



Maryland Transportation Authority

BOARD MEETING

THURSDAY, JUNE 29, 2023

MARYLAND TRANSPORTATION AUTHORITY
2310 BROENING HIGHWAY
BALTIMORE, MD 21224

IN-PERSON AND LIVESTREAM



MARYLAND TRANSPORTATION AUTHORITY BOARD MEETING

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

JUNE 29, 2023 9:00 AM

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

NOTES:

- This is an In-Person Open Meeting being conducted via livestreaming.
- The public is welcomed to watch the meeting at the link above.
- *If you wish to comment on an agenda item please email your name, affiliation, and the agenda item to smckissick1@mdta.state.md.us no later than 5:00 p.m. on Tuesday, June 27. You **MUST** pre-register and attend the meeting in person in order to comment.* Once pre-registered, all pertinent information will be emailed to you.

AGENDA

OPEN SESSION – 9:00 AM

Call Meeting to Order

- | | | |
|---|-----------------------------------|---------|
| 1. <u>Approval</u> – <u>Open Session Meeting Minutes of May 25, 2023</u> | Chairman | 5 min. |
| 2. <u>Approval</u> – <u>Contract Awards</u> <ul style="list-style-type: none">• MA-2868-0000 – Electronic Toll System (ETC 3G) Customer Service Center Services – Collection Contract Modification # 2• 2020-01B – SBR Structures Inspection Program and Miscellaneous Engineering Services | Donna DiCerbo | 10 min. |
| 3. <u>Approval</u> – <u>New Section (Section 200) of the I-95 Express Toll Lanes (ETL) Northbound and I-695 Ramps – Approval of the Recommended Toll Rate Ranges</u> | Carl Chamberlin | 15 min. |
| 4. <u>Approval</u> – <u>Fiscal Year (FY) 2024 Operating Budget - Approval of the Final Operating Budget for FY 2024</u> | Jeffrey Brown | 10 min. |
| 5. <u>Approval</u> – <u>Draft Fiscal Year (FY) 2024-2029 Consolidated Transportation Program (CTP) – Approval of the Draft FY 2024-2029 CTP including Project Additions and Changes</u> | Jeanne Marriott
Jennifer Stump | 10 min. |
| 6. <u>Approval</u> – <u>Financial Forecast – Approval of the Financial Forecast</u> | Chantelle Green | 10 min. |
| 7. <u>Update</u> – <u>Bi-Annual Review of Revenue Sufficiency – Review of Revenues as Required by the MDTA Board Operating Policy</u> | Chantelle Green | 5 min. |
| 8. <u>Update</u> – <u>Major Projects – Quarterly Update on Major Projects Valued Valued Over \$40 Million or of Significant Public Impact</u> | Brian Wolfe | 10 min. |
| 9. <u>Update</u> – <u>Information Technology Major Projects – Quarterly Update on Information Technology Major Projects</u> | David Goldsborough | 10 min. |
| 10. <u>Update</u> – <u>Civil Rights Fair Practice’s Socioeconomic Programs – Quarterly Update on Socioeconomic Programs</u> | Tia Rattini | 10 min. |
| 11. <u>Update</u> – <u>Executive Director’s Report – Verbal</u> | William Pines | 10 min. |

Vote to Adjourn Meeting

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, MAY 25, 2023
9:00 A.M.

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

OPEN SESSION

Paul J. Wiedefeld, Chairman

MEMBERS ATTENDING:

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

STAFF ATTENDING:

Col. Kevin Anderson
Jeffrey Brown
Donna DiCerbo
Tonya Dorsey
Allen Garman
Chantelle Green
Natalie Henson
James Kittleman
Jeanne Marriott
Selena McKissick
Kimberly Millender, Esq.
Sushmita Mitra
Ebony Moore
Kelly Mundle
Simon Najjar
Mary O’Keeffe
William Pines
Bradley Ryon
Joseph Sagal
John Sales
Deb Sharpless
Jennifer Stump
Akia Wheeler
Mike Yeager

At 9:05 a.m. Chairman Paul J. Wiedefeld called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held in-person at MDTA Headquarters, 2310 Broening Highway, Baltimore MD 21224 and was livestreamed on the MDTA Board Meeting web page.

APPROVAL – OPEN SESSION MEETING MINUTES OF APRIL 27, 2023

Upon motion by Member William H. Cox, Jr. and seconded by Member Jeffrey S. Rosen, the open session meeting minutes of the MDTA Board meeting held on April 27, 2023 were unanimously approved.

APPROVAL – CLOSED SESSION MEETING MINUTES OF APRIL 27, 2023

Upon motion by Member Mario J. Gangemi and seconded by Member W. Lee Gaines, Jr., the closed session meeting minutes of the MDTA Board meeting held on April 27, 2023 were unanimously approved.

APPROVAL – CONTRACT AWARDS

- **MR-3031-0000 – On-Call Electrical and ITS Repairs and Services**

Ms. Donna DiCerbo requested contingent approval from the MDTA Board to execute Contract No. MR-3031-0000 – On-Call Electrical and ITS Repairs and Services with Dvorak, LLC in the amount of \$6,500,000.00 and with Mona Electric Group, Inc. in the amount of \$4,500,000.00.

Ms. DiCerbo explained that this contract is a multi-award, task-based contract to provide the labor, equipment, and materials necessary in performing miscellaneous electrical, ITS, and other types of repairs, upgrades, replacements, and new construction as directed by the Engineer. This work may be required on any MDTA assets (bridges, tunnels, highways, buildings, and all ancillary structures) or any of the MDTA's facilities.

Upon motion by Member Jeffrey S. Rosen and seconded by Member John F. von Paris, the Members unanimously gave contingent approval to execute Contract No. MR-3031-0000 – On-Call Electrical and ITS Repairs and Services.

UPDATE – PROCURMENT REPORT ON OPEN CONTRACTS

Ms. Donna DiCerbo presented the MDTA Board with a verbal report on how many contracts are currently open with the MDTA excluding state credit card purchases. There are currently 218 total contracts totaling \$2,886,545,058.70.

UPDATE – NEW SECTION (SECTION 200) OF THE I-95 EXPRESS TOLL LANES (ETL) NORTHBOUND AND I-695 RAMPS

Ms. Deb Sharpless updated the MDTA Board on the second public comment period for the recommended action (recommended toll rate ranges) for the I-95 Express Toll Lanes (ETL) Northbound Extension (Section 200) and I-695 Ramps Toll Rate Range Setting. During the second comment period, no additional comments were received.

APPROVAL – CODE OF MARYLAND REGULATIONS (COMAR) AMENDMENTS

Mr. Bradley Ryon requested approval from the MDTA Board to proceed with the proposed changes to the Code of Maryland Regulations (COMAR) 11.04.02.05.

Mr. Ryon explained that a proposed action to amend COMAR 11.04.02.05 is needed for the new Governor Harry W. Nice Memorial/Senator Thomas “Mac” Middleton Bridge to accommodate the movement of any oversize or overweight vehicle. COMAR changes are needed to remove the existing restrictions for oversize vehicles. It is important to note that oversize vehicles would still be required to utilize the Maryland One permitting system and comply with existing state law and COMAR for hauling permits with oversized loads.

Upon motion by Member Jeffrey S. Rosen and seconded by Member W. Lee Gaines, Jr., the Members unanimously approved proceeding with the Amendments to COMAR 11.04.02.05.

APPROVAL – BOARD RESOLUTION NO. 23-01 – BWI PFC REFINANCING

Mr. Allen Garman requested MDTA Board approval of Board Resolution 23-01 to authorize the issuance of BWI Passenger Facility Charge (PFC) revenue bonds or alternative financing options (bank loan) to refinance portions of the Series 2012 and 2014 bonds for economic savings, apply cash from the PFC Facility Improvement Fund to reduce principal outstanding, and introduce a springing amendment to the PFC Trust that will change the issuer to MDOT from the MDTA.

Mr. Garman explained that the PFC airport bonds are non-recourse to the MDTA and are issued for the Maryland Department of Transportation, Maryland Aviation Administration (MDOT MAA) to finance projects at the Baltimore Washington International Thurgood Marshall Airport (BWI Airport). He further explained that this Resolution would authorize (1) \$100 million of bonds to refinance the PFC Series 2012 A/B and 2014 bonds for economic savings and refinance the Series 2012 C variable rate bonds to fixed rate; (2) Application of up to \$40 million in the PFC Facility Improvement Fund to reduce principal outstanding; and (3) PFC Trust Agreement springing amendment to change the issuer to MDOT from the MDTA, with an expected effective date around June 1, 2029.

Upon motion by Member William H. Cox, Jr. and seconded by Member Mario J. Gangemi, Board Resolution 23-01 was unanimously approved.

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 March 31, 2023, 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 W. Lee Gaines, Jr. and seconded by Member John F. von Paris, continuation of the current investment strategy was unanimously approved.

UPDATE – 3RD QUARTER OPERATING BUDGET COMPARISON

Mr. Jeffrey Brown updated the MDTA Board on actual versus projected year-to-date spending for the third quarter of Fiscal Year (FY) 2023 Operating Budget. As of March 31, 2023, 64% of the budget was spent compared to a target of 72%. Object 06 (Fuel & Utilities) was above budget at an 82% spend rate, due, in part, to the delayed receipt and payment of utility invoices. Object 13 (Fixed Charges) was above budget at a 134% spend rate due to the payment of an annual insurance fee plus bad debt expenses associated with facility damage. All other Objects are at or below the targeted spending level. The primary underspending drivers are as follows: personnel vacancies, reduced vehicle purchases (shifting to FY2024), and other reduced line items spending.

UPDATE – 3RD QUARTER CAPITAL BUDGET COMPARISON

Ms. Jennifer Stump updated the MDTA Board on the third quarter Fiscal Year (FY) 2023 Capital Budget Comparisons. As of March 31, 2023, 54.6% of the FY 2023 budget was spent as compared to the targeted spending level of 75%. The total budget for FY 2023 is \$556.0 million. The actual spending through the third quarter was \$303.4 million.

UPDATE – QUARTERLY UPDATE ON TRAFFIC AND REVENUE

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

Ms. Sharpless explained 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 takeaways 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 exceed the forecast by 5.1% and 11.0%, respectively. When adjusting for timing differences, systemwide revenue exceeds the forecast by 6.9%.

UPDATE – CONSOLIDATED TRANSPORTATION PROGRAM (CTP) PROCESS AND ADDITIONS

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

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

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

She further explained that the Fiscal Year (FY) 2024-2029 Draft CTP, to be presented for approval in June, will include nine new projects: Replace Electronic Toll Collection and Operating System – 4th Generation; License Plate Recognition (LPR) System Upgrade; Mill and Overlay Fort McHenry Tunnel and Baltimore Harbor Tunnel Bridges; Rehabilitate Upper Plenum Liner and Ceiling at Baltimore Harbor Tunnel; Maryland House Water Tower Rehabilitation; Drainage Improvements of I-695 at MM 50.2 Quarantine Road; Clean and Paint I-695 Bridge over Bear Creek; Rehabilitation of Curtis Creek Drawbridge; and Bay Bridge On-Call Structural Repairs and Modifications.

UPDATE – MDTA'S TRAVEL PLAZAS

Mr. Simon Najar updated the MDTA Board on the progress of operations at the Maryland House and Chesapeake House Travel Plazas.

Mr. Najar explained that in 2012, the Maryland Transportation Authority (MDTA) entered into a Lease and Concession Agreement with Areas USA MDTP, LLC (Areas USA), to undertake the redevelopment (including financing) and long-term operations and maintenance of the travel plazas. Pursuant to the public-private partnership (P3) arrangement, the MDTA retains oversight of the travel plazas for a period of 35 years. The presentation provided a brief overview of the contract award and agreement; Areas USA history and expertise; current operations at the travel plazas, including the fiscal rebound from COVID-19; recent challenges; and the future outlook.

UPDATE – BAY BRIDGE TRAVEL CAMPAIGN 2023

Mr. John Sales and Ms. Kelly Mundle updated the MDTA Board on the Bay Bridge Travel Campaign 2023. Mr. Sales provided a broad overview of the campaign and introduced Ms. Mundle to give details of the campaign.

Ms. Mundle explained that the 2023 Bay Bridge Travel Campaign began earlier in the month and continues through September. The campaign emphasizes the best times to travel over the bridge as well as the best resources for up-to-date, real-time traffic information. Once again, the MDTA's Division of Communications will leverage our Bay Bridge Spokesbirds Spike & Otis throughout messaging, encouraging drivers to visit BayBridge.com and to follow @TheMDTA on Twitter, or to call 1-877-BAYSPAN (229 7726) for traffic conditions.

She further explained that the timing considerations were a collaboration between Operations, Engineering and Construction, and Communications. Before 8:00 a.m. and after 10:00 p.m. is intended to lessen demand on the roadways during primetime. The tactics incorporate public relations and grassroots efforts, traditional marketing, and heavy use of far-reaching and flexible digital marketing. The campaign reach includes Baltimore, Washington D.C., Annapolis, Eastern Shore, Salisbury / Ocean City and for the first time, Delaware Beaches. Current impressions (number of times our message is seen or heard) are expected to top 69 million, not including added value.

