



Maryland Transportation Authority

BOARD MEETING

THURSDAY, JANUARY 29, 2026

MARYLAND TRANSPORTATION AUTHORITY
2310 BROENING HIGHWAY
2ND FLOOR TRAINING ROOM
BALTIMORE, MD 21224

VIRTUAL AND LIVESTREAM



MARYLAND TRANSPORTATION AUTHORITY BOARD MEETING

Virtual and Livestream

JANUARY 29, 2026 9:00 AM

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

NOTES:

- This is a Virtual Open Meeting being conducted via livestreaming.
- The public is welcome to watch the meeting at the link above.
- *If you wish to comment on an agenda item, please email your name, affiliation, and the agenda item to nhenson@mdta.state.md.us no later than 12:00 Noon on Tuesday, January 27, 2026. You **MUST** pre-register 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 December 18, 2025</u> | Chair | 5 min. |
| 2. <u>Approval</u> – <u>Contract Awards</u> <ul style="list-style-type: none">• J01B3400081 – NetApp Storage Hardware• J01B6600028 – Rubrik Identity Resiliency Software• MDTA 2024-04A – Structures Inspection Program Services (First 2 of 5) | Jeffrey Davis | 10 min. |
| 3. <u>Approval</u> – <u>Contract Modification</u> – KB-4903-0000 – Key Bridge Rebuild Progressive Design Build Contract – Modification 3 | James Harkness
Brian Wolfe | 10 min. |
| 4. <u>Approval</u> – <u>Collective Bargaining Agreement with Fraternal Order of Police (FOP) Lodge #34 for Fiscal Year (FY) 2027</u> – Approval of the Memorandum of Understanding between the MDTA and FOP Lodge #34 | Percy Dangerfield
Tonya Dorsey | 5 min. |
| 5. <u>Approval</u> – <u>Board Resolution 26-01</u> – Bond Financing – Series 2026 Baltimore/Washington International Thurgood Marshall Airport Passenger Facility Charge (PFC) Bonds | Kevin Cullity | 10 min. |
| 6. <u>Update</u> – <u>Credit Rating Agencies</u> – A Review of MDTAs Credit Ratings | Kevin Cullity | 5 min. |
| 7. <u>Update</u> – <u>Legislative Session</u> – Verbal | Bradley Ryon | 10 min. |
| 8. <u>Update</u> – <u>Legislative Reports Submitted to the Legislature</u> <ul style="list-style-type: none">• Feasibility of Capturing Images of Only Rear License Plates of Vehicles• Assessments and Actions to Reduce Vessel Collision Vulnerability of Bridges in the State• Francis Scott Key Bridge Reconstruction | Heather Koeberle
James Harkness
James Harkness | 5 min.
10 min.
10 min. |

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING
JANUARY 29, 2026 9:00 AM

AGENDA
PAGE 2

- | | | |
|--|--|---------|
| 9. <u>Update</u> – <u>Major Projects</u> – Quarterly Update on Major Projects | James Harkness | 20 min. |
| 10. <u>Update</u> – <u>Information Technology Major Projects</u> – Quarterly Update on Information Technology Major Projects | David Goldsborough
Charles Markakis | 10 min. |
| 11. <u>Update</u> – <u>Civil Rights Fair Practice’s Socioeconomic Programs</u> – Quarterly Update on Socioeconomic Programs | Khadriah Ward | 10 min. |
| 12. <u>Update</u> – <u>MDTA Police Public Security</u> – Verbal | Col. Joseph Scott | 10 min |
| 13. <u>Update</u> – <u>Executive Director’s Report</u> – Verbal | Bruce Gartner | 5 min. |

CLOSED SESSION – Expected Time 11:15 AM

- | | | |
|--|-----------------------------------|---------|
| 14. To Discuss a Personnel Matter | Percy Dangerfield
Tonya Dorsey | 10 min. |
| 15. To Discuss Public Security | Col. Joseph Scott | 10 min. |
| 16. To Discuss Pending Litigation – Update on Status of Pending Litigation Matters | Megan Mohan, Esq. | 10 min. |

Vote to go into Open Session

Ratify Action Taken in Closed Session

Vote to Adjourn Meeting

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, DECEMBER 18, 2025
9:00 A.M.

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

OPEN SESSION

Samantha J. Biddle, Chair

MEMBERS ATTENDING:

Dontae Carroll
Maricela Cordova
William H. Cox, Jr.
Mario J. Gangemi – via Phone
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead
John F. von Paris

STAFF ATTENDING:

Lt. Col. Ronce Alford
Jeffrey Brown
Jeffrey P. Davis
Allen Garman
Bruce Gartner
David Goldsborough
Chantelle Green
Natalie Henson
Richard Jaramillo
Heather Koeberle
Walter Laun
Heather Lowe
Megan Mohan, Esq.
Mary O’Keeffe
Shannon Orange
Joseph Quatrone
Bradley Ryon
Miranda Sanders
Col. Joseph Scott
Cheryl Sparks
Jennifer Stump
Bradley Tanner
Melissa Williams
Eric Willison

OTHERS ATTENDING:

Jaclyn Hartman, Assistant Secretary, MDOT
Deborah Sharpless, Retired Employee, MDTA

At 9:00 a.m. Chair Samantha J. Biddle 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 NOVEMBER 25, 2025

Upon motion by Member William H. Cox, Jr., and seconded by Member Dontae Carroll, the open session meeting minutes of the MDTA Board meeting held on November 25, 2025 were unanimously approved.

RESOLUTION – YEARS OF SERVICE RECOGNITION

Mr. Bruce Gartner read and presented the Years of Service Recognition Resolution for Ms. Deboarh Sharpless. On the occasion of Ms. Sharpless's retirement from her distinguished career of service, the Chairman and Members of the Maryland Transportation Authority Board hereby express to her their most sincere appreciation for her excellence and commitment.

APPROVAL – CONTRACT AWARDS

- **HT-3023-0000 – Baltimore Harbor Tunnel (BHT) Facility-Wide Signing Upgrades**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. HT-3023 0000 – Baltimore Harbor Tunnel (BHT) Facility-Wide Signing Upgrades with McLean Contracting Company in the amount of \$12,800,000.00.

Mr. Davis explained that the work to be performed under this contract is located along the entire I-895 BHT facility including ramps and some approaches to I-895. The project will upgrade signing including new ground mounted signing, new cantilever and overhead signs and sign structures including entrance signs with Dynamic Message Signs (DMS). This project is located in Baltimore County, Baltimore City, Anne Arundel County, and Howard County.

He further explained that this contract received a single bid and that the procurement officer made several efforts to increase awareness of the project through direct solicitation and extension of the bid due date to offer prospective bidders sufficient time to respond. A single bid was received from Mclean Contracting Company (McLean) and initially rejected due to issues with their Minority Business Enterprise (MBE) submittal. Mclean protested and was able to demonstrate they met the MBE goal and the rejection was overturned. The procurement officer then evaluated McLean and determined their bid is fair and reasonable and that the firm is qualified to complete the specialized work in the contract (such as the Intelligent Transportation System (ITS) integrations and DMS signage).

Upon motion by Member Jeffrey S. Rosen and seconded by Member Mario J. Gangemi, the Members unanimously approved Contract No. HT-3023-0000 – Baltimore Harbor Tunnel (BHT) Facility-Wide Signing Upgrades.

- **KB-3020-0000 – Curtis Creek Drawbridge Rehabilitation and Resiliency**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. KB-3020-0000 – Curtis Creek Drawbridge Rehabilitation and Resiliency Project with Cianbro Corporation in the amount of \$14,299,576.00.

Mr. Davis explained that the work to be performed under this Contract is located on I-695 (Baltimore Beltway) at Curtis Creek. The scope of work includes superstructure rehabilitation work on both the inner and outer loop drawbridges to ensure continued operation of the structures as part of MDTA's ongoing system preservation efforts.

The work includes replacement of portions of the concrete decks and parapets, strengthening the existing steel girders, repairing the existing steel catwalks, maintenance of traffic, replacement of traffic signals and low-level lighting, and other miscellaneous repairs as detailed in the contract documents.

Upon motion by Member Mario J. Gangemi and seconded by Member Maricela Cordova, the Members unanimously approved Contract No. KB-3020-0000 – Curtis Creek Drawbridge Rehabilitation and Resiliency Project.

****** Please note that Member John F. von Paris recused himself and left the room prior to MR-3040-0000 – On-Call Miscellaneous Paving Repairs being presented. ******

- **MR-3040-0000R – On-Call Miscellaneous Paving Repairs**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. MR-3040-000-000R – On-Call Miscellaneous Paving Repairs with Allan Myers MD, Inc. in the amount of \$12,998,211.12.

Mr. Davis explained that this contract includes performing paving work on both asphalt and concrete pavement, as well as upgrades, and new construction related to concrete traffic barriers, roadside drainage features, and slope stabilization. All work under this contract will be performed as on-call work order assignments directed by the MDTA Engineer. The work under this contract will be performed at all MDTA facilities.

Upon motion by Member William H. Cox Jr. and seconded by Member Cynthia D. Penny-Ardinger, the Members unanimously approved Contract No. MR-3040-000-000R – On-Call Miscellaneous Paving Repairs.

****** Member John F. von Paris returned to the room for the remainder of the meeting. ******

APPROVAL – CONTRACT MODIFICATIONS

- **MA-2868-0000 – Electronic Toll System (ETC 3G) Customer Service Center Services – Collection – Contract Modification No. 5**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Modification No. 5 for Contract No. MA-2868-0000 with TransCore LP. Final approval of this Modification is contingent upon the Board of Public Works (BPW) approval at their next meeting.

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

To date, there have been four contract modifications (listed below) and the current contract value is \$357,012,569.56.

- Modification No. 1 was approved by the BPW on July 22, 2022, for \$63,106,810.98.
- Modification No. 2 was approved by the BPW on July 7, 2023, for \$44,317,717.58.
- Modification No. 3 was approved by the BPW on August 28, 2024, for \$49,159,268.19.
- Modification No. 4 was approved by the BPW on October 1, 2025 and was a no-cost modification related to business requirements and a non-compensable time extension for certain phases of the contract.

Mr. Davis further explained that the proposed Modification No. 5 includes an adjustment to the calculation of a Key Performance Indicator (KPI) and increases funding for new business requirements and Operations and Maintenance (O&M).

Upon motion by Member Jeffrey S. Rosen and seconded by Member Maricela Cordova, the Members unanimously approved Contract No. MA-2868-0000 – Electronic Toll System (ETC 3G) Customer Service Center Services – Collection – Contract Modification No. 5.

- **MA-2257-0000 – Electronic Toll System (ETC 3G) Toll System and Services – Contract Modification No. 4**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Modification No. 4 for Contract No. MA-2257-0000 with Kapsch TrafficCom USA Inc. Final approval of this Modification is contingent upon the Board of Public Works (BPW) approval at the next available meeting.

Mr. Davis explained that Contract No. MA-2257-0000 was competitively solicited and awarded to Kapsch TrafficCom USA Inc. (Kapsch), on February 21, 2018, in the amount of \$71,911,342.78. The contract requires Kapsch to furnish and provide Operator Electronic Toll Collection Technology and Associated Subsystem Components and Services for the operation of the Electronic Toll Collection System.

To date, there have been three contract modifications (listed below) and the current contract value is \$96,806,477.74.

- Modification No. 1 was approved on July 22, 2022 for \$8,764,758.28.
- Modification No. 2 was a no-cost modification and was approved on July 7, 2023.
- Modification No. 3 was approved on August 28, 2024 for \$16,130,376.68.

He further explained that the proposed Modification No. 4 will (1) update the language of the Key Performance Indicators (KPI) for Video Toll Review and Trip Building; and (2) increase the original Operations and Maintenance (O&M) line items due to the conversion from cash to All-Electronic Tolling (AET) and the completion of task orders related to the I-95 Express Toll Lanes (ETL) Northbound Extension, and double blind image review being performed by Kapsch's subcontract IntelliRoad.

Upon motion by Member Cynthia D. Penny-Ardinger and seconded by Member Dontae Carroll, the Members unanimously approved Contract No. MA-2257-0000 - Electronic Toll System (ETC 3G) Toll System and Services - Contract Modification No. 4.

APPROVAL – CHESAPEAKE BAY CROSSING STUDY: TIER 2 NEPA

Ms. Melissa Williams and Ms. Heather Lowe requested MDTA Board approval of Alternative C as MDTA's Recommended Preferred Alternative for the Chesapeake Bay Crossing Study: Tier 2 NEPA and proceed with public hearings in early February 2026.

They explained that the Chesapeake Bay Crossing Study: Tier 2 NEPA (Tier 2 Study) is a National Environmental Policy Act (NEPA) study underway by the Maryland Transportation Authority (MDTA). The purpose of the Tier 2 Study is to address existing and future transportation capacity needs and access across the Chesapeake Bay and at the Chesapeake Bay Bridge approaches along the U.S. 50/301 corridor. The Tier 2 Study is evaluating measures to reduce congestion; improve travel times and reliability, mobility, and roadway deficiencies; and accommodate maintenance activities and navigation. The Tier 2 Study is also considering objectives for environmental responsibility, as well as cost and financial responsibility.

They further explained MDTA's Recommended Preferred Alternative (MDTA-RPA), Alternative C, for the Tier 2 Study. This alternative maintains the six existing lanes on the Western Shore, increases capacity to eight lanes across the Bay, and maintains the six existing lanes on the Eastern Shore. Alternative C includes a southern bridge location, with one new span located just south of the existing Bay Bridge spans and one span between the existing spans. The existing spans would be removed. It also includes transit-related and Transportation Systems Management (TSM)/Transportation Demand Management (TDM) improvements, and further consideration of a shared use path option.

MDTA Board approval of this alternative is needed to move forward with the proposed February 2026 Public Hearings for the Chesapeake Bay Crossing Study: Tier 2 NEPA (Tier 2 Study). Holding these hearings in February 2026 is essential to meet the federally required two-year NEPA schedule. It is anticipated that the Federal Highway Administration (FHWA) will identify their selected alternative in their Record of Decision (ROD) in November 2026.

Upon motion by Member William H. Cox, Jr. and seconded by Member Samuel D. Snead, the Chesapeake Bay Crossing Study: Tier 2 NEPA Decision: MDTA's Recommended Preferred Alternative was unanimously approved.

APPROVAL – LEGISLATIVE PROPOSALS

- **Authority to Notice Registered Owners of a Class G Vehicle**

Mr. Bradley Ryon requested approval from the MDTA Board for a 2026 legislative proposal to allow the MDTA to notice the owner of a Class G vehicle (trailer) when the owner of the motorized vehicle cannot be determined.

Mr. Ryon explained Maryland Code, Transportation §21-1414 uses the term "motor vehicle" throughout the statute to describe MDTA's ability to issue a Notice of Toll Due (NOTD) or Citation for toll transactions that are not paid at the time of travel via a valid *E-ZPass* account.

He further explained the term “motor vehicle” is defined in Maryland Code, Transportation (TR) §11-135 as a vehicle that is self-propelled and not operated on rails. MDTA’s corresponding regulations in COMAR 11.07.07.02 B (28) references TR §11-135 for the definition of a motor vehicle.

By definition, a Class G vehicle operating on MDTA roadways is not self-propelled since it cannot be driven without using a motorized vehicle. Consequently, the owner of the Class G vehicle cannot be noticed since the trailer does not meet the definition of a motor vehicle subject to noticing under State law. This proposal would allow NOTDs to be issued to the registered owner of a Class G vehicle when the license plate of the motorized vehicle towing the Class G vehicle is not clearly visible/identified. The Class G license plate would be used as a last resort to collect the tolls due and Class G owners can still transfer liability to the motor vehicle owner. Class G vehicles include utility trailers (such as those used by landscaping companies), boat trailers, camping trailers, freight trailers, or semi-trailers.

If approved, this proposal will be submitted during the 2026 Maryland General Assembly Legislative Session as a Department of Transportation departmental bill.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Mario J. Gangemi, the Legislative Proposal for 2026 Maryland Legislative Session – Class G Tolling was unanimously approved.

- **Revenue Bond Cap Increase**

Mr. Bradley Ryon requested MDTA Board approval for a 2026 legislative proposal to increase the MDTA’s revenue bond cap to \$5 billion from \$4 billion

Mr. Ryon explained that Md. Code, Transportation §4-306 establishes that “revenue bonds secured by toll revenue may be issued in any amount as long as the aggregate outstanding and unpaid principal balance of the revenue bonds secured by toll revenue and revenue bonds of prior issues does not exceed \$4,000,000,000 on June 30 of any year.” The legislative proposal seeks to increase MDTA’s bonding limit to \$5 billion from \$4 billion in response to near term financing needs associated with the toll facilities capital preservation program, as well as financing needs specific to the Francis Scott Key (FSK) Bridge reconstruction prior to Federal Highway Administration (FHWA) reimbursements and potential legal recovery.

If approved by the Board, this proposal will be submitted during the 2026 Maryland General Assembly Legislative Session as a Department of Transportation departmental bill.

Upon motion by Member Samuel D. Snead and seconded by Member Cynthia D. Penny-Ardinger, the 2026 legislative proposal to increase the MDTA’s revenue bond cap to \$5 billion from \$4 billion was unanimously approved.

APPROVAL – MDTA BOARD RESOLUTION 25-02

Mr. Allen Garman requested MDTA Board approval for the MDTA Board Resolution 25-02 for Municipal Financing.

Mr. Garman explained the purpose of MDTA Board Resolution 25-02 for Municipal Financing and request approval for delegated authority. The resolution authorizes the issuance of toll revenue bonds to finance a portion of capital projects in calendar year 2026.

He further explant that the \$600 million limit contained in the resolution is based on the most recent official forecast approved by the MDTA Board in November 2025. Based on realized fiscal 2026 capital spending, more precise financing needs will be known in coming months. Resolution 25-02 amends Resolution 25-01 that was approved in April, extending the deadline to December 2026 from December 2025. With delegated authority granted in the prior resolution, management is currently working with bond counsel and Municipal Advisors on the Official Statement development and other elements of the financing process that comfortably requires 90-days to complete.

The Executive Director and Chief Financial Officer (CFO) will have the authority to manage the bond sale and closing, including the award of the 2026 bonds to the successful underwriting firm(s) or negotiation of terms for a private placement. The resolution also provides for authority to select other service providers and to prepare and execute all closing documents, certificates, and bond forms.

Upon motion by Member Samuel D. Snead and seconded by Member John F. von Paris, the MDTA Board Resolution 25-02 - Municipal Financing was unanimously approved.

UPDATE – 1ST QUARTER OPERATING BUDGET COMPARISON

Mr. Jeffrey Brown briefed the MDTA Board on the first quarter Fiscal Year (FY) 2026 spending compared to the FY 2026 Amended Operating Budget.

Mr. Brown explained that as of September 30, 2025 19% of the budget was spent compared to a target of 25% and that all Object Codes were at or below budget spending levels. The seasonality of the expenses, the timing of invoices, and the year-end accruals heavily impacted 1st quarter performance.

UPDATE – 1ST QUARTER CAPITAL BUDGET COMPARISON

Ms. Jennifer Stump updated the MDTA Board on the status of actual Fiscal Year (FY) 2026 capital spending against the FY 2026 capital budget in the FY 2026-2031 Draft Consolidated Transportation Program (CTP).

Ms. Stump explained that as of September 30, 2025, 7.2% of the FY 2026 budget was spent as compared to the targeted spending level of 25%. The total budget for FY 2026 is \$1.15 billion. The actual spending through the first quarter was \$83.6 million. The first quarter percentage is low because there are outstanding accruals for work completed in FY 2025.

Ms. Stump further explained that ninety-five of the 102 projects budgeted in FY 2026 were within the acceptable spending limits of 0% to 50% (plus or minus 25% of the 25% target) and that due to normal lags in invoicing, generally two months, a plus or minus 25% threshold was determined to be reasonable.

UPDATE – QUARTERLY UPDATE ON TRAFFIC AND REVENUE

Mr. Walt Laun provided the Maryland Transportation Authority (MDTA) Board with a quarterly and year-to-date update regarding traffic and toll revenue trends compared to the previous year and the forecast.

Mr. Laun explained that for the quarter ending September 30, 2025, overall collected revenue was above forecast by \$3.8 million. This primary drivers of this overperformance are listed below.

- 2-Axle *E-ZPass*® revenue at the Fort McHenry Tunnel (\$2.2 million).
- Continued improvement of the collection of Video Tolls (\$0.4 million).
- Civil Penalty Fees (\$0.7 million) by the Central Collection Unit (CCU).

UPDATE – AUDIT COMMITTEE UPDATE

Member Cynthia D. Penny-Ardinger updated the MDTA Board on the Audit Committee December 2, 2026 meeting.

Member Penny-Ardinger reported that the Office of Audit is on track to complete all 12 audits included in the Fiscal Year 2026 Audit Plan. At this time, one audit has been completed and two are currently in progress.

She further reported that the Committee was presented with two internal audit reports (listed below). The Committee discussed the audit findings and were satisfied with the results of both audits.

- Validation of Waivers for Video Tolls and Civil Penalties Audit
- Minority Business Enterprise (MBE), Veteran-Owned Small Business Enterprise (VSBE), and Small Business Reserve (SBR) Compliance Audit

UPDATE – EXECUTIVE DIRECTOR’S REPORT

Mr. Bruce Gartner began his report by informing the Board that consistent with the MDTA Board approved tolling plan for I-95 Express Toll Lanes, as Executive Director approved the 2026 calendar year holiday schedule for the ETL’s. This resets the toll schedule on certain holidays to a Sunday or Saturday toll schedule based on traffic patterns for the holiday.

He stated that during the past year, the Key Bridge Rebuild Project remained a major focus for both MDTA and the public. However, it was emphasized that MDTA’s work and responsibilities extend well beyond the Key Bridge Rebuild Project. Mr. Gartner then went over several milestones and projects that each MDTA office/division has worked on over 2025

He ended his remarks by stating that the MDTA is a team unified in our vision of connecting our customers to what matters most.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member William H. Cox, Jr. and seconded by Member Mario J. Gangemi, the Members unanimously voted to adjourn the meeting at 10:30 a.m.

The next MDTA Board Meeting will be held on Thursday, January 29, 2026 at 9:00 a.m. at MDTA, 2310 Broening Highway, Baltimore MD and will be livestreamed on the MDTA Board web page.

