



Maryland Transportation Authority

Maryland Transportation Authority
Board Meeting

Thursday, September 24, 2026
9:00 am

In-Person and Livestream

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



MARYLAND TRANSPORTATION AUTHORITY BOARD MEETING

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

SEPTEMBER 24, 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 no later than 12:00 Noon on Tuesday, September 22, 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. <u>Approval</u> – <u>Open Session Meeting Minutes of August 27, 2026</u> | Chair | 5 min. |
| 2. <u>Approval</u> – <u>Closed Session Meeting Minutes of August 27, 2026</u> | Chair | 5 min. |
| 3. <u>Approval</u> – <u>Contract Awards</u> <ul style="list-style-type: none">• MDTA 2024-01A – Comprehensive Preliminary Engineering and Final Design Services | Jeffrey Davis | 5 min. |
| 4. <u>Update</u> – <u>Fiscal Year 2026 Operating Budget Comparison – Review of Actual vs. Projected Fiscal Year 2026 Operating Budget Spending</u> | Jeffrey Brown | 10 min. |
| 5. <u>Update</u> – <u>Fiscal Year 2026 Capital Budget Comparison – Review of Actual vs. Projected Fiscal Year 2026 Capital Budget Spending</u> | Jennifer Stump | 10 min. |
| 6. <u>Update</u> – <u>Quarterly Update on Traffic and Revenue</u> – Update on the Actual Performance of Traffic and Revenue Compared to the Forecast Through June 30, 2026 | Chantelle Green | 10 min. |
| 7. <u>Update</u> – <u>Major Projects</u> – Quarterly Update on Major Projects | James Harkness | 15 min. |
| 8. <u>Update</u> – <u>Information Technology Major Projects</u> – Quarterly Update on Information Technology Major Projects | David Goldsborough | 10 min. |
| 9. <u>Update</u> – <u>Civil Rights Fair Practice's Socioeconomic Programs</u> – Quarterly Update on Socioeconomic Programs | Khadriah Ward | 10 min. |
| 10. <u>Update</u> – <u>Office of Legislative Audits Report</u> – Review of the MDTA's Fiscal Compliance Audit for the Period beginning March 5, 2020 and ending May 31, 2025 | Chantelle Green | 10 min. |

**MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING
SEPTEMBER 24, 2026 9:00 AM**

**AGENDA
PAGE 2**

- | | | |
|--|-----------------|---------|
| 11. <u>Update</u> – <u>Audit Committee Update</u> - Verbal | Member Ardinger | 5 min. |
| 12. <u>Update</u> – <u>Executive Director’s Report</u> – Verbal | Bruce Gartner | 10 min. |
| <u>Vote to Adjourn Meeting</u> | | |

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, AUGUST 27, 2026
9:00 A.M.

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

OPEN SESSION

Kathryn Thomson, Chair

MEMBERS ATTENDING:

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

STAFF ATTENDING:

Lt. Col. Ronce Alford
Greg Brown
Kevin Cullity
Jeffrey P. Davis
Tonya Dorsey
Allen Garman
Bruce Gartner
James Harkness
Pilar Helm
Natalie Henson
Richard Jaramillo
Megan Mohan, Esq.
Mary O'Keeffe
Cheryl Sparks
Brad Tanner
Franshun Vann, Esq.

At 9:01 a.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 JULY 30, 2026

Upon motion by Member Maricela Cordova and seconded by Member Cynthia D. Penny-Ardinger, the open session meeting minutes of the MDTA Board meeting held on July 30, 2026, were unanimously approved.

APPROVAL – CLOSED SESSION MEETING MINUTES OF JULY 30, 2026

Upon motion by Member William H. Cox, Jr. and seconded by Member Dontae Carroll, the closed session meeting minutes of the MDTA Board meeting held on July 30, 2026, were unanimously approved.

APPROVAL – CONTRACT AWARDS

***** Member Jon von Paris recused himself, and left the room, for the first two (2) contract presentations and votes. *****

- **AE-3153-0000, AE-3154-0000, AND AE-3155-0000 UNDER PROCUREMENT NO. MDTA 2025-01A – COMPREHENSIVE ENVIRONMENTAL COMPLIANCE AND ENGINEERING SERVICES**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract Nos. AE-3153-0000, AE-3154-0000, and AE-3155-0000 under Procurement No. MDTA 2025-01A – Comprehensive Environmental Compliance and Engineering Services with the firms and for the amounts listed below.

AE-3153-0000	AECOM/KCI JV	\$5,000,000.00
AE-3154-0000	RK&K/Century JV	\$5,000,000.00
AE-3155-0000	WSP	\$5,000,000.00

Mr. Davis explained that the services to be provided under these three (3) contracts include: support on environmental asset management, environmental permitting and compliance, environmental projects management, study, engineering design, Geospatial Information System (GIS) database and tools development and management, climate change adaptation and resiliency, and environmental studies and research.

He further explained that as this contract exceeds MDTA's delegation, this will be presented at the next available Board of Public Works (BPW) meeting for approval.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Maricela Cordova, the Members unanimously gave approval for Contract Nos. AE-3153-0000, AE-3154-0000, and AE-3155-0000 under Procurement No. MDTA 2025-01A – Comprehensive Environmental Compliance and Engineering Services.

- **AE-3148-0000, AE-3149-0000, AND AE-3150-0000 UNDER PROCUREMENT NO. MDTA 2024-01A – COMPREHENSIVE PRELIMINARY ENGINEERING AND FINAL DESIGN SERVICES**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract Nos. AE-3148-0000, AE-3149-0000, and AE-3150-0000 under Procurement No. MDTA 2024-01A – Comprehensive Engineering and Final Design Services with the firms, and for the amounts, listed below.

AE-3148-0000	AECOM/Wallace-Montgomery JV	\$27,000,000.00
AE-3149-0000	WSP/KCI Technologies JV	\$27,000,000.00
AE-3150-0000	Rummel, Klepper, & Kahl, LLP	\$25,000,000.00

Mr. Davis explained that these are the first three (3) of six (6) total contracts to be awarded for Comprehensive Preliminary Engineering and Final Design Services under solicitation No. MDTA 2024-01A. The services include architecture, planning, engineering, asset management, construction management, project management, and program support. The services are for roads, roadsides, tunnels, bridges, structures, rest areas, inspection areas, weigh stations, toll plazas, travel plazas, surface lots, utilities, ancillary appurtenances, and facilities (buildings, domes, barns, water towers, etc.). The services are driven by system preservation (i.e., maintenance, repair, remediation, rehabilitation, reconstruction, retrofit, upgrades, etc.), system expansion (i.e., new construction), demolition, commissioning, asset management, regulatory compliance, reporting, staff augmentation, etc. MDTA relies primarily on the contracts resulting from this procurement for delivery of both large and small projects.

He further explained that as this contract exceeds MDTA's delegation, this will be presented at the next available BPW meeting for approval.

Upon motion by Member William H. Cox, Jr. and seconded by Member Dontae Carroll, the Members unanimously gave approval for Contract Nos. AE-3148-0000, AE-3149-0000, and AE-3150-0000 under Procurement No. MDTA 2024-01A – Comprehensive Engineering and Final Design Services.

***** Member Jon von Paris returned for the remainder of the meeting. *****

- **KH-3053-0000 – PHEASANT RUN NONTIDAL WETLAND MITIGATION – SOLE SOURCE**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. KH-3053-0000 – Pheasant Run Nontidal Wetland Mitigation – Sole Source with Ecotone LLC in the amount of \$2,535,000.00.

Mr. Davis explained that this contract is to purchase Stream Mitigation credits from an existing environmental bank constructed by Ecotone LLC to offset unavoidable stream impacts associated with the I-95 Express Toll Lanes (ETL) Program. The ETL program does not have the ability to provide all mitigation on-site and needs to provide off-site mitigation to meet permitting requirements. The Pheasant Run Mitigation site is in Harford County, Maryland in the watershed where MDTA needs to provide stream mitigation.

As this contract exceeds MDTA's delegation, this will be presented at the next available Board of Public Works (BPW) meeting for approval.

Upon motion by Member Maricela Cordova and seconded by Member Jeffrey S. Rosen, the Members unanimously gave approval for Contract No. KH-3053-0000 – Pheasant Run Nontidal Wetland Mitigation – Sole Source.

UPDATE – ALL OPEN CONTRACTS

Mr. Jeffrey Davis presented the MDTA Board with a report on how many contracts are currently open with the MDTA. There are currently two hundred thirty (230) contracts totaling \$3,540,796,910.62.

APPROVAL – QUARTERLY REVIEW AND APPROVAL OF INVESTMENT STRATEGY AND BENCHMARKS

Mr. Kevin Cullity requested approval from the MDTA Board for the investment strategy of the new Debt Service Reserve accounts associated with the recent financing.

Mr. Cullity explained that no changes in strategy or benchmarks to legacy accounts are recommended and that strategy tailored to the new long-term debt service reserves is recommended. Investments conformed to Investment Policy limitations and portfolio structuring by account adhered to board approved strategy.

Mr. Cullity further explained that strategy should remain consistent, despite short-term return volatility associated with the interest rate environment and management does not attempt to time market rate changes; Duration Targeted reserves maintain consistent structures. Passive approach to duration, active in relative-value security selection. Chosen strategies and benchmark indices represent a reasonable and prudent compromise between long-term, multiyear return/income focus and tolerance for return volatility.

Upon motion by Member Dontae Carroll and seconded by Member Cynthia D. Penny-Ardinger, the Members unanimously approved the investment strategy of the new Debt Service Reserve accounts associated with the recent financing.

APPROVAL – INVESTMENT POLICY

Mr. Kevin Cullity requested MDTA Board approval of the MDTA Investment Policy.

Mr. Cullity explained that following a recent review by the Investment Committee and Municipal Advisor, modest changes to the Investment Policy are currently recommended. The proposed changes clarify the competitive selection standard and diversification timing tests.

- 1) Correct explanatory requirement for Competitive transaction process in Section XII to “best price” rather than the “highest yielding” to encompass both purchases and sales.

Current

If the highest yielding security was not selected for purchase or if three bids/offers from Qualified Institutions are not obtained, an explanation describing the rationale will be included in this record.

Proposed

If the best price security was not selected or if three bids/offers from Qualified Institutions are not obtained, an explanation describing the rationale will be included in this record.

- 2) Add 'time of purchase' benchmark under Section VIII. Diversification relative to both instrument and issuer.

Current

Policy Statement 8. The MDTA will diversify its holdings by security type and institution to avoid incurring unreasonable risks due to excessive concentration in specific instruments, financial institutions or issuers.

Proposed

Policy Statement 8. The MDTA will diversify its holdings by security type and institution to avoid incurring unreasonable risks due to excessive concentration in specific instruments, financial institutions or issuers. Diversification standards must be met at time of purchase. Declines in portfolio size may cause diversification limits to be exceeded post purchase, so investments should be structured within limits for an expected average portfolio size. Investment sales to maintain longer term diversification may be considered with consultation of the Investment Committee, but short term and small variances resulting from a portfolio decline do not represent policy violations or necessitate sales.

Upon motion by Member William H. Cox, Jr. and seconded by Member John F. von Paris the modest changes to the MDTA Investment Policy were unanimously approved.

UPDATE – EXECUTIVE DIRECTOR'S REPORT

Mr. Bruce Gartner updated the Board on the following items: 2026 Maryland Association of Counties (MACo) Conference; MDTA Police TRI-ARC re-accreditation for fifth consecutive year from Commission on Accreditation for Law Enforcement Agencies (CALEA); Upcoming September 16 Police Graduation Ceremony; Bond Sale and Credit Rating Updates; E-ZPass Customer Satisfaction Survey; RFQ for the Francis Scott Key Rebuild main span and marine approaches; Francis Scott Key Rebuild Invitation for Bid for the demolition and miscellaneous marine work contract; and the annual 9/11 ride that was held on August 22.

Mr. Gartner ended his report by congratulating Tonya Dorsey on her new position as Chief Administrative Officer; Jaclyn Hartman on her new position as Chief Finance and Partnerships Officer; and thanking Mr. Greg Brown for his service over the last six months and his continued support over the upcoming months during Ms. Hartman's transition.

VOTE TO GO INTO CLOSED SESSION

At 9:52 a.m., a motion was made by Member John F. von Paris and seconded by Member Maricela Cordova, and the Members voted unanimously to move into Closed Session under the Maryland Open Meetings Act, the MDTA Board met in Closed Session under the General Provisions Article:

- Section 3-305(b)(8) to receive a status update on all pending or potential litigation.

In attendance for the Closed Session were Chair Kathryn Thomson; Members Carroll, Cordova, Cox, Penny-Ardinger, Rosen, Snead via Phone, and von Paris; Bruce Gartner; Megan Mohan, Esq.; Franshun Vann, Esq.; Greg Brown; Richard Jaramillo; Pilar Helm; and Natalie Henson.

VOTE TO ADJOURN CLOSED SESSION

At 10:20 a.m., a motion was made by Member Jeffrey S. Rosen and seconded by Member John F. von Paris, and the Members unanimously voted to adjourn the Closed Session and return to Open Session.

RATIFICATION TAKEN IN CLOSED SESSION

Upon motion by Member William H. Cox, Jr. and seconded by Member Jeffrey S. Rosen, the Members ratified their approval of the reimbursement agreement to MDTA for lost revenue pertaining to Contract No. MA-2868-0000 – Electronic Toll Collection (3G) in the amount of \$3,098,182.00.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member Cynthia D. Penny-Ardinger and seconded by Member Maricela Cordova, the Members unanimously voted to adjourn the meeting at 10:24 a.m.

The next MDTA Board Meeting will be held on Thursday, September 24, 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:

Kathryn Thomson, Chair

TAB 2

CLOSED SESSION MINUTES

VERBAL

TAB 3



Maryland Transportation Authority

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

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

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement, Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: Contract No. MDTA 2024-01A (AE-3147-0000 & AE-3152-0000)
Comprehensive Preliminary Engineering and Final Design Services
DATE: September 24, 2026

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract Nos. AE-3147-0000 and AE-3152-0000 under Solicitation No. MDTA 2024-01A – Comprehensive Preliminary Engineering and Final Design Services.

SUMMARY

These are the second two (2) of six (6) total contracts to be awarded for Comprehensive Preliminary Engineering and Final Design Services under solicitation No. MDTA 2024-01A. The first three (3) were approved by the MDTA Board on August 27, 2026.

The services include architecture, planning, engineering, asset management, construction management, project management, and program support. The services are for roads, roadsides, tunnels, bridges, structures, rest areas, inspection areas, weigh stations, toll plazas, travel plazas, surface lots, utilities, ancillary appurtenances, and facilities (buildings, domes, barns, water towers, etc.).

The incumbents in the previous series of these contracts include: **Rummel, Klepper & Kahl, LLP**, Johnson Mirmiran & Thompson, Inc., **Whitman Requardt & Associates, LLP**, **AECOM/Wallace Montgomery** Joint Venture, **WSP USA/Prime AE** Joint Venture, **KCI Technologies**/Pennoni Associates Joint Venture, **Stantec/Mead & Hunt**/Hardesty & Hanover Joint Venture, STV/Jacobs Joint Venture, and **TranSystems/Dewberry** Joint Venture. The firms in bold are being considered for award of these new contracts either as a single prime or a new joint venture.

As this contract exceeds MDTA's delegation, this will be presented at the next available Board of Public Works (BPW) meeting for approval.

RECOMMENDATION

To approve Contract Nos. AE-3147-0000 and AE-3152-0000 under Solicitation No.
MDTA 2024-01A – Comprehensive Preliminary Engineering and Final Design Services.

ATTACHMENT

- Project Summary



PROJECT SUMMARY

Contract No. MDTA 2024-01A

Comprehensive Preliminary Engineering and Final Design Services

PIN NUMBER	N/A
CONTRACT NUMBER	MDTA 2024-01A
CONTRACT TITLE	Comprehensive Preliminary Engineering and Final Design Services

PROJECT SUMMARY	The services include architecture, planning, engineering, asset management, construction management, project management and program support. The services are for roads, roadsides, tunnels, bridges, structures, rest areas, inspection areas, weigh stations, toll plazas, travel plazas, surface lots, utilities, ancillary appurtenances, and facilities (buildings, domes, barns, water towers, etc.).
------------------------	---

SCHEDULE		PROPOSERS	CONTRACT NUMBER	CONTRACT AMOUNT
ADVERTISEMENT DATE	April 30, 2025	Stantec / Mead & Hunt / RS&H JV	AE-3147	\$27 million
ANTICIPATED NTP DATE	November 19, 2026	Dewberry / TranSystems / Prime AE JV	AE-3152	\$21 million
DURATION/TERM	Five (5) years	<i>Complete list on Page 2</i>		

PROTEST	YES	NO
		✓

FUNDING SOURCE	100% TOLL REVENUE
1. Local Government	
2. State Government	
3. Federal Government	
4. Private Industry	
5. Other	

MBE & VSBE PARTICIPATION

		Stantec / Mead & Hunt/ RS&H JV	Dewberry / TranSystems / Prime AE JV
	ADVERTISED	PROPOSED	PROPOSED
	GOAL (%)	GOAL (%)	GOAL (%)
OVERALL MBE	27.00%	27.00%	27.50%
AFRICAN-AMERICAN SUBGOAL	7.00%	9.00%	7.50%
WOMEN-OWNED SUBGOAL	10.00%	15.00%	13.50%
VSBE	1.00%	1.00%	1.00%



PROJECT SUMMARY

Contract No. MDTA 2024-01A

Comprehensive Preliminary Engineering and Final Design Services

PIN NUMBER
CONTRACT NUMBER
CONTRACT TITLE

N/A
MDTA 2024-01A
Comprehensive Preliminary Engineering and Final Design Services

PROPOSERS	CONTRACT NUMBER	CONTRACT AMOUNT	APPROVAL
<i>Complete List</i>			
Stantec / Mead & Hunt / RS&H JV	AE-3147	\$27 million	9/24/2026
AECOM Design Svcs / Wallace-Montgomery JV	AE-3148	\$27 million	8/27/2026
WSP USA / KCI Technologies JV	AE-3149	\$27 million	8/27/2026
Rummel, Klepper & Kahl, LLP	AE-3150	\$25 million	8/27/2026
WR&A LLP / T. Y. Lin International JV	AE-3151	\$23 million	Pending
Dewberry / TranSystems / Prime AE JV	AE-3152	\$21 million	9/24/2026
Pennoni / HNTB JV	N/A	N/A	N/A
Jacobs / STV / Hardesty & Hanover JV	N/A	N/A	N/A
Johnson, Mirmiran & Thompson, Inc.	N/A	N/A	N/A

TAB 4



Maryland
Transportation
Authority

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

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

MEMORANDUM

TO: MDTA Board
FROM: Director of Budget Jeffrey Brown
SUBJECT: Fiscal Year 2026 Amended Operating Budget vs. Actual Spending Review
DATE: September 24, 2026

PURPOSE

The purpose of the memorandum is to report on fourth quarter Fiscal Year (FY) 2026 spending compared to the FY 2026 Amended Operating Budget.

KEY TAKEAWAY

As of June 30, 2026, 94% of the budget was spent compared to a target of 100%. Higher than anticipated costs associated with employee overtime (due to weather-related events and MDTA Police vacancies), IT cost pressures, and property insurance were more than offset by lower-than-expected expenses across the remainder of the budget.

SUMMARY

Budget analysis threshold: More than \$500,000 budgeted with variances greater than +/- 5% of the targeted spending level.

- Salaries & Wages/Technical & Special Fees (**Object 01 & 02 - \$249.9M Budget**) are at targeted spending levels with a 94% spend rate.
- Communications (**Object 03 - \$4.4M Budget**) is slightly below budget with a 90% spend rate.
- Travel (**Object 4 - \$571K Budget**) is below budget with a 63% spend rate. Travel has been consistently at this level since FY 2024. This line item will undergo further analysis for potential savings in the FY 2028 budget as the spending level appears to have settled at a lower level.

