



# Maryland Transportation Authority

Maryland Transportation Authority  
Board Meeting

Thursday, April 30, 2026  
9:00 am

In-Person and Livestream

2310 Broening Highway  
2<sup>nd</sup> Floor Training Room  
Baltimore, MD 21224



# MARYLAND TRANSPORTATION AUTHORITY BOARD MEETING

2310 Broening Highway \* 2<sup>nd</sup> Floor Training Room \* Baltimore, MD 21224

**APRIL 30, 2026 9:00 AM**

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

## NOTES:

- This is an In-Person Open Meeting being conducted via livestreaming.
- The public is 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](mailto:nhenson@mdta.state.md.us) no later than 12:00 Noon on Tuesday, April 28, 2026. You MUST pre-register and attend the meeting in person to comment.*** Once pre-registered, all pertinent information will be emailed to you.

## AGENDA

### OPEN SESSION – 9:00 AM

#### Call Meeting to Order

- |   |                   |         |
|---|-------------------|---------|
| 1. <b><u>Approval</u></b> – <u>Open Session Meeting Minutes of March 26, 2026</u>   | Chair             | 5 min.  |
| 2. <b><u>Approval</u></b> – <u>Board Committee Assignments</u> – Adding New Board Member to Board Committee Assignments   | Bruce Gartner     | 5 min.  |
| 3. <b><u>Approval</u></b> – <u>Contract Awards</u> <ul style="list-style-type: none"><li>• MR-3042-0000 – On-Call Upgrade and Replacement of Metal Traffic Barriers and Attenuators</li></ul> | Jeffrey Davis     | 5 min.  |
| 4. <b><u>Update</u></b> – <u>MDTA Police Public Security</u> – Verbal   | Col. Joseph Scott | 10 min. |
| 5. <b><u>Update</u></b> – <u>Legislative Session</u> – Verbal   | Bradley Ryon      | 10 min. |
| 6. <b><u>Update</u></b> – <u>Legislative Reports Submitted to the Legislature</u> <ul style="list-style-type: none"><li>• Francis Scott Key Bridge Reconstruction</li></ul>                   | Bradley Ryon      | 15 min. |
| 7. <b><u>Update</u></b> – <u>Executive Director’s Report</u> – Verbal   | Bruce Gartner     | 10 min. |

#### **Vote to go into Closed Session**

### CLOSED SESSION – Expected Time 10:00 AM

- |                                      |                    |         |
|--------------------------------------|--------------------|---------|
| 8. To Discuss Cybersecurity          | David Goldsborough | 10 min. |
| 9. To Discuss Public Security        | Col. Joseph Scott  | 10 min. |
| 10. To Discuss Pending Litigation    | Megan Mohan, Esq.  | 10 min. |
| 11. To Discuss Contract Negotiations | James Harkness     | 10 min. |

#### **Vote to Return to Open Session**

#### Vote to Adjourn Meeting

**TAB 1**

MARYLAND TRANSPORTATION AUTHORITY  
BOARD MEETING

THURSDAY, MARCH 26, 2026  
2:00 P.M.

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

OPEN SESSION

Kathryn Thomson, Chair

MEMBERS ATTENDING:

Dontae Carroll via phone  
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  
Gregory Brown  
Percy Dangerfield  
Jeffrey P. Davis  
Lt. Col. Timothy Eikenberg  
Lilly Forney  
Bruce Gartner  
Chantelle Green  
David Goldsborough  
James Harkness  
Natalie Henson  
Shaneka Johnson  
Megan Mohan, Esq.  
Mary O'Keeffe  
Cheryl Sparks  
Bradley Tanner  
Paul Trentalance  
Khadriah Ward

OTHERS ATTENDING:

Samantha Biddle, Deputy Secretary, MDOT

At 2:39 p.m. Chair Kathryn Thomson 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 FEBRUARY 26, 2025**

Upon motion by Member William H. Cox, Jr. and seconded by Member Cynthia D. Penny-Ardinger, the open session meeting minutes of the MDTA Board meeting held on February 26, 2026, were unanimously approved.