APPROVED AND CONCURRED IN:

Samantha J. Biddle, Acting Chair

TAB 2



Maryland
Transportation
Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

Board Members:

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement, Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: Contract J01B3400081 - NetApp Storage Hardware
DATE: January 29, 2026

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract J01B3400081 - NetApp Storage Hardware.

SUMMARY

This Contract is for the provision of NetApp Storage Hardware and Manufacturers Extended Warranty to support MDTA's software defined infrastructure for hybrid cloud environments at the John F. Kennedy and Intercounty Connector Facilities. MDTA has been utilizing NetApp storage hardware for over fifteen years to support composing physical and virtual computing. This contract will provide storage resources to support mission critical databases and applications that are used by MDTA business units. Without the NetApp storage hardware refresh, MDTA will not be able to continue providing the infrastructure necessary to service the MDTA business units that rely on it to perform its daily operations.

RECOMMENDATIONS

To approve Contract J01B3400081 - NetApp Storage Hardware.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

AUTHORITY PROJECT SUMMARY

J01B3400081 NetApp Storage Hardware

PIN NUMBER TBD
CONTRACT NUMBER J01B3400081
CONTRACT TITLE NetApp Storage Hardware

PROJECT SUMMARY

This Contract is for the provision of NetApp Storage Hardware and Manufacturers Extended Warranty to support MDTA's software defined infrastructure for hybrid cloud environments at the John F. Kennedy and Intercounty Connector Facilities. MDTA has been utilizing NetApp storage hardware for over fifteen years to support composing physical and virtual computing. This contract will provide storage resources to support mission critical databases and applications that are used by MDTA business units. Without the NetApp storage hardware refresh, MDTA will not be able to continue providing the infrastructure necessary to service the MDTA business units that rely on it to perform its daily operations.

SCHEDULE

ADVERTISEMENT DATE 10/9/2025
ANTICIPATED NTP DATE 2/10/2026
DURATION (CALENDER DAYS) 1825

MBE PARTICIPATION

OVERALL MBE
AFRICAN AMERICAN
ASIAN AMERICAN
VSBE

ADVERTISED GOAL (%)	PROPOSED GOAL (%)
0.00%	0.00%
0.00%	0.00%
0.00%	0.00%
0.00%	0.00%

ENGINEER'S ESTIMATE (EE)

(\$)
\$4,000,000.00

BID RESULTS

INCUMBENT

Cas Severn
DISYS Solutions

BID AMOUNT (\$)

\$3,999,880.00
\$4,592,316.62

% VARIANCE TO EE

0.00%
14.81%

BID PROTEST

YES

☐ Check

NO

☒ Check



Board Members:

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement, Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: Contract J01B6600028 - Rubrik Identity Resiliency Software
DATE: January 29, 2026

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract J01B6600028 - Rubrik Identity Resiliency Software.

SUMMARY

This Contract is for the provision of Rubrik Identity Resiliency Software which enables the MDTA enhanced protection of Microsoft Active Directory (AD). By enhancing our Rubrik backup infrastructure, MDTA will be able to enable protection of AD forests and domain controllers with global orchestration, ensuring backups are enforced across distributed environments. The enhanced protection also allows MDTA to support forest and domain controller-level recovery, with options for recovery to the same or new hosts, ensuring fast return to business operations after a cyberattack. The granular object-level recovery option will allow MDTA to restore individual AD objects (users, groups, etc.) with full attribute and relationship preservation, eliminating the need for manual rebuilds during recovery.

RECOMMENDATION

To approve Contract J01B6600028 - Rubrik Identity Resiliency Software.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

AUTHORITY PROJECT SUMMARY

J01B6600028 - Rubrik Identity Resiliency Software

PIN NUMBER

TBD

CONTRACT NUMBER

J01B6600028

CONTRACT TITLE

Rubrik Identity Resiliency Software

PROJECT SUMMARY

This Contract is for the provision of Rubrik Identity Resiliency Software which enables the MDTA enhanced protection of Microsoft Active Directory (AD). By enhancing our Rubrik backup infrastructure, MDTA will be able to enable protection of AD forests and domain controllers with global orchestration, ensuring backups are enforced across distributed environments. The enhanced protection also allows MDTA to support forest and domain controller-level recovery, with options for recovery to the same or new hosts, ensuring fast return to business operations after a cyberattack. The granular object-level recovery option will allow MDTA to restore individual AD objects (users, groups, etc.) with full attribute and relationship preservation, eliminating the need for manual rebuilds during recovery.

SCHEDULE

ADVERTISEMENT DATE

11/13/2025

ANTICIPATED NTP DATE

3/5/2026

DURATION (CALENDER DAYS)

890

MBE PARTICIPATION

OVERALL MBE

ADVERTISED GOAL

(%)

PROPOSED

GOAL (%)

0.00%

0.00%

AFRICAN AMERICAN

0.00%

0.00%

ASIAN AMERICAN

0.00%

0.00%

VSBE

0.00%

0.00%

BID RESULTS

BID AMOUNT (\$)

% VARIANCE

TO EE

ENGINEER'S ESTIMATE (EE)

(\$)

\$725,000.00

INCUMBENT

Cas Severn, Inc.

\$751,060.00

3.59%

Applied Technology Services

\$900,972.00

24.27%

BID PROTEST

YES

☐ Check

NO

☒ Check



Maryland
Transportation
Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

Board Members:

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement, Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: Contract No. MDTA 2024-04A - Structures Inspection Program and Miscellaneous Engineering Services
DATE: January 29, 2026

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract No. MDTA 2024-04A - Structures Inspection Program and Miscellaneous Engineering Services.

SUMMARY

This project entails the award of five (5) contracts to consultant engineering firms to perform routine condition inspection, reporting, design, non-destructive testing, asset management, asset health monitoring, and project management services for MDTA.

Seven (7) proposals were received and five (5) were selected for award. Two (2) of these awards are being presented to the MDTA Board for approval. The remaining three (3) contracts will be presented at the next Board meeting in February. As this contract exceeds the MDTA's delegated authority, the award of this contract would be pending approval at the next available BPW meeting.

RECOMMENDATION

To approve Contract No. MDTA 2024-04A - Structures Inspection Program and Miscellaneous Engineering Services.

ATTACHMENT

- Project Summary



AUTHORITY PROJECT SUMMARY

Contract No. MDTA 2024-04A Structures Inspection Program and Miscellaneous Engineering Services

PIN NUMBER N/A
MDTA PROJECT NUMBER MDTA 2024-04A
CONTRACT TITLE MDTA Structures Inspection Program Services

PROJECT SUMMARY This project entails the award of five (5) contracts to consultant engineering firms to perform routine condition inspection, reporting, design, non-destructive testing, asset management, asset health monitoring, and project management services for MDTA.

SCHEDULE	ADVERTISEMENT DATE	April 22, 2025	PROPOSER	MDTA CONTRACT NO.	CONTRACT AMOUNT
	ANTICIPATED NTP DATE	February 28, 2026	Rummel, Klepper & Kahl/Modjeski & Masters	AE 3143	\$14,000,000.00
	DURATION/TERM	Four (4) YEARS	AECOM Technical Services/Wallace, Montgomery	AE 3144	\$14,000,000.00

PROTEST YES NO
✓

FUNDING SOURCE 100% TOLL REVENUE

	ADVERTISED GOAL (%)	MBE PARTICIPATION	
		AE-3143 PROPOSED GOAL (%)	AE-3144 PROPOSED GOAL (%)
MBE PARTICIPATION - OVERALL			
OVERALL MBE	28.00%	28.00%	28.00%
AFRICAN AMERICAN	7.00%	8.00%	7.00%
ASIAN AMERICAN	-	5.00%	
HISPANIC AMERICAN		5.00%	5.00%
WOMEN OWNED	10.00%	10.00%	16.00%
VSBE	2.00%	2.00%	2.00%

TAB 3



MEMORANDUM

TO: MDTA Board
FROM: Chief Engineer, James Harkness, P.E., PTOE
SUBJECT: KB-4903-0000 – Key Bridge Rebuild Progressive Design Build - Early Work Package Funding Approval
DATE: January 29, 2026

PURPOSE OF MEMORANDUM

To request approval from the MDTA Board of additional Early Work Packages (EWP) funding to continue critical path work on the Key Bridge Rebuild.

SUMMARY

On May 29, 2025, the MDTA Board approved Contract Modification 1 to KB-4903-0000, which allowed for the issuance of EWPs for the Key Bridge Rebuild project. Additionally, the MDTA Board authorized a not-to-exceed amount of \$250,000,000.00 for EWPs, with the specific EWP approval authority delegated to the Chief Engineer. On November 25, 2025, the MDTA Board authorized an additional \$95,000,000.00 for EWP, for a not-to-exceed total of \$345,000,000.00. To date, the MDTA has issued the following EWPs to the Progressive Design-Builder (PDB):

Early Works Scope	Total Authorized
EWP-001 – Land Demolition & Project Office	\$296,831,263.21
EWP-002 – 138 EA Pylon Pile Procurement	
EWP-003 – Trestle Material Procurement & Laydown Yard	
EWP-004 – 138 EA Pylon Pile Installation	
EWP-005 – Mainline Trestle Installation	
EWP-006 – Pylon Pile Template Procurement	
EWP-007 – Pylon Footing Precast Procurement	

The materials and work authorized under the not-to-exceed \$345,000,000.00 are of significant cost and scope. To continue progressing critical path work over the coming months, additional funding is required. The Office of Engineering and Construction, in coordination with the PDB, has reviewed scopes of work and estimated costs for work necessary to progress the construction

critical path, including continued pile installation, trestle installation, footing material procurement, additional pile material procurement, and long lead construction items.

This work requires the authorization of an additional \$150,000,000.00 in early works funding, increasing the not-to-exceed authorization to \$495,000,000.00. The cumulative total of all EWPs shall not exceed \$495,000,000.00 without MDTA Board approval.

RECOMMENDATION

To provide approval of an additional \$150,000,000.00 in Early Works Package funding for contract KB-4903-0000, with a revised not-to-exceed amount of \$495,000,000.00.

TAB 4



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

Board Members:

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
PRESENTED BY: Chief Administrative Officer, Percy E. Dangerfield, PhD
Human Resources and Workforce Development Director, Tonya J. Dorsey
SUBJECT: Collective Bargaining Agreement Amendment with Fraternal Order of
Police (FOP) Lodge #34, Fiscal Year 2027
DATE: January 29, 2026

PURPOSE OF MEMORANDUM

The purpose of this item is to apprise the Maryland Transportation Authority (MDTA) Board of the negotiations between the MDTA and the Fraternal Order of Police (FOP) Lodge #34.

SUMMARY

On December 31, 2024, the State and the FOP reached a tentative agreement through collective bargaining. The final agreed upon package is a one (1) year agreement, effective July 1, 2026, through June 30, 2027.

The following details the agreed upon proposals with significant economic impact:

- A one-step increase for all bargaining unit members effective January 1, 2027; and
- Adjustment to the MDTA/MTA pay scale from the current step ratio of two percent (2%) to five percent (5%) between steps 17 and 18 resulting in a three percent (3%) increase. The percentage difference between steps 18 and 19 and between steps 19 and 20 will remain at two percent (2%), respectively.

When fully implemented, the agreement provides an additional \$1,289,407 in salaries and benefits to bargaining unit members. The three percent (3%) increase between steps 17 and 18 and its impact upon the salary structure accounts for \$826,231 of the cost. The additional step accounts for \$ 463,176 of the cost. There will be no general cost-of-living adjustment (COLA) for the 2027 fiscal year.

ADDITIONAL OUTCOMES

MDTA negotiated on the following points:

- The MDTA will provide newly graduated officers with an agency patrol vehicle immediately upon graduation, with any delay limited to a reasonable period not exceeding ten (10) calendar days, for use during field training.
- The agreement was amended to ensure that the MDTA Alcohol and Controlled Substances Testing Directive included all bargaining unit members, specifically noting the Senior Officer and First Sergeant.
- On a quarterly basis, the union's designee may observe the creation of the random drug testing list. At the conclusion of the quarter, any employee who is randomly drug tested in the prior quarter may request to view their name on the random drug testing list.
- The MDTA will now provide the FOP with separation information for bargaining unit members at the beginning of each month.
- The agreement established that the Commercial Vehicle Safety Unit selection process shall be in accordance with established directives for specialized units.
- There was an agreement that during Labor Management Committees, the MDTA and the FOP would discuss policies and procedures that could permit employees to list their preferred assignments on promotions and incorporate the preference into the selection process.

RECOMMENDATION

We are seeking MDTA Board approval to confirm the agreement reached between the State and the FOP.

TAB 5



Maryland
Transportation
Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Treasury and Debt, Kevin Cullity
SUBJECT: MDTA Board Resolution 26-01 – Municipal Financing
DATE: January 29, 2026

PURPOSE OF MEMORANDUM

To explain the purpose of MDTA Board Resolution 26-01 for Municipal Financing and request MDTA Board approval for delegated authority.

The resolution authorizes the issuance of Passenger Facility Charge (PFC) backed bonds to finance a portion of BWI Airport capital projects in fiscal 2027 and 2028. The PFC revenue backed bonds are issued under a separate trust agreement and are solely secured by PFC revenues. The resolution was reviewed at the January 15 Finance and Administration Committee meeting and recommended to proceed for full Board approval.

SUMMARY

The Municipal Financing Resolution authorizes the issuance of up to \$130 million of bonds to finance a portion of capital projects for an approximately two-year period through fiscal 2028. The financing is expected during the second half of 2026 and will be sized to account for the capital program, passenger facility charge revenues, bond premium, debt service reserve funding, and cost of issuance.

- o Design – New Air Traffic Control Tower
- o Capacity Project – Concourse D/E Bag Claim Expansion
- o State of Good Repair Projects
 - Concourse C/D Connector
 - Concourse C/D Baggage Handling System
 - Concourse B Projects – Roof Replacement, Passenger Movement Modernization (Terminal Vestibule Doors, Elevators, Escalators, Moving Walkways)

The projects and the PFC backed bonds are expected to receive approval from the FAA in spring 2026. Additionally, the concurrence of the General Assembly's Budget Committees is expected in early 2026.

The \$130 million limit contained in the Resolution is based on the most recent forecast submitted by MAA finance staff in December 2025. The forecast projects at least 1.5x debt service coverage through 2040 and incorporates a future financing.

This Resolution is currently needed as delegated authority to engage Bond Counsel in the development of the Official Statement and generally begin the financing process that comfortably requires 90-days to complete.

The Executive Director and Chief Financial Officer (CFO) will have the authority to manage the bond sale and closing, including the award of the 2026 bonds to the successful underwriting firm(s) or negotiation of terms for a private placement. The Resolution also provides for authority to select other service providers and to prepare and execute all closing documents, certificates, and bond forms.

Resolution 26-01 contains the following limiting and reporting provisions:

1. Par Amount – Limited to \$130 million.
2. Bond Sale Date – No later than December 31, 2026.
3. Bond Sale Reports on Results – Provided by the Executive Director and CFO at the first Board meetings after the sale dates.

RECOMMENDATION

Approve Board Resolution 26-01 for delegated authority to finance a portion of MAA's capital program in calendar 2026.

ATTACHMENT

- Board Resolution 26-01

**MARYLAND TRANSPORTATION AUTHORITY
RESOLUTION 26-01**

A RESOLUTION REGARDING THE ISSUANCE BY THE MARYLAND TRANSPORTATION AUTHORITY (THE “MDTA”) OF ONE OR MORE SERIES OF ITS SPECIAL OBLIGATION PASSENGER FACILITY CHARGE REVENUE BONDS BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT (THE “SERIES 2026 PFC BONDS”) FOR THE PURPOSE OF (I) FINANCING AND REFINANCING THE ACQUISITION, CONSTRUCTION AND EQUIPPING OF CERTAIN AIRPORT FACILITY PROJECTS, (II) FUNDING DEBT SERVICE RESERVE FUNDS, AND (III) PAYING THE COSTS RELATED TO ISSUANCE OF THE SERIES 2026 PFC BONDS; APPROVING THE PREPARATION AND DISTRIBUTION OF THE PRELIMINARY AND FINAL OFFICIAL STATEMENTS, A SUPPLEMENTAL TRUST AGREEMENT, A FINANCING AGREEMENT, AND A LEASING AGREEMENT AND ANY OTHER NECESSARY AND APPROPRIATE TRANSACTION DOCUMENTS; AUTHORIZING THE SOLICITATION AND SELECTION OF PROVIDERS OF PROFESSIONAL SERVICES; AUTHORIZING CERTAIN OFFICERS TO DETERMINE MATTERS PERTAINING TO THE SALE AND ISSUANCE OF THE SERIES 2026 PFC BONDS, INCLUDING THE FINANCING STRUCTURE AND TERMS; AND AUTHORIZING, SPECIFYING, DETERMINING AND APPROVING CERTAIN OTHER MATTERS PERTAINING TO THE SERIES 2026 PFC BONDS.

WHEREAS, the Maryland Transportation Authority, an agency of the State of Maryland (the “**MDTA**”) is authorized under Sections 4-101 through 4-406 of the Transportation Article of the Annotated Code of Maryland (2020 Replacement Volume, as amended and supplemented from time to time) (the “**Act**”) to finance “transportation facilities projects” (as defined in the Act), to issue revenue bonds for the purpose of financing the cost of transportation facilities projects (which includes airport facilities), to issue revenue bonds for the purpose of financing and refinancing transportation facilities projects and to perform any actions necessary or convenient to carry out the powers granted in the Act; and

WHEREAS, the Maryland Aviation Administration, an agency of the State of Maryland and a unit within the Maryland Department of Transportation (the “**MDOT MAA**”) is authorized pursuant to Section 5-404 of the Transportation Article of the Annotated Code of Maryland (2020 Replacement Volume, as amended and supplemented from time to time) to establish or operate airports and airport facilities utilizing funds available under the Act; and

WHEREAS, the MDOT MAA requested that the MDTA issue one or more series of its Special Obligation Passenger Facility Charge Revenue Bonds Baltimore/Washington International Thurgood Marshall Airport (the “**Series 2026 PFC Bonds**”) for the purpose of financing and refinancing improvements at Baltimore/Washington International Thurgood Marshall Airport (“**BWI Marshall Airport**”); and

WHEREAS, the MDTA entered into the Trust Agreement dated as of December 1, 2003 (as previously amended and supplemented, the “**PFC Trust Agreement**”), with Manufacturers and Traders Trust Company, as trustee, to issue revenue bonds secured by passenger facility charge revenues generated from the operation of the airport facilities at BWI Marshall Airport (the “**PFC Revenues**”); and

RESOLUTION 26-01

Page 2

WHEREAS, the MDOT MAA has asked the MDTA to issue the Series 2026 PFC Bonds for the purpose of financing three state of good repair projects, one capacity project, and the design for a new Air Traffic Control Tower (collectively referred to as the 2026 PFC Projects). The state of good repair projects to be financed with the Series PFC Bonds include the Concourse C/D Connector, the Concourse C/D Baggage Handling System, and the Concourse B Projects (Roof Replacement, Passenger Movement Modernization Terminal Vestibule Doors, Elevators, Escalators, Moving Walkways). The capacity project to be financed with the Series PFC Bonds is for a Concourse D/E Bag Claim Expansion.

WHEREAS, Section 2.05 of the PFC Trust Agreement provides that the MDTA may from time to time issue Additional Bonds (as defined in the PFC Trust Agreement) in accordance with the terms and conditions set forth in the PFC Trust Agreement for the purpose of paying all or any part of the cost of any additional Airport Facilities Projects (as defined in the PFC Trust Agreement); and

WHEREAS, the MDTA desires to adopt this Resolution to authorize the execution and delivery of a supplement to the PFC Trust Agreement (the “**Supplemental PFC Trust Agreement**”) that will include, among other provisions, the terms of the Series 2026 PFC Bonds as Additional Bonds, the pledge of PFC Revenues as security for the Series 2026 PFC Bonds, other legally available revenues generated from operation of the airport facilities, as deemed appropriate by the Executive Director of the MDTA (the “**Executive Director**”), and the issuance of one or more additional series of PFC Bonds, for the purpose of (i) financing and refinancing the costs of the 2026 PFC Projects, (ii) funding a debt service reserve fund, and (iii) paying the costs related to issuance of the Series 2026 PFC Bonds, provided that certain conditions set forth in this Resolution are met.

NOW, THEREFORE, BE IT RESOLVED BY THE MARYLAND TRANSPORTATION AUTHORITY, as follows:

Section 1. The MDTA hereby authorizes the issuance of one or more series of PFC Bonds designated as its “Passenger Facility Charge Revenue Bonds, Series 2026, Baltimore/Washington International Thurgood Marshall Airport,” or such other or further designation as may be deemed appropriate by the Executive Director, in a total aggregate principal amount not to exceed One Hundred Thirty Million Dollars (\$130,000,000), for the purpose of (i) financing and refinancing the costs of the 2026 PFC Projects, (ii) depositing funds into a debt service reserve fund, and (iii) paying the costs related to the issuance of the Series 2026 PFC Bonds, subject to the limitations set forth below in Section 3(b).

Section 2. The Series 2026 PFC Bonds will be issuable as fully registered bonds without coupons, and may be issued in such denominations as the Executive Director may determine, in consultation with the Chief Financial Officer of the MDTA (the “**Chief Financial Officer**”), the Chief Financial Officer to the Maryland Department of Transportation (the “**Department CFO**”), the Chief Financial Officer of MDOT MAA (the “**MAA CFO**”), and the financial advisors and bond counsel to the MDTA, as appropriate. The Series 2026 PFC Bonds are special obligations of the MDTA payable, as to principal and interest, solely from the revenues and funds pledged thereto under the PFC Trust Agreement, as amended and supplemented, and are not and shall not be deemed (i) to be general obligations of the MDTA, (ii) to constitute

obligations of the Maryland Department of Transportation (the “**Department**”) or the MDOT MAA, or (iii) to constitute a debt or a pledge of the faith and credit of the State of Maryland or any political subdivision thereof. The revenues pledged under the Second Amended and Restated Trust Agreement dated as of September 1, 2007, (as amended and supplemented, the “**Toll Facilities Trust**”) derived from the Transportation Facilities Projects or the General Account Projects (as such terms are defined in the Toll Facilities Trust) will not be pledged as security for the Series 2026 PFC Bonds or any other bonds issued under the PFC Trust Agreement, as supplemented and amended. Therefore, the limitation on the outstanding principal amount of toll revenue bonds issued by the MDTA and secured by toll revenues set forth in Section 4-306(b) of the Act does not apply to the Series 2026 PFC Bonds.

