	-15%	-9%	-17%	-6%	-11%

Speeds

Table 10 shows the observed and modeled speeds for an average Monday-Thursday in 2019 on different sections of I-95 between the southern end of the ETLs and MD-543, the differences in speeds (modeled – observed). Travel time data was obtained from INRIX and average speeds were calculated for this data.

Table 10 – 2019 Observed vs. Modeled Average Travel Speeds

SECTION	Distance (miles)	Observed Average Speed (MPH, from INRIX)				Modeled Average Speed				Difference (Modeled – observed)			
		AM Peak	Mid-Day	PM Peak	Night	AM Peak	Mid-Day	PM Peak	Night	AM Peak	Mid-Day	PM Peak	Night
ETL Start to I-695	4.02	64	64	62	64	64	64	60	64	(0)	(0)	(1)	0
I-695 to ETL End	3.53	67	66	58	67	67	67	62	67	(0)	1	4	(1)
ETL End to MD 152	6.52	67	63	58	66	67	67	60	67	(0)	4	1	1
MD 152 to MD 24	2.39	67	62	63	67	67	67	64	67	0	5	1	(0)
MD 24 to MD 543	2.88	68	65	66	67	67	67	62	67	(1)	2	(3)	(0)
TOTAL NORTHBOUND	19.34	67	64	61	66	66	66	61	66	(0)	2	1	0
MD 543 to MD 24	2.95	67	64	65	67	62	66	65	67	(5)	2	0	(0)
MD 24 to MD 152	2.48	63	68	67	68	64	67	66	67	1	(1)	(1)	(2)
MD 152 to ETL Start	6.60	62	62	65	67	58	66	66	67	(3)	4	1	0
ETL Start to I-695	3.23	60	65	65	67	64	67	67	67	4	2	2	0
I-695 to ETL End	4.25	45	64	65	65	56	64	64	64	11	(0)	(1)	(1)
TOTAL SOUTHBOUND	19.51	57	64	65	67	60	66	66	66	2	2	0	(0)

2022 Validation to ETL Volumes

As discussed earlier in this memo, ETL volumes changed from 2019 to 2022, particularly with decreases in the AM in the southbound direction. Thus, in addition to the full calibration and validation for 2019, we felt it necessary to adjust trip-making assumptions to reflect the ‘new normal’ suggested by the 2022 ETL data. To do this, we used a combination of:

- “Select link” adjustments, reflecting changing levels of travel between TAZ pairs which specifically use I-95 in the current ETL corridor (either on the ETLs themselves or on parallel general purpose lanes). These adjustments were time period-, direction- and vehicle class-specific. Overall, the modeled daily volume on I-95 between the I-895 split and I-695 was reduced by about 8 percent, from 191,000 to 175,000.
- Vehicle class-specific adjustments to values of time, reflecting the high levels of inflation and the significant increase in truck usage relative to passenger cars since 2019.

Table 11 and **Table 12** compare the modeled and observed I-95 ETL volumes in the 2022 model after the above adjustments were made:

Table 11 – 2022 Observed vs. Modeled ETL Volumes

	Observed 2022					Model				
	AM Peak	Mid-Day	PM Peak	Night	Daily	AM Peak	Mid-Day	PM Peak	Night	Daily
NORTHBOUND	1,118	4,226	5,092	1,919	12,354	1,360	4,387	5,430	2,079	13,256
SOUTHBOUND	3,566	3,581	2,279	2,198	11,624	3,414	3,775	2,335	2,276	11,800
TOTAL	4,684	7,807	7,370	4,117	23,978	4,774	8,162	7,765	4,355	25,056

Table 12 – 2022 Modeled vs Observed Percent Difference in ETL Volumes

	AM Peak	Mid-Day	PM Peak	Night	Daily
NORTHBOUND	22%	4%	7%	8%	7%
SOUTHBOUND	-4%	5%	2%	4%	2%
TOTAL	2%	5%	5%	6%	4%

Future Demand

Initially, the 2025 and 2035 trip matrices from the BMC model were adjusted by the same amounts that the 2019 matrices were adjusted in the calibration, preserving the relative growth between model years. The 2022 matrices were taken as the average of the 2019 and 2025 matrices.

Subsequently, the 2025 and 2035 trip matrices were adjusted in a consistent manner with the 2022 adjustments to validate 2022 ETL volumes, discussed in the section above.