### **APPROVAL – CONTRACT AWARDS**

- **BB-3025-0000 – Cleaning and Painting Structural Steel at the Eastbound Bay Bridge**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. BB-3025-0000 – Cleaning and Painting Structural Steel at the Eastbound Bay Bridge (Phase 1) with Blastech Enterprises in the amount of \$45,941,500.00.

Mr. Davis explained that the work under this contract includes providing all necessary labor, equipment, materials, and incidentals required to clean and paint structural steel on select eastbound portions of the William Preston Lane, Jr. Memorial (Bay) Bridge. The work will focus on deck truss spans T14 through T22.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Samuel D. Snead, the Members unanimously approved Contract No. BB-3025-0000 – Cleaning and Painting Structural Steel at the Eastbound Bay Bridge (Phase 1).

- **MDTA 2024-05 – Small Business Reserve (SBR) – Comprehensive Project Planning and Miscellaneous Consulting Services**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. MDTA 2024-05 – Small Business Reserve (SBR) – Comprehensive Project Planning and Miscellaneous Consulting Services with The Wilson T. Ballard Company in the amount of \$3,500,000.00.

Mr. Davis explained that the work under this contract includes project planning services, environmental services, and design services. This work may include travel demand modeling, developing secondary and cumulative effects analyses, conducting public involvement activities, and developing environmental documents that meet the National Environmental Policy Act and/or the Maryland Environmental Policy Act.

Upon motion by Member William H. Cox, Jr. and seconded by Member Maricela Cordova, the Members unanimously approved Contract No. MDTA 2024-05 – Small Business Reserve (SBR) – Comprehensive Project Planning and Miscellaneous Consulting Services.

## **UPDATE – FISCAL YEAR (FY) 2027 DEPARTMENT OF LEGISLATIVE SERVICES BUDGET ANALYSIS**

Ms. Chantelle Green updated the MDTA Board on budget issues and recommendations presented by the Department of Legislative Services (DLS) during the Maryland Transportation Authority's (MDTA) Fiscal Year (FY) 2027 legislative budget hearing. The update included a brief recap of the issues raised in the DLS analysis document, including the MDTA's responses to the questions raised in the document, and language requiring the MDTA to submit reports on the Key Bridge Rebuild and its process for resolving certain customer issues.

## **UPDATE – KEY BRIDGE REBUILD**

Mr. James Harkness updated the MDTA Board regarding Francis Scott Key (Key) Bridge estimating, negotiation process, and early work packages.

Mr. Harkness explained the path to the binding contract price for the Key Bridge Rebuild involves iterative estimating and negotiation practices between the MDTA Office of Engineering and Construction, Independent Cost Estimator, and the Progressive Design-Builder. The processes of estimating and negotiating the final binding contract price mirror the process that has been used in estimating and negotiating each of the early work packages that have been issued.

Mr. Harkness further explained that the processes of estimating and negotiating are collaborative and open-book. The processes include quantity take-offs, approach to work means-and-methods, and application of plans and specifications. To date, the MDTA Board has approved early works funding in an amount not-to-exceed \$495,000,000.00. This funding has allowed critical path work to advance, including land demolition, procurement of pile and trestle material, and pile and trestle installation.

## **UPDATE – MAJOR PROJECTS**

Mr. James Harkness updated the MDTA Board on the status of Major Projects in the Capital Program.

Mr. Harkness explained that as of March 12, 2026, there are thirteen major projects in the Capital Program. Eight of the projects are under construction, three are in procurement, and two are under design. This update includes projects funded for construction in the current Consolidated Transportation Program and includes five projects valued in excess of \$100 million. There are two projects from the \$1.1 billion I-95 ETL Northbound Expansion program.

## **UPDATE – INFORMATION TECHNOLOGY MAJOR PROJECTS**

Mr. Percy Dangerfield and Mr. David Goldsborough updated the MDTA Board on MDTA's Division of Information Technology (DoIT).