Section 3. Bond Sale.

(a) The MDTA hereby authorizes its Executive Director to sell one or more series of the Series 2026 PFC Bonds by one or more competitive sales or by negotiated sales (including but not limited to a direct placement with a financial institution), upon terms determined by the Executive Director, with the advice of the Chief Financial Officer, the Department CFO, the MAA CFO, its bond counsel, its financial advisors and, as appropriate, other officers and staff of the MDTA, the MDOT MAA and the Department, to be the most advantageous for the MDOT MAA, provided that such sale or sales must occur no later than December 31, 2026, unless a later sale date is approved by future resolution of the MDTA, and subject to the limitations set forth below in paragraph (b).

(b) The Executive Director is authorized to determine, with the advice of the Chief Financial Officer, bond counsel, financial advisors and, as appropriate, other officers and staff of the MDTA, the terms of the Series 2026 PFC Bonds, including, but not limited to: (i) the rate or rates of interest to be borne by the Series 2026 PFC Bonds or the method of determining the rates for such bonds, provided that the true interest cost, determined by doubling the semiannual interest rate, compounded semiannually, necessary to discount the debt service payments to the date of the Series 2026 PFC Bonds and to the price for such bonds, shall not exceed 6%, (ii) the dates of principal and interest payments and final maturity of the Series 2026 PFC Bonds, provided that the final maturity of the Series 2026 PFC Bonds shall not exceed 30 years, and (iii) the appropriate designation for the Series 2026 PFC Bonds that may reflect a different year of issuance and other modifications.

(c) If the Executive Director determines to negotiate the terms of the sale of all or a portion of the Series 2026 PFC Bonds, the MDTA hereby authorizes the Executive Director, with the assistance of the Chief Financial Officer, its bond counsel, its financial advisors and, as appropriate, other officers and staff of the MDTA, (1) to solicit and accept proposals for the sale of the Series 2026 PFC Bonds on a private, negotiated basis, and (2) if the sale is negotiated, to negotiate the terms of an agreement for the purchase of the Series 2026 PFC Bonds (a “**Bond Purchase Agreement**”), in accordance with the limitations set forth in this Resolution.

(d) If the Executive Director determines to sell all or a portion of the Series 2026 PFC Bonds by the solicitation of competitive bids, the MDTA hereby authorizes the Executive Director, with the assistance of the Chief Financial Officer, its bond counsel, its financial advisors and, as appropriate, other officers and staff of the MDTA, (i) to determine the

means for the submission of competitive bids, including but not limited to electronic bids via such service provider as the Executive Director deems appropriate, (ii) to determine the terms and conditions for such sale, including but not limited to, the conditions for acceptance of bids and the criteria for the selection of a winning bidders, subject to the limitations set forth in this Resolution, (iii) to prepare a notice of sale setting forth the terms and conditions of such sales (the “**Notice of Sale**”), and (iv) to advertise such sale, including but not limited to publication of the Notice of Sale or a summary thereof by any electronic medium, financial journal, or such other manner as the Executive Director deems appropriate, at least ten days before the date set for the receipt of bids.

(e) The Executive Director and the Chief Financial Officer shall provide a report of the results of the sale of the Series 2026 PFC Bonds at the first meeting of the MDTA occurring after the sale of the Series 2026 PFC Bonds.

Section 4. The Executive Director is hereby authorized to engage, as appropriate, the services of a trustee, a registrar, a paying agent, an underwriter, a feasibility consultant, engineers, accountants, printers and such other service providers as the Executive Director deems appropriate from time to time with respect to the Series 2026 PFC Bonds.

Section 5. The MDTA hereby authorizes the Executive Director, Chief Financial Officer and other staff of the MDTA, with the assistance of its counsel, bond counsel and its financial advisors, to prepare a preliminary official statement, a final official statement, a private placement memorandum or any other form of offering and disclosure documents (each referred to herein as, an “**Official Statement**”) for the sale related to the Series 2026 PFC Bonds and to distribute each Official Statement to the entities that they shall deem appropriate.

Section 6. The MDTA hereby authorizes the Executive Director, with the assistance of counsel, bond counsel and appropriate officers and staff of the MDTA, to negotiate the terms of any lease agreements, including supplements and amendments to existing agreements (collectively, the “**Lease Agreements**”), and any financing agreements, including supplements and amendments to existing agreements (collectively, the “**Financing Agreements**”), related to issuing and financing the 2026 PFC Projects.

Section 7. Subject to the terms set forth in this Resolution, the MDTA hereby authorizes its Executive Director, with the assistance of other officers of the MDTA, counsel to the MDTA, its bond counsel, financial advisors, and staff, to prepare (i) a Fifth Supplemental PFC Trust Agreement to secure the payment of one or more series of PFC Bonds with the PFC Revenues for the purpose of financing the 2026 PFC Projects, (ii) one or more bond certificates for the Series 2026 PFC Bonds (each, a “**Bond Certificate**”), and (iii) a continuing disclosure agreement (“**Continuing Disclosure Agreement**”) to assist the underwriters of the Series 2026 PFC Bonds in complying with the requirements of Rule 15c2-12 adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as the same may be amended from time to time.

Section 8. The Chairman of the MDTA (the “**Chairman**”) and the Executive Director are hereby authorized to execute and deliver on behalf of the MDTA each Bond Certificate by their manual or facsimile signatures. The Executive Director of the MDTA is hereby authorized

to cause an original or facsimile of the official seal of the MDTA to be imprinted on each Bond Certificate.

Section 9. The MDTA hereby authorizes the Chairman and the Executive Director, or either of them, to execute and deliver on behalf of the MDTA, as appropriate, an Official Statement, the Fifth Supplemental PFC Trust Agreement, a Bond Purchase Agreement, a Continuing Disclosure Agreement, Lease Agreements, Financing Agreements and such other documents and agreements deemed necessary and appropriate by the Chairman or the Executive Director (collectively, together with the Bond Certificates, the “**Bond Documents**”). The execution and delivery by them of the Bond Documents shall be conclusive evidence of their final approval.

Section 10. The MDTA hereby covenants that it will take, or refrain from taking, any and all actions necessary to comply with the provisions of Section 103 and Sections 141 through 150, inclusive, of the Internal Revenue Code of 1986, as amended (the “**Code**”), applicable to the Series 2026 PFC Bonds in order to preserve the status of the interest on the Series 2026 PFC Bonds as excluded from gross income for federal income tax purposes. Without limiting the generality of the covenant set forth in the preceding sentence, (a) the MDTA will not use or permit the use (to the extent it exercises control or direction) of any of the proceeds of the Series 2026 PFC Bonds in such manner as would cause the interest on the Series 2026 PFC Bonds to be included in gross income for federal income tax purposes, (b) the MDTA will regulate the investment of the proceeds of the Series 2026 PFC Bonds (to the extent it exercises control or direction) so as not to cause any of the Series 2026 PFC Bonds to be an “arbitrage bond” within the meaning of Section 148 of the Code and the Income Tax Regulations thereunder, (c) the MDTA will, if and to the extent necessary make periodic determinations of the rebate amount and timely pay any rebate amount, or installment thereof, to the United States of America, (d) the MDTA will prepare and timely file Internal Revenue Service Form 8038-G, Information Return for Tax-Exempt Governmental Obligations, and/or Form 8038, Information Return for Tax-Exempt Private Activity Bond Issues, and (e) the Executive Director and Chief Financial Officer are hereby authorized and directed to prepare or cause to be prepared and to execute and deliver any certificate, report or other document that may be required in order to assure compliance with the applicable provisions of Section 103 and Sections 141 through 150, inclusive, of the Code, and the Income Tax Regulations promulgated thereunder. The Chairman and the Executive Director are hereby authorized, pursuant to the provisions of Section 147(f) of the Code, to conduct a public hearing to hear any objections to the proposed issuance of the Series 2026 PFC Bonds subject to the requirements of Section 147(f) of the Code, following publication of a notice of public hearing in a newspaper or newspapers of general circulation in Anne Arundel County, Maryland and Baltimore County, Maryland at least 14 days in advance of the date set for such hearing.

Section 11. The Chairman and the Executive Director are hereby authorized to specify, prescribe, determine, provide for or approve, all within the limitations of this Resolution and the Act, all other matters, details, forms, documents and procedures pertaining to the sale, security, issuance, delivery and payment of or for the Series 2026 PFC Bonds, including (without limitation) the execution, acknowledgment, sealing and delivery of Bond Documents by the Chairman, Executive Director or any other duly qualified employee, agent or officer of the MDTA as are or may be necessary or appropriate to consummate the transactions contemplated by this Resolution

and the option to pledge as security for all or some of the Series 2026 PFC Bonds, in addition to PFC Revenues, other legally available revenues generated from operation of the airport facilities at BWI Marshall Airport, as deemed appropriate by the Executive Director of the MDTA, in accordance with the Act and this Resolution.

Section 12. The MDTA hereby authorizes its Executive Director and all other proper officers of the MDTA to create, supplement, and amend the Bond Documents and to take such actions or cause to be taken such actions as shall be necessary, proper and convenient for carrying out the purposes of this Resolution, including, but not limited to, expending funds, incurring costs and holding any necessary public hearings.

Section 13. The MDTA hereby authorizes the Executive Director to approve all contracts relating to the Series 2026 PFC Bonds prior to submission to the Board of Public Works in accordance with the terms and conditions of the PFC Financing Agreements, the Lease Agreements, or any other Bond Documents entered into by and between the MDOT MAA and the MDTA.

Section 14. In exercising such authority, the Executive Director is hereby authorized generally to take such actions as may be appropriate to ensure compliance by the MDTA with the terms and conditions of the applicable Bond Documents and with the provisions of applicable law.

Section 15. The Executive Director will provide periodic updates to the Finance Committee and the MDTA Board of all contracts and project improvements approved by the Executive Director in accordance with this Resolution.

Section 16. This Resolution shall be effective immediately upon its adoption.

Dated as of January 29, 2026

WITNESS:

MARYLAND TRANSPORTATION AUTHORITY

Bruce Gartner
Executive Director

Samantha J. Biddle
Acting Chair

**APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:**

Megan Mohan
Assistant Attorney General

TAB 6



Board Members:

MEMORANDUM

TO: MDTA Board
FROM: Director of Treasury and Debt, Kevin Cullity
Deputy Director Finance, Allen Garman
SUBJECT: MDTA Board Resolution 26-01 – Municipal Financing
DATE: January 29, 2026

PURPOSE OF MEMORANDUM

In accordance with the Board Operating Policy requirement, management will provide an update on the status of the MDTA's double-A credit ratings to the MDTA Board.

SUMMARY

In spring 2025, both Moody's and S&P affirmed the MDTA's ratings at Aa2 and AA-, respectively, and assigned Negative outlooks. Subsequently, on December 11, 2025, Moody's again affirmed the rating and maintained the Negative outlook. On September 23, 2025, Fitch affirmed MDTA's AA rating and maintained a Stable outlook.

KEY POINTS

Negative Outlook Basis

- Moody's Negative outlook reflects that delays in receiving federal reimbursements or delays in implementing the toll rate increases as needed could result in a weakening of MDTA's financial position.

Rating Affirmation Basis

- The affirmation of the bonds rating reflects Moody's view that the MDTA has demonstrated a plan to maintain financial metrics consistent with Aa2 rated peers, despite the sizeable increase in the projected costs of the bridge replacement.

MDTA Credit Ratings¹

Moody's	Aa2	Negative
Fitch	AA	Stable
S&P	AA-	Negative

The rating agencies cited the following credit strengths.

- Strong financial profile supported by MDTA's financial policies and proven track record of conservative budgeting practices.
- Willingness to maintain strong financial metrics by increasing toll rates or making other adjustments to preserve its financial position.
- Long history of strong demand for the multiple, essential, and established transportation facilities in a well-developed, affluent, and slowly growing service area.

Credit ratings published by Nationally Recognized Statistical Rating Organizations (NRSROs) such as Fitch, Moody's, and S&P serve to inform exiting bond holders and prospective creditors through the assigned ratings level and written reports detailing an issuer's creditworthiness. From a return on investment perspective, the annual cost of maintaining a credit rating should be fully offset by lower financing costs at the time of each new issue.

During the annual ratings surveillance process, the MDTA provides detailed traffic and revenue forecasts, as well as operating and capital costs projections included in the six-year financial forecast. The credit ratings affirmations demonstrate confidence in the MDTA's financial strength, with foundations in board policies and the Trust Agreement legal covenants. Within Moody's Toll Sector universe of more than 50 rated credits, the MDTA remains among the five highest rated agencies that are solely toll supported.

¹ Ratings categories below triple-A have three notches ranked from strongest to weakest within the category. For example, Moody's utilizes numerical modifiers to denote strength within the double-A category (Aa1, Aa2, Aa3), while S&P and Fitch utilize plus/minus modifiers (AA+, AA, AA-).

TAB 7

VERBAL

TAB 8



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

Board Members:

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of E-ZPass Operations, Heather S. Koeberle
SUBJECT: Joint Chairmen's Report (JCR) on the Feasibility of Capturing Images of Only Rear License Plates of Vehicles
DATE: January 29, 2026

PURPOSE OF MEMORANDUM

To update the MDTA Board on the response to the Joint Chairmen's Report (JCR) which requested an update on the feasibility of capturing images of the rear license plate on vehicles for tolling purposes.

BACKGROUND

During the 2025 Legislative Session, committees requested MDTA to prepare a report on the feasibility of capturing the image of only the rear license plate of a vehicle at toll facilities in the State, equipment upgrades necessary to switch to a process of capturing only the image of the rear license plate of a vehicle, and any potential impacts that may occur as the result of only capturing the image of the rear license plate of a vehicle rather than both the front and rear license plates.

SUMMARY

As a vehicle travels through one of MDTA's toll facilities and an active transponder is not read, images of both the front and rear plates are captured. The information from the best image, of either the front or rear license plate, is used to identify the vehicle's registered owner. A Notice of Toll Due (NOTD) is then sent to the vehicle's owner. This is the standard tolling procedure used by other *E-ZPass* agencies.

Using license plate images of vehicles registered in Maryland, MDTA processed more than 15 million 2-axle transactions in calendar year 2024. The front plate image was used for 43% of the transactions and the rear plate was used for the remaining 57%. Not having a front license plate image available to use for tolling these vehicles would have resulted in a loss of about \$35M in revenue. For the first three quarters in calendar year 2025, the front plate image was used approximately 40% of the time, which resulted in \$22.6M in possible toll revenue.

While no system or equipment upgrades are necessary to only collect images of the rear license plate on vehicles registered in Maryland, MDTA's ability to invoice and collect toll revenue would be severely hampered if limited to only using the rear license plate image. Additionally, not having a front license plate would contribute to the ongoing problem where license plates are deliberately obscured or altered to avoid paying tolls, which is an unfair practice.

ATTACHMENT

- Joint Chairmen's Report – Feasibility of Capturing Images of Only Rear License Plates of Vehicles

Feasibility of Capturing Images of Only Rear License Plates of Vehicles

(2025 JCR, p. 121-122)

December 2025
Maryland Transportation Authority

The Maryland Transportation Authority (MDTA) prepared this report in response to committee narrative contained in the 2025 *Joint Chairmen's Report* (JCR). The language states:

“Feasibility of Capturing Images of Only Rear License Plates of Vehicles: *The committees are interested in the feasibility of capturing the image of only the rear license plate of a vehicle at toll facilities in the State, rather than images of both the front and rear license plates. The committees request that the Maryland Transportation Authority (MDTA) submit a report by December 1, 2025, discussing any system and equipment upgrades necessary to switch to a process of capturing only the image of the rear license plate of a vehicle and any potential impacts that may occur as the result of only capturing the image of the rear license plate of a vehicle rather than both the front and rear license plates.”*

Introduction

In 2021, the Maryland Transportation Authority (MDTA) converted to an all-electronic tolling system (AET). Tolls are collected via a transponder or an image of the vehicle's license plate. If an *E-ZPass*® transponder is not detected/read at the time of travel, a camera captures images of both the front and rear of the vehicle, which is a standard practice among tolling agencies. The camera uses optical character technology (OCR) to detect the letters and numbers on the license plate. This information is then processed by trying to match the license plate information to an *E-ZPass* account and process the transaction as an ITOL (image toll). If an account is not found, the license plate information is sent to the Maryland Motor Vehicle Administration (MVA) to identify the vehicle's owner. Vehicle owners for out of state license plates not connected to an *E-ZPass*® account are determined by the agency responsible for registering vehicles in that state. Once an out of state owner is identified, a video toll is created, and a Notice of Toll Due (NOTD) is mailed to the address on file, which is provided by the agency where the vehicle is registered.

To identify the registered owner, the system uses the best image of the license plate. The rear image is the default image. That is, if the rear plate is clear and all characters on the plate are easily recognized, that image is processed. However, when the rear plate is missing, altered, or obscured, the system uses the image of the vehicle's front license plate to identify the registered owner.

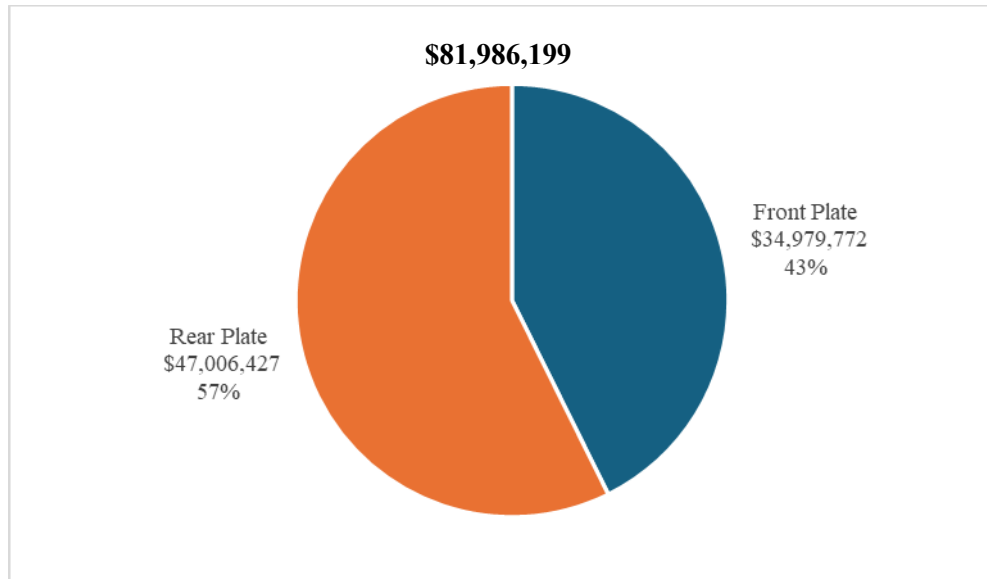
While no system or equipment upgrades are necessary if the MDTA opts to only collect images of the rear license plate on 2-axle vehicles registered in Maryland, MDTA's ability to invoice and collect toll revenue would be severely hampered. Removing the option to use the front license plate to identify the registered owner of a vehicle restricts MDTA's ability to collect from vehicles with lawful license plate obstructions, such as bike racks; MDTA will lose all ability to collect from vehicles that purposefully obstruct the rear license plate.

Revenue Impact

During calendar year 2024, there were approximately 15.1 million transactions for vehicles titled in Maryland in which a license plate was used to invoice the registered vehicle owner. For 2-axle vehicles, which comprises the bulk of these transactions (14.8 million or 98%), the front license plate was used nearly just as often as the rear license plate image to identify and invoice the registered owner. As shown in Exhibit 1, the rear (default) license plate was used to identify and

invoice the registered owner approximately 57% of the time and by contrast, the front license plate was used to identify and invoice the registered owner approximately 43% of the time. If the front license plate was not present, the MDTA would have lost the ability to invoice approximately \$35 million in toll revenue associated with 2-axle vehicles. So far, the MDTA is experiencing similar trends in CY 2025 for 2-axle vehicles.

Exhibit 1
Maryland Registered 2-Axle Vehicles
CY 2024



Appendix 1 depicts transactions and revenue impact for all vehicle classifications for year calendar years 2024 and 2025.

Conclusion

In conclusion, as previously noted, capturing a vehicle's front license plate when a transponder is not present or is associated with an invalid *E-ZPass* account is universal among tolling agencies. While no system or equipment upgrades are necessary if the MDTA opts to only collect images of the rear license plate on vehicles registered in Maryland, the MDTA's ability to invoice and collect toll revenue would be severely hampered. Additionally, not having a front license plate would contribute to the ongoing problem where license plates are deliberately obscured or altered to avoid paying tolls, which is an unfair practice. Therefore, it is imperative that the MDTA has the option to utilize the front license plate.

APPENDIX 1

Table 1

Maryland Vehicle Transactions & Tolls Invoiced Calendar 2024						
	License Plate Imaged Captured			Tolls Invoiced		
Axle	Front Plate	Rear Plate	Total	Front Plate	Rear Plate	Total
2	6,337,175	8,446,763	14,783,938	\$34,979,772	\$47,006,427	\$81,986,199
3	98,526	13,490	112,016	1,142,180	178,096	1,320,276
4	67,803	9,294	77,097	1,225,974	163,349	1,389,322
5	99,133	3,732	102,865	3,759,399	138,812	3,898,211
6	3,454	135	3,589	163,480	6,261	169,741
Total	6,606,091	8,473,414	15,079,505	\$41,270,805	\$47,492,944	\$88,763,749

Table 2

Maryland Vehicle Transactions & Tolls Invoiced Calendar 2025 (January -September)						
	License Plate Imaged Captured			Tolls Invoiced		
Axle	Front Plate	Rear Plate	Total	Front Plate	Rear Plate	Total
2	4,039,173	5,991,017	10,030,190	\$22,574,655	\$33,001,180	\$55,575,835
3	70,957	12,628	83,585	818,668	141,739	960,406
4	52,795	6,629	59,424	937,573	114,529	1,052,102
5	78,052	2,376	80,428	3,017,902	90,945	3,108,847
6	3,234	116	3,350	148,317	4,922	153,239
Total	4,244,211	6,012,766	10,256,977	\$27,497,115	\$33,353,316	\$60,850,430



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

Board Members:

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Engineer, James Harkness, PE, PTOE
SUBJECT: Joint Chairmen's Report (JCR) on Assessments and Actions to Reduce Vessel Collision Vulnerability
DATE: January 29, 2026

PURPOSE OF MEMORANDUM

To update the MDTA Board on the response to the Joint Chairmen's Report (JCR) which requested assessment and actions that can be taken to reduce the vessel collision vulnerability of certain bridges in the State

BACKGROUND

During the 2025 Legislative Session, committee narrative was adopted by the budget committees that required the Maryland Transportation Authority (MDTA) to prepare a JCR that includes the findings of vulnerability assessments of the eastbound and westbound spans of the William Preston Lane, Jr. Memorial Bridge (Chesapeake Bay Bridge), and a discussion of the steps necessary for the Maryland Department of Transportation (MDOT) and MDTA to develop and implement comprehensive risk reduction plans for these bridges to reduce the likelihood of a bridge collapse in the case of a vessel collision. The report includes a discussion of the estimated costs and funding sources needed to conduct the development and implementation of the comprehensive vessel collision risk reduction plans.