Traffic and Revenue Analysis

Tolling Assumptions

The “partial build” configuration, assumed to apply from October 31, 2024, to October 31, 2027, assumes the ETLs will rejoin the mainline just north of the MD 152 interchange. Additionally, the partial build configuration does not include the two northernmost gantries or the I-695 direct connector ramps.

Table 13 contains the tolling distances assumed in the forecasts, by which the per mile toll rates are multiplied to obtain tolls charged. The three configuration columns indicate which of the gantries are included in each configuration:

Table 13 – Assumed Gantry Tolling Distances (Subject to Change in Final Design)

Gantry	Direction	Configuration			Tolling Distance (miles)
		No Build	Partial Build	Full Build	
I-95 / I-895 to MD-43 (located south of I-695)	NB	x	x		7.0
I-95 / I-895 to I-695	NB			X	3.8
I-695 to MD-43	NB			X	3.2
MD-43 to MD-152	NB		x	X	7.2
MD-152 to MD-24	NB			X	2.3
MD-24 to ETL End	NB			X	2.2
MD-43 to I-95 / I-895	SB	x	x	X	7.0

Other key tolling assumptions include:

- A 95 percent market share in the input trip matrix for ETC payment method, resulting in close to a 97 percent ETC share among users of the ETLs, consistent with observed calendar year 2019 data.
- 3+-axle trucks, tolled in several different classes, were aggregated into a single 3+-axle truck class, and assumed to pay an average toll of 3.58 times the passenger car rate. This assumption was calculated from a weighted average of the actual 2019 calendar year axle volume distribution data.
- Values of time for the base year of 2019 were taken from the BMC model. For 2022, as part of the calibration to current ETL volumes, to reflect recent years of high inflation, they were increased by 10 percent for passenger cars in the peak periods, 5 percent in the off-peak periods, and 15 percent for trucks.
- Inflation, reflected in increased values of time, was set at 3.7 percent for 2022, 2.4 percent for 2023, and gradually decreasing to 2.0 percent per year by 2028 and thereafter.

2025 and 2035 Weekday T&R Estimates – Current Toll Rates

Table 14 and **Table 15** contains daily trip¹ and revenue estimates at current toll rates for 2025 and 2035, respectively, under the no build configuration. The 2022 no build results are also included for comparison. It is noteworthy that the 2025 daily total volume (31,351) is 14% higher than the 2019 observed total (27,500). This demonstrates that while recent volumes in 2022 have declined, the pre-pandemic congestion, delays, and safety issues would exacerbate under a no build scenario.

¹ Note that for forecasts, we refer to “trips” rather than transactions, because a given northbound trip may consist of more than one transaction (pass under a gantry). Currently, since there is only one gantry in each direction, each trip is a single transaction. This enables a direct comparison between current and future results.

Table 14 – Daily Trip Estimates, Average Monday-Thursday, No Build

Year / Direction		AM Peak (6-9 AM)	Mid-Day (9 AM – 3 PM)	PM Peak (3-7 PM)	Overnight (7 PM – 6 AM)	Daily Total
2022	NB	1,360	4,387	5,430	2,079	13,256
	SB	3,414	3,775	2,335	2,276	11,800
	Total	4,774	8,162	7,765	4,355	25,056
2025	NB	1,624	5,419	6,757	2,504	16,304
	SB	4,872	4,666	2,743	2,766	15,047
	Total	6,496	10,085	9,500	5,270	31,351
2035	NB	2,404	7,784	8,876	4,073	23,137
	SB	7,330	6,962	4,026	4,223	22,541
	Total	9,734	14,746	12,902	8,296	45,678

Table 15 – Daily Revenue Estimates, Average Monday-Thursday, No Build

Year / Direction		AM Peak (6-9 AM)	Mid-Day (9 AM – 3 PM)	PM Peak (3-7 PM)	Overnight (7 PM – 6 AM)	Daily Total
2022	NB	\$1,963	\$6,688	\$9,975	\$2,669	\$21,295
	SB	\$6,345	\$5,588	\$3,388	\$3,248	\$18,569
	Total	\$8,308	\$12,276	\$13,364	\$5,917	\$39,864
2025	NB	\$2,411	\$8,304	\$12,343	\$3,269	\$26,327
	SB	\$8,979	\$6,976	\$4,056	\$3,951	\$23,962
	Total	\$11,390	\$15,280	\$16,399	\$7,220	\$50,289
2035	NB	\$3,793	\$12,115	\$16,220	\$5,438	\$37,566
	SB	\$13,313	\$10,670	\$6,042	\$5,996	\$36,021
	Total	\$17,106	\$22,785	\$22,262	\$11,435	\$73,588

Table 16 and **Table 17** contain similar estimates for the build configurations appropriate to each modeled year: 2025 partial build and 2035 full build.