FY 2026 Operating Budget vs. Actual Spending Review
Page Two

- Fuel and Utilities (**Object 06 - \$5.3M Budget**) is within 5% of the targeted budget amount with a 102% spend rate. The biggest driver is Electricity (Object 0620) at a 106% spend rate.
- Motor Vehicle Operations & Maintenance (**Object 07 - \$21.8M Budget**) is below budget with an 88% spend rate.
 - Vehicles Gas & Oil (**Object 0702 - \$4.0M Budget**) is below budget with a 75% spend rate.
 - Vehicles Maintenance & Repair (**Object 0703 - \$2.7M Budget**) is below budget with a 79% spend rate.
 - Purchase Other Land Vehicles (**Object 0730 - \$1.8M Budget**) is below budget with a 57% spend rate.
 - Gas & Oil Other Land Vehicles (**Object 0731 - \$1.0M Budget**) is over budget with a 109% spend rate. The increase in fuel cost is due to US-Iran conflict.
 - Large Vehicle Maintenance & Repair (**Object 0732 - \$2.5M Budget**) is above budget with an 115% spend rate due to more vehicle repairs than anticipated.
- Contractual Services (**Object 08 - \$151.5M Budget**) is on budget with a 96% spend rate.
 - Advertising (**0801 - \$3.3M Budget**) is below budget with a 43% spend rate. Some of the expected activities across the fiscal year will be spent in FY 2027.
 - Engineers (**0807 - \$35.9M Budget**) are below budget with an 81% spend rate. The underspending is mostly due to the timeframe associated with contract execution.
 - Equipment Repairs & Maintenance (**0809 - \$2.1M Budget**) is slightly below budget with a 93% spend rate. While the timing of certain charges had this line item above budget earlier in the year, as expected, this line item returned close to budget.
 - Building/Road Repairs & Maintenance (**0812 - \$16.2M Budget**) is below budget with a 79% spend rate. Primarily, there was some delay in invoicing for the Police projects.
 - Janitorial Services (**0813 - \$1.9M Budget**) are below budget with a 78% spend rate.
 - Education & Training (**0819 - \$1.3M Budget**) is below budget with a 62% spend rate. Based on recent trends, this line item will undergo further analysis regarding the appropriate funding level in the FY 2028 budget.
 - Medical Care (**0820 - \$595K Budget**) is below budget with a 56% spend rate. There is a reduced need for pre-hiring physicals due to the hiring freeze.

FY 2026 Operating Budget vs. Actual Spending Review
Page Three

- Management Studies (**0821 - \$6.9M Budget**) is below budget with a 58% spend rate due. The lower than anticipated spending in this line item is mostly due to reduced FY 2026 activity, lower costs than anticipated, the timing of invoices, and the deferral of certain activities to FY 2027.
- Security Services (**0823 - \$1.2M Budget**) is below budget with an 80% spend rate. The savings are driven by the receipt of grant funds.
- IT Services (**0841 through 0869 - \$13.7M Budget**) is above budget with a 134% spend rate.
 - Central Process Services (**0841 - \$900K Budget**) is below budget with a 61% spend rate
 - Telecomm (**0849 - \$614K Budget**) is below budget with a 41% spend rate.
 - Application Software Maintenance (**0862 - \$1.5M Budget**) is over budget with a 342% spend rate due to charges for body worn cameras. A portion of the costs is expected to be capitalized beginning in FY 2027.
 - System Software Maintenance (**0864 - \$1.0M Budget**) is above budget with a 195% spend rate due to an increase in charges from TSO. Consistent with other MDOT modes, the costs associated with enterprise agreements are now being passed through from MDOT to the MDTA.
 - Outside Services Computers (**0869 - \$550K Budget**) is above budget with a 142% spend rate primarily due to enterprise agreements from DOIT and some additional Salesforce licenses.
- E-ZPass® Service Center Costs (**0873 - \$45.5M Budget**) is above budget with an 118% spend rate. This is driven by certain toll collection initiative activities that were implemented after budget finalization.
- Other Contractual Services (**0899 - \$4.3M Budget**) are below budget with an 89% spend rate primarily due to MSP overhead charges.
- Supplies & Materials (**Object 09- \$11.2M Budget**) are below budget with an 81% spend rate.
 - Roadway Maintenance (**0905 - \$761K Budget**) is below budget with a 63% spend rate. The amount of roadway maintenance work was lower than anticipated due to employee vacancies and increased traffic at the FMT and BHT facilities that limit the amount of maintenance work that can be performed. Additionally, lower than expected repairs drive the underspending in this line item.
 - Salt (**0906 - \$1.7M Budget**) is slightly below budget with a 93% spend rate despite the 1st quarter winter storms.
 - Ammunition (**0934 - \$755K Budget**) is below budget with a 52% spend rate. This cost is driven by when the orders are received.
 - Transponders (**0951 - \$4.1M Budget**) expense is below budget with an 83% spend rate.

FY 2026 Operating Budget vs. Actual Spending Review
Page Four

- Replacement Equipment (**Object 10 - \$2.0M Budget**) is below budget with an 85% spend rate.
 - Other Replacement Equipment (**Object 1099 - \$541K Budget**) is below budget with a 55% spend rate. This depends upon when orders are received.
- Additional Equipment (**Object 11 - \$2.6M Budget**) is below budget with a 54% a spend rate mostly due to the timing of orders.
- Fixed Costs (**Object 13 - \$12.8M Budget**) are on budget with a 104% spend rate.
 - Insurance (**Object 1302 - \$907K Budget**) is below budget with an 80% spend rate.
 - Insurance - non STO (**Object 1309 - \$11.6M Budget**) is slightly above the targeted budget amount with a 106% spend rate. The variance is due to higher premiums associated with market rates coupled with an increase in the insurance policy limit.

ATTACHMENT

- Budget vs Actual by Object 4th Qtr. FY 2026

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Twelve Months Ending Tuesday, June 30, 2026

	Budget	YTD Expense	Balance	% Spent
OBJECT 01 Salaries and Wages				
0101 REGULAR EARNINGS	\$152,589,257	\$115,713,954	\$36,875,303	75.83%
0102 ADDITIONAL ASSISTANCE	194,092		194,092	0.00%
0104 OVERTIME EARNINGS	6,107,621	7,455,112	(1,347,491)	122.06%
0104 OVERTIME EARNINGS - SNOW	1,279,686	1,839,887	(560,201)	143.78%
0105 SHIFT DIFFERENTIAL	983,391	82,501	900,890	8.39%
0110 MISCELLANEOUS P/R ADJUSTMENTS	259,750	903,529	(643,779)	347.85%
0111 ACCRUED LEAVE PAYMENTS	192,471	1,129,756	(937,285)	586.97%
0112 RECLASSIFICATIONS	403,865		403,865	0.00%
0151 SOCIAL SECURITY CONTRIBUTIONS	10,936,678	436,123	10,500,556	3.99%
0152 HEALTH INSURANCE	21,801,255	1,367,684	20,433,571	6.27%
0154 RETIREE'S HLTH INSURANCE PREM	13,019,894	235,029	12,784,865	1.81%
0156 VSP PAYMENTS		333,900	(333,900)	0.00%
0161 EMPLOYEES RETIREMENT SYSTEM	19,650,180	967,403	18,682,778	4.92%
0165 STATE POLICE RETIREMENT SYSTEM	5,204,476	3,934,771	1,269,705	75.60%
0169 LAW ENFORCEMNT OFF PENSION SYS	23,925,977		23,925,977	0.00%
0171 BURDEN EXPENSE		97,692,210	(97,692,210)	0.00%
0172 DEFERRED COMPENSATION MATCH	358,077	2,400	355,677	0.67%
0174 UNEMPLOYMENT COMPENSATION	222,105	15,763	206,343	7.10%
0175 WORKERS COMPENSATION	3,633,039	3,176,932	456,107	87.45%
0189 TURNOVER	(12,922,298)		(12,922,298)	0.00%
0199 OTHER FRINGE BENE - CLOTH ALLOW	859,111	752,242	106,869	87.56%
Total Object 01	248,698,628	236,039,194	12,659,434	94.91%
Object 02 Technical and Special Fees				
0202 PER DIEM PAYMENTS	125,000	103,500	21,500	82.80%
0208 TRAINING AND STAFF DEVELOPMENT		400	(400)	0.00%
0209 ADMIN/MGMT SERVICES SUPPORT	3,000		3,000	0.00%
0211 EMPLOYEE AWARDS	1,000		1,000	0.00%
0220 SPECIAL PAYMENTS PAYROLL	1,118,978		1,118,978	0.00%
Total Object 02	1,247,978	103,900	1,144,078	8.33%
Object 03 Communications				
0301 POSTAGE	51,600	44,039	7,561	85.35%
0302 TELEPHONE	880,904	268,475	612,428	30.48%
0303 TELECOMMUNICATIONS	803,730	805,067	(1,336)	100.17%
0305 STATE PAID TELECOMMUNICATIONS	2,000,000	2,243,657	(243,657)	112.18%
0306 CELL PHONE EXPENDITURES	663,181	604,239	58,942	91.11%
Total Object 03	4,399,415	3,965,477	433,938	90.14%
Object 04 Travel				
0401 IN STATE/ROUTINE OPERTN TRAVEL	51,377	21,496	29,881	41.84%
0402 INSTATE/CONF/SEMNR/TRNG TRAVEL	95,098	50,316	44,782	52.91%
0403 OUTSTATE/ROUTINE OPERTN TRAVEL	63,393	26,036	37,357	41.07%
0404 OUTSTATE/CONF/SEMNR/TRNG TRAVL	360,978	262,204	98,774	72.64%
Total Object 04	570,846	360,052	210,794	63.07%
Object 06 Fuel and Utilities				
0603 FUEL-OIL #2	149,300	126,989	22,311	85.06%
0606 FUEL-NATURAL GAS/PROPANE	486,434	403,225	83,209	82.89%
0620 UTILITIES-ELECTRICITY	4,248,405	4,500,363	(251,958)	105.93%
0621 UTILITIES-WATER/SEWAGE	416,703	390,043	26,660	93.60%
Total Object 06	5,300,842	5,420,619	(119,778)	102.26%

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Twelve Months Ending Tuesday, June 30, 2026

	Budget	YTD Expense	Balance	% Spent
Object 07 Motor Vehicle Operations and Maintenance				
0701 PURCH VEH-CAR,LIGHT TRUCK	9,110,000	8,571,879	538,121	94.09%
0702 VEHICLE GAS & OIL	4,025,750	3,002,384	1,023,366	74.58%
0702 VEHICLE GAS & OIL-SNOW		59	(59)	0.00%
0703 VEHICLE MAINTENANCE & REPAIR	2,721,700	2,131,526	590,174	78.32%
0703 VEHICLE MAINT & REPAIR-SNOW		7,908	(7,908)	0.00%
0704 INSURANCE	407,863	357,469	50,394	87.64%
0721 VEHICLE GAS & OIL - WATERCRAFT	49,347	48,933	414	99.16%
0722 VEH MAINT & REPAIR - WATERCRAFT	111,431	51,141	60,290	45.89%
0724 BOAT SLIP RENTAL/LAUNCHING FEES	4,200	500	3,700	11.90%
0730 PURCH VEH-OTHER LAND VEH - DUMP, TRACT	1,816,000	1,033,966	782,034	56.94%
0731 GAS & OIL - OTHER LAND VEHICLES	1,000,000	1,090,208	(90,208)	109.02%
0732 LG VEHICLE MAINT & REPAIR	2,500,000	2,791,608	(291,608)	111.66%
0732 LG VEHICLE MAINT & REPAIR-SNOW		71,759	(71,759)	0.00%
0741 ELECTRICITY USAGE FOR VEHICLES		330	(330)	0.00%
0789 COMMUTER CHARGE	(5,000)	(24,811)	19,811	496.22%
0799 OTHER MOTOR VEHICLE CHARGES	50,000	19,399	30,601	38.80%
Total Object 07	21,791,291	19,154,257	2,637,034	87.90%
Object 08 Contractual Services				
0801 ADVERTISING/LEGAL PUBLICATION	3,278,691	1,394,532	1,884,159	42.53%
0802 APPLICATIONS SOFTWARE MAINT	100,000	47,531	52,469	47.53%
0804 PRINTING/REPRODUCTION	33,250	5,538	27,712	16.65%
0807 ENGINEERS	3,150,000	2,797,686	352,314	88.82%
0807 ENGINEERS - Environmental (MA0967)	4,000,000	2,527,449	1,472,551	63.19%
0807 ENGINEERS - Highways (MA0983)	235,000	146,046	88,954	62.15%
0807 ENGINEERS - Architectural (MA2395)	400,000	224,368	175,632	56.09%
0807 ENGINEERS - ITS/Electrical (MA2226)	1,180,000	610,109	569,891	51.70%
0807 ENGINEERS - Structural (MA2055)	1,825,000	2,361,922	(536,922)	129.42%
0807 ENGINEERS - Traffic (MA2181)	1,700,000	1,517,163	182,837	89.24%
0807 ENGINEERS - Asset Mgmt (MA2869)	800,000	718,124	81,876	89.77%
0807 ENGINEERS - On-Call (All MR)	6,700,000	4,858,440	1,841,560	72.51%
0807 ENGINEERS - Annual Inspections (MA2471)	15,950,000	13,202,561	2,747,439	82.77%
0808 EQUIPMENT RENTAL	544,018	486,548	57,470	89.44%
0809 EQUIPMENT REPAIRS & MAINT	2,123,609	1,973,730	149,879	92.94%
0810 EXTERMINATION	17,413	5,679	11,734	32.61%
0812 BUILDING/ROAD REPAIRS & MAINT	16,176,962	5,741,702	10,435,259	35.49%
0812 BUILDING/ROAD REPAIRS & MAINT - On-Call		7,049,337	(7,049,337)	0.00%
0813 JANITORIAL SERVICES	1,944,667	1,522,248	422,419	78.28%
0814 GROUNDS MAINTENANCE	86,700	19,007	67,693	21.92%
0815 LAUNDRY	3,400	1,647	1,753	48.45%
0817 LEGAL SERVICES	477,850	207,323	270,527	43.39%
0819 EDUCATION/TRAINING CONTRACTS	1,328,188	818,946	509,242	61.66%
0820 MEDICAL CARE	594,720	333,216	261,504	56.03%
0821 MGMT STUDIES AND CONSULTANTS	6,947,572	4,060,860	2,886,712	58.45%
0823 SECURITY SERVICES	1,241,976	991,671	250,304	79.85%
0824 LABORATORY SERVICES	44,278	45,347	(1,068)	102.41%
0825 VETERINARIAN	31,565	29,683	1,882	94.04%
0826 FREIGHT AND DELIVERY	17,841	5,207	12,634	29.19%
0827 TRASH AND GARBAGE REMOVAL	474,648	653,353	(178,705)	137.65%
0828 OFFICE ASSISTANCE	62,000	12,314	49,686	19.86%
0829 FISCAL SERVICES	15,715,250	14,192,558	1,522,692	90.31%
0841 DP CENTRAL PROCESS SVC	900,000	544,146	355,854	60.46%

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Twelve Months Ending Tuesday, June 30, 2026

	Budget	YTD	Balance	%
		Expense		Spent
0843 DP COMMUNICATIONS CONTROLLERS SVC	400,000	419,315	(19,315)	104.83%
0849 TELECOMM LINES, MODEMS & CONTROLLERS	613,538	253,392	360,146	41.30%
0854 COMPUTER MAINTENANCE CONTRACTS	100,000	191,058	(91,058)	191.06%
0858 SOFTWARE LICENSES	123,750	347,403	(223,653)	280.73%
0861 APPL SOFTWARE ACQUISITION	50,000	82,866	(32,866)	165.73%
0862 APPL SOFTWARE MAINTENANCE	1,501,000	5,126,380	(3,625,380)	341.53%
0864 SYSTEMS SOFTWARE MAINTENANCE	1,000,000	1,948,577	(948,577)	194.86%
0865 OUTSIDE SVCS-SYS ANALYSIS&DSGN	8,000,000	8,242,001	(242,001)	103.03%
0866 OUTSIDE SVCS-PROGRAMMING	500,000	501,656	(1,656)	100.33%
0869 OUTSIDE SVCS-COMPUTER USAGE	550,000	779,413	(229,413)	141.71%
0872 IT OUTSIDE SVCS - CONSULTING SVC	6,000		6,000	0.00%
0873 OUTSIDE SVC - E-Z PASS SVC CENTER	45,500,000	53,796,267	(8,296,267)	118.23%
0874 OFFICE OF ATTORNEY GENERAL FEE	44,265	46,690	(2,425)	105.48%
0875 RETIREMENT AGENCY ADMIN FEE	232,588		232,588	0.00%
0876 STATEWIDE DOIT SERVICES	125,000	773,404	(648,404)	618.72%
0894 STATEWIDE PERSONNEL SYS ALLOC	41,676	8,655	33,021	20.77%
0897 STATE ENTERPRISE BUDGET SYSTEM	348,402	26,950	321,452	7.74%
0899 OTHER CONTRACTUAL SVC-NON DP	4,310,702	3,830,160	480,542	88.85%
Total Object 08	151,531,519	145,480,180	6,051,339	96.01%
Object 09 Supplies and Materials				
0901 AGRICULTURE	53,090	36,839	16,251	69.39%
0902 OFFICE SUPPLIES	446,169	287,586	158,584	64.46%
0903 ELECTRICAL MATERIALS	492,291	277,424	214,867	56.35%
0904 BUILDING & HOUSEHOLD SUPPLIES	488,712	543,418	(54,706)	111.19%
0905 ROADWAY MAINT MATERIALS	761,477	479,460	282,017	62.96%
0906 SALT/SNOW MELTING MATERIALS	1,661,500	1,544,977	116,523	92.99%
0908 HOUSEKEEPING SUPPLIES	74,266	60,132	14,134	80.97%
0909 MEDICAL SUPPLIES	44,807	33,806	11,001	75.45%
0912 WEARING APPAREL-UNIFORMS EMPL	1,293,258	1,240,826	52,431	95.95%
0915 LIBRARY SUPPLIES	29,975	26,440	3,535	88.21%
0917 SMALL TOOLS	348,519	286,305	62,214	82.15%
0918 VETERINARY SUPPLIES	29,381	23,889	5,492	81.31%
0920 FOOD	194,784	169,766	25,018	87.16%
0926 DATA PROCESSING SUPPLIES	32,435	29,378	3,057	90.57%
0934 AMMO GUNS FIRING RANGE SUPPLIES	754,811	393,599	361,212	52.15%
0951 E-ZPASS TRANSPONDERS	4,115,000	3,431,403	683,597	83.39%
0999 OTHER SUPPLIES AND MATERIALS	369,319	244,374	124,945	66.17%
Total Object 09	11,189,794	9,109,623	2,080,172	81.41%
Object 10 Replacement Equipment				
1002 REPL AUDIO-VISUAL EQUIP		4,731	(4,731)	0.00%
1009 REPL HUMAN ENVIRONMENTAL EQUIP		4,107	(4,107)	0.00%
1013 REPL MAINTENANCE & BUILDING EQUIP	296,600	190,575	106,025	64.25%
1015 REPL OFFICE EQUIPMENT	106,357	109,219	(2,862)	102.69%
1019 REPL RADIOS & ELECTRONIC EQUIPMENT	66,000	58,837	7,163	89.15%
1033 REPL DP EQUIP-MICROCOMPUTER	1,005,200	1,056,751	(51,551)	105.13%
1036 REPL DP EQUIP-PERIPHERALS	14,400		14,400	0.00%
1099 OTHER REPLACEMENT EQUIPMENT	541,266	296,024	245,243	54.69%
Total Object 10	2,029,823	1,720,244	309,579	84.75%
Object 11 Additional Equipment				
1102 ADDT'L AUDIO-VISUAL EQUIP	6,500	4,150	2,350	63.85%
1103 ADDT'L CLEANING EQUIPMENT	10,000		10,000	0.00%

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Twelve Months Ending Tuesday, June 30, 2026

	Budget	YTD	Balance	%
		Expense		Spent
1109 ADDT'L HUMAN ENVIRONMENTAL EQUIP	1,000	15,425	(14,425)	1542.57%
1113 ADDT'L MAINTENANCE & BUILDING EQUIP	253,000	168,265	84,735	66.51%
1115 ADDT'L OFFICE EQUIPMENT	238,590	100,747	137,843	42.23%
1119 ADDT'L RADIOS & ELECTRONIC EQUIPMENT	665,000	5,104	659,896	0.77%
1133 ADDT'L DP EQUIP-MICROCOMPUTER	20,000		20,000	0.00%
1136 ADDT'L DP EQUIP-PERIPHERALS		1,942	(1,942)	0.00%
1199 OTHER ADDITIONAL EQUIPMENT	1,378,962	1,093,186	285,777	79.28%
Total Object 11	2,573,052	1,388,819	1,184,233	53.98%
Object 13 Fixed Charges				
1301 RENT		10,062	(10,062)	0.00%
1302 INSURANCE COVERAGE PAID TO STO	907,813	726,444	181,369	80.02%
1303 RENT PAID TO DGS	1,100		1,100	0.00%
1304 SUBSCRIPTIONS	29,020	29,814	(794)	102.74%
1305 ASSOCIATION DUES	283,857	293,300	(9,443)	103.33%
1308 LICENSES	9,720	5,789	3,931	59.56%
1309 INSURANCE (NON STO PAYMENTS)	11,596,368	12,308,754	(712,386)	106.14%
1320 BAD DEBT EXPENSE	50,000	0	50,000	0.00%
Total Object 13	12,877,878	13,374,163	(496,285)	103.85%
Total All Objects	462,211,066	436,116,528	26,094,538	94.35%

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Capital Program Manager Jennifer Stump
SUBJECT: Fourth Quarter Review of Fiscal Year (FY) 2026 Capital Budget vs. Actual Spending
DATE: September 24, 2026

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to update 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). This information was also presented to the MDTA Finance and Administration Committee on September 10, 2026.