UPDATE – HUMAN RESOURCES COMMITTEE

Member W. Lee Gaines, Jr. presented an update on the Human Resources Committee meeting that took place on May 9, 2023. The Human Resources Committee Members were given updates on: Recruitment and Examinations Update on steps taken and progress being made to reduce the vacancy rate by 50% per the Governor's new initiative; Employee Relations Unit overview of the 2022 PULSE Performance Appraisal Project; Classification and Compensation Update on the ratification of the American Federation of State, County, and Municipal Employees Memoranda of Understanding (MOU); and an overview on MDTA's new Leadership Investment for Tomorrow (LIFT) Program which kicked off in the spring of 2023.

UPDATE – EXECUTIVE DIRECTOR'S REPORT

Mr. William Pines gave the Executive Director's Report. During his report, Mr. Pines gave the following project/event updates: The May 5th re-opening of the Raphael Road overpass at I-95; the Bay Crossing Tier 2 Study public outreach; the May 5th Fallen Heroes Ceremony; and the May 6th Shoreline Cleanup.

Mr. Pines also gave an update on the May 3rd Rodeo/Training/Employee Appreciation Event. He highlighted several items including the winners of the Rodeo event, the top finishers of the VRT competition, the winners of the 2022 MDTA Annual Awards, and the \$150 raised for the Maryland Charity Campaign. He also thanked everyone who helped to make the event possible and Members Cox and von Paris for attending.

Mr. Pines provided details on the comments received during the April 26th Bicycle System Informational Open House at the Nice/Middleton Bridge and submitted during the comment period for the Nice-Middleton Bridge bike operations. Based on the comments received from motorists and cyclists, the MDTA will open the bridge to bicycle lane sharing in June with operational hours from dawn to dusk on weekends only and State holidays, matching the Hatem Bridge operational hours.

Mr. Pines acknowledged Ms. Verlinda Dillard who received a Certificate of Appreciation from MDOT-TSO for her 20 plus years of MDOT-State Service.

Mr. Pines announced that on June 14th we will be hosting another Doing Business with Maryland Transportation Authority Workshop at MDOT Headquarters from 9:00 am – 1:00 pm.

Mr. Pines concluded by wishing everyone a Happy and Safe Memorial Day Weekend and requesting that everyone please drive safely.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member W. Lee Gaines, Jr. and seconded by Member Cynthia D. Penny-Ardinger, the Members unanimously voted to adjourn the meeting at 11:06 a.m.

The next MDTA Board Meeting will be held on Thursday, June 29, 2023 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:

Paul J. Wiedefeld, Chairman

TAB 2



**Maryland
Transportation
Authority**

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, 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, P.E., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement Donna DiCerbo, CPPO, CPPB, CM
SUBJECT: MA-2868-0000, Modification No. 2
DATE: June 29, 2023

PURPOSE OF MEMORANDUM

To seek approval to execute Modification No. 2 for Contract No. MA-2868-0000 with Transcore LP, for the 3G Electronic Toll System Operation. Approval of this Modification No. 2 is contingent upon the Board of Public Works (BPW) approval.

SUMMARY

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

In March 2020, during the COVID-19 pandemic, the MDTA implemented statewide cashless tolling (i.e., AET) to protect customers and employees from face-to-face cash transactions. Between March and October 2020, to help provide some financial relief, the MDTA also paused mailing NOTDs and assessing civil penalties on unpaid NOTDs for drivers who used our toll facilities without E-ZPass. NOTD and civil penalty processing have since resumed under MA-2868-0000.

Therefore, in 2022, Modification No. 1 to the Contract was necessary, for the Contractor to process AET transactions in real-time, to recover the backlog of transactions paused during the pandemic, and to provide services for the Customer Assistance Plan. Contract Modification No. 1 was approved by the BPW on July 27, 2022, and provided a non-compensable time extension for Phases I, II, and III; and added both time and an additional \$63,106,810.98 to Years 1 and 2 of the Operations and Maintenance of Phase IV, raising the total Contract amount to \$263,535,583.79.

The MDTA now seeks approval for this the second contract Modification to extend the end date of the contract and add additional time to the Contract phases which combined pushes the

original term out 214 days due to transition delays as well as additional work added to the project, including but not limited to; performing activities for multiple legislatively mandated activities, performing various externally requested data queries, extending the Customer Assistance Plan, and addressing MDTA assigned work orders. This Modification is also requesting an additional \$44,317,717.58 in new funding to adjust the operations and maintenance line items associated with the additional time and due to the deletion of cash operations and the move to All Electronic Tolling (AET). The addition of funds results in a new total contract amount of \$307,853,301.37.

ANALYSIS

This Contract Modification No. 2 is necessary to extend time and the completion dates for Phases I, II and III and the respective punch list items. This time extension modification is necessary due to additional work being added to the project and to align the two Electronic Tolling contracts, MA-2257 Kapsch and MA-2868 TransCore L.P., so that they both have the same contract end date of February 28, 2028. Moreover, additional funding is needed to complete Phase IV, Years 1 and 2 of the Contract. O&M years three through six are excluded from this modification. Future modifications for these O&M years will be required when the quantities in the AET environment can be estimated using the actual future E-ZPass penetration rates.

A 15.5% Minority Business Enterprise (MBE) overall goal was established for this contract, and the Contractor is currently achieving 10.11% in MBE participation based on the expenditures to date. As the work under this contract is being handled in “phases”, the VSBE goals cannot yet be met as the portion of the work that the subcontractors would be utilized has not yet occurred or is incomplete.

RECOMMENDATION

To seek approval to execute the Modification No. 2 to Contract MA-2868 with Transcore, LP for the 3G Electronic Toll System Operation.

ATTACHMENT

- Exhibit #3

Exhibit 3

	Description	Unit	Quantity	Rate	Amount
201	Operations Manager	Daily	214	\$ 526.87	\$ 112,750.18
202	CSC System	Daily	214	\$ 3,719.78	\$ 796,032.92
203	MDTA Stop In Centers	Daily	214	\$ 49.32	\$ 10,554.48
204	Pre Registered Account Management (Base)	EA	7,000,000	\$ 0.8703	\$ 6,092,100.00
205	Pre Registered Account Management (Additional)	EA	23,000,000	\$ 0.8700	\$ 20,010,000.00
206	Unregistered Video Account Opened	EA	3,200,000	\$ 0.9062	\$ 2,899,840.00
207	DMV Look-up	AL			\$ 620,000.00
212	Mail account related	EA	2,000,000	\$ 0.1477	\$ 295,400.00
214	Notice of Toll Due Mail	EA	10,000,000	\$ 0.3383	\$ 3,383,000.00
215	Citation Services	EA	4,000,000	\$ 0.3151	\$ 1,260,400.00
216	Mail - Miscellaneous	EA	600,000	\$ 0.1294	\$ 77,640.00
218	Postage	AL			\$ 8,500,000.00
239	Card Connect Fees	AL			\$ 260,000.00

\$ 44,317,717.58 Total



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, 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, P.E., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement Donna DiCerbo, CPPO, CPPB, CM
SUBJECT: MDTA 2020-01B, Structures Inspection Program and Miscellaneous Engineering Services
DATE: June 29, 2023

PURPOSE

To seek contingent approval to execute Contract No. MDTA 2020-01B, Structures Inspection Program and Miscellaneous Engineering Services.

SUMMARY

This project entails the award of one (1) contract to a Small Business Consultant Engineering Firm to perform routine condition inspection, reporting, design, non-destructive testing including load and laboratory testing and instrumentation, asset management and health monitoring, and project management services, under the jurisdiction of MDTA. Such services are necessary to ensure that all of MDTA's assets are safe and in good working order and condition. Facility wide assets under this contract, include workhorse bridge, buildings, roadways, drainage structures, roadway lighting, ancillary structures, truck weigh scale systems, toll system gantries, noise walls and retaining walls, and traffic safety features including Dynamic Message Signage, cameras and low-level light poles, and other related appurtenances.

RECOMMENDATION

To provide contingent approval to execute Contract No. MDTA 2020-01B, Structures Inspection Program and Miscellaneous Engineering Services.

ATTACHMENT

- Project Summary



AUTHORITY BOARD PROJECT SUMMARY

Contract No. MDTA 2020-01B Structures Inspection Program and Miscellaneous Engineering Services

PIN NUMBER N/A
MDTA PROJECT NUMBER MDTA 2020-01B
CONTRACT TITLE Structures Inspection Program Services

PROJECT SUMMARY This project entails the award of one (1) contract to a Small Business Consultant Engineering Firm to perform routine condition inspection, reporting, design, non-destructive testing including load and laboratory testing and instrumentation, asset management and health monitoring, and project management services, under the jurisdiction of MDTA. Such services are necessary to ensure that all of MDTA's assets are safe and in good working order and condition. Facility wide assets under this contract, include workhorse bridge, buildings, roadways, drainage structures, roadway lighting, ancillary structures, truck weigh scale systems, toll system gantries, noise walls and retaining walls, and traffic safety features including Dynamic Message Signage, cameras and low-level light poles, and other related appurtenances.

SCHEDULE

ADVERTISEMENT DATE February 8, 2022
ANTICIPATED NTP DATE August 1, 2023
DURATION/TERM Four (4) YEARS

PROPOSER	MDTA CONTRACT NO.	CONTRACT AMOUNT
Transtech Engineering Consultants, Inc.	AE 3076	\$5,000,000

PROTEST YES NO
 ✓

FUNDING SOURCE 100% TOLL REVENUE

MBE PARTICIPATION AE-3076 PROPOSED GOAL		
	ADVERTISED GOAL (%)	(%)
MBE PARTICIPATION -		
OVERALL MBE	20.00%	20.00%
AFRICAN AMERICAN	7.00%	7.00%
ASIAN AMERICAN	-	3.00%
HISPANIC AMERICAN	-	
WOMEN OWNED	10.00%	10.00%
VSBE	1.00%	1.00%

TAB 3



**Maryland
Transportation
Authority**

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, 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, P.E., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Project Manager Carl Chamberlin
SUBJECT: I-95 ETL Northbound Extension (Section 200) & I-695 Ramps Toll Rate
Range Setting Update
DATE: June 29, 2023

PURPOSE OF MEMORANDUM

MDTA staff is seeking MDTA Board approval, as stipulated in Transportation Article §4-312 of the Annotated Code of Maryland and Code of Maryland Regulations (COMAR) Title 11 Department of Transportation, Subtitle 07 MDTA, Chapter 05 Public Notice of Toll Schedule Revisions (11.07.05) for the I-95 ETL Northbound Extension (Section 200) & I-695 Ramps toll rate range setting. The toll rate ranges are the same as what was proposed at the first MDTA Board meeting on this subject in December of 2022.

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 the proposal for the record and the approval item for MDTA Board vote.

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

Agenda

- | | | |
|------|---|-----------------|
| I. | Purpose of the Presentation | Carl Chamberlin |
| II. | Recommended Toll Rate Ranges | Carl Chamberlin |
| III. | Public Comment | |
| IV. | Approval to Advertise Recommended Action for Second
Comment Period | Will Pines |

I. Purpose of the Presentation

After presenting the I-95 ETL Northbound Extension (Section 200) & I-695 Ramps toll rate range proposal at two in-person public hearing sessions and one virtual call-in public hearing session and providing 75 days of open public comment on the proposal, MDTA staff is recommending the following toll rate ranges for the I-95 ETL Northbound Extension (Section 200) & I-695 Ramps, which is detailed in the sections below. As part of this MDTA Board meeting, the MDTA staff is seeking MDTA Board approval, as stipulated in Transportation Article §4-312 of the Annotated Code of Maryland and Code of Maryland Regulations (COMAR) Title 11 Department of Transportation, Subtitle 07 MDTA, Chapter 05 Public Notice of Toll Schedule Revisions (11.07.05). The toll rate ranges are the same as what was proposed at the first MDTA Board meeting on this subject in December of 2022.

II. Recommended Toll Rate Ranges

MDTA staff is seeking approval, after analyzing the comments received by the public, of toll rate ranges that are unchanged from the proposal that was advertised and presented to the public during the first and second public comment period. The details of that proposal are reiterated below.

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



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

- Total unregistered video surcharge (difference between E-ZPass® toll and unregistered video toll amount) cannot exceed \$15 per trip.
- The minimum trip toll (not per mile) by payment type for all vehicle types would be \$0.40 for customers using E-ZPass, \$0.50 for customers using Pay-By-Plate (Registered Video), and \$1.00 for customers using Video Tolling (Unregistered Video).
- Video Tolling customers can save 15% (maximum of \$5 per transaction) by paying their Video Tolls before the notice is mailed.

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

Per COMAR 11.07.05.04, “The Executive Director may set or adjust the time of day pricing mileage rate, pricing period, or toll zones consistent with the toll rate range established by the Authority.”

Note: The proposed ETL Northbound Extension (Section 200) & I-695 Ramps rate ranges match the existing ETL rate ranges (Section 100).

III. Public Comment

IV. Approval to Accept the Toll Rate Ranges

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 accept the toll rate ranges noted above for the I-95 ETL Northbound Extension (Section 200) & I-695 Ramps toll rate range setting.