Mr. Goldsborough explained that as of March 26, 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:

- HR Central Conversion
- HR Central Enhancements
- Maximo Enhancements
- Dynamics SL Upgrade
- Police Body Worn Cameras (BWC)
- Maximo 9 Upgrade
- Procurement Milestone Tracking (PMR)
- Contract Migration
- Pcard Upgrade
- Appointment Scheduler Enhancements
- Strategic Plan Dashboard

#### **UPDATE – CIVIL RIGHTS AND FAIR PRACTICES (CRFP) SOCIOECONOMIC PROGRAMS STATUS**

Mr. Percy Dangerfield and Ms. Khadriah Ward updated the MDTA Board on the MDTA's progress toward achieving the legislatively mandated socio-economic program goals.

Ms. Ward explained that 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.

Ms. Ward further explained that the socio-economic program performance information presented below is based on Quarter 2 of fiscal year 2026, which covers the performance period from October 1, 2025, to December 31, 2025. This performance period will be referred to as Q2FY2026.

#### **UPDATE – LEGISLATIVE SESSION**

Ms. Mary O’Keeffe updated the MDTA Board regarding bills that have been filed that will have an impact to the MDTA.

### **UPDATE – AUDIT COMMITTEE**

Member Cynthia D. Penny-Ardinger presented an update on the Audit Committee meeting that took place on March 10, 2026.

Member Penny-Ardinger explained that the Committee was informed that Audits is on track to complete the 13 audits in the Fiscal Year (FY) 2026 Audit Plan with three audits complete, one in progress. The FY 2027 Enterprise-Wide Risk Assessment was presented. The Proposed FY 2027 Audit Plan was presented and the Committee discussed and concurred with the proposed FY 2027 Audit Plan. Also, one internal audit report on License Plate Reader (LPR) Compliance Audit was presented and the Committee was satisfied with the result of the audit.

### **UPDATE – EXECUTIVE DIRECTOR'S REPORT**

Mr. Bruce Gartner began his report by updating the MDTA Board on the progress on the I-95 Express Toll Lanes Northbound Extension Program. As part of MDTA's ongoing program to relieve congestion and improve travel along I-95 between Baltimore and Harford counties.

Mr. Gartner recognized the 2<sup>nd</sup> anniversary of the DALI colliding into and causing the collapse of the former Key Bridge. The Governor and the Board formally honored the lives lost and recognized the swift actions of the first responders who prevented further tragedy.

Mr. Gartner also recognized MDTA's Employee of the 4<sup>th</sup> quarter, 2025, Ms. Lilly Formey. Ms. Formey has been described as an excellent role model in the Authority Operations Center (AOC), a strong leader with a quiet demeanor, and a team player who exceeds expectations. She demonstrates exceptional commitment by actively identifying risks, communicating safety protocols, while fostering a secure environment for both colleagues and the public.

### **VOTE TO ADJOURN MEETING**

There being no further business, upon motion by Member William H Cox, Jr. and seconded by Member Samuel D Snead, the Members unanimously voted to adjourn the meeting at 3:49 p.m.

The next MDTA Board Meeting will be held on Thursday, April 30, 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:

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Kathryn Thomson, Chair

# TAB 2



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**MEMORANDUM**

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**TO:** MDTA Board  
**FROM:** Executive Director Bruce Gartner  
**SUBJECT:** Member Committee Assignments  
**DATE:** April 30, 2026

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**PURPOSE**

To seek approval of the proposed Member committee assignments.

**SUMMARY**

With Member Frank S. Waesche III officially becoming a member of the MDTA Board, staff has developed proposed committee assignments to reflect the new membership. Below you will find the current configuration of the assignments and attached is the proposed new committee assignments.