SUMMARY

The MDTA has conducted the industry-standard AASHTO vessel collision risk assessment for the evaluation of vessel collision risk for the Chesapeake Bay Bridge. The findings from the vessel collision study are contributing to the comprehensive analysis of safety risks associated with the regional highway network and the safe navigation of vessels under and near the Chesapeake Bay Bridge. MDTA has implemented short-term risk reduction plans, while at the same time rapidly advancing the pier projection and studying the replacement of the existing Chesapeake Bay Bridge spans as part of the MDTA Bay Crossing Study.

ATTACHMENT

- Joint Chairmen's Report - Assessments and Actions to Reduce Vessel Collision Vulnerability

**Assessments and Actions
to Reduce Vessel Collision Vulnerability
of Bridges in the State**

(2025 JCR. p.102-103)

December 2025

Maryland Department of Transportation
Maryland Transportation Authority

The Maryland Transportation Authority (MDTA) prepared this report in response to the budget bill language contained in the 2025 *Joint Chairmen's Report* (JCR). The language states:

Add the following language to the special fund appropriation:

Provided that \$500,000 of this appropriation made for the purpose of administrative expenses within The Secretary's Office may not be expended until the Maryland Department of Transportation (MDOT) and the Maryland Transportation Authority (MDTA) submit a report to the budget committees on the assessment and actions that can be taken to reduce the vessel collision vulnerability of certain bridges in the State.

The report shall include, if available by December 1, 2025, the findings of vulnerability assessments of the eastbound and westbound spans of the William Preston Lane, Jr. Memorial Bridge (Chesapeake Bay Bridge) and the Chesapeake City Bridge, and a discussion of the steps necessary for MDOT and MDTA to develop and implement comprehensive risk reduction plans for these bridges to reduce the likelihood of a bridge collapse in the case of a vessel collision. In addition, the report shall include a discussion of the estimated costs and funding sources needed to conduct full vessel collision vulnerability assessments as well as the development and implementation of the comprehensive vessel collision risk reduction plans that comports with published American Association of State Highway Transportation Officials guidance. The report shall also include information on current measures being taken to reduce the vulnerability of the new Francis Scott Key Bridge.

The report shall be submitted by December 1, 2025, and the budget committees shall have 45 days from the date of the receipt of the report to review and comment. Funds restricted pending the receipt of a report may not be transferred by budget amendment or otherwise to any other purpose and shall be canceled if the report is not submitted to the budget committees.

Introduction

The William Preston Lane, Jr. Memorial Bay Bridge ("Bay Bridge") is in Queen Anne's County and Anne Arundel County, Maryland, carrying US50/US301 across the Chesapeake Bay south of the Chester River between Sandy Point and Kent Island, Maryland. The southern or eastbound span was constructed in 1952 and the northern or westbound span was constructed in 1973. Both structures have an approximate 1,600-foot-long main span with a vertical navigation clearance of 185 feet through which commercial vessels transit.

According to the U.S. Army Corps of Engineers (USACE) North Atlantic Division website, the Chesapeake City Bridge was built in 1948 connecting the two sides of the city. The bridge is located in Cecil County, Maryland and carries MD 213 across the Chesapeake & Delaware Canal. The main span is 540-foot-long and the overall length of the bridge is 3,954 feet. The Chesapeake City Bridge is owned and maintained by the USACE and MDTA is not involved in the inspection, maintenance, or rehabilitation of the bridge. As such, an analysis of the Chesapeake City Bridge is not included in this report.

Francis Scott Key Bridge Event

On March 26, 2024, the Singapore-flagged marine vessel *MV Dali* was transiting out of Baltimore Harbor in Baltimore, Maryland, when it experienced a loss of electrical power and propulsion and struck the southern pier that supported the central span of the Francis Scott Key (Key) Bridge. As a result of the allision, a portion of the bridge subsequently collapsed into the river. The U.S. Coast Guard (USCG) classified this allision as a major marine casualty. The National Transportation Safety Board (NTSB), according to its Memorandum of Understanding with the USCG, is the lead federal agency for the safety investigation.

NTSB Investigation and Recommendations

As part of its ongoing investigation into the collapse of the Key Bridge, on March 20, 2025, the NTSB issued a recommendation to conduct vulnerability assessments to determine the risk level for catastrophic collapse resulting from a vessel collision for 68 bridges across the country. The NTSB identified these 68 bridges frequented by ocean-going vessels that were constructed before the issuance of the 1991 applicable risk guidance from the American Association of State Highway and Transportation Officials (AASHTO). In its March 18, 2025, interim report, the NTSB urged the Federal Highway Administration (FHWA), USCG, and USACE to form a dedicated, interdisciplinary team that provides guidance and assistance to bridge owners on evaluating and reducing the risk of a bridge collapse from a vessel collision.

The NTSB also recommended that if, after a vulnerability assessment has been completed, a bridge is found to be below the applicable AASHTO risk threshold, the bridge owner develop and implement a comprehensive risk reduction plan to minimize the likelihood of a bridge collapse. According to the NTSB, the 68 bridges identified, which included the MDTA-owned Bay Bridge, did not have a completed vulnerability assessment at the time of their recommendation.

Bay Bridge Information

The MDTA is committed to ensuring the safety of the traveling public and the structural safety of its transportation infrastructure. The MDTA's Bay Bridge was identified in the NTSB report as one of the 68 bridges that should have a risk assessment performed based upon AASHTO Guide Specifications requirements for new bridges. The Bay Bridge's eastbound and westbound spans were constructed prior to implementation of guidelines or codes for vessel collision protection. The spans of the Bay Bridge are in conformance with the permits issued by the USCG at the time of construction.

Process from AASHTO

The FHWA requires that new bridges on the National Highway System be designed to minimize the risk of a catastrophic bridge collapse from a vessel collision given the size, speed, and other characteristics of the vessels navigating the channel under the bridge; the requirements were

adapted from AASHTO's Guide Specifications using a vulnerability assessment calculation. The AASHTO *Guide Specification and Commentary for Vessel Collision Design of Highway Bridges*, 1st Edition (1991) introduced the vulnerability assessment calculation, and AASHTO included this calculation in its updated 2009 Guide Specifications with 2010 interim revisions.

Neither FHWA nor AASHTO require a bridge owner to complete a vulnerability assessment for a bridge designed before the release of the 1991 guidelines. Additionally, there is no requirement nor code that establishes a risk threshold for existing bridges per AASHTO.

MDTA Activities following the Key Bridge Collapse

Following the collision with the Key Bridge and prior to the NTSB's interim report, MDTA engaged the consulting engineering firm Moffatt & Nichol (M&N) to conduct an initial evaluation of the risk of vessel collision with the Bay Bridge (eastbound and westbound bridges) in accordance with AASHTO methodologies for risk analyses of the main channel of the Bay Bridge. This analysis developed options for risk reduction and provided concept design of protective structures. The cost of the evaluation was approximately \$600,000 and was fully funded by MDTA capital funds.

Historic traffic data for vessels transiting under the Bay Bridge was obtained from USCG shipborne Automatic Identification System (AIS) database for 2023 and analyzed to include transits under the Bay Bridge by containerships, bulk carriers, tankers, car carriers, general cargo ships, cruise ships and barges. AIS information relates to encoded Very High Frequency signals broadcast from vessels containing information such as vessel position, maneuvering characteristics, loading conditions, and navigational status. The AIS database includes various parameters describing each vessel such as: Maritime Mobile Service Identity identification number, vessel name, vessel type, status, speed, position, heading, beam (width), length overall, draft, deadweight tonnage, and timestamp when data was collected.

The analysis was conducted in accordance with the procedures outlined in the AASHTO Load and Resistance Factor Design (LRFD) Bridge Design Specifications, 10th Edition (2024), which applies primarily to new bridges, and in accordance with the procedures contained in the AASHTO *Guide Specification and Commentary for Vessel Collision Design of Highway Bridges*, 2nd Edition (2009 with 2010 interim revisions), which includes recommendations on the evaluation of existing bridges. The 2009 AASHTO Guide Specifications are significantly more comprehensive in the analysis and design of new bridges for vessel collision than the abbreviated requirements of the 2024 AASHTO LRFD Bridge Design Specifications (Code).

The objective of the vessel collision risk assessment was to evaluate the effectiveness of proposed vessel collision risk reduction measures at the Bay Bridge; namely, to evaluate the annual frequency of collapse in the current condition, analyze the effects of operational measures on the risk of collapse, and develop protection structure configurations that achieve the recommended annual frequency of collapse.

The results of the AASHTO vessel collision risk assessment conducted by M&N concluded that the Bay Bridge does not meet the AASHTO risk threshold for new bridges (whether classified typical or critical).

Risk Reduction Plan and Implementation

Risk Reduction Plan

Based on results of the AASHTO analysis, MDTA developed a comprehensive risk reduction plan that includes short-term and long-term strategies for reducing risk, such as bridge operational procedures, recommended best practices for vessel transits under the Bay Bridge, and physical protection measures.

Short-term strategies include updated communication protocols for vessel pilots, reduced vessel speeds, one-way transits, and methods to manage vehicular traffic on the bridge. Long-term strategies include measures such as physical protection (i.e. the Bay Bridge Protection Project detailed below) and the on-going Chesapeake Bay Crossing Study Tier 2 National Environmental Policy Act (NEPA) project for bridge replacement. While it is not feasible to retrofit the existing Bay Bridge to meet AASHTO's requirements for new bridges, given the advanced stage of planning for a new Chesapeake Bay Crossing along the current corridor, the MDTA continues to focus on that option as the best path forward to reducing the risk of a vessel strike.

Implementation

Following the AASHTO study, MDTA has initiated detailed analysis and further refinement of the risk analysis and the design of potential physical protection measures. MDTA will continue to coordinate with local representatives from the USCG and the USACE concerning risk reduction at the Bay Bridge and the new Key Bridge. Risk reduction measures will be coordinated and reviewed by FHWA, USCG, and USACE.

The MDTA issued a set of recommended best practices to waterway users that included operational recommendations in the area of the Bay Bridge for speed reductions, one-way passage of large vessels, and separation between vessels.

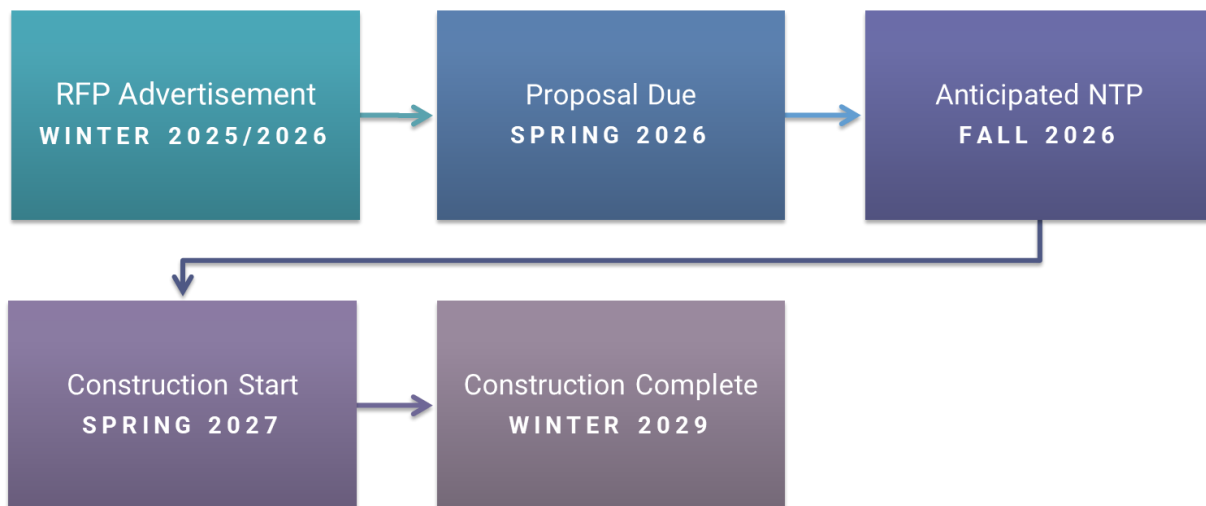
The MDTA is developing the Bay Bridge Protection Project for physical protection measures at the Bay Bridge to add to what is currently in place. This will provide enhanced protection that will reduce the risk from vessel collision. On-going design work includes advancing to a 30% design of the proposed protection structures, further optimizing the physical protection measures, preparation of procurement documents, and geotechnical investigations.

Estimated Costs and Funding Sources Needed

The MDTA's vessel collision risk assessment for the Bay Bridge was funded by toll revenues. The Bay Bridge Protection Project under development would advance bridge protection activities in phases to ensure a state of good repair and resiliency.

In consideration of budget limitations, and to minimize potential conflicts with any future Bay Bridge spans anticipated from the Chesapeake Bay Crossing Study Tier 2 NEPA which is still underway, the Bay Bridge Protection Project has been divided into phases. Any future new bridge project, assuming it is funded for design and construction, will take over a decade to complete during which the current bridge needs to stay operational.

Phase 1 of the Bay Bridge Protection Project includes the installation of physical protection systems around the four towers of the suspension towers supporting the main spans of the two bridges. The estimated cost for Phase 1 of the project is more than \$170M and it is fully funded in MDTA's Capital Budget. Subsequent project phases may be developed and are dependent on funding availability. On October 20, 2025, the MDTA hosted an Industry Forum for the Bay Bridge Protection Project to provide an overview of the project and inform the contracting community about the upcoming procurement process. The MDTA anticipates the Request for Proposals will be advertised in winter 2025/2026. The preliminary schedule for the project is outlined below.



Francis Scott Key Bridge Rebuild

The Key Bridge Rebuild Project will replace the collapsed bridge and restore a critical connection to the Port of Baltimore. The replacement bridge will be designed to meet current interstate standards, carrying four 12-foot travel lanes, 10-foot outside shoulders and 4-foot inside shoulders. The minimum vertical clearance for the replacement bridge will be 230 feet over the 800-foot federally authorized Fort McHenry Navigation Channel, as documented in the USCG Preliminary Navigation Clearance Determination (PNCD) and reflected in the USCG issued Bridge Permit.

The main bridge span over the navigation channel will be a 1,665-foot cable-stayed span between the main bridge piers with 850-foot back spans. In compliance with the USCG PNCD, the horizontal clearance between the pier protection that will surround the new main span piers will be no less than 1,100 feet. As shown in the image below, the size of the planned pier protection is significant as the fenders are larger than a football field. The main H-shaped towers supporting the cable stayed bridge will rise to a height of approximately 600 feet above the

Patapsco River. The remaining bridge spans will include piers both in the Patapsco River and on both the approaches over land. Both the bridge and the bridge pier protection are being designed in accordance with the AASHTO Specifications.



Conclusion

The MDTA has conducted the industry-standard AASHTO vessel collision risk assessment for the evaluation of vessel collision risk for the Bay Bridge. The findings from the vessel collision study are contributing to the comprehensive analysis of safety risks associated with the regional highway network and the safe navigation of vessels under and near the Bay Bridge. MDTA has implemented near-term risk reduction plans, while at the same time rapidly advancing the pier projection project referenced in this report towards construction and studying the replacement of the existing Bay Bridge spans as part of the MDTA Bay Crossing Study. As such it will ensure that it does not preclude a future project to replace the existing spans. Additionally, with safety as the top priority for the Key Bridge Rebuild project, the MDTA is ensuring that the new bridge will meet the current AASHTO standards.



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

Board Members:

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Engineer, James Harkness, PE, PTOE
SUBJECT: Joint Chairmen's Report (JCR) Francis Scott Key Bridge Reconstruction
DATE: January 29, 2026

PURPOSE OF MEMORANDUM

To update the MDTA Board on the response to the Joint Chairmen's Report (JCR) which requested quarterly updates on the progress of the reconstruction efforts for the Francis Scott Key (FSK) Bridge.

BACKGROUND

During the 2025 Legislative Session, committee narrative was adopted by the budget committees that required the Maryland Transportation Authority (MDTA) to prepare a JCR that provides a status update on the progress of the reconstruction efforts for the FSK Bridge. The language stated the Senate Budget and Taxation Committee and House Appropriations Committee are interested in receiving quarterly updates on the progress of the reconstruction of the FSK Bridge. Specifically, the JCR is to provide updates on engineering and design, federal permitting, preconstruction efforts and construction activities. The Committees also requested updates on running totals of expenditures, availability of and projected timeframes for federal reimbursements, and any material changes to cost or schedule.

SUMMARY

The first quarterly JCR was due July 1, 2025. The second quarterly JCR was due October 1, 2025. The third quarterly update was due January 1, 2026. The final quarterly update is due April 1, 2026. MDTA's JCR report provided detailed updates on the status of engineering efforts, permitting coordination with federal and state agencies and preconstruction activities such as surveys and geotechnical investigations. Expenditures as of November 2025 were also provided along with an explanation of federal reimbursements.

ATTACHMENT

- Joint Chairmen's Report - Francis Scott Key Bridge Reconstruction

Francis Scott Key Bridge Reconstruction

2025 JCR. P.121

January 2026

Maryland Department of Transportation
Maryland Transportation Authority

The Maryland Transportation Authority (MDTA) prepared this report in Response to the committee narrative contained in the 2025 *Joint Chairmen's Report* (JCR). The Language states:

“Francis Scott Key Bridge Reconstruction: The committees are interested in the progress being made on the reconstruction of the Francis Scott Key Bridge and request that the Maryland Transportation Authority (MDTA) provide four quarterly updates on the status of the project. The reports shall provide:

- *the current status of design, engineering, federal permitting, preconstruction, and construction activities including completion percentages for each project category.*
- *the running total amount expended for the project.*
- *the current availability and projected timeline for seeking federal reimbursement for the project, including the total amount of federal funds that have been received; and*
- *any material changes to the project schedule or cost.*

Introduction

The Francis Scott Key (FSK) Bridge is located in Baltimore County, City of Baltimore, and Anne Arundel County, Maryland, on MD 695 spanning the navigable Patapsco River. MD 695 was a fully access controlled highway, forming the southeastern section of the beltway loop around Baltimore City. The FSK Bridge was a divided four-lane typical section with two lanes in each direction and was on the National Highway System (NHS). In the early morning hours of March 26, 2024, the container ship M/V Dali struck Pier 17 of the FSK Bridge causing several spans to collapse into the Patapsco River.

The Key Bridge Rebuild Project will replace the collapsed bridge and restore a critical connection to the Port of Baltimore. The replacement bridge will be designed to meet current interstate standards, carrying four 12-foot travel lanes, 10-foot outside shoulders and 4-foot inside shoulders. The minimum vertical clearance for the replacement bridge will be 230 feet over the 800-foot federally authorized Fort McHenry Navigation Channel, as documented in the United States Coast Guard (USCG) Preliminary Navigation Clearance Determination (PNCD) and reflected in the USCG issued Bridge Permit.

Design and Engineering

Progressive Design-Build Procurement

On May 31, 2024, MDTA advertised a Request for Proposals for Contract KB-4903-0000 as a Progressive Design-Build Procurement. MDTA received proposals from three responsive Offerors. On August 30, 2024, MDTA issued Notice of Award to Kiewit Infrastructure Corporation whom they determined to have submitted the proposal that was most advantageous to the State. MDTA issued Notice to Proceed with Phase 1 Project Development Services to Kiewit on September 16, 2024.

Design and Engineering

MDTA and the Design-Builder began work on the design and preliminary engineering for all elements of the project in September 2024. In December 2024, the Design-Builder submitted Proof-of-Concept plans to MDTA (approximately 15% level of design completion) to validate key design assumptions made during the Federal Highway Administration (FHWA) National Environmental Policy Act (NEPA) Categorical Exclusion determination. In March 2025, the Design-Builder conducted the first of two phases of wind tunnel testing on the proposed cable stayed bridge design to evaluate its aerodynamic behaviour under high wind conditions. In late April 2025, the Design Builder submitted plans to MDTA for review at 50% level of design completion. Design is currently progressing to 70% level of design completion with a target for submission on December 1, 2025.

The main bridge span over the navigation channel will be a 1,665-foot cable-stayed span between the main bridge piers with 850-foot back spans. In compliance with the USCG PNCD, the horizontal clearance between the pier protection that will surround the new main span piers will be no less than 1,100 feet. The main H-shaped towers supporting the cable stayed bridge will rise to a height of approximately 600 feet above the Patapsco River. The remaining bridge spans will include piers both in the Patapsco River and on both the approaches over land. Both the bridge and the bridge pier protection are being designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) Specifications.

The major construction elements of the project include:

- Removal of the existing bridge piers and a portion of the approach roadway from the north and south sides of the river.
- Construction of the replacement bridge
- Construction of pier protection
- Reconstruction of the portions of the existing roadway at the north and south approaches, storm drain improvements, including new inlets, storm drain piping, and stormwater management facilities, including wet swales, grass swales, bioswales, micro-bioretenion, and submerged gravel wetlands to meet Maryland Department of the Environment (MDE) and Chesapeake Bay Critical Area Commission requirements.
- Bridge roadway and aesthetic lighting
- Intelligent Transportation System (ITS), including virtual weigh stations, roadway weather information system, fog warning system and CCTV cameras

In January 2025, the Design-Builder began subsurface geotechnical investigations in the river and on land. The information gathered from these efforts allows the Design-Builder to understand the subsurface conditions within the Patapsco River along the bridge alignment. Supplemental geotechnical investigations to gather additional information are complete. As part of these investigation efforts, a pile load test program is ongoing at both main span pier foundations. The load test program will verify the load bearing capacity and behavior of the foundation piles which support the cable stayed bridge structure. To better understand and estimate the potential scour at the proposed bridge foundations, FHWA's Turner- Fairbank Highway Research Center, in cooperation with MDTA and Maryland State Highway Administration (SHA), has performed

tests using physical and mathematical models of the proposed bridge at their Turner-Fairbanks Laboratory in Virginia. The results are being incorporated into the bridge design.