SUMMARY

As of June 30, 2026, 73.2% of the FY 2026 budget was spent as compared to the targeted spending level of 100%. The total budget for FY 2026 was \$1.1 billion. The actual spending through the fourth quarter was \$845 million.

ANALYSIS

Nine of the 102 projects budgeted in FY 2026 were within the acceptable spending limits of 90% to 110% (plus or minus 10% of the 100% target). The variation decreased from the 25% reported for the first, second, and third quarters because all allocations, accruals, and FY 2026 invoices were posted.

The Key Bridge Rebuild was at a 65% spend rate while the remaining projects in the CTP were at a cumulative spend rate of 85.2%.

Actual spending through the fourth quarter for ten projects with FY 2026 budgets over \$10 million was \$691.3 million. The ten projects are detailed in Attachment A.

ATTACHMENT

Attachment A – FY 2026 Capital Program Spending – Ten Projects with FY 2026 Budgets over \$10 million

**FY 2026 Capital Program Spending
Compared to Draft FY 2026-2031 CTP Budget
Ten Projects with FY 2026 Budgets over \$10M**

Project Name	FY 2026 Budget Draft CTP (\$ Million)	FY 2026 Actual thru 06/30/2026 (\$ Million)	FY 2026 4th Qtr Spend Rate
Key Bridge Rebuild	\$685.0	\$445.5	65%
I-95 ETL NB Transition - MD 24 Interchange Reconstruction	\$78.7	\$85.4	108%
I-95 ETL NBE MD 24 to Bynum Run	\$31.0	\$28.0	90%
Rehab Decks of EB Span - Phase I Deck Widening & Replacement of Deck Truss Spans	\$30.0	\$50.7	169%
Envelope Repair and Switchgear Replacements at BHT Vent Buildings	\$22.0	\$18.9	86%
I-695 Ramps to I-95 Northbound Express Toll Lanes	\$21.1	\$0.6	3%
I-95/Belvidere Road Interchange	\$15.9	\$21.6	136%
Cleaning and Painting of the Hatem Bridge	\$15.5	\$13.1	85%
10-Year Equipment Budget - FY 2018 through FY 2027	\$14.5	\$12.8	88%
FMT Facility-wide Zone Paint Program	\$11.8	\$14.7	124%
Total	\$925.5	\$691.3	74.7%

TAB 6



Maryland Transportation Authority

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

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Finance Chantelle Green
PREPARED BY: Director of Revenue Walter Laun
SUBJECT: Fourth Quarter Fiscal Year 2026 Traffic and Revenue Performance
DATE: September 24, 2026

PURPOSE OF MEMORANDUM

To provide the Maryland Transportation Authority (MDTA) Board with a quarterly and year-to-date (YTD) update regarding traffic and toll revenue trends compared to the previous year and the forecast.

KEY TAKEAWAYS

- Total revenue collected increased by \$22.9 million, year-over-year (YOY).
- Total revenue collected was above forecast by \$9.6 million for the period ending June 30, 2026, YTD.
 - E-ZPass revenue collected was above forecast by \$1.4 million.
 - Video Toll and Administrative Fee revenues collected were above forecast by \$8.2 million.

ANALYSIS

This quarterly review looks at traffic and toll revenue trends and compares actual system-wide experience with traffic and toll revenue forecasts. CDM Smith tracks and evaluates the performance of traffic at the lane level and traffic and revenue collected on a cash basis.

Fourth Quarter Fiscal Year 2026 Traffic and Revenue Performance
Page Two

FY 2026 Actuals compared to FY 2025 Actuals and FY 2026 Forecast versus FY 2026 Actuals

Combined Facilities (including Administrative Revenue)														
TRANSACTIONS (in Millions)								REVENUE (in Millions)						
	FY25	FY26			FY26			FY25	FY26			FY26		
	Actual	Actual	Diff	% Change	Forecast	Diff	% Diff	Actual	Actual	Diff	% Change	Forecast	Diff	% Diff
Qtr. 1	40.8	41.4	0.5	1.3%	41.3	0.1	0.2%	\$ 192.4	\$ 204.7	\$12.3	6.4%	\$ 201.0	\$ 3.7	1.9%
Qtr. 2	38.4	40.0	1.6	4.3%	39.5	0.5	1.2%	187.8	193.9	6.0	3.2%	193.3	0.6	0.3%
Qtr. 3	36.5	35.4	(1.1)	-3.1%	36.5	(1.1)	-3.0%	192.9	172.6	(20.4)	-10.6%	186.0	(13.4)	-7.2%
Qtr. 4	41.8	42.9	1.2	2.8%	42.8	0.1	0.3%	210.3	235.2	24.9	11.8%	216.5	18.7	8.6%
YTD Totals	157.5	159.7	2.2	1.4%	160.1	(0.4)	-0.3%	\$ 783.4	\$ 806.3	\$22.9	2.9%	\$ 796.7	\$ 9.6	1.2%

*Note: Numbers may not sum due to rounding

As shown in the table above, for the period ending June 30, 2026, YTD, systemwide transactions totaled 159.7 million and corresponding toll and administrative revenue totaled \$806.3 million. This represents an increase of 2.2 million transactions, or 1.4%, compared to the same period last year. YTD revenue increased by \$22.9 million, or 2.9%, compared to the same period last year. Increases in E-ZPass, Pay-by-Plate, and administrative toll revenue accounted for \$16.2 million, \$0.7 million, and \$8.3 million of the total increase, respectively. These were slightly offset by a decrease in Video Toll revenue of \$2.3 million. The largest drivers of the increase in E-ZPass revenue include the Fort McHenry Tunnel (\$7.7M, +3.7%) and the I-95 Express Toll Lanes (ETL) (\$4.7M, +26.7%), with the remaining toll facilities making up the difference. The 26.7% increase at the I-95 ETL was attributed to the completion of the northbound extension in Dec 2024.

For the period ending June 30, 2026, YTD, actual revenue was above forecast by \$9.6 million, or 1.2%. E-ZPass, Pay-by-Plate, and administrative revenues were above forecast by \$1.4 million, \$0.4 million, and \$11.9 million, respectively. Administrative revenue exceeded the forecast due to an increase in civil penalty fees collected by the Central Collections Unit (CCU). The improvement in civil penalty fee collection was partially offset by an underperformance in Video Toll revenue, which was below forecast by \$4.1 million.

ATTACHMENTS

- Attachment A: Summary of Revenue
- Attachment B: Comparison of Official Forecast to Actual Toll Revenue Performance
- Attachment C: Analysis of Actual Toll Revenue Performance & Financial Forecast Differences
- Attachment D: FY 2026 Forecast vs Actual Revenue – by Facility
- Attachment E: FY 2026 Forecast vs. Actual Revenue – by Payment Method
- Attachment F: FY 2026 Semi-Annual Update – CDM Smith

Fourth Quarter Fiscal Year 2026 Traffic and Revenue Performance
Page Three

Attachment A

Summary of Revenue
FY2026 Forecasted and Actual Revenue Comparison
July 1, 2025 to June 30, 2026

	E-ZPass®	Video, Administrative ¹ & Pay-By- Plate	Total
Forecast Revenue	\$625,882,366	\$170,818,772	\$796,701,138
Actual Revenue	627,279,393	179,018,858	806,298,251
Difference	\$1,397,027	\$8,200,086	\$9,597,113

¹ Includes items such as Hatem Bridge discount plan (\$20.00 annual plan), oversize permit fees, transponder sales, civil penalties, unused trips, commercial post-usage discount & monthly account fees (non-Maryland addresses).

Attachment B

Comparison of Official Forecast to Actual Toll Revenue Performance
July 1, 2025 to June 30, 2026

Toll Revenue Forecast:	\$796,701,138
Actual Revenue:	
E-ZPass	627,279,393
Pay-By-Plate	6,150,878
Video Toll	75,221,447
Administrative Toll	97,646,533
Total Actual Revenue	806,298,251
Actual Revenue less Forecasted Revenue	9,597,113

Fourth Quarter Fiscal Year 2026 Traffic and Revenue Performance
Page Four

Attachment C

Analysis of Adjusted Toll Revenue Performance & Financial Forecast Differences
July 1, 2025 to June 31, 2026

Adjusted Actual Revenue less Forecasted Revenue	\$ 9,597,113
Forecast Assumption Differences:	
<i>E-ZPass</i> Daily Average Traffic Higher than Forecasted (FY2026) - ongoing	1,397,027
<i>Pay-By-Plate</i> Usage Higher than Forecasted (FY2026) - ongoing	414,519
<i>Video Toll</i> Collections Lower than Forecasted (FY2026) - one-time (-\$2.5M)	(4,094,019)
<i>Administrative Toll Revenue</i> Higher than Forecasted (FY2026) - one-time [CPFs +\$11.6M]	11,879,587
Total Forecast Assumption Differences	\$ 9,597,113
Unreconciled/Analyzed Difference	\$ 0

Fourth Quarter Fiscal Year 2026 Traffic and Revenue Performance
Page Five

Attachment D
FY 2026 Forecast vs. Actual Revenue – By Facility

Legacy Facilities															
Video, Pay-By-Plate & Other	E-ZPass		July	August	September	October	November	December	January	February	March	April	May	June	Total
		Forecast	\$ 45,608,376	\$46,392,126	\$ 46,987,393	\$ 45,676,877	\$44,486,620	\$43,069,909	\$ 40,452,827	\$38,742,006	\$ 43,040,123	\$ 46,384,744	\$ 49,800,625	\$ 46,492,086	\$ 537,133,714
		Actual	49,741,680	46,421,797	45,577,368	45,275,838	45,686,826	44,014,241	36,482,358	37,715,738	45,532,583	38,182,319	52,423,141	52,242,614	\$ 539,296,502
	Difference	4,133,303	29,671	(1,410,025)	(401,040)	1,200,206	944,332	(3,970,469)	(1,026,269)	2,492,460	(8,202,425)	2,622,516	5,750,528	\$ 2,162,788	
	Forecast	11,216,186	10,647,433	10,826,926	10,631,454	10,806,848	10,878,869	10,604,165	10,369,580	15,599,029	16,439,441	14,547,402	10,846,124	\$ 143,413,459	
	Actual	11,531,302	11,732,853	11,216,483	11,125,089	10,503,585	9,761,638	8,453,032	12,056,617	8,227,718	7,964,297	7,860,405	46,270,958	\$ 156,703,976	
	Difference	315,115	1,085,419	389,557	493,635	(303,263)	(1,117,231)	(2,151,133)	1,687,037	(7,371,311)	(8,475,144)	(6,686,997)	35,424,834	\$ 13,290,517	
	Forecast	56,824,563	57,039,559	57,814,318	56,308,332	55,293,469	53,948,778	51,056,992	49,111,586	58,639,153	62,824,185	64,348,028	57,338,211	\$ 680,547,172	
	Actual	61,272,981	58,154,650	56,793,850	56,400,927	56,190,411	53,775,879	44,935,390	49,772,354	53,760,301	46,146,615	60,283,547	98,513,572	\$ 696,000,478	
	Difference	\$ 4,448,419	\$ 1,115,090	\$ (1,020,468)	\$ 92,596	\$ 896,943	\$ (172,899)	\$ (6,121,602)	\$ 660,769	\$ (4,878,852)	\$ (16,677,569)	\$ (4,064,481)	\$ 41,175,361	\$ 15,453,305	

Intercounty Connector															
Video, Pay-By-Plate & Other	E-ZPass		July	August	September	October	November	December	January	February	March	April	May	June	Total
		Forecast	\$ 6,105,071	\$ 5,364,197	\$ 5,820,118	\$ 5,614,968	\$ 5,370,903	\$ 4,934,050	\$ 4,667,004	\$ 4,647,017	\$ 5,792,875	\$ 5,429,192	\$ 6,108,355	\$ 6,094,001	\$ 65,947,751
		Actual	5,632,920	5,632,412	5,711,018	5,919,726	5,481,294	5,218,862	4,514,255	4,187,312	5,850,530	4,904,484	6,841,843	5,784,085	\$ 65,678,740
	Difference	(472,152)	268,215	(109,099)	304,758	110,390	284,812	(152,749)	(459,705)	57,655	(524,709)	733,489	(309,916)	\$ (269,011)	
	Forecast	1,877,155	1,894,733	1,930,296	1,841,522	1,956,054	2,011,840	1,788,085	1,885,391	3,257,002	3,061,533	2,864,115	2,028,810	\$ 26,396,536	
	Actual	1,982,023	1,697,236	1,658,368	1,748,953	1,587,919	1,581,050	1,398,526	1,734,660	1,543,077	1,425,309	1,391,702	3,497,498	\$ 21,246,322	
	Difference	104,869	(197,497)	(271,928)	(92,569)	(368,135)	(430,790)	(389,560)	(150,731)	(1,713,924)	(1,636,224)	(1,472,412)	1,468,688	\$ (5,150,214)	
	Forecast	7,982,226	7,258,931	7,750,414	7,456,490	7,326,958	6,945,890	6,455,089	6,532,408	9,049,876	8,490,725	8,972,470	8,122,811	\$ 92,344,287	
	Actual	7,614,943	7,329,648	7,369,387	7,668,679	7,069,213	6,799,912	5,912,781	5,921,971	7,393,607	6,329,792	8,233,546	9,281,583	\$ 86,925,062	
	Difference	\$ (367,283)	\$ 70,718	\$ (381,027)	\$ 212,189	\$ (257,745)	\$ (145,979)	\$ (542,309)	\$ (610,437)	\$ (1,656,269)	\$ (2,160,933)	\$ (738,924)	\$ 1,158,772	\$ (5,419,225)	

I-95 Express Toll Lanes															
Video, Pay-By- Plate & Other	E-ZPass		July	August	September	October	November	December	January	February	March	April	May	June	Total
		Forecast	\$ 1,971,477	\$ 2,122,168	\$ 1,921,290	\$ 1,956,859	\$ 1,911,180	\$ 1,847,967	\$ 1,608,812	\$ 1,495,959	\$ 1,831,793	\$ 2,020,329	\$ 2,055,449	\$ 2,057,619	\$ 22,800,901
		Actual	1,969,844	1,983,962	1,933,989	2,030,302	1,876,077	1,795,596	1,413,862	1,332,118	1,898,596	1,957,728	2,109,187	2,002,891	\$ 22,304,151
	Difference	(1,633)	(138,206)	12,699	73,443	(35,104)	(52,371)	(194,950)	(163,841)	66,803	(62,601)	53,737	(54,727)	\$ (496,751)	
	Video, Pay-By- Plate & Other	Forecast	98,383	95,555	95,703	93,128	84,562	81,799	68,166	59,292	72,860	83,768	84,749	90,811	\$ 1,008,777
		Actual	105,862	95,229	95,168	96,580	83,582	84,001	76,567	61,338	78,527	87,235	91,126	113,345	\$ 1,068,560
		Difference	7,479	(325)	(535)	3,452	(981)	2,202	8,401	2,046	5,666	3,467	6,377	22,534	\$ 59,783
	Total	Forecast	2,069,859	2,217,722	2,016,994	2,049,987	1,995,743	1,929,766	1,676,978	1,555,251	1,904,653	2,104,097	2,140,198	2,148,430	\$ 23,809,678
		Actual	2,075,705	2,079,191	2,029,157	2,126,882	1,959,658	1,879,597	1,490,429	1,393,456	1,977,122	2,044,963	2,200,313	2,116,237	\$ 23,372,711
Difference		\$ 5,846	\$ (138,531)	\$ 12,163	\$ 76,895	\$ (36,085)	\$ (50,169)	\$ (186,549)	\$ (161,796)	\$ 72,470	\$ (59,134)	\$ 60,115	\$ (32,193)	\$ (436,968)	

All Facilities													
	July	August	September	October	November	December	January	February	March	April	May	June	Total
Forecast	\$ 66,876,648	\$66,516,213	\$ 67,581,726	\$ 65,814,809	\$64,616,169	\$62,824,434	\$ 59,189,060	\$57,199,245	\$ 69,593,681	\$ 73,419,007	\$ 75,460,695	\$ 67,609,452	\$796,701,138
Actual	70,963,630	67,563,489	66,192,394	66,196,488	65,219,283	62,455,387	52,338,600	57,087,782	63,131,030	54,521,370	70,717,405	109,911,392	\$806,298,251
Difference	\$ 4,086,982	\$ 1,047,277	\$ (1,389,332)	\$ 381,680	\$ 603,114	\$ (369,047)	\$ (6,850,460)	\$ (111,464)	\$ (6,462,651)	\$ (18,897,637)	\$ (4,743,290)	\$ 42,301,941	\$ 9,597,113

Fourth Quarter Fiscal Year 2026 Traffic and Revenue Performance
Page Six

Attachment E
FY 2026 Forecast vs. Actual Revenue – By Payment Method

E-ZPass													
	July	August	September	October	November	December	January	February	March	April	May	June	Total
Forecast													
Legacy	45,608,376	46,392,126	46,987,393	45,676,877	44,486,620	43,069,909	40,452,827	38,742,006	43,040,123	46,384,744	49,800,625	46,492,086	\$ 537,133,714
ICC	6,105,071	5,364,197	5,820,118	5,614,968	5,370,903	4,934,050	4,667,004	4,647,017	5,792,875	5,429,192	6,108,355	6,094,001	\$ 65,947,751
ETL	1,971,477	2,122,168	1,921,290	1,956,859	1,911,180	1,847,967	1,608,812	1,495,959	1,831,793	2,020,329	2,055,449	2,057,619	\$ 22,800,901
Total	53,684,924	53,878,491	54,728,801	53,248,704	51,768,704	49,851,925	46,728,643	44,884,982	50,664,791	53,834,265	57,964,430	54,643,706	\$ 625,882,366
Actual													
Legacy	49,741,680	46,421,797	45,577,368	45,275,838	45,686,826	44,014,241	36,482,358	37,715,738	45,532,583	38,182,319	52,423,141	52,242,614	\$ 539,296,502
ICC	5,632,920	5,632,412	5,711,018	5,919,726	5,481,294	5,218,862	4,514,255	4,187,312	5,850,530	4,904,484	6,841,843	5,784,085	\$ 65,678,740
ETL	1,969,844	1,983,962	1,933,989	2,030,302	1,876,077	1,795,596	1,413,862	1,332,118	1,898,596	1,957,728	2,109,187	2,002,891	\$ 22,304,151
Total	57,344,443	54,038,171	53,222,375	53,225,866	53,044,197	51,028,699	42,410,475	43,235,167	53,281,709	45,044,530	61,374,172	60,029,590	627,279,393
Difference	\$ 3,659,519	\$ 159,680	\$ (1,506,426)	\$ (22,839)	\$ 1,275,493	\$ 1,176,773	\$ (4,318,168)	\$ (1,649,815)	\$ 2,616,918	\$ (8,789,735)	\$ 3,409,742	\$ 5,385,884	\$ 1,397,027