TAB 4



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, 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, P.E., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Budget Jeffrey Brown
SUBJECT: Fiscal Year 2024 Final Operating Budget
DATE: June 29, 2023

PURPOSE

The purpose of this memorandum is to request approval from the Maryland Transportation Authority (MDTA) Board for the Fiscal Year (FY) 2024 Final Operating Budget.

SUMMARY

FY 2024 Final Operating Budget Request

Summary of Major Changes (\$ millions)

FY 2024 Final Operating Budget Request	\$400.1
FY 2024 Preliminary Operating Budget	391.4
\$ Change FY 2024 Final vs Prelim	8.7
% Change FY 2024 Final vs Prelim	2.2%

The proposed FY 2024 Operating Budget for the MDTA reflects a return to normal operations with minimal COVID -19 impacts. The proposed operating budget of \$400.1 million, represents a \$8.7 million, or a 2.2%, increase versus the FY 2024 Preliminary Operating Budget. The key drivers are increased personnel costs for civilian and sworn employees, a cost shift from FY 2023 to FY 2024 for motor vehicle purchases, and increased *E-ZPass*® Service Center costs.

ANALYSIS

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

FY 2024 Prelim Operating Budget	\$391.4
Mandated Increases	9.2
Additions	3.1
Reductions	(3.6)
FY 2024 Final Budget	\$400.1

Attachment 1 – identifies the mandated and discretionary spending.

The mandated changes increased the budget by \$9.2 million and are as follows:

- Salary adjustment increases (0101) total \$5.2 million. This includes the following:
 - A longevity step totaling \$2.1 million.
 - A 2% cost-of-living adjustment (COLA) for civilian and contractual employees totaling \$1.7 million.
 - Employee reclassification adjustments totaling \$1.4 million.
- Employee and Retiree’s Health Insurance (0152, 0154) costs account for a \$1.5 million increase.
- Employees’ Retirement System (0161) costs accounts for a \$1.3 million increase.
- The Law Enforcement Officers’ Pension System (LEOPS) (0169) accounts for a \$0.7 million increase.
- On time step increase accounts for a \$0.7 million increase.
- The Maryland State Police accounts for a \$0.2 million decrease.

The operating budget includes a net \$0.5 million reduction in discretionary spending. The key variances are as follows:

- Supply chain delays for vehicle purchases (0701) in FY 2023 accounts for a \$1.3 million increase (cost shift from FY 2023 to FY 2024).
- *E-ZPass* Service Center service center costs (0873) increase by \$1.0 million due to an increase in the forecasted volume of unregistered video toll accounts.
- Management Studies & Consultants (0821) increased \$0.3 million due to expected consultant work related to improving the customer experience.

FY 2024 Final Operating Budget
Page Three

- Additional Building Equipment & Maintenance (1113) increased \$0.2 million due to the rollover of the auto-shop renovation at the Nice/Middleton Bridge from FY 2023 to FY 2024.
- Medical Care (0820) increased \$0.1 million due to the rollover from FY 2023 to FY 2024 of funding for sworn officer mental health screenings and employee medical services.
- *E-ZPass* Transponders (951) increased \$0.1 million due to a slight increase in expected demand.
- Contractual employee step increases (0220) total \$0.1 million.
- Engineers (0807) decreased \$0.2 million due less required services.
- *E-ZPass Retail Fees* (0829) decreased \$1.0 million based on current year spending and future estimated transaction volumes.
- Turnover (0189) decreased \$2.3 million (bigger credit) due to personnel cost changes (turnover rate is a percentage of salaries) and an updated salary forecast.
- All other changes amount to a net decrease of \$0.1 million.

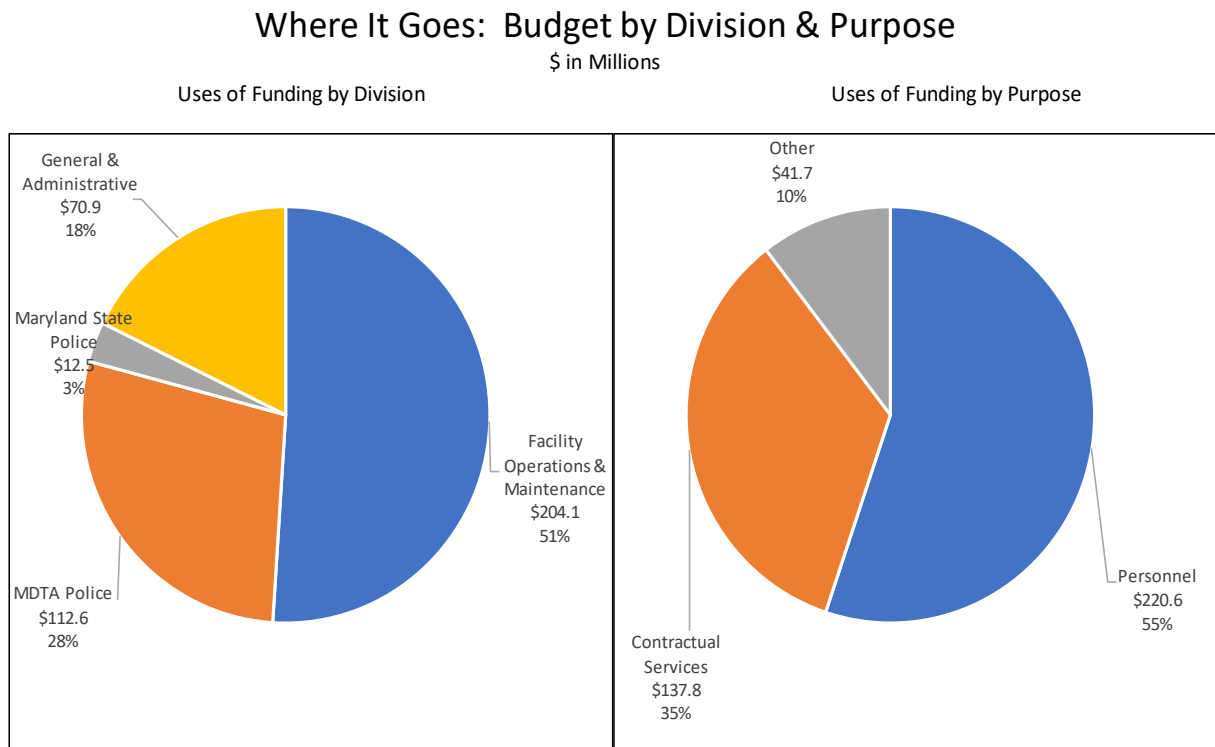
Figure 1

The MDTA's position complement remains the same in FY 2024.

Personnel Data			
FY 2023 <u>Approved Budget</u>	FY 2024 <u>Preliminary Budget</u>	FY 2024 <u>Proposed Final Budget</u>	FY 2023-2024 <u>Change</u>
1697.0	1697.0	1697.0	0.0

Figure 2 graphically displays the FY 2024 budget by division and purpose.

Figure 2



ATTACHMENTS

- Attachment 1 - Summary of Major Changes FY 2024
- Attachment 2 - FY 2024 SummaryByObject

Summary of Major Changes

	FY24 Prelim VS FY24 Final
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FY 2024 Final Operating Budget	\$400.1
FY 2024 Prelim Operating Budget	391.4
\$ Increase FY 2024 over FY 2023	\$8.7
% Increase FY 2024 over FY 2023	2.2%

FY 2024 Prelim Operating Budget	\$391.4
Mandated Increases	9.2
Additions	3.1
Reductions	(3.6)
FY 2024 Final Operation Budget Request	\$400.1

Mandated

Longevity Step Increase	\$2.1
2 % COLA	1.7
Reclasses	1.4
Health & Retiree Health Insurance	1.5
Pension	1.3
LEOPS	0.7
On time step increase	0.7
Maryland State Police	(0.2)
Total Mandated	\$9.2

Additions

Vehicle Purchases	\$1.3
E-ZPass® Service Center	1.0
Management Studies	0.3
Additional Maintenance & Building Equipment	0.2
Medical Care	0.1
E-ZPass Transponders	0.1
Step Increase - Contractual Employees	0.1
Total Additions	\$3.1

Reductions

Turnover	(\$2.3)
E-ZPass Retail Fees	(1.0)
Engineers	(0.2)
Other	(0.1)
Total Reductions	(\$3.6)

Total Change	\$8.7
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ATTACHMENT 2

Object	Description	Prelim FY 2024 Budget	Final FY 2024 Budget	FY24 Final- FY24 Prelim \$ Inc/Dec	FY24 Final- FY24 Prelim % Inc/Dec
OBJECT 01 Salaries and Wages					
101	REGULAR EARNINGS	129,965,259	135,139,680	5,174,422	4.0%
102	ADDITIONAL ASSISTANCE	194,092	194,092	0	0.0%
104	OVERTIME EARNINGS	4,977,896	4,998,396	20,500	0.4%
104	OVERTIME EARNINGS - SNOW	1,338,168	1,338,168	0	0.0%
105	SHIFT DIFFERENTIAL	978,410	978,410	0	0.0%
110	MISCELLANEOUS P/R ADJUSTMENTS	94,068	198,768	104,700	111.3%
111	ANNUAL LEAVE PAYOUTS	196,471	196,471	0	0.0%
112	RECLASSIFICATIONS	410,058	410,058	0	0.0%
151	SOCIAL SECURITY CONTRIBUTIONS	9,594,423	9,645,927	51,505	0.5%
152	HEALTH INSURANCE	19,129,208	19,174,953	45,745	0.2%
154	RETIREE'S HLTH INSURANCE PREM	10,234,118	11,735,068	1,500,950	14.7%
161	EMPLOYEES RETIREMENT SYSTEM	15,221,130	16,575,238	1,354,108	8.9%
165	STATE POLICE RETIREMENT SYSTEM	3,538,864	3,463,737	(75,127)	-2.1%
169	LAW ENFORCEMNT OFF PENSION SYS	22,270,383	22,964,855	694,472	3.1%
171	BURDEN EXPENSE	0	0	0	
174	UNEMPLOYMENT COMPENSATION	352,393	378,386	25,993	7.4%
175	WORKERS COMPENSATION	3,923,031	4,196,741	273,710	7.0%
189	TURNOVER	(10,397,964)	(12,655,817)	(2,257,853)	21.7%
199	OTHER FRINGE BENE - CLOTH ALLOW	856,750	856,750	0	0.0%
		212,876,757	219,789,882	6,913,124	3.2%
Object 02 Technical and Special Fees					
202	PER DIEM PAYMENTS	150,000	150,000	0	0.0%
211	EMPLOYEE AWARDS	1,000	1,000	0	
220	SPECIAL PAYMENTS PAYROLL	702,189	625,409	(76,780)	-10.9%
		853,189	776,409	(76,780)	-9.0%
Object 03 Communications					
301	POSTAGE	81,151	72,584	(8,567)	-10.6%
302	TELEPHONE	251,569	253,569	2,000	0.8%
303	TELECOMMUNICATIONS	810,982	821,482	10,500	1.3%
305	STATE PAID TELECOMMUNICATIONS	1,725,000	1,604,611	(120,389)	-7.0%
306	CELL PHONE EXPENDITURES	410,657	425,657	15,000	3.7%
		3,279,359	3,177,903	(101,456)	-3.1%
Object 04 Travel					
401	IN STATE/ROUTINE OPERTN TRAVEL	37,820	43,120	5,300	14.0%
402	INSTATE/CONF/SEMNR/TRNG TRAVEL	87,579	101,704	14,125	16.1%
403	OUTSTATE/ROUTINE OPERTN TRAVEL	67,393	55,064	(12,329)	-18.3%
404	OUTSTATE/CONF/SEMNR/TRNG TRAVL	297,737	313,680	15,943	5.4%
		490,529	513,568	23,039	4.7%
Object 06 Fuel and Utilities					
603	FUEL-OIL #2	130,200	135,200	5,000	3.8%
606	FUEL-NATURAL GAS/PROPANE	271,113	355,613	84,500	31.2%
620	UTILITIES-ELECTRICITY	3,440,116	3,514,116	74,000	2.2%
621	UTILITIES-WATER/SEWAGE	327,206	331,206	4,000	1.2%
		4,168,635	4,336,135	167,500	4.0%
Object 07 Motor Vehicle Operations and Maintenance					
701	PURCH VEH-CAR,LIGHT TRUCK	3,416,900	4,746,900	1,330,000	38.9%
702	VEHICLE GAS & OIL	3,765,454	3,765,454	0	0.0%
703	VEHICLE MAINTENANCE & REPAIR	1,794,664	1,794,664	0	0.0%
704	INSURANCE	407,863	407,863	0	0.0%
721	VEHICLE GAS & OIL-WATERCRAFT	44,347	44,347	0	0.0%
722	VEHICLE MAINTENANCE & REPAIR-WATERCRAFT	61,431	61,431	0	0.0%
724	BOAT SLIP RENTAL/LAUNCHING FEES	4,200	4,200	0	0.0%
731	LG VEHICLE GAS & OIL	1,100,000	1,100,000	0	0.0%
732	LG VEHICLE MAINT & REPAIR	2,000,000	2,000,000	0	0.0%
789	COMMUTE CHARGES	(5,000)	(5,000)	0	0.0%
799	OTHER MOTOR VEHICLE CHARGES	50,000	50,000	0	0.0%
		12,639,859	13,969,859	1,330,000	10.5%
Object 08 Contractual Services					
801	ADVERTISING/LEGAL PUBLICATION	3,050,353	3,064,353	14,000	0.5%
802	APPLICATIONS SOFTWARE MAINTENANCE	100,000	100,000	0	0.0%
804	PRINTING/REPRODUCTION SERVICE	32,000	43,200	11,200	35.0%
807	ENGINEERS	31,900,000	31,700,000	(200,000)	-0.6%
808	EQUIPMENT RENTAL	493,631	490,131	(3,500)	-0.7%