Table 16 – Daily Trips Estimates, Average Monday-Thursday, Build

Year / Direction		AM Peak (6-9 AM)	Mid-Day (9 AM – 3 PM)	PM Peak (3-7 PM)	Overnight (7 PM – 6 AM)	Daily Total
2025 Partial Build	NB	1,432	5,877	7,741	1,961	17,011
	SB	4,873	4,669	2,741	2,766	15,049
	Total	6,305	10,546	10,482	4,727	32,060
2035 Full Build	NB	3,540	12,783	12,114	4,818	33,255
	SB	7,326	6,968	4,024	4,223	22,541
	Total	10,866	19,751	16,138	9,041	55,796

Table 17 – Daily Revenue Estimates, Average Monday-Thursday, Build

Year / Direction		AM Peak (6-9 AM)	Mid-Day (9 AM – 3 PM)	PM Peak (3-7 PM)	Overnight (7 PM – 6 AM)	Daily Total
2025 Partial Build	NB	\$3,486	\$14,887	\$24,608	\$4,352	\$47,334
	SB	\$8,980	\$6,981	\$4,054	\$3,951	\$23,966
	Total	\$12,466	\$21,868	\$28,662	\$8,303	\$71,299
2035 Full Build	NB	\$9,521	\$36,814	\$44,240	\$12,856	\$103,430
	SB	\$13,247	\$10,598	\$5,996	\$5,949	\$35,791
	Total	\$22,768	\$47,413	\$50,236	\$18,804	\$139,221

ETL Volumes at Highest Loading Point

Typically, express lanes are priced to operate at or near free flow conditions with maximum average hourly volumes as high as 1,650 to 1,750 vehicles per lane to ensure a high level of reliability.

Table 18 shows the estimated hourly per-lane ETL peak hour volumes corresponding to the above forecasts at current peak toll rate of 22 cents per mile. Even in 2035, the highest modeled volumes on the ETLs are estimated to be 1,534 vehicles per hour per lane, occurring between 5-6 PM northbound, just north of the I-695 direct ramps in the full build configuration. Thus, we believe that toll rate increases will not likely be necessary in the next 13 years to maintain acceptable ETL speeds and the current approved peak range of 22 to 35 cents per mile is still appropriate.

Table 18 – ETL Peak Hour Volumes Per Hour Per Lane, Current Toll Rates

Year	AM Peak Hour Southbound	PM Peak Hour Northbound
2022	658	749
2025 No Build	955	914
2025 Partial Build	955	957
2035 No Build	1,440	1,275
2035 Full Build	1,440	1,534

Estimated Annual Trips and Toll Revenue

No Build Annual Trips and Toll Revenue

Table 19 contains annual transactions and net revenue streams for fiscal years 2025 to 2035, assuming the NB extension is never built. The key assumptions in these streams are:

- Current toll rates are used.
- Factors to annualize the daily average Monday-Thursday estimates are based on 2019 I-95 ETL data

- Years in between 2025 and 2035 are interpolated using compound annual growth (CAGR).
- Fiscal years are taken as averages of successive calendar years.
- Video trips and revenue are reduced by 28.8 percent as an estimate for leakage.

Table 19 – No Build Annual Trip and Toll Revenue Streams

Fiscal Year	Annual Trips (000's)	Annual Revenue (000's)
2025	11,123	\$16,617
2026	11,758	\$17,588
2027	12,207	\$18,268
2028	12,674	\$18,975
2029	13,158	\$19,709
2030	13,661	\$20,472
2031	14,183	\$21,264
2032	14,725	\$22,088
2033	15,288	\$22,944
2034	15,872	\$23,833
2035	16,479	\$24,757

Build Annual Trips and Toll Revenue

Table 20 contains annual transactions and net revenue streams for fiscal years 2025 to 2035, assuming opening dates of the partial build and full build northbound extension are October 31, 2024, and October 31, 2027, respectively. Other assumptions are the same as the no build streams above except for the following addition:

- Ramp up factors of 80 percent for the first year and 90 percent for the second year are applied to all trips not part of the current toll system, i.e. trips entering the toll lanes northbound at access points other than I-95 and I-895 at the southern end.