**CURRENT CONFIGURATION**

**Capital Committee**

Mario J. Gangemi (Chair)  
William H. Cox, Jr.  
Maricela Cordova  
Samuel D. Snead

**Finance & Administration Committee**

John F. von Paris (Chair)  
Dontae Carroll  
Cynthia D. Penny-Ardinger  
Jeffrey S. Rosen

**Audit Committee**

Cynthia D. Penny-Ardinger, Esq. (Chair)  
William H. Cox, Jr.  
Mario J. Gangemi  
John F. von Paris

**Liaison Position**

William H. Cox, Jr. - Canton Railroad

**ATTACHMENT**

- Proposed New Committee Assignments



**Maryland Transportation Authority**  
**Member Committee Assignments and Liaison Position**  
**(As of April 30, 2026)**

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**Capital Committee**

William H. Cox, Jr. (Chair)  
Maricela Cordova  
Samuel D. Snead  
Frank S. Waesche III

**Finance & Administration Committee**

John F. von Paris (Chair)  
Dontae Carroll  
Cynthia D. Penny-Ardinger  
Jeffrey S. Rosen

**Audit Committee**

Cynthia D. Penny-Ardinger, Esq. (Chair)  
William H. Cox, Jr.  
John F. von Paris  
Samuel D. Snead

**Liaison Positions**

William H. Cox, Jr. - Canton Railroad

**TAB 3**



**Board Members:**

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## MEMORANDUM

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**TO:** MDTA Board  
**FROM:** Director of Procurement, Jeffrey Davis, NIGP-CPP, CMPO  
**SUBJECT:** Contract MR-3042-000, On-Call Upgrade & Replacement Metal Traffic Barriers and Attenuators  
**DATE:** April 30, 2026

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### **PURPOSE OF MEMORANDUM**

To seek contingent approval from the MDTA Board to execute Contract MR-3042-0000.

### **SUMMARY**

The contract includes replacement and maintenance of traffic barrier w-beam and attenuators on an as-needed basis at each MDTA Facility. The contract will be awarded for a Not-To-Exceed amount of \$6,000,000 for three years.

MDTA received a single bid from L.S. Lee, Inc. out of York, PA (L.S. Lee). In an effort to increase competition, the Procurement Officer extended the bid due date and direct-solicited additional vendors beyond those notified when the solicitation was originally published. No additional bids were received.

L.S. Lee is the current incumbent and is in good standing with the Maryland Department of Assessments and Taxation. They have successfully performed this type of work with both the MDTA and MDOT State Highway Administration.

As this contract exceeds MDTA's delegation, this will be presented at the next available BPW meeting for approval.

### **RECOMMENDATION**

To provide contingent approval to award Contract MR-3042-000.

### **ATTACHMENT**

- Authority Project Summary



Maryland  
Transportation  
Authority

**AUTHORITY PROJECT SUMMARY**

**MR-3042-0000 - On-Call Upgrade and Replace Metal Traffic Barriers and Attenuators**

**PIN NUMBER** N/A  
**CONTRACT NUMBER** MR-3042-0000  
**CONTRACT TITLE** On-Call Upgrade and Replace Metal Traffic Barriers and Attenuators

**PROJECT SUMMARY** The contract includes replacement and maintenance of traffic barrier w-beam and attenuators on an as-needed basis. The contract will be awarded as a Not-To-Exceed (NTE) amount of \$6,000,000. All work will be completed through on-call task assignments directed by the MDTA Engineer, and may occur at any MDTA facility.

**SCHEDULE**

**ADVERTISEMENT DATE** 12/10/2025  
**ANTICIPATED NOTICE TO PROCEED DATE** May-26  
**DURATION (CALENDER DAYS)** 1,095

**MBE PARTICIPATION**

	<b>(\$) Advertised GOAL (%)</b>	<b>Proposed GOAL (%)</b>
<b>OVERALL MBE</b>	5.00%	5.00%
<b>AFRICAN AMERICAN</b>	0.00%	0.00%
<b>ASIAN AMERICAN</b>	0.00%	0.00%
<b>HISPANIC AMERICAN</b>	0.00%	0.00%
<b>WOMEN</b>	0.00%	0.00%
<b>VSBE</b>	0.00%	0.00%