ATTACHMENT 2

Object	Description	Prelim FY 2024 Budget	Final FY 2024 Budget	FY24 Final- FY24 Prelim \$ Inc/Dec	FY24 Final- FY24 Prelim % Inc/Dec
809	EQUIPMENT REPAIRS & MAINT	1,655,264	1,654,264	(1,000)	-0.1%
810	EXTERMINATION SERVICE	16,771	16,771	0	0.0%
812	BUILDING/ROAD REPAIRS & MAINT	16,829,158	16,882,158	53,000	0.3%
813	JANITORIAL SERVICES	1,458,540	1,473,540	15,000	1.0%
814	GROUND MAINTENANCE	45,482	45,482	0	0.0%
815	LAUNDRY SERVICE	3,199	3,199	0	0.0%
817	LEGAL SERVICES	203,300	203,300	0	0.0%
819	EDUCATION/TRAINING CONTRACTS	1,363,988	1,375,988	12,000	0.9%
820	MEDICAL CARE	271,720	395,720	124,000	45.6%
821	MGMT STUDIES AND CONSULTANTS	4,098,658	4,398,658	300,000	7.3%
823	SECURITY SERVICES	890,773	889,560	(1,213)	-0.1%
824	LABORATORY SERVICES	45,736	45,578	(158)	-0.3%
825	VETERINARY SERVICES	31,565	31,565	0	0.0%
826	FREIGHT AND DELIVERY	14,987	14,497	(490)	-3.3%
827	TRASH AND GARBAGE REMOVAL	449,894	453,394	3,500	0.8%
828	OFFICE ASSISTANCE	61,244	61,244	0	0.0%
829	FISCAL SERVICES	410,250	410,250	0	0.0%
829	E-ZPASS RETAIL FEES	18,550,000	17,550,000	(1,000,000)	-5.4%
841	DP CENTRAL PROCESS SVC	1,150,000	1,150,000	0	0.0%
843	DP COMMUNICATIONS CONTROLLERS SVC	480,000	480,000	0	0.0%
849	TELECOMM LINES, MODEMS & CONTRLLR	95,704	95,704	0	0.0%
854	COMPUTER MAINTENANCE CONTRACTS	185,000	185,000	0	0.0%
858	SOFTWARE LICENSES	146,402	148,402	2,000	1.4%
862	APPL SOFTWARE MAINTENANCE	1,901,200	1,901,200	0	0.0%
864	SYSTEMS SOFTWARE MAINTENANCE	500,000	500,000	0	0.0%
865	OUTSIDE SVCS-SYS ANALYSIS&DSGN	7,465,000	7,465,000	0	0.0%
866	OUTSIDE SVCS-PROGRAMMING	415,000	415,000	0	0.0%
869	OUTSIDE SVCS-COMPUTER USAGE	775,000	775,000	0	0.0%
873	OUTSIDE SVC - E-Z PASS SVC CENTER	39,000,000	40,000,000	1,000,000	2.6%
874	OFFICE OF ATTORNEY GENERAL FEE	44,265	43,526	(739)	-1.7%
875	RETIREMENT AGENCY ADMIN FEE	204,542	251,556	47,014	23.0%
876	STATEWIDE DOIT SERVICES	85,000	52,080	(32,920)	-38.7%
894	STATEWIDE PERSONNEL SYS ALLOC	55,590	55,667	77	0.1%
897	STATEWIDE ENTERPRISE BUDGET SYSTEM	27,574	27,646	72	0.3%
899	OTHER CONTRACTUAL SVC-NON DP	2,986,244	2,969,244	(17,000)	-0.6%
		137,493,034	137,817,877	324,843	0.2%
Object 09 Supplies and Materials					
901	AGRICULTURE	34,379	33,879	(500)	-1.5%
902	OFFICE SUPPLIES	399,783	394,383	(5,400)	-1.4%
903	ELECTRICAL MATERIALS	390,509	390,418	(91)	0.0%
904	BUILDING & HOUSEHOLD SUPPLIES	388,011	386,011	(2,000)	-0.5%
905	ROADWAY MAINT MATERIALS	619,613	619,613	0	0.0%
906	SALT/SNOW MELTING MATERIALS	1,884,363	1,880,363	(4,000)	-0.2%
908	HOUSEKEEPING SUPPLIES	74,537	74,537	0	0.0%
909	MEDICAL SUPPLIES	40,314	39,162	(1,152)	-2.9%
912	WEARING APPAREL-UNIFORMS EMPL	1,136,880	1,144,880	8,000	0.7%
915	LIBRARY SUPPLIES	23,675	23,675	0	0.0%
917	SMALL TOOLS	372,809	372,809	0	0.0%
918	VETERINARY SUPPLIES	28,500	28,500	0	0.0%
920	FOOD	176,776	188,276	11,500	6.5%
926	DATA PROCESSING SUPPLIES	42,522	42,522	0	0.0%
934	AMMO GUNS FIRING RNGE SUPPLIES	575,549	575,549	0	0.0%
951	E-ZPASS TRANSPONDERS	4,365,000	4,450,000	85,000	1.9%
999	OTHER SUPPLIES AND MATERIALS	254,413	315,913	61,500	24.2%
		10,807,633	10,960,490	152,857	1.4%
Object 10 Replacement Equipment					
1013	REPL MAINTENANCE & BUILDING EQUIP	605,500	505,500	(100,000)	-16.5%
1015	REPL OFFICE EQUIPMENT	45,050	48,000	2,950	6.5%
1019	REPL RADIOS & ELECTRONIC EQUIPMENT	226,000	226,000	0	0.0%
1031	REPL DP EQUIP-MAINFRAME	80,000	80,000	0	0.0%
1033	REPL DP EQUIP-MICROCOMPUTER	1,250,000	1,250,000	0	0.0%
1099	OTHER REPLACEMENT EQUIPMENT	334,900	334,900	0	0.0%
		2,541,450	2,444,400	(97,050)	-3.8%
Object 11 Additional Equipment					

ATTACHMENT 2

Object	Description	Prelim	Final	FY24 Final-	FY24 Final-
		FY 2024	FY 2024	FY24 Prelim	FY24 Prelim
		Budget	Budget	\$	%
				Inc/Dec	Inc/Dec
1102	ADDT'L AUDIO-VISUAL EQUIP	14,500	9,500	(5,000)	-34.5%
1103	ADDT'L CLEANING EQUIPMENT	10,000	10,000	0	
1109	ADDT'L HUMAN ENVIRONMENTAL EQUIPMENT	1,000	1,000	0	0.0%
1113	ADDT'L MAINTENANCE & BUILDING EQUIP	92,000	242,000	150,000	163.0%
1115	ADDT'L OFFICE EQUIPMENT	27,500	27,500	0	0.0%
1133	ADDT'L DP EQUIP-MICROCOMPUTER	100,000	20,000	(80,000)	
1199	OTHER ADDITIONAL EQUIPMENT	459,835	459,834	(1)	0.0%
		704,835	769,834	64,999	9.2%
Object 13 Fixed Charges					
1302	INSURANCE COVERAGE PAID TO STO	488,333	490,658	2,325	0.5%
1303	RENT PAID TO DGS	1,100	1,100	0	
1304	SUBSCRIPTIONS	26,938	26,938	0	0.0%
1305	ASSOCIATION DUES	380,945	350,445	(30,500)	-8.0%
1308	LICENSES	7,270	7,270	0	0.0%
1309	INSURANCE (NON STO PAYMENTS)	4,667,231	4,667,231	0	0.0%
		5,571,817	5,543,642	(28,175)	-0.5%
Total		391,427,098	400,100,000	8,672,901	2.2%

TAB 5



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, 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, P.E., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Capital Program Manager Jeanne Marriott
SUBJECT: Draft Fiscal Year (FY) 2024-2029 Consolidated Transportation Program (CTP)
DATE: June 29, 2023

PURPOSE OF MEMORANDUM

The purpose of this presentation is to seek your approval of the proposed Draft FY 2024-2029 CTP. The Draft CTP was recommended for approval by the Capital Committee on June 1, 2023, and by the Finance Committee on June 8, 2023.

SUMMARY

The six-year FY 2024-2029 budget in the proposed CTP is \$2.7 billion. The proposed CTP reflects a net increase in the six-year FY 2024-2029 budget of \$169.7 million (Attachment #1 – Line 6). The net FY 2024-2029 increase is the result of the following:

- Decrease in the six-year CTP budget by \$19.1 million for the Nice/Middleton Bridge (Attachment #1 – Line 1).
- Decrease in the six-year CTP budget by \$7.0 million for the I-95 ETL Northern Extension (Attachment #1 – Line 2).
- Increase in the six-year CTP budget by \$178.0 million for all projects except Nice/Middleton Bridge, I-95 ETL Northern Extension, and reserves (Attachment #1 – Line 3).
- Increase in the Allocated and Unallocated Reserves by \$17.9 million (Attachment #1 – Line 4).

FY 2023 expenditures are projected to be \$484.8 million vs. \$534.4 million in the Final FY 2023-2028 CTP (Attachment #1 – Line 6). FY 2023 underspending is projected to be \$49.7 million and has been rolled over into the Draft FY 2024-2029 CTP. The rollover accounts for 30% of the 6-year increase. Inflation, including materials availability, is responsible for 54% of the increase, while scope changes and the addition of construction funding for projects added to the Allocated Reserves account for 16% of the increase.

Highlights of project and reserve changes incorporated in the proposed Draft FY 2024-2029 CTP are shown in Attachment #2.

Added New Projects

Added nine system preservation projects for an increase of \$6.6 million in the FY 2024-2029 period.

Modified Budgets to Reflect Bids Received

Adjusted one project to reflect bids received that were lower than Engineer's Estimates for a net decrease of \$7.0 million.

Added Construction Phase

The construction phase of four projects was funded for a total of \$114.9 million transferred from the reserves as design reached 60% level and cost estimates were developed on fully developed scopes.

Modified Budgets to Reflect Completed Projects

Twenty-five projects were completed and one deleted with no budget change in the FY 2024-2029 period.

Modified Active Projects Due to Cost Changes and Cash Flow Adjustments

Adjusted cash flows and funded changes in engineering and/or construction budgets for fifty projects for a net budget increase of \$37.3 million.

Reserve Changes

The allocated reserves increased by \$13.9 million, and the unallocated reserves increased by \$4.0 million.

ATTACHMENTS

- Attachment #1 – CTP Comparison Tables - Draft FY 2024-2029 CTP v Final FY 2023-2028 CTP
- Attachment #2 – Changes from Final FY 2023-2028 CTP to Draft FY 2024-2029 CTP
- Attachment #3 – Where are the Projects?
- Attachment #4 – What are the Categories of Projects?