Table 20 – Build Annual Trip and Toll Revenue Streams

Fiscal Year	Annual Trips (000's)	Annual Revenue (000's)
2025	11,226	\$19,954
2026	11,924	\$23,804
2027	12,627	\$26,005
2028	14,201	\$30,508
2029	15,835	\$35,281
2030	16,812	\$38,404
2031	17,594	\$40,649
2032	18,207	\$42,126
2033	18,842	\$43,657

2034	19,501	\$45,246
2035	20,183	\$46,894

Disclaimer

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

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

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

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

The report and its contents are intended solely for use by the MDTA and designated parties approved by MDTA and CDM Smith. Any use by third-parties, other than as noted above, is expressly prohibited.

Deborah Sharpless, Carl Chamberlin
December 12, 2022
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In addition, any publication of the report without the express written consent of CDM Smith is prohibited.

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

TAB 7



Maryland Transportation Authority

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

Board Members:

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

William Pines, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Engineer James Harkness, P.E., PTOE
SUBJECT: Quarterly Update on Major Capital Projects valued over \$40 Million
DATE: December 15, 2022

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 December 15, 2022, there are eleven major projects in the Capital Program. Seven of the projects are under construction, two are under procurement, and two are under design. This update includes projects funded for construction in the current Consolidated Transportation Program and includes five projects valued in excess of \$100 million. There are three projects from the \$1.1 billion I-95 ETL Northbound Expansion program.

ATTACHMENT

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

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

Pin	Contract No.	Description	AD	NTP	Budget (Thousands \$)	Ant. Construction Completion Date	Construction (C), Procurement (P) or Design (D)
2147	MA-2257	Replace Electronic Toll Collection - 3rd Gen	8/1/16	3/6/18	123,009	Summer 2025	C
1024	NB-0543	Replace Nice/Middleton Bridge	10/20/18	3/17/20	635,788	Winter 2024	C
2251	FT-2651R	Rehabilitate Ventilation Fans	9/5/19	7/1/20	44,695	Spring 2024	C
2516	BB-3014	Bay Bridge All Electronic Toll (AET) Conversion	9/29/20	1/11/21	54,274	Spring 2023	C
2453	KH-3009	I-95 ETL Northbound Extension - Express Toll Lanes to MD 152	8/17/20	5/3/21	224,661	Summer 2024	C
2491	KH-3019	I-95 ETL Northbound Extension - MD 152 Interchange Reconstruction	5/7/21	2/28/22	244,640	Fall 2024	C
2477	KH-3024	I-95/Belvidere Road Interchange	5/18/20	2/25/22	81,068	Fall 2025	C
2306	HT-2709	Envelope and Switchgear Replacements at Baltimore Harbor Tunnel Ventilation Buildings	1/10/22	1/13/23	80,675	Winter 2026	P
2317	BB-2726 BB-3017	Eastbound Bay Bridge Deck Replacment - Phase 1	9/6/19	1/9/23	238,451	Fall 2025	P
2450	KB-3005	I-695 Subgrade Improvements at Bear Creek	4/12/23	9/5/23	61,572	Winter 2025	D
2492	KH-3020	I-95 ETL Northbound Extension - MD 24 to Bynum Run	4/26/23	9/5/23	65,513	Fall 2026	D

TAB 8



Maryland
Transportation
Authority

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

Board Members:

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

William Pines, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Information Technology David Goldsborough
SUBJECT: Quarterly Information Technology Update
DATE: December 15, 2022

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 December 15, 2022, the Division of Information Technology maintains an active portfolio of 19 projects. Post-go-live support of the third generation tolling system (3G) continues and will stay in place until a transition can be made to the new Program Manager position currently in recruitment. DoIT has received the final report from the State of Maryland Department of Information Technology for the cybersecurity readiness engagement completed in May 2022. We are reviewing the report and waiting for an exit conference to be scheduled.