Video, Pay-By-Plate & Other													
	July	August	September	October	November	December	January	February	March	April	May	June	Total
Forecast													
Legacy	11,216,186	10,647,433	10,826,926	10,631,454	10,806,848	10,878,869	10,604,165	10,369,580	15,599,029	16,439,441	14,547,402	10,846,124.42	\$ 143,413,458.59
ICC	1,877,155	1,894,733	1,930,296	1,841,522	1,956,054	2,011,840	1,788,085	1,885,391	3,257,002	3,061,533	2,864,115	2,028,810.29	\$ 26,396,536.19
ETL	98,383	95,555	95,703	93,128	84,562	81,799	68,166	59,292	72,860	83,768	84,749	90,811.10	\$ 1,008,776.97
Total	13,191,724	12,637,721	12,852,925	12,566,104	12,847,465	12,972,508	12,460,417	12,314,263	18,928,891	19,584,742	17,496,266	12,965,746	\$ 170,818,772
Actual													
Legacy	\$ 11,531,302	\$ 11,732,853	\$ 11,216,483	\$ 11,125,089	\$ 10,503,585	\$ 9,761,638	\$ 8,453,032	\$ 12,056,617	\$ 8,227,718	\$ 7,964,297	\$ 7,860,405	46,270,958	156,703,976
ICC	1,982,023	1,697,236	1,658,368	1,748,953	1,587,919	1,581,050	1,398,526	1,734,660	1,543,077	1,425,309	1,391,702	3,497,498	21,246,322
ETL	105,862	95,229	95,168	96,580	83,582	84,001	76,567	61,338	78,527	87,235	91,126	113,345	1,068,560
Total	13,619,187	13,525,318	12,970,019	12,970,623	12,175,086	11,426,688	9,928,125	13,852,614	9,849,322	9,476,840	9,343,234	49,881,802	179,018,858
Difference	\$ 427,463	\$ 887,596	\$ 117,094	\$ 404,518	\$ (672,379)	\$ (1,545,820)	\$ (2,532,292)	\$ 1,538,351	\$ (9,079,569)	\$ (10,107,902)	\$ (8,153,032)	\$ 36,916,056	\$ 8,200,086

All Revenue													
	July	August	September	October	November	December	January	February	March	April	May	June	Total
Forecast	\$ 66,876,648	\$ 66,516,213	\$ 67,581,726	\$ 65,814,809	\$ 64,616,169	\$ 62,824,434	\$ 59,189,060	\$ 57,199,245	\$ 69,593,681	\$ 73,419,007	\$ 75,460,695	\$ 67,609,452	\$ 796,701,138
Actual	70,963,630	67,563,489	66,192,394	66,196,488	65,219,283	62,455,387	52,338,600	57,087,782	63,131,030	54,521,370	70,717,405	\$ 109,911,392	\$ 806,298,251
Difference	\$ 4,086,982	\$ 1,047,277	\$ (1,389,332)	\$ 381,680	\$ 603,114	\$ (369,047)	\$ (6,850,460)	\$ (111,464)	\$ (6,462,651)	\$ (18,897,637)	\$ (4,743,290)	\$ 42,301,941	\$ 9,597,113



Mr. Walter Laun

August 31, 2026

Page 1

FINAL

Mr. Walter Laun
Revenue Director
Maryland Transportation Authority
2310 Broening Highway
Suite 150
Baltimore, MD 21224

Subject: **FINAL** Fiscal Year 2026 Second Semi-Annual Traffic and Revenue Performance Report

Dear Mr. Laun:

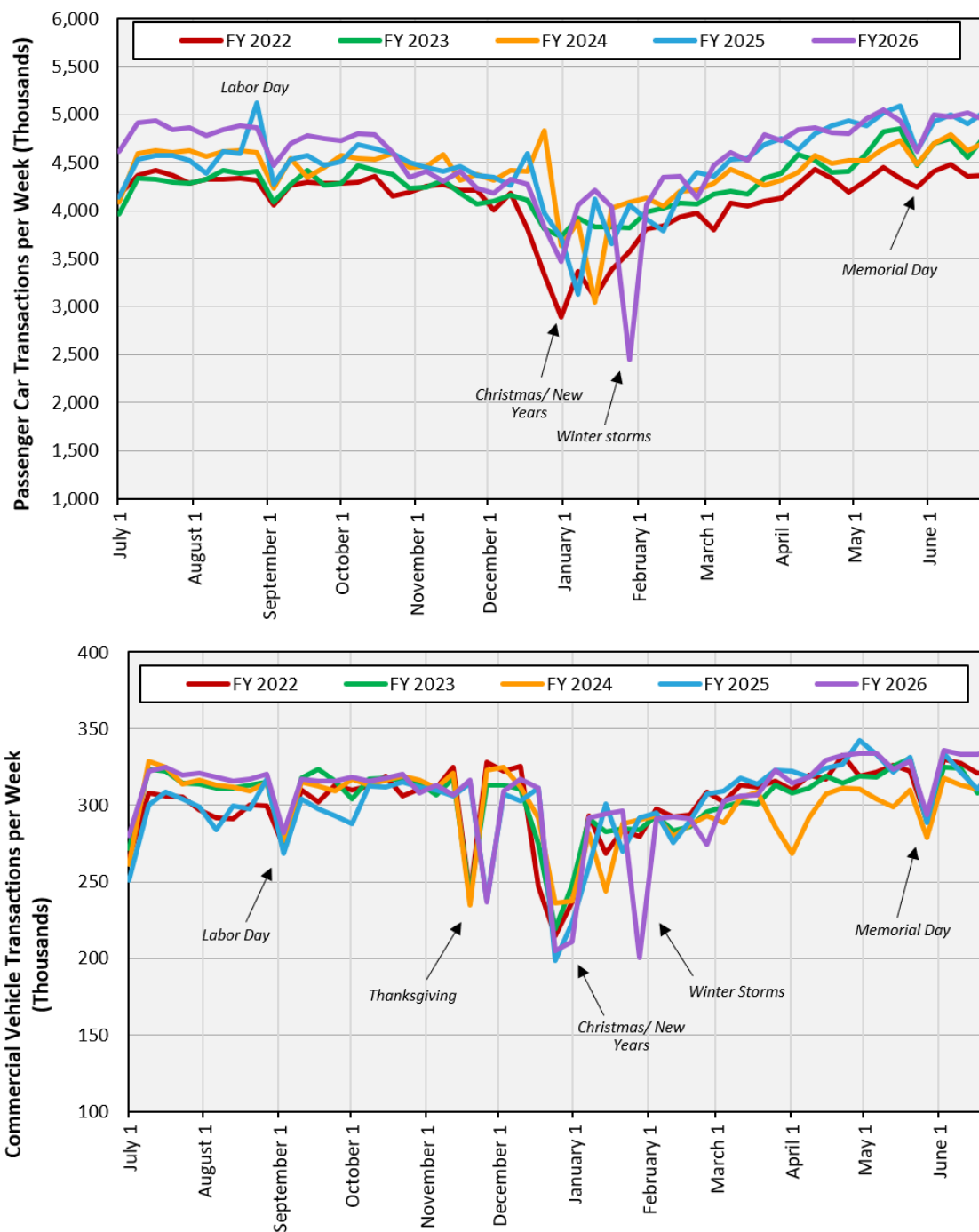
This letter provides a summary of historical monthly transactions and toll revenue performance on the MDTA system using data for Fiscal Year (FY) 2026, ending June 30, 2026. The historical performance is also compared to the annual forecast update from November 2025 summarized in the “FY 2026 Traffic and Toll Revenue Forecast Update”, (November 2025 forecast report). This comparison is provided separately for the Legacy system, Intercounty Connector (ICC), and I-95 Express Toll Lanes (ETLs), as well as for the total system. A summary of the forecast methodology and an analysis of the variations in actual experience compared to forecast is also provided.

Recent Trends

Since FY 2020 when the pandemic began, CDM Smith has tracked the performance on the system through two sources: the Kapsch 3G toll collection system data reports and the Traffic Volume Income (TVI) reports. The 3G reports provide raw, in-lane data which records daily traffic at the roadside, independent of toll collections. TVI reports provide collected transactions and revenue on the system on a cash basis, where a transaction and the associated revenue is reported in the month the toll is paid.

Figure 1 shows the systemwide traffic on the total MDTA system for passenger cars and commercial vehicles from July 2021 through June 2026, using the daily in-lane data. Passenger car transaction volumes for FY 2023 and FY 2024 were similar to FY 2022 in both volume and weekly variation. In the first half of FY 2025, passenger cars consistently reached levels prior to the pandemic and matched or exceeded FY 2024 levels. In the second half of FY 2025, the opening of the I-95 ETL northbound extension increased transactions, which then maintained through FY 2026. Commercial vehicle traffic also experienced a slight increase in transactions which aligns with the opening of the northbound extension and has been hovering around levels seen just prior to the FSK Bridge collapse.

Figure 1 – Total Systemwide Traffic Per Week by Fiscal Year



Source: Maryland Transportation Authority E-ZPass Operations, Daily Transactions

Monthly transactions for FY 2025 and FY 2026 for the total system are presented in **Table 1** by vehicle type and payment method. This table and the remaining tables in this report will present TVI report data and represent transactions and associated revenue in the month the toll is paid. Significant monthly variations can be observed in transaction totals and the distribution of transactions by payment method. These variations are the result of the timing of transaction processing in the back office, and not reflective of variations in traffic on MDTA system facilities. Total passenger car transactions for FY 2026 were 1.3 percent higher than FY 2025, and commercial vehicles were 2.9 percent higher for the same period. This trend is largely impacted by year-over-year differences in ETC transactions reported throughout the fiscal year. Overall, ETC transactions increased by 1.6 percent for FY 2026 and video transactions decreased by 1.1 percent, yielding an increase in total transactions of 1.4 percent over the same period in FY 2025. The decline in video transactions in the second half of the fiscal year was due to impacts in timing of video collection payments, though a significant portion was collected in June.

Monthly collected toll revenue for FY 2025 and FY 2026 for the total system are provided in **Table 2**. **Figure 2** is a graphical depiction of the share of toll revenue by method of payment and vehicle class for the same period. It is important to note there was a delay in reporting New York Thruway E-ZPass transactions in April and May, which caused a one-time overperformance in June 2025 for both passenger and commercial vehicles of 22.1 and 56.6 percent, respectively. Therefore, this month is significantly higher than the remaining months of FY 2025. Similarly, a delay in the number of days processed of E-ZPass transactions in April 2026 caused an increase in May 2026. Systemwide toll revenue for passenger cars was 0.2 percent lower in the second half of FY 2026 and revenue for commercial vehicles was 1.0 percent higher than the same period in FY 2025. Overall, total FY 2026 toll revenue (excluding other revenue) increased 2.1 percent compared to FY 2025. This shows a return to normal growth trends after several years of irregular collections impacting year-over-year trends.

Table 1 - Systemwide Collected Transactions by Month

Month	Passenger Car Transactions								
	ETC			Video (1)			Total		
	FY 2025	FY 2026	% Change	FY 2025	FY 2026	% Change	FY 2025	FY 2026	% Change
July	12,316,683	11,992,811	(2.6)	1,081,468	1,225,511	13.3	13,398,151	13,218,322	(1.3)
August	11,640,050	11,765,960	1.1	1,066,524	1,127,822	5.7	12,706,574	12,893,782	1.5
September	10,966,324	11,222,017	2.3	970,560	1,098,086	13.1	11,936,884	12,320,103	3.2
October	11,774,848	11,435,466	(2.9)	1,061,239	1,067,200	0.6	12,836,087	12,502,666	(2.6)
November	10,764,152	11,617,151	7.9	1,106,236	956,380	(13.5)	11,870,388	12,573,531	5.9
December	10,002,461	11,142,962	11.4	933,766	954,289	2.2	10,936,227	12,097,251	10.6
January	9,980,256	9,045,051	(9.4)	1,119,879	973,448	(13.1)	11,100,135	10,018,499	(9.7)
February	9,030,795	9,439,875	4.5	1,046,471	899,954	(14.0)	10,077,266	10,339,829	2.6
March	11,239,563	11,637,939	3.5	1,445,474	830,784	(42.5)	12,685,037	12,468,723	(1.7)
April	10,875,016	9,703,298	(10.8)	1,391,803	1,121,115	(19.4)	12,266,819	10,824,413	(11.8)
May	11,421,407	13,201,483	15.6	1,254,674	884,656	(29.5)	12,676,081	14,086,139	11.1
June	12,821,069	12,701,024	(0.9)	1,125,945	2,275,559	102.1	13,947,014	14,976,583	7.4
Jul - Dec 2025	67,464,518	69,176,367	2.5	6,219,793	6,429,288	3.4	73,684,311	75,605,655	2.6
Jan - Jun 2026	65,368,106	65,728,670	0.6	7,384,246	6,985,516	(5.4)	72,752,352	72,714,186	(0.1)
FY Total	132,832,624	134,905,037	1.6	13,604,039	13,414,804	(1.4)	146,436,663	148,319,841	1.3

Month	Commercial Vehicle Transactions								
	ETC			Video (1)			Total		
	FY 2025	FY 2026	% Change	FY 2025	FY 2026	% Change	FY 2025	FY 2026	% Change
July	908,600	998,406	9.9	33,902	37,230	9.8	942,502	1,035,636	9.9
August	909,188	920,380	1.2	31,343	37,337	19.1	940,531	957,717	1.8
September	864,348	899,009	4.0	28,292	36,533	29.1	892,640	935,542	4.8
October	982,703	954,143	(2.9)	32,410	37,304	15.1	1,015,113	991,447	(2.3)
November	894,785	908,698	1.6	36,472	31,731	(13.0)	931,257	940,429	1.0
December	771,348	892,655	15.7	27,868	32,407	16.3	799,216	925,062	15.7
January	869,065	783,288	(9.9)	30,380	49,156	61.8	899,445	832,444	(7.4)
February	783,148	769,361	(1.8)	26,365	27,729	5.2	809,513	797,090	(1.5)
March	938,965	923,342	(1.7)	32,942	25,264	(23.3)	971,907	948,606	(2.4)
April	660,775	778,371	17.8	37,291	30,361	(18.6)	698,066	808,732	15.9
May	703,293	1,067,979	51.9	36,350	31,543	(13.2)	739,643	1,099,522	48.7
June	1,390,760	1,056,719	(24.0)	32,670	49,714	52.2	1,423,430	1,106,433	(22.3)
Jul - Dec 2025	5,330,972	5,573,291	4.5	190,287	212,542	11.7	5,521,259	5,785,833	4.8
Jan - Jun 2026	5,346,006	5,379,060	0.6	195,998	213,767	9.1	5,542,004	5,592,827	0.9
FY Total	10,676,978	10,952,351	2.6	386,285	426,309	10.4	11,063,263	11,378,660	2.9

Month	Total Transactions								
	ETC			Video (1)			Total		
	FY 2025	FY 2026	% Change	FY 2025	FY 2026	% Change	FY 2025	FY 2026	% Change
July	13,225,283	12,991,217	(1.8)	1,115,370	1,262,741	13.2	14,340,653	14,253,958	(0.6)
August	12,549,238	12,686,340	1.1	1,097,867	1,165,159	6.1	13,647,105	13,851,499	1.5
September	11,830,672	12,121,026	2.5	998,852	1,134,619	13.6	12,829,524	13,255,645	3.3
October	12,757,551	12,389,609	(2.9)	1,093,649	1,104,504	1.0	13,851,200	13,494,113	(2.6)
November	11,658,937	12,525,849	7.4	1,142,708	988,111	(13.5)	12,801,645	13,513,960	5.6
December	10,773,809	12,035,617	11.7	961,634	986,696	2.6	11,735,443	13,022,313	11.0
January	10,849,321	9,828,339	(9.4)	1,150,259	1,022,604	(11.1)	11,999,580	10,850,943	(9.6)
February	9,813,943	10,209,236	4.0	1,072,836	927,683	(13.5)	10,886,779	11,136,919	2.3
March	12,178,528	12,561,281	3.1	1,478,416	856,048	(42.1)	13,656,944	13,417,329	(1.8)
April	11,535,791	10,481,669	(9.1)	1,429,094	1,151,476	(19.4)	12,964,885	11,633,145	(10.3)
May	12,124,700	14,269,462	17.7	1,291,024	916,199	(29.0)	13,415,724	15,185,661	13.2
June	14,211,829	13,757,743	(3.2)	1,158,615	2,325,273	100.7	15,370,444	16,083,016	4.6
Jul - Dec 2025	72,795,490	74,749,658	2.7	6,410,080	6,641,830	3.6	79,205,570	81,391,488	2.8
Jan - Jun 2026	70,714,112	71,107,730	0.6	7,580,244	7,199,283	(5.0)	78,294,356	78,307,013	0.0
FY Total	143,509,602	145,857,388	1.6	13,990,324	13,841,113	(1.1)	157,499,926	159,698,501	1.4

⁽¹⁾ Pay-by-plate transactions are included with video transactions.

Table 2 - Systemwide Collected Toll Revenue by Month

Month	Passenger Car Toll Revenue								
	ETC			Video (1)			Total		
	FY 2025	FY 2026	% Change	FY 2025	FY 2026	% Change	FY 2025	FY 2026	% Change
July	\$ 34,395,772	\$ 35,549,039	3.4	\$ 5,949,631	\$ 6,437,806	8.2	\$ 40,345,403	\$ 41,986,845	4.1
August	34,039,120	34,280,836	0.7	5,840,823	6,149,128	5.3	39,879,943	40,429,964	1.4
September	31,331,991	33,125,382	5.7	5,294,099	5,944,507	12.3	36,626,090	39,069,889	6.7
October	33,723,014	32,513,375	(3.6)	5,715,513	5,734,003	0.3	39,438,527	38,247,378	(3.0)
November	30,709,335	33,436,680	8.9	5,978,569	5,087,243	(14.9)	36,687,904	38,523,923	5.0
December	29,334,084	32,456,994	10.6	4,985,388	5,068,328	1.7	34,319,472	37,525,322	9.3
January	28,157,752	25,292,575	(10.2)	6,146,880	4,729,108	(23.1)	34,304,631	30,021,682	(12.5)
February	25,032,411	26,063,257	4.1	5,630,500	4,827,271	(14.3)	30,662,911	30,890,528	0.7
March	31,560,641	33,081,261	4.8	7,845,554	4,440,348	(43.4)	39,406,195	37,521,608	(4.8)
April	30,466,716	28,022,280	(8.0)	7,420,454	4,404,336	(40.6)	37,887,170	32,426,615	(14.4)
May	31,628,812	37,954,135	20.0	6,573,196	4,697,859	(28.5)	38,202,007	42,651,994	11.6
June	38,385,227	37,239,580	(3.0)	5,901,647	13,509,445	128.9	44,286,875	50,749,024	14.6
Jul - Dec 2025	193,533,316	201,362,306	4.0	33,764,023	34,421,015	1.9	227,297,339	235,783,321	3.7
Jan - Jun 2026	185,231,558	187,653,087	1.3	39,518,231	36,608,366	(7.4)	224,749,789	224,261,452	(0.2)
FY Total	378,764,874	389,015,393	2.7	73,282,254	71,029,380	(3.1)	452,047,128	460,044,773	1.8
Month	Commercial Vehicle Toll Revenue								
	ETC			Video (1)			Total		
	FY 2025	FY 2026	% Change	FY 2025	FY 2026	% Change	FY 2025	FY 2026	% Change
July	\$ 19,103,843	\$ 21,795,399	14.1	\$ 869,886	\$ 897,973	3.2	\$ 19,973,728	\$ 22,693,372	13.6
August	19,696,137	19,757,334	0.3	787,610	918,082	16.6	20,483,747	20,675,416	0.9
September	18,672,098	20,096,993	7.6	719,334	882,957	22.7	19,391,432	20,979,950	8.2
October	21,194,966	20,712,425	(2.3)	778,479	892,349	14.6	21,973,445	21,604,774	(1.7)
November	19,597,797	19,607,517	0.0	884,601	770,712	(12.9)	20,482,398	20,378,229	(0.5)
December	17,267,255	18,571,705	7.6	714,191	800,575	12.1	17,981,446	19,372,280	7.7
January	19,432,197	17,117,899	(11.9)	805,734	854,195	6.0	20,237,931	17,972,095	(11.2)
February	17,419,816	17,171,906	(1.4)	675,350	693,576	2.7	18,095,166	17,865,482	(1.3)
March	20,654,291	20,200,448	(2.2)	823,547	686,679	(16.6)	21,477,838	20,887,127	(2.8)
April	13,525,757	17,022,247	25.9	914,578	776,338	(15.1)	14,440,335	17,798,585	23.3
May	14,426,276	23,420,037	62.3	881,804	848,325	(3.8)	15,308,079	24,268,362	58.5
June	31,370,721	22,790,092	(27.4)	806,244	1,321,234	63.9	32,176,964	24,111,325	(25.1)
Jul - Dec 2025	115,532,096	120,541,373	4.3	4,754,100	5,162,649	8.6	120,286,196	125,704,021	4.5
Jan - Jun 2026	116,829,057	117,722,629	0.8	4,907,257	5,180,347	5.6	121,736,314	122,902,976	1.0
FY Total	232,361,152	238,264,001	2.5	9,661,357	10,342,996	7.1	242,022,509	248,606,997	2.7
Month	Total Toll Revenue								
	ETC			Video (1)			Total		
	FY 2025	FY 2026	% Change	FY 2025	FY 2026	% Change	FY 2025	FY 2026	% Change
July	\$ 53,499,615	\$ 57,344,438	7.2	\$ 6,819,517	\$ 7,335,779	7.6	\$ 60,319,132	\$ 64,680,217	7.2
August	53,735,257	54,038,170	0.6	6,628,434	7,067,210	6.6	60,363,690	61,105,380	1.2
September	50,004,089	53,222,375	6.4	6,013,433	6,827,464	13.5	56,017,522	60,049,839	7.2
October	54,917,980	53,225,800	(3.1)	6,493,991	6,626,352	2.0	61,411,972	59,852,153	(2.5)
November	50,307,132	53,044,197	5.4	6,863,170	5,857,955	(14.6)	57,170,301	58,902,152	3.0
December	46,601,339	51,028,699	9.5	5,699,579	5,868,903	3.0	52,300,918	56,897,602	8.8
January	47,589,948	42,410,474	(10.9)	6,952,614	5,583,303	(19.7)	54,542,562	47,993,777	(12.0)
February	42,452,227	43,235,163	1.8	6,305,850	5,520,847	(12.4)	48,758,077	48,756,010	(0.0)
March	52,214,931	53,281,709	2.0	8,669,102	5,127,027	(40.9)	60,884,033	58,408,735	(4.1)
April	43,992,473	45,044,527	2.4	8,335,032	5,180,674	(37.8)	52,327,505	50,225,201	(4.0)
May	46,055,087	61,374,172	33.3	7,454,999	5,546,184	(25.6)	53,510,087	66,920,356	25.1
June	69,755,948	60,029,671	(13.9)	6,707,891	14,830,679	121.1	76,463,839	74,860,350	(2.1)
Jul - Dec 2025	309,065,411	321,903,679	4.2	38,518,123	39,583,663	2.8	347,583,535	361,487,342	4.0
Jan - Jun 2026	302,060,615	305,375,715	1.1	44,425,487	41,788,713	(5.9)	346,486,103	347,164,428	0.2
FY Total	611,126,026	627,279,394	2.6	82,943,611	81,372,376	(1.9)	694,069,637	708,651,770	2.1

⁽¹⁾ Pay-by-plate revenue is included with video revenue.