CTP Comparison Tables - Draft FY 2024-2029 CTP v Final FY 2023-2028 CTP																
Line									Total 2023-2028	Total 2024-2029					Total 2023-2033	
		2023	2024	2025	2026	2027	2028	2029			2030	2031	2032	2033		
1	Nice/Middleton Bridge	Final 23-28	\$92,088	\$40,363	\$45,026	\$0	\$0	\$0	\$0	\$177,477	\$85,389	\$0	\$0	\$0	\$0	\$85,389
		Draft 24-29	\$86,218	\$35,488	\$15,704	\$15,068	\$0	\$0	\$0	\$152,477	\$66,260	\$0	\$0	\$0	\$0	\$66,260
		Change	(\$5,870)	(\$4,875)	(\$29,322)	\$15,068	\$0	\$0	\$0	(\$25,000)	(\$19,130)	\$0	\$0	\$0	\$0	(\$19,130)
2	I-95 ETL Northern Extension (Including Reserves)	Final 23-28	\$204,853	\$219,164	\$128,822	\$108,258	\$81,433	\$53,818	\$27,448	\$796,347	\$618,943	\$0	\$0	\$0	\$0	\$618,943
		Draft 24-29	\$191,878	\$200,342	\$154,776	\$113,895	\$81,521	\$42,739	\$18,645	\$785,151	\$611,917	\$0	\$0	\$0	\$0	\$611,917
		Change	(\$12,974)	(\$18,822)	\$25,954	\$5,637	\$88	(\$11,079)	(\$8,803)	(\$11,197)	(\$7,026)	\$0	\$0	\$0	\$0	(\$7,026)
3	Remainder of CTP (Excluding Reserves)	Final 23-28	\$237,490	\$339,493	\$184,410	\$78,570	\$37,925	\$3,113	\$0	\$881,000	\$643,510	\$0	\$0	\$0	\$0	\$643,510
		Draft 24-29	\$206,657	\$278,922	\$322,017	\$151,051	\$56,192	\$10,797	\$2,502	\$1,025,636	\$821,481	\$0	\$0	\$0	\$0	\$821,481
		Change	(\$30,833)	(\$60,570)	\$137,607	\$72,481	\$18,267	\$7,684	\$2,502	\$144,636	\$177,971	\$0	\$0	\$0	\$0	\$177,971
4	Allocated and Unallocated Reserves	Final 23-28	\$0	\$28,905	\$134,078	\$214,148	\$215,550	\$238,213	\$318,450	\$830,894	\$1,149,344	\$323,275	\$328,100	\$332,925	\$342,988	\$2,133,644
		Draft 24-29	\$0	\$24,848	\$71,603	\$202,686	\$195,487	\$347,865	\$324,751	\$842,489	\$1,167,240	\$323,275	\$328,100	\$332,925	\$342,988	\$2,151,540
		Change	\$0	(\$4,057)	(\$62,475)	(\$11,462)	(\$20,063)	\$109,652	\$6,301	\$11,595	\$17,896	\$0	\$0	\$0	\$0	\$17,896
5	Remainder of CTP (3+4) (Including Reserves)	Final 23-28	\$237,490	\$368,398	\$318,488	\$292,718	\$253,475	\$241,326	\$318,450	\$1,711,894	\$1,792,854	\$323,275	\$328,100	\$332,925	\$342,988	\$2,777,154
		Draft 24-29	\$206,657	\$303,770	\$393,620	\$353,737	\$251,679	\$358,662	\$327,253	\$1,868,125	\$1,988,721	\$323,275	\$328,100	\$332,925	\$342,988	\$2,973,021
		Change	(\$30,833)	(\$64,627)	\$75,132	\$61,019	(\$1,796)	\$117,336	\$8,803	\$156,231	\$195,867	\$0	\$0	\$0	\$0	\$195,867
6	Total (1+2+5)	Final 23-28	\$534,431	\$627,925	\$492,336	\$400,976	\$334,908	\$295,144	\$345,898	\$2,685,719	\$2,497,186	\$323,275	\$328,100	\$332,925	\$342,988	\$3,481,486
		Draft 24-29	\$484,753	\$539,600	\$564,100	\$482,700	\$333,200	\$401,400	\$345,899	\$2,805,753	\$2,666,898	\$323,275	\$328,100	\$332,925	\$342,988	\$3,651,198
		\$ Change	(\$49,678)	(\$88,325)	\$71,764	\$81,724	(\$1,708)	\$106,257	\$0	\$120,034	\$169,712	\$0	\$0	\$0	\$0	\$169,712
		% Change	-9%	-14%	15%	20%	-1%	36%	0%	4%	7%	0%	0%	0%	0%	5%
Cumulative Change			(\$49,678)	(\$138,003)	(\$66,239)	\$15,485	\$13,777	\$120,034	\$120,034	\$120,034	\$169,712	\$169,712	\$169,712	\$169,712	\$169,712	\$169,712

Changes from Final FY 2023-2028 CTP to Draft FY 2024-2029 CTP

New Projects Added (\$000)					
Facility	Project Name	TEC Change	FY 2023-2028 Budget Change	FY 2024-2029 Budget Change	
KB	2619 - Rehabilitation of Curtis Creek Drawbridge	2,700	2,700	2,700	
MA	2590 - Replace Electronic Toll Collection and Operating System - 4th Generation (Planning only)	1,800	1,500	1,800	
MA	2589 - License Plate Recognition (LPR) System Upgrade	1,118	1,118	1,118	
KH	2631 - Maryland House Water Tower Emergency Pipe Replacement	775	775	0	
KB	2621 - Drainage Improvements of I-695 at MM 50.2 Quarantine Road	500	500	500	
MA	2594 - Mill and Overlay Fort McHenry Tunnel and Baltimore Harbor Tunnel Bridges (Engineering only)	400	400	300	
HT	2591 - Rehabilitate Upper Plenum Liner and Ceiling (Engineering only)	100	100	25	
BB	2593 - Bay Bridge On-Call Structural Repairs and Modification (Engineering only)	100	100	100	
KB	2632 - Clean and Paint I-695 Bridge over Bear Creek	100	100	100	
Total - New Projects Added (9)		7,593	7,293	6,643	

Projects Modified to Reflect Bids Received (\$000)					
Facility	Project Name	TEC Change	FY 2023-2028 Budget Change	FY 2024-2029 Budget Change	
KH	Various - I-95 Express Toll Lanes Northbound Extension	(20,000)	(11,197)	(7,026)	The ETL Program has received favorable bids for several contracts that have been below planned cost estimates. These included two of the largest contracts in the program. Therefore, the decision was made to reduce the overall program budget to reflect these cost savings.
Total - Project Modified to Reflect Bids Received (1)		(20,000)	(11,197)	(7,026)	

Projects Modified to Add Construction Phase (\$000)					
Facility	Project Name	TEC Change	FY 2023-2028 Budget Change	FY 2024-2029 Budget Change	
HB	2512 - Cleaning and Painting of the Hatem Bridge	65,175	65,175	65,076	
KH	2500 - Kennedy Highway Maintenance Facility Complex	42,512	42,512	40,512	
HT	2560 - Baltimore Harbor Tunnel Maintenance/Auto Building HVAC and Roof Replacement	6,388	6,388	6,338	
MA	2497 - Radio Rebroadcast and Radiax in Baltimore Harbor Tunnel & Fort McHenry Tunnel	3,000	3,000	2,950	
Total - Projects Modified to Add Construction Phase (4)		117,076	117,075	114,876	

Projects Completed or Deleted (\$000)					
Facility	Project Name	TEC Change	FY 2023-2028 Budget Change	FY 2024-2029 Budget Change	Notes
KH	2484 - Kennedy Highway Substation and Electrical Equipment Replacement	102	102	0	Completed.
MA	2485 - On-Call Miscellaneous Paving Repairs	60	60	0	Completed.
KH	2440 - Kennedy Highway Maintenance Facility 2 Building Renovations	(2)	(2)	0	Completed.
FT	2269 - Replace Fort McHenry Tunnel Lighting Systems	(9)	(9)	0	Completed.
<i>Projects Completed or Deleted - continued on Page 2</i>					

Changes from Final FY 2023-2028 CTP to Draft FY 2024-2029 CTP

Projects Completed or Deleted (\$000) - continued					
Facility	Project Name	TEC Change	FY 2023-2028 Budget Change	FY 2024-2029 Budget Change	Notes
HT	2380 - Repair Slopes and Drainage	(9)	(9)	0	Completed.
BB	2228 - Bay Bridge Cable Rewrapping & Dehumidification of Cables and Anchorages	(11)	(11)	0	Completed.
BB	2481 - Police and Automotive Maintenance Building Generator Replacement	(12)	(12)	0	Completed.
FT	2414 - I-95 Moravia Road to Tunnel - Phases 1 & 2 NB/Phase 2 SB	(12)	(12)	0	Completed.
PB	2400 - On-Call Facility and Building Repairs	(20)	(20)	0	Completed.
KH	2289 - Remove, Replace and Upgrade Sign Structures	(21)	(21)	0	Completed.
HT	2439 - Administration Building Roof Replacement and Envelope Rehabilitation	(24)	(24)	0	Completed.
MA	2411 - On-Call Facility/Building Repairs	(25)	(25)	0	Completed.
MA	2418 - On-Call Electrical and ITS - #3	(27)	(27)	0	Completed.
HT	2454 - I-895 Baltimore Harbor Tunnel TMDL Stream Restoration Upstream of BY052X01	(29)	(29)	0	Completed.
BB	2342 - Rehabilitate Suspension Spans on Westbound Span	(32)	(32)	0	Completed.
HT	2292 - Replace Deck and Superstructure of Bridge over Patapsco Flats	(35)	(35)	0	Completed.
BB	2260 - Clean and Paint Structural Steel Westbound Span - Phase IV	(41)	(41)	0	Completed.
IC	2482 - ICC Fiber Optic Utility Tracer Wire	(76)	(76)	0	Completed.
MA	2444 - Bay TMDL Stormwater Retrofits - Phase VI	(78)	(78)	0	Completed.
MA	2466 - Clean and Paint Bridges on Baltimore Harbor Tunnel Thruway and Kennedy Highway	(88)	(88)	0	Completed.
KB	2514 - Protection of Concrete Substructure of Key Bridge	(101)	(101)	0	Deleted, work will be done as part of another project.
KH	2394 - Resurface Southbound I-95 from the Maryland/Delaware State Line to the Tydings Bridge	(109)	(109)	0	Completed.
MA	2421 - Mainline Small Drainage System Preservation	(160)	(160)	0	Completed.
MA	2083 - Evaluate Condition of Deck, Superstructure, and Substructure	(357)	(357)	0	Completed.
BB	2469 - Miscellaneous Rehabilitation of the Bay Bridge Suspension Spans	(376)	(376)	0	Completed.
KB	2304 - Convert Key Bridge to All Electronic Tolling (AET)	(413)	(413)	0	Completed.
Total - Projects Completed or Deleted (26)		(1,905)	(1,905)	0	

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000)					
Facility	Project Name	TEC Change	FY 2023-2028 Budget Change	FY 2024-2029 Budget Change	Notes
MA	2471 - 10-Year Equipment Budget - FY 2018 through FY 2027	10,701	10,701	16,160	Increased CO for market volatility and price increases, production and delivery delays, and scope change to include five additional vehicles.
BB	2501 - On-Call Structural Repairs & Miscellaneous Modifications for Bay Bridge	6,422	6,422	(1,111)	Increased CO for Extra Work Authorization #1 and corresponding CMI expenditures.
MA	2537 - On-Call Structural Repairs & Miscellaneous Modifications	2,900	2,900	366	Increased PE and CO for revised capital/operating split.
KB	0219 - Key Bridge Deck Replacement (Engineering only)	2,700	2,500	2,390	Increased PE to reflect project delay and anticipated costs for permitting and coordination with other projects in the Key Bridge facility and to add dock construction.
FT	0237 - Rehabilitate Substructure of I-95 Bridges over Race Street (Engineering only)	2,124	2,124	2,949	Increased PE to further geotechnical investigation and design.
BB	2516 - William Preston Lane Jr. Memorial Bridge AET Conversion	1,843	1,843	0	Increased CO for Redline Revisions 5 and 6, Extra Work Authorizations, and additional CMI.
Active Projects Modified Due to Cost Changes and Cash Flow Adjustments - continued on Page 3					

Changes from Final FY 2023-2028 CTP to Draft FY 2024-2029 CTP

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000) - continued					
Facility	Project Name	TEC Change	FY 2023-2028 Budget Change	FY 2024-2029 Budget Change	Notes
IC	1982 - Intercounty Connector (ICC)/MD 200	1,321	1,321	3,552	Increased CO and RW to reflect close-out cost estimates provided by SHA.
MA	2496 - On-Call Drainage and Stormwater BMP Remediation III	1,300	1,300	1,408	Increased CO for scope change to include high priority work.
BB	2476 - Bay Bridge Crossover Automated Lane Closure System	1,116	1,116	0	Increased CO for extra work and CMI.
BB	2369 - Deck Rehabilitation and Miscellaneous Modifications to Bay Bridge WB Span	1,081	1,081	0	Increased CO for Redline Revisions and additional CMI.
KH	2509 - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	1,065	1,065	0	Increased CO for extra work added due to yearly conditional inspections.
MA	2489 - Drainage Rehabilitation - Phase III - Outfalls	924	924	1,965	Increased PE and CO due to additional work added and MOT changes.
FT	2508 - Bridge Deck Rehabilitation and Miscellaneous Repairs to Fort McHenry Tunnel South	821	821	(100)	Increased CO for Phase V services and additional police and maintenance costs.
FT	2571 - Fort McHenry Tunnel Campus Fuel Oil Conversion	800	800	250	Increased PE for expanded scope and added construction funding.
MA	2479 - On-Call Structural Repairs & Miscellaneous Modifications	625	625	0	Increased PE for extended duration and increased CO for supplemental agreement.
BB	2329 - Replace 5KV Feeder and Add Redundant Cable to Eastbound and Westbound Spans	582	582	(1,043)	Increased CO for additional work and CMI.
HT	2447 - Replace Baltimore Harbor Tunnel 15KV Feeders	500	500	0	Increased CO for supplemental agreement, extended contract, and CMI.
BB	2317 - Rehabilitate Decks of Eastbound Span - Phase I Deck Widening & Replacement of Deck Truss Spans	498	498	(1,995)	Increased CO for Extra Work Authorization and CMI.
BB	2504 - Bay Bridge Queue Detection System	384	384	0	Increased PE for review and software development.
FT	2580 - Fort McHenry Tunnel Box Girder Preservation (Engineering only)	350	350	0	Increased PE for additional deck studies.
BB	2412 - Bay Bridge Priority Structural Repairs and Misc. Modifications	304	304	0	Increased CO for additional CMI.
FT	2449 - Superstructure Repairs of Various Bridges North and South of Fort McHenry Tunnel	300	300	0	Increased CO for additional work, Phase V services, and CMI.
HT	2263 - Replace Baltimore Harbor Tunnel Vent Fans	300	300	0	Increased CO for Phase V services.
KH	2544 - Tydings Bridge Interim High Speed AET Conversion	250	250	0	Increased CO for Phase V services.
KH	2477 - I-95/Belvidere Road Interchange	213	213	11,441	Increased PE to complete design work.
KB	2521 - MDTA Police Training Academy	200	200	0	Increased CO funding to cover contract closeout and Phase V services.
MA	2483 - Small Drainage Rehabilitation	113	113	0	Increased CO for Phase V services.
KH	2582 - MD 695 Ramps to I-95 Northbound Express Toll Lanes (Engineering only)	100	100	100	Increased project to add Utility Phase work.
HT	0240 - Resurfacing North and South of Baltimore Harbor Tunnel	30	30	0	Increased PE for remaining engineering activities.
MA	2559 - On-Call Civil Repairs	(150)	(150)	(50)	Decreased PE because design expenditures were 100% operating.
HT	2423 - Replacement of Concrete Median Barrier along I-895	(300)	(300)	0	Decreased CO for revised cost estimate.
KH	1116 - Kennedy Highway I-95 Improvements with Express Toll Lanes	(332)	(332)	0	Decreased CO based on remaining work.
FT	2505 - Install Fire Suppression System (Engineering only)	(508)	(508)	0	Decreased PE as this project is deferred until fan rehabilitation is complete.
MA	2498 - On-Call Electrical/ITS	(1,654)	(1,654)	1,237	Decreased PE based on prior year expenditures.
HT	0280 - Baltimore Harbor Tunnel I-895 Bridge Replacement	(1,743)	(1,743)	839	Decreased CO based on revised projections as project is completed.
KB	2450 - I-695 Subgrade Improvements at Bear Creek	(12,811)	(12,811)	(3,173)	Decreased CO for scope change.
NB	1024 - Replace Nice/Middleton Bridge	(25,000)	(25,000)	(19,130)	Decreased CO due to favorable weather and reduced CMI.
FT	2458 - Rehabilitate Tunnel 13 KV Cable, Conduit, and Concrete Wall	0	0	5,905	Cash flow adjustment.
FT	2517 - Convert to Cashless Tolling at the Fort McHenry Tunnel	0	0	5,486	Cash flow adjustment.
HT	2306 - Envelope Repair and Switchgear Replacements at Baltimore Harbor Tunnel Vent Buildings	0	0	5,052	Cash flow adjustment.
MA	2147 - Replace Electronic Toll Collection and Operating System - 3rd Generation	0	0	2,002	Cash flow adjustment.