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

- Cybersecurity measures – will be aligning to the State's framework for monitoring, detection, and remediation/recovery.
- Post-go-live support of 3G.
- E-forms platform.
- Maximo spatial implementation has kicked off with IBM to support our asset management initiative.
- RFID re-tagging for inventory tracking is still in progress.
- We completed our Salesforce Supervisor recruitment and will be onboarding.
- Active recruitment is underway for a replacement for our Assistant Director of the PMO. Interviews will be scheduled in the coming weeks.

TAB 9



Maryland Transportation Authority

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

Board Members:

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

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

William Pines, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Administrative Officer Percy E. Dangerfield
Director of Civil Rights and Fair Practices Tia Rattini
PREPARED BY: Compliance Officer Nicholas Lloyd
SUBJECT: Quarterly Update: Socioeconomic Programs Status
DATE: December 15, 2022

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 on January 25, 2018, this summary has been prepared and distributed. The Division of Civil Rights and Fair Practices (CRFP) is responsible for the development, oversight, and administration of the MDTA's State and Federal socioeconomic programs. These programs include the following:

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

The following socioeconomic programs' performance information presented is based on Quarter 1 of 2023, which covers the performance period of July 1, 2022, to September 30, 2022¹. This performance period will be referenced as Q1 FY 2023.

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

Disadvantaged Business Enterprise (DBE) Program

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

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

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

Table 1 depicts total DBE payments by Contract for the Nice-Middleton Bridge Projects and the newly awarded I-95 Interchange at Belvidere Road through September 30, 2022. Each Contract has a contract-specific DBE goal commitment. Table 1 depicts each Contract's DBE utilization in payments project-to-date.

Minority Business Enterprise (MBE) Program

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

The MBE participation for Q1 FY 2023 is calculated by dividing the total MBE contract award dollars by the total contract award dollars.

Table 2 depicts total MBE participation by Contracting Areas for Q1 FY 2023. During this period, MBE firms received \$34.8 million (20.61%) of the \$169.1 million in total contract awards. These amounts represent contract awards in six (6) Procurement Categories: Construction; Architectural & Engineering (A&E); Maintenance; Information Technology (IT); Services; and Supplies/Equipment.

Table 3 depicts MBE awards by Minority Business Enterprise (MBE) classification and procurement category for Q1 FY 2023. During this period, African American firms received approximately \$9.9 million (5.86%) of the nearly \$169.1 million MBE contract awards this year. Hispanic American firms received over \$460 thousand (0.27%), Asian American firms received \$4.8 million (2.85%), Women-owned firms received \$19.6 million (11.61%), Native American firms received over \$4 thousand (0.00%), and Disabled firms received over \$36 thousand (0.02%).

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. The SBR program is a race- and gender-neutral program. Minority status is not a criterion for participation in the SBR Program. (See Md. Code Ann., State Fin. & Proc. Art. §14-501.)

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

The SBR firms' utilization for Q1 FY 2023 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 FY 2023. SBR-designated firms received over \$2 million (0.87%) of the \$233.7 million in procurement payments during this period. Non SBR-designated payments for this quarter were \$1.9 million (0.84%). MDTA's SBR utilization was \$3.9 million (1.71%) for all SBR payments (designated and non-designated).

Veteran-Owned Small Business Enterprise (VSBE) Program

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

The VSBE participation for Q1 FY 2023 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 FY 2023. During this period, VSBE firms received \$890 thousand (0.53%) of the \$169.1 million in contracts awarded by the MDTA.