Figure 2 – Total System Collected Revenue by Payment Type and Vehicle Class

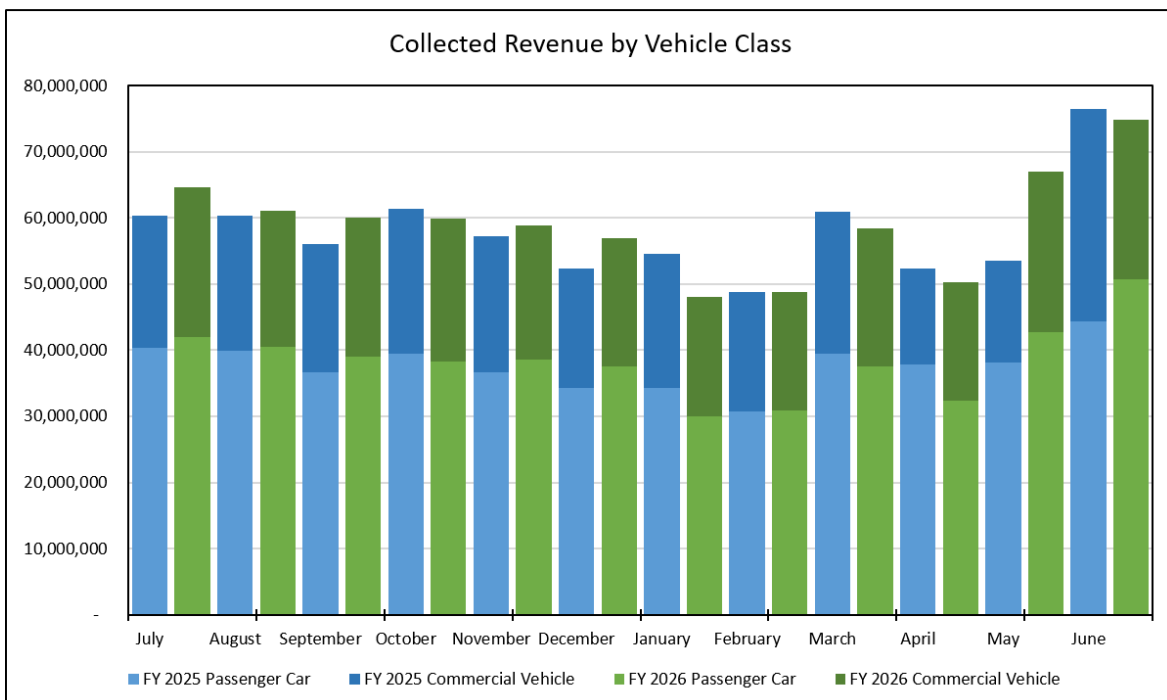
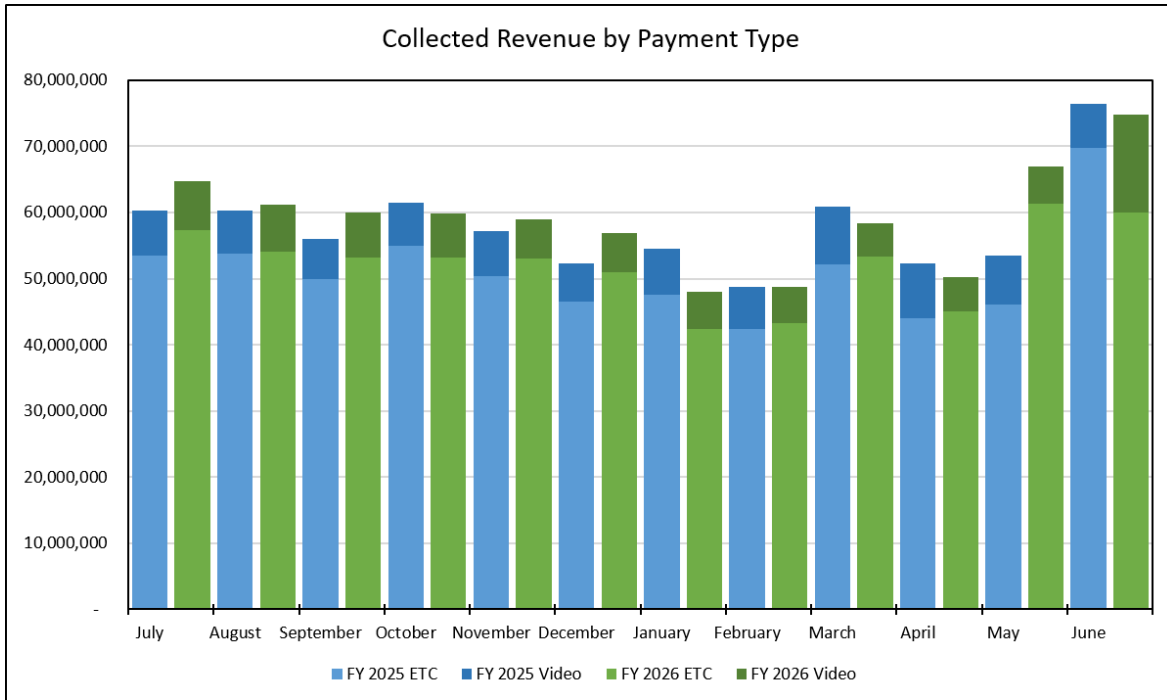


Table 3 provides the same monthly trend comparison for other revenue. Other revenue comprises revenue from unused commuter and shopper plan trips, E-ZPass transponder sales, Hatem E-ZPass programs, civil penalties from violation recovery, and commercial vehicle fees and discounts. The commercial vehicle revenue comes from post-usage discounts, high frequency discounts, and over-size permit fees. Since this revenue is associated with collected transactions and revenue, year-over-year trends vary greatly on a monthly basis. Overall, other revenue for FY 2026 increased by 9.3 percent over FY 2025. This is primarily the result of increases in violation recovery of 11.5 percent year-over-year. Monthly civil penalty collections in FY 2026 varied greatly in the second half of the fiscal year due to timing of payment processing during the tax intercept phase of collections, similar to the trends of video toll collections shown in Table 2. The \$33.8 million collected in June included payments that were received in the second half of the fiscal year but were not fully processed until June. This trend is not anticipated to continue in FY 2027.

Table 3 – Other Revenue Trends by Month

Month	Service Fees and Sales ⁽¹⁾			Violation Recovery ⁽²⁾			Commercial Vehicles ⁽³⁾			Total Other Revenue		
	FY 2025	FY 2026	% Change	FY 2025	FY 2026	% Change	FY 2025	FY 2026	% Change	FY 2025	FY 2026	% Change
July	\$ 1,297,039	\$ 1,940,077	49.6	\$ 3,659,813	\$ 4,972,911	35.9	\$ (577,980)	\$ (629,576)	(8.9)	\$ 4,378,872	\$ 6,283,413	43.5
August	2,901,906	2,239,310	(22.8)	4,089,471	4,801,935	17.4	(557,300)	(583,135)	(4.6)	6,434,077	6,458,110	0.4
September	2,023,435	1,974,082	(2.4)	3,386,206	4,806,709	41.9	(552,139)	(638,236)	(15.6)	4,857,501	6,142,555	26.5
October	1,944,373	2,004,240	3.1	4,890,728	4,996,235	2.2	(853,082)	(656,140)	23.1	5,982,019	6,344,336	6.1
November	1,822,494	1,882,730	3.3	5,407,034	5,029,040	(7.0)	(610,870)	(594,639)	2.7	6,618,658	6,317,131	(4.6)
December	2,013,735	1,954,792	(2.9)	2,989,970	4,278,564	43.1	(657,357)	(675,570)	(2.8)	4,346,348	5,557,785	27.9
January	2,031,460	2,036,434	0.2	5,126,631	2,905,188	(43.3)	(595,281)	(596,799)	(0.3)	6,562,810	4,344,823	(33.8)
February	1,889,691	1,815,943	(3.9)	5,705,793	7,018,460	23.0	(509,867)	(502,631)	1.4	7,085,617	8,331,772	17.6
March	1,827,205	1,779,587	(2.6)	13,907,091	3,495,657	(74.9)	(624,303)	(552,948)	11.4	15,109,992	4,722,295	(68.7)
April	1,503,256	1,804,358	20.0	11,418,227	3,047,994	(73.3)	(597,259)	(556,183)	6.9	12,324,225	4,296,170	(65.1)
May	2,201,677	1,768,884	(19.7)	7,794,980	2,625,266	(66.3)	(669,236)	(597,101)	10.8	9,327,421	3,797,050	(59.3)
June	1,979,786	1,948,815	(1.6)	5,009,362	33,819,498	575.1	(664,978)	(717,217)	(7.9)	6,324,171	35,051,096	454.2
Jul - Dec 2025	12,002,982	11,995,231	(0.1)	24,423,222	28,885,393	18.3	(3,808,728)	(3,777,295)	0.8	32,617,475	37,103,329	13.8
Jan - Jun 2026	11,433,075	11,154,020	(2.4)	48,962,085	52,912,063	8.1	(3,660,923)	(3,522,878)	3.8	56,734,237	60,543,205	6.7
FY Total	23,436,056	23,149,251	(1.2)	73,385,306	81,797,456	11.5	(7,469,651)	(7,300,173)	2.3	89,351,712	97,646,533	9.3

⁽¹⁾ Service fees and sales includes unused pre-paid trip revenue, transponder sales, and the Hatem E-ZPass discount plans.

⁽²⁾ Violation recovery is civil penalties collected on unpaid notices of toll due.

⁽³⁾ Commercial vehicles include post-usage discounts, high frequency discounts, and oversize permit fees.

Lastly, **Table 4** provides a monthly trend comparison for total revenue. The total revenue is the combination of systemwide toll revenue from Table 2 and other revenue from Table 3. Total revenue for FY 2026 was 2.9 percent higher than the same period in FY 2025. The monthly variation is largely influenced by timing of the Legacy toll revenue and other revenue, particularly violation recovery, and averaged around \$67 million collected per month. Trends in the second half of the fiscal year were more inconsistent than the first half of the fiscal year due to the payment trends discussed in the previous section as well as the major winter storm in January that interrupted travel for several days.

Table 4 – Total Revenue Trends by Month

Month	Total Revenue		
	FY 2025	FY 2026	% Change
July	\$ 64,698,004	\$ 70,963,630	8.8
August	66,797,767	67,563,489	1.1
September	60,875,023	66,192,394	8.0
October	67,393,991	66,196,488	(1.8)
November	63,788,959	65,219,283	2.2
December	56,647,266	62,455,387	9.3
January	61,105,372	52,338,600	(16.8)
February	55,843,694	57,087,782	2.2
March	75,994,025	63,131,030	(20.4)
April	64,651,730	54,521,370	(18.6)
May	62,837,508	70,717,405	11.1
June	82,788,010	109,911,392	24.7
Jul - Dec 2025	380,201,010	398,590,671	4.8
Jan - June 2026	403,220,339	407,707,579	1.1
FY Total	783,421,349	806,298,251	2.9

Forecast Versus Actual

In this section, actual collected transactions and revenue for the first half of FY 2026 are compared to the November 2025 forecast for each of the facilities. **Table 5** provides the comparison for the Legacy System transactions by vehicle type and method of payment and **Table 6** shows the same comparison for collected toll revenue.

In the first half of FY 2026, passenger cars were 1.8 percent above forecast and commercial vehicles were 1.7 percent above forecast. In the second half of FY 2026, passenger cars and commercial vehicles were 0.4 percent below forecast. The variation between forecast and actual video transactions for individual months is anticipated as the timing of collections is influenced by customer payment behaviors and the payment processing delays. Overall, FY 2026 passenger cars and commercial vehicles were 0.7 percent above forecast.

As shown in Table 6, collected toll revenue on the Legacy System was nearly equal to forecast for both passenger cars and commercial vehicles. Passenger cars exceeded forecast by 1.0 percent and commercial vehicles by 1.4 percent in the first half of FY 2026. The second half of the fiscal year was below forecast by nearly the same amount the forecast was above in the first half. These variations align well with the variations seen in transactions, indicating the average toll assumptions in the forecast align well with actuals. Overall, FY 2026 ETC collected revenue totals were 0.4 percent above forecast and video collected revenue was 3.4 percent below forecast.

Table 5 - Comparison of FY 2026 Forecast and Actual Transactions - Legacy System

FY 2026 Passenger Car Transactions									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Diff	Forecast	Actual	% Diff	Forecast	Actual	% Diff
July	7,695,836	8,378,599	8.9	820,319	882,260	7.6	8,516,155	9,260,859	8.7
August	7,849,862	8,133,439	3.6	835,943	843,692	0.9	8,685,805	8,977,131	3.4
September	8,020,019	7,663,987	(4.4)	811,163	818,942	1.0	8,831,182	8,482,929	(3.9)
October	7,687,289	7,608,660	(1.0)	807,139	778,303	(3.6)	8,494,428	8,386,963	(1.3)
November	7,737,678	8,111,892	4.8	794,295	699,213	(12.0)	8,531,972	8,811,105	3.3
December	7,526,781	7,687,713	2.1	765,884	686,794	(10.3)	8,292,665	8,374,507	1.0
January	6,769,508	6,168,218	(8.9)	757,646	701,972	(7.4)	7,527,155	6,870,190	(8.7)
February	6,644,754	6,612,711	(0.5)	696,216	678,296	(2.6)	7,340,970	7,291,007	(0.7)
March	7,374,057	7,906,615	7.2	922,594	579,644	(37.2)	8,296,652	8,486,259	2.3
April	8,100,648	6,433,977	(20.6)	937,969	787,088	(16.1)	9,038,617	7,221,065	(20.1)
May	8,576,450	8,876,665	3.5	977,395	607,510	(37.8)	9,553,845	9,484,175	(0.7)
June	7,876,195	8,966,572	13.8	786,591	1,917,491	143.8	8,662,786	10,884,063	25.6
Jul - Dec 2025	46,517,464	47,584,290	2.3	4,834,743	4,709,204	(2.6)	51,352,207	52,293,494	1.8
Jan - Jun 2026	45,341,613	44,964,758	(0.8)	5,078,412	5,272,001	3.8	50,420,025	50,236,759	(0.4)
FY Total	91,859,077	92,549,048	0.8	9,913,155	9,981,205	0.7	101,772,232	102,530,253	0.7
FY 2026 Commercial Vehicle Transactions									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Diff	Forecast	Actual	% Diff	Forecast	Actual	% Diff
July	749,542	838,935	11.9	28,044	31,699	13.0	777,587	870,634	12.0
August	790,357	764,470	(3.3)	27,628	31,513	14.1	817,985	795,983	(2.7)
September	819,200	748,282	(8.7)	26,519	31,038	17.0	845,720	779,320	(7.9)
October	803,626	794,387	(1.2)	26,140	31,812	21.7	829,765	826,199	(0.4)
November	737,890	756,954	2.6	26,856	27,388	2.0	764,746	784,342	2.6
December	696,891	754,457	8.3	26,718	28,154	5.4	723,608	782,611	8.2
January	721,349	664,802	(7.8)	26,075	44,478	70.6	747,425	709,280	(5.1)
February	697,237	659,384	(5.4)	24,887	24,243	(2.6)	722,124	683,627	(5.3)
March	747,466	774,673	3.6	35,291	21,698	(38.5)	782,758	796,371	1.7
April	775,599	633,672	(18.3)	34,536	25,453	(26.3)	810,135	659,125	(18.6)
May	832,965	896,533	7.6	35,615	26,273	(26.2)	868,580	922,806	6.2
June	773,143	900,785	16.5	28,109	43,358	54.3	801,252	944,143	17.8
Jul - Dec 2025	4,597,506	4,657,485	1.3	161,905	181,604	12.2	4,759,411	4,839,089	1.7
Jan - Jun 2026	4,547,760	4,529,849	(0.4)	184,513	185,503	0.5	4,732,273	4,715,352	(0.4)
FY Total	9,145,266	9,187,334	0.5	346,418	367,107	6.0	9,491,684	9,554,441	0.7
FY 2026 All Vehicle Transactions									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Diff	Forecast	Actual	% Diff	Forecast	Actual	% Diff
July	8,445,378	9,217,534	9.1	848,364	913,959	7.7	9,293,741	10,131,493	9.0
August	8,640,219	8,897,909	3.0	863,571	875,205	1.4	9,503,790	9,773,114	2.8
September	8,839,219	8,412,269	(4.8)	837,682	849,980	1.5	9,676,901	9,262,249	(4.3)
October	8,490,914	8,403,047	(1.0)	833,279	810,115	(2.8)	9,324,194	9,213,162	(1.2)
November	8,475,568	8,868,846	4.6	821,150	726,601	(11.5)	9,296,718	9,595,447	3.2
December	8,223,672	8,442,170	2.7	792,602	714,948	(9.8)	9,016,273	9,157,118	1.6
January	7,490,858	6,833,020	(8.8)	783,722	746,450	(4.8)	8,274,579	7,579,470	(8.4)
February	7,341,991	7,272,095	(1.0)	721,104	702,539	(2.6)	8,063,095	7,974,634	(1.1)
March	8,121,524	8,681,288	6.9	957,886	601,342	(37.2)	9,079,409	9,282,630	2.2
April	8,876,247	7,067,649	(20.4)	972,505	812,541	(16.5)	9,848,752	7,880,190	(20.0)
May	9,409,415	9,773,198	3.9	1,013,009	633,783	(37.4)	10,422,425	10,406,981	(0.2)
June	8,649,338	9,867,357	14.1	814,700	1,960,849	140.7	9,464,038	11,828,206	25.0
Jul - Dec 2025	51,114,970	52,241,775	2.2	4,996,647	4,890,808	(2.1)	56,111,618	57,132,583	1.8
Jan - Jun 2026	49,889,372	49,494,607	(0.8)	5,262,925	5,457,504	3.7	55,152,298	54,952,111	(0.4)
FY Total	101,004,343	101,736,382	0.7	10,259,573	10,348,312	0.9	111,263,916	112,084,694	0.7

⁽¹⁾ Pay-by-plate transactions are included with video transactions.