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

Changes from Final FY 2023-2028 CTP to Draft FY 2024-2029 CTP

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000) - continued					
Facility	Project Name	TEC Change	FY 2023-2028 Budget Change	FY 2024-2029 Budget Change	Notes
MA	2553 - DYNAC Maintenance Contract (Baltimore Harbor Tunnel, Fort McHenry Tunnel, and InterCounty Connector (ICC))	0	0	2,000	Cash flow adjustment.
MA	2538 - On-Call Structural Repairs & Miscellaneous Modifications	0	0	858	Cash flow adjustment.
FT	2513 - Structural Rehabilitation of Various Bridges on I-95	0	0	787	Cash flow adjustment.
MA	0231 - On-Call Signs, Sign Lights, and Sign Structures	0	0	580	Cash flow adjustment.
MA	2524 - On-Call Building Systems Rehabilitation/Replacement	0	0	575	Cash flow adjustment.
FT	2442 - Port Covington Access I-95	0	0	2	Cash flow adjustment.
KB	0199 - Maintenance and Repairs of the I-695 Curtis Creek Drawbridges at Key Bridge	0	0	(84)	Cash flow adjustment.
MA	2549 - On-Call Miscellaneous Paving Repair	0	0	(656)	Cash flow adjustment.
FT	2251 - Rehabilitate Fort McHenry Tunnel Vent Fans	0	0	(1,241)	Cash flow adjustment.
Total - Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (50)		(2,628)	(2,828)	37,322	

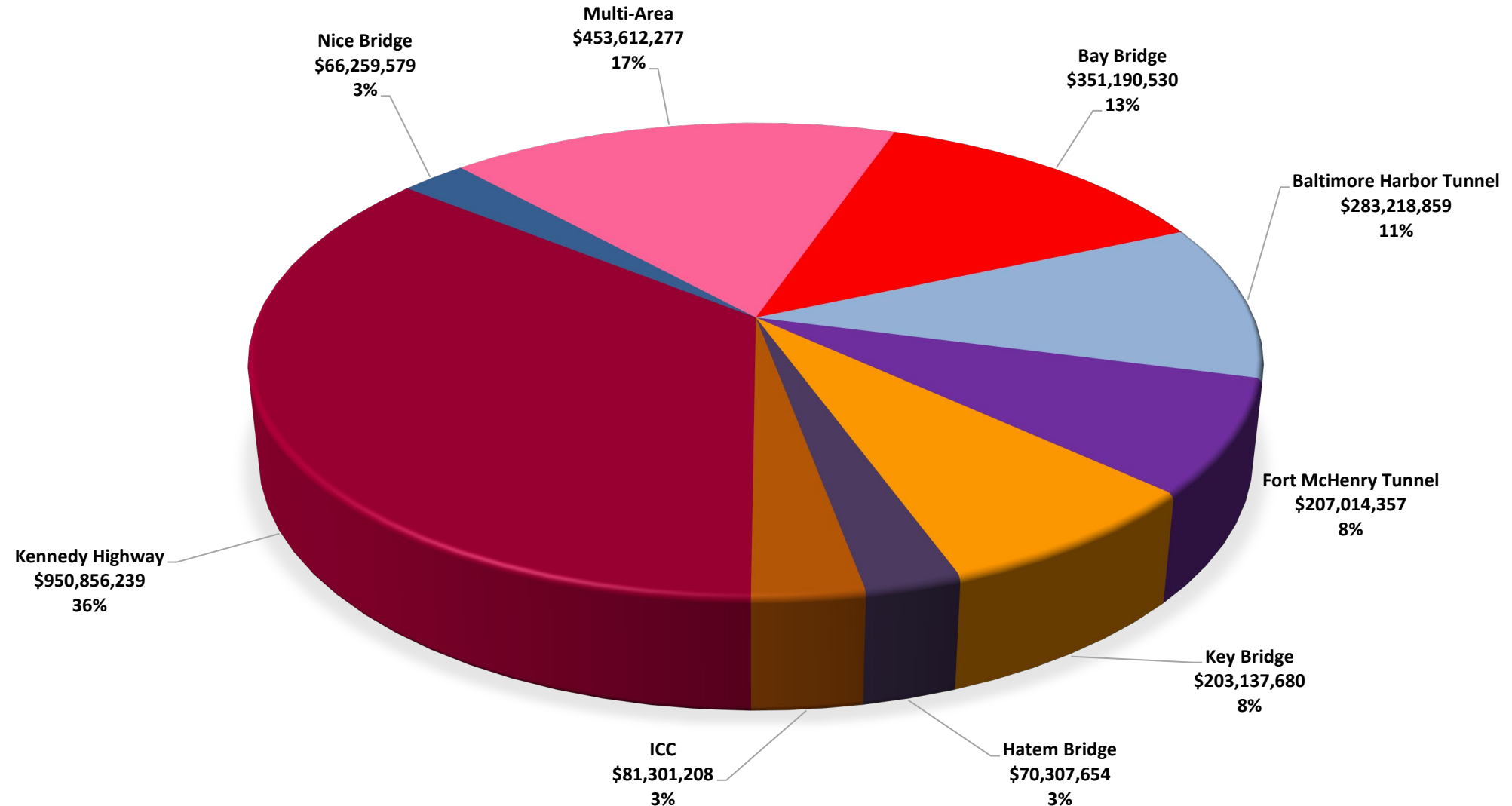
Reserves (\$000)			
	FY 2023-2028 Budget Change	FY 2024-2029 Budget Change	
Allocated Reserve - System Preservation Projects	57,822	(14,912)	
Allocated Reserve - Enhancement Projects	(35,227)	28,790	
Unallocated Reserve	(11,000)	4,018	
Total Reserve Changes	11,595	17,896	

Changes from Final FY 2023-2028 CTP to Draft FY 2024-2029 (\$000)			
	FY 2023-2028 Budget Change	FY 2024-2029 Budget Change	
Budget Changes - Projects	108,438	151,816	
Budget Changes - Reserves	11,595	17,896	
Net Changes	120,033	169,712	

FY 2024-2029 Final Consolidated Transportation Program

Where are the Projects?

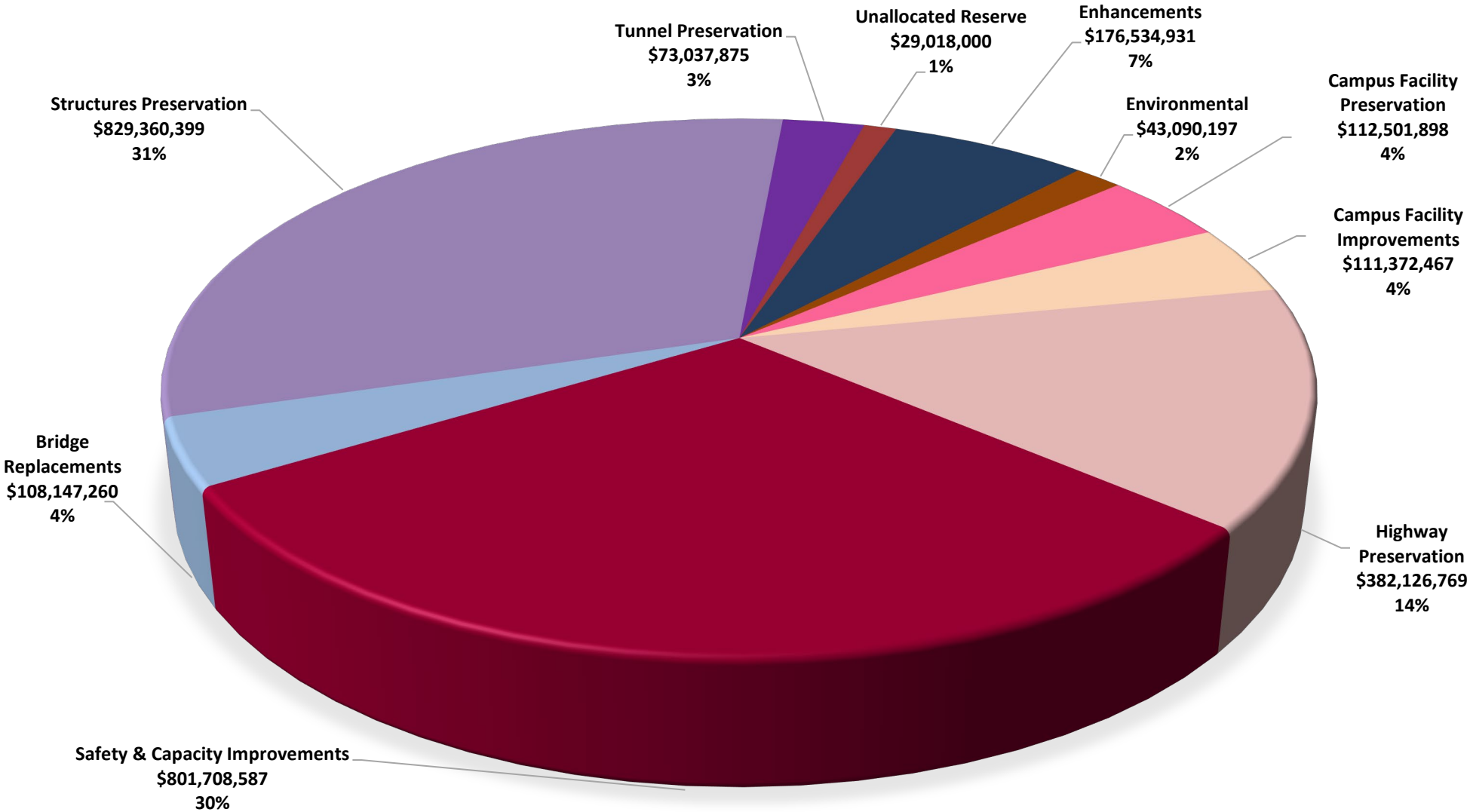
FY 2024-2029 CTP = \$2.7 Billion



FY 2024-2029 Final Consolidated Transportation Program

What are the Categories of Projects?

FY 2024-2029 CTP = \$2.7 Billion



TAB 6



MEMORANDUM

TO: MDTA Board
FROM: Director of Finance Chantelle Green
SUBJECT: Fiscal Year 2024-2029 Financial Forecast
DATE: June 29, 2023

PURPOSE OF MEMORANDUM

To request a recommendation of approval from the Maryland Transportation Authority (MDTA) Board of the Fiscal Year (FY) 2024-2029 Financial Forecast.

KEY TAKEAWAYS

- Through FY 2027, the MDTA remains in compliance with its financial goals and legal standards.
- Based on the current forecast estimates, beginning in FY 2028, a systemwide toll increase will be necessary to maintain 2.0 times debt service coverage throughout the remainder of the FY 2024-2029 forecast period. Tolls were last increased in FY 2014 followed by a reduction of tolls in FY 2016.
- The actual timing of a toll increase will depend on many factors.

SUMMARY

This forecast includes the November 2022 Traffic & Revenue Forecast, the Draft FY 2024 - 2029 Consolidated Transportation Program (CTP), and the Final FY 2024 Operating Budget. The summary table below shows the MDTA's adherence to its financial goals and requirements throughout the forecast period.