**ENGINEER'S ESTIMATE (EE)** \$5,067,350.00

**BID RESULTS**

<b>BID AMOUNT (\$)</b>	<b>% VARIANCE TO EE</b>
<b>L.S. LEE</b>	9.60%

**BID PROTEST** No

**FUNDING SOURCE** 100% TOLL REVENUE

**TAB 4**

**VERBAL**

# TAB 5

**VERBAL**

**TAB 6**



**Board Members:**

Dontae Carroll	Jeffrey S. Rosen
Maricela Cordova	Samuel D. Snead, MCP, MA
William H. Cox, Jr.	John F. von Paris
Cynthia D. Penny-Ardinger	Frank S. Waesche III

Bruce Gartner, Executive Director

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## MEMORANDUM

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**TO:** MDTA Board  
**FROM:** Chief Engineer, Jim Harkness, PE, PTOE  
**SUBJECT:** Joint Chairmen's Report (JCR) Francis Scott Key Bridge Reconstruction  
**DATE:** April 30, 2026

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### **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 Francis Scott Key (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 quarterly JCRs were due on July 1, 2025; October 1, 2025; January 1, 2026; and April 1, 2026. MDTA's JCR report provided detailed updates on the status of engineering efforts, permitting coordination with federal and state agencies and construction activities related to early work packages. Expenditures as of January 2026 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**

**March 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 behavior under high wind conditions. In late November 2025, the Design Builder submitted plans to MDTA for review at 70% level of design completion. Design is currently progressing to 100% level of design completion with a target for submission on June 30, 2026.

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-bioretenment, 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 has been performed 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), 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.

The Issued for Estimating (IFE) plans and Specifications were issued at the end of November 2025. These documents will be the basis for estimating the BPP. An addendum to the IFE plans was submitted in mid-February to capture ongoing design refinements that could significantly impact cost. Cost estimates and Schedules are expected to be submitted by mid-March 2026. Cost and Schedule reconciliation meetings are anticipated for mid-March to the end of April 2026, with the goal of approval of Phase II Cost and Schedule in late May 2026 depending on the timing of various federal approvals.

In mid-February 2026, the Design-Builder was given approval to continue developing the design, plans and specifications to 100% completion and review by the end of June 2026. A complete set of Released for Construction (RFC) documents is anticipated at the beginning of September 2026.

## **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 temporary trestle and new bridge. 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.

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. Since the approval of the emergency Categorical Exclusion in July 2024, seven additional NEPA documents have been prepared to evaluate Project-related changes such as LOD modifications, changes in design of foundations and pier protection, off-site staging areas, etc. Coordination with FHWA is on-going to ensure compliance with NEPA and documentation is being prepared as required.

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 5<sup>th</sup> District Bridge Program). In addition, consultation with the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries) is ongoing for potential impacts to essential fish habitat, marine mammals, and endangered species.

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, 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).

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 2025-2026 Test Pile Program that determined an Incidental Harassment Authorization (IHA) was not required for the Test Pile Program. On July 2, 2025, NOAA Fisheries concurred that an IHA would not be required for the Test Pile Program, however IHAs will be required for future pile driving activities. MDTA has applied for two consecutive IHAs to cover pile driving activities through May 2028 using the noise and vibration data obtained during the Test Pile Program. The IHAs are anticipated to be issued by NOAA Fisheries before June 2026.

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. Mitigation requirements have been fulfilled for impacts to nontidal wetlands and nontidal streams. Derelict fishing gear removal is to be performed as mitigation for impacts to tidal open waters. Impacts to forest resources will be satisfied through on-site plantings. Mitigation for impacts to the Chesapeake Bay Critical Area and Expanded Buffer will be met through a combination of on-site plantings and in-lieu-fee payments to Baltimore City and Baltimore County.

## **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 surveys.
- 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.
- Completed 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 has been rubblized and hauled off-site. Removal of steel girders over the land spans and demolition of the piers on land is complete. This work was performed under the First Amendment to the Contract, Early Work Package (EWP) 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, EWP 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, EWP No. 3.