ATTACHMENTS

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

ATTACHMENTS

QUARTERLY UPDATE: SOCIOECONOMIC PROGRAMS STATUS

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

Disadvantage Business Enterprise Program Utilization Project-To-Date (Period Ending September 30, 2022)					
Contract Number & Contract Value	Contract Description	Committed DBE Goal (%)	Total Payments (\$) to Primes 9/30/2022	Total (%) Payments Paid to DBEs 9/30/2022	Total Payments to DBEs 9/30/2022
KH-3024-0000 NTP 02/25/22 \$65,437,722.28	I-95 Interchange at Belvidere Road	23.00%	\$0.00	0.00%	\$0.00
NB-0543-0000 NTP 03/17/20 \$462,957,000.00	Bridge Replacement	15.47%	\$360,858,943.14	16.14%	\$58,237,458.97
NB-3003-0000 NTP 08/28/20 \$27,433,000.00	Campus Improvements	23.75%	\$14,417,960.01	26.02%	\$3,751,175.73
AE-3049-0000 NTP 11/14/18 \$15,000,000.00	Construction Management Inspection Services	26.00%	\$6,243,186.48	21.61%	\$1,349,098.63
AE-3050-0000 NTP 11/14/18 \$15,000,000.00	Construction Management Inspection Services	26.00%	\$5,821,155.89	17.86%	\$1,039,925.52
AE-3051-0000 NTP 11/14/18 \$15,000,000.00	Construction Management Inspection Services	26.00%	\$5,383,609.49	17.19%	\$925,217.66

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

Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category FY2023 Quarter 1 Report			
State MBE Program Participation Goal	29%		
MDTA-MBE Program Contract Utilization	20.61%		
Procurement Category	MBE %	MBE Subcontract Awards	Prime Contract Awards
Construction	15.14%	\$149,445.00	\$987,265.56
A&E	24.29%	\$21,620,000.00	\$89,000,000.00
Maintenance	96.91%	\$2,397,006.00	\$2,473,470.18
IT	14.00%	\$10,686,929.00	\$76,321,424.52
Services	0.00%	\$0.00	\$236,522.00
Supplies/Equipment	0.00%	\$0.00	\$112,421.60
Total	20.61%	\$34,853,380.00	\$169,131,103.86

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

Minority Business Enterprise (MBE) Program Contract Awards by Minority Business Enterprise (MBE) Classification and Procurement Category FY2023 Quarter 1 Report													
Procurement Category	African American (%)	African American (\$)	Hispanic American (%)	Hispanic American (\$)	Asian American (%)	Asian American (\$)	Women (%)	Women (\$)	Native American (%)	Native American (\$)	Disabled (%)	Disabled (\$)	Total Award (\$)
Construction	0.10%	\$999.00	0.02%	\$236.00	0.10%	\$978.00	\$0.14	\$143,063.00	0.42%	\$4,169.00	0.00%	\$0.00	\$149,445.00
A&E	8.34%	\$7,426,250.00	0.52%	\$460,000.00	5.06%	\$4,502,500.00	\$0.10	\$9,195,000.00	0.00%	\$0.00	0.04%	\$36,250.00	\$21,620,000.00
Maintenance	96.91%	\$2,397,006.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$2,397,006.00
IT	0.11%	\$82,307.00	0.00%	\$0.00	0.40%	\$308,650.00	\$0.13	\$10,295,972.00	0.00%	\$0.00	0.00%	\$0.00	\$10,686,929.00
Services	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00
Supplies/Equipment	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	\$0.00
Total Participation	5.86%	\$9,906,562.00	0.27%	\$460,236.00	2.85%	\$4,812,128.00	11.61%	\$19,634,035.00	0.00%	\$4,169.00	0.02%	\$36,250.00	\$34,853,380.00

Table 4: Small Business Reserve (SBR) Program Utilization

Small Business Reserve (SBR) Program Utilization FY2023 Quarter 1				
SBR State Participation Goal	15%			
MDTA SBR Utilization	1.71%			
SBR Designated Payments \$	SBR Designated Payments %	SBR Non-Designated Payments \$	SBR Non-Designated Payments %	Total Procurement Payments (\$)
\$2,037,018.00	0.87%	\$1,955,397.00	0.84%	\$233,709,000.00
Total SBR Payments \$				
\$3,992,415.00				

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

Veteran-Owned Small Business Enterprise (VSBE) Program Contract Awards FY2023 Quarter 1			
VSBE Participation Goal	1.00%		
MDTA- VSBE Contract Utilization	0.53%		
Procurement Category	VSBE %	VSBE Awards \$	Total Awards \$
Construction	0.00%	\$0.00	\$987,265.56
A&E	1.00%	\$890,000.00	\$89,000,000.00
Maintenance	0.00%	\$0.00	\$2,473,470.18
IT	0.00%	\$0.00	\$76,321,424.52
Services	0.00%	\$0.00	\$236,522.00
Supplies/Equipment	0.00%	\$0.00	\$112,421.60
Total	0.53%	\$890,000.00	\$169,131,103.86

TAB 10

VERBAL

TAB 11

VERBAL