The efforts described above are used to develop the Opinion of Probable Construction Cost (OPCC) and Binding Price Proposal (BPP). MDTA has procured the services of an Independent Cost Estimating Firm (ICE) to perform estimates of the project for comparison and BPP negotiations with the Design-Builder. Cost savings workshops are being conducted to identify design elements and construction means and methods that will help manage the project cost. In addition, MDTA and the Design-Builder are developing a joint project risk register to identify major project risks and to determine mitigation strategies.

Permitting

Coordination with federal and state agencies is ongoing and will continue throughout the duration of the project. MDTA and the agencies meet regularly to collaborate on the best path forward to streamline the permitting process. The majority of state and federal permits for the project have been acquired, which authorize Design-Builder activities that include geotechnical investigations necessary to support engineering/design, demolition of the remaining structural components of the existing bridge, and construction of the new bridge.

A Categorical Exclusion was prepared for the project in compliance with the National Environmental Policy Act (NEPA) and was signed by FHWA on July 23, 2024. In accordance with NEPA, re-evaluations have been prepared for various changes to the Project. On September 15, 2025, FHWA concurred that the approved Categorical Exclusion and subsequent Environmental Documentation remains valid, and preparation of additional environmental analysis is not warranted. Federal permits were obtained in compliance with Section 404 of the Clean Water Act (US Army Corps of Engineers Regulatory), Section 408 of the Rivers and Harbors Appropriation Act (US Army Corps of Engineers Navigation), Section 401 of the Clean Water Act (Environmental Protection Agency's Water Quality Certification issued by MDE through delegated authority), Section 7 of the Endangered Species Act (US Fish and Wildlife Service), as well as Section 9 of the Rivers and Harbors Act (USCG 5th District Bridge Program). In addition, consultation with the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries) has occurred for potential impacts to essential fish habitat, marine mammals, and endangered species.

A Biological Assessment is being prepared under emergency consultation procedures with NOAA Fisheries for the Atlantic and Shortnose sturgeon and is to be submitted post-construction. In accordance with the Marine Mammal Protection Act, MDTA and FHWA coordinated with NOAA Fisheries' Incidental Take Program due to seasonal presence of bottlenose dolphins. An Exposure Analysis for Bottlenose Dolphins was prepared for the 2025 Test Pile Program to determine if an Incidental Harassment Authorization (IHA) would be required due to underwater noise and vibration associated with driving of the test piles. On July 2, 2025, NOAA Fisheries concurred that an IHA would not be required for the Test Pile Program. Based on analysis of noise and vibration data obtained during the Test Pile Program, IHAs will be required for the Project in 2026 and 2027. Two consecutive IHAs are being sought to cover pile driving activities in 2026 and 2027.

Permits have been issued (or are in the process of being issued) by the State of Maryland including Tidal Wetland Licenses from the Board of Public Works, a Nontidal Wetlands and Waterways Permit from MDE Wetlands and Waterways Program, approval of Stormwater Management and Erosion and Sediment and Erosion Control Plans from MDE's Sediment and Stormwater Plan Review Division (SSPRD), National Pollutant Discharge Elimination System (NPDES) Permit for Stormwater Associated with Construction Activity from MDE's Wastewater Pollution Prevention and Reclamation Program, a Memorandum of Understanding with the Maryland Department of Natural Resources (MDNR) Critical Area Commission, and Reforestation Law approval from MDNR's Forest Service (in progress).

MDTA's proposed approach to fulfill mitigation requirements for unavoidable impacts to resources regulated at the federal and state level has been approved by regulatory agencies. Modifications to federal and state permits will continue to be sought, as needed, to address changes in activities and/or impacts to regulated resources as the Project progresses through design and construction. Coordination with FHWA is on-going to ensure compliance with NEPA and documentation is being prepared as required.

Preconstruction

The Design-Builder has performed the following pre-construction activities:

Vibration Analysis

- Completed Vibration Estimates and Impact Analysis to estimate vibration levels and effects from driving proposed steel pipe piles, the potential for other pile sizes, and blasting demolition activities that will be transmitting vibration to adjacent structures and utilities of concern.

Preconstruction Survey

- Completed pre-construction surveys of adjacent properties and structures within a one-mile radius of the project site to document their pre-construction condition. More than 1,100 structures were identified and surveyed on the exterior. A total of 57 property owners requested the inspection team to perform a survey of the inside of the structures.
- Completed Roadway geometry survey work
- Identified Right-of-Way (ROW)
- Identified terrestrial features (storm drain and above ground utilities) and conducted aerial LiDAR scans for survey
- Performed high-resolution geophysical survey to provide information on location of marine utilities and debris within the riverbed
- Performed bathymetric survey of the river bottom within project limits to generate a terrain model of the river bottom surface
- Installed monitors for baseline noise and vibration levels
- Completed probing for subsurface obstructions

Geotechnical Investigations

- Completed land and marine soil borings for subsurface geotechnical investigations

- Completed soil samples and performed laboratory testing to determine the characteristics of the soil, for use in the design of the bridge foundations
- Ongoing installation and testing of test piles at main span bridge foundations

Utility Coordination

- Located all ground level and above ground level utility infrastructure including wire line and pole heights
- Ongoing coordination meetings with Baltimore City's Department of Public Works and the project design team to determine and mitigate impacts to the existing 72" water line that is adjacent to the project
- Ongoing coordination meetings with Baltimore Gas and Electric and the project design team to determine and mitigate impacts to the existing gas line that is adjacent to the project

Construction

Demolition of the Existing Bridge

On July 7, 2025, the Design-Builder began removing the land spans and decks over the marine spans of the existing bridge. All decks over the marine and lands have been removed and the concrete is being rubblized and hauled off site. Removal of steel girders over the land spans and demolition of the piers on land is ongoing. This work is being performed under the First Amendment to the Contract, Early Work Package No. 1.

Procurement of Main Span foundation piles

On July 10, 2025, the Design-Builder began procurement of 96-inch diameter steel pipe piles for the Main Span foundations. This work is being performed under the First Amendment to the Contract, Early Work Package No. 2.

Procurement of Material for the temporary Work Trestle

On August 14, 2025, the Design-Builder began procurement of material for the temporary work trestle. This work is being performed under the First Amendment to the Contract, Early Work Package No. 3.

Installation of Main Span foundation piles

On October 20, 2025, the Design-Builder began mobilizing staff to begin planning for mobilizing key equipment and procurement of materials for the installation of the Main Span foundation piles. This work is being performed under the First Amendment to the Contract, Early Work Package No. 4.

Installation of Temporary Work Trestle

On October 20, 2025, the Design-Builder began mobilizing staff to begin planning for mobilizing key equipment and procurement of materials for the installation of the temporary work trestle. This work is being performed under the First Amendment to the Contract, Early Work Package No. 5.

MDTA and the Design-Builder are negotiating costs for procurement of template for driving the main span foundation piles and procurement of precast concrete panels that will be used as the bottom form for placement of concrete for main span foundations.

Amount Expended for the Project

The project has expended \$238.0 million in MDTA Funds as of November 2025 of which approximately \$25 million is ineligible for federal reimbursement. This includes costs incurred by both MDTA and SHA for the initial salvage and debris removal efforts, as well as for the permanent rebuilding of the Key Bridge. These costs are expected to be covered by insurance proceeds, offsetting revenue (material recycling) or federal funds, except for certain ineligible main channel debris removal costs. For federally eligible project costs that will ultimately be paid for with federal funds, non-federal funding sources, such as insurance proceeds, recycling revenues, and MDTA toll revenues, may be used to initially fund project expenses and manage cash flow requirements in the short-term until federal reimbursement for those costs is received.

Cost Component	Spent to Date
Salvage & Debris Removal	\$77,571,193
PDB Contract - Phase I	\$94,703,463
Existing Bridge Demolition	\$15,107,159
Early Work Packages	\$31,964,263
General Engineering Consultant	\$14,961,847
CMI Contracts	\$1,573,702
Other Consultant & State Costs	\$805,713
MDTA & SHA Staffing Costs	\$1,347,407
Total	\$238,034,747

Note: PDB=Progressive Design Build; CMI=Construction Management and Inspection

Current Availability and Projected Timeline for Seeking Federal Reimbursement

The American Relief Act (P.L. 118-158) authorized more than \$8 billion for the Emergency Relief Program authorized under 23 U.S.C. § 125 and provides that the federal share for Emergency Relief funds for responding to the Dali's destruction of the Francis Scott Key Bridge will be 100%. MDTA is grateful for the federal government's commitment to funding this project so the State of Maryland and the larger Northeast and Mid-Atlantic regions can continue building critical infrastructure projects that move people and commerce safely.

To minimize burdens on federal taxpayers, and consistent with the American Relief Act, the State of Maryland is pursuing the DALI's owner and manager for all the damages caused by their gross negligence and incompetence – including the cost to reconstruct the Francis Scott Key Bridge. Any funds recovered in the lawsuit will be used upon receipt to reduce liability on the bridge's reconstruction from the emergency fund (not to exceed the total amount of liability for the bridge's reconstruction from the emergency fund).

To date, a total of \$277.0 million in FHWA Emergency Relief (ER) funds have been made available to the project (\$60.0 million in Quick Release ER funds and \$217.0 million in additional Congress-appropriated ER funds). Of the total \$60 million Quick Release ER funds, \$53.3 million has been drawn to date. The remaining Quick Release ER funds and additional \$217 million of ER funds are anticipated to be reimbursed over the next six months.

Release of ER funds by FHWA requires MDTA to submit a Detailed Damage Inspection Report (DDIR) periodically to provide updates for funding needs. The most recent version of the DDIR was submitted to the FHWA Maryland Division office in June 2025, which requested Congress allocate \$739,433,686.00 of federal ER funds to the project. This request is based on the estimated project cash flow over the next 18 months. It is expected that these funds will be made available to the project over the next six months, however that is not certain and is at the discretion of Congress. To date, \$217.0 million of this funding request was approved by Congress in September 2025. MDTA and SHA teams have mapped out the expected workflow for processing project invoices and reimbursement requests on a set frequency to ensure consistent and timely reimbursement of funds.

The next version of the DDIR, which may request additional funding, is scheduled to be submitted to FHWA in January 2026.

Material Changes to the Project Schedule and Cost

The lifecycle of a major highway bridge project begins with planning, environmental reviews and permitting followed by preliminary engineering. Risk-based cost estimation is performed during this preliminary design phase, and it typically utilizes FHWA's Cost and Schedule Risk Assessment (CSRA) process. This process incorporates probabilistic methods to establish cost confidence levels. Throughout the project lifecycle – from preliminary engineering to construction – cost, schedule, financial plans and project management plans guide project delivery, with continuous refinement and oversight.

On November 18, 2025, MDTA released updated estimates for cost and schedule for the Project based upon the pre-construction activities, updated datapoints and advanced design efforts (See Appendix for FSK update materials presented to MDTA board meeting). On November 25, 2025, MDTA's Board approved an updated financial forecast to include the cost estimate range of \$4.3-\$5.2 billion with an anticipated open-to-traffic date in late 2030.

Phase 1

Phase 1 services include development of preliminary plans, design reports, performance requirements for Final Design, specifications for construction, development of inspection and maintenance procedures of the unique and complex bridge features, perform community outreach and solicit public input, complete necessary field explorations, surveys, and subsurface investigations, OPCC and BPP cost estimates, and establish parameters for the Phase 2 packages. Scope of Work for Phase I did not include pile load tests, since design information required for estimating the cost for this work was not available at the time of the proposal for Phase 1.

MDTA added additional funding authority to the Phase 1 contract to conduct static and lateral load testing for the bridge foundation which will use 96-inch diameter steel pipe piles for the main cable-stayed span foundations. Performing the pile load test to determine the axial and lateral load capacities for these piles allows MDTA to determine the optimum pile lengths and will add certainty to development of the overall cost for the Project. The additional cost for this work is \$42,956,739.84.

MDTA determined extending the Phase 1 design stage to 70% will allow detailed design and minimize contingency for risk in the BPP. MDTA has added additional funding of \$55,000,000 for this added work.

With the additional scope of work, the total Phase 1 contract value was increased from \$73,000,000 to \$160,956,739.84. At this time, MDTA has extended the Phase 1 contract duration to June 30, 2026.

Phase 2

MDTA and the Design-Builder are currently working to identify Phase 2 Early Work Packages (EWP) to advance the project work and schedule. These EWPs include demolition of remaining portions of the work, procurement and installation of piles for the cable-stay span foundations, procurement and installation of temporary access trestle, foundation footing procurement and installation, environmental mitigation, leasing properties to support the construction work, materials testing, environmental mitigation, and formwork for the cable-stay span foundations and towers.

On June 4, 2025, MDTA and the Design-Builder executed the First Amendment to the Contract with a not-to-exceed amount of \$250,000,000 to perform work under the Early Work Packages.

MDTA continues to work through the cost estimation process for a design that incorporates current federal standards for marine shipping and roadways, as well as specific needs of the state.

Recent pre-construction activity and updated datapoints are being utilized to provide a better understanding of the cost and schedule estimates for the project at 50-70% design. MDTA remains committed to delivering the Key Bridge Rebuild with safety, economic vitality, and sound stewardship of taxpayer dollars being top of mind.

APPENDIX



Board Members:

MEMORANDUM

TO: MDTA Board
FROM: Chief Engineer James Harkness, P.E., PTOE
SUBJECT: KB-4903-0000 – Key Bridge Rebuild Update
DATE: November 25, 2025

PURPOSE OF MEMORANDUM

To update the MDTA Board on the program scope, cost, and schedule for the reconstruction efforts for the Francis Scott Key (FSK) Bridge.

SUMMARY

The Maryland Transportation Authority (MDTA) continues to work in partnership with the Federal Highway Administration to quickly and safely advance the rebuilding of the Francis Scott Key Bridge. The project's development and design progression has resulted in an updated cost estimate range of \$4.3-\$5.2 billion with an anticipated open-to-traffic date in late 2030.

Preliminary estimates for the cost and timeline of the rebuild were made less than two weeks after the initial incident in March 2024, prior to any design or engineering studies. Since then, national economic conditions have changed significantly and material costs have increased dramatically. Pre-construction activities, updated datapoints and advanced design – not available in the immediate days following the bridge collapse – have been used to inform the MDTA on an updated estimated cost and schedule for the project. After negotiations with the progressive design builder Kiewit are complete, MDTA anticipates the final cost of the project will be within the estimated price range.

The increased length of the main span, now 1,665 feet, has resulted in an increase of the overall span of the bridge and the height of the main piers. The increased size accommodates larger marine traffic and is needed to comply with current guidelines from the American Association of State Highway and Transportation Officials for new bridges. The size and cost of the pier protection, the extent of which was not accounted for in the preliminary estimate, adds a significant cost to the project. The towers needed to accommodate both the length and 230-foot height of the bridge deck add a significantly higher cost than initial assumptions.

According to the Federal Highway Administration, highway construction costs have increased approximately 72% in the last five years, which has led to an uncertain construction and bonding market nationwide. Inflation remains a risk to the cost of materials and contractors continue to price that risk into their bids. The cost of raw materials and labor remains constantly in flux. When pricing construction jobs, uncertainty equates to risk, which impacts cost.

The State has, and will continue to, make substantial financial commitments and contributions to support the Key Bridge reconstruction—including advancing upfront construction costs and contributing hundreds of millions of dollars in insurance proceeds toward the rebuilding effort.

The project is making significant progress in the design and pre-construction phases, and groundbreaking for the new bridge is expected to occur in the coming months. The MDTA is working to expedite the delivery of a new bridge and acknowledges the impact the loss of the Key Bridge has had on the Baltimore region – from longer commute times to financial strain on businesses in our State. The MDTA and the Maryland Department of Transportation remain committed to mitigating the impacts of the loss of the bridge throughout the rebuild process. This includes providing travelers with the best, real-time information possible, adjusting transport operations and providing new travel options — all with an eye towards reducing congestion and impacts to our local communities.

Francis Scott Key Bridge Rebuild Project Update



New Francis Scott Key Bridge



- The rebuilt bridge includes the main span **cable stayed bridge** and **marine** and **land approach spans** that connect the bridge to land on each side.
- The total bridge length is **11,015 feet**.
- There are nearly **98,000 square yards of concrete bridge deck**.

Typical Roadway Section



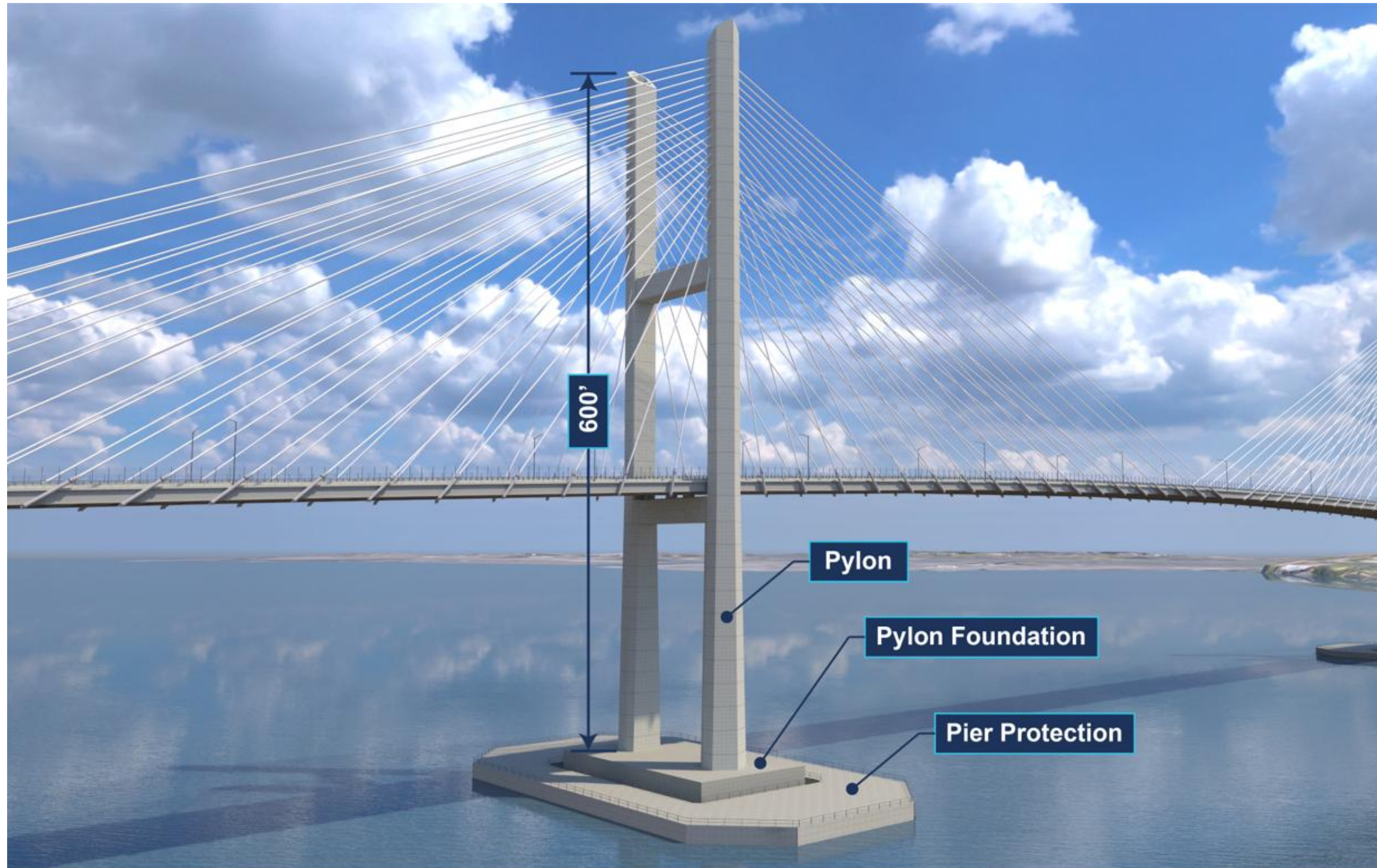
- The roadway has **two 12-foot lanes in each direction**, with a **10-foot outside shoulder** and **4-foot inside shoulder**, meeting **Interstate standards**.
- A **5-foot maintenance walkway** runs along each side of the cable-stayed span, with cables set back from traffic for **safety and improved wind stability**.
- **Barriers are 42" tall** to comply with current safety standards
- Anti-climb fencing over the water and street lighting are included for additional safety and visibility.