Financial Metrics	Requirement	Current Forecast Period
Rate Covenant	≥ 1.0	Minimal level of 1.4 in FY 2029
Debt Service Coverage	≥ 2.0	Meets requirement through FY 2027; Minimal level of 1.8 in FY 2029
Unencumbered Cash	$\geq \$350\text{M}$	Meets requirement through FY 2029; Minimal level of \$351M in FY 2026
Debt Outstanding	$\leq \$3.0\text{B}$	Max Level of \$2.89B in FY 2029

ANALYSIS

The primary differences between the current forecast and the November 2022 legislative forecast submission are:

- Increased revenue of \$11.2 million throughout the forecast period, mostly due to projected favorable investment earnings from the early Transportation Infrastructure Finance and Innovation Act loan draw and the BWI Marshall/Port Police reimbursement for law enforcement services.
- Increased operating budget expenses of \$57.7 million, mostly due to salary increases (employee pay increments and cost-of-living adjustments) throughout the forecast period.
- Increased capital budget expenses of \$169.7 million. A portion of the increase (\$49.7 million) is attributable to the anticipated rollover of unexpended funds from FY 2023 into subsequent fiscal years. The remaining \$120 million increase is due to project scope changes, revised cost estimates related to inflation and materials availability, and increases in the reserves for construction funding for multiple system preservation projects such as the Francis Scott Key deck replacement, Bay Bridge deck replacement, and the resurfacing the John F. Kennedy Highway.
- Increased debt issuances and debt service: Over the forecast period, revenue bond issuances and projected debt service increase by \$175.0 million and \$12.1 million, respectively. Higher debt issuances are the result of anticipated operating and capital budget increases that reduce the amount of projected revenue available for PAYGO capital spending.
- Toll increase: Based on the current forecast estimates, beginning in FY 2028, a systemwide toll increase will be necessary to maintain 2.0 times debt service coverage throughout the remainder of the FY 2024-2029 forecast period. The actual timing of a toll increase will depend on many factors that impact MDTA's financial standards, such as inflationary pressures, deferred maintenance policies, toll revenue attainment, mandated operating budget increases, and debt issuance costs and timing.

Assumptions

- Traffic and Toll Revenue Forecast: CDM Smith November 2022
- Draft FY 2024 – 2029 CTP
- Final FY 2024 Operating Budget

Evaluation Criteria

Adherence to MDTA goals and policies:

- \geq \$350 million unrestricted cash
- \geq 2.0 debt service coverage
- Rate covenant ratio \geq 1.0 sum of 120% debt service plus deposits to M&O account
- Debt outstanding \leq \$3 billion
- Forecast tests the need for potential future toll increases. (Systemwide toll increases are needed beginning in FY 2028)

ATTACHMENT

- Financial Forecast

MARYLAND TRANSPORTATION AUTHORITY
CASH FLOW FORECAST
FY 2023 - 2029

In Millions \$	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Revenues							
Toll Revenues	\$716.6	\$732.8	\$744.1	\$746.3	\$753.5	\$772.3	\$789.9
Concessions Revenue	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Investment Income & Other Revenue	50.9	16.1	7.2	6.3	6.3	6.3	6.3
MDOT Loan Repayment - Interest	1.0	0.2	0.2	0.2	0.2	0.2	0.1
BWI/Port Police Reimbursement	35.2	39.1	40.7	42.3	44.0	45.7	47.6
Total Revenues	\$807.5	\$792.0	\$796.1	\$799.0	\$807.9	\$828.5	\$847.8
Operating Expenses							
Operating Account Budget	\$387.2	\$400.1	\$416.4	\$433.1	\$450.4	468.4	487.1
Debt Service	137.8	145.8	149.6	164.6	178.1	188.3	200.5
Total Operating Expenses	\$525.0	\$545.9	\$566.0	\$597.7	\$628.5	\$656.7	\$687.7
Operating Revenue Net of Expenses	\$282.5	\$246.1	\$230.1	\$201.3	\$179.4	\$171.7	160.1
Capital Expenses							
2024-2029 Total CTP	\$484.8	\$539.6	\$564.1	\$482.7	\$333.2	\$401.4	345.9
Total Expenses (Operating + Capital)	\$1,009.8	\$1,085.5	\$1,130.1	\$1,080.4	\$961.7	\$1,058.1	\$1,033.6
Capital Funding Source / (Uses) and Intergovernmental							
Revenue Bonds	\$0.0	\$0.0	\$193.5	\$278.6	\$153.5	\$226.9	\$185.4
TIFIA	200.0	-	-	-	-	-	-
Surety Policy	-	-	(0.4)	(0.5)	(0.3)	(0.4)	(0.3)
MDOT Loan Repayment - Principal	49.9	1.5	1.5	1.5	1.5	1.6	1.6
Less: VDOT Contribution	1.9	1.9	-	-	-	-	-
Less: I-95 Interchange Partner Contribution	-	20.0	-	-	-	-	-
Accrual Accounting Reconciliation	-	-	-	-	-	-	-
Total Current Year Sources (Uses) Available	251.8	23.4	194.6	279.6	154.8	228.1	186.7
Annual Cash Requirements	757.9	1,062.1	935.5	800.8	806.9	830.1	846.9
Annual Cash Surplus/Deficit	\$49.6	(\$270.1)	(\$139.4)	(\$1.8)	\$1.0	(\$1.6)	0.9
Total Cash Balance	\$795.3	\$525.2	\$385.8	\$384.0	\$385.0	\$383.4	384.3
Bonds Outstanding (≤\$3.0 b.)	\$2,263.9	\$2,206.3	\$2,339.5	\$2,555.3	\$2,637.8	\$2,785.8	\$2,886.2
Financial Coverage Ratios							
Unencumbered Cash (\$350MM minimum)	\$762.2	\$492.1	\$352.7	\$350.9	\$353.6	\$352.0	\$353.0
Debt Service Coverage (≥2.0x)	3.0	2.7	2.5	2.2	2.0	1.9	1.8
Rate Covenant Compliance (Legal - 1.0x)	2.4	2.1	2.0	1.8	1.6	1.5	1.4

TAB 7



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, 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, P.E., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Finance Chantelle Green
SUBJECT: Bi-Annual Review of Revenue Sufficiency
DATE: June 29, 2023

PURPOSE OF MEMORANDUM

To provide the Maryland Transportation Authority (MDTA) Board with a bi-annual review of revenue sufficiency for the Fiscal Year (FY) 2024-2029 financial forecast period.

SUMMARY

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

ANALYSIS

The Board Operating Policy requires that the Executive Director or designee perform a bi-annual review of the adequacy of forecasted revenue as a function of forecasted traffic volumes, projected operating and capital budgets, and debt service obligations. Per the policy, the revenue review should include toll rates, service and administrative fees, and frequency of use and commuter discount programs. The results must be reported to the Board at a public meeting. This bi-annual test was last completed in November 2022.

If approved, the June 2023 financial forecast shows that the MDTA will meet all financial goals and legal requirements through FY 2027. The table below shows the results for the FY 2024-2029 timeframe.

Bi-annual Review of Revenue Sufficiency

Page Two

	Required	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Rate Covenant	≥ 1.0	2.1	2.0	1.8	1.6	1.5	1.4
Debt Service Coverage	≥ 2.0	2.7	2.5	2.2	2.0	1.9	1.8
Unencumbered Cash	$\geq \$350\text{M}$	\$492M	\$353M	\$351M	\$354M	\$352M	\$353M

Adherence to Financial Goals and Requirements

Source: June 2023 Financial Forecast

Given that the agency meets its financial coverage ratios and targeted unencumbered cash position through FY 2027, the MDTA's current toll rates, fees, and discounts provide enough revenue in the near-term to meet forecasted spending as well as all legal and policy requirements.

TAB 8



Maryland
Transportation
Authority

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

Board Members:

Dontae Carroll	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, P.E., 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: June 29, 2023

PURPOSE OF MEMORANDUM

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

SUMMARY

As of June 9, 2023, there are twelve major projects in the Capital Program. Eight of the projects are under construction, two projects are under design, and two projects are in Procurement. This update includes projects funded for construction in the current CTP and includes five projects valued in excess of \$100 million. There are three projects from the \$1.1 billion I-95 Express Toll Lanes Northbound Expansion program.

ATTACHMENT

- MDTA Major Capital Projects (>\$40 million) – June 2023 Update

MDTA Major Capital Projects (>\$40 Million) - June 2023 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	610,787	Winter 2024	C
2251	FT-2651R	Rehabilitate Ventilation Fans	9/5/19	7/1/20	44,695	Spring 2024	C
2453	KH-3009	I-95 ETL Northbound Extension - Express Toll Lanes to MD 152	8/17/20	5/3/21	224,618	Summer 2024	C
2491	KH-3019	I-95 ETL Northbound Extension - MD 152 Interchange Reconstruction	5/7/21	2/28/22	245,499	Fall 2024	C
2477	KH-3024	I-95/Belvidere Road Interchange	5/18/20	2/25/22	81,281	Winter 2025	C
2317	BB-2726 BB-3017 BB-3018	Eastbound Bay Bridge Deck Replacment - Phase 1	9/6/19	1/9/23	238,949	Fall 2025	C
2306	HT-2709	Envelope and Switchgear Replacements at BHT Ventilation Buildings	1/10/22	1/13/23	80,675	Winter 2026	C
2450	KB-3005	I-695 Subgrade Improvements at Bear Creek	6/8/23	12/1/23	48,761	Winter 2025	P
2512	HB-3001	Cleaning and Painting of the Hatem Bridge	7/20/23	12/22/23	65,915	Winter 2025	P
2492	KH-3020	I-95 ETL Northbound Extension - MD 24 to Bynum Run	9/6/23	1/21/24	65,827	Fall 2026	D
2582	KH-3046	I-695 Ramps to I-95 Northbound ETL	11/15/24	6/15/25	50,425	Summer 2027	D

TAB 9



MEMORANDUM

TO: MDTA Board
FROM: Director of Information Technology David Goldsborough
SUBJECT: Quarterly Information Technology Update
DATE: June 29, 2023

PURPOSE OF MEMORANDUM

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

SUMMARY

As of June 29, 2023, the Division of Information Technology maintains an active portfolio of 19 projects and continued support of the third generation tolling system (3G) program. Currently DoIT is assisting with creating business intelligence reports to support QA functions for the KPI portion of the contract.

DoIT has also been participating on the IT Risk Assessment which should be closing in the coming weeks. This is not an audit so it will not require management responses, but we will be holding an exit conference to review the findings. DoIT has also filled 2 key vacancies on the data center and systems support team. This will completely remove our dependence on the use of contractors for this area. In response to the recent compromise of the MOVEit program from Progress Software, DoIT has verified through enterprise scans that there were no instances of the program on premise.

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

Project Name	Brief Description	Go-live	Status
HR Central Conversion	Moving HRC to the new Salesforce lightning platform	1/31/2024	Green
Web-Based appointment scheduler	Provides the ability for customers to schedule appointments online for EZ Pass or general tolling issues.	9/1/2023	Green

Miss Utility conversion	Scheduling system for having utilities marked.	10/1/2023	Green
Maximo Spatial	Implementation of Maximo spatial for asset management	6/30/2023	Green
Open Text Upgrade	Upgrade from version 2016 to 2021	10/30/2023	Green
Dynamics SL Upgrade	Upgrade from version 2015 to 2018	12/31/2023	Green
HRIS	Moving the HRIS system to the cloud	TBD	Kick-off delayed to August time frame
Data Center Enhancements Project	Replace power and cooling units in the ICC and JFK data centers.	Q1 2024	Submitted for capital funding

TAB 10



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, 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: June 29, 2023

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 Q3 of 2023, which covers the performance period of July 1, 2022, to March 31, 2023¹. This performance period will be referenced as Q3 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 March 31, 2023. 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.

Table 2 depicts total MBE participation by Contracting Areas for Q3 FY 2023. During this period, MBE firms received \$52.1 million (20.03%) of the \$260 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 Q3 FY 2023. During this period, African American firms received approximately \$13.6 million (5.25%) of the \$260.4 million of Prime contract awards this period. Hispanic American firms received over \$1.4 million (0.56%), Asian American firms received \$7.9 million (3.04%), Women-owned firms received \$29 million (11.17%) and

Disabled firms received over \$36 thousand (0.01%). MBE participation for Q3 FY 2023 is calculated by dividing the total MBE contract award dollars by the total contract award dollars.

Table 3 depicts MBE awards by Minority Business Enterprise (MBE) classification and procurement category for Q3 FY 2023. During this period, African American firms received approximately \$13.6 million (5.25%) of the \$260.4 million of Prime contract awards this period. Hispanic American firms received \$1.6 million (0.56%), Asian American firms received \$7.9 million (3.04%), Women-owned firms received \$29 million (11.17%) and Disabled firms received over \$36 thousand (0.01%).

For Q3 FY 2023, MBE utilization is \$56.7 million (14.14%). MBE utilization is calculated by dividing the sum of total payments to MBE primes and MBE subcontractors by the total procurement payments. MBE Primes received \$4.9 million (1.24%) of the \$401.6 million in procurement payments during this period, and MBE Subcontractors received \$51.8 million (12.90%) for a total MBE Utilization of \$56.7 million (14.14%).