Table 6 - Comparison of FY 2026 Forecast and Actual Toll Revenue - Legacy System

FY 2026 Passenger Car Revenue									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Diff	Forecast	Actual	% Diff	Forecast	Actual	% Diff
July	\$ 27,219,330	\$ 29,109,421	6.9	\$ 5,292,305	\$ 5,496,053	3.9	\$ 32,511,635	\$ 34,605,474	6.4
August	27,234,469	27,789,942	2.0	5,362,853	5,363,709	0.0	32,597,322	33,153,651	1.7
September	27,113,702	26,620,979	(1.8)	5,190,317	5,168,615	(0.4)	32,304,019	31,789,594	(1.6)
October	26,061,722	25,716,189	(1.3)	5,154,937	4,938,798	(4.2)	31,216,658	30,654,987	(1.8)
November	26,299,625	27,195,439	3.4	5,064,043	4,368,491	(13.7)	31,363,667	31,563,930	0.6
December	25,730,142	26,419,313	2.7	4,915,055	4,326,510	(12.0)	30,645,197	30,745,823	0.3
January	22,376,549	20,234,255	(9.6)	4,866,861	4,058,209	(16.6)	27,243,409	24,292,464	(10.8)
February	21,495,528	21,317,841	(0.8)	4,482,947	4,210,481	(6.1)	25,978,475	25,528,323	(1.7)
March	24,346,269	26,431,902	8.6	6,133,304	3,754,135	(38.8)	30,479,572	30,186,036	(1.0)
April	27,503,404	22,221,577	(19.2)	6,245,845	3,713,550	(40.5)	33,749,249	25,935,127	(23.2)
May	29,311,185	30,255,727	3.2	6,474,363	3,940,331	(39.1)	35,785,548	34,196,058	(4.4)
June	27,334,653	30,591,927	11.9	5,023,536	12,411,976	147.1	32,358,188	43,003,902	32.9
Jul - Dec 2025	159,658,989	162,851,284	2.0	30,979,510	29,662,176	(4.3)	190,638,499	192,513,460	1.0
Jan - Jun 2026	152,367,587	151,053,228	(0.9)	33,226,855	32,088,682	(3.4)	185,594,442	183,141,910	(1.3)
FY Total	312,026,576	313,904,512	0.6	64,206,364	61,750,859	(3.8)	376,232,941	375,655,370	(0.2)
FY 2026 Commercial Vehicle Revenue									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Diff	Forecast	Actual	% Diff	Forecast	Actual	% Diff
July	\$ 18,389,046	\$ 20,632,254	12.2	\$ 792,040	\$ 855,381	8.0	\$ 19,181,087	\$ 21,487,635	12.0
August	19,157,657	18,631,859	(2.7)	775,282	870,850	12.3	19,932,938	19,502,709	(2.2)
September	19,873,690	18,956,391	(4.6)	740,988	841,145	13.5	20,614,679	19,797,536	(4.0)
October	19,615,156	19,559,574	(0.3)	725,655	848,979	17.0	20,340,811	20,408,553	0.3
November	18,186,996	18,491,413	1.7	744,353	734,665	(1.3)	18,931,349	19,226,078	1.6
December	17,339,767	17,594,928	1.5	757,869	764,965	0.9	18,097,636	18,359,893	1.5
January	18,076,278	16,248,102	(10.1)	750,773	823,064	9.6	18,827,051	17,071,166	(9.3)
February	17,246,478	16,397,872	(4.9)	715,491	664,849	(7.1)	17,961,970	17,062,721	(5.0)
March	18,693,855	19,100,681	2.2	1,043,621	655,562	(37.2)	19,737,475	19,756,244	0.1
April	18,881,340	15,960,739	(15.5)	1,031,642	737,158	(28.6)	19,912,982	16,697,897	(16.2)
May	20,489,440	22,167,414	8.2	1,051,149	802,851	(23.6)	21,540,589	22,970,266	6.6
June	19,157,434	21,650,764	13.0	792,865	1,266,495	59.7	19,950,299	22,917,258	14.9
Jul - Dec 2025	112,562,312	113,866,419	1.2	4,536,188	4,915,986	8.4	117,098,500	118,782,404	1.4
Jan - Jun 2026	112,544,825	111,525,572	(0.9)	5,385,541	4,949,980	(8.1)	117,930,367	116,475,552	(1.2)
FY Total	225,107,138	225,391,991	0.1	9,921,729	9,865,965	(0.6)	235,028,867	235,257,956	0.1
FY 2026 All Vehicle Revenue									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Diff	Forecast	Actual	% Diff	Forecast	Actual	% Diff
July	\$ 45,608,376	\$ 49,741,675	9.1	\$ 6,084,345	\$ 6,351,434	4.4	\$ 51,692,722	\$ 56,093,109	8.5
August	46,392,126	46,421,801	0.1	6,138,134	6,234,559	1.6	52,530,260	52,656,360	0.2
September	46,987,393	45,577,371	(3.0)	5,931,306	6,009,760	1.3	52,918,698	51,587,131	(2.5)
October	45,676,877	45,275,763	(0.9)	5,880,592	5,787,777	(1.6)	51,557,470	51,063,540	(1.0)
November	44,486,620	45,686,852	2.7	5,808,396	5,103,156	(12.1)	50,295,016	50,790,009	1.0
December	43,069,909	44,014,241	2.2	5,672,924	5,091,475	(10.3)	48,742,833	49,105,716	0.7
January	40,452,827	36,482,357	(9.8)	5,617,634	4,881,273	(13.1)	46,070,460	41,363,630	(10.2)
February	38,742,006	37,715,713	(2.7)	5,198,438	4,875,330	(6.2)	43,940,444	42,591,044	(3.1)
March	43,040,123	45,532,583	5.8	7,176,924	4,409,697	(38.6)	50,217,048	49,942,280	(0.6)
April	46,384,744	38,182,315	(17.7)	7,277,487	4,450,708	(38.8)	53,662,231	42,633,023	(20.6)
May	49,800,625	52,423,141	5.3	7,525,512	4,743,182	(37.0)	57,326,138	57,166,324	(0.3)
June	46,492,086	52,242,690	12.4	5,816,401	13,678,471	135.2	52,308,487	65,921,161	26.0
Jul - Dec 2025	272,221,302	276,717,702	1.7	35,515,697	34,578,162	(2.6)	307,736,999	311,295,864	1.2
Jan - Jun 2026	264,912,412	262,578,800	(0.9)	38,612,396	37,038,662	(4.1)	303,524,808	299,617,462	(1.3)
FY Total	537,133,714	539,296,502	0.4	74,128,093	71,616,824	(3.4)	611,261,807	610,913,326	(0.1)

(1) Pay-by-plate revenue is included with video revenue.

Table 7 provides the comparison for trips and collected toll revenue on the ICC by method of payment. The ICC trended differently to the Legacy system with trips and revenue. As shown, FY 2026 trips were 2.4 percent below forecast and collected revenue was 2.0 percent below forecast. This underperformance is largely influenced by the video collections which fell below forecast throughout the fiscal year. However, E-ZPass transactions and toll revenue also underperformed in the second half of the fiscal year by around 2.0 percent.

The comparison of total transactions and collected toll revenue for the I-95 ETLs is shown in **Table 8**. FY 2026 transactions and toll revenue were 3.3 and 1.8 percent below forecast, respectively. This amounts to a negative forecast variance of approximately 348,000 transactions and \$436,000 for FY 2026. The deviation of actual transactions from forecast is due to assumptions around the northbound extension. The transactions deviating a few percentage points more from forecast than the toll revenue indicates while we may have overestimated the total number of transactions, the average toll is also higher than what was estimated.

Table 9 provides a comparison for the MDTA other revenue to forecast, and **Table 10** provides a comparison for the total MDTA system transactions and revenue, including all facilities and other revenue. Other revenue came in above forecast by 13.9 percent due to overperformance of civil penalty collection compared to forecast in the first half of the fiscal year and in June when the large share of civil penalties were recorded. When considering the systemwide performance in Table 10, transactions in FY 2026 were just below forecast by 0.3 percent. The associated collected toll and other revenue in FY 2026 was 1.2 percent above forecast, due to overperformance of collected ETC civil penalty revenue collection. Overall, FY 2026 actual collected revenue was \$9.6 million above forecast.

Mr. Walter Laun

August 31, 2026

Page 13

FINAL

Table 7 – Comparison of FY 2026 Forecast and Actual Monthly Collected Trips and Toll Revenue, Intercounty Connector

Month	FY 2026 Trips								
	ETC			Video (1)			Total		
	Forecast	Actual	% Diff	Forecast	Actual	% Diff	Forecast	Actual	% Diff
July	3,272,424	2,886,178	(11.8)	269,832	310,334	15.0	3,542,256	3,196,512	(9.8)
August	2,833,101	2,882,731	1.8	270,668	256,416	(5.0)	3,103,769	3,139,147	1.1
September	3,054,901	2,875,711	(5.9)	275,034	250,750	(9.0)	3,329,936	3,126,461	(6.1)
October	2,937,946	3,075,682	4.7	263,761	259,994	(1.4)	3,201,708	3,335,676	4.2
November	2,846,286	2,835,537	(0.4)	273,256	232,598	(14.9)	3,119,542	3,068,135	(1.7)
December	2,624,176	2,790,131	6.3	277,021	243,250	(12.2)	2,901,197	3,033,381	4.6
January	2,530,982	2,388,301	(5.6)	260,255	245,597	(5.6)	2,791,237	2,633,898	(5.6)
February	2,415,979	2,332,129	(3.5)	247,918	203,397	(18.0)	2,663,897	2,535,526	(4.8)
March	3,018,360	3,036,029	0.6	333,375	227,704	(31.7)	3,351,736	3,263,733	(2.6)
April	2,812,601	2,544,938	(9.5)	324,811	290,316	(10.6)	3,137,413	2,835,254	(9.6)
May	3,194,577	3,546,017	11.0	352,340	250,975	(28.8)	3,546,916	3,796,992	7.1
June	3,195,498	2,987,576	(6.5)	290,673	325,878	12.1	3,486,171	3,313,454	(5.0)
Jul - Dec 2025	17,568,835	17,345,970	(1.3)	1,629,573	1,553,342	(4.7)	19,198,408	18,899,312	(1.6)
Jan - Jun 2026	17,167,998	16,834,990	(1.9)	1,809,372	1,543,867	(14.7)	18,977,370	18,378,857	(3.2)
FY Total	34,736,833	34,180,960	(1.6)	3,438,945	3,097,209	(9.9)	38,175,778	37,278,169	(2.4)

Month	FY 2026 Collected Toll Revenue								
	ETC			Video (1)			Total		
	Forecast	Actual	% Diff	Forecast	Actual	% Diff	Forecast	Actual	% Diff
July	\$ 6,105,071	\$ 5,632,920	(8.0)	770,179	\$ 878,483	14.0	\$ 6,875,251	\$ 6,511,402	(5.0)
August	5,364,197	5,632,407	5.0	773,458	737,420	(4.7)	6,137,656	6,369,827	3.8
September	5,820,118	5,711,015	(1.9)	782,106	722,536	(7.6)	6,602,223	6,433,551	(2.6)
October	5,614,968	5,919,734	5.4	749,862	741,995	(1.1)	6,364,830	6,661,730	4.7
November	5,370,903	5,481,268	2.1	781,201	671,217	(14.1)	6,152,105	6,152,485	0.0
December	4,934,050	5,218,862	5.8	793,203	693,427	(12.6)	5,727,254	5,912,289	3.2
January	4,667,004	4,514,255	(3.3)	742,182	625,463	(15.7)	5,409,186	5,139,718	(5.0)
February	4,647,017	4,187,332	(9.9)	708,862	584,178	(17.6)	5,355,880	4,771,510	(10.9)
March	5,792,875	5,850,530	1.0	991,899	638,803	(35.6)	6,784,773	6,489,333	(4.4)
April	5,429,192	4,904,484	(9.7)	956,696	642,731	(32.8)	6,385,888	5,547,215	(13.1)
May	6,108,355	6,841,843	12.0	1,039,121	711,876	(31.5)	7,147,476	7,553,719	5.7
June	6,094,001	5,784,090	(5.1)	826,185	1,038,863	25.7	6,920,185	6,822,953	(1.4)
Jul - Dec 2025	33,209,308	33,596,207	1.2	4,650,010	4,445,078	(4.4)	37,859,318	38,041,284	0.5
Jan - Jun 2026	32,738,443	32,082,533	(2.0)	5,264,945	4,241,913	(19.4)	38,003,388	36,324,447	(4.4)
FY Total	65,947,751	65,678,740	(0.4)	9,914,955	8,686,991	(12.4)	75,862,706	74,365,731	(2.0)

⁽¹⁾ Pay-by-plate transactions are included with video transactions.

Table 8 – Comparison of FY 2026 Forecast and Actual Monthly Collected Transactions and Toll Revenue, I-95 Express Toll Lanes

Month	Transactions			Revenue		
	Forecast	Actual	% Diff	Forecast	Actual	% Diff
July	939,057	925,953	(1.4)	\$ 2,069,860	\$ 2,075,705	0.3
August	1,005,399	939,238	(6.6)	2,217,723	2,079,191	(6.3)
September	902,233	866,935	(3.9)	2,016,993	2,029,157	0.6
October	919,738	945,275	2.8	2,049,987	2,126,882	3.8
November	901,473	850,378	(5.7)	1,995,742	1,959,658	(1.8)
December	865,723	831,814	(3.9)	1,929,766	1,879,597	(2.6)
January	736,232	637,575	(13.4)	1,676,978	1,490,429	(11.1)
February	685,981	626,759	(8.6)	1,555,251	1,393,456	(10.4)
March	840,204	870,966	3.7	1,904,653	1,977,122	3.8
April	957,988	917,701	(4.2)	2,104,097	2,044,963	(2.8)
May	961,765	981,688	2.1	2,140,198	2,200,313	2.8
June	968,011	941,356	(2.8)	2,148,430	2,116,236	(1.5)
Jul - Dec 2025	5,533,623	5,359,593	(3.1)	12,280,071	12,150,191	(1.1)
Jan - June 2026	5,150,181	4,976,045	(3.4)	11,529,607	11,222,519	(2.7)
FY Total	10,683,804	10,335,638	(3.3)	23,809,678	23,372,710	(1.8)

Table 9 – Comparison of FY 2026 Forecast and Actual Other Revenue

Month	Other Revenue		
	Forecast	Actual	% Diff
July	\$ 6,238,816	\$ 6,283,413	0.7
August	5,630,574	6,458,110	14.7
September	6,043,810	6,142,555	1.6
October	5,842,522	6,344,336	8.6
November	6,173,305	6,317,131	2.3
December	6,424,582	5,557,785	(13.5)
January	6,032,435	4,344,823	(28.0)
February	6,347,670	8,331,772	31.3
March	10,687,208	4,722,295	(55.8)
April	11,266,791	4,296,170	(61.9)
May	8,846,884	3,797,050	(57.1)
June	6,232,349	35,051,096	462.4
Jul - Dec 2025	36,353,610	37,103,329	2.1
Jan - June 2026	49,413,337	60,543,205	22.5
FY Total	85,766,947	97,646,533	13.9

⁽¹⁾ Other revenue forecast does not include E-Zpass discrepancies.



Mr. Walter Laun
August 31, 2026
Page 15

FINAL

Table 10 – Comparison of FY 2026 Forecast and Actual Monthly Collected Transactions and Total Revenue, Total Systemwide

Month	Transactions				Total Revenue ⁽¹⁾			
	Forecast	Actual	Difference		Forecast	Actual	Difference	
			Number	%			Number	%
July	13,775,054	14,253,958	478,904	3.5	\$ 66,876,649	\$ 70,963,630	\$ 4,086,981	6.1
August	13,612,959	13,851,499	238,540	1.8	66,516,213	\$ 67,563,489	1,047,276	1.6
September	13,909,070	13,255,645	(653,425)	(4.7)	67,581,725	\$ 66,192,394	(1,389,331)	(2.1)
October	13,445,639	13,494,113	48,474	0.4	65,814,808	\$ 66,196,488	381,680	0.6
November	13,317,733	13,513,960	196,227	1.5	64,616,168	\$ 65,219,283	603,115	0.9
December	12,783,194	13,022,313	239,119	1.9	62,824,434	\$ 62,455,387	(369,047)	(0.6)
January	11,802,049	10,850,943	(951,106)	(8.1)	59,189,059	\$ 52,338,600	(6,850,460)	(11.6)
February	11,412,973	11,136,919	(276,054)	(2.4)	57,199,245	\$ 57,087,782	(111,463)	(0.2)
March	13,271,349	13,417,329	145,980	1.1	69,593,682	\$ 63,131,030	(6,462,651)	(9.3)
April	13,944,152	11,633,145	(2,311,007)	(16.6)	73,419,007	\$ 54,521,370	(18,897,637)	(25.7)
May	14,931,106	15,185,661	254,555	1.7	75,460,695	\$ 70,717,405	(4,743,290)	(6.3)
June	13,918,220	16,083,016	2,164,796	15.6	67,609,452	\$ 109,911,392	42,301,940	62.6
Jul - Dec 2025	80,843,649	81,391,488	547,839	0.7	394,229,997	398,590,671	4,360,674	1.1
Jan - June 2026	79,279,849	78,307,013	(972,836)	(1.2)	402,471,140	407,707,579	5,236,439	1.3
FY Total	160,123,498	159,698,501	(424,997)	(0.3)	796,701,138	806,298,251	9,597,113	1.2

⁽¹⁾ Total revenue includes toll revenue and other revenue.

*

*

*

We appreciate the opportunity to monitor traffic and revenue trends and forecasting performance on the MDTA facilities. Do not hesitate to contact us should you require additional background information on the analysis presented in this report.

Very truly yours,

Kelly Erskine
Project Manager
CDM Smith Inc.

TAB 7



Maryland
Transportation
Authority

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

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

MEMORANDUM

TO: MDTA Board
FROM: Chief Engineer James Harkness, P.E., PTOE
SUBJECT: Quarterly Update on Major Capital Projects valued over \$40 Million
DATE: September 15, 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 September 11, 2026, there are eighteen major projects in the Capital Program. Eight of the projects are under construction, six are in procurement, and four are under design. This update includes projects funded for construction in the current Consolidated Transportation Program and includes nine projects valued in excess of \$100 million. There are two projects from the \$1.1 billion I-95 ETL Northbound Expansion program and five projects from the Key Bridge Rebuild program.