Cable-Stayed Bridge Spans



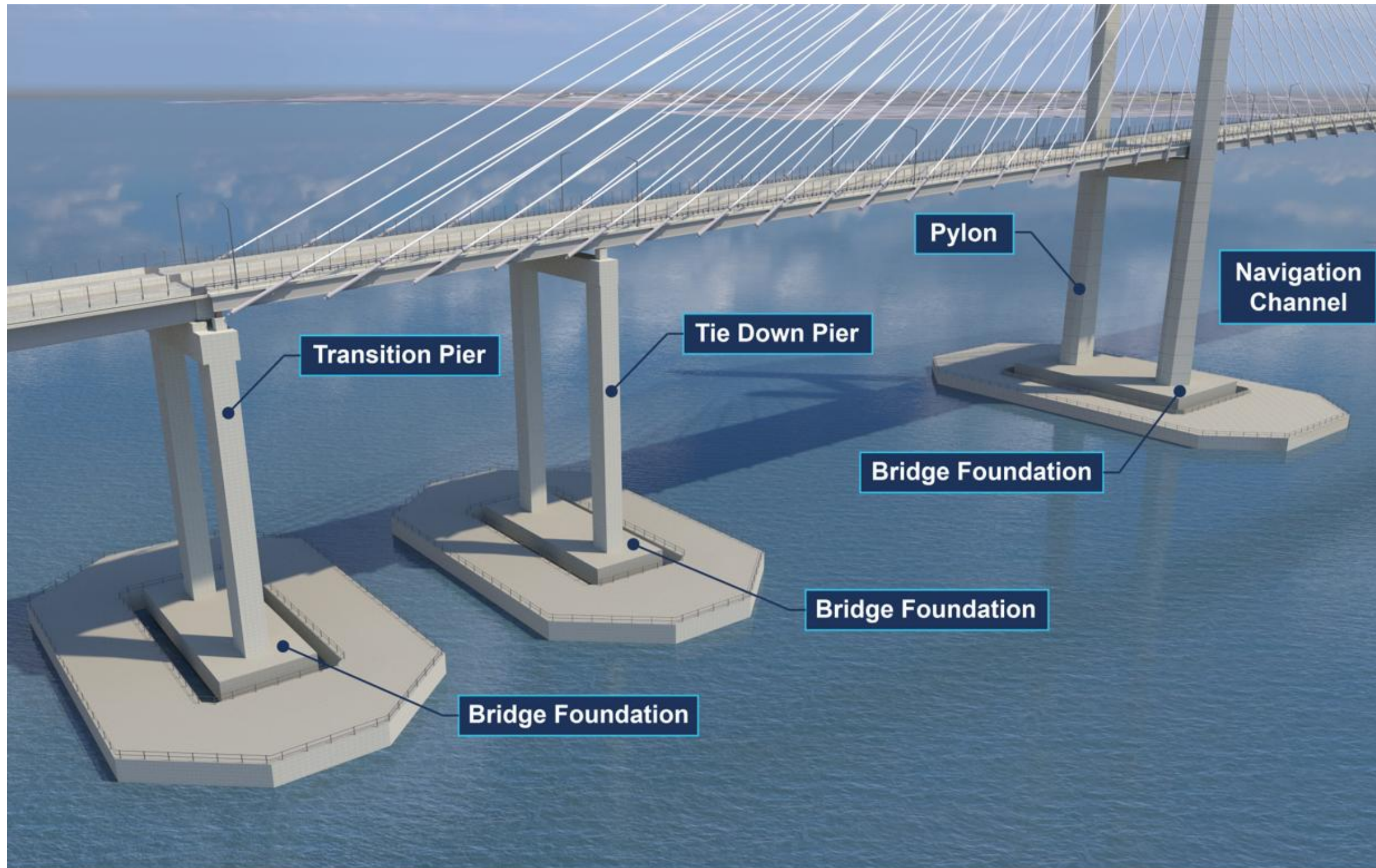
- The cable-stayed portion of the bridge is **3,365 feet long** and supported by **six piers**, including the two main pylons.
- The **1,665-foot main span** is the **longest cable-stayed span in the U.S.** and provides **230 feet** of clearance for marine traffic.
- The bridge is supported by **144 cables**, which distribute the deck's weight evenly .

Pylons



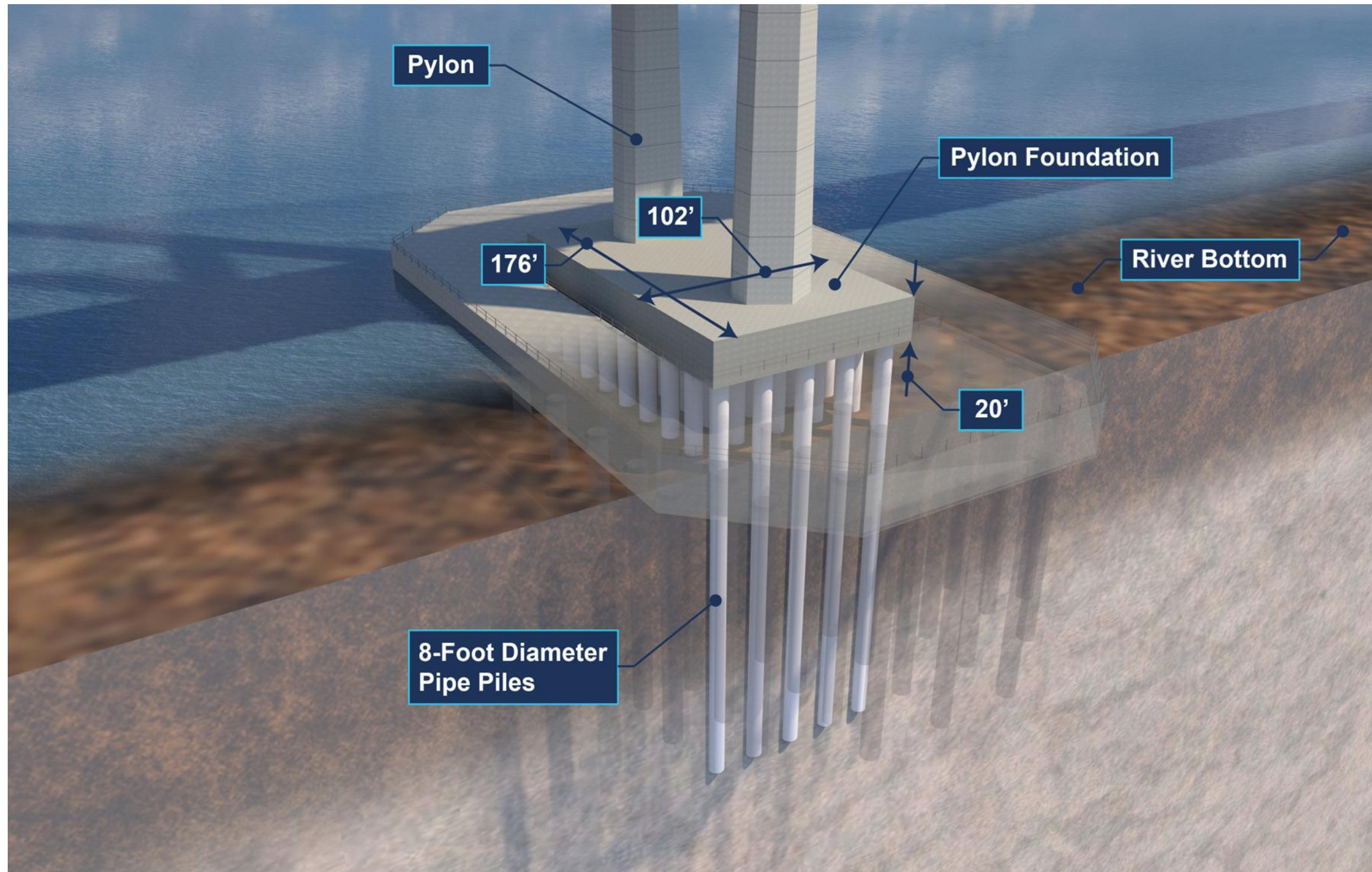
- Each pylon tower rises **over 600 feet** above the river, with a column that **tapers as it ascends**.
- The lower tower sections include **over 4,300 cubic yards (≈8,600 tons)** of reinforced concrete for strength and stability.
- The towers are connected by **two concrete cross-beams** (each **20' x 20'** and **95 feet long**): the lower beam is **solid**, and the upper beam is **hollow** with **2-foot-thick walls**.
- Each pylon tower is constructed in **31 concrete lifts**, each **15–20 feet** tall.

Cable-stayed Bridge Foundations



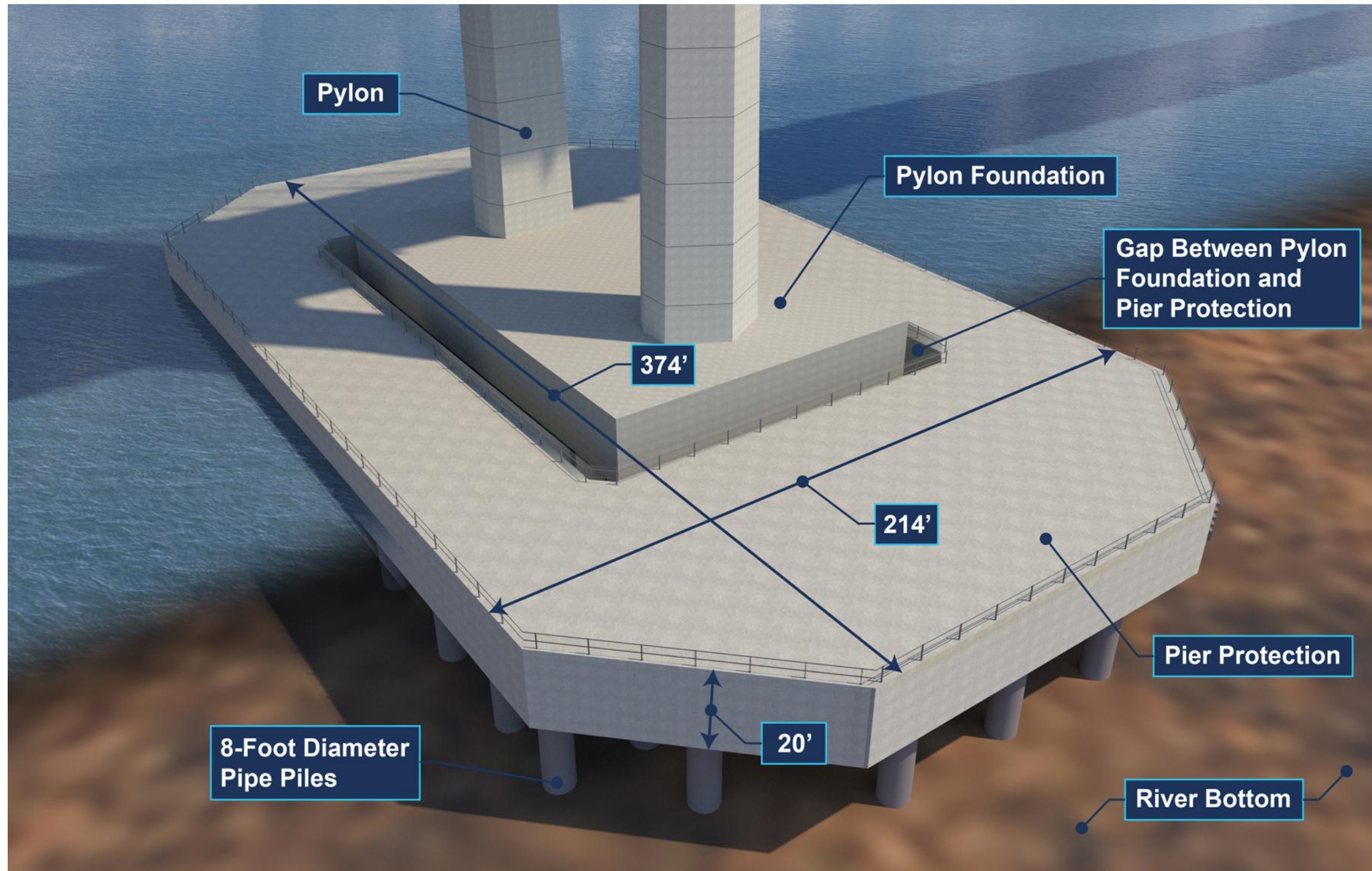
- The cable-stayed bridge foundations include **six total piers**.
- This includes the two main pylons along with a tie-down and transition pier on each side of the main span.
- **Tie-down piers** and **transition piers** each have **10 steel piles** that are **8 feet in diameter** in every foundation.
- In total, the cable-stayed pylon foundations use **130 piles**, each **8 feet in diameter**.

Pylon Foundations



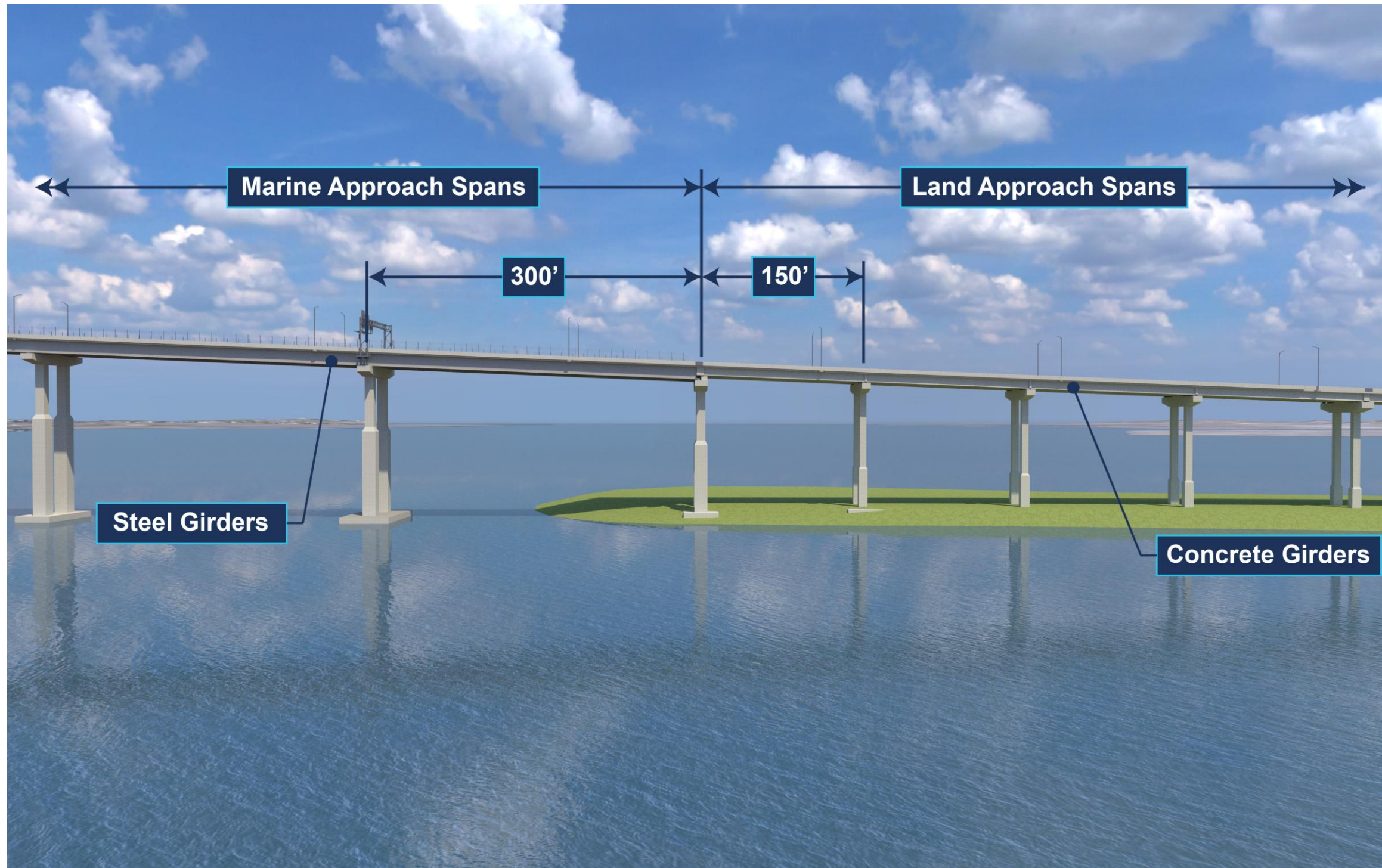
- Each foundation is supported by **45 massive steel piles**, each over **200 feet long** and **8 feet in diameter**, anchored deep into the Patapsco geological layer.
- The footing itself is **roughly the size of two NBA basketball courts** and stands **20 feet thick**.
- **More than 13,000 cubic yards** of concrete—about **26,600 tons**—goes into each footing.
- Constructing each foundation takes **over 1,300 truckloads of concrete**, placed in **three layers**.

Pier Protection System



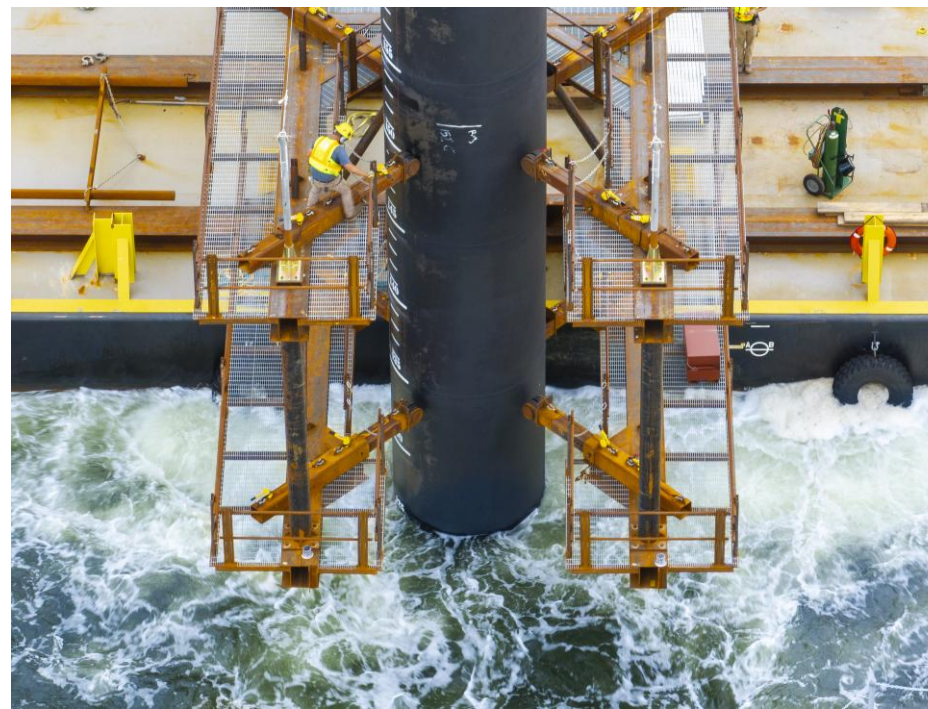
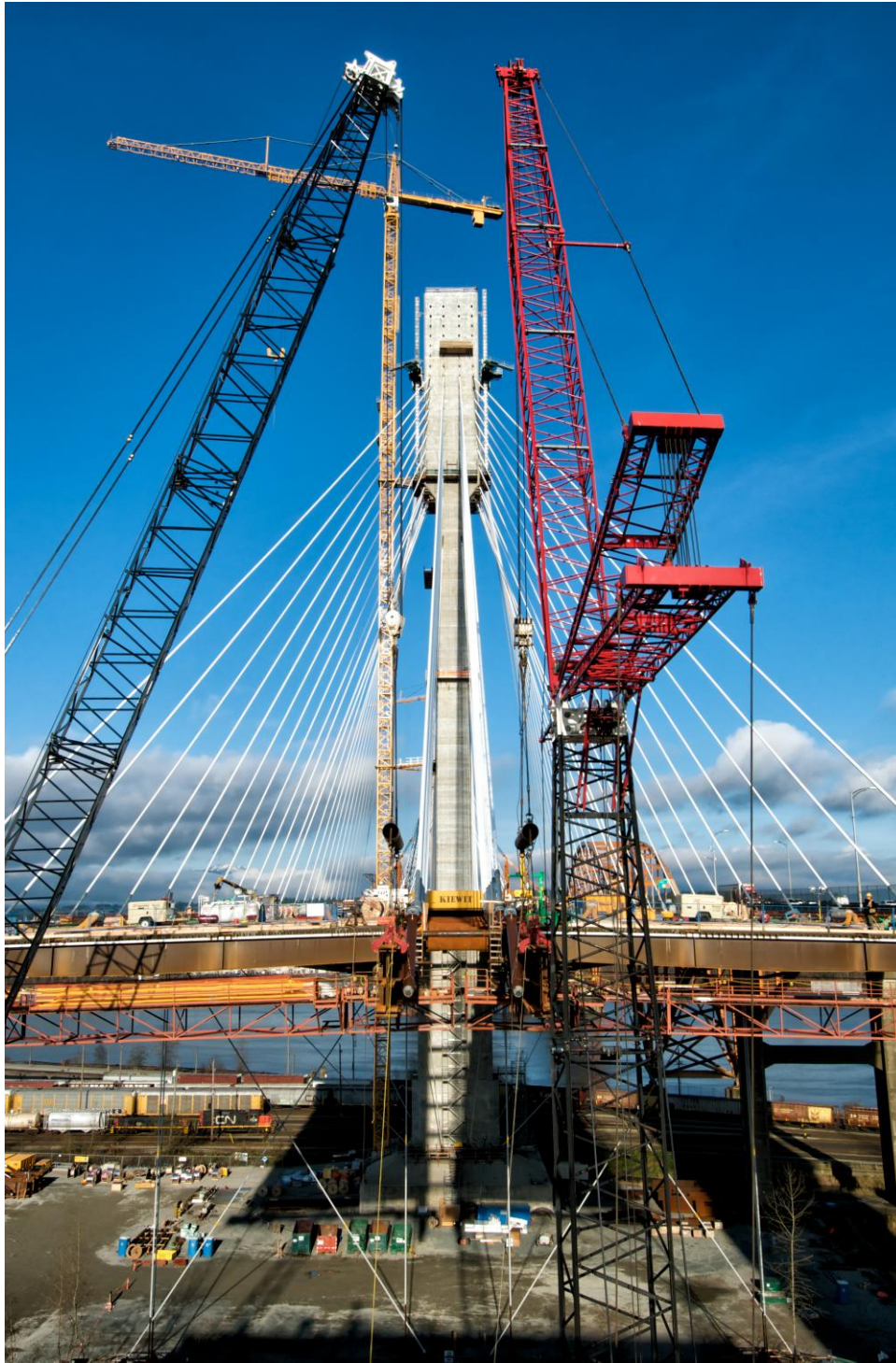
- Each main pylon protection fender is longer and wider than an NFL **football field** and **over 20 feet thick**, containing **~41,600 cubic yards (~83,000 tons)** of reinforced concrete.
- Each pylon fender is supported by **78 steel pipe piles**, each pile is **8 foot in diameter** and **filled with ~144 cubic yards (~288 tons)** of concrete.
- The other four cable-stayed pier protection fenders are smaller but similar, containing **~21,000–23,000 cubic yards (~42,000–47,000 tons)** of concrete.
- In total, the bridge's protection system uses **276 concrete-filled steel piles**, each **8 feet in diameter**.