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 Q3 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 Q3 FY 2023. SBR-designated firms received \$6.5 million (1.63%) of the \$401.6 million in procurement payments during this period. Non SBR-Designated payments for this quarter were \$5.4 million (1.35%). MDTA's SBR utilization was \$11.9 million (2.98%) 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.

Table 5 depicts VSBE contract participation by contracting area for Q3 FY 2023. During this period, VSBE firms received \$1.7 million (0.68%) of the \$260 million in contracts awarded by the MDTA during this period. VSBE participation for Q3 FY 2023 is calculated by dividing the total contract award dollars to VSBE firms by all contract awards.

Table 6 depicts VSBE utilization for Q3 FY 2023. Total payments to VSBE Primes and VSBE Subcontractors against total payments to prime contractors. VSBE Primes and VSBE Subcontractors received \$3,085,569 (0.77%) of the \$401.6 million in total payments during this period.

Major Initiatives

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

- *PRISM Contract Compliance System:* PRISM is a contract compliance system that supports payment and contract compliance, performance management functionality, and compliance workflow automation for the whole performance management contracting cycle from pre-solicitation to contract closeout. PRISM includes the following capabilities: vendor registration, vendor management, contract management, labor management, outreach management; and dashboard and reporting. The following is an update on the status of PRISM implementation:
 - Production testing completed.
 - Custom reports in development.
 - Vendor training for federal Prime contractors scheduled for June 2023.
 - Federal Prime contractors to receive sign-on information and additional documents by July 2023.
 - DBE subcontractors to receive sign-on information and training documents by August 2023.
 - Federal contracts reporting to PRISM starting in September 2023.
 - Train Prime contractors, MBE/DBE/VSBE subcontractors, and Compliance Officers in October 2023.
 - Prime contractors to receive sign-on information and additional documents by October 2023.

- Prime contractors and MBE/DBE/VSBE subcontractor reporting to PRISM starting in November 2023.
- *In-person Outreach Events:* On March 8, 2023 and June 14, 2023, CRFP completed in-person events titled “Doing Business with the MDTA,” attended by a combined total of 168 members of the business community. Small and minority businesses were invited to attend a free 4-hour workshop to network with prime contractors, learn about upcoming procurement opportunities and resources to grow their businesses, MBE, DBE, and VSBE program requirements, and their role as prime contractors or subcontractors. An additional in-person event is planned for September 13, 2023.
- *Training with the Office of Engineering and Construction (OEC):* CRFP has coordinated with the OEC to host training sessions for MDTA Project Managers and Project Engineers. These training sessions are designed to foster relationships between the CRFP and OEC teams and increase Project Managers’ and Project Engineers’ awareness and understanding of the MBE, DBE, and VSBE programs and regulatory requirements. Training sessions with Project Managers and Contract Managers in the Construction Unit were completed in December 2022, March 2023, and June 2023.
 - During the June 2, 2023, training session, over forty (40) staff were in attendance. The training included information about the importance of accounting for MBE, VSBE, DBE goals and subgoals when a contract’s value is increased by way of an Extra Work Authorizations (EWA) or Supplemental Agreement (SA).
- *Credit card purchases made with MBE, DBE, VSBE, and SBR vendors:* CRFP is working with the Purchasing Card Program Administrator and the IT Solutions Administrator to develop a way to automatically identify, and track credit card transactions made with MBE, DBE, VSBE, and SBR vendors in the purchasing card system. This option would make compiling and reporting this data more manageable and efficient. This functionality within the purchasing card system would also help CRFP to identify the frequency with which cardholders make purchases using MBE, DBE, VSBE, and SBR vendors – thereby uncovering opportunities for additional training or recognition. CRFP is also working with the DOP to update the “Strive for Five” form to include a reference to MBE and VSBE vendors.
 - Civil Rights and Fair Practices has had several meetings with Finance, Procurement, and IT to discuss implementing an interface to the P-Card system from MDOT’s MBE Directory and eMaryland Marketplace Advantage (eMMA) to enable our P-Card system to identify MBEs/VSBE that are utilized on credit card purchases. The P-Card form (Strive for Five) is being updated to remind P-Card users to always look for DBEs/MBEs/VSBEs/SBRs that can be utilized when making purchases. We have also met with the Division of Communications (DOC) to have our Small Procurement Training Sessions recorded to have available for MDTA Staff.
- *Identifying additional opportunities for MBE/DBE/VSBE participation:* Evaluating the extra work authorization (EWA) and supplemental agreement (SA) process to ensure maximization of goal attainment is considered with all additional work. We are working

internally with our Office of Engineering and Construction to identify these opportunities. In addition, we are reviewing the feasibility of expanding third tier subcontracting more broadly and reducing the standard requirement that Primes self-perform 50% of the contract. Lastly, reviewing our task order/open end contracts to see if we can repackage tasks into contracts with more defined items of work that have greater likelihood of achieving the contract goals.

- *Outstanding MBE/DBE/VSBE Subcontracting Partner Award:* The MDTA is developing the Outstanding Subcontracting Partner award as an annual recognition of completed projects with subcontracting goals (or subgoals, if applicable) that achieve the highest MBE, DBE, or VSBE participation. The main purpose of this award is to celebrate success, share lessons learned of best practices, and honor all project stakeholders. This award is for the successful use of certified MBE, DBE, or VSBE firms on an MDTA construction, architectural/engineering, information technology, or service/maintenance project.

ATTACHMENT(S)

- Table 1: Nice-Middleton Bridge Project and I-95 Interchange at Belvidere Road Project Disadvantaged Business Enterprise (DBE) Program Utilization
- Table 2: Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category
- Table 3: Minority Business Enterprise (MBE) Program Contract Awards by MBE Classification and Procurement Category
- Table 4: Small Business Reserve (SBR) Program Utilization
- Table 5: Veteran-Owned Small Business Enterprise (VSBE) Contract Awards by Procurement Category
- Table 6: Veteran-Owned Small Business Enterprise (VSBE) Program Utilization Payments to VSBE Primes and VSBE Subcontractors
- Table 7: Corrective Strategies

ATTACHMENT(S)

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 March 31, 2023)					
Contract Number & Contract Value	Contract Description	Committed DBE Goal (%)	Total Payments (\$) to Primes	Total (%) Payments Paid to DBEs	Total Payments to DBEs
KH-3024-0000 NTP 02/25/22 \$65,437,722.28	I-95 Interchange at Belvidere Road	23.00%	\$8,288,457.13	9.43%	\$781,810.13
NB-0543-0000 NTP 03/17/20 \$462,957,000.00	Bridge Replacement	16.75%	\$419,873,487.93	18.65%	\$78,289,168.68
NB-3003-0000 NTP 08/28/20 \$27,433,000.00	Campus Improvements	23.75%	\$19,487,238.69	22.25%	\$4,334,942.76
AE-3049-0000 NTP 11/14/18 \$15,000,000.00	Construction Management Inspection Services	26.00%	\$8,440,788.77	25.99%	\$2,194,181.15
AE-3050-0000 NTP 11/14/18 \$15,000,000.00	Construction Management Inspection Services	26.00%	\$7,922,842.27	21.56%	\$1,708,080.84
AE-3051-0000 NTP 11/14/18 \$15,000,000.00	Construction Management Inspection Services	26.00%	\$6,741,217.80	19.61%	\$1,321,629.72

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

Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category FY2023 Quarter 3 Report			
State MBE Program Participation Goal	29%		
MDTA-MBE Program Contract Awards	20.03%		
Procurement Category	MBE %	MBE Subcontract Awards	Prime Contract Awards
Construction	19.83%	\$16,675,292.36	\$84,111,875.00
A&E	23.89%	\$21,620,000.00	\$90,500,000.00
Maintenance	62.86%	\$2,397,006.00	\$3,813,480.18
IT	13.79%	\$10,686,927.84	\$77,524,063.40
Services	18.45%	\$803,500.00	\$4,354,082.00
Supplies/Equipment	0.00%	\$0.00	\$173,426.60
Total	20.03%	\$52,182,726.20	\$260,476,927.18

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 3 Report													
Procurement Category	African American (%)	African American (\$)	Hispanic American (%)	Hispanic American (\$)	Asian American (%)	Asian American (\$)	Women (%)	Women (\$)	Native American (%)	Native American (\$)	Disabled (%)	Disabled (\$)	Total Award (\$)
Construction	4.26%	\$3,586,270.00	1.19%	\$1,000,000	3.39%	\$2,851,000.00	10.98%	\$9,238,022	0.00%	\$0	0.00%	\$0.00	\$16,675,292.36
A&E	8.21%	\$7,426,250.00	0.51%	\$460,000	4.98%	\$4,502,500	10.16%	\$9,195,000	0.00%	\$0.00	0.04%	\$36,250.00	\$21,620,000.00
Maintenance	62.86%	\$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%	\$82,306.56	0.00%	\$0.00	0.40%	\$308,649.59	13.28%	\$10,295,972	0.00%	\$0.00	0.00%	\$0.00	\$10,686,927.84
Services	4.36%	\$190,000.00	0.00%	\$0.00	0.00%	\$247,000.00	8.42%	\$366,500.00	0.00%	\$0.00	0.00%	\$0.00	\$803,500.00
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	5.25%	\$13,681,833	0.56%	\$1,460,000	3.04%	\$7,909,150	11.17%	\$29,095,494	0.000%	\$0	0.01%	\$36,250	\$52,182,726

Table 4: Small Business Reserve (SBR) Program Utilization

Small Business Reserve (SBR) Program Utilization FY2023 Quarter 3				
SBR State Participation Goal	15%			
MDTA SBR Utilization	2.98%			
SBR Designated Payments \$	SBR Designated Payments %	SBR Non-Designated Payments \$	SBR Non-Designated Payments %	Total Procurement Payments (\$)
\$6,551,298	1.63%	\$5,426,937	1.35%	\$401,629,023
Total SBR Payments \$				
\$11,978,235				

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

Veteran-Owned Small Business Enterprise (VSBE) Program Contract Awards FY2023 Quarter 3			
VSBE Participation Goal	1.00%		
MDTA - VSBE Contract Awards	0.68%		
Procurement Category	VSBE %	VSBE Award \$	Total Award \$
Construction	1.00%	\$841,118.75	\$84,111,875.00
A&E	0.98%	\$890,000.00	\$90,500,000
Maintenance	0.00%	\$0.00	\$3,813,480.18
IT	0.00%	\$0.00	\$77,524,063.40
Services	0.94%	\$41,000.00	\$4,354,082.00
Supplies/Equipment	0.00%	\$0.00	\$173,426.60
Total	0.68%	\$1,772,118.75	\$260,476,927.18

Table 6: Veteran-Owned Small Business Enterprise (VSBE) Program Utilization Payments to VSBE Primes and VSBE Subcontractors

Veteran-Owned Small Business Enterprise (VSBE) Program Utilization FY2023 Quarter 3	
VSBE State Participation Goal	1.00%
MDTA VSBE Payment Utilization	0.77%
VSBE Payments \$	VSBE Payments %
\$3,085,569	0.77%
Total Payments \$	
\$401,629,023	

Table 8: Corrective Strategies

Corrective Strategies for Meeting Goals				
Goal Category	Goal Percentage	Reason for Not Meeting Goal	Strategy to Address Issue	Positive Outcome of Implementing Strategy
DBE A/E Contracts (AE-3050 and AE-3051)	26%	Prime had challenges with identifying willing and available staff because of project location.	Working with OEC to see if other MDTA work can be completed using these contracts.	Increase goal attainment on contract.
MBE Awards	29%	Sole source and single element of work contracts with no MBE goal. On-call and specialized requirements	Educating/Working closely with OEC to look at all possible subcontracting opportunities. Working with DBEs/MBEs/VSBEs to become Certified/Registered on eMMA/Keep profile updated/ expansion of services.	Better able to identify subcontracting opportunities which would increase the goal. On-going monitoring to determine impact to overall goal. Increased knowledge of program participation and availability.
MBE Attainment	29%	On-call and specialized requirements. Extra Work and Supplemental Agreements. iFMIS Compliance System	CRFP training Project Managers and working closely with OEC to increase awareness of program requirements and communications with Primes related to goal requirements Implementing PRISM Compliance Software System to replace iFMIS for tracking compliance. Cross-training compliance team.	On-going monitoring to determine impact to overall goal. Real-time compliance reporting and increased efficiency.

Socioeconomic Programs Status

Page Twelve

Goal Category	Goal Percentage	Reason for Not Meeting Goal	Strategy to Address Issue	Positive Outcome of Implementing Strategy
SBR	15%	<p>Outreach efforts.</p> <p>Current iFMIS database doesn't track SBR information</p> <p>eMMA SBR profiles are missing pertinent information (i.e., email addresses)</p> <p>SBR's respond that they are interested in bidding and meet the qualifications to be a Prime, but they don't bid.</p>	<p>Implementing new Compliance System – PRISM.</p> <p>CRFP Quarterly Outreach events – inform vendors on programs, requirements, register on eMMA and keep profiles updated to increase the pool of potential SBR Primes</p>	<p>Ongoing tracking to determine increase in SBR bidders and SBR awards.</p>

TAB 11

VERBAL