ATTACHMENT

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

MDTA Major Capital Projects (>\$40 Million) - Sept 2026 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	143,353	Spring 2028	C
2477	KH-3024	I-95/Belvidere Road Interchange	5/18/20	2/25/22	88,284	Spring 2027	C
2317	BB-2726 BB-3017	Eastbound Bay Bridge Deck Replacment - Phase 1	9/6/19	1/9/23	252,125	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
2450	KB-3005	I-695 Subgrade Improvements at Bear Creek	6/6/23	3/25/24	53,949	Winter 2027	C
2492	KH-3020	I-95 ETL Northbound Extension - MD 24 to Bynum Run	2/23/24	11/4/24	66,238	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
2679	BB-3025	Cleaning and Painting Eastbound Bay Bridge - Phase I	11/20/25	6/1/26	53,433	Summer 2028	C
2582	KH-3046	I-95/I-695 Interchange Express Toll Lanes Ramps	10/10/25	1/24/27	74,000	Winter 2028	P
2656	BB-3023	Bay Bridge Protection Project	2/2/26	6/3/27	175,000	Winter 2029	P
0202	KH 3039	I-95 SB Part-time Shoulder Use	6/3/26	12/3/26	39,000	Spring 2029	P
2655	KB-4903/5	Francis Scott Key (FSK) Bridge Replacement - Phase 1	5/31/24	9/16/24	690,179	Spring 2027	P
2655	KB-4906	Key Bridge Rebuild - Demo and Misc Marine Work	8/10/26	11/2/26	84,000	Fall 2027	P
2655	KB-4907	Key Bridge Rebuild - Main Span and Marine Approaches	7/21/26	6/2/27	3,500,000	Fall 2030	P
2655	KB-4908	Key Bridge Rebuild - South Approach	12/16/26	5/1/27	280,000	Fall 2029	D
2655	KB-4909	Key Bridge Rebuild - North Approach	2/10/27	6/3/27	225,000	Fall 2029	D
2606	BB-3027	Eastbound Bay Bridge Deck Replacment - Phase 2	10/29/26	5/18/27	120,000	Fall 2029	D
2500	KH-3025	JFK Maintenance Facility at Raphel Road - Phase 1	10/29/26	5/18/27	52,000	Summer 2029	D

TAB 8



MEMORANDUM

TO: MDTA Board
FROM: Director of Information Technology David Goldsborough
SUBJECT: Quarterly Information Technology Update
DATE: September 24, 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 September 24, 2026, DoIT 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 Enhancements	Adding additional functions to HRC	1/2027	- Completed development on Sprint 12: Annual Award Program nominee request - Completed quality assurance testing on Sprint 11
Maximo Enhancements	Implementation of modules to further support asset mgmt. and onboarding MDTA assets.	7/2026	- Delivering expanded functionality in support of facility asset management business processes. - Working on additional business process testing.
Dynamics SL Upgrade	Upgrade from version 2015 to 2018	11/2026	- Interface Connectivity - Terminal Server setup for UAT - QA/UAT activities

Quarterly Information Technology Update
Page Two

Maximo 9 upgrade	Major upgrade for Maximo to IBM's new architecture	4/2027	• Phase 1 assessment completed • Phase 2 project kickoff with MDTA and IBM, • Completed the infrastructure setup for the development environment.
Contract Migration	Moving all MDTA contracts from dynamics to Maximo for purchasing.	9/2026	• Continued work on transition POs • Escalated training for OEC to begin using funds from investment sale.
Pcard Upgrade	Moving MDTA's credit card system to upgraded platform.	11/2026	• Completed training and UAT activities • Targeting training for end-users in mid-October time frame
Appointment Scheduler Enhancements	Implementation of multi-language translations	2/2027	• Completed and deployed remaining Spanish translation screens to Production • Completed Chinese (Traditional) translation on the various functions • Plan to create a new project to integrate with Customer Connect.
Strategic Plan Dashboard	Implementation of a reporting dashboard for key metric tracking.		• Completed SharePoint setup to accommodate production dashboards • Continued data analysis on HR and Communications data in preparation for production deployment

TAB 9



**Maryland
Transportation
Authority**

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

Board Members:

Dontae Carroll
Maricela Cordova
William H. Cox, Jr.
Cynthia D. Penny-Ardinger

Jeffrey S. Rosen
Samuel D. Snead, MCP, MA
John F. von Paris
Frank S. Waesche III

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Civil Rights and Fair Practices Director, Khadriah Ward, PMP
SUBJECT: Quarterly Update: Socio-economic Programs Status
DATE: September 24, 2026

PURPOSE OF MEMORANDUM

This memorandum updates the Maryland Transportation Authority (MDTA) Board on 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) develops, oversees, and administers 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 4 of fiscal year 2026, which covers the performance period from **July 1, 2025, to June 30, 2026**. This performance period will be referred to as Q4 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 disadvantages.
- **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 about 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, direct effects on federal recipients' ability to monitor, measure, and report DBE participation. Because all DBE firms must be evaluated under revised eligibility standards, a transitional period exists 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:

Before the IFR effective date, MDTA established and reported DBE goals for its federally funded projects under 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.

DBE Utilization Reporting

Because the new USDOT DBE rule requires all DBE firms to be reevaluated before their participation can count towards DBE goals, federal guidance directs recipients to pause counting and tracking DBE goal attainment until that certification process is completed. Since participation cannot currently be credited towards goals, active monitoring of DBE contract goal attainment is also temporarily suspended for federally assisted contracts during this transition period. As such, this report will not capture the DBE goals and payments for the referenced contracts through Quarter 4 of fiscal year 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 1 depicts total MBE participation by Contracting Areas for Q4 FY 2026. MBE firms received approximately \$52.7 million (19%) of the \$277.5 million in total contract awards during this period. These amounts represent contract awards in five (5) Procurement Categories: Construction, Architectural & Engineering (A&E), Maintenance, Information Technology (IT) and Services, out of the six (6) Procurement Categories: Construction, Architectural & Engineering (A&E), Maintenance, Information Technology (IT), Services, and Supplies and Equipment.

Table 2 depicts MBE awards by Minority Business Enterprise (MBE) classification and procurement category for Q4 FY 2026. Through this period, African American firms received \$12.2 million (4.42%) of the \$277.5 million Prime contract awards. Asian American firms received approximately \$6.8 million (2.47%). Women-owned firms received \$21.6 million (7.80%). Hispanic American firms received \$11.9 million (4.29%). Native American firms received \$44 thousand (.02%). MBE participation for Q4 FY 2026 is calculated by dividing the total MBE contract award dollars by the total contract award dollars (\$277,598,531).

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 set a 15% SBR utilization goal; however, effective September 2024, the SBR goal increased to 20%, and SBR awards now include Direct Vouchers and P-Card purchases.

Updated statistical information for the CSB/SBR program is pending completion of data collection, reconciliation, and validation. These steps are necessary to ensure that reported figures accurately reflect eligible procurement activity during the reporting period. CRFP will provide updated statistics once this review is complete.

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 qualified veteran-owned small businesses in state-funded procurements. Under COMAR 21.11.03.01, each State procurement agency must structure its procurement procedures 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%).

Updated statistical information for the VSBE program is pending completion of data collection, reconciliation, and validation. These steps are necessary to ensure that reported figures accurately reflect eligible procurement activity during the reporting period. CRFP will provide updated statistics once this review is complete.

Major Initiatives

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

- *In-person Outreach Events:* Civil Rights and Fair Practices hosted two in-person outreach events within the 2026 calendar year titled "Doing Business with the MDTA." The first was hosted on Tuesday, March 24, 2026, and the second on Tuesday, June 23, 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 guide 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 an internal MDTA audit, CRFP identified specific training needs and opportunities to update its Standard Operating Procedures (SOPs) and general operating practices. In response, CRFP continues to conduct targeted staff training and auditing processes to support 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 began to participate 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. This meeting is hosted monthly.

- *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.

ATTACHMENTS

- Table 1: Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category
- Table 2: Minority Business Enterprise (MBE) Program Contract Awards by MBE Classification and Procurement Category

ATTACHMENTS

QUARTERLY UPDATE: SOCIO-ECONOMIC PROGRAMS STATUS

Table 1: Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category

Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category FY2026 Quarter 4 Report			
State MBE Program Participation Goal	29%		
MDTA-MBE Program Contract Utilization	19.00%		
Procurement Category	MBE %	MBE Subcontract Awards	Prime Contract Awards
Construction	21.62%	\$ 29,729,461.00	\$ 137,512,337.00
A&E	29.66%	\$ 13,360,472.00	\$ 45,050,000.00
Maintenance	0.95%	\$ 82,148.00	\$ 8,626,477.00
IT	10.20%	\$ 7,929,942.00	\$ 77,708,632.00
Services	43.08%	\$ 1,639,115.00	\$ 3,805,005.00
Supplies/Equipment	0.00%	\$ -	\$ 4,896,080.00
Total	19.00%	\$ 52,741,138.00	\$ 277,598,531.00

Table 2: 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 4 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	3%	\$ 3,899,450.00	7.48%	\$ 10,283,411.00	1.95%	\$2,685,563.00	9.32%	\$12,817,037.00	0.03%	\$44,000.00		\$ -	\$29,729,461.00
A&E	10%	\$ 4,281,000.00	3.61%	\$ 1,625,000.00	5.96%	\$2,686,932.00	10.58%	\$ 4,767,540.00	0.00%	\$ -		\$ -	\$13,360,472.00
Maintenance	1%	\$ 82,148.00	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -		\$ -	\$ 82,148.00
IT	5%	\$ 3,964,971.00	0.00%	\$ -	0.00%	\$ -	5.10%	\$ 3,964,971.00	0.00%	\$ -		\$ -	\$ 7,929,942.00
Services	1%	\$ 54,000.00	0.00%	\$ -	39.18%	\$1,490,614.52	2.48%	\$ 94,500.00	0.00%	\$ -		\$ -	\$ 1,639,114.52
Supplies/Equipment	0%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -		\$ -	\$ -
Total Participation	4.42%	\$ 12,281,569.00	4.29%	\$ 11,908,411.00	2.47%	\$6,863,109.52	7.80%	\$21,644,048.00	0.02%	\$44,000.00		\$ -	\$52,741,137.52

TAB 10



Maryland
Transportation
Authority

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

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Finance Chantelle Green
SUBJECT: Office of Legislative Audit's September 2026 Fiscal Compliance Audit
DATE: September 24, 2026

PURPOSE OF MEMORANDUM

To advise the MDTA Board of the results of the Office of Legislative Audit's (OLA) Fiscal Compliance Audit of the Maryland Transportation Authority (MDTA).

SUMMARY

On September 1, 2026, OLA published its fiscal compliance audit of the MDTA for the period beginning March 5, 2020 and ending May 31, 2025. The audit contained two findings: (1) that the MDTA did not take available actions to collect unpaid tolls and penalties incurred by out-of-state vehicles; and (2) a redacted cybersecurity-related finding.

ATTACHMENT

- MDTA September 2026 Fiscal Compliance Audit & Responses

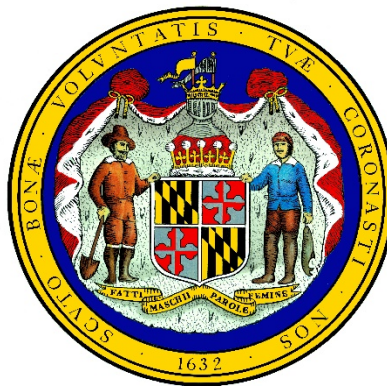
Audit Report

Maryland Transportation Authority

August 2026

Public Notice

In compliance with the requirements of the State Government Article Section 2-1224(i), of the Annotated Code of Maryland, the Office of Legislative Audits has redacted cybersecurity findings and related auditee responses from this public report.



OFFICE OF LEGISLATIVE AUDITS
DEPARTMENT OF LEGISLATIVE SERVICES
MARYLAND GENERAL ASSEMBLY

Joint Audit and Evaluation Committee

Senator Shelly L. Hettleman (Senate Chair)	Delegate Jared Solomon (House Chair)
Senator Benjamin T. Brooks, Sr.	Delegate Steven J. Arentz
Senator Paul D. Corderman	Delegate Andrea Fletcher Harrison
Senator Katie Fry Hester	Delegate Steven C. Johnson
Senator Cheryl C. Kagan	Delegate Mary A. Lehman
Senator Clarence K. Lam, M.D.	Delegate David H. Moon, Esq.
Senator Cory V. McCray	Delegate Julie Palakovich Carr
Senator Justin D. Ready	Delegate Emily K. Shetty, Esq.
Senator Bryan W. Simonaire	Delegate Stephanie M. Smith, Esq.
Senator Alonzo T. Washington	Delegate Ryan S. Spiegel, Esq.

To Obtain Further Information

Office of Legislative Audits
The Warehouse at Camden Yards
351 West Camden Street, Suite 400
Baltimore, Maryland 21201
Phone: 410-946-5900
Maryland Relay: 711
TTY: 410-946-5401 · 301-970-5401
E-mail: webmaster@ola.maryland.gov
Website: ola.maryland.gov

To Report Fraud

The Office of Legislative Audits operates a Fraud Hotline to report fraud, waste, or abuse involving State of Maryland government resources. Reports of fraud, waste, or abuse may be communicated anonymously by a toll-free call to 1-877-FRAUD-11, by mail to the Fraud Hotline, c/o Office of Legislative Audits, or through the Office's website.

Nondiscrimination Statement

The Department of Legislative Services does not discriminate on the basis of age, ancestry, color, creed, marital status, national origin, race, religion, gender, gender identity, sexual orientation, or disability in the admission or access to its programs, services, or activities. The Department's Information Officer has been designated to coordinate compliance with the nondiscrimination requirements contained in Section 35.107 of the United States Department of Justice Regulations. Requests for assistance should be directed to the Information Officer at 410-946-5400 or 410-970-5400.



DEPARTMENT OF LEGISLATIVE SERVICES
OFFICE OF LEGISLATIVE AUDITS
MARYLAND GENERAL ASSEMBLY

August 27, 2026

Senator Shelly L. Hettleman, Senate Chair, Joint Audit and Evaluation Committee
Delegate Jared Solomon, House Chair, Joint Audit and Evaluation Committee
Members of Joint Audit and Evaluation Committee
Annapolis, Maryland

Ladies and Gentlemen:

We have conducted a fiscal compliance audit of the Maryland Transportation Authority (MDTA) for the period beginning March 5, 2020 and ending May 31, 2025. Due to the collapse of the Francis Scott Key Bridge on March 26, 2024, we delayed the start of our audit from its planned due date in March 2024 to April 2025. MDTA is responsible for the supervision, financing, construction, operation, maintenance, and repair of the State's toll facilities.

Our audit disclosed that MDTA did not take available actions to collect unpaid tolls and penalties incurred by out-of-state vehicles, which totaled \$818.1 million as of January 2026. According to MDTA records, approximately \$668.7 million (82 percent) was outstanding for more than one year, including \$386.3 million that was outstanding more than three years. For example, MDTA did not execute reciprocity agreements with other states as allowed by State law which could include provisions for these states to suspend the out-of-state motorists' vehicle registration if the tolls are not paid.

Furthermore, our audit disclosed a cybersecurity-related finding. However, in accordance with the State Government Article, Section 2-1224(i) of the Annotated Code of Maryland, we have redacted the finding from this audit report. Specifically, State law requires the Office of Legislative Audits to redact cybersecurity findings in a manner consistent with auditing best practices before the report is made available to the public. The term "cybersecurity" is defined in the State Finance and Procurement Article, Section 3.5-301(c), and using our professional judgment we have determined that the redacted finding falls under the referenced definition. The specifics of the cybersecurity finding were

previously communicated to those parties responsible for acting on our recommendations.

The Maryland Department of Transportation's (MDOT) response to this audit, on behalf of MDTA, is included as an appendix to this report. Consistent with State law, we have redacted the elements of MDOT's response related to the cybersecurity audit finding. In accordance with State law, we have reviewed the response and, while MDOT generally agrees with the recommendations in this report, we identified certain instances in which statements in the response disagree or appear to be inconsistent with a report finding and recommendation. In each instance we reviewed and reassessed our audit documentation, and reaffirmed the validity of our finding. In accordance with generally accepted government auditing standards, we have included "auditor's comments" within MDOT's response to explain our position. We will advise the Joint Audit and Evaluation Committee of any outstanding issues that we cannot resolve with MDOT.

We wish to acknowledge the cooperation extended to us during the audit by MDTA.

Respectfully submitted,

Brian S. Tanen

Brian S. Tanen, CPA, CFE
Legislative Auditor

Table of Contents

Background Information	4
Agency Responsibilities	4
Financial Statement Audits	5
Special Review - Data Analysis of Electronic Tolling and Customer Service Processes	5
Francis Scott Key Bridge Collapse	5
Status of Findings from Preceding Audit Report	7
Findings and Recommendations	8
Out-of-State Toll Collections	
Finding 1 – The Maryland Transportation Authority (MDTA) did not take available efforts to collect unpaid tolls and penalties incurred by out-of-state vehicles, which totaled \$818.1 million as of January 2026.	8
Information Systems Security and Control	
Finding 2 – Redacted cybersecurity-related finding.	9
Audit Scope, Objectives, and Methodology	10
Agency Response	Appendix

Background Information

Agency Responsibilities

Title 4 of the Transportation Article, Annotated Code of Maryland, establishes the Maryland Transportation Authority (MDTA) as an agency of the State, to act on behalf of the Maryland Department of Transportation with regard to the supervision, financing, construction, operation, maintenance, and repair of the State's toll facilities. The governing board of MDTA consists of eight members who are appointed by the Governor with the advice and consent of the Senate. The Secretary of Transportation serves as the Chairman.

According to State records, during fiscal year 2025, MDTA's expenditures totaled approximately \$1.1 billion (see Figure 1), including \$524.6 million for capital programs to construct, maintain and repair its facilities. According to its audited financial statements, MDTA's operating revenues totaled \$887.5 million (including \$732.2 million in toll revenue) during fiscal year 2025. During the period June 30, 2021 through June 30, 2025, MDTA had vacancy rates that ranged from 10 percent to 20 percent.

Figure 1
MDTA Positions, Expenditures, and Funding Sources

Full-Time Equivalent Positions as of June 30, 2025	
	Positions
Filled	1,523
Vacant	174
Total	1,697
Fiscal Year 2025 Expenditures	
	Expenditures
Salaries, Wages and Fringe Benefits	\$ 243,056,871
Technical and Special Fees	107,500
Operating Expenses	885,027,787
Total	\$1,128,192,158
Fiscal Year 2025 Funding Sources	
	Funding
Non-Budgeted Fund	\$1,128,192,158
Total	\$1,128,192,158

Source: State financial and personnel records

Financial Statement Audits

MDTA engaged an independent accounting firm to perform audits of its financial statements for the fiscal years ended June 30, 2021, 2022, 2023, 2024, and 2025. In the related audit reports, the firm stated that MDTA's financial statements presented fairly, in all material respects, the respective financial position of the business type activities of the MDTA and its changes in financial position and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Special Review - Data Analysis of Electronic Tolling and Customer Service Processes

On March 22, 2023, we issued a report on our *Special Review - Data Analysis of Electronic Tolling and Customer Services Processes*. The report identified approximately \$435,000 in potentially improper toll charges to 10,474 Thomas J. Hatem Memorial Bridge discount plan customers and approximately \$645,000 relating to 82,847 customers that were potentially charged more than once for a single trip through a toll facility.

We reviewed system controls implemented in response to this report and performed various tests of those controls. Our audit did not identify any conditions that warranted inclusion in this report. In addition, our audit disclosed that between September 2023 and April 2024 MDTA issued credits to 12,932 Thomas J. Hatem Bridge discount plan customers totaling \$637,000 and \$695,000 for duplicate tolls charged to customers.

Francis Scott Key Bridge Collapse

On March 26, 2024, a container ship collided with the Francis Scott Key Bridge, resulting in the bridge's collapse. In April 2024, MDTA awarded a \$50.3 million emergency contract for the removal, disposal, and cleanup of debris from the collapsed portion of the bridge. In March 2024, prior to awarding a design-build contractor, MDTA made a preliminary estimate to replace the bridge between \$1.7 billion to \$1.9 billion with a completion date in 2028. MDTA advised us that this estimate was made for the purposes of securing federal funding for the new bridge.

In August 2024, MDTA approved the award of a design-build contract for \$73 million. Between January and July 2025, MDTA awarded three work authorizations totaling approximately \$98 million on the contract for field and subsurface studies, purchasing materials, and conducting tests to ensure that the

design is structurally feasible. Between July and November 2025, MDTA awarded five work authorizations totaling approximately \$355.3 million for the demolition of the remaining bridge, certain materials (such as, platforms for bridge construction to support cranes and drilling machines), and the installation of these materials.

In November 2025, design and preliminary engineering activities were approximately 70 percent complete, and MDTA announced that the total estimated cost to replace the bridge had increased to between \$4.3 billion to \$5.2 billion and the estimated completion date was extended an additional two years to calendar year 2030. MDTA management advised that the increase and extended timeline was primarily due to increases in the materials cost, a change in the width and height of the new bridge, and the addition of a robust pier protection system to help reduce the likelihood of a similar incident. In addition, the revised estimate included \$923.5 million in contingency costs which were not included in the original estimate.

In January 2026, MDTA reported to the Maryland General Assembly's Senate Budget and Taxation Committee and the House Appropriations Committee that it had expended approximately \$238 million on the project as of November 2025. This amount included the cost to remove the debris of the bridge collapse, payments for the design-build contractor, and other related costs (such as construction management and inspection services).

Status of Findings From Preceding Audit Report

Our audit included a review to determine the status of the two findings contained in our preceding audit report dated September 13, 2021. See Figure 2 for the results of our review.

Figure 2 Status of Preceding Findings		
Preceding Finding	Finding Description	Implementation Status
Finding 1	MDTA actions did not determine the impact of electronic toll collection system issues on its customers and identify and correct certain related customer overbillings.	Not repeated
Finding 2	Redacted cybersecurity-related finding. ¹	Status Redacted ¹

¹ The finding description as well as the implementation status of this cybersecurity-related finding has been redacted for the publicly available report in accordance with State Government Article, Section 2-1224(i) of the Annotated Code of Maryland.

Findings and Recommendations

Out-of-State Toll Collections

Finding 1

The Maryland Transportation Authority (MDTA) did not take available actions to collect unpaid tolls and penalties incurred by out-of-state vehicles, which totaled \$818.1 million as of January 2026.