Approach Spans



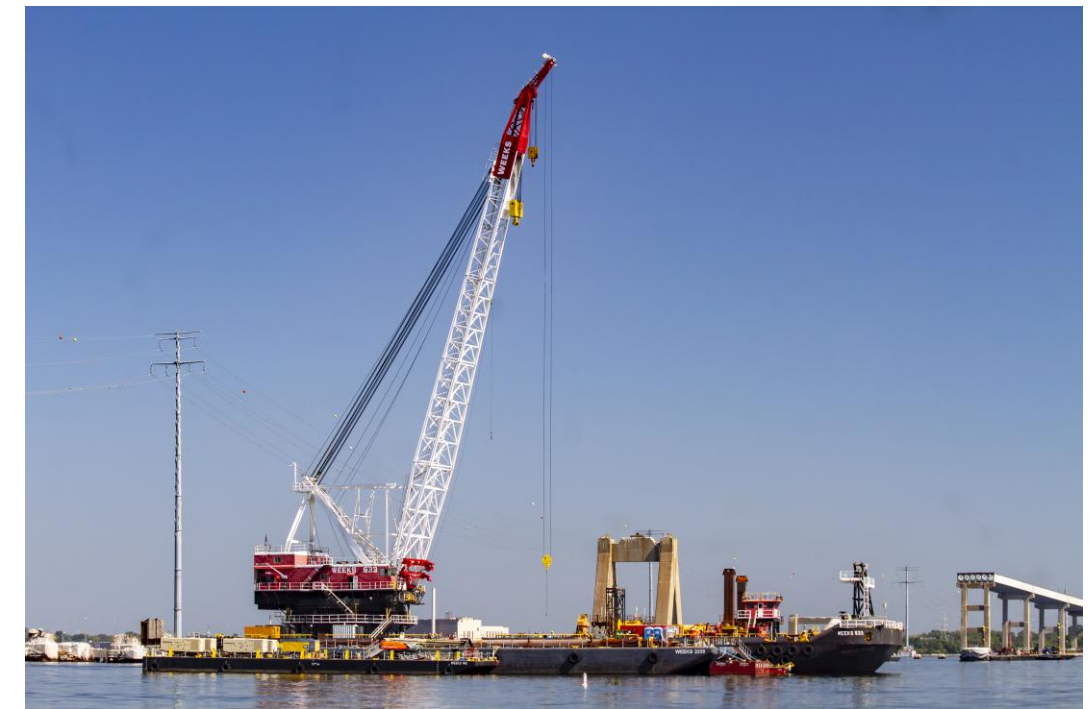
- The marine approach spans total **2,219 feet**, with a bridge deck area equal to **just over 3 football fields**.
- They include **seven curved steel girder spans**, each **about 300–330 feet long**, supported by **seven two-column piers**.
- The marine foundations use **48-inch steel pipe piles**, with **126 total piles**, with the upper portions filled with reinforced concrete.
- The land approach spans total **5,431 feet** with a bridge deck area equal to about **8 football fields**.
- They include **36 concrete girder spans**, each **150 feet long**, supported by **36 two-column piers** ranging from **24 to 124 feet tall**.
- The land foundations use **36-inch steel pipe piles**, with **648 total piles**.

Construction Equipment

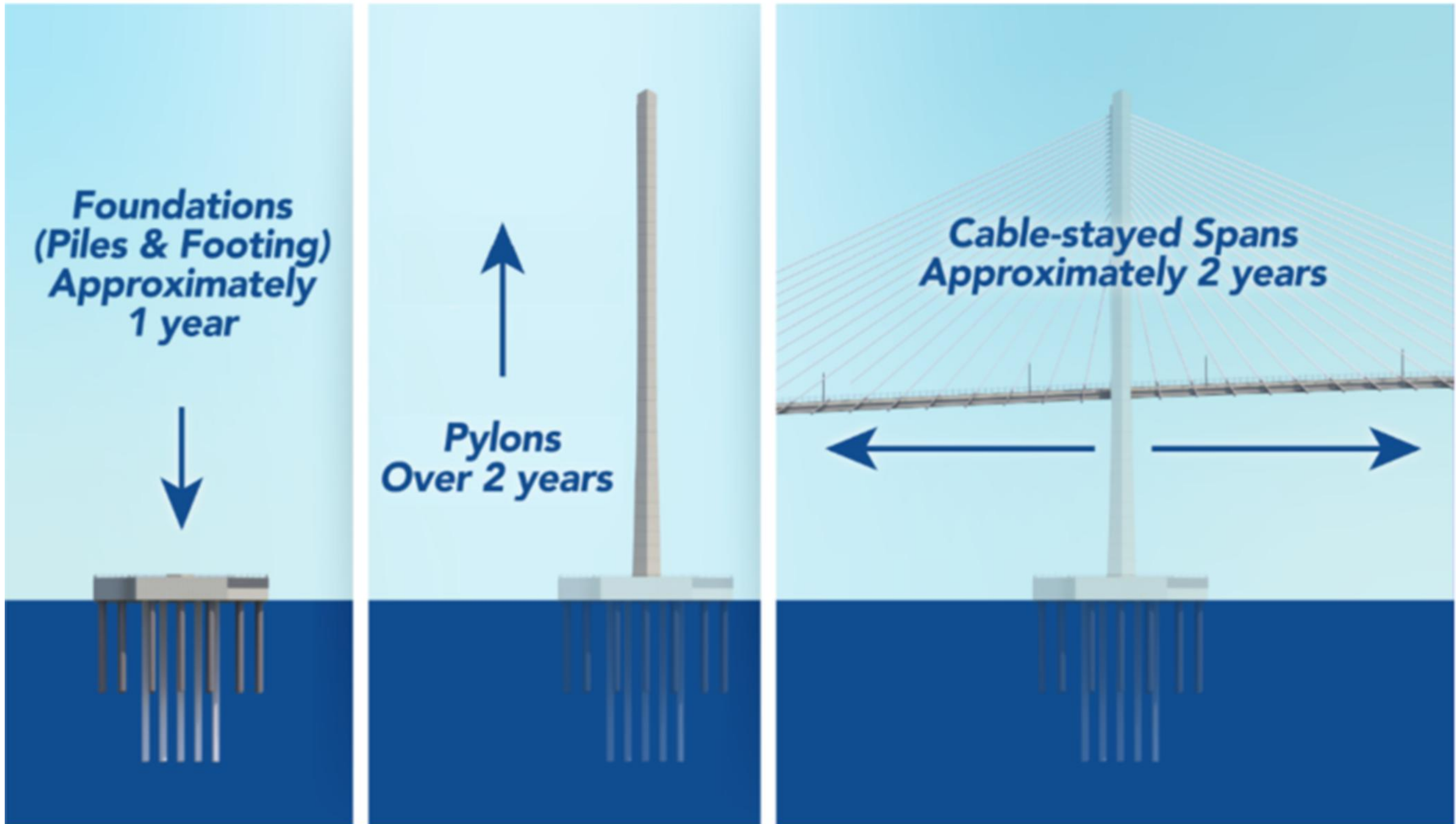


Specialty Equipment to Construct the largest Cable-Stayed Bridge in the United States:

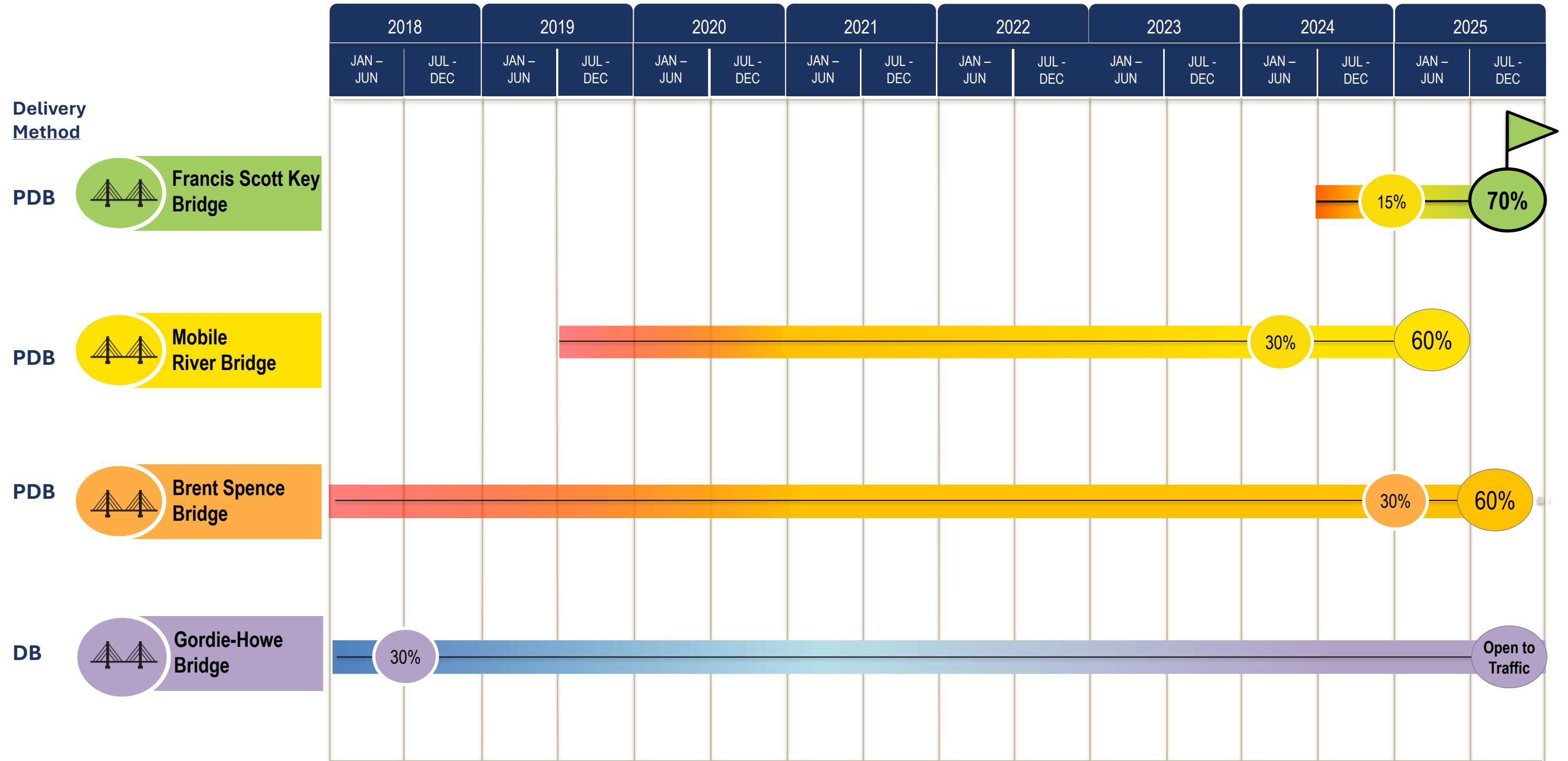
- Two of the largest fully rotational barge cranes on the East Coast
- Multiple tower cranes to construct the pylons
- Two - Menck 800 kJ hydraulic pile driving hammers
- Fleet of barges and barge mounted cranes
- 3.4 acres of temporary construction access trestle stretching from each side of the river to the pylons



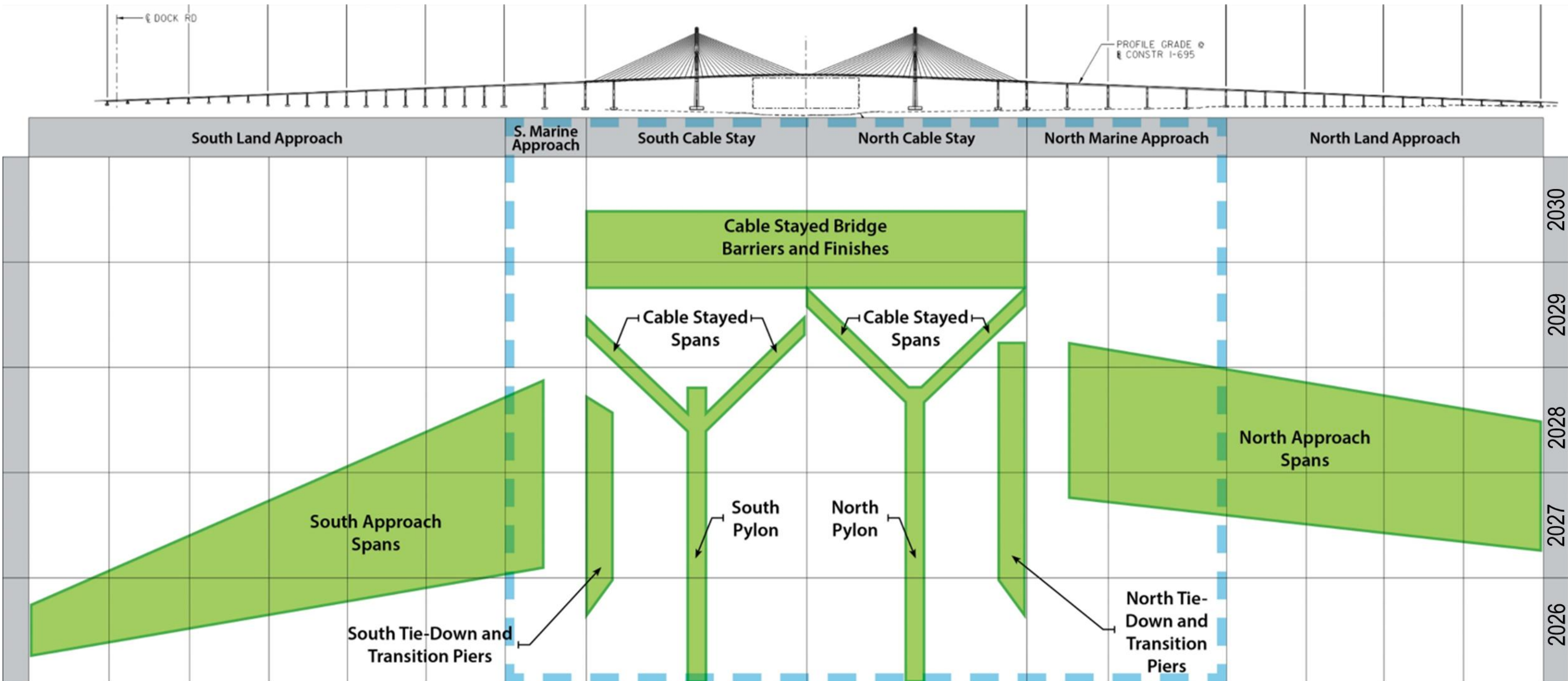
Construction Duration of Cable-Stayed Bridge Spans



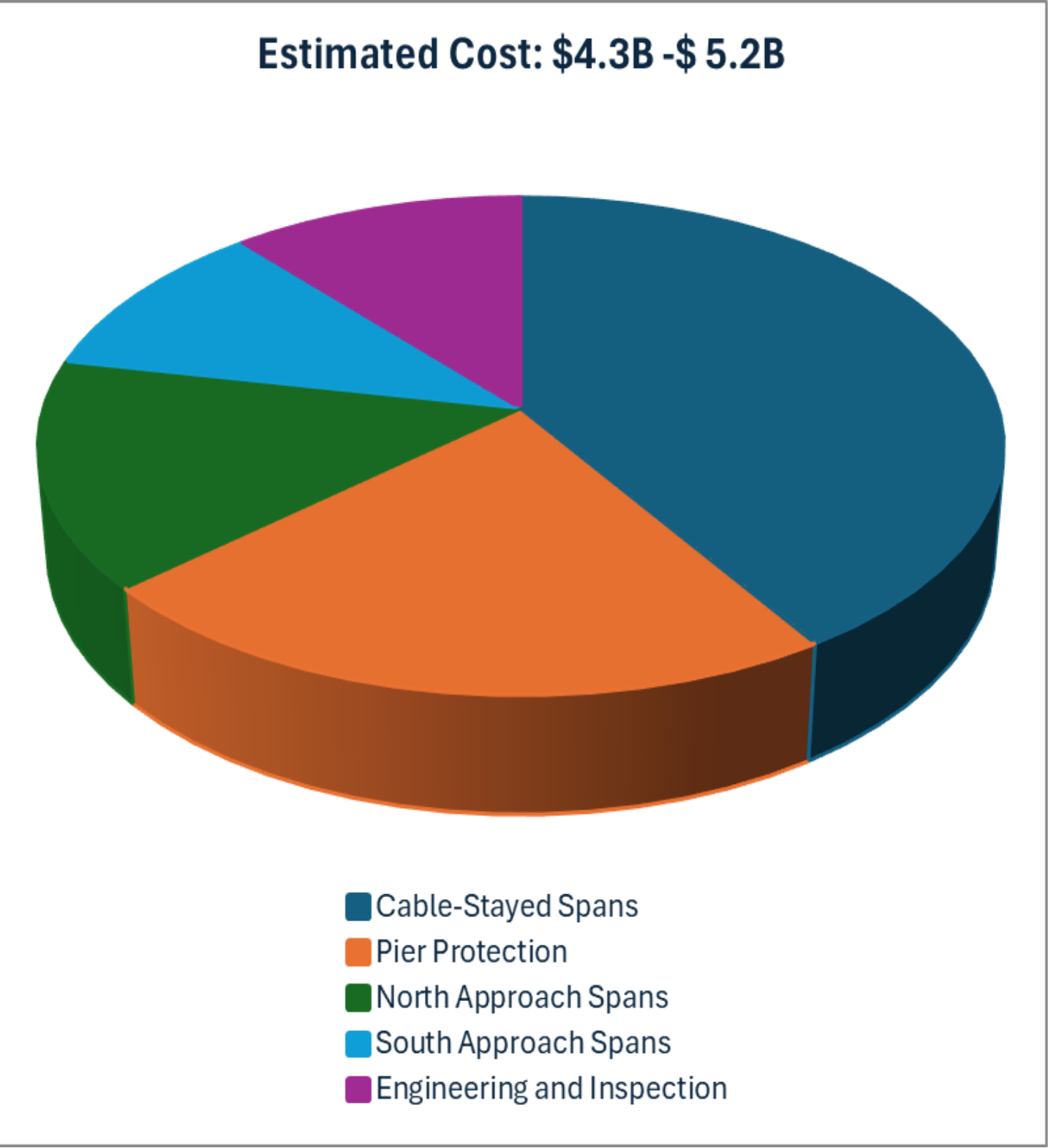
Comparable Cable-Stayed Bridge Projects



Construction Critical Path



Cost Update



Schedule Update

Activity	Schedule
Estimating Process (ensuring precise estimates=cost control)	December 2025 to End of March 2026
Estimate Reviews and Adjustments (Iterative)	End of March 2026 to Early April 2026
Binding Price Proposal #1 (can offer up to three times)	Early April 8, 2026
Project Staff/MDTA/MDOT Negotiation	April 2026
Deal Reached or No Deal (Off-Ramp)	End of April 2026
Final Legal Clearance, Federal Approvals, Funding Approvals, Finalizing Contract Modification	May 2026
MDTA Board Approval of Contract Modification	May 28, 2026
Notice to Proceed for Construction (Phase 2)	June 2026
New Key Bridge Open to Traffic	Late 2030
Final Construction Closeout	Late 2031

Cost Controls

Evaluate design options through breakout estimates to facilitate cost and schedule-driven decision-making

- Revised alignment: PDB – no schedule impact & marginal cost change; DB – 18-month delay & \$350M change order

Risk Workshops

- Proactively identify and assign risks to relevant parties
- Weights risks by likelihood of occurrence and potential cost & schedule impact
- Focuses efforts on issues that pose most significant risk to timely completion of project within budget

Comprehensive cost savings workshops, resulting in \$200M in savings

- Identified and evaluated 143 potential ideas
- Implemented 37 ideas into the design

Pursuing cost reductions across all early work packages (EWP), establishing a culture of financial stewardship

- Each EWP estimated in an iterative manner, resulting in 16.7% in savings compared to initial PDB proposals
- Maintains tough negotiating environment on each step leading to Binding Price Proposal (BPP)

Independent Cost Estimator (ICE) process provides comparison point for negotiations between MDTA and PDB

- ICE firm utilizes a contractor's approach to develop bottoms up cost estimates – both EWP and BPP
- MDTA is employing a second ICE firm as a “blind estimator” to provide external validation of overall costs

Early work packages provide cost and schedule certainty for critical materials and construction

- Many materials are uniquely fabricated and are not off-the-shelf products
- Reduces project risk through early procurement
- Allows critical path to progress while design progresses

TAB 9



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

Board Members:

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

Bruce Gartner, 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: January 29, 2026

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 January 15, 2026, there are thirteen major projects in the Capital Program. Eight of the projects are under construction and three are under design. This update includes projects funded for construction in the current Consolidated Transportation Program and includes five projects valued in excess of \$100 million. There are two projects from the \$1.1 billion I-95 ETL Northbound Expansion program.

ATTACHMENT

- MDTA Major Capital Projects (>\$40 million) – January 2026 Update

MDTA Major Capital Projects (>\$40 Million) - January 2025 Update

Pin	Contract No.	Description	AD	NTP	Current Budget (Thousands \$)	Anticipated Construction Completion	Construction (C), Procurement (P) or Design (D)
2147	MA-2257	Replace Electronic Toll Collection - 3rd Gen	8/1/16	3/6/18	139,353	Spring 2028	C
2477	KH-3024	I-95/Belvidere Road Interchange	5/18/20	2/25/22	81,661	Fall 2026	C
2317	BB-2726 BB-3017	Eastbound Bay Bridge Deck Replacment - Phase 1	9/6/19	1/9/23	251,651	Summer 2027	C
2306	HT-2709	Envelope and Switchgear Replacements at BHT Ventilation Buildings	1/10/22	2/20/23	80,675	Winter 2027	C
2512	HB-3001	Cleaning and Painting of the Hatem Bridge	8/3/23	1/16/24	65,936	Summer 2026	C
2450	KB-3005	I-695 Subgrade Improvements at Bear Creek	6/6/23	3/25/24	43,913	Spring 2026	C
2492	KH-3020	I-95 ETL Northbound Extension - MD 24 to Bynum Run	2/23/24	11/4/24	66,268	Winter 2027	C
2493	KH-3021	I-95 ETL Northbound Extension - MD 24 Interchange	6/27/24	11/20/24	285,736	Winter 2028	C
2582	KH-3046	I-95/I-695 Interchange Express Toll Lanes Ramps	10/10/25	5/6/26	79,000	Winter 2028	P
2679	BB-3025	EB Bay Bridge Painting - Phase I	11/20/25	6/7/26	58,000	Spring 2028	P
2655	KB-4903	Francis Scott Key (FSK) Bridge Replacement - Phase 1	5/31/24	9/16/24	418,800	Spring 2030	D
2500	KH-3025	JFK Maintenance Facility at Raphel Road - Phase 1	6/22/26	11/23/26	52,000	Summer 2029	D
2656	BB-3023	Bay Bridge Protection Project	2/2/26	9/10/26	175,000	Winter 2029	D

*Denotes budget or schedule changes

TAB 10



MEMORANDUM

TO: MDTA Board
FROM: Director of Information Technology, David Goldsborough
SUBJECT: Quarterly Information Technology Update
DATE: January 29, 2026

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 January 29th, 2026, the Division of Information Technology maintains an active portfolio of 21 projects and continued support of the third-generation tolling system (3G) program.