### Installation of Main Span foundation piles

On November 4, 2025, MDTA issued a Notice to Proceed (NTP) for the installation of the piles for the Main Span foundations and Vessel Protection system. The Design-Builder began driving permanent piles at Pier 24 on December 20, 2025. This work is being performed under the First Amendment to the Contract, EWP No. 4.

### Installation of Temporary Work Trestle

On November 4, 2025, MDTA issued a Notice to Proceed (NTP) for the installation of the temporary work trestle. The Design-Builder began driving piles for the installation of the temporary work trestle on January 19, 2026. This work is being performed under the First Amendment to the Contract, EWP No. 5.

### Procurement of Main Span Foundation Pile Template

On November 25, 2025, MDTA issued a Notice to Proceed (NTP) for procurement of templates for driving Main Span foundation piles. This work is being performed under the First Amendment to the Contract, EWP No. 6.

Procurement of Main Span Foundation Precast Collars and Slabs

On December 25, 2025, MDTA issued a Notice to Proceed (NTP) for procurement of precast collars and concrete panels that will be used as the bottom form for placement of concrete for main span piers 24 and 25 foundations. This work is being performed under the First Amendment to the Contract, EWP No. 7.

Procurement of Main Span Pier Protection System Piles

On January 26, 2026, MDTA issued a Limited Notice to Proceed (LNTP) to begin procurement of piles for end sections of Piers 24 and 25 Vessel Collision Protection System. This work is being performed under the First Amendment to the Contract, EWP No. 8. Piles for mid-section of the Vessel Collision Protection System are being procured under EWP No. 2 and installed under EWP No 4.

MDTA and the Design-Builder are negotiating costs for procurement of reinforcing steel for main span Piers 24 and 25 foundations, and forms for construction of Main Span towers.

**Amount Expended for the Project**

The project has expended \$319.4 million in MDTA Funds as of January 2026 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 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.

<b>Cost Component</b>	<b>Spent to Date</b>
Salvage & Debris Removal	\$77,569,652
PDB Contract - Phase I	\$127,771,238
Existing Bridge Demolition	\$17,350,118
Early Work Packages	\$75,554,800
General Engineering Consultant	\$16,421,056
CMI Contracts	\$2,244,986
Other Consultant & State Costs	\$969,101
MDTA & SHA Staffing Costs	\$1,523,604
<b>Total</b>	<b>\$319,404,554</b>

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, \$54.7 million has been drawn to date. The remaining Quick Release ER funds and an 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 January 2026, which requested Congress allocate \$951,815,373.00 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 April 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 allowed 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.

MDTA further extended the Phase I design stage to 100% to maintain the overall project schedule. MDTA has added additional funding of \$40,000,000 for this added work.

With the additional scope of work, the total Phase 1 contract value was increased from \$73,000,000 to \$210,956,739.84. 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's Board approved additional amounts of \$95,000,000 on November 25, 2025, and \$150,000,000 on January 29, 2026, to perform work under the Early Work Packages.

Phase 2 Early Work Packages:

<b>Cost Component</b>	<b>Authorized to Date</b>
EWP No. 1	\$25,644,032.57
EWP No. 2	\$84,646,997.94
EWP No. 3	\$50,046,320.12
EWP No. 4	\$45,975,642.94
EWP No. 5	\$54,965,679.36
EWP No. 6	\$19,952,590.48
EWP No. 7	\$15,600,000.00
EWP No. 8	\$23,588,507.00
<b>Total</b>	<b>\$320,419,770.41</b>

The total dollars authorized to date for EWPs is less than the total not-to-exceed approved by the MDTA Board. This is due to certain EWPs receiving only partial funding and future EWPs still to be negotiated between MDTA and the Design-Builder.

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.

**TAB 7**

**VERBAL**

**TAB 8**

**CLOSED SESSION**

# TAB 9

**CLOSED SESSION**

**TAB 10**

**CLOSED SESSION**

**TAB 11**

**CLOSED SESSION**