Analysis

MDTA did not take available actions to collect unpaid tolls and penalties incurred by out-of-state vehicles. As of January 2026, unpaid tolls and penalties incurred by out-of-state vehicles totaled \$818.1 million (see Figure 3). According to MDTA records, approximately \$668.7 million (82 percent) was outstanding for more than a year, including \$386.3 million that was outstanding more than three years. Our review disclosed that although MDTA sent the registered owner of the out-of-state vehicle a notice of the toll and assessed penalties when the tolls were unpaid,² it did not take available action to collect the amounts due.

Specifically, as of February 2026, MDTA did not execute reciprocity agreements with other states as allowed by State law which could include provisions for these states to suspend the out-of-state motorists' vehicle registration if the tolls are not paid. In addition, MDTA did not contract with a third-party collection agency to help collect the unpaid tolls and civil penalties or request approval from the Secretary of the Department of Budget and Management (DBM) to refer these accounts to the Central Collection Unit (CCU). State law allows MDTA to refer out-of-state motorists to CCU only if it obtains approval from the Secretary of DBM.

Figure 3
Out-of-State Vehicle Tolls and Penalties
Unpaid as of January 2026
(amounts in millions)

State	Tolls	Penalties	Total
Virginia	\$ 51.9	\$182.8	\$234.7
Pennsylvania	26.1	71.4	97.5
New Jersey	26.5	54.2	80.7
Florida	24.8	38.2	63.0
North Carolina	19.1	39.5	58.6
Other States	82.5	201.1	283.6
Total	\$230.9	\$587.2	\$818.1

Source: MDTA records

² A \$25 penalty is assessed for each video toll transaction not paid by the specified due date, which is generally 45 days after the date of the invoice.

Concerns with unpaid out-of-state tolls and penalties were raised in the April 2024 Joint Chairmen’s report. In January 2025, MDTA responded that it was optimistic about the possibility of entering into its first reciprocity agreement, which could include provisions to suspend the out-of-state motorists’ vehicle registration if the tolls were not paid. As of July 2026, MDTA was still working to finalize that agreement. In addition, MDTA indicated it was developing a request for proposal to hire a third-party collection agency. However, as of February 2026, MDTA had not entered into agreements with any other states and had not drafted the request for proposal.

Recommendation 1

We recommend that MDTA take available actions to help enforce collection of unpaid tolls and penalties due from out-of-state motorists, including

- a. executing reciprocity agreements with other states as allowed by State law,**
- b. contracting with a third-party collection agency, and**
- c. requesting approval from DBM to refer unpaid tolls to CCU.**

Information Systems Security and Control

We determined that Finding 2 related to “cybersecurity,” as defined by the State Finance and Procurement Article, Section 3.5-301(c) of the Annotated Code of Maryland, and therefore is subject to redaction from the publicly available audit report in accordance with the State Government Article 2-1224(i). Consequently, the specifics of the following finding, including the analysis, related recommendations, along with MDOT’s responses, have been redacted from this report copy.

Finding 2

Redacted cybersecurity-related finding.

Audit Scope, Objectives, and Methodology

We have conducted a fiscal compliance audit of the Maryland Transportation Authority (MDTA) for the period beginning March 5, 2020 and ending May 31, 2025. Due to the collapse of the Francis Scott Key Bridge on March 26, 2024, we delayed the start of our audit from its planned due date in March 2024 to April 2025. The audit was conducted in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

As prescribed by the State Government Article, Section 2-1221 of the Annotated Code of Maryland, the objectives of this audit were to examine MDTA's financial transactions, records, and internal control, and to evaluate its compliance with applicable State laws, rules, and regulations.

In planning and conducting our audit, we focused on the major financial-related areas of operations based on assessments of significance and risk. The areas addressed by the audit included procurements and disbursements for capital projects and operating expenditures, equipment, corporate purchasing card, electronic tolling activities, certain cash receipts and payroll activities, and information systems security and control. We also determined the status of the findings contained in our preceding audit report.

Our audit did not include certain payroll support services (such as processing of personnel transactions and maintenance of employee leave records) provided by the Maryland Department of Transportation (MDOT) – The Secretary's Office to MDTA. These payroll support services are included within the scope of our audit of MDOT. In addition, our audit did not include an evaluation of internal controls over compliance with federal laws and regulations for federal financial assistance programs and an assessment of MDTA's compliance with those laws and regulations because MDTA engages an independent accounting firm to annually audit such programs.

MDTA engages an independent accounting firm to audit its annual financial statements. In the related audit reports for the fiscal years ended June 30, 2021, 2022, 2023, 2024 and 2025 the firm stated that MDTA's financial statements presented fairly, in all material respects, the respective financial position of the business-type activities of the MDTA as of June 30, 2021, 2022, 2023, 2024 and 2025 and the respective changes in financial position and cash flows thereof for

the years then ended in accordance with accounting principles generally accepted in the United States of America. We relied on the work of the independent accounting firm to provide audit coverage pertaining to bank and investment accounts, debt issuances and related debt covenants. Our audit procedures in those areas were generally limited, therefore, to obtaining a sufficient basis for that reliance.

Our assessment of internal controls was based on MDTA's procedures and controls in place at the time of our fieldwork. Our tests of transactions and other auditing procedures were generally focused on the transactions occurring during our audit period of March 5, 2020 to May 31, 2025, but may include transactions before or after this period as we considered necessary to achieve our audit objectives.

To accomplish our audit objectives, our audit procedures included inquiries of appropriate personnel, inspections of documents and records, tests of transactions, and to the extent practicable, observations of MDTA's operations. Generally, transactions were selected for testing based on auditor judgment, which primarily considers risk, the timing or dollar amount of the transaction, or the significance of the transaction to the area of operation reviewed. As a matter of course, we do not normally use sampling in our tests, so unless otherwise specifically indicated, neither statistical nor non-statistical audit sampling was used to select the transactions tested. Therefore, unless sampling is specifically indicated in a finding, the results from any tests conducted or disclosed by us cannot be used to project those results to the entire population from which the test items were selected.

We also performed various data extracts of pertinent information from the State's Central Payroll Bureau (payroll data), as well as from the contractor administering the State's Corporate Purchasing Card Program (credit card activity). The extracts are performed as part of ongoing internal processes established by the Office of Legislative Audits and were subject to various tests to determine data reliability. We determined that the data extracted from these sources were sufficiently reliable for the purposes the data were used during this audit.

We also extracted data from MDTA's general ledger and purchasing and disbursement systems for the purpose of testing purchases and disbursements and extracted data from MDTA's tolling customer service contractor for the purpose of testing collection efforts for electronic tolls. We performed various tests of the relevant data and determined that the data was sufficiently reliable for the purposes the data was used during the audit. Finally, we performed other auditing procedures that we considered necessary to achieve our audit objectives. The

reliability of data used in this report for background or informational purposes was not assessed.

MDTA's management is responsible for establishing and maintaining effective internal control. Internal control is a process designed to provide reasonable assurance that objectives pertaining to the reliability of financial records; effectiveness and efficiency of operations, including safeguarding of assets; and compliance with applicable laws, rules, and regulations are achieved. As provided in *Government Auditing Standards*, there are five components of internal control: control environment, risk assessment, control activities, information and communication, and monitoring. Each of the five components, when significant to the audit objectives, and as applicable to MDTA, were considered by us during the course of this audit.

Because of inherent limitations in internal control, errors or fraud may nevertheless occur and not be detected. Also, projections of any evaluation of internal control to future periods are subject to the risk that conditions may change or compliance with policies and procedures may deteriorate.

Our reports are designed to assist the Maryland General Assembly in exercising its legislative oversight function and to provide constructive recommendations for improving State operations. As a result, our reports generally do not address activities we reviewed that are functioning properly.

This report includes findings related to conditions that we consider to be a significant deficiency in the design or operation of internal control that could adversely affect MDTA's ability to maintain reliable financial records, operate effectively and efficiently, and/or comply with applicable laws, rules, and regulations. Our report also includes a finding regarding a significant instance of noncompliance with applicable laws, rules, or regulations. Other less significant findings were communicated to MDTA that did not warrant inclusion in this report.

State Government Article Section 2-1224(i) requires that we redact in a manner consistent with auditing best practices any cybersecurity findings before a report is made available to the public. This results in the issuance of two different versions of an audit report that contains cybersecurity findings – a redacted version for the public and an unredacted version for government officials responsible for acting on our audit recommendations.

The State Finance and Procurement Article, Section 3.5-301(c), states that cybersecurity is defined as “processes or capabilities wherein systems,

communications, and information are protected and defended against damage, unauthorized use or modification, and exploitation.” Based on that definition, and in our professional judgment, we concluded that a finding in this report falls under that definition. Consequently, for the publicly available audit report all specifics as to the nature of the cybersecurity finding and required corrective actions have been redacted. We have determined that such aforementioned practices, and government auditing standards, support the redaction of this information from the public audit report. The specifics of the cybersecurity finding have been communicated to MDTA and those parties responsible for acting on our recommendations in an unredacted audit report.

The response from MDOT, on behalf of MDTA, to our findings and recommendations, is included as an appendix to this report. Depending on the version of the audit report, responses to any cybersecurity findings may be redacted in accordance with State law. As prescribed in the State Government 12 Article, Section 2-1224 of the Annotated Code of Maryland, we will advise MDOT regarding the results of our review of its response.

Office of the Secretary

August 25, 2026

Brian S. Tanen, CPA, CFE
Legislative Auditor
Office of Legislative Audits
The Warehouse at Camden Yards
351 West Camden Street, Suite 400
Baltimore MD 21201

Dear Mr. Tanen:

Enclosed please find responses to the audit report from the Office of Legislative Audits for the Maryland Transportation Authority for the period beginning March 5, 2020, and ending May 31, 2025.

If you have any additional questions or concerns, please contact Ms. Loyda Sequeira, MDOT Chief of Audits & Rail Safety, by email at lsequeira@mdot.state.md.us or by phone at 410-865-1168. Of course, you may always contact me directly.

Sincerely,



Kathryn Thomson
Secretary

Attachment

cc: Mr. Bruce Gartner, Executive Director, MDTA
Mr. Wayne Heibeck, Chief of Staff, MDOT
Ms. Loyda Sequeira, Chief of Audits & Rail Safety, MDOT

Maryland Transportation Authority

Agency Response Form

Out-of-State Toll Collections

Finding 1

The Maryland Transportation Authority (MDTA) did not take available actions to collect unpaid tolls and penalties incurred by out-of-state vehicles, which totaled \$818.1 million as of January 2026.

We recommend that MDTA take available actions to help enforce collection of unpaid tolls and penalties due from out-of-state motorists, including

- a. executing reciprocity agreements with other states as allowed by State law,
- b. contracting with a third-party collection agency, and
- c. requesting approval from DBM to refer unpaid tolls to CCU.

Agency Response	
Analysis	
Please provide additional comments as deemed necessary.	In response to the COVID-19 pandemic, MDTA transitioned all tolling at its facilities from cash payments to all-electronic tolling to automate and streamline toll payments across the state. For customers that do not have an E-ZPass, MDTA issues a Notice of Toll Due to the address associated with the vehicle owner's license plate. Maryland has several mechanisms to enforce unpaid tolls and penalties for in-state vehicles, including the ability to intercept state tax refunds from violators. This allowed MDTA to collect approximately \$119.3 million in outstanding tolls and penalties from Maryland residents since FY 2023. However, a similar function does not exist for nonresident motorists, making collection avenues significantly more complex. The MDTA has been transparent in its acknowledgment of the challenges associated with collecting video tolls in its Joint Chairmen's Report responses to the Maryland General Assembly and its annual Revenue Assurance presentation to the MDTA Board in recent years. The MDTA acknowledges the importance of implementing a multi-prong approach to collecting unpaid tolls from nonresident drivers, in accordance with best practice recommendations presented by OLA. This includes but is not limited to entering into toll enforcement reciprocity agreements with other jurisdictions, leveraging national electronic toll interoperability networks, and contracting with third party collection agencies to pursue unpaid debt. However, it is important to

Maryland Transportation Authority

Agency Response Form

	note that these actions require significant time to implement. Executing reciprocity agreements, for example, depends on MDTA's counterparts in other states to navigate laws and regulations associated with their respective transportation systems, creating long and unpredictable timelines for implementation. MDTA is committed to ensuring the below corrective actions are fulfilled in accordance with best practices, and implementing systems that will ensure the agency maximizes all opportunities to capture available revenues while holding debtors accountable to paying their dues to the State of Maryland.		
Recommendation 1a	Agree	Estimated Completion Date:	3Q 2027 for Pennsylvania
Please provide details of corrective action or explain disagreement.	Maryland law (Transportation Article § 21-1415) authorizes the Maryland Transportation Authority (MDTA) to create agreements with other jurisdictions for reciprocal toll violation enforcement. The agency recognizes the importance of pursuing toll enforcement reciprocity to collect unpaid tolls from out-of-state motorists. The implementation of reciprocal toll enforcement agreements is one of multiple strategies currently underway to aid in the collection of out-of-state toll debt. While reciprocity agreements are valuable tools to encourage payment compliance, the development and implementation of reciprocal toll enforcement agreements are challenging for the State of Maryland, as well as other tolling agencies nationally. As noted in the MDTA's 2024 and 2025 Joint Chairmen's Report responses to the Maryland General Assembly, several of the primary obstacles, which complicate the development and implementation of reciprocal toll enforcement agreements, include (1) the notable differences in motor vehicle toll enforcement actions and financial penalties for unpaid tolls among states; (2) the need for the statutes, regulations, policies, operational processes, and technical capabilities of the agencies governing toll collection (tolling and motor vehicle) within each jurisdiction to be evaluated, and, where necessary, aligned before reaching a final agreement; and (3) reciprocal toll enforcement agreements are executed on a peer agency-to-peer agency basis rather than through direct state-to-state agreements. Currently, the State of Maryland is working diligently toward establishing its inaugural reciprocal toll enforcement agreement with the		

Maryland Transportation Authority

Agency Response Form

Pennsylvania Turnpike Commission (PTC). The MDTA and the Motor Vehicle Administration (MVA) have jointly initiated discussions with the PTC and the Pennsylvania Department of Transportation's Motor Vehicle Administration (PennDOT) regarding the establishment of a reciprocal toll enforcement agreement. The MDTA and the PTC have mutually agreed that it would be most beneficial to leverage the toll enforcement reciprocity agreement framework that is currently being negotiated between Pennsylvania and New York. The proposed agreement will likely entail flagging and/or suspending a motorist's vehicle registration when either a Pennsylvania or Maryland resident owes qualifying unpaid tolls in the reciprocal jurisdiction. Next steps include, but are not limited to, verifying statutory alignment, drafting program requirements (e.g., governance structure, definition and agreement on terminology, etc.); legal review (draft agreement, statutes, etc.); and agreement finalization and execution between four agencies (MDTA, MVA, PTC, and PennDOT). Prior to going live with toll reciprocity, information technology system workflow testing, software updates, and staff training will be conducted. The parties have established target milestones for agreement execution and operational go-live of January 2027 and Fall 2027, respectively.

PTC is deemed the best fit for Maryland's first reciprocal toll enforcement agreement because (1) PTC's toll enforcement actions and penalties for non-compliant motorists are operationally similar to those used by the MDTA; (2) PTC's level of customer service is commensurate with the State of Maryland's customer service objectives, including an adequate level of investment in automation and the corresponding assurance that motor vehicle registration flags will be released promptly when customers satisfy their outstanding toll obligations; and (3) the potential to achieve significant results going forward given that Pennsylvania residents owe the second highest amount of unpaid tolls and civil penalties.

Additionally, it should be noted that the toll enforcement reciprocity agreement with Pennsylvania will be the MDTA's pilot agreement. The MDTA is engaged in discussions with Virginia and the New York Thruway about the feasibility of entering into future agreements with a timeline to be determined in the future.

Maryland Transportation Authority

Agency Response Form

	Lastly, the MDTA is also leveraging the national electronic toll interoperability network to increase the collection of toll revenue from out-of-state motorists using MDTA toll facilities. As part of this effort, MDTA is in the process of joining the Northern Hub (estimated to occur in the fourth quarter of calendar 2026), which will establish interoperability with the Central U.S. Interoperability Partnership (CUSIOP) Hub. This expansion will enable MDTA to electronically process toll transactions for motorists using interoperable transponders issued in Texas, Oklahoma, Kansas, and Colorado by charging customers' prepaid electronic toll accounts at the time of travel. Given that Texas and Florida are high volume outstanding debt states, many transactions that would otherwise become post-trip video tolls, requiring billing and collection efforts, will instead be collected electronically at the point of tolling. The CUSIOP Hub connection, which is being coordinated by the E-ZPass Interagency Group (IAG), will allow MDTA to immediately focus near-term on these states by end of calendar year 2026.		
Recommendation 1b	Agree	Estimated Completion Date:	3Q 2027
Please provide details of corrective action or explain disagreement.	MDTA is actively developing a Request for Proposals (RFP) to initiate out-of-state collections services for the first time. MDTA began this effort by hosting Request for Information meetings with nine firms that operate within the toll collections services market. These discussions were used to better inform the development of the RFP structure, scope, and performance expectations typical in the tolling industry. In parallel, staff gathered information from other state transportation and tolling agencies regarding lessons learned and industry best practices. To date, RFP specifications have been developed to facilitate high industry response.		
Recommendation 1c	Disagree	Estimated Completion Date:	N/A
Please provide details of corrective action or explain disagreement.	The MDTA acknowledges the important role that the Department of Budget and Management's (DBM) Central Collection Unit (CCU) has in collecting unpaid debt from Maryland residents. Arguably, the most significant tool that CCU has is its State Tax Refund Intercept Program. The program enables CCU to seize a Maryland resident's expected tax refund to pay off past-due debt to the State of Maryland (including toll debt). While this program has aided the MDTA in collecting approximately \$119.3 million in outstanding tolls and penalties from Maryland residents since FY 2023, a similar program does not exist for nonresident motorists. Consequently, it has been the MDTA's		

Maryland Transportation Authority

Agency Response Form

	experience that CCU's ability to collect unpaid tolls from nonresident motorists is limited. The MDTA and DBM are aligned in the belief that referring outstanding toll debt for out-of-state motorists to CCU is not in the best interest of either agency at this time. Currently, CCU is limited in the tools available to pursue collection from out-of-state motorists. Furthermore, based on historical collection activity, CCU is concerned that the costs required to pursue the debts from out-of-state motorists could exceed the revenue collected and the additional burden on resources to handle this group of debtors could have a negative effect on collection activities on other State debt that CCU is currently pursuing. Lastly, the referral of out-of-state debt to CCU could restrict the MDTA's other collection efforts, such as contracting with an outside collection agency. Consequently, outside of expanding national interoperability through the E-ZPass® Group and other hubs, the MDTA and DBM believe that the MDTA should pursue entering into toll enforcement reciprocity agreements and contracting with one or more third party collection agencies. These enhanced collection tools currently constitute the best mechanisms for collecting unpaid toll debt from out-of-state motorists.
--	--

Auditor's Comment: Although MDOT's response indicates that it disagrees with Recommendation 1c, it also indicates that MDTA will continue to pursue other available collection actions as recommended. As noted in our Analysis, MDTA did not request approval from the Secretary of DBM to refer these accounts to CCU during our audit as allowed by State law. However, MDOT's response states that MDTA and DBM are now aligned in the belief that referring outstanding toll debt for out-of-state motorists to CCU is not in the best interest of either agency at this time.

Maryland Transportation Authority

Agency Response Form

Information Systems Security and Control

The Office of Legislative Audits (OLA) has determined that Finding 2 related to “cybersecurity,” as defined by the State Finance and Procurement Article, Section 3.5-301(c) of the Annotated Code of Maryland, and therefore is subject to redaction from the publicly available audit report in accordance with the State Government Article 2-1224(i). Although the specifics of the following finding, including the analysis, related recommendations, along with MDOT’s responses, have been redacted from this report copy, MDOT’s responses indicated agreement with the finding and related recommendations.

Finding 2

Redacted cybersecurity-related finding.

Agency Response has been redacted by OLA.

AUDIT TEAM

Adam J. Westover, CPA
Audit Manager

Michael K. Bliss, CISA
Information Systems Audit Manager

Tu N. Vuong
Thomas J. Kraemer
Edward J. Welsh, CFE
Senior Auditors

Joshua A. Nicodemus, CISA
Information Systems Senior Auditor

Ryan S. Krogen, CIA, CFE
Yuvaraj N. Sharma
Etai D. Stern
Staff Auditors

TAB 11

VERBAL

TAB 12

VERBAL