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

Project Name	Brief Description	Go-live	Updates
HR Central Conversion	Moving HRC to the new Salesforce lightning platform	3/2026	<ul style="list-style-type: none">• Moved class and comp to production• Working on enhancements to employee relations module• Still performing manual data validations as a result of HRIS issues.
HR Central Enhancements	Adding additional functions to HRC	7/2026	<ul style="list-style-type: none">• Working on STEP schedule• STEP eligible supervisors report creation
Maximo Enhancements	Implementation of modules to further support asset mgmt. and onboarding MDTA assets.	7/2026	<ul style="list-style-type: none">• Updates to elevator assets• Updates to GIS data fields

Quarterly Information Technology Update
Page Two

Project Name	Brief Description	Go-live	Updates
Dynamics SL Upgrade	Upgrade from version 2015 to 2018	3/2026	<ul style="list-style-type: none"> Continued interface development Continued development on reports
HRIS	Moving the HRIS system to the cloud	Unknown	<ul style="list-style-type: none"> Need to re-test interfaces from RPI to HRC. Data issues are ongoing.
Police BWC	MDTAP Police body-worn cameras	3/2026	<ul style="list-style-type: none"> Data conversion from Coban 95% complete Working through business rules for Evidence.com
Maximo 9 upgrade	Major upgrade for Maximo to IBM's new architecture	9/2026	<ul style="list-style-type: none"> Approved by Finance Committee Approved through BPW Kickoff held on 1/22/2026
Procurement Milestone Tracking (PMR)	Tracking application for procurements as they move through the process.	2/2026	<ul style="list-style-type: none"> Finalizing work on renewals and PORFP methods Conducting UAT
Contract Migration	Moving all MDTA contracts from Dynamics to Maximo for purchasing.	3/2026	<ul style="list-style-type: none"> Continued work on transition POs Working on training materials for OEC conversion to Maximo
P-card Upgrade	Moving MDTA's credit card system to an upgraded platform.	3/2026	<ul style="list-style-type: none"> Working on creation of user guide QA still testing scenarios

TAB 11



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thompson, Chair

Board Members:

Dontae Carroll
Maricela Cordova
William H. Cox, Jr.
Mario J. Gangemi, P.E.

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Administrative Officer, Percy E. Dangerfield, Ph.D.
Civil Rights and Fair Practices Director, Khadriah Ward
PREPARED BY: Civil Rights and Fair Practices Director, Khadriah Ward
Civil Rights Program Manager, Alice Cook
Civil Rights Program Manager, Verlinda Dillard
SUBJECT: Quarterly Update: Socio-economic Programs Status
DATE: January 29, 2026

PURPOSE OF MEMORANDUM

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

SUMMARY

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

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

The socio-economic program performance information presented below is based on Quarter 1 of 2026, which covers the performance period from July 1, 2025, to September 30, 2025. This performance period will be referred to as Q1 FY2026.

Disadvantaged Business Enterprise (DBE) Program

On October 3, 2025, the U.S. Department of Transportation issued an interim Final Rule (IFR) modifying the Disadvantaged Business Enterprise (DBE) Program. The IFR significantly changes how DBE eligibility is determined, certified, and counted for federally assisted transportation projects.

Historically, the DBE program relied on race- and sex-based presumptions of social disadvantage. The IFR eliminates those presumptions and requires all applicants to demonstrate social and economic disadvantage through individualized evidence, evaluated on a case-by-case basis.

Key elements of the Interim Final Rule:

- Elimination of Race-and Sex-Based Presumptions

Firms owned by women or minority individuals are no longer presumed to be socially disadvantaged. All DBE applicants must now provide individualized documentation demonstrating social and economic disadvantage.

- Mandatory Recertification of Existing DBEs

All currently certified DBE firms must be reevaluated under the new eligibility standards before they may continue to be counted for federal reporting and DBE goal attainment purposes.

- Temporary Impact on Goal Setting and Participation Counting

During the transition period, while Maryland's Unified Certification Program (UCP), administered by the Department of Social and Economic Mobility (DoSEM), conducts recertifications:

- DBE contract goals may not be established on new federally assisted contracts; and
- DBE participation may not be counted toward overall program goals.

Rationale for the Rule:

USDOT issued the IFR to address constitutional and legal concerns associated with race- and sex-based presumptions in federal contracting programs, and to ensure continued compliance with equal protection principles.

Implications for MDTA:

The IFR has immediate and direct effects on the ability of federal recipients to monitor, measure, and report DBE participation. Because all DBE firms must be evaluated under revised eligibility standards, there is a transitional period during which existing certifications cannot be relied upon for goal crediting.

For MDTA, the IFR results in several operational impacts:

- Coordination with Maryland's UCP is required to implement DBE recertifications under the new standards.
- DBE program documents, procedures, and outreach efforts must be updated to reflect individualized eligibility determinations.
- Contract-level DBE goals and program-wide participation cannot be meaningfully monitored during the transition period. Monitoring systems that rely on confirmed DBE certification—such

as utilization tracking, payment verification, and goal attainment reporting—are temporarily constrained until recertification is complete.

- Clear communication with contractors and the small business community is necessary to ensure awareness of the new requirements and timelines.
- Established compliance metrics have been disrupted. DBE monitoring traditionally relies on certification at award, commitments at contract execution, and ongoing payment tracking. The IFR alters the eligibility baseline mid-cycle, limiting the agency’s ability to validate DBE commitments and produce defensible quantitative compliance reports during the transition.

Pre-IFR Contract Activity:

Prior to the effective date of the IFR, MDTA established and reported DBE goals for its federally funded projects in accordance with then-applicable guidance. These projects include the Francis Scott Key Bridge (FSK) Progressive Design/Build Phases 1 and 2, I-95 at Belvidere Road Interchange, Nice-Middleton Bridge Campus Improvements, Planning, Engineering, Construction, and Program Support Services for FSK Bridge Reconstruction, various Construction Management and Inspection Services for FSK Bridge Reconstruction, and Comprehensive Project Planning and Miscellaneous Consultant Services.

This report captures DBE goals and payments for the referenced contracts through Quarter 1 of fiscal year 2026, covering activity from Notice to Proceed (NTP) through September 30, 2025.

The FSK Bridge Progressive Design/Build Phase 1 contract was executed on September 16, 2024. Phase 2 commenced on or about June 16, 2025.

CRFP monitored the federally funded contracts for the Nice-Middleton Bridge Project to ensure compliance with nondiscrimination and affirmative action requirements. Responsibilities included oversight of DBE Program, Contractor Equal Employment Opportunity (EEO) and Workforce Affirmative Action plans, On-the-Job Training (OJT) programs, and Contractor Labor Compliance. CRFP also provided management and oversight of the third-party civil rights compliance monitors assigned by the General Engineering Consultant (GEC).

DBE Utilization Reporting

Table 1 summarizes total DBE payments by contract for the Nice-Middleton Bridge Campus Improvements, I-95 Interchange at Belvidere Road, FSK Progressive Design/Build Phase 1 and 2, and related Architectural and Engineering (A&E) contracts supporting the planning, engineering, construction, inspection, and program support and management services for FSK reconstruction through September 30, 2025. DBE utilization was monitored monthly and reported to the Federal Highway Administration (FHWA) on a semiannual basis.

Each contract has a contract-specific DBE commitment. DBE utilization is calculated by dividing total payments made to DBE subcontractors by the total project expenditures through September 30, 2026.

Minority Business Enterprise (MBE) Program

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

Table 2 depicts total MBE participation by Contracting Areas for Q1 FY 2026. MBE firms received \$3.7 million (18.64%) of the \$19.9 million in total contract awards during this period. These amounts represent contract awards in three (3) Procurement Categories: Construction, Architectural & Engineering (A&E), and Services, out of the six (6) Procurement Categories: Construction, Architectural & Engineering (A&E), Maintenance, Information Technology (IT), Services, and Supplies and Equipment.

Table 3 depicts MBE awards by Minority Business Enterprise (MBE) classification and procurement category for Q1 FY 2026. Through this period, African American firms received \$1.6 million (8.29%) of the \$19.9 million Prime contract awards. Asian American firms received approximately \$416 thousand (2.08%). Women-owned firms received \$1.4 million (7.14%). Hispanic American firms received \$225 thousand (1.13%). MBE participation for Q1 FY 2026 is calculated by dividing the total MBE contract award dollars by the total contract award dollars.

Certified Small Businesses (CSBs)/Small Business Reserve (SBR) Program

The Certified Small Businesses (CSBs)/Small Business Reserve (SBR) Program is administered by the Division of Procurement (DOP). CRFP is responsible for reviewing and analyzing State-funded procurements to ensure compliance with Maryland's SBR Program. Maryland's SBR Program enables small businesses to participate as prime contractors on State-funded contracts by creating a unique marketplace where small businesses compete against one another rather than 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. Initially, the State established a 15% SBR utilization goal; however, effective September 2024, the SBR goal was increased to 20%, and the SBR awards now include Direct Vouchers and P-Card purchases.

The CSB/SBR firms' participation goal for Q1 FY 2026 is calculated by dividing the total CSB/SBR designated and non-designated awards by the total procurement awards. Utilization is calculated by dividing the total CSB/SBR-designated and non-designated payments by the total payments to all prime vendors.

Table 4 illustrates the utilization of the Certified Small Businesses/Small Business Reserve Program for Q1 FY 2026. SBR-designated firms received \$2.9 million of the \$24 million in procurement awards

during this period. Non-SBR-designated awards for this quarter were over \$15 thousand. MDTA's CSB/SBR awards totaled over \$2.9 million (12.17%) for all SBR awards (designated and non-designated).

Veteran-Owned Small Business Enterprise (VSBE) Program

CRFP's Compliance Officers monitor State-funded projects to ensure compliance with Maryland's Veteran-Owned Small Business Enterprise (VSBE) Program. The VSBE Program provides contracting opportunities for state-funded procurements for qualified veteran-owned small businesses. In accordance with COMAR 21.11.03.01, each State procurement agency is required to structure its procedures for making procurements to achieve an overall minimum goal of one percent (1%) of the unit's total dollar value of all procurement contracts made directly or indirectly with veteran-owned small business enterprises. Effective September 2024, the Veteran Small Business Enterprise State goal was increased to three percent (3%).

Table 5 illustrates VSBE contract participation by contracting area for Q1 FY2026. Through this period, VSBE firms received approximately \$205 thousand (.88%) of the over \$23.3 million in contracts awarded by the MDTA. VSBE participation for Q1 FY 2026 is calculated by dividing the total contract award dollars to VSBE firms by all contract awards.

Major Initiatives

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

- *PRISM Contract Compliance System:* PRISM is a contract compliance system that supports payment and contract compliance, performance management functionality, and compliance workflow automation throughout the entire 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 the PRISM implementation:
 - Contracts transitioning from active to inactive within six months to one year of the implementation of PRISM have continued to run through the iFMIS compliance monitoring system. CRFP will cease using iFMIS for contract compliance once all non-migrated contracts have been deemed closed and no longer require goal attainment and payment monitoring.
 - CRFP is currently in the process of closing its final remaining active MBE & VSBE contracts monitored utilizing the iFMIS system.
 - The MBE, VSBE, and CSB/SBR payments and goal attainment of all newly awarded MDTA contracts are being monitored for compliance utilizing the PRISM Contract Compliance System.
 - The Unit is in the process of updating its PRISM contractor guidance manuals to improve vendor knowledge and reporting compliance.
 - CRFP continues to work with the Agency's internal MAXIMO team to create reporting enhancements.

- *In-person Outreach Events:* Civil Rights and Fair Practices will host its first in-person outreach event of the 2026 calendar year titled "Doing Business with the MDTA," on Tuesday, March 24, 2026.

In addition to hosting quarterly outreach events, CRFP actively participates in other sponsored outreach events to further educate businesses on how to engage in contracts that include MBE, VSBE, and CSB/SBR goals and/or designations. These efforts also provide guidance on the steps required to participate in such contracts and offer information on MDTA's upcoming procurement and contracting opportunities.

- *Target Training and Process Improvements:* Based on the findings of an internal MDTA audit, CRFP identified specific training needs as well as opportunities to update its Standard Operating Procedures (SOPs) and general operating practices. In response, CRFP is conducting targeted staff training and process auditing to continue its division-wide efforts to revise SOPs and standard practices. In addition, CRFP is partnering with other MDTA divisions to strengthen coordination and consistency. These actions are intended to improve operational effectiveness, enhance the quality of compliance monitoring, and support MDTA's continued adherence to applicable regulatory requirements.
- Beginning in calendar year 2026, CRFP will begin participating in regular strategic coordination meetings with the Division of Procurement and the Office of Engineering and Construction to improve processes related to the modification of A&E and construction contracts and Schedule of Participation/Plan Evaluations.
- *Credit card purchases made with MBE, DBE, VSBE, and SBR vendors:* CRFP is collaborating with the Purchasing Card Program Administrator and the IT Solutions Administrator to develop an automated process for identifying and tracking credit card transactions made with MBE, DBE, VSBE, and SBR vendors within the purchasing card system. This enhancement will streamline data compilation and reporting, making it more efficient and manageable. Additionally, this functionality will enable CRFP to monitor the frequency of cardholder purchases from these vendors, helping to uncover opportunities for targeted training or recognition. This option would make compiling and reporting this data more manageable and efficient.
 - CRFP and IT have ongoing project meetings to discuss the interface between MDTA's Maximo System and MDOT-TSO's Office of Minority Business Enterprise MBE Directory Data to identify MBE/DBE firms on credit card purchases. It was determined that a Memorandum of Understanding (MOU) is necessary between TSO and MDTA to clearly define roles, responsibilities, and expectations involving how director data can/will be integrated into the PRISM compliance system. The MOU was established and sent to TSO for their review and approval.
 - As of June 2025, MDOT TSO and MDTA have both signed the MOU, and it is currently in the final stages of processing for execution.

ATTACHMENTS

- Table 1: Francis Scott Key Bridge Progressive Design/Build Phase 1 & Phase 2, I-95 Interchange at Belvidere Road Interchange, Nice-Middleton Bridge Campus Improvements, Planning, Engineering, Construction and Program Support Services for Francis Scott Key Bridge Reconstruction, Construction Management and Inspection Services for Francis Scott Key Bridge Reconstruction, and Comprehensive Project Planning and Miscellaneous Consultant Services Projects 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: Certified Small Businesses (CSBs)/Small Business Reserve (SBR) Program Awards
- Table 5: Veteran-Owned Small Business Enterprise (VSBE) Contract Awards by Procurement Category

ATTACHMENTS

QUARTERLY UPDATE: SOCIO-ECONOMIC PROGRAMS STATUS

Table 1: The FSK Bridge Progressive Design/Build Phase 1 & Phase 2, the Nice-Middleton Bridge Project, the I-95 Interchange at Belvidere Rd. Projects, and additional FSK project support and management services Disadvantaged Business Enterprise (DBE) Program Utilization

Disadvantage Business Enterprise Program Utilization Project-To-Date (Period Ending September 30th)						
Contract Number & Contract Value	Contract Description	Committed DBE Goal (%)	Total Payments (\$) to Primes	Total (%) Payments Paid to DBEs	Total Payments to DBEs	Contract Burn Rate (%)
KB-4903-0000 NTP 9/16/2024 \$170,956,739.84	Francis Scott Key Bridge (FSK) Rebuild Progressive Design-Build Phase 1	26.53%	\$67,625,232.94	16.36%	\$11,060,302.55	39.56%
KB-4905-0000 NTP 6/16/2025 \$250,000,000.00	Francis Scott Key Bridge (FSK) Rebuild Progressive Design-Build Phase 2	21.00%	\$3,742,338.32	0.00%	\$0.00	1.50%
KH-3024-0000 NTP 02/25/22 \$65,620,692.85	I-95 at Belvidere Road Interchange	23.00%	\$28,455,866.47	25.00%	\$7,115,137.26	43.36%
NB-3003-0000 NTP 08/28/20 \$28,472,230.19	Nice-Middleton Bridge Campus Improvements	23.86%	\$27,809,127.37	27.38%	\$7,612,938.82	97.67%
AE-3132-0000 NTP 01/13/25 \$75,000,000.00	Planning, Engineering, Construction and Program Support Services for Francis Scott Key (FSK) Bridge Reconstruction	31.50%	\$3,912,429.21	3.53%	\$138,127.95	5.22%
AE-3133-0000 NTP 02/13/25 \$20,000,000.00	Construction Management and Inspection Services for Francis Scott Key (FSK) Bridge Reconstruction	33.00%	\$212,348.79	0.00%	\$0.00	1.06%
AE-3134-0000 NTP 02/13/25 \$20,000,000.00	Construction Management and Inspection Services for Francis Scott Key (FSK) Bridge Reconstruction	33.00%	\$23,219.69	0.00%	\$0.00	0.12%
AE-3135-0000 NTP 02/13/25 \$20,000,000.00	Construction Management and Inspection Services for Francis Scott Key (FSK) Bridge Reconstruction	33.00%	\$415,454.81	3.17%	\$13,182.67	2.08%
AE-3136-0000 NTP 03/24/25 \$9,000,000.00	Comprehensive Project Planning and Miscellaneous Consultant Services	28.00%	\$819,074.85	17.35%	\$142,129.03	9.10%
AE-3137-0000 NTP 03/24/25 \$6,500,000.00	Comprehensive Project Planning and Miscellaneous Consultant Services	28.00%	\$335,843.52	0.00%	\$0.00	5.17%
AE-3138-0000 NTP 03/24/25 \$5,000,000.00	Comprehensive Project Planning and Miscellaneous Consultant Services	28.00%	\$105,154.55	0.00%	\$0.00	2.10%

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

Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category FY2026 Quarter 1 Report			
State MBE Program Participation Goal	29%		
MDTA-MBE Program Contract Utilization	18.64%		
Procurement Category	MBE %	MBE Subcontract Awards	Prime Contract Awards
Construction	18.82%	\$ 1,776,913.00	\$ 9,439,622.00
A&E	72.00%	\$ 1,800,000.00	\$ 2,500,000.00
Maintenance	0.00%	\$ -	\$ 2,775,622.00
IT	0.00%	\$ -	\$ 2,436,399.00
Services	6.10%	\$ 140,615.00	\$ 2,305,005.00
Supplies/Equipment	0.00%	\$ -	\$ 485,355.00
Total	18.64%	\$ 3,717,528.00	\$ 19,942,003.00

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 FY2026 Quarter 1 Report													
Procurement Category	African American (%)	African American (\$)	Hispanic American (%)	Hispanic American (\$)	Asian American (%)	Asian American (\$)	Women (%)	Women (\$)	Native American (%)	Native American (\$)	Disabled (%)	Disabled (\$)	Total Award (\$)
Construction	12%	\$ 1,102,900.00	0.00%	\$ -	0.00%	\$ -	7.14%	\$ 674,013.20	0.00%	\$ -		\$ -	\$ 1,776,913.20
A&E	22%	\$ 550,000.00	9.00%	\$ 225,000.00	11.00%	\$ 275,000.00	30.00%	\$ 750,000.00	0.00%	\$ -		\$ -	\$ 1,800,000.00
Maintenance	0%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -		\$ -	\$ -
IT	0%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -		\$ -	\$ -
Services	0%	\$ -	0.00%	\$ -	6.10%	\$ 140,614.52	0.00%	\$ -	0.00%	\$ -		\$ -	\$ 140,614.52
Supplies/Equipment	0%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -		\$ -	\$ -
Total Participation	8.29%	\$ 1,652,900.00	1.13%	\$ 225,000.00	2.08%	\$ 415,614.52	7.14%	\$ 1,424,013.20	0.00%	\$ -		\$ -	\$ 3,717,527.72

Table 4: Certified Small Businesses (CSBs)/Small Business Reserve (SBR) Program Awards

Certified Small Businesses (CSB)/Small Business Reserve (SBR) Program Awards Q1 FY2026							
CSB/SBR State Participation Goal		20%					
MDTA CSB/SBR Awards		12.17%					
Contract Awards	Total Number of Contracts Awarded (#)	Total \$ All Procurement Contracts Awarded	Total # Non-Designated Contracts Awarded to CSBs (SBRs)	Total \$ Non-Designated Contracts Awarded to CSBs (SBRs)	Total # Designated Contracts Awarded to CSBs (SBRs)	Total \$ Designated Contracts Awarded to CSBs (SBRs)	Percentage of CSB (SBRs) Participation
BPO/PO Awards	15	\$22,582,759	0	\$0	3	\$2,920,754	
Direct Voucher Awards	49	\$745,199	1	\$7,176			
P-Card	1,722	\$801,299	10	\$8,462			
Total	1,786	\$24,129,257	11	\$15,638	3	\$2,920,754	12.17%
Total Awards							\$2,936,392.00

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

Veteran-Owned Small Business Enterprise (VSBE) Program Contract Awards FY2026 Q1			
VSBE Participation Goal	3.00%		
MDTA - VSBE Contract Awards	0.88%		
Procurement Category	VSBE %	VSBE Awards \$	Total Awards \$
Construction	1.00%	\$94,396.62	\$ 9,439,662.00
A&E	3.00%	\$75,000.00	\$ 2,500,000.00
Maintenance	0.00%	\$0.00	\$ 2,775,621.84
ITS & ITE	0.00%	\$0.00	\$ 2,920,753.90
Services	1.53%	\$35,153.63	\$ 2,305,005.00
Supplies/Equipment (Commodity)	0.00%	\$0.00	\$ 3,401,395.70
Total	0.88%	\$204,550.25	\$ 23,342,438.44

TAB 12

VERBAL

TAB 13

VERBAL

TAB 14

CLOSED SESSION

TAB 15

CLOSED SESSION

TAB 16

CLOSED SESSION